

# Socio-Economic and Land Use Characteristics Assessment

Contract RFS-2019-NAFC-110

PO 214244

HDR Project 10206938



Ontario Line Technical Advisor

*Toronto, Ontario*

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# Executive Summary

## ES.1 Project Overview and Study Purpose

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line (the Project), extending from Exhibition/Ontario Place to the Ontario Science Centre, in the City of Toronto.

The Project is being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act. Ontario Regulation 341/20: Ontario Line Project outlines a Project-specific environmental assessment process that includes an Environmental Conditions Report, Environmental Impact Assessment Report, and an opportunity for Early Works Report(s) for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. The Environmental Conditions Report documents the local environmental conditions of the Ontario Line Study Area and provides a preliminary description of the potential environmental impacts from the Project. Information outlined in the Environmental Conditions Report is used to inform the Early Works Report(s) and Environmental Impact Assessment Report, which study environmental impacts in further detail and confirm and refine preliminary mitigation measures identified in the Environmental Conditions Report.

The Project is a new approximately 15.6-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) Light Rail Transit service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way with a combination of elevated (i.e., above existing rail corridor/roadway), tunnelled (i.e., underground), and at-grade (i.e., at the same elevation as the existing rail corridor) segments at various locations.

## ES.2 Methodology

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

- Land use designations and applicable Secondary Plans under the City of Toronto Official Plan;
- Physical neighbourhood composition, including existing land use and built form patterns, transit and transportation network, and public realm characteristics;

- Community amenities, including institutional uses, parks and recreational uses, community groups and their resources, and planned services and facilities;
- Neighbourhood demographics; and
- Future development.

Potential impacts on socio-economic and land use characteristics are assessed for Project construction, as applicable, and for operation. The potential impacts have been determined based on an understanding of the refined conceptual design that has been developed through design and consultation work, and how construction and operation of the proposed Project will interact with the existing socio-economic and land use environment. The following analytical techniques are used in the assessment:

- GIS-based overlay mapping and analysis tools are used to identify potential interactions between the Project and existing or anticipated land uses.
- Potential impacts on socio-economic and land use characteristics are described qualitatively in relation to Project construction and operation. Where appropriate, information and conclusions from supporting assessments (e.g., noise/vibration and air quality) are cross-referenced, summarized, and incorporated into the assessment.
- Project-facing photographs were qualitatively reviewed to inform the characterization of existing conditions, visual impacts, and aesthetic effects.

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

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

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

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

To document the existing socio-economic environment and land use characteristics, the following elements were reviewed:

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

## **ES.4 Potential Impacts, Mitigation Measures and Monitoring Activities**

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

Building on this analysis, a socio-economic and land use impact assessment has been undertaken as Project planning and design have advanced and is documented in the Early Works Report(s), the Environmental Conditions Report, and this Socio-Economic and Land Use Characteristics Assessment. These reports recommend mitigation measures and monitoring activities to address identified impacts. This assessment is based on a conceptual approach to project design and implementation, and updates are anticipated as planning advances. However, refinements are anticipated to generally align with the identified impacts and proposed mitigation and monitoring approaches. A summary of potential impacts, mitigation measures, and monitoring activities identified in this Report is provided in Table ES-1.



Table ES-1. Summary of Potential Impacts, Mitigation Measures, and Monitoring Requirements

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
<b>Property</b>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Property acquisition – permanent and temporary.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Specific permanent property requirements, and temporary property requirements, such as those associated with construction staging and laydown, will be reduced to the extent feasible as planning progresses.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Development Projects</b>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Compatibility with nearby planned development projects will require review and coordination.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Complete review of proposed development applications, including those submitted since the preparation of this report, to reduce site impacts and determine feasible methods of design coordination where needed.</li> <li>Metrolinx will continue to coordinate with the City of Toronto where it has active development projects in or adjacent to the Project Footprint.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>All Land Uses and Adjacent Lands</b>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Nuisance impacts from construction activities.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Land uses adjacent to the aboveground segments of the alignment as well as station sites and the OMSF may experience nuisance impacts such as noise, vibration, dust, traffic, and light intrusion from infrastructure and operational activities.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Reduce potential impacts to recreational uses, parks and open spaces to the extent feasible.</li> <li>Mitigation measures related to potential air quality and noise and vibration nuisance impacts are outlined in Section 5.7 and 5.8 of the Environmental Impact Assessment Report.</li> <li>Develop an Erosion and Sediment Control Plan in accordance with the Toronto and Region Conservation Authority's <i>Erosion and Sediment Control Guide for Urban Construction (2019)</i>, as amended from time to time, that addresses sediment release to adjacent properties and roadways.</li> <li>Develop a Communications Protocol which indicates how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night.</li> <li>Develop a strategy to reduce the impacts of light pollution, trespass, and glare.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Mitigation measures related to potential air quality, noise and vibration, and traffic nuisance impacts are outlined in Sections 5.7, 5.8, and 5.9 of the Environmental Impact Assessment Report.</li> <li>Project infrastructure will be designed to reduce light trespass, glare, and pollution.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Regular monitoring (e.g., on-site inspection) of mitigation measures to verify effectiveness and inform adaptive management, as required.</li> <li>Monitoring related to potential air quality and noise and vibration nuisance impacts are outlined in Sections 5.7 and 5.8 of the Environmental Impact Assessment Report.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Regular monitoring (e.g., on-site inspection) of mitigation measures to verify effectiveness and inform adaptive management, as required.</li> <li>Monitoring related to potential air quality and noise and vibration nuisance impacts are outlined in Sections 5.7 and 5.8 of the Environmental Impact Assessment Report.</li> <li>Monitoring related to traffic is outlined in Section 5.9 of the Environmental Impact Assessment Report.</li> </ul>

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Land use and access disruption.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Land use and access disruption.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required.</li> <li>Provide temporary lighting and wayfinding signs and cues to aid navigation around the construction site.</li> <li>Develop a construction staging plan focused on pedestrian flow and limiting disruption.</li> <li>Maintain access to on-street parking and parking facilities, where feasible. Where access to regular parking cannot be maintained, provide clear communication, alternative access and signage.</li> <li>Reduce potential impacts on and maintain access to recreational uses, parks and open spaces to the extent feasible.</li> <li>Where impacts to institutional uses or community groups and resources are anticipated, consult with the property owner to identify and develop appropriate mitigation measures.</li> <li>Metrolinx will inform the City of Toronto, communities, residents, business owners and institutions (e.g., school boards) directly impacted by construction. Specific mitigation measures will be developed once property impacts have been further refined and confirmed.</li> <li>Regular (existing) access will be maintained, where feasible. Where existing access cannot be maintained, alternative access and signage will be provided.</li> <li>Maintain access to businesses during working hours, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.</li> <li>Continue to consult with the City of Toronto and TRCA on impacts to parkland and natural areas and opportunities for parkland improvement as Project planning and design progress.</li> <li>Mitigation measures related to transportation are outlined in Section 5.9 of the Environmental Impact Assessment Report.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Access to driveways and side streets will be restored to the greatest extent possible following construction, where changes are required. Where restoration cannot be completed and if required, Metrolinx will conduct further investigations and negotiate with the affected property owner.</li> <li>Provide lighting and wayfinding signs and cues to aid navigation around each station site.</li> <li>Restore parkland once construction is complete.</li> <li>Reconnect trails where possible once construction is complete or provide alternative routing.</li> <li>Mitigation measures related to transportation are outlined in the Section 5.9 of the Environmental Impact Assessment Report.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Regular monitoring (e.g., on-site inspection) of temporary access paths, walkways, cycling routes and fencing to ensure effectiveness.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Monitoring related to traffic mitigation measures are outlined in Section 5.9 of the Environmental Impact Assessment Report.</li> </ul>

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
<b>Built Form and Visual Characteristics</b>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Visual impacts from construction areas/activities.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Visual impacts from public-facing structures and/or operations activities.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>A screened enclosure for the development site will be provided.</li> <li>Consideration will be given to providing temporary landscaping along the borders of the construction site between site fencing/enclosure and walkways, where space allows, and where necessary.</li> <li>Comply with local applicable municipal by-laws and Ministry of Transportation practices for permanent and temporary construction activity outdoor lighting in areas near or adjacent to highways and roadways and incorporate industry best practices provided in ANSI/IES RP-8-18 – Recommended Practice for Design and Maintenance of Roadway and Parking Facility Lighting, as described in the contract documents.</li> <li>Work will be performed in such a way that adverse impacts 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.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Reduce the visual effects of project structures (e.g., elevated guideways, support structures, retaining walls) by considering their location, building materials, architectural design, and surrounding landscape treatments.</li> <li>Municipal and public engagement as Project planning and design progresses.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>The built form and public realm will change compared to existing conditions, especially around station sites, headhouses, and in areas where the tracks are elevated or at-grade.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>Reduce the visual effects of bridges, retaining walls and noise barriers by selecting appropriate building materials and architectural design.</li> <li>New infrastructure will be constructed to a high visual standard that enhances the surrounding area.</li> <li>Consult with the City of Toronto regarding restoration of public realm areas impacted by construction activities.</li> <li>Ongoing coordination with the City of Toronto will be required to promote the integration of Moss Park Station, Riverside/Leslieville Station, and Gerrard Station with existing parkland and open spaces.</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Operations</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## ES.5 Permits and Approvals

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

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## Appendices

### Appendix A. City of Toronto Official Plan Maps

Map 4 - Higher Order Transit Corridors [map]. Scale not given. Toronto, ON. City of Toronto. 2015. (Map Depicting Higher Order Transit Corridors, Both In and Outside the Project Footprint)

Map 2 - Urban Structure [map]. Scale not given. Toronto, ON. City of Toronto. 2015. (Map Depicting the Urban Structure from the City of Toronto Official Plan, Both In and Outside the Project Footprint)

### Appendix B. City of Toronto Land Use Plan Maps

Toronto Official Plan Map 17 Land Use Plan [map]. 1:33. Toronto, ON. City of Toronto. 2019.

Toronto Official Plan Map 18 Land Use Plan [map]. 1:33. Toronto, ON. City of Toronto. 2019.

Toronto Official Plan Map 20 Land Use Plan [map]. 1:33. Toronto, ON. City of Toronto. 2019.

### Appendix C. Site and Area Specific Policies Applicable to the Project

Toronto Official Plan Map 28 Site and Area Specific Policies [map]. 1:33. Toronto, ON. City of Toronto. 2019.

Toronto Official Plan Map 29 Site and Area Specific Policies [map]. 1:33. Toronto, ON. City of Toronto. 2019.

Toronto Official Plan Map 31 Site and Area Specific Policies [map]. 1:33. Toronto, ON. City of Toronto. 2019.

### Appendix D. Applicable Environmental Assessments

### Appendix E. Additional Policy Considerations

### Appendix F. Active Development Applications in the Study Area

### Appendix G. City of Toronto Secondary Plan Key Map

Toronto Official Plan Map 35 Secondary Plan Key Map [map]. No scale. Toronto, ON. City of Toronto. 2019.

## Acronyms and Abbreviations

AODA	<i>Accessibility for Ontarians with Disabilities Act</i>
BIA	Business Improvement Area
CN	Canadian National Railway
CP	Canadian Pacific Railway
EEB	Emergency Egress Building
ECR	Environmental Conditions Report
EIAR	Environmental Impact Assessment Report
Growth Plan	A Place to Grow: Growth Plan for the Greater Golden Horseshoe
LRT	Light Rail Transit
MMAH	Ministry of Municipal Affairs and Housing
NOAC	Notice of Approval Conditions
OLN	Ontario Line North
OLS	Ontario Line South
OLW	Ontario Line West
OMB	Ontario Municipal Board
OMSF	Operations Maintenance and Storage Facility
POP	Privately-Owned Public Space
RoW	Right of Way
TBM	Tunnel Boring Machine
TRCA	Toronto and Region Conservation Authority
TTC	Toronto Transit Commission

# 1 Introduction

## 1.1 Project Overview

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line (the Project), extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

The Project is a new approximately 15.6-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) Light Rail Transit (LRT) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way (RoW) with a combination of elevated (i.e., above existing rail corridor/roadway), tunnelled (i.e., underground), and at-grade (i.e., at the same elevation as the existing rail corridor) segments at various locations.

An overview of the Project Footprint is shown in Figure 1-1 and detailed figures showing footprint and project components are shown in Figure 8-1, Figure 8-3, and Figure 8-5.

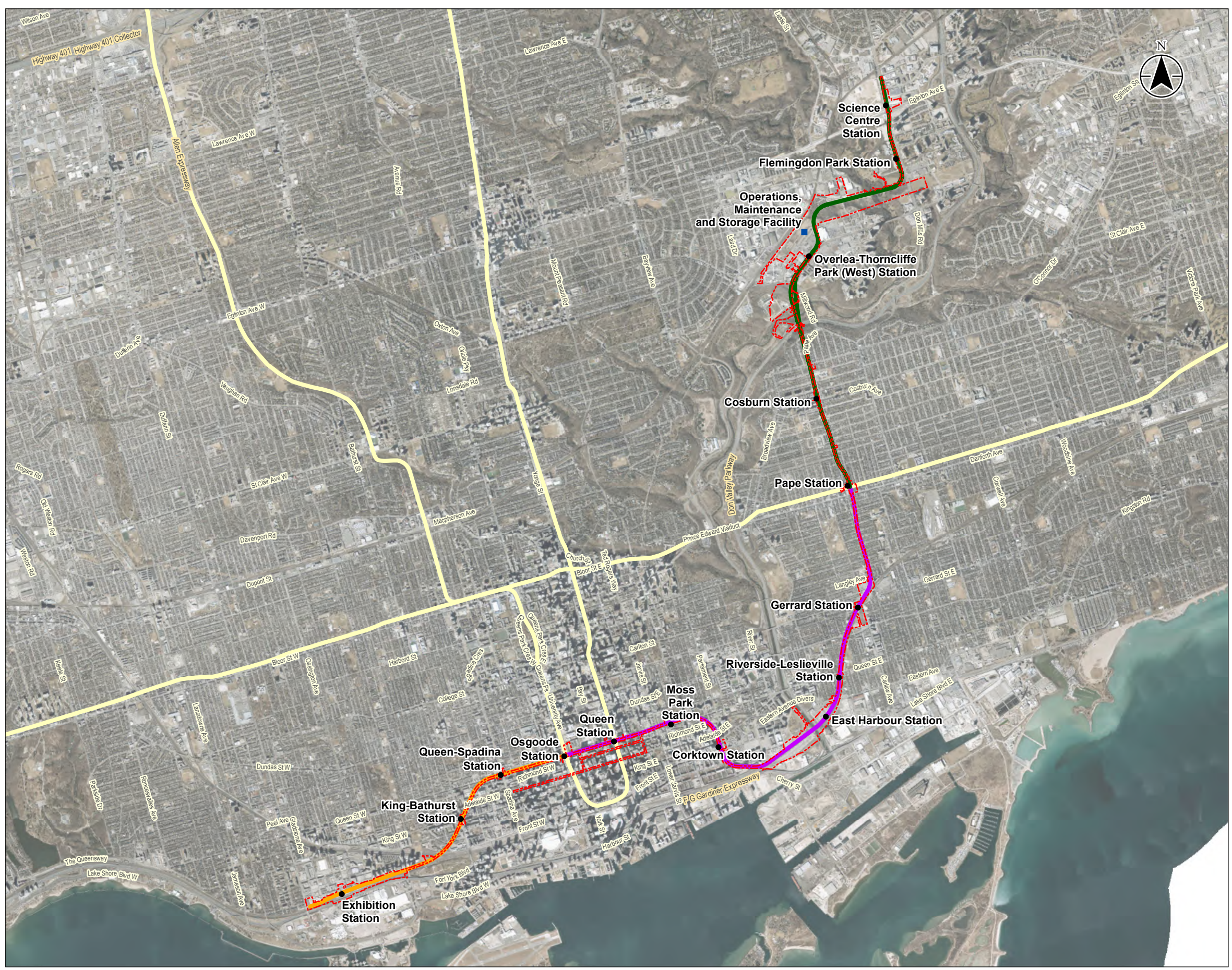
## 1.2 Purpose of the Ontario Line Environmental Impact Assessment Report

The Project is being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project under the *Environmental Assessment Act*. Ontario Regulation 341/20: Ontario Line Project outlines a Project-specific environmental assessment process that includes an Environmental Conditions Report (ECR), Environmental Impact Assessment Report (EIAR), and an opportunity for Early Works Report(s) for assessment of works that are ready to proceed in advance of the EIAR. The ECR documents the local environmental conditions of the Ontario Line Study Area and provides a preliminary description of the potential environmental impacts of the Project. Information provided in the ECR is used to inform the Early Works Report(s) and the EIAR, which study environmental impacts in further detail and confirm and refine preliminary mitigation measures identified in the ECR.

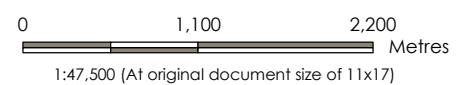
The EIAR includes environmental impact assessment results, proposed mitigation measures, proposed monitoring activities, potentially required permits and approvals and a record of consultation, among other information, to meet Ontario Regulation 341/20: Ontario Line Project requirements.



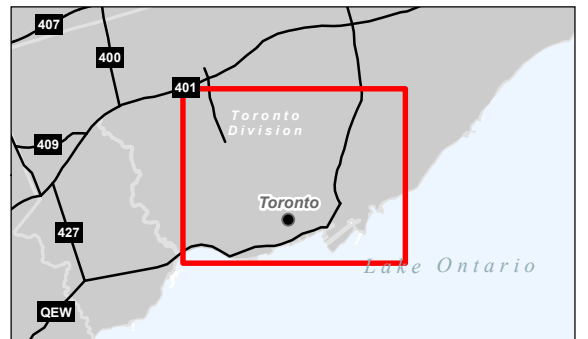
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- Legend**
- Project Footprint
  - Station Location
  - Operations, Maintenance and Storage Facility
  - Ontario Line West
  - Ontario Line South
  - Ontario Line North
  - Existing Subway



- Notes**
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Figure No.

**1-1**

Title

**Project Footprint**



## 1.3 Purpose of the Socio-Economic and Land Use Characteristics Assessment Report

This report forms part of the EIAR and has been prepared to assess potential socio-economic and land use characteristic impacts and identify proposed mitigation measures and monitoring activities to verify mitigation effectiveness.

This Socio-Economic and Land Use Characteristics Assessment involves a review of relevant planning and neighbourhood information to summarize existing conditions, as described in AECOM's Socio-Economic and Land Use Characteristics Environmental Conditions Report (2020a) (see Section 2), which is available under separate cover.

To document the existing socio-economic environment and land use characteristics, the following elements were derived from the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) and updated as appropriate to reflect the current Project understanding, scope, and footprint:

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

The impact assessment (Section 8) is based on this background information and the conceptual design of the Project for assessing how the environment will potentially be impacted by the Project, both temporarily and permanently.

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

This assessment builds on and refines the information and results presented in these previous reports. The scope of this study is based on the preliminary Project design information and construction schedule available at the time of the assessment, from December 2020 to December 2021.

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

**Table 1-1. Report Contents in Accordance with Ontario Regulation 341/20: Ontario Line Project**

<b>Reg. Section</b>	<b>Requirement</b>	<b>Report Section</b>
<b>Section 15(2)4</b>	A description of the local environmental conditions at the site of the Ontario Line Project early works.	Sections 3, 4, 5, 6, and 7
<b>Section 15(2)6</b>	Metrolinx's assessment and evaluation of the impacts that the preferred method of carrying out the Ontario Line Project and other methods might have on the environment, and Metrolinx's criteria for assessment and evaluation of those impacts.	Section 8
<b>Section 15(2)7</b>	A description of any measures proposed by Metrolinx for mitigating any negative impacts that the preferred method of carrying out the Ontario Line Project might have on the environment.	Section 8.5
<b>Section 15(2)8</b>	A description of the means Metrolinx proposes to use to monitor or verify the effectiveness of mitigation measures proposed.	Section 8.5
<b>Section 15(2)9</b>	A description of any municipal, provincial, federal or other approvals or permits that may be required for the Ontario Line Project.	Section 9

## 1.4 Project Description

For readability, the Project has been divided into three sections: Ontario Line West (OLW), Ontario Line South (OLS), and Ontario Line North (OLN).

Select Project components are proposed to proceed before the completion of the Environmental Impact Assessment process and have been assessed under separate cover, as part of the Ontario Line Early Works Reports. These include early works at Exhibition Station, Corktown Station, Lower Don Bridge and Don Yard, East Harbour Station, and the Lakeshore East Joint Corridor.

### 1.4.1 Ontario Line West Section

The OLW section extends from Exhibition Station (a terminus and interchange point with the Lakeshore West GO Transit corridor) to the Toronto Transit Commission (TTC) Line 1 interchange at Osgoode Station as shown in Figure 1-2.







At Exhibition Place, the OLW tracks and platform will be located at-grade on the north side of the Lakeshore West GO Transit corridor. An above-grade concourse is planned to span both sets of tracks to facilitate cross-track access to the Ontario Line and GO Transit platforms. As the tracks extend eastwards from Exhibition Station they gradually descend, and the tracks will be below-grade before entering the portal to transition the subway underground. Between Exhibition Station and the portal, retaining walls will be installed to facilitate the gradual descent of the subway line. The location of supporting structures will be confirmed as design advances, but based on current information, it is anticipated that a traction power substation may be located east of the Exhibition portal, and an Emergency Egress Building (EEB) may be located in the Ordance Park area.

The subway tunnel continues underground at an approximate depth of 30 m to King/Bathurst Station. Beyond King/Bathurst Station, the tunnel continues northeast before curving to arrive at Queen/Spadina Station. From there, the tunnel extends east under Queen Street to an interchange station under the existing TTC Osgoode Station. The Ontario Line Osgoode Station will be an interchange station with the existing TTC Line 1 Osgoode Station.

## 1.4.2 Ontario Line South Section

The OLS section extends from the east side of Osgoode Station to just south of Pape Station as shown in Figure 1-3.

The OLS tracks continue from Osgoode Station through the subway tunnels east under Queen Street to an interchange station under the existing TTC Line 1 Queen Station. The Ontario Line Queen Station will be connected with TTC Line 1 Queen Station and the PATH system. An underground track crossover will be constructed east of Queen Station for maintenance and emergency diversion purposes. East of the crossover, the tunnels continue under Queen Street East to the Moss Park Station, located on the north side of Queen Street East between George Street and Sherbourne Street. From Moss Park Station the tunnels turn south and travels underground to Corktown Station near the intersection of Berkeley Street and King Street East. An EEB connected to the station will be located on the east side of Berkeley Street, north of Front Street. From Corktown Station, the tunnels turn southeast and travels under Distillery Lane.

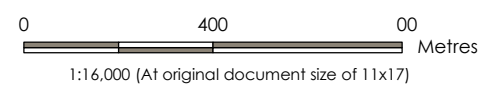
An EEB will be located west of Cherry Street in the Metrolinx Union Station Rail Corridor RoW with emergency access provided from Cherry Street and Lakeshore Boulevard East. An additional EEB is proposed at the foot of Tannery Road in the Metrolinx Union Station Rail Corridor RoW. The tunnels reach the surface at the Don Yard Portal, located just west of the Don River, to the north of the existing GO Transit Union Station Rail Corridor and Don Yard train storage facility and to the southeast of Mill Street. Retaining walls will be constructed from the portal face on both sides of the tracks as the elevation ascends from below grade to at-grade. The tracks will cross the Lower Don River on a new bridge, the Lower Don Bridge, that will be constructed on the north side of the existing rail bridge. Once the tracks cross the Lower Don River, the tracks will be located on the northwest side of the Joint Corridor that runs from the Don Valley Parkway in the south to Gerrard Street East in the north.



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- Legend
- Project Footprint
  - Station Location
  - Ontario Line South
  - Existing Subway



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Figure No.  
**1-3**

Title  
**Ontario Line South Section**

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The East Harbour Station will be located south of Eastern Avenue and Broadview Avenue and will support transfer between Ontario Line and GO Transit through the station concourse. Moving northeast along the Joint Corridor, the tracks will enter the Riverside/Leslieville Station at Queen Street East. The tracks continue into Gerrard Station at Gerrard Street East and Carlaw Avenue, with a new rail bridge at the intersection of Gerrard Street East and Carlaw Avenue to accommodate the tracks. North of Gerrard Station, the tracks begin to descend from the Gerrard portal underground. The Gerrard portal is situated south of the intersection of Pape Avenue and Langley Street immediately north of the Joint Corridor. Once underground at the Gerrard portal, the subway tunnels will continue north along Pape Avenue to Pape Station at Danforth Avenue and Pape Avenue. An EEB is planned to be located at Bain Avenue and Pape Avenue.

### 1.4.3 Ontario Line North Section

The OLN section extends from Pape Station to Science Centre Station, as shown in Figure 1-4.

Pape Station will interchange with the existing TTC Line 2 Pape Station. North of Pape Station, under Pape Avenue, between Browning Avenue and Sammon Avenue, an underground track crossover, the Sammon Avenue Crossover, will be constructed for maintenance and emergency diversion purposes. From the Sammon Avenue Crossover, the tunnel continues north crossing under Pape Avenue to run along the west side of Pape Avenue RoW to Cosburn Station which is planned to be located on the west side of Pape Avenue at Cosburn Avenue. The tunnel continues north to the Minton Place portal, which includes an EEB. The portal face is on the southern valley wall of the Don Valley, north of Hopedale Avenue.

The underground segment of OLN will emerge from the southern valley wall of the Don Valley west of the Don Valley Crossing Bridge on an elevated structure that will span the Don Valley Parkway and the Don River. The elevated guideway will continue along the northwest side of Overlea Boulevard to the Thorncliffe Park Station, located at Thorncliffe Park Drive. East of Thorncliffe Park Station, the elevated guideway turns north, then east, crossing over Beth Neilson Drive (which will run underneath the guideway) and crossing the west branch of the West Don River to arrive at Flemingdon Park Station. Flemingdon Park Station is located on the west side of Don Mills Road, just north of Gateway Boulevard. North of the Flemingdon Park Station, a crossover will be constructed for maintenance and emergency diversion purposes. The elevated guideway then travels north crossing from the west side to the east side of Don Mills Road to Science Centre Station, located at Don Mills Drive and Eglinton Avenue East. This station will have an underground tunnel connection to the existing TTC Line 5 (the Eglinton Crosstown LRT). North of Science Centre Station, a crossover will be constructed for maintenance and emergency diversion purposes.

The Operations, Maintenance and Storage Facility (OMSF) will be located north of Thorncliffe Park Station, as shown in Figure 1-5. The OMSF will provide storage, inspection, maintenance, and repair services for the Project.











#### 1.4.4 Construction Activities

Section 3.2 of the EIAR summarizes the anticipated construction activities associated with the development and construction of the Project. Final construction activities and sequencing will be confirmed as design advances. These activities have the potential to interact with the existing environment and are used to determine the potential environmental impacts of the Project during construction.

#### 1.4.5 Operation Activities

Section 3.3 of the EIAR summarizes the anticipated operation activities associated with the Project. Final operation activities will be confirmed as design advances. These activities have the potential to interact with the existing environment and are used to determine the potential environmental impacts of the Project during operation.

Once modified (i.e., through relocation or encasement), the operations associated with utilities will revert to the applicable owner and any potential effects associated with operations are not evaluated in this report.

## 2 Methodology

### 2.1 Existing Environmental Conditions Report

An existing ECR (AECOM 2020b) has been prepared under separate cover to meet the requirements of Section 4 of the Ontario Line Regulation (O. Reg. 341/20). The ECR summarizes the local environmental conditions in the study area through a combination of desktop review and field studies.

As per the Ontario Line Regulation, the ECR also provides a preliminary description of potential impacts that the Project may have on the environment and a description of how these impacts will be studied in further detail in the Early Works and/or EIAR. In addition, potential mitigation measures are described and a preliminary list of potential permits and approvals is documented.

Reviews and field studies were completed to document the existing environmental conditions for the following disciplines:

- Natural environment
- Soil and groundwater
- Air quality
- Noise and vibration
- Socio-economic and land use characteristics
- Cultural heritage
- Archaeology
- Traffic and transportation
- Utilities

The Socio-Economic and Land Use Characteristics Environmental Conditions Report (AEOCM 2020a) is an appendix to the ECR and:

- Provides an overview of the relevant municipal, regional, and provincial policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies;
- Documents the existing land use, built form characteristics, and socio-economic features in the Ontario Line Project study area;
- Documents planned and approved development;
- Provides a preliminary description of the potential impacts the Project might have on the environment that have been identified to date;
- Describes potential measures for mitigating negative impacts; and
- Identifies anticipated next steps for Project advancement, including recommendations for further investigations to be completed as part of the EIAR.

The methodology for the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) is described in Section 2.0 of that report.

The intent of this Socio-Economic and Land Use Characteristics Assessment report is to build upon the preliminary impacts and mitigation measures proposed in the Socio-Economic and Land Use Characteristics Environmental Conditions Report. The impact assessment in this Socio-Economic and Land Use Characteristics Assessment is focused on confirming that the Project is feasible to implement by identifying whether appropriate mitigation is available to address negative impacts. The EIAR conceptually confirms the potential for negative impacts and identifies effective approaches to address the impacts through either avoidance or controlling impacts to an acceptable level. The information provided to characterize existing conditions aligns with the previously approved ECR. This includes a level of detail that supports and aligns with the conceptual conclusions drawn in the EIAR.

## 2.2 Impact Assessment Methods

Potential impacts on socio-economic and land use characteristics are assessed for Project construction, as applicable, and for operation (see Section 8). They have been determined based on an understanding of the refined conceptual design that has been developed through design and consultation work, and how construction and operation of the proposed Project will interact with the existing socio-economic and land use environment. The refined conceptual design may evolve as design continues to progress. Potential impacts are assessed in consideration of impact pathways, and assessment criteria are presented in Table 2-1. The purpose of this report is to identify impacts, and where feasible, associated mitigation and monitoring measures. In some cases, there will be permanent impacts that cannot be mitigated so as to maintain existing conditions. The Ontario Line will result in overall changes to land use across the alignment. The following analytical techniques are used in the assessment:

- GIS-based overlay mapping and analysis tools are used to identify potential interactions between the Project and existing or anticipated land uses.
- Potential impacts on socio-economic and land use characteristics are described qualitatively in relation to Project construction and operation. Where appropriate, information and conclusions from supporting assessments (e.g., noise/vibration and air quality) are cross-referenced, summarized, and incorporated into the assessment.
- Project-facing photographs have been qualitatively reviewed to inform the characterization of existing conditions, visual impacts, and aesthetic effects.



Table 2-1. Impact Pathways and Assessment Criteria

Phase	Socio-Economic/ Land Use Characteristic	Impact Pathway(s)	Assessment Criteria
Construction	Land use and property	<ul style="list-style-type: none"> <li>Complete or partial acquisition of properties, change in property access, and the issuance of temporary easements</li> </ul>	<ul style="list-style-type: none"> <li>Compatibility with existing and planned land use objectives</li> <li>Description of impacted properties and land uses</li> </ul>
		<ul style="list-style-type: none"> <li>Physical works and activities</li> </ul>	<ul style="list-style-type: none"> <li>Description of nuisance effects</li> </ul>
	Built form and Visual Characteristics	<ul style="list-style-type: none"> <li>Physical works and activities</li> </ul>	<ul style="list-style-type: none"> <li>Description of physical works and changes in baseline viewpoint conditions</li> </ul>
Operations	Land use and property	<ul style="list-style-type: none"> <li>Project operations</li> <li>Permanent change in property access</li> </ul>	<ul style="list-style-type: none"> <li>Description of nuisance effects</li> </ul>
	Built form and Visual Characteristics	<ul style="list-style-type: none"> <li>Presence of project infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Description of viewpoint characteristics</li> </ul>

Where potential adverse impacts are identified, mitigation measures to eliminate or reduce these impacts, where reasonably feasible, are recommended in Section 8.5.

## 2.3 Project Footprint and Study Area

The Project Footprint is defined as the area of direct disturbance associated with the construction and operation activities, including anticipated required construction staging and laydown areas. The Project Footprint includes the total area potentially affected by the proposed construction activities and operations of the Project, which includes the three sections (OLW, OLS, OLN) and the OMSF. The extent of proposed physical works from construction and operation includes, but is not limited to, temporary laydown and staging areas, potential road detours, new bridges, tunnelling and associated openings (including vent shafts and emergency egress buildings), new stations and platforms, geotechnical tiebacks, portals, retaining walls and barriers, railway track alignments/realignments, new power supply and transformers, and utility realignments. The construction phase of some Project components were assessed as part of the Ontario Line Early Works reports (AECOM 2021a, AECOM 2021b, AECOM 2021c, AECOM 2021d, and AECOM 2021e) and are, therefore, not assessed in this report. However, the operation phases of these components are assessed in this report.

The Socio-Economic and Land Use Study Area includes the Project Footprint, and a 500-metre buffer based on Project components and associated impacts, with greater detail provided closer to the Project Footprint. (See Figure 2-1.)

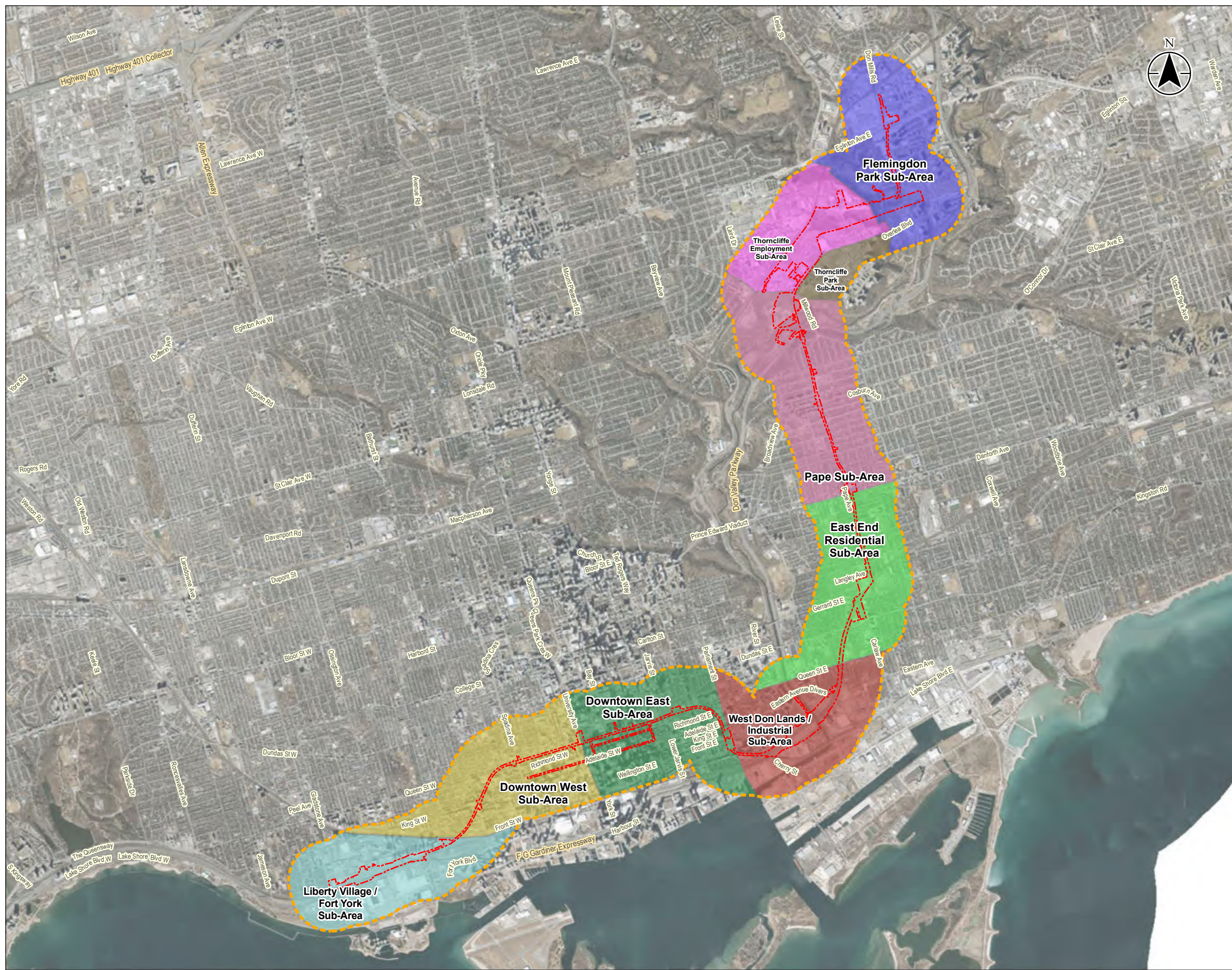
For the purposes of this Report, the study area sections (OLW, OLS, and OLN) were further divided into sub-areas with common land use and urban landscapes due to the large size of the study area sections. Table 2-2 provides a list of sub-areas in each Ontario Line section.

**Table 2-2. Ontario Line Study Area Sections and Sub-Areas**

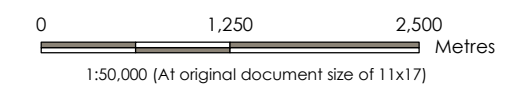
Ontario Line Section	Sub-Area
OLW	<ul style="list-style-type: none"> <li>• Liberty Village/Fort York Sub-Area</li> <li>• Downtown West Sub-Area</li> </ul>
OLS	<ul style="list-style-type: none"> <li>• Downtown East Sub-Area</li> <li>• West Don Lands/Industrial Sub-Area</li> <li>• East End Residential Sub-Area</li> </ul>
OLN	<ul style="list-style-type: none"> <li>• Pape Sub-Area</li> <li>• Thorncliffe Employment Sub-Area</li> <li>• Thorncliffe Park Sub-Area</li> <li>• Flemingdon Park Sub-Area</li> </ul>



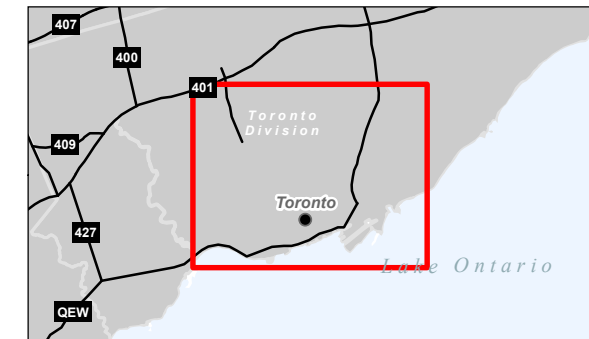
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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - OLW**
  - Liberty Village / Fort York Sub-Area
  - Downtown West Sub-Area
  - OLS**
  - Downtown East Sub-Area
  - West Don Lands / Industrial Sub-Area
  - East End Residential Sub-Area
  - OLN**
  - Pape Sub-Area
  - Thorncliffe Employment Sub-Area
  - Thorncliffe Park Sub-Area
  - Flemingdon Park Sub-Area



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Figure No.: 2-1

Title: Socio-Economic and Land Use Characteristics Study Area







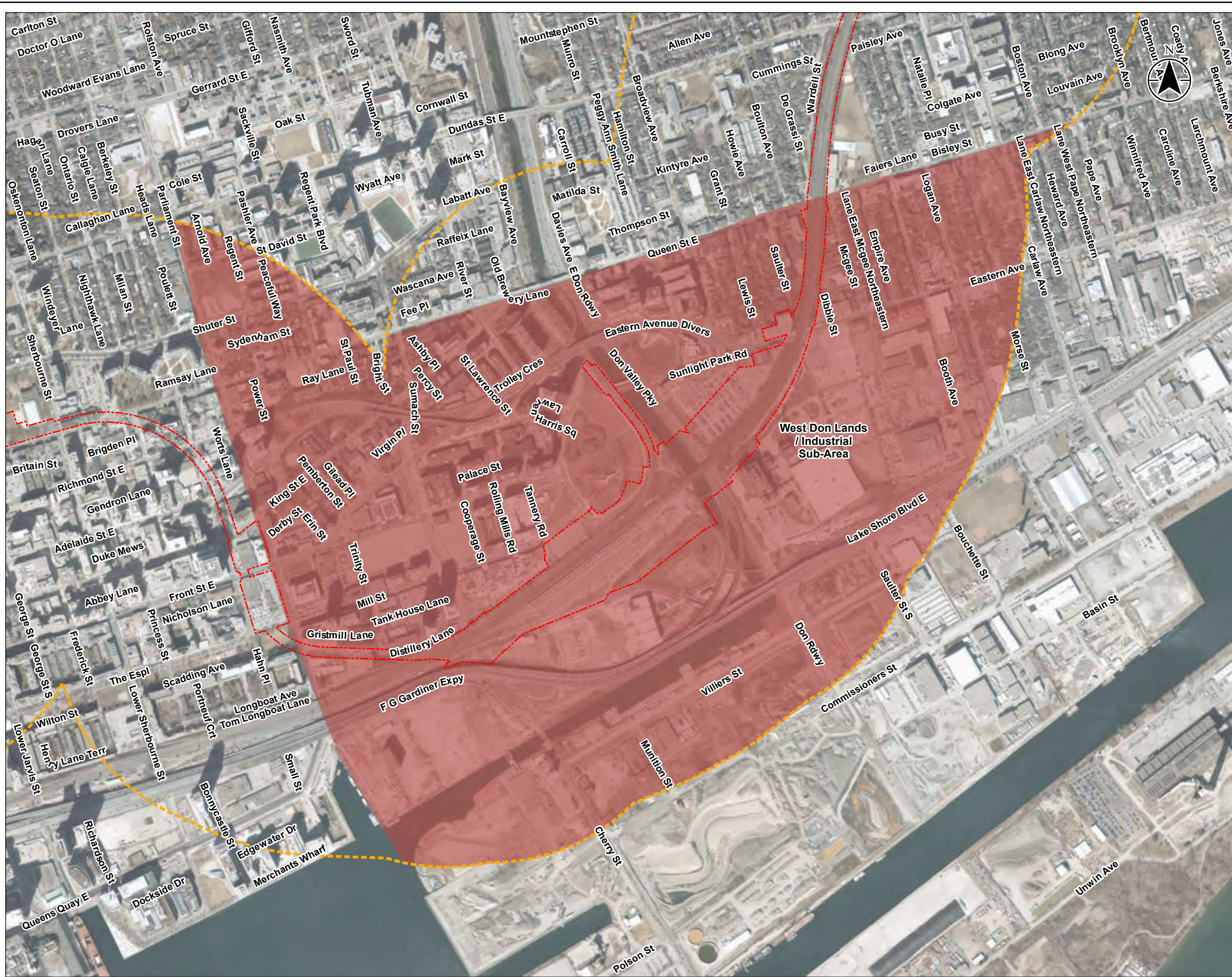




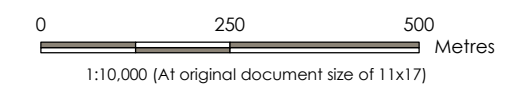




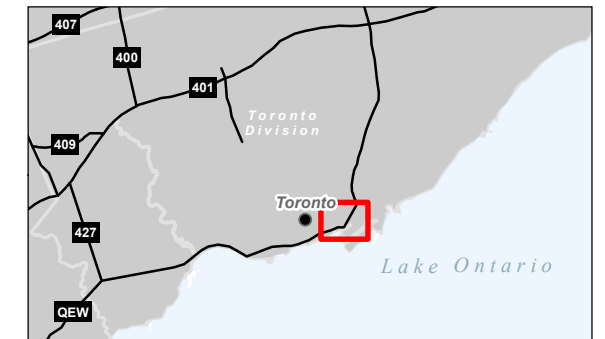
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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - OLS**
  - West Don Lands / Industrial Sub-Area



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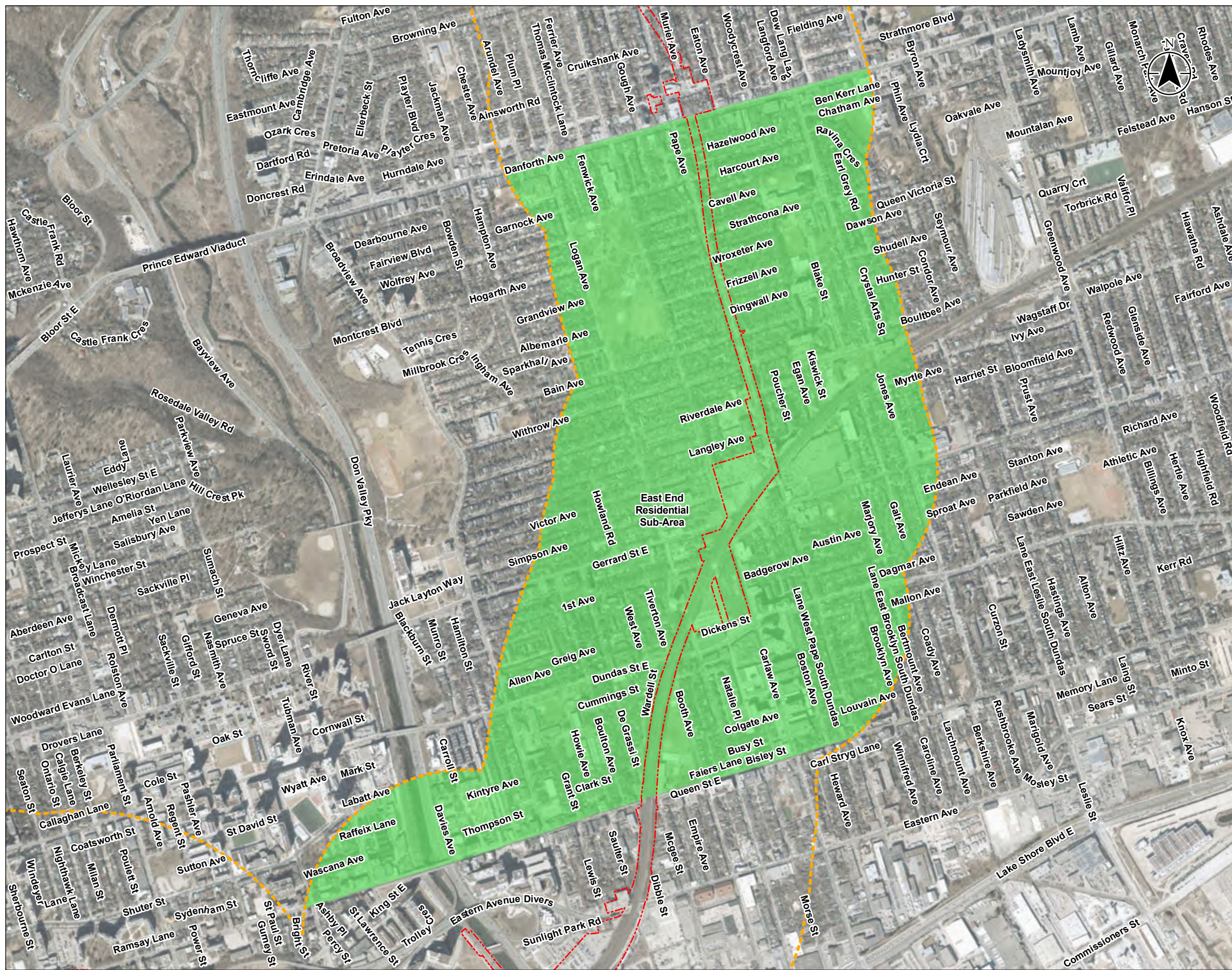
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Figure No.  
**2-1-4**

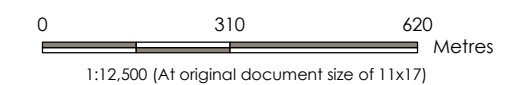
Title  
**Socio-Economic and Land Use  
 Characteristics Study Area -  
 West Don Lands / Industrial Sub-Area**



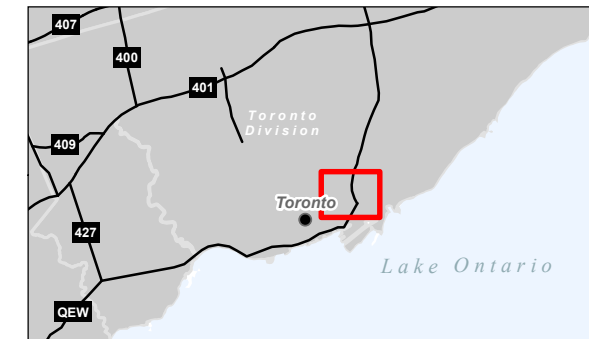
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- Legend
- Project Footprint
  - Study Area (500 m Buffer)
  - OLS
  - East End Residential Sub-Area



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Figure No.  
**2-1-5**

Title  
**Socio-Economic and Land Use  
 Characteristics Study Area -  
 East End Residential Sub-Area**







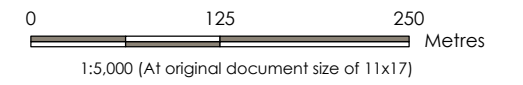




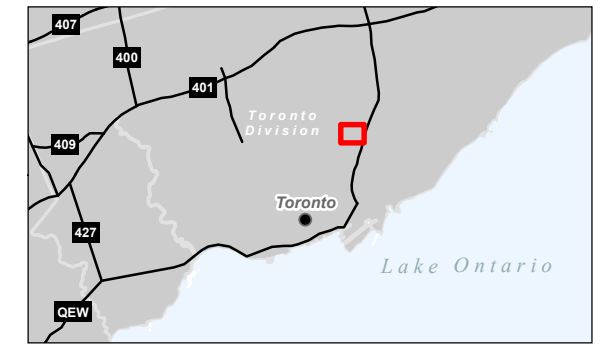
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- Legend
- Project Footprint
  - Study Area (500 m Buffer)
  - OLN
  - Thorncliffe Park Sub-Area



- Notes
1. Coordinate System: NAD27 MTM zone 10
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Project Location: City of Toronto, ON  
 16056009 REV4  
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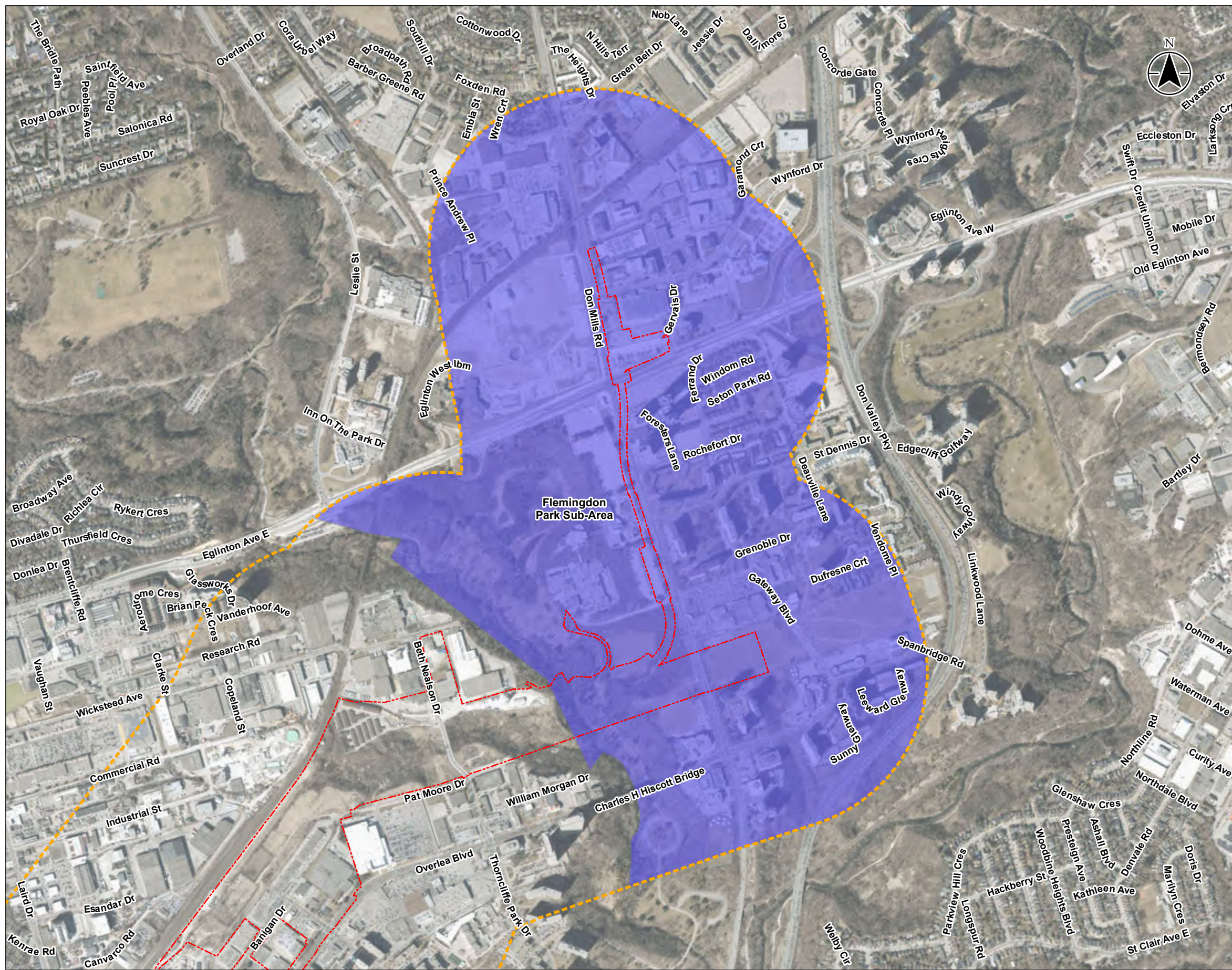
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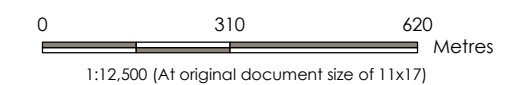
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**Socio-Economic and Land Use  
 Characteristics Study Area -  
 Thorncliffe Park Sub-Area**



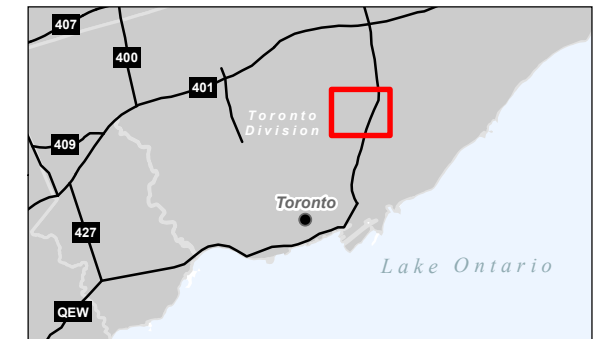
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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - OLN**
  - Flemingdon Park Sub-Area



- Notes**
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Figure No.  
**2-1-9**

**Socio-Economic and Land Use  
 Characteristics Study Area -  
 Flemingdon Park Sub-Area**



## 3 Planning Policy

The following section is derived from the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) and updated as appropriate to reflect the current Project understanding, scope, and footprint.

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

### 3.1 Provincial

Over the past two decades, the Province of Ontario has approved a series of initiatives, statutes and plans that have changed the way planning and development is to occur in Ontario. 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 is issued under Section 3 of the *Planning Act* and provides policy direction on matters of Provincial interest related to land use planning and development, with the aim of securing the long-term prosperity, environmental health, and social wellbeing of the Province (Ministry of Municipal Affairs and Housing (MMAH) 2020b). The Provincial Policy Statement is premised upon the efficient use of land and infrastructure, the protection of environmental resources, and ensuring sufficient land is available for the development of future employment and residential uses.

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

- Healthy and active communities by facilitating active transportation and community connectivity (MMAH 2020b, Section 1.5.1);
- The planning for and protection of transportation infrastructure and transit to meet current and projected needs (MMAH 2020b, 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 (MMAH 2020b, Section 1.6.7);
- Maintaining or restoring the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems (MMAH 2020b, 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 (MMAH 2020b, Sections 2.1.4 and 2.1.5);
- Restricting development and site alteration in habitat of endangered or threatened species except in accordance with Provincial and Federal requirements (MMAH 2020b, 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 (MMAH 2020b, Section 2.2.2); and
- 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 (MMAH 2020b, Sections 2.6.1 and 2.6.2).

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

### **3.1.1.1 Applicability to the Project**

The Project is consistent with the objectives of the Provincial Policy Statement, 2020, as it supports the expansion and optimization of a multi-modal transportation system that provides connectivity to existing local and regional transit and supports long-term economic prosperity. The Project will also support areas that are planned for residential and employment growth and the potential to support multiple modes of travel, foster improved connectivity, and allow for the development of compact, mixed-use communities.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020<sup>1</sup> (Growth Plan) is a long-term plan for the Greater Golden Horseshoe designed to promote economic growth, increase housing supply, create jobs, and build communities that make life easier, healthier, and more affordable for people of all ages (MMAH 2020a). As one of the 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. To accommodate such growth, an integral part of the Plan's vision is focused on investing in transit infrastructure to support the regional transit network.

The Growth Plan identifies Downtown Toronto as an “urban growth centre” and several “priority transit corridors” have been identified in the vicinity of Downtown Toronto (MMA 2020a). The Growth Plan notes that “urban growth centres” will be planned:

1. As focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;
2. To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
3. To serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
4. To accommodate significant population and employment growth (MMAH 2020a, 16).

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

The current Growth Plan came into effect on August 28, 2020. It contains changes to the Growth Plan since its original 2006 version, and builds on updates in 2012, 2017, and 2019 to provide greater detail on policies for achieving vibrant and complete communities. A primary objective of the Growth Plan is the achievement of complete communities that have access to transit networks and an increased amount and variety of housing options.

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

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<sup>1</sup> Approved by the Lieutenant Governor in Council, Order in Council No 641/2019. The Growth Plan for the Greater Golden Horseshoe 2019 was prepared and approved under the *Places to Grow Act*, 2005 to take effect on May 16, 2019. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved by the Lieutenant Governor in Council, Order in Council No 1244/2020 to take effect on August 28, 2020.

- Directs growth to “strategic growth areas” within settlement areas, including “urban growth centres” and “major transit station areas” (Policy 2.2.1.2);
- Supports the achievement of complete communities that expand convenient access to a range of transportation options (Policy 2.2.1.4(d));
- Guides growth and change along priority transit corridors (as identified on Schedule 5 of the Growth Plan) and within major transit station areas, being areas within 500 to 800 metres or within approximately a ten-minute walk from higher-order transit stations (Policy 2.2.4);
- Establishes specific density targets for major transit station areas along priority transit corridors or subway lines, requiring 200 residents and jobs per hectare for areas served by subways (Policy 2.2.4.3);
- Requires planning for lands adjacent to or near frequent transit to be 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); and
- Supporting existing and planned transit to reduce dependence on the automobile in an effort to address climate change adaptation and reduce greenhouse gas emissions (Policy 4.2.10.1(b)) (MMAH 2020a).

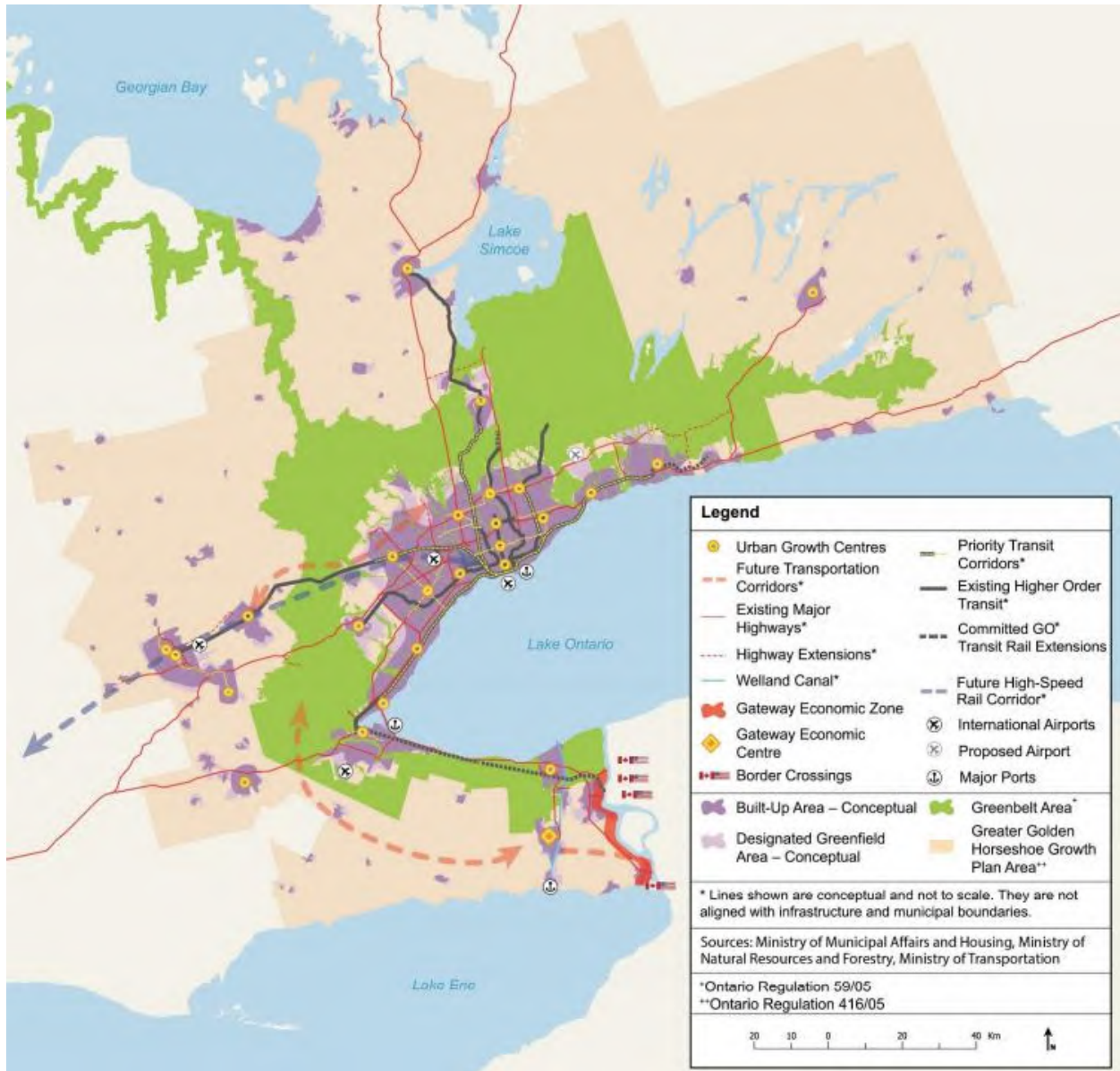
### 3.1.2.1 Applicability to the Project

Overall, the Project conforms with the relevant policies of the Growth Plan. By delivering transit to areas of existing high-density housing, cultural and institutional uses with the potential for new growth and development, the Project can help to deliver more complete communities, with a greater mix of uses and reduced reliance on the automobile. The Ontario Line will be



considered a new Priority Transit Corridor under the Plan, running through the Downtown Toronto “urban growth centre” (Figure 3-1), connecting to the existing transit system (Line 1 Yonge-University, Line 2 Bloor-Danforth and future Line 5), and associated with a number of future “major transit station areas”. Future development along this corridor would then be expected to achieve minimum population and employment density targets mentioned above.

**Figure 3-1. Urban Growth Centres and Priority Transit Corridors**



Source: MMAH. 2020b, 92. Schedule 2: A Place to Grow Concept [map]. Scale unknown, lines not to scale. Toronto, ON

### 3.1.3 Greenbelt Plan

The Greenbelt Plan, 2017 identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas, and functions within the Greater Golden Horseshoe landscape (MMAH 2017). The Greenbelt Plan was introduced in 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<sup>2</sup>. 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.

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

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the framework around which major urbanization in southcentral Ontario will be organized;
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and
- Builds resilience to and mitigates climate change (MMAH 2017, 3-4).

#### 3.1.3.1 Applicability to the Project

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

### 3.1.4 2041 Regional Transportation Plan

Metrolinx was established under the *Metrolinx Act*, 2006 by the Government of Ontario to support transit connectivity throughout the Greater Toronto and Hamilton Area. Part of Metrolinx’s mandate is to create a long-term strategic plan for an effective multi-modal regional transportation system, promoting the integration of all modes of transportation within the Greater Toronto and Hamilton Area. To do so, Metrolinx developed The Big Move in 2008, which was

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<sup>2</sup> The Ontario Line Study Area does not fall within the protections of the Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan.

the first regional transportation plan for the Greater Toronto and Hamilton Area (Metrolinx 2008). The plan provided a strategic, long-term vision for a co-ordinated transportation network across the region. It proposed over 1,200 kilometres of rapid transit over 25 years so that over 80% of residents in the region will live within two kilometres of a rapid transit line.

The 2041 Regional Transportation Plan builds on The Big Move to guide the continuing transformation of the Greater Toronto and Hamilton Area transportation system through the goals of creating strong connections, complete travel experiences, and sustainable and healthy communities (Metrolinx 2018). The Regional Transportation Plan identifies five strategies to achieve this:

1. Complete the delivery of current regional transit projects;
2. Connect more of the region with frequent rapid transit;
3. Optimize the transportation system;
4. Integrate transportation and land use; and
5. Prepare for an uncertain future (Metrolinx 2018, 5).

#### **3.1.4.1 Applicability to the Project**

The Relief Line Subway from Osgoode Station to Sheppard Avenue was included in Map 4 and Figure 15 of The Regional Transportation Plan as an in-development rapid transit project. Significant components of this project are now being delivered in a modified form through the Ontario Line. The Regional Transportation Plan prioritizes the implementation of a comprehensive and integrated Frequent Rapid Transit Network, integrating both existing subway services as well as projects in development, including the Project. The Ontario Line Initial Business Case, prepared by Metrolinx and Infrastructure Ontario in July 2019, provides an analysis of the benefits of this Project and its alignment with the goals and strategies of the Regional Transportation Plan.

To connect more of the Region with frequent rapid transit (Strategy 2) the Ontario Line will provide walking distance access (800 metres or ten-minute walk) to rapid transit for 154,000 more people, including 34,000 low-income people, and is projected to generate 389,000 daily trips. The alignment of the Project will help to deliver a more connected and comprehensive frequent rapid transit network within the downtown and surrounding areas by connecting to:

- Existing and planned GO Stations at Exhibition and East Harbour;
- Existing and planned streetcar services at King Street (504), Queen Street East and West (501), Broadview (planned), Gerrard East (506), Harbourfront – Exhibition (509), Queen-Spadina (510), and King-Bathurst (511);
- Subway services at Osgoode Station and Queen Station (Line 1) and Pape Station (Line 2);
- Eglinton Crosstown LRT (Line 5, under construction) at the Science Centre Station; and
- Numerous bus services.



This will improve the user's experience by reducing travel time for a key underserved part of the city. In particular, the Project will decrease travel time between the Thorncliffe Park Sub-Area to the downtown core by almost 40% (Metrolinx and Infrastructure Ontario 2019). It will also help improve service reliability on the subway network by providing a 14% decrease in passengers on the busiest section of Line 1, reducing crowding-induced delays; It is estimated that the Project will reduce Union Station crowding (boardings and alightings) by 13% (Metrolinx 2020).

The Project contributes to the Regional Transportation Plan's strategy of supporting the integration of transportation land use. The line will serve the Downtown and Central Waterfront<sup>3</sup>, an area planned for significant residential and employment growth. The alignment connects with several "Avenues"<sup>3</sup>, which are intended to accommodate a mix of uses at higher densities, and with major "Employment Areas"<sup>3</sup> at Exhibition GO Station, Don Mills/Eglinton Avenue as well as a cluster of creative industries at Dundas/Carlaw. Additionally, both Flemingdon Park and Thorncliffe Park are designated as "Apartment Neighbourhoods", meaning they have significantly higher residential densities and are currently underserved by rapid transit. "Avenues", "Employment Areas" and "Apartment Neighbourhoods" are further described in Section 3.2.1 of this Report. Over the longer term, the Project will contribute to lowering greenhouse gas emissions through the reduction of approximately 83,000 vehicle kilometres travelled during the morning commute (Metrolinx and Infrastructure Ontario 2019). As such, the Project contributes to the Regional Transportation Plan's goals of creating more complete and sustainable communities with transit, through optimization of the existing transit network and integration of land use considerations.

## 3.2 Municipal

### 3.2.1 City of Toronto Official Plan

The City of Toronto Official Plan sets out a vision and direction for future growth and development to create a livable, healthy, prosperous, and sustainable city (City of Toronto 2015). The Plan aims to steer growth to key intensification areas that are well-served by transit and that present the greatest opportunity for redevelopment; developing and expanding the city's transportation and transit infrastructure to support the Plan's growth management objectives; and increasing accessibility by leveraging the combined benefits of increased mobility (transportation) and proximity (land use). According to the Plan, mobility is enhanced by providing modal choice and/or increasing travel speeds to allow more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The Plan includes mutually supportive transportation and land use policies aimed at maximizing accessibility through both mobility and proximity.

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<sup>3</sup> See Section 3.2.1 for definitions of the Downtown and Central Waterfront, Avenues, and Employment Areas.

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

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

In relation to this, the Official Plan sets out a high-level Urban Structure for the city, with the intention of establishing a framework for the integration of land use and transportation planning as seen in Map 2 from the City of Toronto Official Plan (see Appendix A). The Plan directs growth to areas that are best served by transit, and specifically to areas defined as the Downtown and Central Waterfront, Centres, Avenues and Employment Areas, which are located throughout the Study Area. New development in these areas will be compact, dense, and integrated with the transportation network.

Chapter 3 of the Official Plan contains policies to guide decision making based on the Official Plan's goals for the human, built, economic and natural environments. Section 3.1.1 addresses the public realm and notes that the public realm will support active transportation and public transit use. Amendment 456 to the Official Plan contains policies related to public transit and cycling. As part of maintaining and developing a sustainable transportation system, the City of Toronto has committed to developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes.

The City of Toronto is currently undertaking a review to update the City's Official Plan to conform to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

### *Definitions*

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

#### **DOWNTOWN AND CENTRAL WATERFRONT**

Toronto's Downtown and Central Waterfront Area is the most dense and complex part of the urban landscape, with a rich variety of building forms and activities. The boundaries of Downtown, as defined by the Official Plan, comprise the area bounded by Lake Ontario to the south, Bathurst Street to the west, the rail corridor and Rosedale Valley Road to the north and



the Don River to the east. This area is intended to continue evolving as a healthy and attractive mixed-use community that provides differentiated neighbourhoods to live, work, and play, with a minimum gross density target of 400 jobs and residents per hectare. This rapid growth is expected to be supported by increasing levels of transit use.

As shown in Map 2 from the City of Toronto Official Plan (see Appendix A), a large portion of the OLW and OLS Study Areas fall in the Downtown and Central Waterfront growth management area.

## CENTRES

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

There are no Centres identified in the Study Area.

## AVENUES

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

As shown in Map 2 from the City of Toronto Official Plan (see Appendix A), several major streets in the Study Area are designated as Avenues, including:

- King Street West, west of Bathurst, in the OLW Study Area;
- Queen Street East, east of the Lower Don River in the OLS Study Area;
- Gerrard Street East in the OLS Study Area;
- Danforth Avenue in the OLN Study Area; and
- Pape Avenue south of Cosburn Avenue in the OLN Study Area.

## EMPLOYMENT AREAS

Employment Areas support business and employment growth by maintaining the land exclusively for business and economic activities. These lands are intended to be able to accommodate substantial job growth and meet the needs of the City's key economic clusters. Important elements of civic economy, such as manufacturing and warehousing and goods distribution, are located almost entirely in Employment Areas and provide for a broad range of

jobs and a diverse economic base. It is the City's goal to conserve Employment Areas, now and in the longer term, to expand existing businesses and welcome new businesses that will employ the future generations of Torontonians. Residential lands are rarely converted to employment uses and there is little opportunity to create new employment lands. Transit use is to be encouraged in Employment Areas through investing in improved levels of service and encouraging transit-supportive development densities and forms.

As shown in Map 2 from the City of Toronto Official Plan (see Appendix A), portions of the Study Area fall in Employment Areas, including:

- Dufferin Street and Liberty Village in the OLW study area;
- The area south of Eastern Avenue and east of the Don Valley Parkway in the OLS study area;
- Adjacent lands on both sides of the Metrolinx Lakeshore East rail corridor between Eastern Avenue and Queen Street East in the OLS study area;
- East of the Metrolinx Lakeshore East rail corridor between Dundas Street East and Gerrard Street East in the OLS study area; and
- North of Overlea Boulevard in the OLN study area.

#### GREEN SPACE SYSTEM

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

As shown in Map 2 from the City of Toronto Official Plan (see Appendix A), the Study Area includes and is adjacent to various portions of the Green Space System, including:

- The Lower Don River and Lower Don Lands at the Lake Ontario shoreline in the OLS Study Area; and
- The Don River and its surrounding natural areas in the OLN Study Area.

#### *Applicability to the Project*

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



### 3.2.2 Land Use Designations

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

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

- Neighbourhoods, which are intended to support and maintain areas with low-scale (one to four storeys) residential uses. Neighbourhoods may also contain other uses such as parks, local institutions, cultural and recreational facilities and small-scale retail, service and office use.
- Apartment Neighbourhoods, which are areas that accommodate higher-density residential uses such as mid-rise or high-rise apartment buildings. These neighbourhoods are expected to remain relatively stable and not undergo significant physical change, although infill is possible on underutilized properties.
- Parks and Natural Areas, which are the parks, open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that make up the city's green open space network. Development is generally prohibited in these areas except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and some utilities (City of Toronto 2015).

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

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

- Regeneration Areas, which open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. In Regeneration Areas, commercial, residential, live/work, institutional and light industrial uses can be mixed within the same block or even the same building. Not all Regeneration Areas will have the same mix of uses or development policies. Each will differ in terms of its existing built context, the character of adjacent areas and market opportunities for revitalization. Regeneration Areas require “tailor-made” strategies and frameworks for development, provided through a Secondary Plan. Once a Secondary Plan is in effect for a Regeneration Area, the Secondary Plan shall guide development and planning in these areas.
- Institutional Areas, which are intended to accommodate major institutions and larger clusters of institutional uses with their ancillary uses. These institutions are recognized as important employers and service providers which will continue to grow to serve the needs of the growing population.

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

### *Ontario Line West*

#### **LIBERTY VILLAGE/FORT YORK SUB-AREA**

The Liberty Village/Fort York Sub-Area describes the area from Springhurst Avenue and Dunn Avenue, to the rail corridor south of Wellington Street. This area extends northwards to Joe Shuster Way and southwards to Lake Shore Boulevard West. The west extent of this Sub-Area, west of Dufferin Street, is primarily designated as Neighbourhoods and Apartment Neighbourhoods. East of Dufferin Street is predominantly designated as Core Employment Areas in Liberty Village, with some Mixed-Use Areas surrounding Strachan Avenue. The area occupied by Lamport Stadium is designated as Parks. Regeneration and Other Open Space Areas are present south of the Gardiner Expressway. East of Strachan Avenue is designated as Apartment Neighbourhoods, Parks and Other Open Space Areas between the south rail corridor and Lake Shore Boulevard West. The area between the two rail corridors is designated as Mixed-Use Areas and Parks (see Appendix B).

#### **DOWNTOWN WEST SUB-AREA**

The Downtown West Sub-Area describes the area from the north rail corridor to Osgoode Station. The Study Area extends northwards towards D’Arcy Street and southwards towards Front Street. The most eastern extent is along University Avenue. The area between the north tracks and Wellington Street is designated as Regeneration Areas, with a small area designated Neighbourhoods. The majority of the lands north of Wellington Street and west of Bathurst Street are designated as Neighbourhoods, Mixed Use Areas with some small Parks. The lands between Bathurst Street and Spadina Avenue, south of Queen Street West are characterized as primarily Mixed-Use Areas, with small parcels of Parks. North of Queen Street West the areas are primarily designated Neighbourhoods, Mixed Use Areas, Apartment Neighbourhoods and



Parks with a block of Institutional. The Queen Street West corridor is designated as Mixed-Use Areas (see Appendix B).

#### APPLICABILITY TO THE PROJECT

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

### *Ontario Line South*

#### DOWNTOWN EAST SUB-AREA

The Downtown East Sub-Area stretches from the Line 1 Osgoode Station along Dundas Street and extends south between Jarvis Street and Parliament Street to its southern extent at the lake. Properties west of Jarvis are primarily designated as Mixed Use and Institutional. East of Jarvis, the designations are primarily Regeneration Areas, Mixed Use, and Neighbourhoods. The Downtown Plan redesignated some lands in the Downtown East Sub-Area to Mixed Use Areas 1, 2, 3 and 4. There are pockets of Apartment Neighbourhoods, Parks and Open Spaces throughout the Sub-Area. Due to the density of this Sub-Area, the corridor will be fully underground in this Sub-Area (see Appendix B).

#### WEST DON LANDS/INDUSTRIAL SUB-AREA

The West Don Lands/Industrial Sub-Area is comprised of lands east of Parliament Street, south of Gerrard Street, and west of Logan Avenue, extending south of Commissioners Street. The lands west of the Don Valley Parkway mostly comprise of Regeneration Areas, Mixed Use, Neighbourhoods and Apartment Neighbourhoods. In May of 2021, City Council adopted Official Plan amendment 525. This changed the land use designation of the area generally bounded by Eastern Avenue in the north, Bayview Avenue in the east, Mill Street in the south, and Parliament Street in the west from Regeneration Areas to Mixed Use Areas and Parks (City of Toronto 2021f). East of the Don Valley contains Neighbourhoods, Mixed Use Areas and General Employment and Core Employment Areas. South of the Gardiner Express Way is primarily Regeneration Areas. There are multiple parkettes throughout the Sub-Area, as well as a larger portion of land designated for Parkland splitting the Sub-Area, which corresponds with the Don River and its associated natural features including Corktown Common Park. A Hydro Corridor runs through the parkland along the Don River.

#### EAST END RESIDENTIAL SUB-AREA

The East End Residential Sub-Area is bound by Queen Street East in the south and Pape Station in the north, between Broadview Avenue at the most western extent and Bushell Avenue in the most eastern extent. The majority of lands in this Sub-Area are designated as Neighbourhoods, with a General Employment Area along Carlaw Avenue between Queen Street East and Gerrard Street, and Mixed-Use Areas along Queen Street East and Gerrard

Street. Jimmie Simpson Park, which is located north of Queen Street East and south of Dundas Street between Wardell Street and Booth Avenue, is a popular park and recreation centre and a prominent feature in this Sub-Area. Smaller-sized parks are scattered throughout the Sub-Area (see Appendix B).

#### **APPLICABILITY TO THE PROJECT**

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

### *Ontario Line North*

#### **PAPE SUB-AREA**

The Pape Sub-Area stretches from the Danforth mixed-use corridor to just north of the Don River. Properties along the corridor south of Gamble Avenue are designated Mixed-Use Areas and the rear lot lines are immediately adjacent to lands designated Neighbourhoods. An exception to this pattern exists where the corridor crosses Cosburn Avenue which is designated Apartment Neighbourhoods from Donlands Avenue West to Broadview Avenue. North of Gamble Avenue the corridor is designated Neighbourhoods. There are multiple parkettes throughout the Sub-Area, an Institutional Area, an Other Open Space Area, as well as a larger portion of land designated Natural Areas at the northwest edge of the Sub-Area, which corresponds with the Don River and its associated natural features (see Appendix B).

#### **THORNCLIFFE EMPLOYMENT SUB-AREA**

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

#### **THORNCLIFFE PARK SUB-AREA**

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



## FLEMINGDON PARK SUB-AREA

The Flemingdon Park Sub-Area is bound by the railway tracks to the west, Overlea Boulevard to the South, Barber Green Road and the Don Valley Parkway to the east. This Sub-Area is situated along Don Mills Road. The lands south of Eglinton Avenue East in this Sub-Area contain a mix of land use designations, including Neighbourhoods and Apartment Neighbourhoods, Mixed-Use Areas, Institutional Areas, and Parks and Natural Areas. The portion of land north of Eglinton Avenue East is designated as a General Employment Area, Mixed Used Areas, Neighbourhood and Apartment Neighbourhood. However, the Don Mills Crossing Secondary Plan amended the Official Plan to introduce Mixed-Use designations both at the southwest corner of Eglinton Avenue East and Don Mills Road, and on the northwest side of this intersection, tucked behind the Don Mills Road frontage. This Secondary Plan also re-designated the area just north of Wynford Drive and west of Don Mills Road from an Employment Area to Parks. This northern quadrant also contains land designated Utility Corridor, being the rail line, which extends north from the Thorncliffe Employment Sub-Area (see Appendix B).

### APPLICABILITY TO THE PROJECT

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

### 3.2.3 Secondary Plans

Further to the Official Plan's city-wide policies, Chapter 6 of the Official Plan is dedicated to Secondary Plans, which are more detailed local development policies to guide growth and change in a defined area of the City. Each Secondary Plan focuses on a key area, community, or neighbourhood to implement visions and objectives specific to these areas. All the policies of the Official Plan apply to the areas subject to Secondary Plans contained in Chapter 6, except in the case of a conflict, where the Secondary Plan policy will prevail. Table 3-1 lists the Secondary Plans in the Study Area and their applicability to the Project. See Appendix G for the City of Toronto Secondary Plan Key Map (City of Toronto 2015).

**Table 3-1. City of Toronto Secondary Plans Applicable to the Project**

City of Toronto Secondary Plan	Study Area Section
Fort York Neighbourhood Secondary Plan	• OLW
Garrison Common North Secondary Plan	• OLW

City of Toronto Secondary Plan	Study Area Section
King-Spadina Secondary Plan	• OLW
Railway Lands Central Secondary Plan	• OLW
Railways Lands West Secondary Plan	• OLW
Downtown Plan	• OLW • OLS
Central Waterfront Secondary Plan	• OLW • OLS
King-Parliament Secondary Plan	• OLS
Regent Park Secondary Plan	• OLS
Unilever Precinct Secondary Plan	• OLS
Queen-River Secondary Plan	• OLS
Don Mills Crossing Secondary Plan	• OLN

### *Ontario Line West*

The following Secondary Plans are applicable to the OLW Study Area:

- Central Waterfront;
- Fort York;
- Garrison Common North;
- King-Spadina;
- Railway Lands Central
- Railway Lands West; and
- Downtown Plan.

Figure 3-4 of the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) presents the Secondary Plans in and adjacent to the Study Area. The subsequent sections describe the Secondary Plans.



## CENTRAL WATERFRONT SECONDARY PLAN

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

The Central Waterfront Secondary Plan includes policies that promote waterfront renewal. The development of this area focuses mainly on lands categorized as commercial, residential, industrial, park and open space, and institutional uses. The four core principles of the Central Waterfront Secondary Plan include:

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

The Central Waterfront Secondary Plan was adopted by City Council in 2003 as Official Plan Amendment 257 and has since been under appeal. Official Plan Amendment 257 was further approved in part as modified for the West Don Lands in 2005 by Ontario Municipal Board Decision/Order Number 3227. Official Plan Amendment 257 was further approved in part as modified for the First Waterfront Place lands in 2007 by Ontario Municipal Board Decision/Order Number 1905. In 2016, the City initiated revisions to Official Plan Amendment 257 mainly related to the addition of the Port Lands area, which was appealed to the Local Planning Appeal Tribunal in 2017. On April 26, 2021, an amended Central Waterfront Secondary Plan was partially approved by the Local Planning Appeal Tribunal and declared to be in full force and effect for the Port Lands Area, with some specific policies not yet approved.

## FORT YORK NEIGHBOURHOOD SECONDARY PLAN

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

Some of the key Plan objectives include:

- Develop as a vital mixed-use neighbourhood and make use of the large areas of existing open space and waterfront setting;
- Significance of Fort York and Fort York Heritage Conservation District will be recognized in the redevelopment of the Fort York Neighbourhood;
- Improved transit will be implemented, including a new system of streets, bicycle and pedestrian routes; and

- Particular regard for the context provided for redevelopment in the Fort York Neighbourhood by public and private initiatives in the larger Garrison Common North and Railway Lands West areas, in order to ensure its integration into this larger area and to promote the creation of a larger system of linked public open spaces.

#### **GARRISON COMMON NORTH SECONDARY PLAN**

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

Some of the key Plan objectives for new developments include:

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

#### **KING-SPADINA SECONDARY PLAN**

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

Some of the key Plan objectives include:

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

#### **RAILWAY LANDS CENTRAL SECONDARY PLAN**

The Railway Lands Central Secondary Plan area is bound by Front Street to the north, Spadina Avenue to the west, John Street to the east and Metrolinx track/ Gardiner Expressway to the South.

Some of the key Plan objectives for new development include:

- Reunite the central City with the Central Waterfront to minimize the barrier effects of road and rail corridors and ensure a mix of uses, and a form, character and environmental quality to provide a wide variety of purposes throughout each day;



- Satisfy commercial, residential, institutional, cultural, recreational, parks and open space needs;
- New development will follow a public street system to allow street-oriented development, reinforces major street connections between the Downtown and the Central Waterfront, and establishes Bremner Boulevard as a link for pedestrians, bicycles, private vehicles and public transit;
- Achieve an attractive, inviting, comfortable and safe public realm; and
- Engage in co-operative arrangements among the parties involved in development.

#### RAILWAY LANDS WEST SECONDARY PLAN

The railway Lands West Secondary Plan is bound by Front Street to the north, Bathurst Street to the west, Spadina Avenue to the east, and the Metrolinx track/ Gardiner Expressway to the South.

Some of the key Plan objectives for new development include:

- Reunite the central City with the Central Waterfront to minimize the barrier effects of road and rail corridors and ensure a mix of uses, and a form, character and environmental quality to provide a wide variety of purposes throughout each day;
- Satisfy commercial, residential, institutional, cultural, recreational, parks and open space needs;
- New development will follow a grid-like public street system to allow street-oriented development, reinforces major street connections between the Downtown and the Central Waterfront, and establishes a new street, Fort York Boulevard, as a link for pedestrians, bicycles, private vehicles and public transit;
- Achieve an attractive, inviting, comfortable and safe public realm; and
- Engage in co-operative arrangements among the parties involved in development.

#### DOWNTOWN PLAN

Tocore was an initiative to prepare a new 25-year plan for Toronto's downtown. This was one of the most transformative and comprehensive city-building initiatives, as it encompassed all studies, initiatives, and strategies that culminate in the new Downtown Secondary Plan. The area covered by the Plan is bordered by the Don Valley to the east, the Rosedale Valley and Canadian Pacific Rail tracks to the north, Bathurst Street to the west, and the Waterfront including the Toronto Islands to the south (City of Toronto 2020a). The Plan was prepared under Official Plan Amendment Number 406 and was adopted by Council in 2018 and received approval from the MMAH in 2019. The Downtown Plan and its complementary strategies and reports detail policies and goals for everything that comprises an urban centre, including topics like liveability, transit, parks and public realm, streets, housing, built form, shadow impacts, community services and facilities, sustainable energy, water supply, climate change resiliency, and arts and culture.

## *Ontario Line South*

The following Secondary Plans are applicable to the OLS Study Area:

- Downtown Plan;
- Central Waterfront;
- King-Parliament;
- Regent Park; and
- Queen-River.

Figure 3-5 of the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) presents the Secondary Plans in and adjacent to the Study Area. The subsequent sections describe the Secondary Plans.

### **DOWNTOWN PLAN**

Described in the OLW section above (see Downtown Plan).

### **CENTRAL WATERFRONT SECONDARY PLAN**

Described in the OLW section above (see Central Waterfront Secondary Plan).

### **KING-PARLIAMENT SECONDARY PLAN**

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

Key objectives of the King-Parliament Secondary Plan, as adopted in 1996, include:

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

The City recently completed a review of the in-force King-Parliament Secondary Plan. In October 2019, the City considered a Proposed Secondary Plan amendment for the King-Parliament Secondary Plan which builds on the framework of the Downtown Plan (Official Plan Amendment 406) adopted by City Council in May 2018. Following the recommendation for further public and stakeholder consultation, a recommended Secondary Plan and Zoning By-law was approved by City Council on May 5, 2021. The King-Parliament Secondary Plan has been appealed to the Ontario Land Tribunal and is not in full force and effect. The following objectives may supersede those of the current King-Parliament Secondary Plan, if approved:

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

#### REGENT PARK SECONDARY PLAN

The Regent Park Secondary Plan area is bound by Gerrard Street East to the north, Parliament Street/Regent Street to the west, River Street to the east, and Shuter Street to the south.

The Regent Park Secondary Plan establishes a framework to guide the phased redevelopment of Regent Park. The intent of the Plan is to support and build upon the strong community that exists in Regent Park as the neighbourhood undergoes significant physical change.

Some of the key Plan objectives for new development include:

- Achieve a revitalized mixed income, mixed use and residential neighbourhood;
- Exist high quality design;
- Accommodate a socially and economically diverse population in a healthy and sustainable environment;
- Reconnect adjoining neighbourhoods through pedestrian-friendly, publicly-owned streets, parks, and open spaces;
- Provide full range of rent-geared-to-income social housing to accommodate a diverse population;
- Provide community facilities, parks, retail, and a range of employment uses;
- Design buildings and spaces to accommodate the needs of people with disabilities;
- Advance environmental sustainability;
- Develop an economically healthy neighbourhood that allows for adaptation over time to demographic, lifestyle, and technological changes; and
- Encourage walking, cycling and transit use to improve safety, promote environmental sustainability, and establish neighbourhood character.

#### UNILEVER PRECINCT SECONDARY PLAN

The Unilever Precinct Secondary Plan is bounded by the Lower Don River to the west, the Metrolinx Rail Embankment and Eastern Avenue to the north, Booth Avenue to the East, and Lakeshore Boulevard East to the south. The Unilever Precinct Secondary Plan establishes a vision and policies for development in the area that integrates transit-supportive growth with renewal and reinvention to transition the area from industrial and manufacturing to transit-supportive urban office uses. The key objectives of the Secondary Plan are to:



- Create a vibrant place of employment through a commercial office employment hub, complementary non-residential uses, and affordable employment spaces that support creative and cultural industries;
- Connect the Precinct and its context through a network of complete streets, mid-block connections and multi-use paths that create a highly permeable Precinct; and
- Grow in a way that reflects Toronto and supports its livability.

#### QUEEN-RIVER SECONDARY PLAN

The Queen-River Secondary Plan area is bound by Dundas Street East to the north, River Street to the west, Bayview Avenue to the east, and Queen Street East to the south. The Queen-River Secondary Plan establishes a vision and policies for development in the area that seek to maintain the established stable residential neighbourhoods while allowing for a greater intensity of built form on some larger sites. The goals of the Secondary Plan are to:

- Identify appropriate locations for growth while ensuring that new development is compatible with the existing and planned context;
- Ensure that new development respects and reinforces the existing and planned built form character of the surrounding area;
- Ensure that existing stable residential uses continue to have access to skyview, light and privacy by requiring new development to provide appropriate separation distances and transitions in building height and massing to lower-scaled residential Neighbourhoods;
- Reinforce the prevailing character of low and midrise buildings while allowing for a limited number of tall buildings;
- Preserve existing employment and accommodate growth of non-residential uses;
- Ensure that new development addresses the interface between residential uses and non-residential uses in order to encourage the retention of commercial uses within the area by minimizing conflicts between differing land uses; and
- Provide a framework for coordinated improvements to the public realm including streetscape improvements, the creation of new publicly accessible open spaces, improved connectivity within the area and to the surrounding areas, and improved physical and visual access to the Don Valley.

#### *Ontario Line North*

The Don Mills Crossing Secondary Plan is applicable to the OLN Study Area.

#### DON MILLS CROSSING SECONDARY PLAN

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

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

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

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

### 3.2.4 Site and Area Specific Policies

Site and Area Specific Policies, contained in Chapter 7 of the Official Plan, describe sites and areas that require policies that vary from one or more Official Plan provisions. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites or provide an additional layer of local policy direction for the areas in which they apply. In most cases, the Site and Area Specific Policies provide direction on land use. The Official Plan policies apply to these lands, except where the Site and Area Specific Policies vary from the Official Plan, then the Site or Area Specific Policy will prevail. Appendix C outlines the relevant Site and Area Specific Policies which apply to lands in each study area section.

### 3.2.5 Additional Planning Policies

#### *Lower Don Special Policy Area*

The City of Toronto has some discretion in the regulation and management of areas subject to natural hazards. The City has created special policy areas to closely regulate development in areas that may be subject to natural hazards such as flooding and erosion. The area to the east and west of the Lower Don River is in the Lower Don River floodplain. The City of Toronto has designated the floodplain land as the Lower Don Special Policy Area as identified on Map 10 of the City of Toronto Official Plan (2015). As of April 2021, Official Plan policies relating to the Special Policy Area have not yet been approved by the Local Planning Appeal Tribunal (City of Toronto 2020d). The policies of the 1994 (former) City of Toronto Official Plan therefore remain in effect with respect to the Special Policy Areas. Section 2.68 of the Official Plan for the former City of Toronto states that development may be permitted in the Lower Don Special Policy Area on condition that the development is flood protected to at least the 1:350-year level, in which case no building or structure will be subject to a risk of flood in excess of 25% over an assumed life of 100 years.



### *Gerrard-Carlaw Planning Study*

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

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

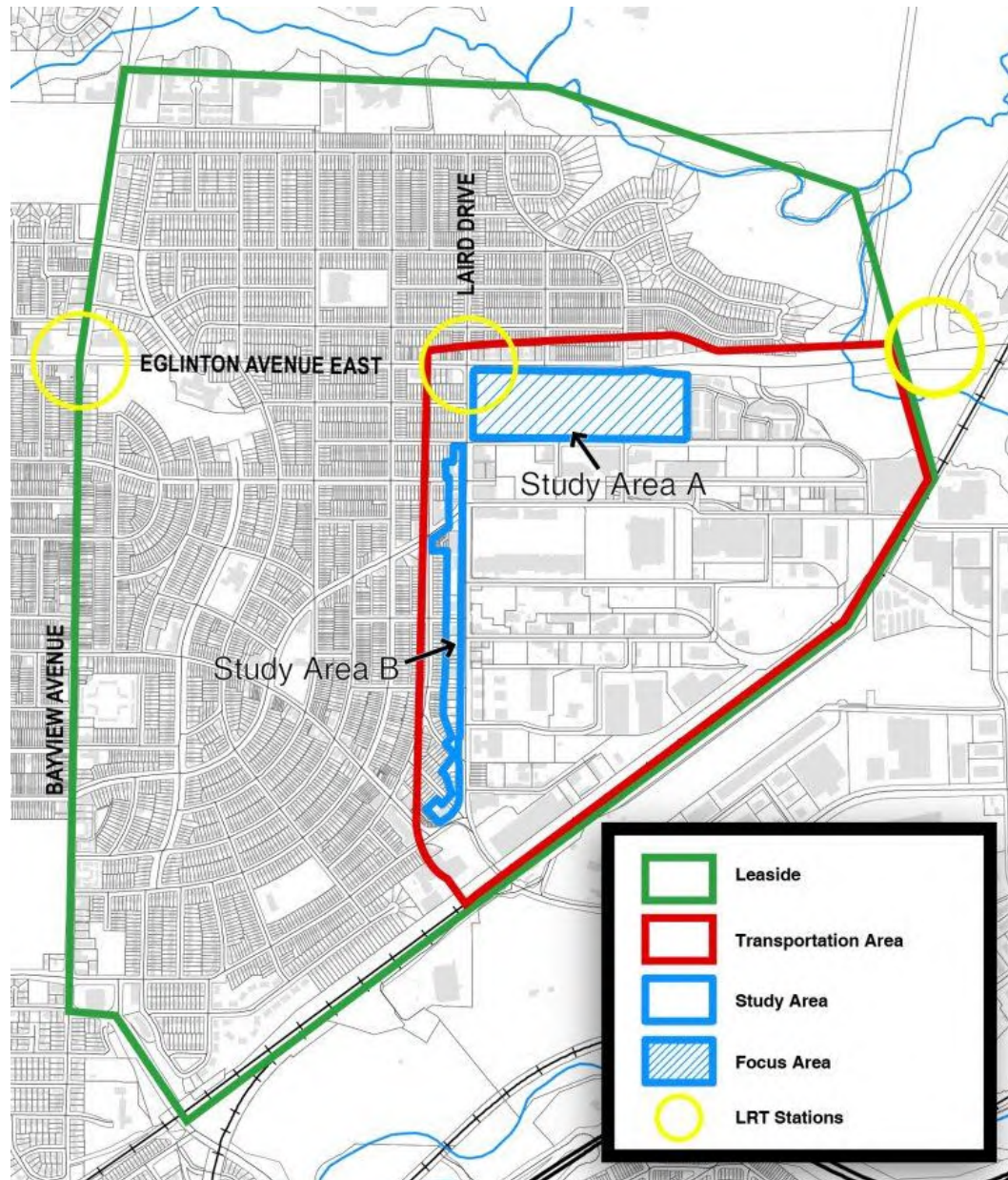
The Gerrard-Carlaw Planning Study overlaps with the OLS study area where Gerrard Street East intersects with Carlaw Avenue and Pape Street.

### *Laird in Focus Planning Study*

The City initiated the Laird in Focus Planning Study to develop a planning framework to guide the future development for the southeast corner of Laird Drive and Eglinton Avenue East (Study Area A) and the west side of Laird Drive between Vanderhoof Avenue and Millwood Road (Study Area B) (City of Toronto 2021a). These two study areas, as shown in Figure 3-2, are known as the Laird Focus Area.

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

Figure 3-2. Laird Focus Area



Source: City of Toronto. 2021. Laird in Focus Study Area [map]. Scale not given. Toronto, ON

### 3.2.6 Applicable Environmental Assessments

Appendix D provides a list of relevant applicable environmental assessments in the vicinity of the study area.

### 3.2.7 Additional Policy Considerations

Appendix E provides a list of additional relevant policy considerations, such as municipal plans and guidelines, in each study area section.



## 4 Physical Neighbourhood Composition

The following section is derived from the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) and updated as appropriate to reflect the current Project understanding, scope and footprint.

### 4.1 Existing Conditions in the Project Footprint

#### 4.1.1 Ontario Line West Section

The Ontario Line begins in the west at Exhibition Station, where track is at grade with the existing rail corridor. The line descends into a tunnel portal just east of the station and proceeds underground directly north of the existing Lakeshore West Rail Corridor until it turns to the northeast to pass beneath the Kitchener Rail Corridor. Liberty Village, a high-density residential area is north of the initial aboveground segment of the line leaving Exhibition Station. The King West Condominiums abut the existing Lakeshore West Rail Corridor.

The underground segment to the east of Exhibition Station is north of the existing Lakeshore West Rail Corridor as it passes Liberty Village and Kings West to the north and the Exhibition Grounds to the south. It turns north just before reaching Fort York, a 200-year-old fortress that is recognized as a National Historic Site. The Ontario Line passes north of the fortress and park before crossing beneath the Kitchener Rail Corridor.

On the east side of the Kitchener Rail Corridor, the Ontario Line passes diagonally under mixed-use commercial and residential areas through to the King/Bathurst and Queen/Spadina Stations. Shortly before the Queen/Spadina Station, the line enters the Queen Street West RoW. It stays under Queen Street West to the end of the OLW section at Osgoode Station.

#### 4.1.2 Ontario Line South Section

The OLS section will continue underground along the Queen Street West RoW from Osgoode Station through Queen Station. Land use in the area consists largely of high-rise office buildings and major institutional structures, generally with ground floor retail and service uses. Osgoode Hall, City Hall, old City Hall, and Nathan Phillips Square are in the vicinity of the alignment along Queen Street. The grounds of Osgoode Hall includes vegetated and treed areas. As the Ontario Line moves eastward past Queen Station, residential land uses are more prominent.

The Ontario Line will shift to the north edge of Queen Street East at Moss Park Station, which will be built on the southern edge of Moss Park, a large municipal park fronting on Queen Street East. The park serves the Moss Park neighbourhood and incorporates Moss Park Arena and the John Innes Community Recreation Centre, as well as sports fields, playground facilities, and an internal trails network. It also provides a break in the Queen Street East frontage where it presents a stand of mature trees.

From Moss Park, the Ontario Line will turn south to run on the east side of the Berkeley Street RoW to travel underneath Corktown and the Distillery District. The lands along the alignment in

Corktown between Berkeley Street and Parliament are commercial. Commercial uses are less pedestrian-oriented than those found on Queen Street East with big box stores and car dealerships occupying key blocks. There is also under-utilized and undeveloped property parcels in the vicinity. The Distillery District to the south of Corktown is characterized by entertainment uses and related businesses such as restaurants housed in restored nineteenth century industrial buildings.

A new station will be built in Corktown on lands fronting on the east side of Berkeley Street. The headhouse will be on the southeast corner of Berkeley and King Street East but related underground facilities will extend south to the intersection of Berkeley and Front Street. The block is currently occupied by a big box retail store that occupies the Berkeley frontage and a car dealership on the Parliament Street frontage. A second car dealership and a car wash are the primary occupants of the block south of King Street East. Varied traditional and contemporary office and mixed residential-commercial buildings face the station site across Berkeley, including the 17-storey Globe and Mail Centre.

Shortly after the Distillery District, the Ontario Line will rise to the surface through a portal in the Don Yard, a Metrolinx train layover facility. While the Don Yard is exclusively railway-oriented with multiple tracks and related facilities, the line will abut Corktown Common and cross the Don Valley Trail. Corktown Common is a 7.3-hectare urban park created in 2013 to serve the growing West Don Lands neighbourhood. It incorporates a clay berm that protects the financial district from potential flooding of the Don River. The Don Valley trail runs along the Don River from Don Mills to the mouth of the river and connects to trails in Corktown Common as well as to the Toronto Waterfront Trail, which runs westward between Lakeshore Boulevard and the water's edge to Mimico, and the Lakeshore Multi-use Trail, which follows the Lakeshore Boulevard corridor east to Woodbine.

The Ontario Line will cross over the Lower Don River on a new bridge constructed on the north side of the existing rail bridge over the Lower Don River. On the east side of the Lower Don River, the Ontario Line will continue in the existing Lakeshore East Rail Corridor through an area of further railway-oriented uses and industrial and commercial operations. East Harbour Station will be built in this area, which extends to Eastern Avenue in the north. At Eastern Avenue, the line will continue along the Lakeshore East Rail Corridor which passes diagonally through the residential neighbourhoods of Riverside and Leslieville. Riverside/Leslieville Station will be built at Queen Street East and De Grassi Street and the Gerrard Station will be built at Gerrard Street and Carlaw Avenue to serve these neighbourhoods. The OLS section will end immediately after Gerrard Station at the portal where the line will once again transition underground.

In Riverside, between Eastern Avenue and Queen Street East, land uses abutting the rail corridor include commercial uses in re-purposed industrial buildings. There are also residential land uses including condominiums and mixed-use commercial and residential buildings in the vicinity of the rail corridor. Saulter Street Parkette and McCleary Playground are adjacent to the rail corridor in this area. Immediately north of the Riverside/Leslieville Station site on Queen Street East, the rail corridor passes over Queen Street East on a rail-over-road grade separation and continues through Jimmie Simpson Park and Bruce Mackey Park. Further north



and east, between the Leslieville and Gerrard stations, the rail corridor is surrounded by medium and high-density residential uses to the north and commercial uses to the south. The Gerrard Station site at the intersection of Carlaw Avenue and Gerrard Street is characterized by mixed commercial development with the Gerrard-Carlaw Parkette, which includes a dog-walking park, in its southwest corner. A rail-over-road grade separation is located on the south and east side of the intersection. It currently carries the Lakeshore East Rail Corridor and will be expanded to carry the Ontario Line tracks. The Ontario Line will transition underground at the Gerrard Portal.

### 4.1.3 Ontario Line North Section

The OLN section begins at Pape Station. The Ontario Line will continue underground from Pape Station until it resurfaces to cross the Don Valley. It will then transition to an elevated guideway to its eastern terminus at the Ontario Science Centre.

After a short diagonal segment beneath an area of residential and commercial uses at the northeast corner of Gerrard Street and Pape Avenue, the subway will pass under a small corner of the Pape Avenue Junior Public School property before proceeding north in the Pape Avenue RoW. Pape Station will be constructed at Pape Avenue and Danforth Avenue and Cosburn Station will be constructed at Pape Avenue and Cosburn Avenue. Between Gerrard Station and Pape Station, the Ontario Line runs underneath the Riverdale neighbourhood. In the vicinity of Pape Station, Pape Avenue is lined with low-rise single-detached and semi-detached homes and commercial uses that are usually located near intersections. Similar neighbourhood blocks extend east and west of the corridor.

North of the Danforth, Pape Avenue is also lined with low-rise single and semi-detached homes, but commercial and institutional uses are seen more frequently. The intensity of commercial development increases to the north as Pape Avenue nears Cosburn Avenue. North of Cosburn Avenue, land use shifts back to a more residential pattern comprised of low-rise singles and semi-detached homes.

Blocks immediately north of Cosburn Avenue are largely occupied by commercial uses in strip malls. The proportion of residential buildings increases steadily to the north with one and one and a half-storey single and semi-detached homes the most common types with occasional by small, two-storey walkup apartments as well as some commercial and institutional uses. North of O'Connor Drive, the street front is almost exclusively residential. Where Pape Avenue turns to the east to join Donlands Avenue before it passes over the Don Valley Parkway by the Leaside Bridge, Ontario Line will continue underground to Minton Place, a street lined with single-family residential houses that terminates in a cul-de-sac abutting the parkland buffer at the edge of Don Valley.

A portal will be constructed at the end of the cul-de-sac where the subway will transition to a bridge in order to cross over the Don Valley and Don Valley Parkway. The tracks will run along an elevated guideway from the terminus of the Minton Place Bridge through the Overlea-Thorncliffe Station until it reaches reach Pat Moore Drive. The tracks will then descend to at-grade elevation north of Pat Moore Dr to cross under the Hydro One corridor and to align with

track elevations in the OMSF. The guideway will then continue as an elevated structure from the terminus of the West Don Bridge through to the Science Centre Station.

The elevated guideway will take the Ontario Line over parkland on the north side of the Don Valley, including the Lower Don River Trail and the Don River as well as Millwood Road. The new Thorncliffe Park Station will be raised to meet the elevated line. Thorncliffe Park Station will serve the surrounding high-density residential and retail and commercial land uses.

Ontario Line will turn to the north after leaving Thorncliffe Park Station to pass through business park areas on either side of the Hydro One corridor. Immediately north of the hydro corridor, Ontario Line will turn east to cross the West Don Trail and E.T. Seton Park and archery range as well as business park areas before turning north to reach the corner of Don Mills Road and Gateway Drive. Flemingdon Park Station is to be built on the northwest side of the intersection. The station will be located on Ontario Science Centre lands now used to provide access and parking for buses visiting the Centre.

The elevated guideway then runs northward on the west side of Don Mills Road before it crosses to the east side to reach the eastern terminus of the Ontario Line at the northeast corner of Don Mills Road and Eglinton Avenue where the Science Centre Station will be built. Lands on the west side of Don Mills Road to Eglinton Avenue are institutional, with a school to the south and the Science Centre property extending north to Eglinton Avenue. The east side of the Don Mills Road is characterized by high-rise office and residential structures facing the road and the subway. Lands on the north side of Eglinton Avenue where the Science Centre Station will be built are predominantly occupied by office and retail uses at the entry to the large community of Don Mills, although lands abutting the intersection are largely vacant with construction of components of the Eglinton Crosstown LRT Science Centre Station underway on the southwest and northeast corners.

## 4.2 Land Use and Built Form Patterns

The following subsections describe the land use and built form patterns in each section and their respective neighbourhoods. Appendix A of the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) contains photos to supplement these descriptions.

### 4.2.1 Ontario Line West

The OLW study area is located in the neighbourhoods of South Parkdale, Niagara, Waterfront Communities – The Island, and Kensington-Chinatown. These neighbourhoods are primarily residential and commercial.

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

- CN Tower;
- Roadhouse Park;
- Harbourfront Centre;



- Kensington Market;
- Old Chinatown;
- Alexandra Park;
- Rogers Centre;
- Ripley's Aquarium of Canada;
- Metro Toronto Convention Centre;
- Art Gallery of Ontario;
- Toronto Music Garden;
- Harbourfront;
- Union Station;
- Budapest Park;
- Marilyn Bell Park;
- Canadian National Exhibit Fairgrounds;
- Ontario Place;
- Enercare Centre;
- BMO Field;
- Coronation Park; and
- Fort York National Historic Site.

#### 4.2.1.1 Liberty Village/Fort York Sub-Area

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

Dufferin Street, west of Liberty Village, has a mix of early 20<sup>th</sup> century buildings at King Street, and mid-century high-rise apartment buildings north and south of King Street West. The Dufferin and King intersection has a variety of buildings, from single-storey commercial plazas to high-rise multi-dwelling buildings. The Dufferin and King intersection, which is the east boundary of Toronto's Parkdale neighbourhood, is a mixed-use corner with commercial and residential uses, and connections to the 504 King streetcar and bus route 29.

Liberty Village is a neighbourhood that is bounded by Dufferin Street in the west, King Street West in the north, Strachan Avenue in the east, and the Metrolinx Lakeshore West Rail Corridor in the south. The neighbourhood has century-old structures and heritage buildings that have been re-purposed into homes, offices, restaurants, retail stores, and banks. The brownfield redevelopment efforts in the past decade have transformed this area into a desirable place to

live, work, and play. With that, there are also many new high-rise condominium buildings recently built and occupied, as well as under construction.

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

The Metrolinx Milton/Kitchener Rail Corridor in the north results in many residents in the west end of Liberty Village being somewhat siphoned off from King Street West including direct access to the 504 King streetcar. The neighbourhood’s north connection has been strengthened as a result of the King-Liberty Pedestrian Cycle Bridge which was completed in April of 2021 (City of Toronto 2021b). This new bridge is an overpass over the Metrolinx Milton/Kitchener Rail Corridor. It provides a convenient and more direct route from Liberty Village to King Street West between Atlantic Avenue and Strachan Avenue.

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

#### **4.2.1.2 Downtown West Sub-Area**

The Downtown West Sub-Area has some of the main arterial roads west of Yonge Street (i.e., King West, Queen West, Spadina, Bathurst). This Sub-Area also has a mix of uses and architecture types, with building heights ranging from single storey to high-rise. The main arterials are characterized as intensified corridors that maintain their character, having mixed-use buildings with ground-level commercial and residential or commercial uses in the storeys above.

Between the GO Transit rail tracks and King Street West is described as Toronto’s Niagara neighbourhood and is located just west of the Fashion, Entertainment, and Financial Districts. Niagara is a mixed residential and industrial neighbourhood, now trending towards more residential accommodations and less industry (Maple Tree Publishing/Neighbourhood Guide 2020). This neighbourhood, previously called the “New Town Extension” in the 1800s, was originally developed as a residential area for the workers of industries located along the Canadian National (CN) and Canadian Pacific (CP) railway corridors (now Metrolinx-owned).

The area bounded by Bathurst Street in the west, Queen Street West in the north, Spadina Avenue in the east, and King Street West in the south is known as Toronto’s Fashion District. The Fashion District (also known as the Garment District) is a commercial and residential district known for trendy restaurants, design shops, and boutique condominium developments. Many former garment warehouses currently house clothing stores, while others have been renovated



into artists' studios and galleries, publishers, software and techy design offices, condos and lofts. In the 1990s, high-priced clothing stores opened, resulting in gentrification of the area. The area is currently seeing a spillover effect in condominium developments from the adjacent Entertainment District (east of Spadina Avenue), and an increase in the number of new residential developments.

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

Kensington Market is located north of Dundas Street West, bounded between Bathurst Street and Spadina Avenue. This neighbourhood is filled with vintage shops, speciality meat and bread shops, cafes and restaurants. The Victorian buildings have been painted with murals to highlight the community. Also in this area is Chinatown, which stretches along Spadina Avenue and is bounded by Oxford Street in the north, Augusta Avenue in the west, Phoebe Street to the south, and Beverly street to the east. Toronto's downtown Chinatown is one of the largest in North America and reflects a diverse Asian culture through its shops and restaurants.

#### 4.2.2 Ontario Line South

The OLS study area is located in the neighbourhoods of Bay Street Corridor, Church-Yonge Corridor, Regent Park, Moss Park, South Riverdale, North Riverdale, and Blake-Jones. The neighbourhoods are primarily residential and commercial, with the exception of South Riverdale being primarily industrial.

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

- Nathan Phillips Square;
- City Hall;
- Osgoode Hall;
- CF Toronto Eaton Centre;
- Yonge-Dundas Square;
- St. Lawrence Market;
- Regent Park;
- Corktown Common Park;
- Riverdale Park East and West;
- Moss Park;
- Massey Hall;

- Metropolitan United Church;
- Distillery District;
- Lower Don Trail;
- Jimmie Simpson Park; and
- Withrow Park.

#### 4.2.2.1 Downtown East Sub-Area

The Downtown East Sub-Area is similar to Downtown West with respect to the street pattern and mix of uses, although this Sub-Area is generally not as dense as Downtown West. East of Yonge Street, densities begin to drop and there are more areas of single-storey commercial with surface parking (e.g., Staples at King Street East and Berkeley Street). The areas of single-storey commercial with surface parking are increasingly being replaced with high-density mixed-use developments.

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

The Financial District is bounded roughly by Queen Street West to the north, Yonge Street to the east, Front Street to the south, and University Avenue to the west, though many office towers in the downtown core have been and are being constructed outside this area. This area is the central business district of downtown Toronto and is home to the city's top corporate headquarters, banks, and firms (The Toronto Convention and Visitors Association 2022). Buildings in the area are connected by the PATH, the world's largest underground shopping mall. Development of the District in the mid-20th century led to the demolition of several 19th and 20th Century buildings. The area now includes many steel and glass skyscrapers with newer residential towers built inside and around the edges of the District.

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



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

#### **4.2.2.2 West Don Lands/Industrial Sub-Area**

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

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

Regent Park is a neighbourhood bounded by Parliament Street in the west, Gerrard Street East in the north, River Street in the east, and Shuter Street in the south. Housing stock in the north consists of low-rise walk-up apartment buildings and townhouses. South of Dundas Street East, there is a mix of housing types including low- and high-rise apartments and row houses. The Pam McConnell Aquatic Centre and Regent Park located on the northwest corner of Dundas Street East and Sumach Street provide greenspace and recreational opportunities for the neighbourhood. Commercial uses such as shops and restaurants are located along Gerrard Street East, River Street, and Parliament Street.

#### **4.2.2.3 East End Residential Sub-Area**

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

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

### 4.2.3 Ontario Line North

The OLN study area contains 10 neighbourhoods: Playter Estates-Danforth, Danforth, Danforth – East York, Broadview North, Leaside-Bennington, Old East York, Thorncliffe Park, Flemingdon Park, O’Connor-Parkview, and Banbury – Don Mills. These communities contain a variety of existing uses, from residential and commercial, to office and industrial, and a network of institutional uses and open spaces. The land use and built form of these communities reflect the eras in which they were developed, varying in terms of density and built form characteristics. While Employment Areas are relatively homogenous in form, there is a great degree of variety in residential development which ranges from row housing and townhomes to high-rise apartments.

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

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

#### 4.2.3.1 Pape Sub-Area

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

Pape Avenue corridor includes several institutional uses including places of worship, schools, and cultural and community spaces. Community amenities are further outlined in Section 5 of this Report.



There is little park space throughout the corridor, with the exception of two parkettes toward the northern end and the open space system along the Lower Don River. New development is limited, other than some pockets of infill and small-scale residential redevelopments, most notably around Pape Avenue and Mortimer Avenue.

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

The area north of Gamble Avenue is comprised almost exclusively of low-rise residential neighbourhood stretching north to the Leaside Bridge. These neighbourhoods about the Lower Don Valley to the north, a large, naturalized river valley containing a multi-use trail, wastewater treatment facility and the headquarters for Toronto Police Dog Services. The Valley is also traversed by the six-lane Don Valley Parkway.

#### **4.2.3.2 Thorncliffe Employment Sub-Area**

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

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

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

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

### 4.2.3.3 Thorncliffe Park Sub-Area

The Thorncliffe Park Sub-Area is characterised by a mix of larger-scale commercial, residential, and institutional uses developed between the late 1950s and late 1970s. The largest development in the Sub-Area is the East York Town Centre. This mall and associated plaza are situated in the centre of the neighbourhood and comprise a large portion of the Overlea Boulevard frontage in the OLN Study Area. The East York Town Centre is set back from the street and surrounded by large areas of surface parking.

The East York Town Centre connects to a cluster of institutional uses consisting of the Thorncliffe Park Public School and Jenner Jean-Marie Community Centre, the latter of which falls just outside the OLN Study Area. These uses are connected by RV Burgess Park, which provides a central open space for this community. In addition to this park, the Leaside Park Outdoor Pool and associated recreational facilities also provide recreation in this neighbourhood. Other institutional uses, such as places of worship and community organizations, are scattered throughout the neighbourhood. These are discussed in further detail in Section 5 of this Report.

Surrounding this institutional cluster is a large apartment neighbourhood. The only low-rise housing in this neighbourhood is a complex of townhomes around Leaside Park Drive. In contrast to what is found in the Pape Corridor, the apartments in Thorncliffe Park were developed as a series of “Towers-in-the-Park”; oriented internally and separated from the street by landscaping and/or parking. There is a wide variety of lot shapes and sizes with generally mid-sized parcels towards the centre of the neighbourhood and larger parcels towards the edge of the neighbourhood lining the valley.

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

### 4.2.3.4 Flemingdon Park Sub-Area

The Flemingdon Park Sub-Area is situated along Don Mills Road and comprised of residential, commercial, and institutional uses developed for the most part in the 1960s and 1970s. The neighbourhood is connected to Thorncliffe Park by Charles H. Hiscott Bridge, which passes over the Don River West. This river valley open space system comprises much of the western edge of this neighbourhood, and is backed onto by the Marc Garneau Collegiate Institute, Valley Park Middle School and the Ontario Science Centre. A portion of the open space network has direct frontage onto Don Mills Road. The neighbourhood is divided into northern and southern sections by the large hydro corridor, which crosses Don Mills Road from the Don River Valley to the west and runs east towards the Don Valley Parkway. The land in the corridor is used for a range of recreational uses including playing fields, running tracks, ball diamonds and outdoor seating areas.



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

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

Residential buildings are characterised by a mix of low, medium and high-rise apartments on large irregularly shaped lots with large street setbacks comprised of landscaping and/or parking.

The lands north of Eglinton Avenue East are comprised of both low to mid-rise office buildings and large-format commercial buildings. A new station and bus terminal for the Eglinton Crosstown LRT is currently under construction on the northeast and southwest corners of Eglinton Avenue East and Don Mills Road. Beyond the station to the northeast is a large grocery store and a cluster of two- to eight-storey office buildings. These buildings are generally set back from the street with generous landscaping and surface parking areas. Further east in this quadrant is the landscaped campus of the Toronto Ismaili Centre and Aga Khan Museum. The lands to both the northwest and southeast of the intersection are planned for significant new office and residential development, as described in Section 7.3 of this Report.

## 4.3 Public Realm Characteristics

This section describes the public realm in each of the Ontario Line sections. The public realm can be defined as “the publicly owned places and spaces that belong to and are accessible by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, waterfronts, public transit systems, conservation areas, and civic buildings and institutions” (Ontario Professional Planners Institute 2016, 2). Further description of the public realm characteristics, including photographs to further characterize the areas, can be found in Section 4.3 of the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a).

### 4.3.1 Ontario Line West

#### 4.3.1.1 Liberty Village/Fort York Sub-Area

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

##### *Liberty Village*

Liberty Village is a former brownfield site that was redeveloped into a fast-growing, mixed-use community located between Dufferin Street and Strachan Avenue, with King Street West to the north and Exhibition Place to the south.

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

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

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

### *Exhibition Place*

Exhibition Place is a 192-acre property established in 1879, and is a leading destination for trade and consumer shows, including the Canadian National Exhibition. Exhibition Place attracts more than 5.5 million visitors per year (Exhibition Place 2020).

The Exhibition Place grounds has five main venues:

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

In 2019, a Cultural Heritage Landscape Assessment was completed for Exhibition Place, which includes recommendations for rehabilitation of the public realm (City of Toronto 2021d). The Cultural Heritage Landscape Assessment also recommended that Exhibition Place be identified as a significant cultural heritage landscape in the City's Official Plan with a specific Conservation Plan and Urban Design Guidelines recommended for the site (City of Toronto 2015). Ontario Place, which is directly adjacent to Exhibition Place, is currently being revitalized by Infrastructure Ontario and the Government of Ontario (Queen's Printer for Ontario 2022). The redeveloped site will be a tourism destination and will include enhanced public spaces. New parks, promenades, trails and beaches will be included in the development.



### *Fort York and Garrison Common*

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

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

In 2004, the City approved the Fort York Neighbourhood Public Realm Plan which subsequently informed the Fort York Neighbourhood Secondary Plan (Section 3.2.3). In 2015, the City of Toronto announced a plan to re-invent the public space under the elevated Gardiner Expressway. The plan included guidance for development fronting onto Fort York Boulevard to ensure that the scale, character, and materials used were compatible with the Fort York National Historic Site, its grounds, and the Fort York Armoury Building. The plan prioritized parks and open space linkages and long-term solutions for the area beneath the Gardiner Expressway. The Bentway (formerly Project: Under Gardiner) is an initiative that will transform more than 10 acres of land beneath the elevated portion of the Gardiner Expressway, including the lands of the Fort York National Historic Site, from just east of Strachan Avenue to Spadina Avenue, into a series of public spaces. The first phase of the Bentway opened in January 2018. By reclaiming this forgotten space, seven downtown neighbourhoods are now connected by the Bentway – Exhibition Place, Liberty Village, Niagara, Fort York Neighbourhood, Bathurst Quay, Wellington Place and CityPlace. The Bentway offers year-round activities and amenities, including gardens, a skate trail, public art, special exhibitions, festivals, and theatre and musical performances.

The Garrison Crossing (formerly Fort York Pedestrian-Cycling Bridge) was also part of this Fort York Precinct as an important new multi-use trail that connects Wellington Street in the north with Fort York's Garrison Common in the south. The crossing includes two stainless steel bridges over the rail corridor. The bridges were constructed of stainless steel as the primary structural and architectural material, with traditional durable materials with natural finishes, such as weathering steel, wood, and stone to help ground the new crossing in its important railway and heritage context (CreateTO 2021). The Garrison Crossing opened in October 2019.

#### **4.3.1.2 Downtown West Sub-Area**

This Sub-Area can be characterized by four main public realms: King Street West, Queen Street West, Kensington Market and Chinatown.

##### *King Street West*

In 2017, the City of Toronto initiated the King Street Transit Priority Corridor Pilot Project (The Priority Transit Corridor Project), which originated from Tocre. The Priority Transit

Corridor Project prioritizes the needs of pedestrians, cyclists, and transit users in the King West area. As part of the Priority Transit Corridor Project, new raised transit stop platforms were installed on King Street at Portland Street and Peter Street. Platforms of this type are the first in Canada and are considered an international best practice for transit stops, improving safety for cyclists, streetcar riders and drivers along King Street. The other benefits of raised transit stop platforms include:

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

In addition to the new platforms, 10 public seating areas were constructed. New bike stations, bike corral parking, and 1.8 metre bike lanes were added. *Accessibility for Ontarians with Disabilities Act (AODA)* – compliant ramps were also constructed to provide access to the protected passenger waiting areas for far side stops. Yellow tactile truncated dome mats were installed on the road at TTC stops alerting people with low vision or no vision of potential hazards. The City also developed a café strategy for the pilot to permit licensed cafés in the curb lane to provide a unique economic opportunity for businesses and further beautify the area. The City sought submissions from artists to create designs for the barriers and designs were digitally reproduced and vinyl wrapped onto the barriers, memorializing King Street’s rich history in a contemporary style within the public realm.

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

### *Queen Street West*

Queen Street West is one of the most travelled corridors in Toronto, by residents and visitors. With a world-class commercial district, Queen Street West is in the heart of downtown and is well known to locals and tourists. This corridor is one of the most highly developed areas of the city with a mature and established public realm. The street is characterized by wide sidewalks to accommodate constant pedestrian activity with street trees that provide shade and aesthetic features.

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



### *Kensington Market*

Kensington Market is a 27-hectare district made up of narrow streets, synagogues, parks, businesses and residential homes. In the early 1900s outdoor stalls were built to allow families to sell goods to their neighbours, creating the marketplace that continues to flourish and grow. In 2005, Kensington Market was named a national historic site. This area is popular for photo opportunities and for tourists.

### *Chinatown*

Toronto's downtown Chinatown is one of the largest in North America and reflects a diverse Asian culture through its shops and restaurants. Originally located on Elizabeth Street in the early 1900s, the Chinese residents developed their shops, associations, media and art in the area. In the 1950s a portion of Chinatown was demolished to make way for the new Toronto City Hall and Chinatown moved to Dundas Street West. The Chinatown Business Improvement Area was created in 2007 to work with the government, residents and community groups to build a stronger Chinatown community (Chinatown BIA n.d.).

## **4.3.2 Ontario Line South**

### **4.3.2.1 Downtown East Sub-Area**

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

#### *Queen Street West*

On the north side of Queen Street West between University Avenue and Bay Street, the public realm includes Nathan Phillips Square, a large block of public space as the civic gateway to Toronto City Hall. Nathan Phillips Square is an urban plaza with a water feature that transforms into a public skating rink during the winter months. Nathan Phillips Square is used regularly for art exhibits, concerts, rallies, and other ceremonies. Osgoode Hall is located on Queen Street West between University Avenue and Osgoode Lane. The grounds of Osgoode Hall include winding paths, gardens, trees, and lawn areas. The site is surrounded by a cast iron fence.

#### *St. Lawrence Market Neighbourhood*

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

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

The initiative was successful in revitalizing the St. Lawrence Market Neighbourhood, as these aspects can all be observed in the existing condition. For example, Market Street was the model for the special streets network throughout the neighbourhood. The street is an active lane defined by the St. Lawrence Market on the east side and a continuous series of historic commercial buildings along the west, which have been re-purposed into restaurants and boutiques. This “flexible street” allows vehicles; however, it encourages pedestrian-dominant movement with wide walking areas and no curbs to indicate shared roads. The sidewalk area is also occupied by outdoor restaurant patios, and the pedestrian sidewalk spills out into the winter parking lane as seasonal transformation is made possible through removable bollards and, as mentioned above, the absence of traditional stepped curbs between vehicles and pedestrians. These streets also have special paving with brick patterns, which is another defining feature of this public realm.

The St. Lawrence Market Neighbourhood is a family-friendly neighbourhood in a former industrial area that has been transformed into a vibrant, walkable area lined with restaurants, cafes, and hotels and serves as a destination for both tourists and Toronto locals. The neighbourhood includes the 10 original blocks of the Town of York. Many of the existing low-rise yellow and red brick buildings in this 19<sup>th</sup> century core exhibits a distinctive historic character. A focal point of this neighbourhood is the St. Lawrence Community Centre. The community centre shares its space with the Market Lane Public School and the St. Lawrence Community Day Care. It offers a full range of programming for families, children, adults and seniors. David Crombie Park across the street from the community centre along The Esplanade provides residents with plenty of greenspace and recreation.

#### **4.3.2.2 West Don Lands/Industrial Sub-Area**

This Sub-Area can be characterized by three main public realms: Distillery District, Regent Park and West Don Lands.

##### *Distillery District*

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

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



surrounding neighbourhoods – St. Lawrence, Corktown, and the West Don Lands – as well as the waterfront.

### *Regent Park*

Regent Park is a neighbourhood in downtown Toronto spanning a 69-acre area that used to be a significant part of the Cabbagetown neighbourhood. In the 1930s it was one of Toronto's poorest neighbourhoods. In 1947, it became the site of one of Canada's first public housing projects built in response to the poor physical conditions of the neighbourhood. In 1995, community members approached Toronto Community Housing about revitalization of the neighbourhood. The revitalization began in 2005 and will include 2,083 replacement rent-geared to income units, 399 new affordable rental units and 5,400 new condominium units (Toronto Community Housing n.d.). As of March 2020, 60% of the rent-geared to income units have been completed, and the project is anticipated to be completed in 2023.

### *West Don Lands*

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

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

The development integrated public art features to enhance the public space in the new community and create a sense of place. The public realm was focused on developing streetscape and safe, accessible connections from the Distillery District and Corktown Common to the Lower Don Trail, tying in the city with nature.

#### **4.3.2.3 East End Residential Sub-Area**

This Sub-Area is characterized as having a public realm reminiscent of small towns with a strong sense of place. The neighbourhoods east of the Don River – Riverside, Riverdale, and Leslieville – are known to Torontonians as towns within the city.

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

- Carlaw + Dundas Community Initiative, 2014;

- Leslieville Urban Design Guidelines, 2014; and
- Broadview Avenue Urban Design Guidelines, 2016.

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

The Riverside Business Improvement Area stretches along Queen Street East from the Queen Street viaduct in the west to just east of De Grassi Street (Riverside Business Improvement Area n.d.). It is one of Toronto's first business improvement areas and was founded in 1980. In 2018 the Riverside Business Improvement Area prepared a Streetscape and Public Space Master Plan in partnership with the City of Toronto (Plant Architect Inc. 2018). The plan identifies a long-term vision for streetscape improvements within the Riverside Business Improvement Area. Key areas of focus include strengthening existing gateway elements in the area, updating and augmenting street furniture, expanding the public realm beyond Queen Street East to include nearby alleyways and parkettes, and embracing the heritage and identity of the area by integrating identity markers and heritage commemorations in the overall streetscape.

Several murals painted on railway underpasses, promote vibrancy and community in the East End, and further enhance the sense of place in Leslieville. The Leslieville Business Improvement Area is located along Queen Street East between Empire and Vancouver Avenues. It was established in 2013 and promotes Leslieville's vibrant business district, which includes arts and culture, food and dining, retail, and service industries (The Leslieville Business Improvement Area 2021).

### 4.3.3 Ontario Line North

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

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

#### 4.3.3.1 Pape Sub-Area

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

Despite more tree-lined neighbourhood streets, Pape Avenue itself lacks street trees. This lack of street trees is the result of buildings having been developed at or close to the lot line with



limited 3 to 4 metre setbacks from the curb and the presence of overhead utilities which restrict tree growth. However, this pattern along Pape Avenue changes north of Gamble Avenue, where there is a more residential characteristic with larger setbacks. Sidewalk space along Pape Avenue is limited with little or no room for street furnishings.

There are a limited number of open spaces in the Pape Sub-Area, as detailed in Section 5.2.3. The open spaces that do exist are comprised predominantly of school playground space and a handful of parkettes and small playgrounds. A portion of the Lower Don Parklands are in the Pape Sub-area. The Lower Don Parklands is a 200-hectare park spanning from Thorncliffe Park to the West Don Lands, home to a wide array of plant and animal species with ongoing revitalization of sensitive natural habitat. Within the Lower Don Parklands is the Lower Don Trail, a 4.7 km section of multi-use trail. There are no significant open spaces along Pape Avenue itself.

#### **4.3.3.2 Thorncliffe Employment Sub-Area**

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

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

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

#### **4.3.3.3 Thorncliffe Park Sub-Area**

Similar to the Thorncliffe Employment area, the majority of buildings in this Sub-Area are oriented toward the street yet largely set back from the right-of-way by landscaping or parking lots. Setbacks are larger along Overlea Boulevard than they are along Thorncliffe Park Drive. The East York Town Centre is set back by large parking areas along most of its Overlea Boulevard frontage. The townhouse complex at Overlea Boulevard and Leaside Park Drive has the smallest setback from Overlea Boulevard. The complex is separated from the street by a fence which lines most of the frontage. Additionally, some residential uses along Thorncliffe Park Drive are oriented internally off of cul-de-sacs or driveways, creating courtyard-like spaces between buildings.

Although the pattern of building separation and setbacks in the Thorncliffe Park Sub-Area are similar to those observed in the Thorncliffe Employment Sub-Area, this Sub-Area contains a continuous network of sidewalks and uses which generate more pedestrian activity (i.e., retail, residential, institutional, etc.). The majority of sidewalks are separated from the street with a landscape buffer and contain trees, as well as street furnishing such as benches, bus shelters, and garbage/recycling bins. The Sub-Area also contains an informal mid-block connection behind the East York Town Centre, which provides access to the various recreational and institutional uses, as well as the RV Burgess Park.

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

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

#### **4.3.3.4 Flemingdon Park Sub-Area**

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

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



This Sub-Area contains an extensive network of open spaces, including the Don River Valley system, E.T. Seton Park, and Flemington Park with its numerous sports fields, tracks and trails located in the hydro corridor. E.T. Seton Park is part of a chain of parks in the area forming a forested corridor along the Don River. Within E. T. Seton Park is the West Don River Trail and the only City-owned archery range in the City of Toronto.

## 5 Community Amenities

The following section is derived from the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) and updated as appropriate to reflect the current Project understanding, scope and footprint.

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

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

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

The locations of institutional uses, recreational uses, parks and open spaces are provided in Figure 5-1 (OLW), Figure 5-2 (OLS), and Figure 5-3 (OLN).

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

### 5.1 Institutional Uses

#### 5.1.1 Ontario Line West

There are six schools, 14 places of worship, four emergency services, one Armed Forces facility, and one library in the OLW study area (Table 5-1, Figure 5-1).

**Table 5-1. Institutional Uses in the OLW Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
Armed Forces Facility	16	5-1-1	Fort York Armoury	660 Fleet Street
School	28	5-1-1	Niagara Street Public School	222 Niagara Street
School	33	5-1-1	St. Mary Catholic School	20 Portugal Square
School	43	5-1-2	ALPHA Alternative Junior School	20 Brant Street
School	53	5-1-2	Ryerson Community School Jr. & Sr.	96 Denison Avenue



Feature Type	Map ID	Figure No	Feature Name	Address
School	64	5-1-2	Ogden Public School	33 Phoebe Street
School	73	5-1-2	Contact Alternative School	132 St. Patrick Street
Place of Worship	32	5-1-1	Fu Sien Tong Buddhist Temple	185 Niagara Street
Place of Worship	304	5-1-1	Liberty Grace Church	47 Fraser Avenue
Place of Worship	29	5-1-1	Queen Street United Church	765 Queen Street West
Place of Worship	38	5-1-1	St. Mary's Parish	588 Adelaide Street West
Place of Worship	41	5-1-1	St. Mary's Church	9 Portugal Square
Place of Worship	42	5-1-1	Baptist Ukrainian Church	148 Tecumseth Street
Place of Worship	45	5-1-1	St. Stanislaus Kostka Church	16 Denison Avenue
Place of Worship	34	5-1-1	Toronto Alliance Church Admin Centre	602 Queen Street West
Place of Worship	54	5-1-2	Chabad of Downtown Toronto	15A Clarence Square
Place of Worship	59	5-1-2	Chinese Gospel Church	450 Dundas Street West
Place of Worship	72	5-1-2	Toronto Chinese Baptist Church	72 Beverley Street
Place of Worship	60	5-1-2	St. Andrew's Church	73 Simcoe Street
Place of Worship	83	5-1-2	Saint Patrick's Church	131 Mc Caul Street
Place of Worship	85	5-1-2	Our Lady Of Mount Carmel	200 St. Patrick Street
Library	36	5-1-1	Fort York Public Library	190 Fort York Boulevard
Emergency Services	9	5-1-1	Toronto Police – Traffic Services	9 Hanna Avenue
Emergency Services	94	5-1-1	Ambulance Station 35	265 Manitoba Drive
Emergency Services	317	5-1-1	Toronto Police Services; Mounted Police Headquarters	91 Manitoba Drive
Emergency Services	78	5-1-2	Toronto Police 52 Division	255 Dundas Street West

The six schools are located in the Downtown West Sub-Area. Two schools are public alternative school<sup>4</sup> belonging to the Toronto District School Board. ALPHA Alternative Junior School has approximately 90 students between junior kindergarten and grade 6, and Contact Alternative School has approximately 100 students between grade 10 and 12. Three of the schools are public schools, also belonging to the Toronto District School Board. One school belongs to the Toronto Catholic District School Board: St. Mary's Catholic School.

13 places of worship are also in the Downtown West Sub-Area, and one place of worship is in the Liberty Village/Fort York Sub-Area..

Toronto Police 52 Division is the only emergency service located in the Downtown West Sub-Area. There are three emergency services in the Liberty Village/Fort York Sub-Area, including Ambulance Station 35, Toronto Police – Traffic Services, and the Toronto Police Services Mounted Police Headquarters. There is one Armed Forces facility in the Liberty Village/Fort York Sub-Area – the Fort York Armoury.

There is one library, the Fort York Public Library, in the Liberty Village/Fort York Sub-Area.

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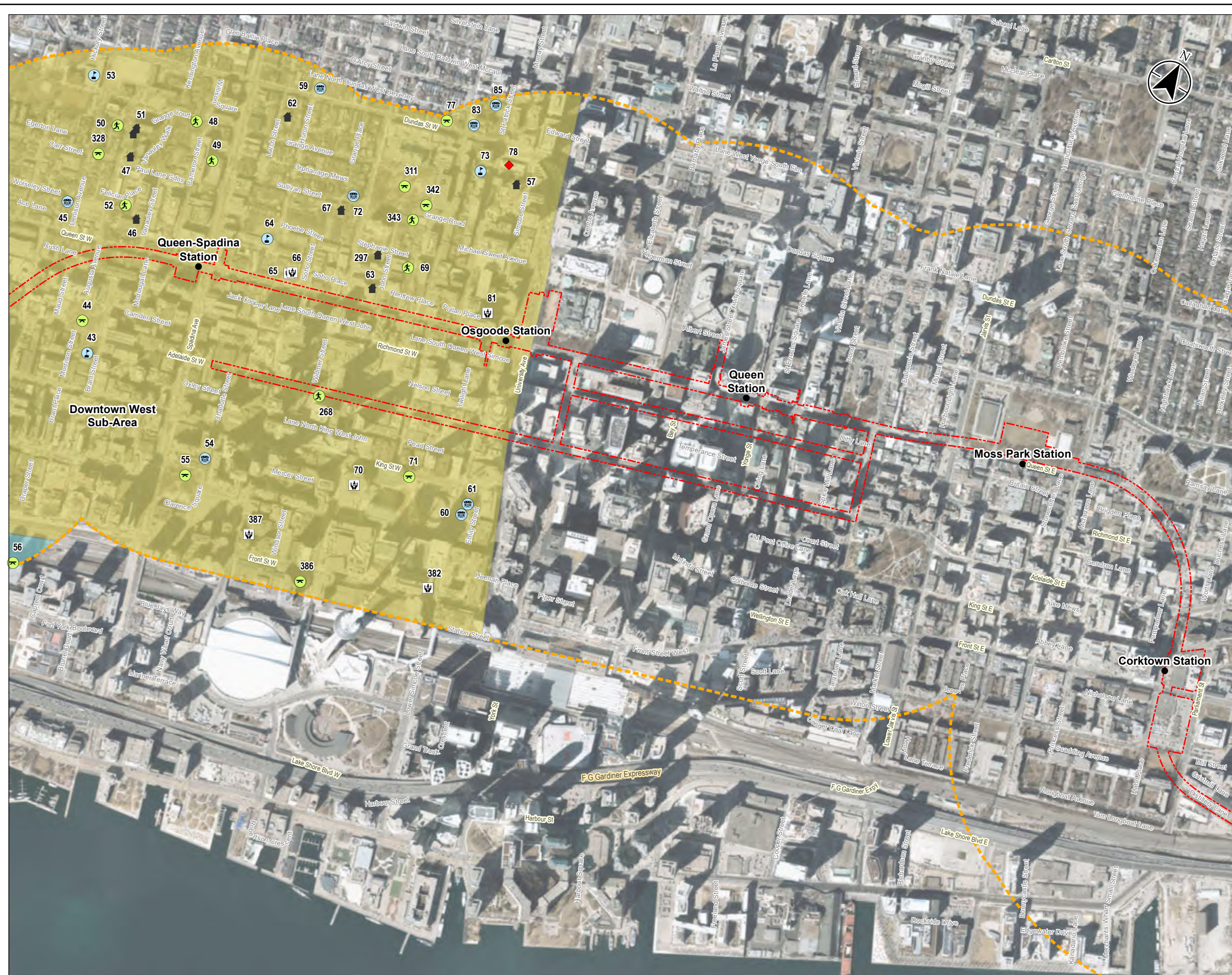
<sup>4</sup> According to the Toronto District School Board: Alternative schools are safe, highly engaged, smaller school environments with non-traditional hands-on approaches to learning the required Ontario Ministry of Education Curriculum. Each school has a distinct identity and focus, such as democratic education, holistic learning, physical art, mindful living, entrepreneurship, social justice, community outreach and more. These schools are ideal for students seeking an alternative to mainstream education and who want to take an active role in their own learning (Toronto District School Board 2014).







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 Revised: 2022-01-28 By: bccover



**Legend**

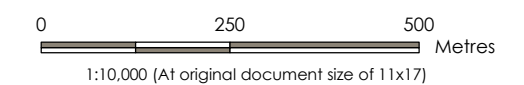
- Project Footprint
- Study Area (500 m Buffer)

**Socio-Economic Key Features**

- Community Resources
- Daycare
- ◆ Emergency Services
- Housing
- Park and Open Space
- Place of Worship
- School

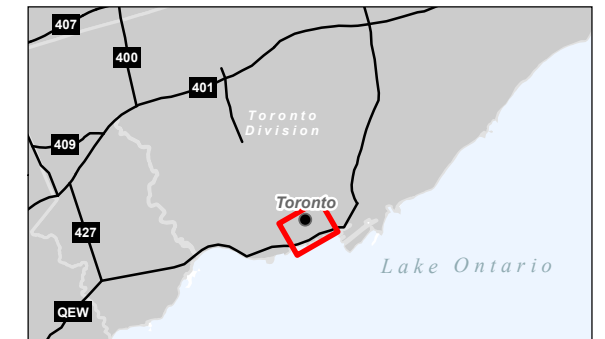
**OLW**

- Liberty Village / Fort York Sub-Area
- Downtown West Sub-Area



**Notes**

1. Coordinate System: NAD27 MTM zone 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
3. City of Toronto data licensed under the Open Government Licence - Toronto.



Project Location: City of Toronto, ON  
 Prepared by BCC on 2022-01-28

Client/Project:  
 HDR CORPORATION  
 ONTARIO LINE TA

Figure No.  
**5-1-2**

Title  
**Community Amenities in the OLW Study Area**



## 5.1.2 Ontario Line South

There are 17 schools, 43 places of worship, four libraries, one major hospital, four emergency services and one Armed Forces facility in the OLS study area (Table 5-2, Figure 5-2).

**Table 5-2. Institutional Uses in the OLS Study Area**

Feature Type	Map ID	Figure No.	Feature Name	Address
Armed Forces Facility	159	5-2-1	Moss Park Armoury	130 Queen Street East
School	3	5-2-1	École élémentaire Gabrielle-Roy	14 Pembroke Street
School	148	5-2-1	Market Lane Public School Jr. & Sr.	246 The Esplanade
School	322	5-2-1	St. Michael Choir Jr	66 Bond Street
School	173	5-2-2	Inglenook Community School	19 Sackville Street
School	324	5-2-2	St. Paul Catholic School	80 Sackville Street
School	187	5-2-2	Dundas Junior Public School	935 Dundas Street East
School	323	5-2-2	Queen Alexandra Middle School	181 Broadview Avenue
School	193	5-2-2	Eastdale Collegiate Institute	701 Gerrard Street East
School	212	5-2-2	Morse Street Junior Public School	180 Carlaw Avenue
School	205	5-2-3	Holy Name Catholic School	690 Carlaw Avenue
School	226	5-2-3	Pape Avenue Junior Public School	220 Langley Avenue
School	228	5-2-3	Blake Street Public School	21 Boulton Avenue
School	229	5-2-3	Riverdale Collegiate Institute	1094 Gerrard Street East
School	232	5-2-3	Subway Academy I	16 Phin Avenue
School	285	5-2-3	Earl Grey Senior Public School	100 Strathcona Avenue
School	294	5-2-3	Jones Avenue Adult New Canadian	540 Jones Avenue
School	298	5-2-3	École élémentaire catholique du Bon-Berger	343 Jones Avenue

Feature Type	Map ID	Figure No.	Feature Name	Address
Place of Worship	79	5-2-1	Masjid Toronto	168 Dundas Street West
Place of Worship	76	5-2-1	St. Stephen's Chapel	360 Bay Street, #200
Place of Worship	132	5-2-1	St. Michaels Parish Hall	56 Bond Street
Place of Worship	141	5-2-1	First Evangelical Lutheran Church	116 Bond Street
Place of Worship	293	5-2-1	Church Of The Holy Trinity	6 Trinity Square
Place of Worship	104	5-2-1	Masjid Toronto (Adelaide)	86 Adelaide Street East
Place of Worship	105	5-2-1	Anglican Diocese of Toronto	135 Adelaide Street East
Place of Worship	110	5-2-1	Metropolitan United Church Grounds – Building Grounds	56 Queen Street East
Place of Worship	114	5-2-1	Cathedral Church Of St. James	65 Church Street
Place of Worship	146	5-2-1	St. Michael's Cathedral Basilica	65 Bond Street
Place of Worship	147	5-2-1	St. Georges Greek Orthodox	115 Bond Street
Place of Worship	154	5-2-1	St. Michaels Catholic Cathedral	57 Bond Street
Place of Worship	215	5-2-1	St. James Cathedral	106 King Street East
Place of Worship	115	5-2-1	Church In The City	160 The Esplanade
Place of Worship	149	5-2-1	All Saints Anglican Church	315 Dundas Street East
Place of Worship	144	5-2-1	United Church Of Canada	317 Queen Street East
Place of Worship	158	5-2-1	Mother Of God Of Prousa	461 Richmond Street East
Place of Worship	5	5-2-2	Macedonian Bulgarian Orthodox	29 Sutton Avenue
Place of Worship	19	5-2-2	Grace Toronto Church	95 Trinity Street
Place of Worship	140	5-2-2	Little Trinity Anglican Church	425 King Street East
Place of Worship	162	5-2-2	Thornccliffe Park United Church	17 Regent Street
Place of Worship	175	5-2-2	St. Pauls Church	93 Power Street
Place of Worship	169	5-2-2	Riverside Church	456 King Street East



Feature Type	Map ID	Figure No.	Feature Name	Address
Place of Worship	174	5-2-2	Queen Street Church	431 Queen Street East
Place of Worship	183	5-2-2	Ethiopian Orthodox Tewahedo	125 Broadview Avenue
Place of Worship	185	5-2-2	Broadview Gospel Hall	194 Broadview Avenue
Place of Worship	200	5-2-2	St. Landon	10 Morse Street
Place of Worship	192	5-2-2	The Christian and Missionary	75 First Avenue
Place of Worship	194	5-2-2	Toronto Chinese Alliance	200 Boulton Avenue
Place of Worship	207	5-2-2	Woodgreen United Church	875 Queen Street East
Place of Worship	191	5-2-2	St. Matthews Anglican Church	135 First Avenue
Place of Worship	196	5-2-2	St. Ann Parish	120 First Avenue
Place of Worship	190	5-2-2	Metropolitan Community Church	115 Simpson Avenue
Place of Worship	213	5-2-3	Living Hope Community Church	8 Boston Avenue
Place of Worship	219	5-2-3	Queen Street East Presbyterian Church	947 Queen Street East
Place of Worship	220	5-2-3	Shromani Sikh Society Gurudwara	269 Pape Avenue
Place of Worship	339	5-2-3	Kingdom Hall	1005 Gerrard Street East
Place of Worship	204	5-2-3	Riverdale Presbyterian Church	662 Pape Avenue
Place of Worship	227	5-2-3	Old Calendar Greek	281 Jones Avenue
Place of Worship	231	5-2-3	Trustees of Estonian Mission	562 Jones Avenue
Place of Worship	233	5-2-3	New Apostolic Church	152 Hazelwood Avenue
Place of Worship	223	5-2-3	Turkish Canadian Islamic Heritage Association Inc.	336 Pape Avenue
Place of Worship	256	5-2-3	Jamiatul Muslemin Of Toronto	1015 Danforth Avenue
Library	142	5-2-1	St. Lawrence Public Library	171 Front Street East
Library	201	5-2-3	Pape Danforth Public Library	701 Pape Avenue
Library	372	5-2-1	City Hall	Nathan Phillips Square 100 Queen Street West

Feature Type	Map ID	Figure No.	Feature Name	Address
Library	378	5-2-2	Queen Saulter Public Library	765 Queen Street East
Hospital	117	5-2-1	St. Michael's Hospital	30 Bond Street
Emergency Services	120	5-2-1	Ambulance Station 40	58 Richmond Street East
Emergency Services	131	5-2-1	Toronto Police 51 Division	51 Parliament Street
Emergency Services	198	5-2-3	Fire Station 324	840 Gerrard Street East
Emergency Services	208	5-2-3	Ambulance Station 43	126 Pape Avenue

There are 17 schools in the OLS Study Area including nine public schools, three Catholic schools, one alternative public school, two French elementary schools, one adult school, and one Catholic choir school. The majority of the schools (13 out of 17) belong to Toronto District School Board. Three of the 17 schools belong to the Toronto Catholic District School Board. One school belongs to the Conseil Scolaire Viamonde (École élémentaire Gabrielle-Roy) and one school belongs to the Conseil Scolaire Catholique MonAvenir (École élémentaire catholique du Bon-Berger). The Eastern High School of Commerce was closed in 2015 by the Toronto District School Board, however, the building is now used by Subway Academy I, an Alternative public school.

There are 43 places of worship in the OLS Study Area, most of which are in the Downtown East Sub-Area (18 out of 44). The East End Residential Sub-Area contains 16 places of worship and the West Don Lands /Industrial Sub-Area contains 9 places of worship.

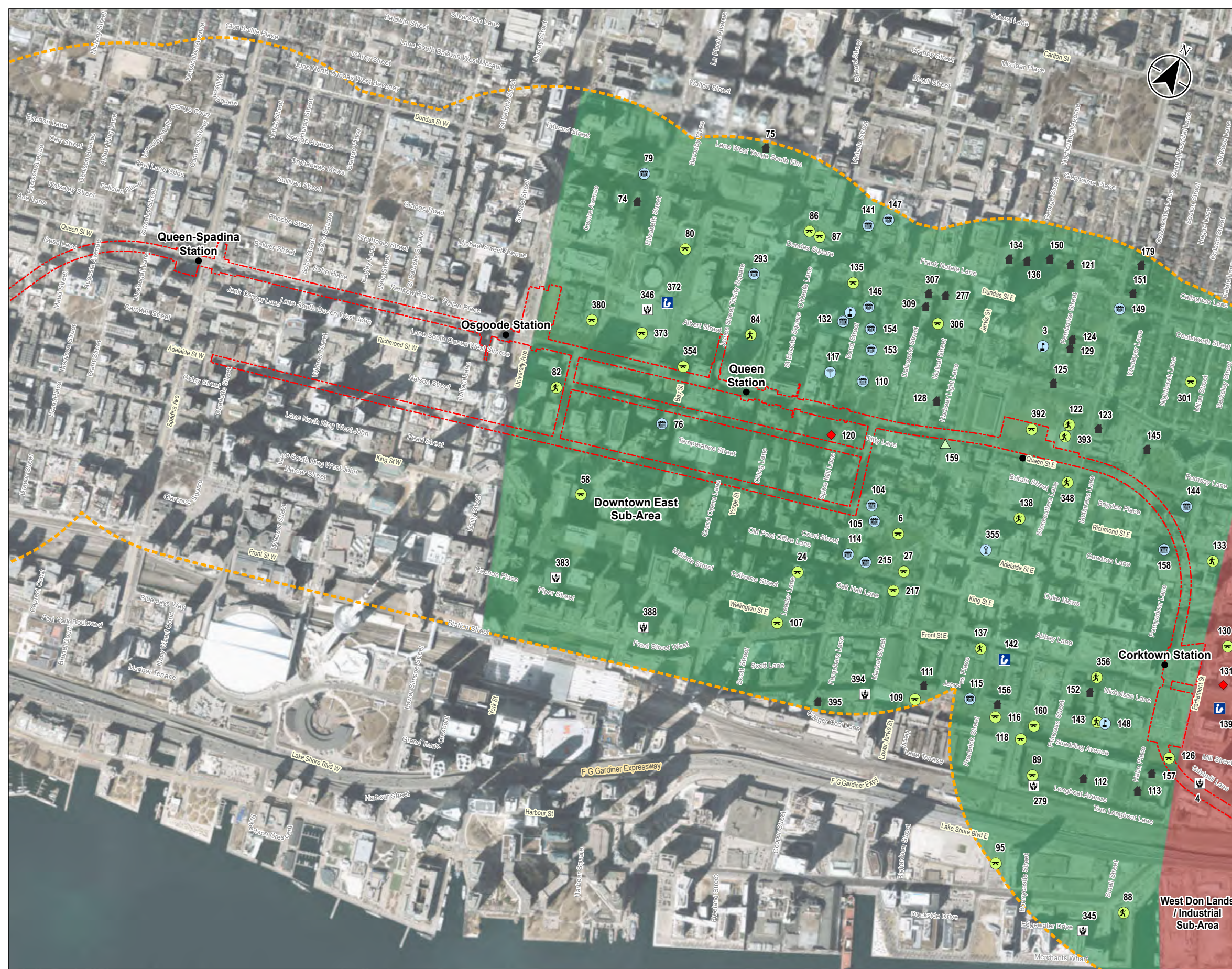
There are four Toronto Public Library branches in the OLS Study Area: City Hall, St. Lawrence, Pape/Danforth, and Queen Saulter. City Hall is a notable branch as it is over a century old (opened in 1911) contained in Toronto's City Hall at 100 Queen Street East.

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

There are four emergency services in the OLS Study Area. These services include Ambulance Station 40, Ambulance Station 43, Fire Station 324, and Toronto Police 51 Division.

There is one Armed Forces Facility located in the OLS Study Area, which is the Moss Park Armoury in the Downtown East Sub-Area.





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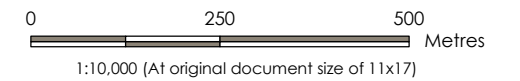
- Project Footprint
- Study Area (500 m Buffer)

**Socio-Economic Key Features**

- Armed Forces Facility
- Community Resources
- Daycare
- Emergency Services
- Hospital
- Housing
- Library
- Neighbourhood BIA
- Park and Open Space
- Place of Worship
- School

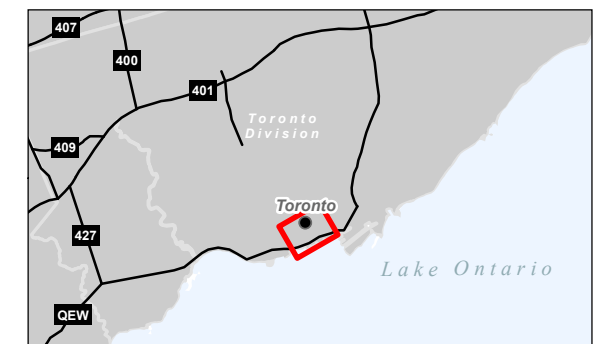
**OLS**

- Downtown East Sub-Area
- West Don Lands / Industrial Sub-Area



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Figure No.  
**5-2-1**

Title  
**Community Amenities in the OLS Study Area**

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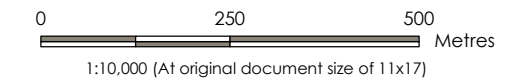
- Project Footprint
- Study Area (500 m Buffer)

**Socio-Economic Key Features**

- Community Resources
- Daycare
- Emergency Services
- Housing
- Library
- Neighbourhood BIA
- Park and Open Space
- Place of Worship
- School

**OLS**

- West Don Lands / Industrial Sub-Area
- East End Residential Sub-Area



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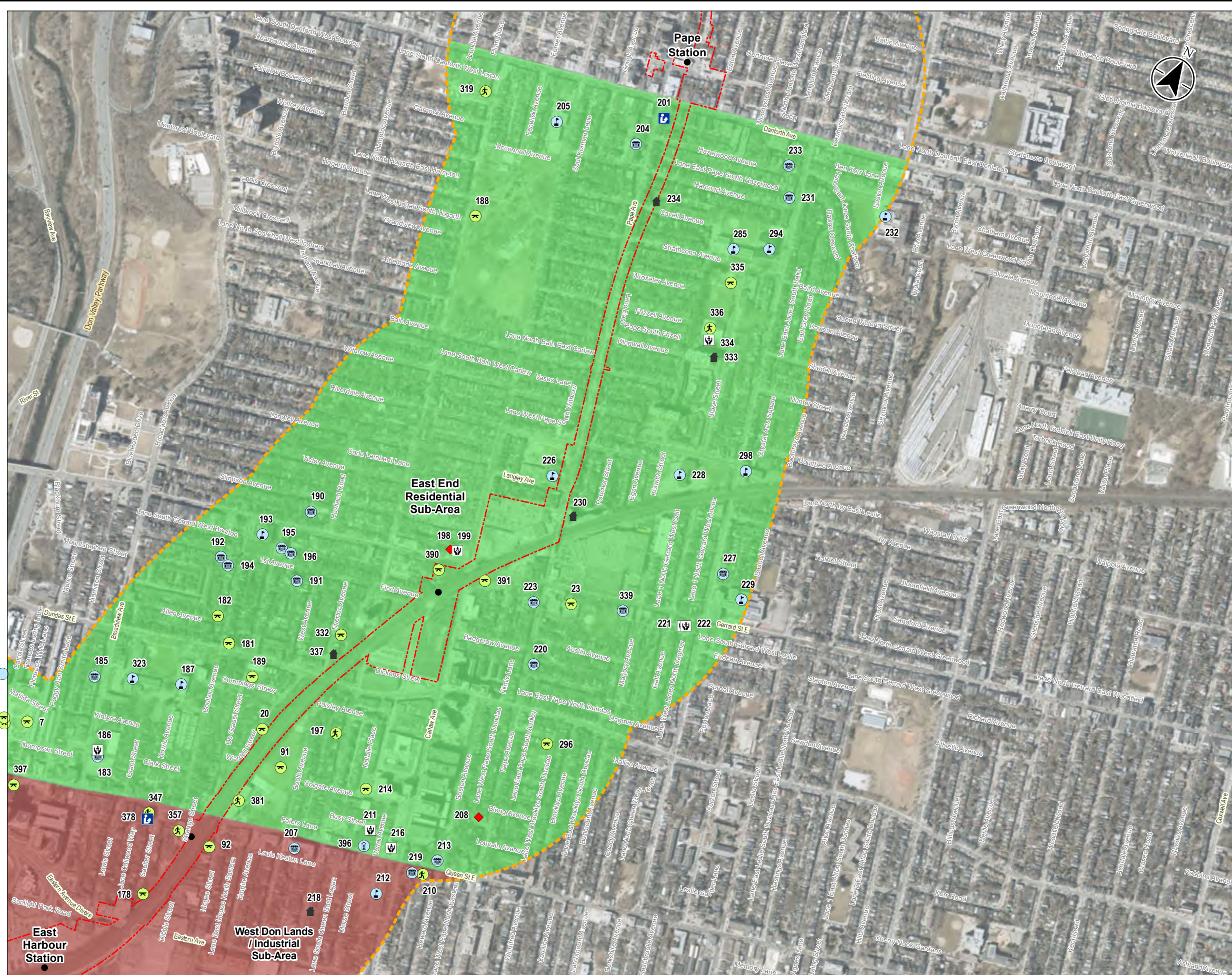
Project Location  
City of Toronto, ON

160560009 REV4  
Prepared by BCC on 2022-03-17

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ONTARIO LINE TA

Figure No.  
**5-2-3**

Title  
**Community Amenities in the OLS Study Area**



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### 5.1.3 Ontario Line North

There are 12 schools, three libraries, 28 places of worship, and three emergency services (ambulance and police facilities) located in the OLN Study Area (Table 5-3, Figure 5-3).

**Table 5-3. Institutional Uses in the OLN Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
School	225	5-3-1	Westwood Park	994 Carlaw Avenue
School	260	5-3-1	Wilkinson Public School	53 Donlands Avenue
School	250	5-3-1	Chester Elementary School	115 Gowan Avenue
School	280	5-3-1	Massey Centre Secondary School	1102 Broadview Avenue
School	251	5-3-1	William Burgess Public School	100 Torrens Avenue
School	308	5-3-2	Thornccliffe Park Public School	80 Thornccliffe Park Drive
School	273	5-3-3	Marc Garneau Collegiate Institute	135 Overlea Boulevard
School	274	5-3-3	Gateway Public School	55 Gateway Boulevard
School	275	5-3-3	Valley Park Middle School	130 Overlea Boulevard
School	299	5-3-2	Thornccliffe Park Early Learning School	82 Thornccliffe Park Drive
School	103	5-3-3	Grenoble Public School	9 Grenoble Drive
School	397	5-3-3	St. John XXIII Catholic School	175 Grenoble Drive
Place of Worship	202	5-3-1	Holy Name Roman Catholic Church	606 Danforth Avenue
Place of Worship	258	5-3-1	St. Davids Anglican Church	49 Donlands Avenue
Place of Worship	206	5-3-1	St. Irene Greek Orthodox Church	66 Gough Avenue
Place of Worship	235	5-3-1	Roman Catholic Episcopal	71 Gough Avenue
Place of Worship	239	5-3-1	Calvary Church	746 Pape Avenue
Place of Worship	257	5-3-1	Metamorphosis Church	42 Donlands Avenue
Place of Worship	259	5-3-1	Temple Baptist Church	14 Dewhurst Boulevard
Place of Worship	241	5-3-1	Pape Avenue Gospel Hall	871 Pape Avenue



Feature Type	Map ID	Figure No	Feature Name	Address
Place of Worship	242	5-3-1	Seventh Day Adventist Church	170 Westwood Avenue
Place of Worship	243	5-3-1	Trustees of Westminster	152 Floyd Avenue
Place of Worship	244	5-3-1	Westminster Presbyterian Church	154 Floyd Avenue
Place of Worship	245	5-3-1	Bethany Baptist Church	1041 Pape Avenue
Place of Worship	249	5-3-1	United Church Of Canada	126 O'Connor Drive
Place of Worship	349	5-3-2	St. Demetrious Church	30 Thorncliffe Park Drive
Place of Worship	90	5-3-2	York Masonic Temple	1100 Millwood Road
Place of Worship	236	5-3-2	Chapel In The Park	16 Thorncliffe Park Drive
Place of Worship	253	5-3-2	International Christian Assembly	2 Thorncliffe Park Drive
Place of Worship	255	5-3-2	The Salvation Army	2 Overlea Boulevard
Place of Worship	270	5-3-2	Macedonian Orthodox Church	76 Overlea Boulevard
Place of Worship	272	5-3-2	Greek Orthodox Mission	80 Overlea Boulevard
Place of Worship	102	5-3-3	Flemingdon Park Worship Center	150 Gateway Boulevard
Place of Worship	248	5-3-1	Toronto Ling-Liang Church	186 Floyd Avenue
Place of Worship	286	5-3-3	Flemingdon Park Pentecostal Church	5 Grenoble Drive
Place of Worship	288	5-3-3	St. Andrew Kim Korean Catholic	849 Don Mills Road
Place of Worship	290	5-3-3	Church Of Jesus Christ Of Latter-Day Saints	24 Ferrand Drive
Place of Worship	287	5-3-3	Presbyterian Church Of Canada	50 Wynford Drive
Place of Worship	289	5-3-3	The Ismaili Centre	49 Wynford Drive
Place of Worship	291	5-3-3	Don Heights Unitarian Congregation	18 Wynford Drive
Library	364	5-3-1	Todmorden Room Public Library	1081 Pape Avenue
Library	267	5-3-2	Thorncliffe Library	48 Thorncliffe Park Drive

Feature Type	Map ID	Figure No	Feature Name	Address
Library	18	5-3-3	Flemingdon Park Public Library	29 St. Dennis Drive
Emergency Services	247	5-3-1	Ambulance Station 41	1300 Pape Avenue
Emergency Services	266	5-3-1	Fire Station 322	256 Cosburn Avenue
Emergency Services	300	5-3-1	Lower Don Parklands Police Service Facility	44 Beechwood Drive

There are 12 schools located in this Study Area. There are 10 schools belonging to the Toronto District School Board, which are all public schools including elementary, junior, middle, and high schools. The Massey Centre Secondary School is a registered charity to support young mothers wishing to continue their high school education. There is one early learning centre, Thorncliffe Park Early Learning School. Five of these schools are located in the Flemingdon Park Sub-Area, two in the Thorncliffe Park Sub-Area, and five in the Pape Sub-Area.

There are three Toronto Public Library branches in the OLN Study Area, in three sub-areas: Flemingdon Park Sub-Area, Pape Sub-Area, and Thorncliffe Park Sub-Area. The libraries include:

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

All these libraries are associated with broader recreation complexes.

There are 28 places of worship located in this Study Area, serving a range of religious faiths. These institutions are spread between all four sub-areas, most of which are clustered in the Pape Sub-Area (14 out of 28). There are five located in the Thorncliffe Employment Sub-Area, two in the Thorncliffe Park Sub-Area, and seven in the Flemingdon Park Sub-Area.

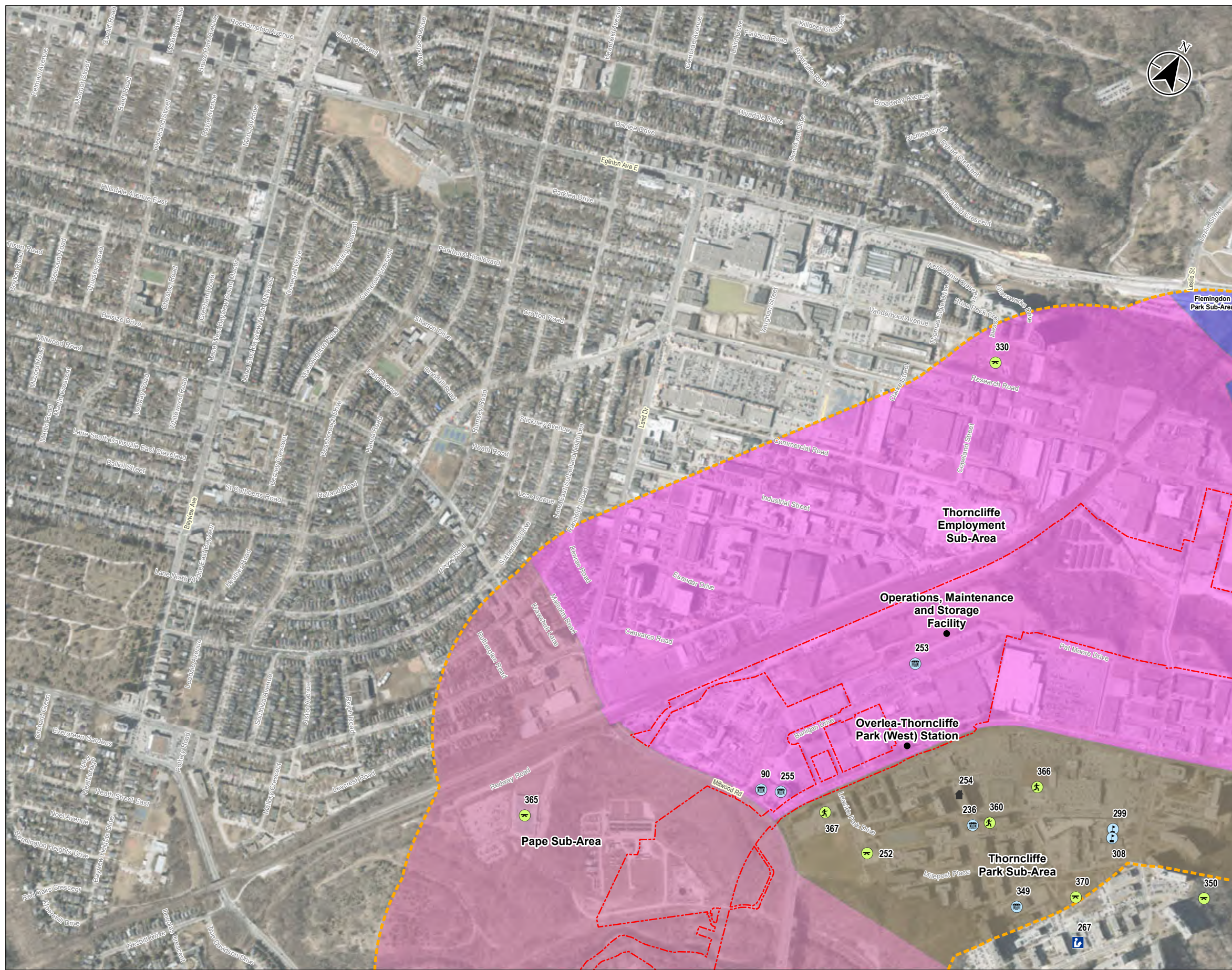
There is one ambulance station, one fire station and one police service facility, all of which are located in the Pape Sub-Area. There are no hospitals in the OLN Study Area.







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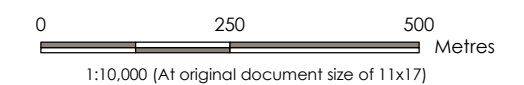
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- Study Area (500 m Buffer)

**Socio-Economic Key Features**

- Community Resources
- Housing
- Library
- Park and Open Space
- Place of Worship
- School

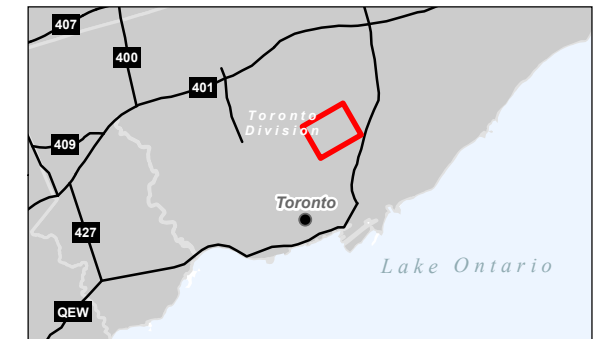
**OLN**

- Pape Sub-Area
- Thornccliffe Employment Sub-Area
- Thornccliffe Park Sub-Area
- Flemingdon Park Sub-Area



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Client/Project:  
 HDR CORPORATION  
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Figure No.: **5-3-2**  
 Title: **Community Amenities in the OLN Study Area**



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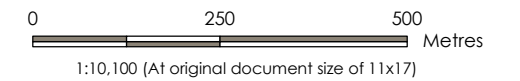
- Project Footprint
- Study Area (500 m Buffer)

**Socio-Economic Key Features**

- Community Resources
- Daycare
- Housing
- Library
- Park and Open Space
- Place of Worship
- School

**OLN**

- Thorncliffe Employment Sub-Area
- Thorncliffe Park Sub-Area
- Flemingdon Park Sub-Area



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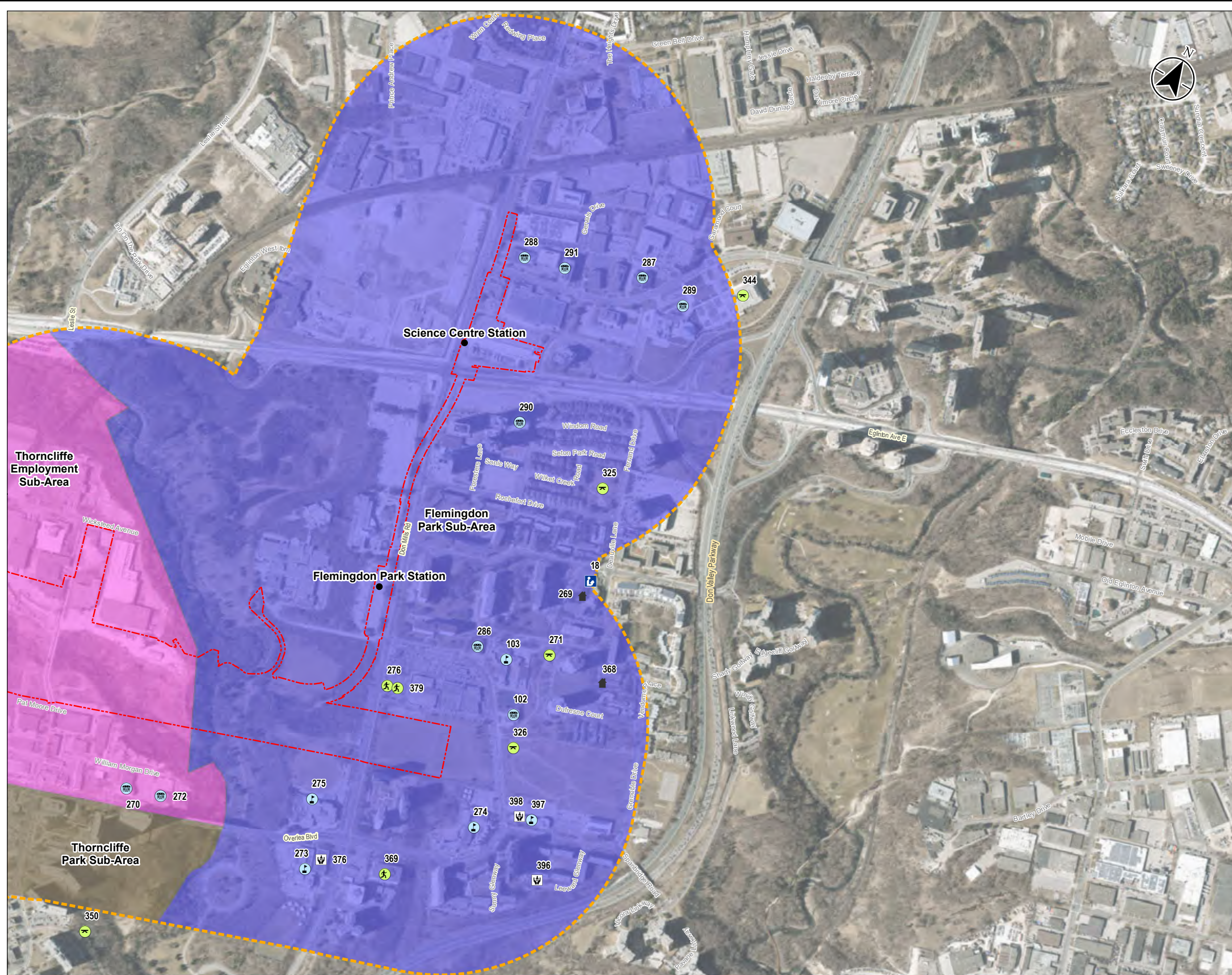
Project Location  
City of Toronto, ON

16056009 REV4  
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HDR CORPORATION  
ONTARIO LINE TA

Figure No.  
**5-3-3**

Title  
**Community Amenities in the OLN Study Area**



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## 5.2 Recreational Uses, Parks and Open Spaces

### 5.2.1 Ontario Line West

Parks and open spaces in the OLW study area are of various sizes and provide a range of services and facilities for these neighbourhoods (Table 5-4, Figure 5-1). In addition to the listed parks and open space locations, the City of Toronto has identified that there are several properties that have been acquired by the City of Toronto's Parks, Forestry & Recreation Division. These properties have been targeted for future park development.

**Table 5-4. Recreational Uses, Parks and Open Spaces in the OLW Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
Parks and Open Space	340	5-1-1	Dufferin and King Park	256 Dufferin Street
Parks and Open Space	303	5-1-1	Rita Cox Park	14 Machells Avenue
Park and Open Space	318	5-1-1	Centennial Park	14 Saskatchewan Road
Park and Open Space	13	5-1-1	Battery Park	781 Lake Shore Boulevard West
Park and Open Space	14	5-1-1	25 Solidarity Way	25 Solidarity Way
Park and Open Space	25	5-1-1	Bill Johnston Park	65 Western Battery Road
Park and Open Space	292	5-1-1	Gateway Park	40 East Liberty Street
Park and Open Space	11	5-1-1	Coronation Park – Toronto	711 Lake Shore Boulevard West
Park and Open Space	15	5-1-1	The Gore	701 Fleet Street
Park and Open Space	313	5-1-1	Garrison Common	100 Garrison Road
Park and Open Space	338	5-1-1	Fort York National Historic Site	250 Fort York Boulevard
Park and Open Space	316	5-1-1	June Callwood Park	636 Fleet Street



Feature Type	Map ID	Figure No	Feature Name	Address
Park and Open Space	97	5-1-1	Massey Harris Park	945 King Street West
Park and Open Space	312	5-1-1	Stanley Park South	845 King Street West
Park and Open Space	315	5-1-1	Stanley Park North – Toronto	890 King Street West
Park and Open Space	35	5-1-1	Victoria Memorial Square Park	10 Niagara Street
Park and Open Space	56	5-1-1	Northern Linear Park	175 Dan Leckie Way
Park and Open Space	44	5-1-2	St. Andrew's Playground	450 Adelaide Street West
Park and Open Space	328	5-1-2	Randy Padmore Park, Carr Street Parkette	47 Denison Avenue
Park and Open Space	55	5-1-2	Clarence Square Park	25 Clarence Square
Park and Open Space	71	5-1-2	David Pecaut Square	215 King Street West
Park and Open Space	311	5-1-2	Grange Park	26 Grange Road
Park and Open Space	342	5-1-2	Butterfield Park	20 Grange Road
Park and Open Space	352	5-1-1	Allan A. Lamport Stadium Park	1155 King Street West
Parks and Open Space	386	5-1-2	Isabella Valancy Crawford Park	299 Front Street West
Parks and Open Space	38	5-1-1	Adelaide Place Parkette	525 Adelaide Street West

There are 25 parks and open spaces dispersed between both the Liberty Village/Fort York Sub-Area and the Downtown West Sub-Area. The most notable parks and open spaces, in size and history, include the Old Fort York and Garrison Common, which are located in the Liberty Village/Fort York Sub-Area. These parks and open spaces provide a range of outdoor resources, including recreational sports (i.e., basketball, baseball, sports fields, etc.), bike trails, winter-maintained paths and roads, playgrounds, and dog off leash parks.

## 5.2.2 Ontario Line South

Parks and open spaces in the OLS study area are of various sizes and provide a range of services and facilities for these neighbourhoods (Table 5-5, Figure 5-2). In addition to the listed parks and open space locations, the City of Toronto has identified that there are several properties that have been acquired by the City of Toronto's Parks, Forestry & Recreation Division. These properties have been targeted for future park development.

**Table 5-5. Recreational Uses, Parks and Open Spaces in the OLS Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
Park and Open Space	80	5-2-1	Larry Sefton Park	500 Bay Street
Park and Open Space	135	5-2-1	Mackenzie House – Building Grounds	82 Bond Street
Park and Open Space	6	5-2-1	St. James Park	169 Adelaide Street East
Park and Open Space	217	5-2-1	Market Lane Park	149 King Street East
Park and Open Space	306	5-2-1	Arena Gardens, Cathedral Square Park	78 Mutual Street
Park and Open Space	89	5-2-1	Princess Street Park	18A Princess Street
Park and Open Space	95	5-2-1	Sherbourne Common	5 Lower Sherbourne Street
Park and Open Space	392	5-2-1	Moss Park	150 Sherbourne Street
Park and Open Space	393	5-2-1	Moss Park Arena	140 Sherbourne Street
Park and Open Space	301	5-2-1	Ontario Street Parkette	227 Ontario Street
Park and Open Space	126	5-2-2	Parliament Square Park	44 Parliament Street
Park and Open Space	130	5-2-2	Little Trinity Church Lands	417 King Street East
Park and Open Space	106	5-2-2	Orphan's Green	51 Power Street



Feature Type	Map ID	Figure No	Feature Name	Address
Park and Open Space	164	5-2-2	Sackville Playground	420 King Street East
Park and Open Space	209	5-2-2	Bright Street Playground	50 Bright Street
Park and Open Space	17	5-2-2	Underpass Park	33 St. Lawrence Street
Park and Open Space	21	5-2-2	Don River Park	240 Bayview Avenue
Park and Open Space	165	5-2-2	River Square Park	150 Bayview Avenue
Park and Open Space	166	5-2-2	Percy Park	12 Percy Street
Park and Open Space	168	5-2-2	Don River Park	180 Bayview Avenue
Park and Open Space	177	5-2-2	Corktown Common, Don River Park	155 Bayview Avenue
Park and Open Space	184	5-2-2	Underpass Park	29 Lower River Street
Park and Open Space	283	5-2-2	Underpass Park – west of St. Lawrence St	10 St. Lawrence Street
Park and Open Space	178	5-2-2	Saulter Street Parkette	25 Saulter Street
Park and Open Space	320	5-2-2	Joel Weeks Park	10 Thompson Street
Park and Open Space	92	5-2-2	McCleary Playground	80 Mc Gee Street
Park and Open Space	203	5-2-2	McCleary Park	755 Lake Shore Boulevard East
Park and Open Space	278	5-2-2	Morse Street Playground	76 Morse Street
Park and Open Space	20	5-2-2	Bruce Mackey Park, Wardell Street Parkette	55 Wardell Street
Park and Open Space	181	5-2-2	Dundas Parkette	155 Boulton Avenue

Feature Type	Map ID	Figure No	Feature Name	Address
Park and Open Space	182	5-2-2	Eastdale Playground	160 Boulton Avenue
Park and Open Space	189	5-2-2	De Grassi Street Parkette	125 De Grassi Street
Park and Open Space	214	5-2-2	John Chang Neighbourhood Park	50 Colgate Avenue
Park and Open Space	332	5-2-2	Tiverton Avenue Parkette	45 Tiverton Avenue
Park and Open Space	23	5-2-3	Matty Eckler Playground, Pape Avenue Playground	953 Gerrard Street East
Park and Open Space	296	5-2-3	Hideaway Park	23 Audley Avenue
Park and Open Space	188	5-2-3	Withrow Park	725 Logan Avenue
Park and Open Space	335	5-2-3	Kempton Howard Park, East View Park	150 Blake Street
Parks and Open Space	365	5-2-3	Lower Don River Trail	N/A – west of the Don River, south of the Metrolinx Lakeshore East rail corridor
Park and Open Space	91	5-2-3	Jimmie Simpson Park	870 Queen Street East
Parks and Open Space	372	5-2-1	Nathan Philips Square	100 Queen Street West
Parks and Open Space	354	5-2-1	Toronto Old City Hall	60 Queen Street West
Parks and Open Space	380	5-2-1	Osgoode Hall grounds	130 Queen Street West
Parks and Open Space	390	5-2-3	Gerrard-Carlaw Parkette	855 Gerrard Street East
Parks and Open Space	391	5-2-3	Gerrard-Carlaw Traffic Island	N/A
Parks and Open Space	109	5-2-2	David Crombie Park	131 The Esplanade



Feature Type	Map ID	Figure No	Feature Name	Address
Parks and Open Space	397	5-2-2	Riverside Common Park	657 Queen Street East

There are 44 parks and open spaces dispersed throughout all three sub-areas. These parks and open spaces offer a variety of resources and activities to the public. Activities include recreational sports (i.e., tennis, baseball, ball hockey, sports fields, skating facilities, etc.), playgrounds, splash pads, chess tables, and more. The most notable parks and open spaces, in size and history, include: Nathan Philips Square, the grounds of Osgoode Hall, and Moss Park in the Downtown East Sub-Area; the Lower Don Trail and Corktown Common in the West Don Lands/Industrial Sub-Area; and Jimmie Simpson Park in the East End Residential Sub-Area.

### 5.2.3 Ontario Line North

The parks and community centres in OLN study area are of various sizes and provide a range of services and facilities for these neighbourhoods (Table 5-6, Figure 5-3). In addition to the listed parks and open space locations, the City of Toronto has identified that there are several properties that have been acquired by the City of Toronto's Parks, Forestry & Recreation Division. These properties have been targeted for future park development.

**Table 5-6. Recreational Uses, Parks and Open Spaces in the OLN Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
Park and Open Space	93	5-3-1	Carlaw Avenue Parkette	805 Carlaw Avenue
Park and Open Space	96	5-3-1	Logan Avenue Parkette	916 Logan Avenue
Park and Open Space	98	5-3-1	Logan Avenue Parkette	15 Arundel Avenue
Park and Open Space	240	5-3-1	Carlaw Avenue Parkette	78 Gough Avenue
Park and Open Space	237	5-3-1	Agnes Macphail Square	900 Pape Avenue
Park and Open Space	261	5-3-1	Aldwych Park	161 Sammon Avenue
Park and Open Space	331	5-3-1	Livingstone Park	21 Woodville Avenue

Feature Type	Map ID	Figure No	Feature Name	Address
Park and Open Space	341	5-3-1	Gamble Park	150 Gamble Avenue
Park and Open Space	252	5-3-2	Leaside Park	5 Leaside Park Drive
Park and Open Space	271	5-3-3	Flemingdon Park	35 Grenoble Drive
Park and Open Space	325	5-3-3	Ferrand Drive Park	251 Ferrand Drive
Park and Open Space	344	5-3-3	Aga Khan Park	77 Wynford Drive
Park and Open Space	330	5-3-2	Leonard Linton Park	60 Research Road
Parks and Open Space	252	5-3-2	Leaside Park	5 Leaside Park Drive
Parks and Open Space	370	5-3-2	R.V. Burgess Park	46 Thorncliffe Park Drive
Parks and Open Space	375	5-3-2	Lower Don Parklands	44 Beechwood Drive
Parks and Open Space	350	5-3-2	E.T. Seton Park & Archery Range	73 Thorncliffe Park Drive

There are 16 parks and open spaces dispersed throughout all four sub-areas. These parks and open spaces offer a variety of resources and activities to the public. Activities include recreational sports (i.e., baseball, ball hockey, basketball, cricket, etc.), outdoor track, sports fields, bike trails, and more. Leonard Linton Park is the only park located in the Thorncliffe Employment Sub Area. The most notable parks and open spaces, in size and history, include: Lower Don Parklands in the Pape Sub-area; E.T. Seton Park, which includes the West Don River Trail, and Flemingdon Park in the Flemingdon Park Sub-Area; and Leaside Park and R.V. Burgess Park in the Thorncliffe Park Sub-Area.

## 5.3 Community Groups and Resources

### 5.3.1 Ontario Line West

Community resources in the OLW study area provide a range of services and assistance, from daycare to housing assistance to medical support (Table 5-7, Figure 5-1).



There are six daycares in the OLW study area. These daycares are in the Downtown West Sub-Area.

There are also 15 housing co-operatives in the OLW Study Area. These are non-profit organizations that range from homeless shelters to subsidized housing. Of the 15, 12 are in the Downtown West Sub-Area and three are in the Liberty Village/Fort York Sub-Area.

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

The following community groups operate in the OLW study area:

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

The Liberty Village BIA and Liberty Village Residents' Association work closely together to improve the Liberty Village public realm and future development. Evangel Hall Mission is a Toronto-based charity that helps homeless and socially isolated individuals find a safe haven from the streets.

**Table 5-7. Community Groups and Resources in the OLW Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
Daycare	65	5-1-2	Kids & Company	308 Queen Street West
Daycare	70	5-1-2	Metro Hall	55 John Street
Daycare	81	5-1-2	Life-Bridge Child Care	180 Simcoe Street
Daycare	382	5-1-2	Downtown Montessori at Simcoe	200 Front Street West
Daycare	39	5-1-1	City Kids Early Learning and Child Care Centre	34 Bathurst Street
Daycare	387	5-1-2	Kids & Company – Front Street Site	320 Front Street West
Housing	10	5-1-1	Tyndall Avenue Project	102 Tyndall Avenue
Housing	100	5-1-1	Spencer Avenue Community Housing	85 Spencer Avenue
Housing	101	5-1-1	Spencer Avenue Co-Op Homes Inc.	91 Spencer Avenue

Feature Type	Map ID	Figure No	Feature Name	Address
Housing	30	5-1-1	Mitchell Avenue Community Housing	63 Mitchell Avenue
Housing	40	5-1-1	Dufferin/Gwynne Community Housing	180 Niagara Street
Housing	37	5-1-1	Bathurst/Adelaide Project	575 Adelaide Street West
Housing	99	5-1-1	The Railway Lands Community Housing	150 Dan Leckie Way
Housing	145	5-1-2	Moss Park Community Housing	275 Shuter Street
Housing	46	5-1-2	Queen/Vanauley Project	20 Vanauley Street
Housing	47	5-1-2	Atkinson Co-Op	71 Augusta Square
Housing	51	5-1-2	Alexander Park Apartments	91 Augusta Avenue
Housing	63	5-1-2	Beverly Manor	168 John Street
Housing	67	5-1-2	Sullivan Project	11 Sullivan Street
Housing	297	5-1-2	John Street Community Housing	190 John Street
Housing	57	5-1-2	Simcoe Street Community Housing	248 Simcoe Street
Community Resources	26	5-1-1	West Neighbourhood House	1033 King Street West
Community Resources	31	5-1-1	Canadian Corps Association	201 Niagara Street
Community Resources	224	5-1-1	Queen West – Central Toronto Community Health Centres	168 Bathurst Street
Community Resources	52	5-1-2	St. Felix Centre	25 Augusta Avenue
Community Resources	48	5-1-2	Alexandra Park Community Centre	105 Grange Court
Community Resources	49	5-1-2	Toronto Community & Culture Centre	222 Spadina Avenue
Community Resources	268	5-1-2	Artscape Sandbox	303 Adelaide Street West



Feature Type	Map ID	Figure No	Feature Name	Address
Community Resources	69	5-1-2	Harrison Pool – Building Grounds	15 Stephanie Street
Community Resources	343	5-1-2	University Settlement Recreation Centre	23 Grange Road
Community Resources	374	5-1-1	Friends of Fort York	250 Fort York Boulevard
Community Resources	371	5-1-1	Evangel Hall Mission	552 Adelaide Street West
BIAs and Neighbourhood Associations	351	5-1-1	Liberty Village BIA	67 Mowat Avenue, #104
BIAs and Neighbourhood Associations	-	-	Liberty Village Residents' Association (Liberty Village Residents' Association)	N/A

### 5.3.2 Ontario Line South

Community resources in the OLS study area provide a range of services and assistance, from daycare to housing assistance to community centres (Table 5-8, Figure 5-2).

There are 13 daycares in the OLS Study Area; five are in the Downtown East Sub-Area, two are in the West Don Lands/Industrial Sub-Area and six are in the East End Residential Sub-Area.

There are 31 community housing and housing co-operatives in the OLS Study Area. There are 16 community resources offering a variety of services from community centres to community health services, overdose prevention sites and more. Community resources are dispersed throughout all three sub-areas. These services provide shelter and housing support to the disadvantaged and homeless population in the area.

The following community groups operate in the OLS Study Area:

- St. Lawrence Market Neighbourhood BIA
- St. Lawrence Neighbourhood Association
- Corktown Residents and Business Association
- West Don Lands Neighbourhood Association
- Distillery District Residents' Association
- Riverside Business Improvement Area
- Leslieville Business Improvement Area

Table 5-8. Community Groups and Resources in the OLS Study Area

Feature Type	Map ID	Figure No	Feature Name	Address
Daycare	346	5-2-1	City Hall – Nathan Phillips Square	100 Queen Street West
Daycare	279	5-2-1	St. Lawrence Co-Op Day Care	2 Princess Street
Daycare	4	5-2-1	Distillery District Early Learning Centre	8 Distillery Lane
Daycare	383	5-2-1	Kids & Company Ltd. – Wellington Site	95 Wellington Street West
Daycare	170	5-2-2	Regent Park Child Care Centre	40 Regent Street
Daycare	186	5-2-2	Boulton Avenue Child Care	131 Broadview Avenue
Daycare	211	5-2-2	Mighty Kids Daycare	14 Verral Avenue
Daycare	216	5-2-2	Brightpath Leslieville	970 Queen Street East
Daycare	199	5-2-3	Mighty Kids Daycare	842 Gerrard Street East
Daycare	221	5-2-3	All About Kids	1055 Gerrard Street East
Daycare	334	5-2-3	Eastview Neighbourhood Community Centre	84 Blake St
Daycare	388	5-2-1	Mothercraft: Brookfield Place	161 Bay Street
Daycare	394	5-2-1	St. Lawrence Infant Toddler Centre	4 Market Street)
Housing	74	5-2-1	Chestnut Community Housing	111 Chestnut Street
Housing	128	5-2-1	Mutual Street Project	25 Mutual Street
Housing	277	5-2-1	Terrace Housing Co-Op Inc.	88 Mutual Street
Housing	307	5-2-1	Metta Housing Co-Op	99 Dalhousie Street
Housing	309	5-2-1	Margaret Laurence Housing Co-Op	81 Dalhousie Street
Housing	134	5-2-1	261 Jarvis Community Housing	261 Jarvis Street
Housing	136	5-2-1	Jenny Green Housing Co-Op Homes Inc.	300 George Street
Housing	121	5-2-1	All Saints Church Homes – Pembroke	70 Pembroke Street



Feature Type	Map ID	Figure No	Feature Name	Address
Housing	124	5-2-1	Pembroke Mews Community Housing	29 Pembroke Street
Housing	125	5-2-1	Sherbourne Community Housing	188 Sherbourne Street
Housing	129	5-2-1	Pembroke Street Community Housing	21 Pembroke Street
Housing	150	5-2-1	George Street Singles Community Housing	291 George Street
Housing	156	5-2-1	Esplanade Project	176 The Esplanade
Housing	123	5-2-1	Sherbourne/Shuter Community Housing	155 Sherbourne Street
Housing	151	5-2-1	William Dennison Apartments	310 Dundas Street East
Housing	179	5-2-1	Dan Harrison Complex	251 Sherbourne Street
Housing	145	5-2-1	Moss Park Community Housing	275 Shuter Street
Housing	112	5-2-1	St. Lawrence Community Townhouses	10 Aitken Place
Housing	152	5-2-1	Harmony Co-Op Homes Inc.	33 Princess Street
Housing	113	5-2-1	New Canadians From The Soviet Union	5 Hahn Place
Housing	157	5-2-1	La Place St. Laurent	33 Hahn Place
Housing	172	5-2-2	40 Trefann Community Housing	40 Trefann Street
Housing	161	5-2-2	Sackville Street Community Housing	123 Sackville Street
Housing	218	5-2-2	Logan Avenue Project	195 Logan Avenue
Housing	337	5-2-2	Tiverton Community Housing	17A Tiverton Avenue
Housing	230	5-2-3	Francis Beavis Manor	369 Pape Avenue
Housing	234	5-2-3	Cavell/Harcourt Project	60 Cavell Avenue
Housing	333	5-2-3	Blake Street Community Housing	80 Blake Street
Housing	75	5-2-1	Elm Street Community Housing	25 Elm Street
Housing	111	5-2-1	140 The Esplanade Community Housing	140 The Esplanade

Feature Type	Map ID	Figure No	Feature Name	Address
Housing	395	5-2-1	1 Church St. Community Housing	1 Church Street
Community Resource	180	5-2-2	Council Fire Native Cultural Centre	439 Dundas Street East
Community Resource	82	5-2-1	Alpha House	170 York Street
Community Resource	84	5-2-1	Philanthropists of Toronto	250 Yonge Street
Community Resource	356	5-2-1	Ontario Federation of Indigenous Friendships Centre	219 Front Street
Community Resource	137	5-2-1	P3 Health	145 Front Street East
Community Resource	348	5-2-1	Moss Park Overdose Prevention Site	134 Sherbourne Street
Community Resource	122	5-2-1	John Innes Community Recreation Centre	150 Sherbourne Street
Community Resource	143	5-2-1	St. Lawrence Community Recreation Centre – Building Grounds	230 The Esplanade
Community Resource	381	5-2-3	Jimmie Simpson Recreation Centre	870 Queen Street East
Community Resource	167	5-2-2	Omar Ben Al-Khatib Community Centre	240 Parliament Street
Community Resource	347	5-2-2	Ralph Thornton Community Centre and Queen Saulter Library	765 Queen Street East
Community Resource	197	5-2-2	Mindwell Centre	344 Logan Avenue
Community Resource	210	5-2-3	South Riverdale Community Health Centre	955 Queen Street East
Community Resource	319	5-2-3	Frankland Community School, Frankland Community Centre	816 Logan Avenue
Community Resource	336	5-2-3	Eastview Community Centre	86 Blake Street
Community Resource	357	5-2-2	Mustard Seed – Fontbonne Ministries	791 Queen Street East



Feature Type	Map ID	Figure No	Feature Name	Address
BIAs and Neighbourhood Associations	355	5-2-2	St. Lawrence Market Neighbourhood BIA	258 Adelaide Street East, #403
BIAs and Neighbourhood Associations	-	-	St. Lawrence Neighbourhood Association	N/A
BIAs and Neighbourhood Associations	-	-	Corktown Residents and Business Association	N/A
BIAs and Neighbourhood Associations	-	-	West Don Lands Neighbourhood Association	N/A
BIAs and Neighbourhood Associations	-	-	Distillery District Residents' Association	N/A
BIAs and Neighbourhood Associations	396	5-2-3	Leslieville Business Improvement Area	944 Queen Street East
BIAs and Neighbourhood Associations	398	5-2-2	Riverside Business Improvement Area	50 Carroll Street

### 5.3.3 Ontario Line North

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

There are six daycare facilities in the OLN Study Area. They are spread between the Pape, Thorncliffe Park, and Flemingdon Park Sub-Areas, and have capacity for a range of ages, although only two facilities, the Child's Nest Infant Day Care Centre and Red Apple Day Care – Overlea Site, accept infants (ages 0-18 months).

The OLN Study Area contains two Toronto Community Housing Corporation communities: The Overlea in the Thorncliffe Park Sub-Area and Flemingdon Park in the Flemingdon Park Sub-Area. The former is an 11-storey seniors housing apartment building, while the latter is a complex of 16 2-storey, multi-family townhomes. Additional supportive senior housing facilities in the OLN Study Area include the Nisbet Lodge, McClintock Manor, Westminster Court, and Glenyan Manor. There is a supportive housing facility for youth, the Touchstone Youth Shelter, located in the Pape Sub-Area.

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

The Pape Village BIA represents 106 businesses along a portion of the Pape Avenue corridor, from Mortimer Avenue to just north of Gamble Avenue. Additionally, a portion of the GreekTown on the Danforth BIA is also located in the OLN Study Area, at the southern-most boundary.

**Table 5-9. Community Groups and Resources in the OLN Study Area**

Feature Type	Map ID	Figure No	Feature Name	Address
Daycare	264	5-3-1	Debbie Yeung Child Care Centre	249 Cosburn Avenue
Daycare	362	5-3-1	Child's Nest Infant Day Care Centre	121 Cosburn Avenue
Daycare	376	5-3-1	Red Apple Day Care – Overlea Site	135 Overlea Boulevard
Daycare	377	5-3-1	Petite Maison Montessori	126 O'Connor Drive
Daycare	396	5-3-3	Gateway Day Care Centre	100 Leeward Glenway
Daycare	398	5-3-3	Red Apple Day Care – Grenoble Site	175 Grenoble Drive
Housing	238	5-3-1	McClintock Manor	730 Pape Avenue
Housing	246	5-3-1	Westminster Court Seniors Apartments	156 Floyd Avenue
Housing	254	5-3-2	The Overlea	12 Thorncliffe Park Drive
Housing	269	5-3-3	Glenyan Manor	10 Deauville Lane
Housing	368	5-3-3	Flemingdon Park	58 Grenoble Drive
Housing	361	5-3-1	Nisbet Lodge	740 Pape Avenue
Housing	363	5-3-1	Touchstone Youth Shelter	1076 Pape Avenue



Feature Type	Map ID	Figure No	Feature Name	Address
Community Resources	1	5-3-1	East York Community Centre	1081 1/2 Pape Avenue
Community Resources	265	5-3-1	Woodgreen Community Services	251 Cosburn Avenue
Community Resource	276	5-3-3	Flemingdon Park Ministry	747 Don Mills Road
Community Resources	379	5-3-3	Afghan Women's Organization	747 Don Mills Road
Community Resources	359	5-3-1	Co-operative Housing Federation of Toronto	658 Danforth Avenue
Community Resources	360	5-3-2	The Neighbourhood Organization	18 Thorncliffe Park Drive
Community Resources	367	5-3-2	The Neighbourhood Organization	1 Leaside Park Drive
Community Resources	369	5-3-3	The Neighbourhood Organization	10 Gateway Boulevard
Community Resources	366	5-3-3	The Neighbourhood Organization	45 Overlea Boulevard
BIAs and Neighbourhood Associations	-	-	Pape Village BIA	N/A
BIAs and Neighbourhood Associations	-	-	Danforth BIA	N/A

## 5.4 Planned Services and Facilities

### 5.4.1 Ontario Line West

The City of Toronto has identified two planned parks in the OLW section: Ordnance Park that will be constructed east of Ordnance Street, and an unnamed park east of Pirandello Street and north of the Lakeshore West Rail Corridor.

### 5.4.2 Ontario Line South

The Downtown Secondary Plan is supported by the Downtown Parks and Public Realm Plan. The City of Toronto has identified that the Downtown Parks and Public Realm Plan serves as the Parks Plan for the core of the city, providing a roadmap for acquisition, expansion and

improvement of parkland to address population and employment growth over the next 25 years (Public Work 2018). The Downtown Parks and Public Realm Plan is based on Five Transformative Ideas which include:

- The Core Circle: Re-imagine the valleys, bluffs and islands encircling the Downtown as a fully interconnected landscape system and immersive experience.
- Great Streets: Enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connectors.
- Shoreline Stitch: Re-connect the Downtown to the waterfront and link the east and west Core Circle landscapes.
- Park Districts: Re-imagine Downtown's distinct districts with parks at their hearts by expanding, improving and connecting neighbourhood parks and public spaces to create a focus for everyday community life.
- Local Places: Re-imagine local public spaces to better support public life and expand the utility of our parks and public realm system (Public Work 2018, 16-17).

The Parks and Recreation Facilities Master Plan 2019-2038 (City of Toronto 2017) recommended repurposing of Kempton Howard Park's splash pad and wading pool in the short-term. In addition, City of Toronto has identified the following planned capital parks projects in the OLS section:

- Moss Park revitalization
- John Innes Community Recreation Centre replacement
- David Crombie Park Revitalization
- Ongoing trail works in Lower Don Parklands
- McCleary Playground improvements

The Toronto Public Library Facilities Master Plan (City of Toronto 2019a) identified three libraries as Named Projects for capital improvements in the OLS Study Area (City Hall, St. Lawrence, and Queen Saulter) in the Toronto Public Library 2019-2028 Capital Plan. St. Lawrence and Queen Saulter are funded projects and City Hall is currently unfunded. St. Lawrence and City Hall both ranked in the top 10 on the prioritization list for neighbourhood libraries, ranking third and seventh, respectively. All three projects are proposed to be relocated to have an increase in facility size. City Hall Library is proposed to be expanded and relocated as the current facility has insufficient space and resources to provide modern library services. St. Lawrence Library is proposed to be increased in size from 25,000 sq ft to 30,000 sq ft. Queen Saulter Library is proposed to increase from 2,957 sq ft to a 15,000 sq ft facility.

The City of Toronto, in partnership with the Province of Ontario and Ontario Heritage Trust, is undertaking the First Parliament Project to determine how to best develop the First Parliament site. The First Parliament Project consists of two phases (City of Toronto 2021e):

- Phase 1: Heritage Interpretation Strategy
- Phase 2: Master Plan



Phase 1 was completed in 2020 when the City released the Heritage Interpretation Strategy, which outlines a brief history of the site, interpretation framework, identifies a core message, and the future of the strategy (City of Toronto 2020f). A new district library and heritage interpretation centre is planned for the First Parliament site in the Master Plan. Phase 2 will build on the heritage values identified in the Heritage Interpretation Strategy to prepare a plan to develop the site over the next 10 to 20 years and identify proposed uses for the site (City of Toronto 2019c). The Master Planning process will include engaging stakeholders, identifying partnerships, and developing an overall vision and implementation plan for the site (City of Toronto 2021e).

### 5.4.3 Ontario Line North

According to the City of Toronto's list of New Parks and Facilities, the City is proposing a new recreation facility – the Don Mills Community Recreation Facility – located at Eglinton Avenue East and Don Mills Road. The City has completed the public engagement phase and will be reporting to Council on the results and a recommended approach. Once the type of facility is selected and approved by Council, the City will move forward on recreation facility design, targeted for 2021.

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

- East York Community Centre Parking Lot Resurfacing
- Ongoing trail works in Lower Don Parklands and E.T Seton Park

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

## 6 Neighbourhood Demographics

The following section is derived from the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) and updated as appropriate to reflect the current Project understanding, scope and footprint.

### 6.1 Demographic Profile

The following subsections provide a demographic analysis of each section of the Ontario Line. All data in the following subsections were sourced from the 2016 Census Profiles (Statistics Canada 2019) and 2011 National Household Survey Profiles (Statistics Canada 2015a, City of Toronto 2021c).

For each section, the following Census data have been sourced for the demographic analysis:

- Individual City of Toronto social planning neighbourhood profiles applicable to each section; and
- The City of Toronto.

#### 6.1.1 Ontario Line West

The OLW study area contains four neighbourhoods: South Parkdale, Niagara, Waterfront Communities – The Island, and Kensington-Chinatown. These neighbourhoods were considered individually, as well as in comparison with overall Toronto demographics. Refer to Figure 6-1 in the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) for a map of the OLW census tracts.

Table 6-1 below presents the population growth rates by age group in the OLW study area neighbourhoods. The City of Toronto experienced a total population growth of approximately 4.5% between 2011 and 2016. In contrast to the neighbourhoods in the OLW study area, the population has increased at a substantially greater rate in Niagara and Waterfront Communities – The Island, which approximately doubled in size. South Parkdale experienced a minor population increase (less than the City's overall growth), and only amongst working adults. Kensington-China experienced an overall population decrease.



**Table 6-1. Population Growth by Age Group in the OLW Study Area Neighbourhoods and Toronto, 2011-2016**

Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Total Pop.
South Parkdale	-19.1%	-7.7%	+1.6%	-6.1%	+2.8%
Niagara	+49.3%	+31.7%	+44.3%	+34.7%	+46.6%
Waterfront Communities – The Island	+50.7%	+66.0%	+50.2%	+42.1%	+52.0%
Kensington-Chinatown	-14.1%	-10.0%	-3.9%	-1.2%	-4.6%
City of Toronto	-1%	2%	4%	13%	+4.5%

Table 6-2 provides the population proportions of respective age groups in the OLW study area neighbourhoods. In 2016, the 25 to 64 age group formed the largest proportion of the total population with more than half of the total population in the OLW study area. When compared to the entire city, these neighbourhoods have a lower percentage of individuals in the 0 to 14, 15 to 24 and 65+ age groups, with the exception of the 15 to 24 group in Kensington-Chinatown.

**Table 6-2. Proportion of Population by Age Group in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Mean (Average) Age
South Parkdale	10.0%	10.8%	69.0%	10.2%	38.7
Niagara	6.7%	7.7%	80.9%	4.1%	35.2
Waterfront Communities – The Island	5.5%	11.9%	75.6%	7.0%	36.0
Kensington-Chinatown	7.5%	18.8%	59.2%	14.5%	39.7
City of Toronto	14.6%	12.5%	57.3%	15.6%	40.6

Tables may not calculate to exactly 100% due to rounding.

Table 6-3 provides population proportions by gender in the OLW study area neighbourhoods. The population in the OLW study area is divided relatively evenly between females and males, which is consistent with the distribution in each neighbourhood as well as in the City of Toronto.

**Table 6-3. Proportion of Population by Gender for the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Female	Male	Total Pop.
South Parkdale	50.3%	49.7%	21,849
Niagara	51.1%	48.9%	31,180
Waterfront Communities – The Island	49.5%	50.5%	65,913
Kensington-Chinatown	50.8	49.2%	17,945
City of Toronto	51.9%	48.1%	2,731,551

Table 6-4 below describes the highest level of education achieved by the population age group 25 to 64 in the OLW study area neighbourhoods. Compared with the entire city, the OLW study area residents have generally attained a higher education, especially in Waterfront Communities – The Island and Niagara. South Parkdale is generally lower than the City’s average in attainment of Bachelors’ degrees and higher. Kensington-Chinatown has a lower than average rate of post-secondary trade or diploma.

**Table 6-4. Proportion of Education Attainment in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	None	Secondary School	Post-Secondary Trade or Diploma	Bachelor	University above Bachelor
South Parkdale	13%	21%	30%	25%	10%
Niagara	3%	11%	23%	44%	20%
Waterfront Communities – The Island	2%	10%	16%	46%	26%
Kensington-Chinatown	13%	20%	18%	29%	20%
City of Toronto	10%	20%	25%	28%	16%

Tables may not calculate to exactly 100% due to rounding.

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



**Table 6-5. Proportion of Recent Immigration in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Total Immigrants	Recent Immigrants (Immigrated 2011 to 2016)
South Parkdale	43.2%	8.2%
Niagara	29.5%	4.6%
Waterfront Communities – The Island	36.3%	7.2%
Kensington-Chinatown	43.6%	4.8%
City of Toronto	51.2%	7.0%

Table 6-6 below lists the top five languages spoken at home in the OLW study area neighbourhoods. These languages vary between the three neighbourhoods<sup>5</sup>. Spanish is a top language city-wide and in three neighbourhoods. Mandarin is common to Niagara, Waterfront Communities – The Island and Kensington-Chinatown and is also a top home language in Toronto. South Parkdale has a relatively high population of people who speak Tibetan at home, considering it is not in the top five of the other two neighbourhoods or in Toronto. The City-wide rate for non-official home languages is 29%, with South Parkdale, Niagara, and Waterfront Communities – The Island all having a lower rate, at 24%, 10%, and 13%, respectively. Kensington-Chinatown has a higher rate at 34%.

**Table 6-6. Top Five Home Languages by Percentage in the OLW Study Area Neighbourhoods and Toronto, 2016**

Region	1	2	3	4	5
South Parkdale	Tibetan	Polish	Tagalog	Vietnamese	Spanish
%	6.4%	1.8%	1.8%	1.6%	1.1%
Niagara	Spanish	Mandarin	Portuguese	Cantonese	Russian
%	1.3%	1.3%	0.9%	0.9%	0.5%
Waterfront Communities – The Island	Mandarin	Cantonese	Spanish	Persian (Farsi)	Arabic
%	3.3%	1.2%	1.1%	0.9%	0.7%
Kensington-Chinatown	Mandarin	Cantonese	Vietnamese	Portuguese	Spanish
%	11.0%	10.4%	1.0%	1.0%	0.8%

<sup>5</sup> Languages excluding official Canadian languages, English and French

Region	1	2	3	4	5
City of Toronto	Mandarin	Cantonese	Tagalog (Pilipino, Filipino)	Tamil	Spanish
%	3%	3%	2%	2%	2%

Table 6-7 below presents the average household size in the OLW study area neighbourhoods. The average household size in this study area's neighbourhoods is lower than the average in the City of Toronto. Like Toronto, the neighbourhoods have on average experienced decrease in household size, except for the Waterfront Communities – The Island, which has experienced a very minor increase. South Parkdale and Kensington-Chinatown have seen the most significant decrease, more than double that of the City's household size decrease.

**Table 6-7. Average Household Size in the OLW Study Area Neighbourhoods and Toronto, 2011 & 2016**

Neighbourhood	2011	2016	Increase
South Parkdale	1.89	1.81	-4.4%
Niagara	1.63	1.62	-0.6%
Waterfront Communities – The Island	1.60	1.61	+0.6%
Kensington-Chinatown	2.09	2.00	-4.3%
City of Toronto	2.46	2.42	-1.7%

Table 6-8 provides the average and median household incomes in the OLW study area neighbourhoods. While Niagara and Waterfront Communities – The Island are very similar to the average and median in Toronto, South Parkdale and Kensington-Chinatown have a significantly lower average household income.

**Table 6-8. Mean (Average) and Median Household Incomes in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Mean (Average)	Median
South Parkdale	\$55,518	\$41,761
Niagara	\$105,105	\$79,441
Waterfront Communities – The Island	\$104,994	\$78,475
Kensington-Chinatown	\$67,445	\$44,216
City of Toronto	\$102,721	\$65,829



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

**Table 6-9. Proportion of Dwelling Tenures in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	2016 Rented	2016 Owned
South Parkdale	87%	13%
Niagara	50%	50%
Waterfront Communities – The Island	59%	41%
Kensington-Chinatown	71%	29%
City of Toronto	47%	53%

### 6.1.2 Ontario Line South

The OLS study area contains 7 neighbourhoods: Bay Street Corridor, Church-Yonge Corridor, Moss Park, Regent Park, South Riverdale, North Riverdale, and Blake-Jones. These neighbourhoods were considered individually, as well as in comparison with overall Toronto demographics. Refer to Figure 6-2 in the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) for a map of the OLS census tracts.

Table 6-10 below presents the population growth rates by age group in the OLS study area neighbourhoods. On average, these neighbourhoods have experienced a greater population increase between 2011 and 2016, especially in the Bay Street Corridor and Moss Park, which grew by one-third and one-quarter, respectively. Only North Riverdale and Blake-Jones experienced a decrease in population, which was relatively minor in both neighbourhoods. One of the most notable findings is that the population aged 15 to 24 grew by 81.9%. This growth could be attributed to post-secondary students and young professionals entering downtown Toronto's work force.

**Table 6-10. Population Growth by Age Group in the OLS Study Area Neighbourhoods and Toronto, 2011-2016**

Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Total Pop.
Bay Street Corridor	+21.2%	+81.9%	+18.9%	+29.9%	+33.3%
Church-Yonge Corridor	+10.5%	+3.6%	+6.7%	+13.3%	+10.6%
Moss Park	+10.5%	+13.7%	+13.1%	+16.5%	+25.8%
Regent Park	-19.7%	+10.3%	+13.2%	+25.4%	+8.0%
South Riverdale	+13.2%	-11.6%	+7.0%	+2.9%	+8.7%
North Riverdale	+2.4%	-4.9%	-8.4%	+9.2%	-2.3%
Blake-Jones	+2.9%	-7.4%	-2.6%	+9.3%	-0.5%
City of Toronto	-1%	+2%	+4%	+13%	+4.5%

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

**Table 6-11. Proportion of Population by Age Group in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Mean (Average) Age
Bay Street Corridor	6.5%	26.6%	57.6%	9.2%	35.0
Church-Yonge Corridor	4.0%	15.3%	71.0%	9.7%	39.0
Moss Park	7.7%	10.8%	72.7%	8.8%	38.9
Regent Park	15.3%	16.6%	61.4%	6.7%	39.3
South Riverdale	14.4%	8.9%	66.0%	10.7%	38.9
North Riverdale	16.7%	9.9%	59.8%	13.6%	40.4
Blake-Jones	18.2%	11.5%	58.7%	11.6%	38.3
City of Toronto	14.6%	12.5%	57.3%	15.6%	40.6

Tables may not calculate to exactly 100% due to rounding.



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

**Table 6-12. Proportion of Population by Gender for the OLS study area Neighbourhoods and Toronto, 2016**

Neighbourhood	Female	Male	Total Pop.
Bay Street Corridor	52.8%	47.2%	25,797
Church-Yonge Corridor	45.3%	54.7%	31,340
Moss Park	45.9%	54.1%	20,506
Regent Park	49.3%	50.7%	10,803
South Riverdale	50.1%	49.9%	27,876
North Riverdale	51.4%	48.6%	11,916
Blake-Jones	51.7%	48.4%	7,727
City of Toronto	51.9%	48.1%	2,731,551

Table 6-13 below describes the highest level of education achieved by population age 25 to 64 in the OLS study area neighbourhoods. Compared with the entire city, all seven neighbourhoods in the OLS study area have generally attained a higher education, especially in Bay Street Corridor.

**Table 6-13. Proportion of Education Attainment in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	None	Secondary School	Post-Secondary Trade or Diploma	Bachelor	University above Bachelor
Bay Street Corridor	2%	9%	10%	39%	40%
Church-Yonge Corridor	3%	13%	20%	38%	26%
Moss Park	8%	17%	21%	35%	20%
Regent Park	16%	21%	21%	27%	15%
South Riverdale	12%	18%	22%	32%	16%
North Riverdale	5%	15%	18%	37%	26%
Blake-Jones	11%	17%	24%	31%	18%

Neighbourhood	None	Secondary School	Post-Secondary Trade or Diploma	Bachelor	University above Bachelor
City of Toronto	10%	20%	25%	28%	16%

Tables may not calculate to exactly 100% due to rounding.

Table 6-14 below describes the proportion of individuals who have recently immigrated to neighbourhoods in the OLS study area. The 2016 Census defines “recent immigrants” as “the percentage of people who are immigrants who first obtained their landed immigrant or permanent resident status between January 1, 2011 and May 10, 2016”. In general, the proportion of immigrants in the OLS study area is lower than the City of Toronto. The proportion of immigrants is less than half of the population in all seven neighbourhoods, with one-quarter of North Riverdale’s population being comprised of immigrants. In Bay Street Corridor only, the proportion of recent immigrants between 2011 and 2016 is higher than the City of Toronto.

**Table 6-14. Proportion of Recent Immigration in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Total	Recent Immigrants (2011-2016)
Bay Street Corridor	40.9%	8.9%
Church-Yonge Corridor	36.0%	6.5%
Moss Park	35.1%	5.1%
Regent Park	46.9%	5.2%
South Riverdale	30.3%	3.0%
North Riverdale	25.0%	1.6%
Blake-Jones	31.6%	2.7%
City of Toronto	51.2%	7.0%

Table 6-15 below lists the top five languages spoken at home in the OLS study area neighbourhoods<sup>6</sup>. These languages vary in all six neighbourhoods. In all OLS study area neighbourhoods, Mandarin and Cantonese are the top languages spoken at home. Bay Street Corridor has a relatively high population speaking Mandarin at home (12.6%). The City-rate for non-official home languages is 29%, with Bay Street Corridor, Church-Yonge Corridor, Moss Park, South Riverdale, North Riverdale, and Blake-Jones all less, at 16%, 14%, 19%, 10%, and 19%, respectively. Only Bay Street Corridor and Regent Park at 32% and 35%, respectively, are higher than the City of Toronto.

<sup>6</sup> Languages excluding official Canadian languages, English and French.



**Table 6-15. Top Five Home Languages by Percentage in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	1	2	3	4	5
Bay Street Corridor	Mandarin	Korean	Arabic	Cantonese	Persian (Farsi)
%	12.6%	2.8%	2.6%	2.5%	1.5%
Church-Yonge Corridor	Mandarin	Cantonese	Spanish	Korean	Persian (Farsi)
%	3.5%	1.1%	1.1%	1.0%	1.0%
Moss Park	Mandarin	Cantonese	Spanish	Amharic	Bengali
%	1.7%	1.6%	0.9%	0.8%	0.6%
Regent Park	Bengali	Mandarin	Tamil	Cantonese	Vietnamese
%	7.2%	4.3%	3.6%	2.7%	2.4%
South Riverdale	Cantonese	Mandarin	Vietnamese	Min Nan	Spanish
%	7.9%	4.4%	1.2%	0.5%	0.4%
North Riverdale	Cantonese	Mandarin	Greek	Spanish	Vietnamese
%	3.1%	1.8%	1.6%	0.5%	0.3%
Blake-Jones	Cantonese	Gujarati	Greek	Mandarin	Urdu
%	5.0%	2.0%	1.6%	1.6%	0.6%
City of Toronto	Mandarin	Cantonese	Tagalog (Pilipino, Filipino)	Tamil	Spanish
%	3%	3%	2%	2%	2%

Table 6-16 below presents the average household size in the OLS study area neighbourhoods. The average household size in this area is lower than the average household size in the City of Toronto. In all OLS study area neighbourhoods, there has been slight increases and decreases in the seven neighbourhoods, with the most notable difference being a 11.2% household size decrease in Regent Park.

**Table 6-16. Average Household Size in the OLS Study Area Neighbourhoods and Toronto, 2011 & 2016**

Neighbourhood	2011	2016	Increase
Bay Street Corridor	1.68	1.70	1.2%
Church-Yonge Corridor	1.52	1.54	1.3%
Moss Park	1.59	1.60	0.6%
Regent Park	2.42	2.15	-11.2%
South Riverdale	2.30	2.24	-2.7%
North Riverdale	2.32	2.33	0.4%
Blake-Jones	2.43	2.46	1.2%
City of Toronto	2.46	2.42	-1.7%

Table 6-17 provides the average and median household income in the OLS study area neighbourhoods. On average, the OLS study area is comparable to the average household income across the city. Within the OLS study area, the Church-Yonge Corridor is the lowest earning neighbourhood and North Riverdale is the highest earning neighbourhood.

**Table 6-17. Mean (Average) and Median Household Incomes in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Mean (Average)	Median
Bay Street Corridor	\$85,657	\$48,737
Church-Yonge Corridor	\$77,234	\$56,366
Moss Park	\$84,694	\$52,490
Regent Park	\$59,283	\$42,369
South Riverdale	\$100,027	\$76,172
North Riverdale	\$138,606	\$89,063
Blake-Jones	\$92,564	\$64,483
City of Toronto	\$102,721	\$65,829

Table 6-18 provides the proportion of dwelling tenure for neighbourhoods in the OLS Study Area. There is a notable difference between the neighbourhoods closer to downtown (i.e., Bay Street Corridor, Church-Yonge Corridor Regent Park, and Moss Park) and the east end neighbourhoods (i.e., South Riverdale, North Riverdale, and Blake-Jones). Homes in the



downtown neighbourhoods are primarily rented, and primarily owned in the east end neighbourhoods. All three of the east end neighbourhoods have more ownership than the city as a whole.

**Table 6-18. Proportion of Dwelling Tenures in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	2016 Rented	2016 Owned
Bay Street Corridor	68%	32%
Church-Yonge Corridor	71%	29%
Moss Park	66%	34%
Regent Park	75%	25%
South Riverdale	40%	60%
North Riverdale	44%	56%
Blake-Jones	46%	54%
City of Toronto	47%	53%

### 6.1.3 Ontario Line North

The OLN study area contains 10 neighbourhoods: Playter Estates – Danforth, Danforth – Danforth – East York, Broadview North, Leaside-Bennington, Old East York, Thorncliffe Park, Flemingon Park, O’Connor-Parkview, and Banbury-Don Mills. These neighbourhoods were considered individually, as well as in comparison with overall Toronto demographics. Refer to Figure 6-2 in the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) for a map of the OLN census tracts.

Table 6-19 below presents the population growth rates by age group in the OLN study area neighbourhoods. On average, these neighbourhoods have experienced a slight population increase between 2011 and 2016. Only Broadview North, Leaside-Bennington and Flemingon Park experienced a decrease in population, which was relatively minor in all three neighbourhoods.

**Table 6-19. Population Growth by Age Group in the OLN Study Area Neighbourhoods and Toronto, 2011-2016**

Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Total Pop.
Playter Estates-Danforth	+1.8%	-0.7%	-1.5%	+4.7%	+2.0%
Danforth	+6.5%	-11.4%	+0.1%	+10.3%	+2.4%
Danforth – East York	+16.3%	-3.9%	-1.9%	+8.2%	+2.8%
Broadview North	-8.5%	-12.4%	-2.8%	+17.0%	-0.6%
Leaside-Bennington	-4.4%	+8.6%	+0.9%	-11.5%	-1.1%
Old East York	-7.3%	-6.01%	-1.2%	+7.9%	+1.3%
Thorncliffe Park	+10.7%	+12.2%	+6.6%	+8.2%	+9.8%
Flemingdon Park	-1.9%	-2.3%	-3.3%	+10.6%	-1.1%
O'Connor-Parkview	-2.0%	+3.2%	+1.9%	+6.8%	+2.0%
Banbury-Don Mills	-2.3%	+0.2%	-0.6%	+3.9%	+2.9%
City of Toronto	-1%	+2%	+4%	+13%	+4.5%

Table 6-20 provides the population proportions of respective age groups in the OLN study area neighbourhoods. In 2016, the 25 to 64 age group formed the largest proportion of the total population with more than half of the total population in the OLN study area. All the neighbourhoods besides Danbury-Don Mills and Broadview North have a higher population of children (0 to 14) than the city.

**Table 6-20. Proportion of Population by Age Group in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Mean (Average) Age
Playter Estates-Danforth	15.1%	9.5%	60.8%	14.5%	40.5
Danforth	17.2%	9.3%	57.7%	15.7%	40.4
Danforth – East York	17.7%	8.7%	58.5%	15.1%	40.6
Broadview North	12.8%	8.7%	62.4%	16.1%	42.1
Leaside-Bennington	19.7%	13.2%	52.7%	14.3%	40.1
Old East York	16.0%	9.3%	58.3%	16.4%	42.1
Thorncliffe Park	26.8%	11.9%	51.1%	10.1%	33.5



Neighbourhood	0 to 14	15 to 24	25 to 64	65+	Mean (Average) Age
Flemingdon Park	20.0%	13.8%	52.7%	13.6%	37.4
O'Connor-Parkview	17%	13%	42%	26%	40.0
Banbury-Don Mills	13.4%	10.1%	53.1%	23.4%	45.3
City of Toronto	14.6%	12.5%	57.3%	15.6%	40.6

Tables may not calculate to exactly 100% due to rounding.

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

**Table 6-21. Proportion of Population by Gender for the OLN study area Neighbourhoods and Toronto, 2016**

Neighbourhood	Female	Male	Total Pop.
Playter Estates-Danforth	50.4%	49.6%	7,804
Danforth	50.4%	49.6%	9,666
Danforth – East York	52.0%	48.0%	17,180
Broadview North	52.3%	47.6%	11,499
Leaside-Bennington	52.1%	47.9%	16,828
Old East York	50.6%	49.4%	9,233
Thorncliffe Park	51.0%	49.0%	21,108
Flemingdon Park	51.9%	48.1%	21,933
O'Connor-Parkview	51.5%	48.5%	18,675
Banbury-Don Mills	53.3%	46.7%	27,695
City of Toronto	51.9%	48.1%	2,731,551

Table 6-22 below describes the highest level of education achieved by population aged 25 to 64 in the OLN study area neighbourhoods. Compared with the entire city, residents of all 10 neighbourhoods in the OLN study area have generally attained a higher education, especially in Leaside-Bennington. A higher proportion of Thorncliffe Park, O'Connor-Parkview, and Flemingdon residents have not completed their secondary education than in the city as a whole.

**Table 6-22. Proportion of Education Attainment in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	None	Secondary School	Post-Secondary Trade or Diploma	Bachelor	University above Bachelor
Playter Estates-Danforth	3%	14%	20%	36%	27%
Danforth	9%	18%	21%	33%	20%
Danforth – East York	8%	19%	26%	30%	18%
Broadview North	10%	20%	28%	27%	16%
Leaside-Bennington	2%	11%	17%	41%	28%
Old East York	10%	21%	30%	27%	13%
Thorncliffe Park	15%	23%	22%	25%	16%
Flemingdon Park	15%	24%	26%	23%	12%
O'Connor-Parkview	12%	24%	28%	23%	11%
Banbury-Don Mills	4%	16%	24%	34%	22%
City of Toronto	10%	20%	25%	28%	16%

Tables may not calculate to exactly 100% due to rounding.

Table 6-23 below describes the proportion of individuals who have recently immigrated to neighbourhoods in the OLN study area. The 2016 Census defines “recent immigrants” as “the percentage of people who are immigrants who first obtained their landed immigrant or permanent resident status between January 1, 2011 and May 10, 2016”. In general, the proportion of immigrants in the OLN study area is lower than the City of Toronto, with the exception of Thorncliffe Park and Flemingdon Park at 63.7% and 64.0%, respectively. In Thorncliffe Park and Flemingdon Park only, the proportion of recent immigrants between 2011 and 2016 is higher than the City of Toronto.



**Table 6-23. Proportion of Recent Immigration in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Total	Recent Immigrants (2011-2016)
Playter Estates-Danforth	23.5%	2.9%
Danforth	29.7%	2.4%
Danforth – East York	32.6%	2.4%
Broadview North	42.3%	6.0%
Leaside-Bennington	20.2%	2.1%
Old East York	32.8%	3.5%
Thornccliffe Park	63.7%	18.6%
Flemingdon Park	64.0%	12.7%
O'Connor-Parkview	37.3%	6.7%
Banbury-Don Mills	48.9%	5.5%
City of Toronto	51.2%	7.0%

Table 6-24 below lists the top five languages spoken at home in the OLN study area neighbourhoods<sup>7</sup>. These languages vary in all nine neighbourhoods. In many OLN study area neighbourhoods, Greek and Cantonese are the top languages spoken at home. Thornccliffe Park has a relatively high population speaking Urdu at home (17.1%). The City-rate for non-official home languages is 29%, with Playter Estates-Danforth, Danforth, Danforth East York, Broadview North, Leaside-Bennington, Old East York, O'Connor-Parkview, and Banbury-Don Mills all less, at 9%, 17%, 18%, 22%, 5%, 16%, 19%, and 25%, respectively. Only Thornccliffe Park and Flemingdon Park at 57% and 50%, respectively, are higher than the City of Toronto.

**Table 6-24. Top Five Home Languages by Percentage in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	1	2	3	4	5
Playter Estates-Danforth	Greek	Cantonese	Spanish	Serbian	Tagalog
%	3.1%	1.0%	0.6%	0.4%	0.3%
Danforth	Greek	Cantonese	Italian	Gujarati	French

<sup>7</sup> Languages excluding official Canadian languages, English and French.

Neighbourhood	1	2	3	4	5
%	3.3%	3.3%	2.4%	1.2%	1.2%
Danforth – East York	Greek	Cantonese	Italian	Tagalog	Mandarin
%	4.5%	2.7%	1.1%	0.8%	0.7%
Broadview North	Greek	Serbian	Albanian	Tagalog	Bulgarian
%	5.4%	2.4%	1.5%	1.2%	1.1%
Leaside-Bennington	Spanish	Persian (Farsi)	Cantonese	Mandarin	Serbian
%	0.5%	0.5%	0.4%	0.4%	0.3%
Old East York	Greek	Cantonese	Tagalog	Urdu	Serbian
%	4.8%	1.6%	0.9%	0.7%	0.6%
Thornccliffe Park	Urdu	Pashto	Persian (Farsi)	Arabic	Gujarati
%	17.1%	3.8%	3.8%	2.9%	2.8%
Flemingdon Park	Urdu	Persian (Farsi)	Gujarati	Tagalog	Slovak
%	4.6%	4.6%	3.6%	3.2%	2.7%
O'Connor-Parkview	Greek	Tagalog	Bengali	Persian (Farsi)	Urdu
%	2.1%	1.9%	1.3%	1.2%	1.1%
Banbury-Don Mills	Mandarin	Cantonese	Persian (Farsi)	Tagalog	Korean
%	4.9%	2.8%	2.1%	1.1%	1.0%
City of Toronto	Mandarin	Cantonese	Tagalog (Pilipino, Filipino)	Tamil	Spanish
%	3%	3%	2%	2%	2%

Table 6-25 below provides the average household size in the OLN study area neighbourhoods. The average household size in this area is relatively the same as the average household size in the City of Toronto. In all OLN study area neighbourhoods, there has been slight increases and decreases in the 10 neighbourhoods, with the most notable difference being a 2.97% household size increase in Old East York.



**Table 6-25. Average Household Size in the OLN Study Area Neighbourhoods and Toronto, 2011 & 2016**

Neighbourhood	2011	2016	Increase
Playter Estates-Danforth	2.12	2.14	+0.9%
Danforth	2.39	2.44	+2.1%
Danforth – East York	2.40	2.43	+1.25%
Broadview North	2.04	2.00	-1.96%
Leaside-Bennington	2.52	2.59	+2.78%
Old East York	2.36	2.43	+2.97%
Thornccliffe Park	2.85	2.92	+2.46%
Flemingdon Park	2.76	2.80	+1.45%
O'Connor-Parkview	2.45	2.48	+1.25%
Banbury-Don Mills	2.25	2.23	-0.89%
City of Toronto	2.46	2.42	-1.7%

Table 6-26 presents the average and median household income in the OLN study area neighbourhoods. On average, the OLN study area is comparable to the average household income across the city. Broadview North, Thornccliffe Park, O'Connor-Parkview, and Flemingdon Park are all below the city average. Within the OLN study area, the Thornccliffe Park is the lowest earning neighbourhood and Leaside-Bennington is the highest earning neighbourhood.

**Table 6-26. Mean (Average) and Median Household Incomes in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Mean (Average)	Median
Playter Estates-Danforth	\$124,719	\$73,216
Danforth	\$107,569	\$76,597
Danforth – East York	\$100,060	\$81,253
Broadview North	\$74,786	\$52,731
Leaside-Bennington	\$249,071	\$126,930
Old East York	\$104,275	\$77,824
Thornccliffe Park	\$56,502	\$46,595

Neighbourhood	Mean (Average)	Median
Flemingdon Park	\$59,208	\$48,917
O'Connor-Parkview	\$85,231	\$59,729
Banbury-Don Mills	\$124,798	\$77,547
City of Toronto	\$102,721	\$65,829

Table 6-27 provides the proportion of dwelling tenure for neighbourhoods in the OLN Study Area. Playter Estates-Danforth, Broadview North, Thorncliffe Park, O'Connor-Parkview, and Flemingdon Park are all rented at higher rates than the city average. The proportion of rental households in Thorncliffe Park is 89%. Danforth – East York has the highest rate of owned homes at 71%.

**Table 6-27. Proportion of Dwelling Tenures in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	2016 Rented	2016 Owned
Playter Estates-Danforth	54%	46%
Danforth	36%	64%
Danforth – East York	29%	71%
Broadview North	68%	32%
Leaside-Bennington	28%	72%
Old East York	35%	65%
Thorncliffe Park	89%	11%
Flemingdon Park	55%	45%
O'Connor-Parkview	54%	46%
Banbury-Don Mills	39%	61%
City of Toronto	47%	53%



## 6.2 Economic Profile

### 6.2.1 Ontario Line West

#### 6.2.1.1 Employment

Approximately three-quarters of the 25-64 year-old population in the OLW study area neighbourhoods are employed and one fifth are not in the labour force (Table 6-28 and Table 6-29). The highest percentage of employed population is in the Niagara neighbourhood, and three neighbourhoods exceed the City's employment rate. Kensington-Chinatown has a lower average employment rate than the city. Although the entire OLW study area shares a similar percentage of unemployed population, the percentage of people not in the labour force<sup>8</sup> is consistently lower than the City's average across all neighbourhoods except for Kensington-Chinatown.

**Table 6-28. Labour Force Status by Percentage in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Employed	Unemployed	Not in Labour Force
South Parkdale	65%	6%	29%
Niagara	83%	4%	13%
Waterfront Communities – The Island	78%	4%	18%
Kensington-Chinatown	57%	5%	37%
City of Toronto	59%	5%	35%

**Table 6-29. Labour Force Status by Rate in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Employment Rate	Unemployment Rate
South Parkdale	64.6%	8.5%
Niagara	82.7%	4.5%
Waterfront Communities – The Island	78.2%	5.2%
Kensington-Chinatown	57.5%	8.1%

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<sup>8</sup> Defined by Statistics Canada, persons not in the labour force are those who, during the reference week, were unwilling or unable to offer or supply labour services under conditions existing in their labour markets, that is, they were neither employed nor unemployed (Statistics Canada 2015b, para. 9).

Neighbourhood	Employment Rate	Unemployment Rate
City of Toronto	59.3%	8.2%

In relation to the overall employment, neighbourhoods in the OLW study area contain almost equal numbers in full-time and part-time employment (Table 6-30). Waterfront Communities – The Island has the largest labour force. Across all neighbourhoods, the greatest shares of employment were in management and business, and sales and services occupations (Table 6-31). The Manufacturing and utilities sector has the lowest numbers.

**Table 6-30. Employment Data by Employment Type of Residents in the OLW Study Area, 2016**

Neighbourhood	Full-time Employment	Part-time Employment	Total Labour Force
South Parkdale	6,095	7,065	13,140
Niagara	15,695	9,220	24,590
Waterfront Communities – The Island	31,670	19,830	51,110
Kensington-Chinatown	4,520	5,695	10,110
City of Toronto	750,555	752,440	1,483,675



Table 6-31. Employment Data by Occupation of Residents in the OLW Study Area, 2016

Neighbourhood	Management and Business	Natural Resources and Applied Sciences	Health	Education, Law, Government	Art, Culture, Recreation and Sport	Sales and Services	Transportation	Manufacturing and Utilities
South Parkdale	3,285	830	760	1,115	1,385	4,115	925	320
Niagara	9,990	2,630	1,240	2,850	2,525	4,270	700	140
Waterfront Communities – The Island	22,720	6,255	2,345	6,305	3,585	8,030	920	200
Kensington-Chinatown	2,545	855	600	1,245	1,275	2,935	390	190
City of Toronto	422,835	125,190	84,360	186,800	80,195	345,145	131,115	61,900

### 6.2.1.2 Commuting Patterns

Considering the data related to household commute patterns, neighbourhoods in the OLW study area have a large dependency on public transit and active transportation, far outpacing the automobile (Table 6-32). The OLW study area has the same public transit usage as the City as a whole, but only about half of the automobile use, and almost triple the use of active transportation (walking and cycling). Commutes vary between the four neighbourhoods, with South Parkdale largely dependent on public transit, Niagara being evenly split between automobile, public transit and active transportation, and Waterfront Communities – The Island and Kensington-Chinatown largely dependent on active transportation.

**Table 6-32. Commute to Work by Household in the OLW Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Automobile Driver	Automobile Passenger	Public Transit	Active Transportation Walked	Active Transportation Cycled	Other
South Parkdale	23%	1%	52%	12%	10%	1%
Niagara	32%	3%	33%	24%	6%	1%
Waterfront Communities – The Island	21%	1%	25%	48%	4%	1%
Kensington-Chinatown	13%	2%	27%	46%	11%	1%
City of Toronto	46%	5%	37%	9%	3%	1%

Tables may not calculate to exactly 100% due to rounding.

## 6.2.2 Ontario Line South

### 6.2.2.1 Employment

Two-thirds of the population of neighbourhoods in the OLW study area are employed and approximately one-third are not in the labour force (Table 6-33 and Table 6-34). The highest percentage of employed population is in the South Riverdale neighbourhood. Most of the neighbourhoods are relatively similar in terms of employment, all exceeding the City's employment rate, with the exception of the Bay Street Corridor. Although the entire OLS Study Area shares a similar percentage of unemployed population, the percentage of people not in the labour force is slightly lower than the City's average across all neighbourhoods, with the exception of the Bay Street Corridor.



**Table 6-33. Labour Force Status by Percentage in the OLS Study Area Neighbourhoods and Toronto, 2016**

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

**Table 6-34. Labour Force Status by Rate in the OLS Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Employment Rate	Unemployment Rate
Bay Street Corridor	56.2%	10.2%
Church-Yonge Corridor	68.7%	8.5%
Moss Park	67.4%	6.9%
Regent Park	66.8%	6.5%
South Riverdale	69.7%	5.3%
North Riverdale	59.5%	8.5%
Blake-Jones	59.5%	8.5%
City of Toronto	59.3%	8.2%

In relation to the overall employment, neighbourhoods in the OLS Study Area contain even full-time and part-time employment (Table 6-35). The management and business sector has the highest amount of employment (Table 6-36). The second highest sector is education, law and government, which surpasses sales and services with the third most employment. The smallest sector in the OLS Study Area is manufacturing and utilities, which is related to the relatively built-up downtown core.

**Table 6-35. Employment Data by Employment Type of Residents in the OLS Study Area, 2016**

<b>Neighbourhood</b>	<b>Full-time Employment</b>	<b>Part-time Employment</b>	<b>Total Labour Force</b>
Bay Street Corridor	7,265	8,085	14,990
Church-Yonge Corridor	11,775	10,350	21,850
Moss Park	6,660	3,135	12,330
Regent Park	2,535	3,050	5,665
South Riverdale	9,320	7,320	16,535
North Riverdale	3,630	3,750	7,165
Blake-Jones	2,190	2,015	4,085
City of Toronto	750,555	752,440	1,483,675



Table 6-36. Employment Data by Occupation of Residents in the OLS Study Area, 2016

Neighbourhood	Management and Business	Natural Resources and Applied Sciences	Health	Education, Law, Government	Art, Culture, Recreation and Sport	Sales and Services	Transportation	Manufacturing and Utilities
Bay Street Corridor	4,740	1,915	1,795	2,690	805	2,180	150	75
Church-Yonge Corridor	7,485	2,370	1,305	3,290	1,795	4,340	510	125
Moss Park	4,270	1,090	565	1,630	1,220	2,635	495	115
Regent Park	1,380	425	255	790	410	1,670	395	115
South Riverdale	5,185	1,250	620	2,290	2,010	3,650	800	400
North Riverdale	2,225	475	450	1,400	885	1,265	215	110
Blake-Jones	1,010	380	200	765	420	885	235	50
City of Toronto	422,835	125,190	84,360	186,800	80,195	345,145	131,115	61,900

### 6.2.2.2 Commuting Patterns

Neighbourhoods in the OLS Study Area have a large dependency on public transit and active transportation (Table 6-37). The OLS Study Area has the same public transit usage as the City as a whole (within 1%), but about half of the rate of automobile use, and almost triple the rate of active transportation use (walking and cycling). Commutes vary between the seven neighbourhoods, with Bay Street Corridor, Church-Yonge Corridor and Moss Park having relatively low automobile usage, and high active transportation usage; whereas Regent Park, South Riverdale, North Riverdale and Blake-Jones have relatively high automobile usage and low active transportation usage. This speaks to the relative location of the neighbours to job locations.

**Table 6-37. Commute to Work by Household in the OLS Study Area Neighbourhoods and Toronto, 2016**

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

Tables may not calculate to exactly 100% due to rounding.

## 6.2.3 Ontario Line North

### 6.2.3.1 Employment

In 2016, over half the population of this Study Area were employed, with Thorncliffe Park and Flemingdon Park having 44% of their populations not in the labour force (Table 6-38). The highest percentage of employed population was in the Playter Estates – Danforth neighbourhood, which exceeded the City’s employment rate. Danforth – East York, Thorncliffe Park, Flemingdon Park, O’Connor-Parkview, and Banbury-Don Mills all have lower rates than the city’s average at 62%, 49%, 51%, 56%, and 56%, respectively (Table 6-39). Thorncliffe

Park, O'Connor-Parkview, and Flemington Park also exceed the city's average unemployment rate at 12.7%, 10.1%, and 10.6%, respectively.

**Table 6-38. Labour Force Status by Percentage in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Employed	Unemployed	Not in Labour Force
Playter Estates-Danforth	67%	5%	28%
Danforth	64%	4%	32%
Danforth – East York	52%	5%	33%
Broadview North	61%	5%	33%
Leaside-Bennington	64%	5%	32%
Old East York	63%	3%	34%
Thornccliffe Park	49%	7%	44%
Flemington Park	51%	6%	44%
O'Connor-Parkview	56%	6%	38%
Banbury-Don Mills	56%	5%	35%
City of Toronto	59%	5%	35%

**Table 6-39. Labour Force Status by Rate in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Employment Rate	Unemployment Rate
Playter Estates-Danforth	67.5%	6.3%
Danforth	64.2%	6.3%
Danforth – East York	62.4%	7.0%
Broadview North	61.1%	8.2%
Leaside-Bennington	63.6%	7.0%
Old East York	62.9%	5.0%
Thornccliffe Park	48.6%	12.7%
Flemington Park	50.5%	10.6%
O'Connor-Parkview	55.9%	10.1%



Neighbourhood	Employment Rate	Unemployment Rate
Banbury-Don Mills	55.6%	7.2%
City of Toronto	59.3%	8.2%

In 2016, the OLN Study Area had an about equal amount of full-time and part-time employment, with Thorncliffe Park and Flemingdon Park both having larger rates of part-time employment (Table 6-40). The management and business sector had the highest amount of employment (Table 6-41). The second highest sector was sales and services, which surpasses the education, law and government sector. The smallest sector in the OLN Study Area is manufacturing and utilities.

**Table 6-40. Employment Data by Employment Type of Residents in the OLN Study Area, 2016**

Neighbourhood	Full-time Employment	Part-time Employment	Total Labour Force
Playter Estates-Danforth	2,595	2,295	4,680
Danforth	3,085	2,510	5,450
Danforth – East York	5,320	4,405	9,420
Broadview North	3,475	3,170	6,580
Leaside-Bennington	5,000	4,605	9,145
Old East York	2,795	2,440	5,115
Thorncliffe Park	3,395	4,745	8,480
Flemingdon Park	4,110	5,590	9,905
O'Connor-Parkview	4,865	4,810	9,675
Banbury-Don Mills	7,860	6,570	14,015
City of Toronto	750,555	752,440	1,483,675

Table 6-41. Employment Data by Occupation of Residents in the OLN Study Area, 2016

Neighbourhood	Management and Business	Natural Resources and Applied Sciences	Health	Education, Law, Government	Art, Culture, Recreation and Sport	Sales and Services	Transportation	Manufacturing and Utilities
Playter Estates-Danforth	1,540	335	230	880	640	800	140	35
Danforth	1,795	385	255	955	420	1,170	270	75
Danforth – East York	3,080	800	500	1,525	800	1,715	675	150
Broadview North	1,850	435	280	995	490	1,925	585	95
Leaside-Bennington	3,645	745	630	1,535	695	1,390	280	65
Old East York	1,540	405	295	830	270	1,120	455	110
Thornccliffe Park	1,810	900	405	790	215	2,275	1,215	345
Flemingdon Park	2,160	775	485	1,200	200	3,085	1,040	470
O'Connor-Parkview	2,775	710	470	1,185	420	2,340	1,040	290
Banbury-Don Mills	4,990	1,630	1,145	1,875	605	2,425	755	165
City of Toronto	422,835	125,190	84,360	186,800	80,195	345,145	131,115	61,900

### 6.2.3.2 Commuting Patterns

Across the neighbourhoods, there is a higher use of public transit than the city average, aside from three neighbourhoods, Leaside-Bennington, Old East York and Banbury-Don Mills (Table 6-42). Those three neighbourhoods have a higher rate of automobile use at 60%, 52% and 63%, respectively.

With regard to active transportation, census areas in the OLN Study Area had slightly less commutes by this mode than the city as a whole, with only Playter Estates-Danforth meeting the city's average. In regard to walking, only Playter Estates-Danforth met the city's average, all other neighbourhoods were below the average. Six of the 10 neighbourhoods exceeded or met the city's average for cycling, while Thorncliffe Park, Flemington Park, O'Connor-Parkview, and Banbury-Don Mills have only 1% who cycle.

**Table 6-42. Commute to Work by Household in the OLN Study Area Neighbourhoods and Toronto, 2016**

Neighbourhood	Automobile Driver	Automobile Passenger	Public Transit	Active Transportation Walked	Active Transportation Cycled	Other
Playter Estates-Danforth	29%	3%	51%	9%	7%	1%
Danforth	33%	3%	50%	6%	7%	1%
Danforth – East York	42%	4%	42%	5%	5%	1%
Broadview North	36%	3%	49%	6%	5%	1%
Leaside-Bennington	60%	5%	24%	7%	3%	1%
Old East York	52%	5%	35%	4%	3%	1%
Thorncliffe Park	40%	4%	45%	8%	1%	1%
Flemington Park	44%	3%	46%	5%	1%	1%
O'Connor-Parkview	50%	5%	40%	3%	1%	1%
Banbury-Don Mills	63%	4%	26%	5%	1%	1%
City of Toronto	46%	5%	37%	9%	3%	1%

Tables may not calculate to exactly 100% due to rounding.



## 7 Future Development

The following section is derived from the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) and updated as appropriate to reflect the current Project understanding, scope and footprint. The purpose of this section is to document active development applications, which indicates recent, ongoing, and proposed development in the OLW, OLS, and OLN Study Areas.

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

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

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

The City of Toronto's online database for Development Applications (City of Toronto 2020b) was reviewed for the Ontario Line Study Area in March 2022. Of the above-listed application types, only Community Planning applications are documented in this Report. Applications to Committee of Adjustment and appeals to Toronto Local Appeal Body were not reviewed, because these application types (i.e., minor variance and severance applications) are for minor modifications to existing buildings or land parcels and are therefore not strong indicators of future development. Only developments listed as active (open) by the City of Toronto at the time of writing are included.

All active community planning development applications as of March 21, 2022, are listed in Appendix F. Refer to Appendix F for the status of each application. Figure 7-1 (OLW), Figure 7-2 (OLS), and Figure 7-3 (OLN) provides the location of active development applications in each Study Area section.

## 7.1 Ontario Line West

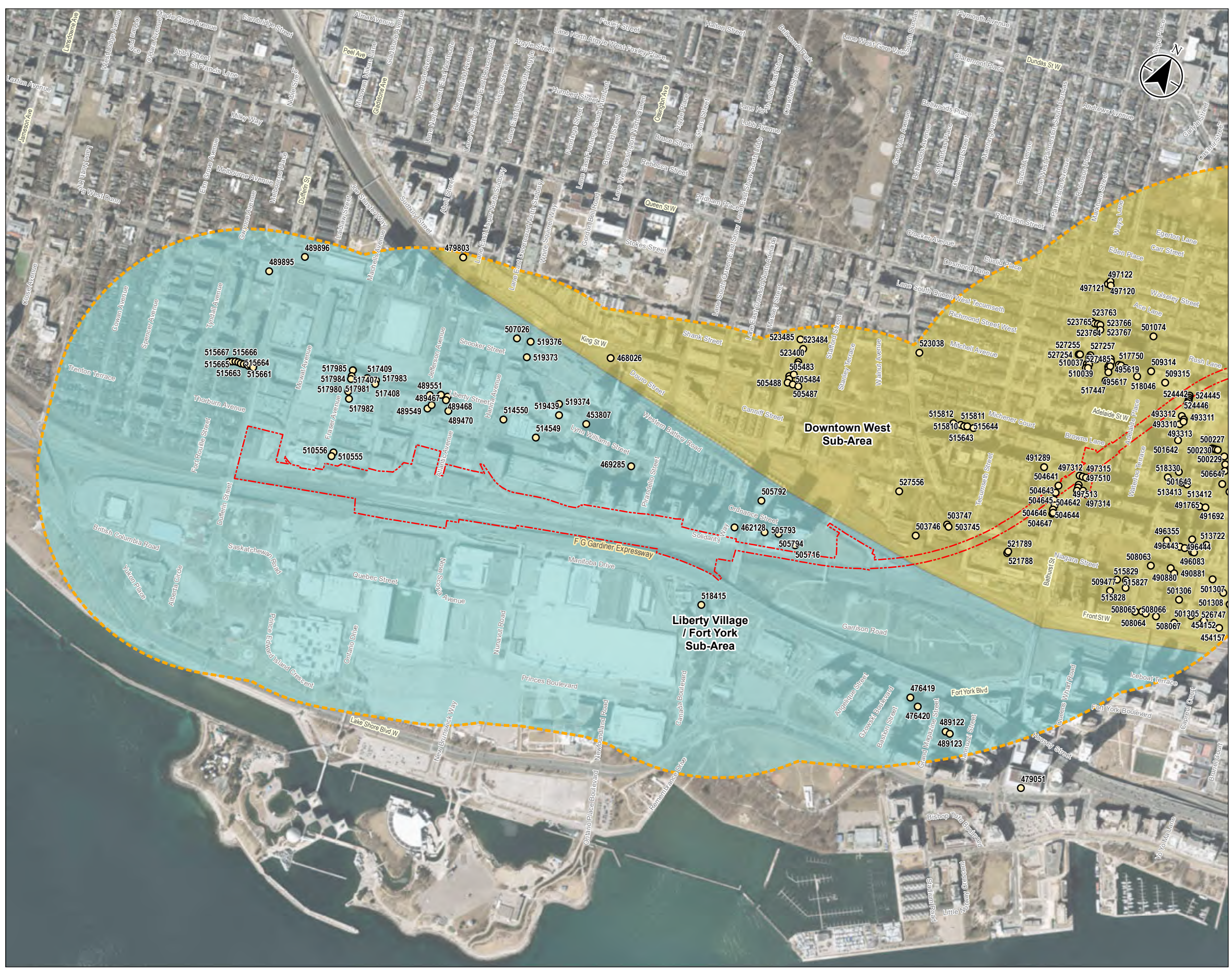
At the time of this Report preparation, there are 385 active development applications in the OLW Study Area, and they propose a variety of uses, densities, and built forms. These applications are mostly for residential and commercial uses, which range from low/medium/high rise towers to medium-density townhomes across a spectrum of tenure. Most of these developments (334 of 385) are in the Downtown West Sub-Area and are primarily for residential (condominium) developments. These applications are heavily concentrated in two clusters. The first is between Bathurst Street and Spadina Avenue. The second cluster is between Spadina Avenue and University Avenue. These developments, if constructed, will contribute to the continuous intensification of King Street West and surrounding streets over the coming years, which is consistent with the Growth Plan's targets for Downtown Toronto.

There are 51 developments located in the Liberty Village/Fort York Sub-Area, which range from recreation centre improvements to medium/high rise condominium developments. The majority of these developments are for residential (condominium) development.

Of the 385 applications in the OLW Study Area, 58 have been approved. The approved applications vary from condominium to hotel to commercial developments.

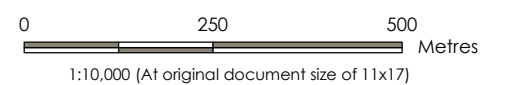


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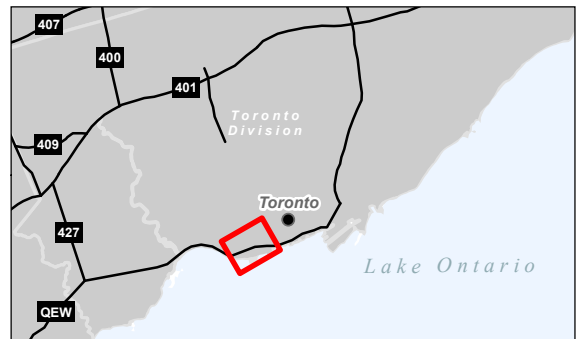
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- Project Footprint
- Study Area (500 m Buffer)
- Active Developments
- OLW**
- Liberty Village / Fort York Sub-Area
- Downtown West Sub-Area



**Notes**

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Figure No.  
**7-1-1**

Title  
**Active Development Applications  
 Ontario Line West**







## 7.2 Ontario Line South

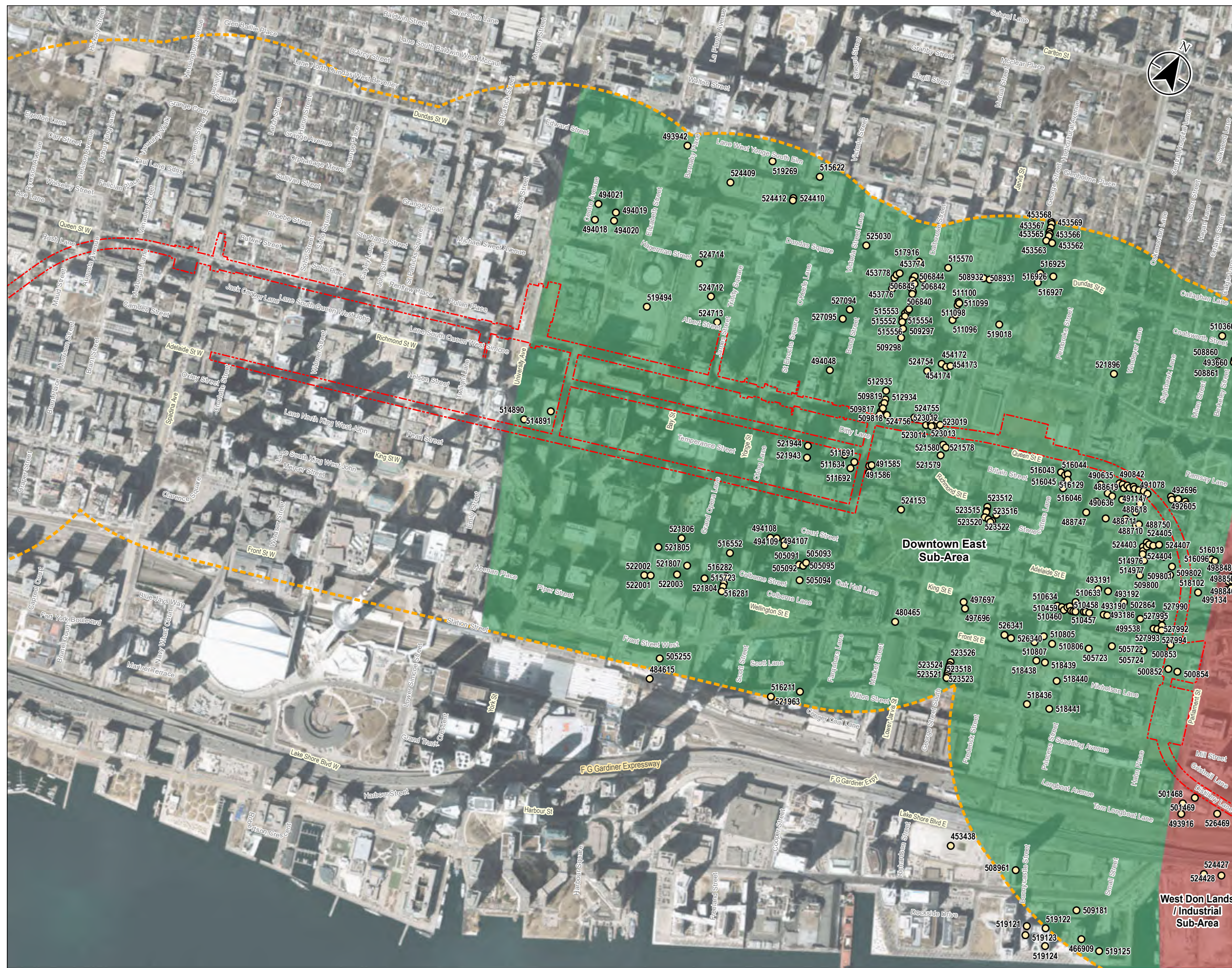
At the time of this Report preparation, there are 397 active development applications in the OLS Study Area. Similar to the OLV Study Area, the majority of the developments (254 of the 397) are in the Downtown East Sub-Area and are primarily for residential (condominium) and commercial uses. The active applications are mostly concentrated north of Queen Street East between Bond Street and George Street and south of Dundas Street East. Additionally, there is a second concentration in the Downtown East Sub-area south of Queen Street East, between Sherbourne Street and Berkeley Street and north of King Street East. The West Don Lands/Industrial Sub-Area has 122 active applications primarily for mixed-use buildings. Like the applications in the Downtown West Sub-Area (see Section 7.1), proposed development in the Downtown East and West Don Lands/Industrial Sub-Areas is expected as Downtown Toronto is the most populous “urban growth centre” in Ontario.

There are 21 proposed developments located in the East End Residential Sub-Area, comprised of low-rise residential developments such as modifications to houses and apartment buildings under 5 storeys and mixed-use development over 15 storeys.

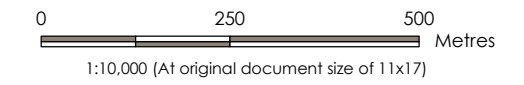
Of the 397 applications in the OLS Study Area, 28 have been approved.



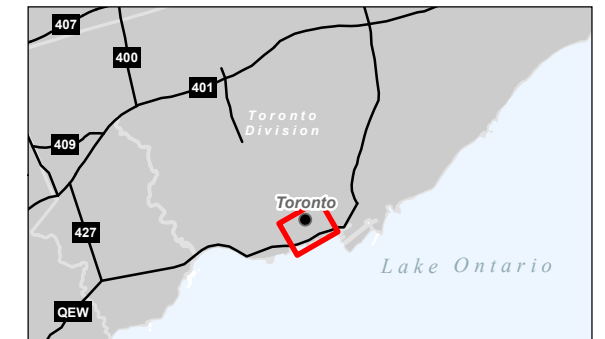
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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - Active Developments
- OLS**
- Downtown East Sub-Area
  - West Don Lands / Industrial Sub-Area



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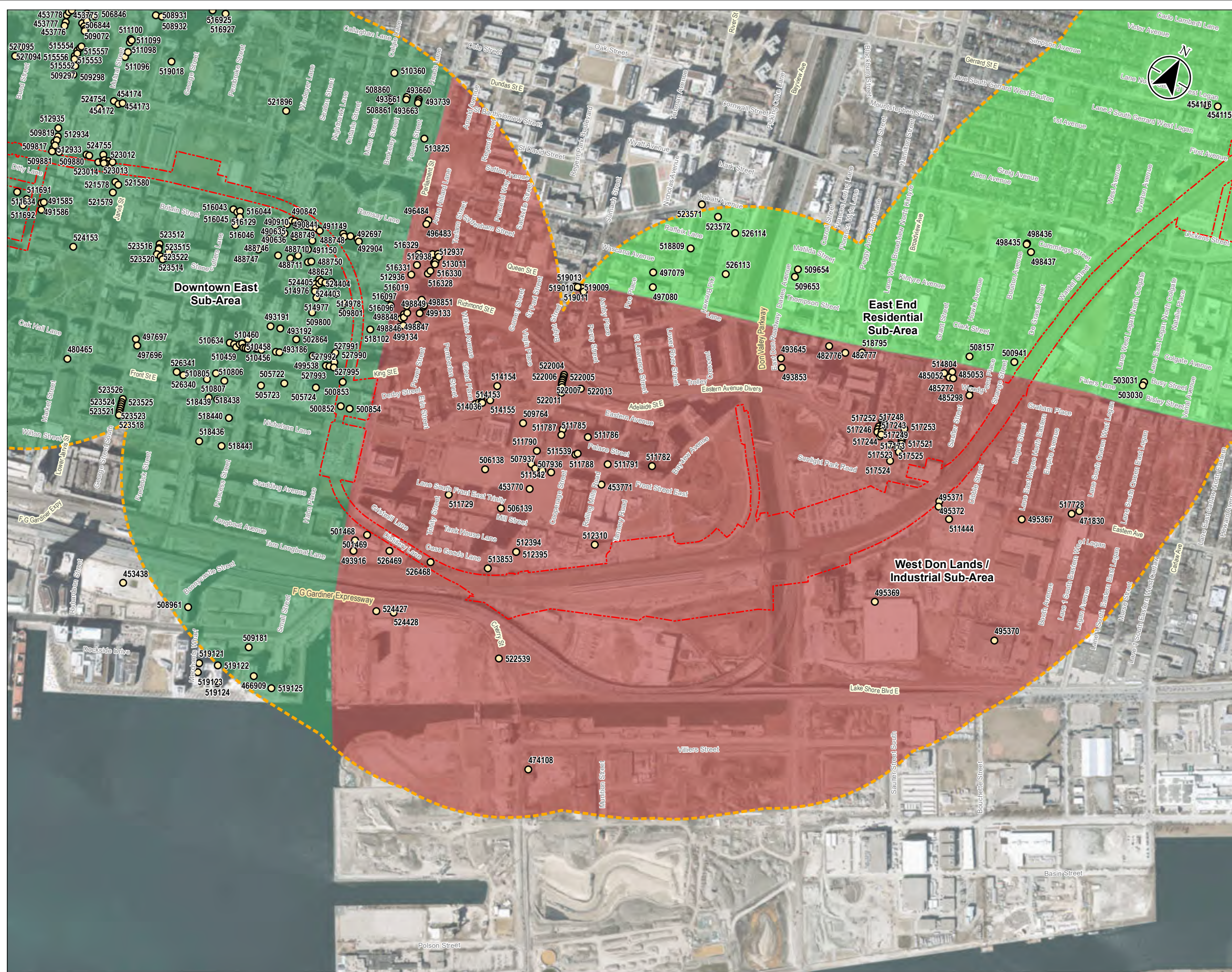
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Figure No.  
**7-2-1**  
 Title  
**Active Development Applications  
 Ontario Line South**



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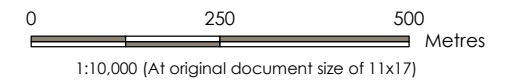
**Legend**

- Project Footprint
- Study Area (500 m Buffer)

- Active Developments

**OLS**

- Downtown East Sub-Area
- West Don Lands / Industrial Sub-Area
- East End Residential Sub-Area



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Figure No.  
**7-2-2**

Title  
**Active Development Applications  
Ontario Line South**



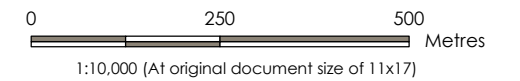
**Legend**

- Project Footprint
- Study Area (500 m Buffer)

- Active Developments

**OLS**

- West Don Lands / Industrial Sub-Area
- East End Residential Sub-Area



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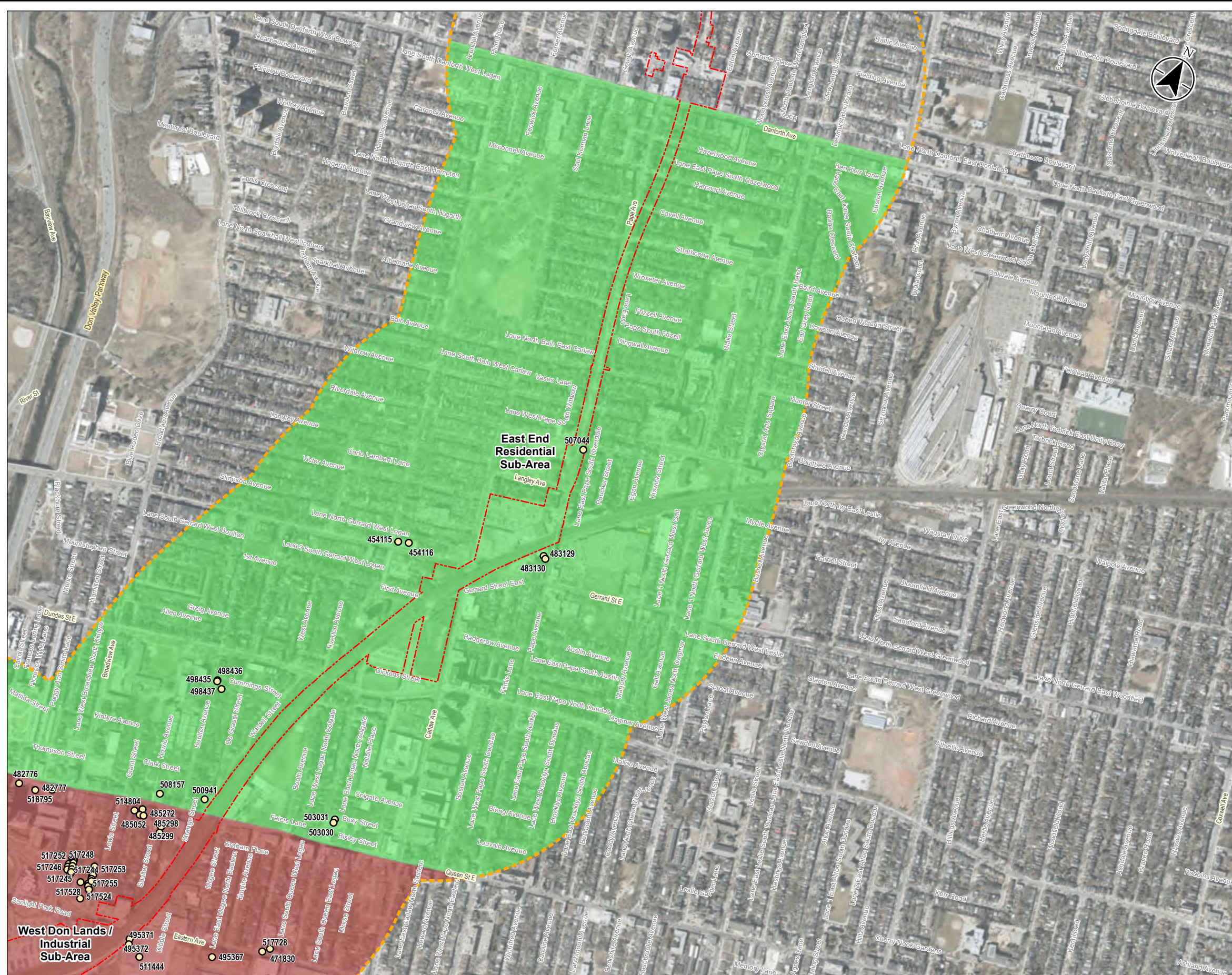
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Figure No.

**7-2-3**

Title

**Active Development Applications  
Ontario Line South**





## 7.3 Ontario Line North

At the time of this Report preparation, there are 42 active development applications in the OLN Study Area. These applications are mostly for residential uses, which range from townhomes to condominiums across a spectrum of tenure, including purpose-built rental and long-term care facilities, as well as two Housing Now sites<sup>9</sup>. Other proposed and approved uses include retail and office developments as well as daycares and parks.

Most of the proposed developments in the OLN Study Area are in the Pape Sub-Area (25 of the 42 active applications), consisting primarily of proposals for residential and mixed-use development. Flemingdon Park Sub-Area, which has 13 active development applications, is in close proximity to Don Mills Road and Eglinton Avenue East. Development activity here has been influenced by the introduction of the Eglinton Crosstown LRT. They are larger in scale than other applications throughout this Study Area, spanning multiple blocks and propose a mix of new uses, public parks, pedestrian paths, and Privately-Owned Public Spaces (POPs)<sup>10</sup>. These new developments have the potential to significantly transform this part of the Study Area with thousands of new residents and employees and include two CreateTO Housing Now sites that will introduce affordable housing in the area, in proximity to major transit infrastructure.

There are four active applications in the Thorncliffe Employment Sub-Area, which consist of residential (condominium) and office building developments.

Of the 42 applications in the OLN Study Area, six have been approved.

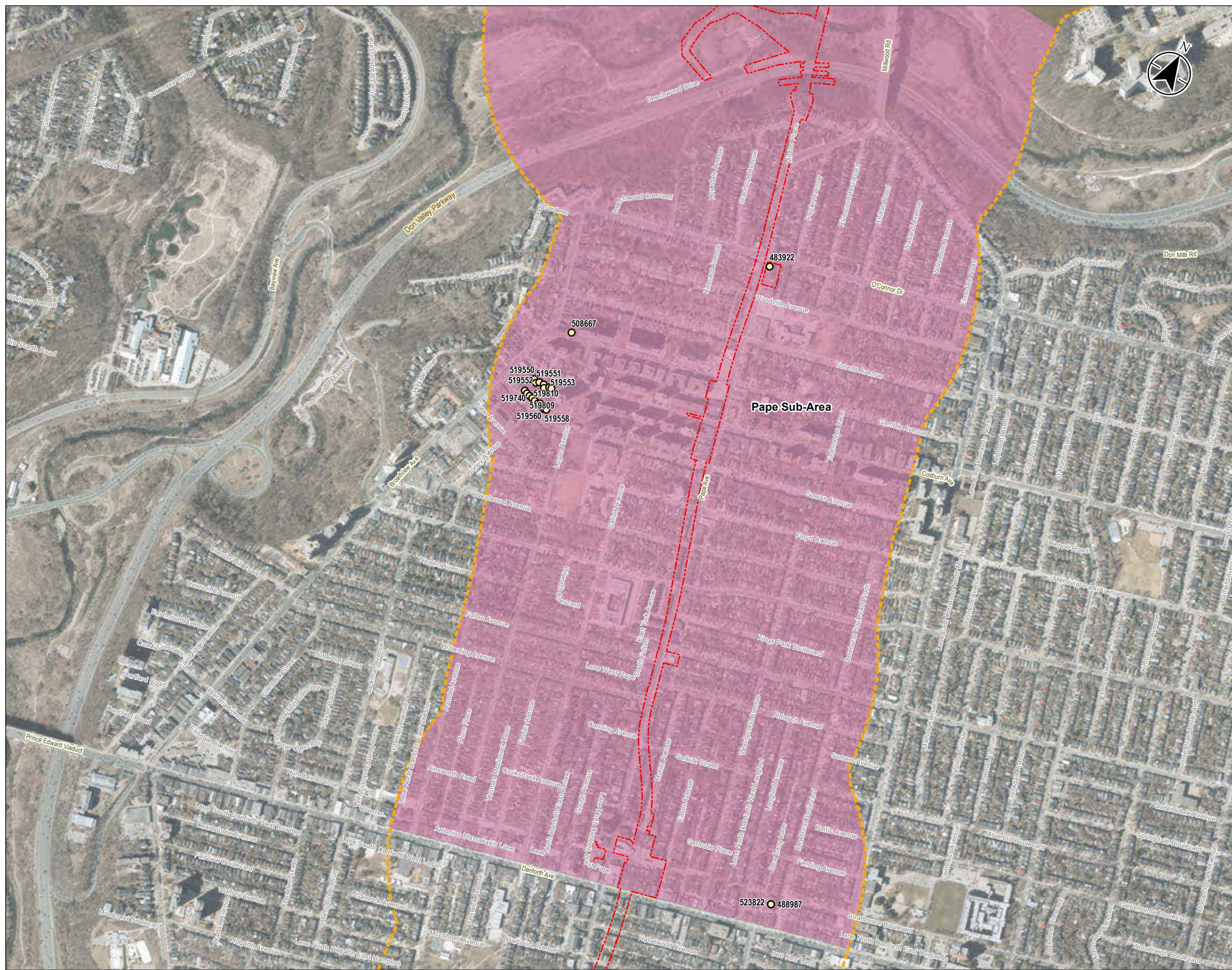
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<sup>9</sup> Housing Now is an initiative to activate City-owned sites for the development of affordable housing within mixed-income, mixed-use, transit-oriented communities.

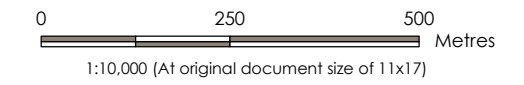
<sup>10</sup> A POP is a specific type of open space which the public is welcome to enjoy but remains privately owned. The City often negotiates with private developers to include these as part of the development application and review process, to provide open space within Toronto's dense urban landscape (City of Toronto 2020c).



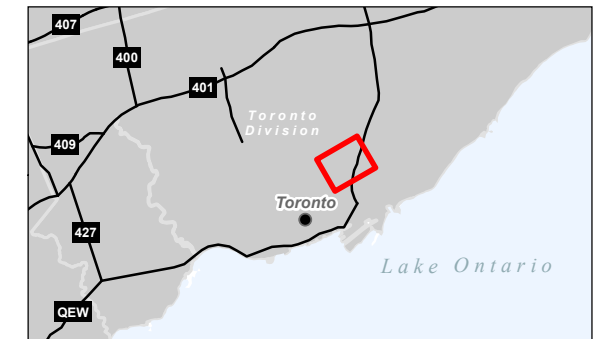
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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - Active Developments
- OLN**
- Pape Sub-Area
  - Thorncliffe Park Sub-Area



- Notes**
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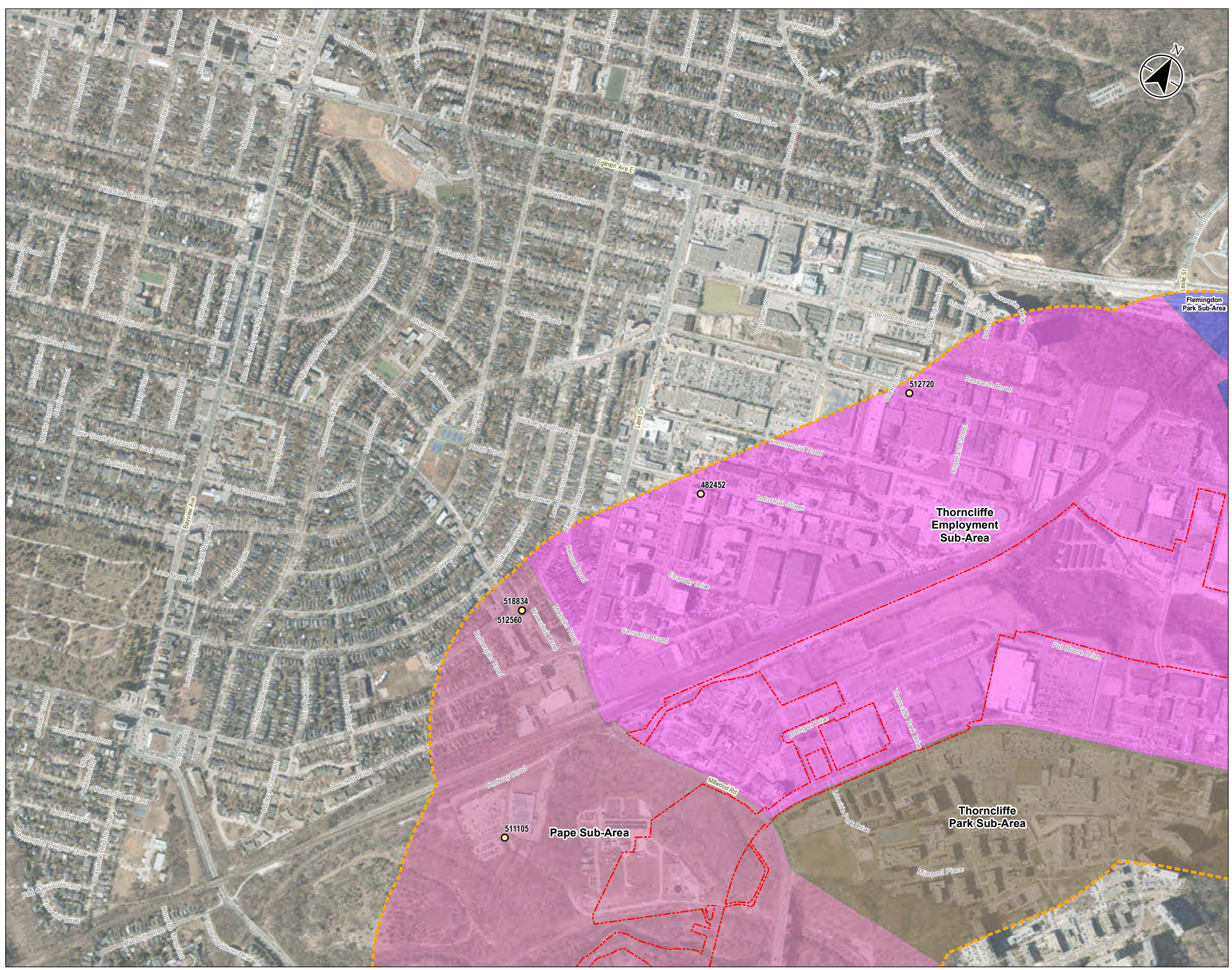
Client/Project:  
 HDR CORPORATION  
 ONTARIO LINE TA

Figure No.  
**7-3-1**

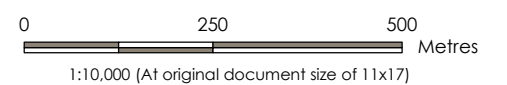
Title  
**Active Development Applications  
 Ontario Line North**



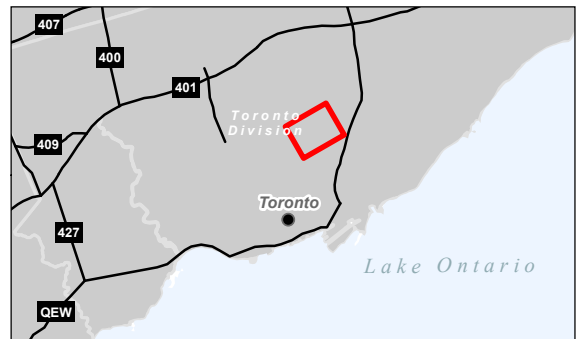
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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - Active Developments
- OLN**
- Pape Sub-Area
  - Thorncliffe Employment Sub-Area
  - Thorncliffe Park Sub-Area
  - Flemington Park Sub-Area



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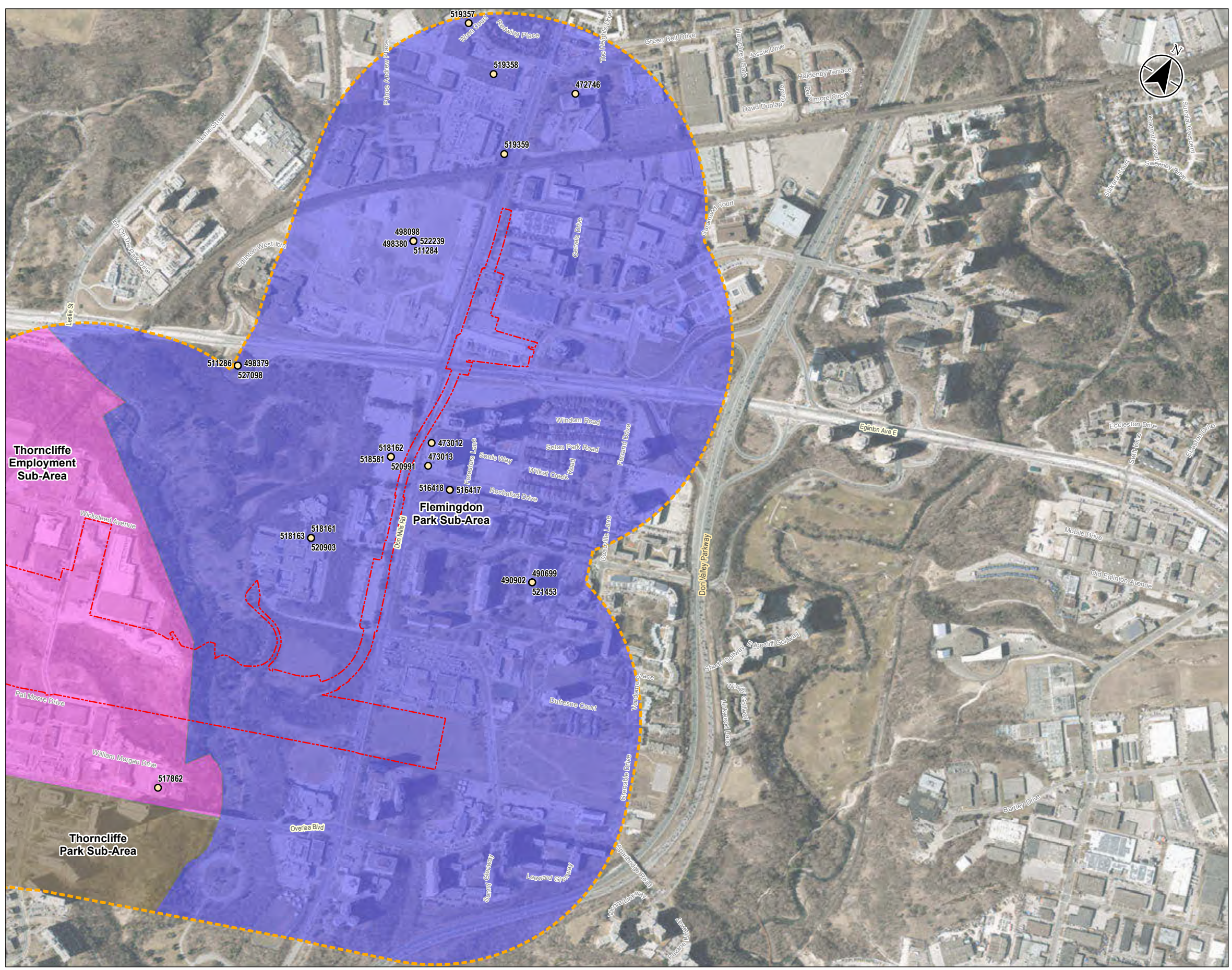
Client/Project:  
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Figure No.  
**7-3-2**

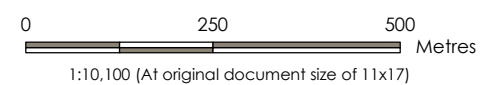
Title  
**Active Development Applications  
 Ontario Line North**



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- Legend**
- Project Footprint
  - Study Area (500 m Buffer)
  - Active Developments
- OLN**
- Thorncliffe Employment Sub-Area
  - Thorncliffe Park Sub-Area
  - Flemingdon Park Sub-Area



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Client/Project:  
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 ONTARIO LINE TA

Figure No.  
**7-3-3**

Title  
**Active Development Applications  
 Ontario Line North**



## 8 Impact Assessment, Mitigation and Monitoring of the Preferred Design

This impact assessment identifies potential socio-economic and land use adverse impacts associated with the construction and operations phases of the Project and proposes mitigation and monitoring measures where potential adverse effects are predicted, aiming to avoid or reduce these adverse effects. The assessment of potential impacts and appropriate mitigation measures in this section specifically addresses Project impacts on socio-economic and existing land use/community features. Additional information on assessment methodology is in Section 2.

### 8.1 Preliminary Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 4(3)6 and 4(3)7 of Ontario Regulation 341/20: Ontario Line Project, the Socio-Economic and Land Use Characteristics Environmental Conditions Report (AECOM 2020a) provides a preliminary overview of potential impacts, mitigation measures, and monitoring activities associated with the Project.

These impacts and potential mitigation measures have been further assessed as part of this Socio-Economic and Land Use Characteristics Assessment, as described in Section 8.2 (OLW), Section 8.3 (OLS), and Section 8.4 (OLN). A summary of mitigation and monitoring measures is presented in Table 8-9.

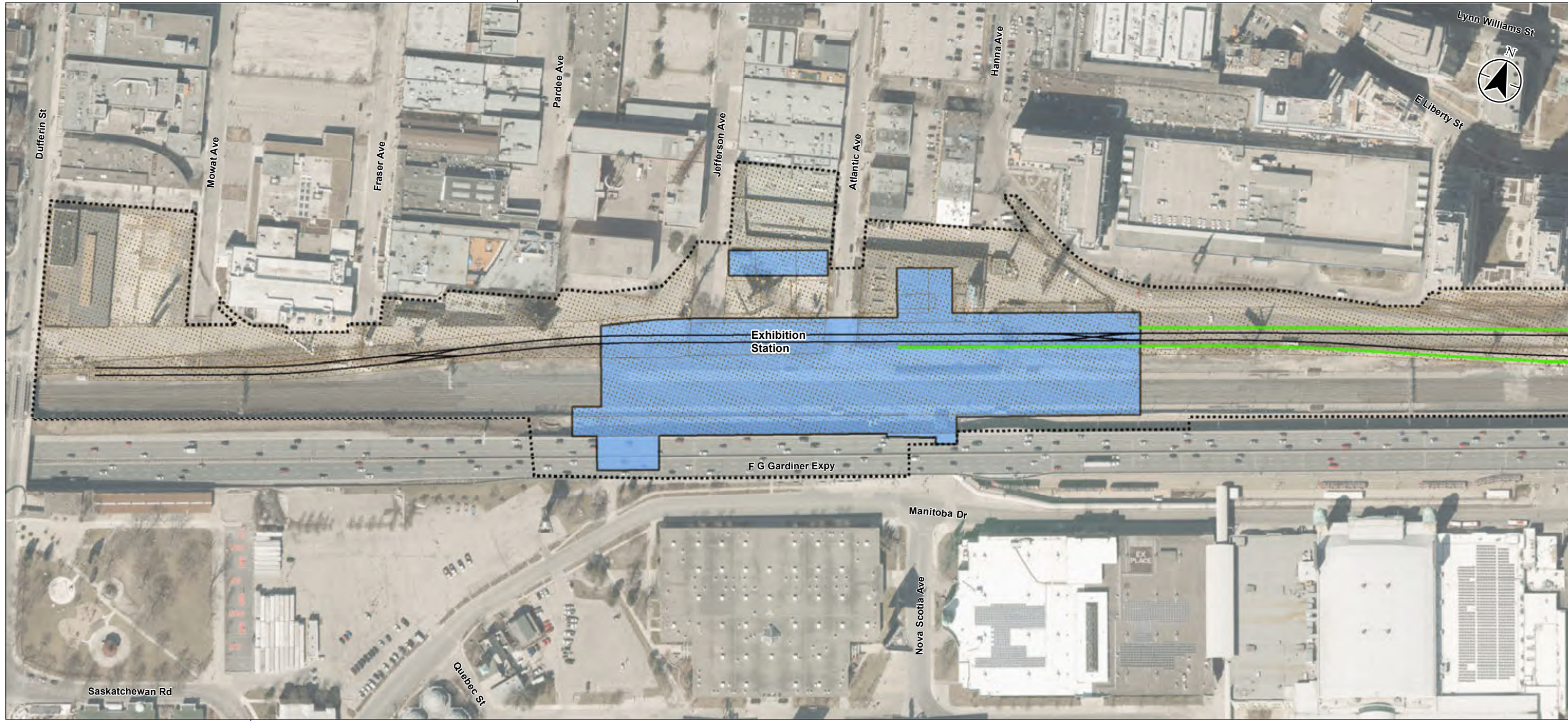
### 8.2 Ontario Line West Section

Figure 8-1 provides an overview of the Project Footprint, including Project components, laydown areas, and permanent infrastructure, in the OLW section.



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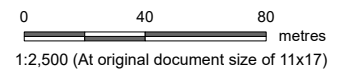
483000



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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Portal
  - Construction Staging and Construction Area
  - Station



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*Prepared by* BCC on 2022-03-17

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ONTARIO LINE TA

160560009 REVA

*Figure No.*  
**8-1-1**

*Title*  
**OLW Project Footprint and Project Components**

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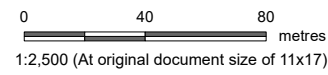
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - Construction Staging and Construction Area
  - Emergency Egress Building (EEB)
  - ★ Traction Power Substation

**Notes**

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ONTARIO LINE TA *160560009* REVA

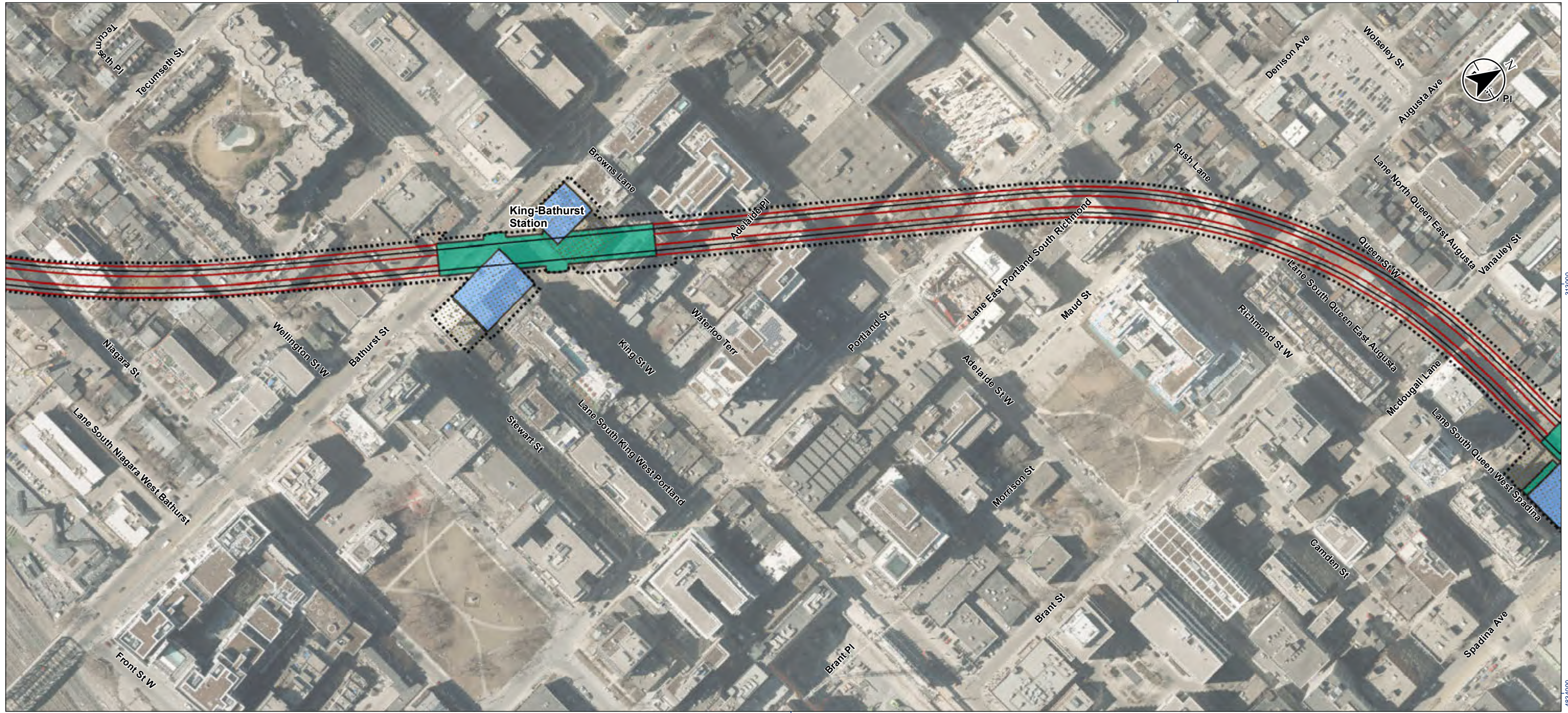
*Figure No.* **8-1-2**

*Title* **OLW Project Footprint and Project Components**

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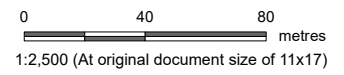
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Station
  - Station Platform - Subsurface Level



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Prepared by BCC on 2022-03-17

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: **8-1-3**

Title: **OLW Project Footprint and Project Components**

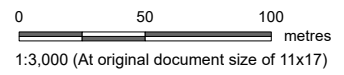
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Station
  - Station Platform - Subsurface Level
  - Streetcar Diversion



*Project Location*  
Toronto, ON

Prepared by BCC on 2022-03-17

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ONTARIO LINE TA

160560009 REVA

*Figure No.*  
**8-1-4**

*Title*  
**OLW Project Footprint and Project Components**

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 3. Orthoimagery © First Base Solutions, 2017. Imagery Date, 20XX.



## 8.2.1 Socio-economic Impact Assessment

### 8.2.1.1 Property Requirements

#### *Construction*

The Project may impact existing property parcels resulting from the track alignment, station buildings, and construction activities. Property requirements, including temporary and permanent property acquisitions and easements, will be confirmed during the next design phase and affected property owners will be engaged as Project planning and design advance. Mitigation measures to avoid or reduce potential impacts, and/or compensation for potential impacts, as well as monitoring activities associated with these impacts, are presented in Table 8-9.

Any permanent property acquisitions required for Project construction will proceed before construction begins. Implementation of the Project will require temporary staging areas or may result in other temporary impacts to facilitate construction of the alignment including stations, tunnels, portals, aboveground alignments and supporting infrastructure. Potential areas that may be required to facilitate staging activities have been identified in the Project Footprint, as shown in Figure 8-1, and will be further refined as the design progresses.

#### *Operations*

After construction of the OLW section is completed, any temporary easements and temporary property acquisitions will no longer be required.

### 8.2.1.2 Development Projects

#### *Construction*

Table 8-1 provides an overview of potential impacts to approved and proposed OLW section development sites. Figure 8-2 provides the location of potentially impacted approved and proposed OLW section development sites. Depending on the location of the proposed development, a range of impacts may occur, from minor access issues to reductions or alterations of development footprints. Compatibility with ongoing and future development sites around the Project Footprint will require review and coordination during the next Project design stage. For more information on potential and approved development sites in the OLW Study Area, refer to Section 7.1.

#### *Operations*

It is anticipated that integration of planned developments and design of the Ontario Line will be resolved as part of its implementation. Therefore, any design issues will be addressed prior to the start of operation and there are no anticipated operational impacts to future developments.



Table 8-1. Potential Impacts to Approved and Proposed OLW Section Development Sites

ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>11</sup>
507151	259 RICHMOND W 21 184321 STE 10 SB 19 144266 STE 10 OZ	<ul style="list-style-type: none"> <li>Sub Division</li> <li>Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Council Approved</li> </ul>
505793 505794	25 ORDNANCE 11 ORDNANCE 18 150447 STE 19 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The development is adjacent to an underground segment of the Project Footprint and Project construction may impact this development. A review of the building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Final Approval Completed</li> </ul>
527382 527284	260 ADELAIDE ST W 254 ADELAIDE ST W 21 249716 STE 10 OZ	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
503746	2 TECUMSETH ST 17 264041 STE 19 OZ 21 239771 STE 10 SA	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to an underground segment of the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Ontario Municipal Board (OMB) Appeal</li> <li>Under Review</li> </ul>
521789 521788	89 NIAGARA ST 89-109 NIAGARA ST 17 271399 STE 19 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to an underground segment of the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
504641 504642 504643 504644	86 BATHURST ST 82 BATHURST 74 BATHURST 72 BATHURST 18 176812 STE 19 OZ 20 102968 STE 10 SA	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> <li>Site Plan Application</li> </ul>	The proposed development is in the Project Footprint, although the development is above the underground segment of OLW. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Notice of Approval Conditions (NOAC) Issued</li> </ul>
497510 497312 497513 497512 497511 497315 497313 497314	665 KING ST W 663 KING ST W 73 BATHURST ST 71 BATHURST ST 69 BATHURST ST 647 KING ST W 60 STEWART ST 58 STEWART ST 16 270239 STE 20 OZ	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> </ul>	The proposed development is in the Project Footprint. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>OMB Appeal</li> </ul>

<sup>11</sup> The Local Planning Appeal Tribunal replaced the OMB in 2018; however, some entries in the City of Toronto's online database for Development Applications (City of Toronto 2020b) still show a status of "OMB Appeal".

ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>11</sup>
509314 509315	553 RICHMOND ST W 543 RICHMOND W 21 186999 STE 10 CD	<ul style="list-style-type: none"> <li>Condominium</li> </ul>	This development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
524446 524445 524444 524443	143 PORTLAND ST 141 PORTLAND ST 139 PORTLAND ST 137 PORTLAND ST 135 PORTLAND ST 21 234402 STE 10 CD 19 232218 STE 10 SA	<ul style="list-style-type: none"> <li>Condominium</li> <li>Site Plan Application</li> </ul>	The proposed development is in the Project Footprint, although the development is above the underground segment of OLW. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Under Review</li> </ul>
500531	520 RICHMOND ST W 17 198847 STE 20 SA 21 220953 STE 10 CD	<ul style="list-style-type: none"> <li>Site Plan Application</li> <li>Condominium</li> </ul>	The development is in the Project Footprint, although the development is above the underground segment of OLW. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Final Approval Completed</li> <li>Under Review</li> </ul>
514675 514674 514673	16 OXLEY ST 46 CHARLOTTE ST 355-359 ADELAIDE ST W 355 ADELAIDE ST W 46 CHARLOTTE ST 20 160837 STE 10 OZ 21 230436 STE 10 CD 21 198048 STE 10 SA	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> <li>Condominium</li> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Under Review</li> <li>Under Review</li> </ul>
474100 474101 474320	381 QUEEN ST W 375 QUEEN ST W 375 R QUEEN ST W 11 310785 STE 20 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to an underground segment of the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
500880 502412 502089	354 ADELAIDE ST W 352 ADELAIDE ST W 350 ADELAIDE ST W 17 279366 STE 20 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
466365	349 QUEEN ST W 10 288104 STE 20 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to an underground segment of the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>



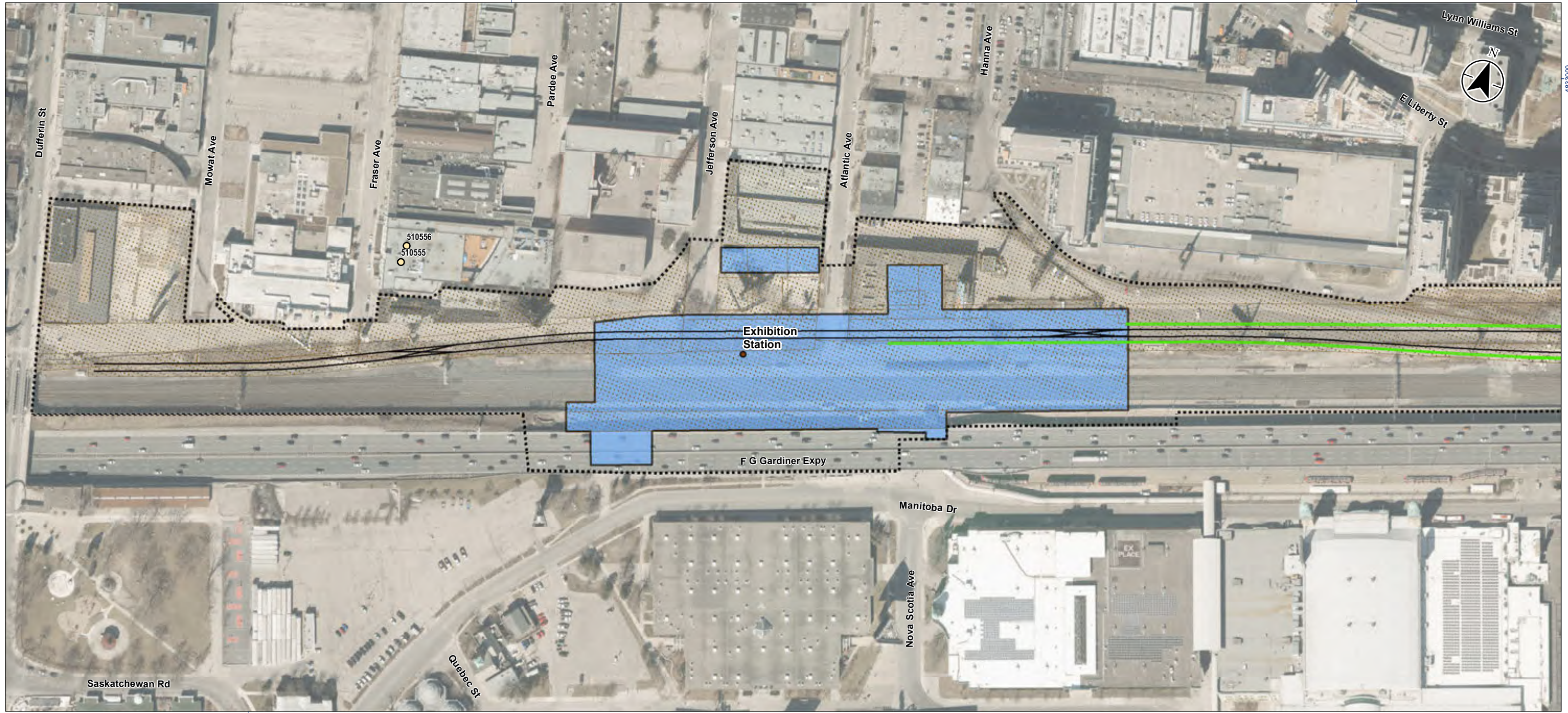
ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>11</sup>
525764 525707 525762 525763 525708 525765	315 ADELAIDE ST W 313 ADELAIDE ST W 312 ADELAIDE ST W 309 ADELAIDE ST W 30 WIDMER ST 310 ADELAIDE ST W 20 121385 STE 10 CD	<ul style="list-style-type: none"> <li>Condominium</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
512955	160 JOHN ST 18 226869 STE 20 OZ 18 226873 STE 20 SA	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> <li>Site Plan Application</li> </ul>	The proposed development is in the Project Footprint, although the development is above the underground segment of OLW. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Under Review</li> </ul>
481645	283 ADELAIDE ST W 13 250158 STE 20 SA 21 108623 STE 10 CD	<ul style="list-style-type: none"> <li>Site Plan Application</li> <li>Condominium</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Final Approval Completed</li> <li>Draft Plan Approved</li> </ul>
473177	263 ADELAIDE ST W 12 152660 STE 20 OZ 20 233451 STE 10 SA	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Council Approved</li> <li>Under Review</li> </ul>
515274 515274 515275 515273 515209 515208	240 ADELAIDE ST W 238 ADELAIDE ST W 236 ADELAIDE ST W 230 ADELAIDE ST W 224 ADELAIDE ST W 20 226357 STE 10 OZ 21 225289 STE 10 SB 21 225292 STE 10 SA	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> <li>Sub Division</li> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Under Review</li> <li>Under Review</li> </ul>
467695	219 QUEEN ST W 18 184238 STE 20 CD 11 237631 STE 20 OZ	<ul style="list-style-type: none"> <li>Condominium</li> <li>Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Final Approval Completed</li> <li>OMB Appeal</li> </ul>
489036	217 ADELAIDE ST W 21 111990 STE 10 SA 15 177189 STE 20 OZ	<ul style="list-style-type: none"> <li>Site Plan Application</li> <li>Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>OMB Approved</li> </ul>
493457 493646	211 ADELAIDE ST W 100 SIMCOE ST 16 192792 STE 20 OZ	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>OMB Appeal</li> </ul>

ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>11</sup>
515953	250 UNIVERSITY AVE 21 215740 STE 10 SB 18 150984 STE 20 OZ	<ul style="list-style-type: none"> <li>• Sub Division</li> <li>• Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• Under Review</li> </ul>
510556 510555	15 FRASER AVE 7 FRASER AVE 16 246189 STE 14 SA	<ul style="list-style-type: none"> <li>• Site Plan Application</li> </ul>	The proposed development is in the Project Footprint. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> </ul>
462128	14 STRACHAN AVE 10 108633 STE 19 SB	<ul style="list-style-type: none"> <li>• Sub Division</li> </ul>	The proposed development is adjacent to an underground segment of the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Draft Plan Approved</li> </ul>
518415	2 STRACHAN AVE 14 223125 STE 19 SA 19 120853 STE 10 SA 14 171615 STE 19 SA	<ul style="list-style-type: none"> <li>• Site Plan Application</li> <li>• Site Plan Application</li> <li>• Site Plan Application</li> </ul>	This development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Final Approval Completed</li> <li>• NOAC Issued</li> <li>• NOAC Issued</li> </ul>



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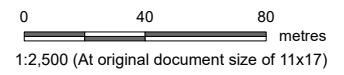
483000



311000



- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Portal
  - ▨ Construction Staging and Construction Area
  - ▤ Project Footprint
  - Station



Project Location: Toronto, ON  
 Prepared by BCC on 2022-03-26

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
 160560009 REVA

Figure No.: **8-2-1**

Title: **Potential Impacts to Approved and Proposed OLW Section Development Sites**

\\cd1215-01\work\_group\01605\active\160560009\11\_data\gis\_cad\gis\mxd\isocd-ecr\report\_figures\20210128\_Socio-ec160560009\_SE\_Fig08-2\_OLW\_PotentialImpactsMapbook.mxd Revised: 2022-03-26 By: bowper

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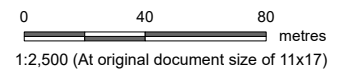
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**Legend**

- Active Developments
- Alignment - Current**
- Track Alignment Centerline
- Tunnels
- Portal
- ▨ Construction Staging and Construction Area
- ⋯ Project Footprint
- ★ Traction Power Substation
- Emergency Egress Building (EEB)



Project Location: Toronto, ON  
 Prepared by BCC on 2022-03-26

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
 160560009 REVA

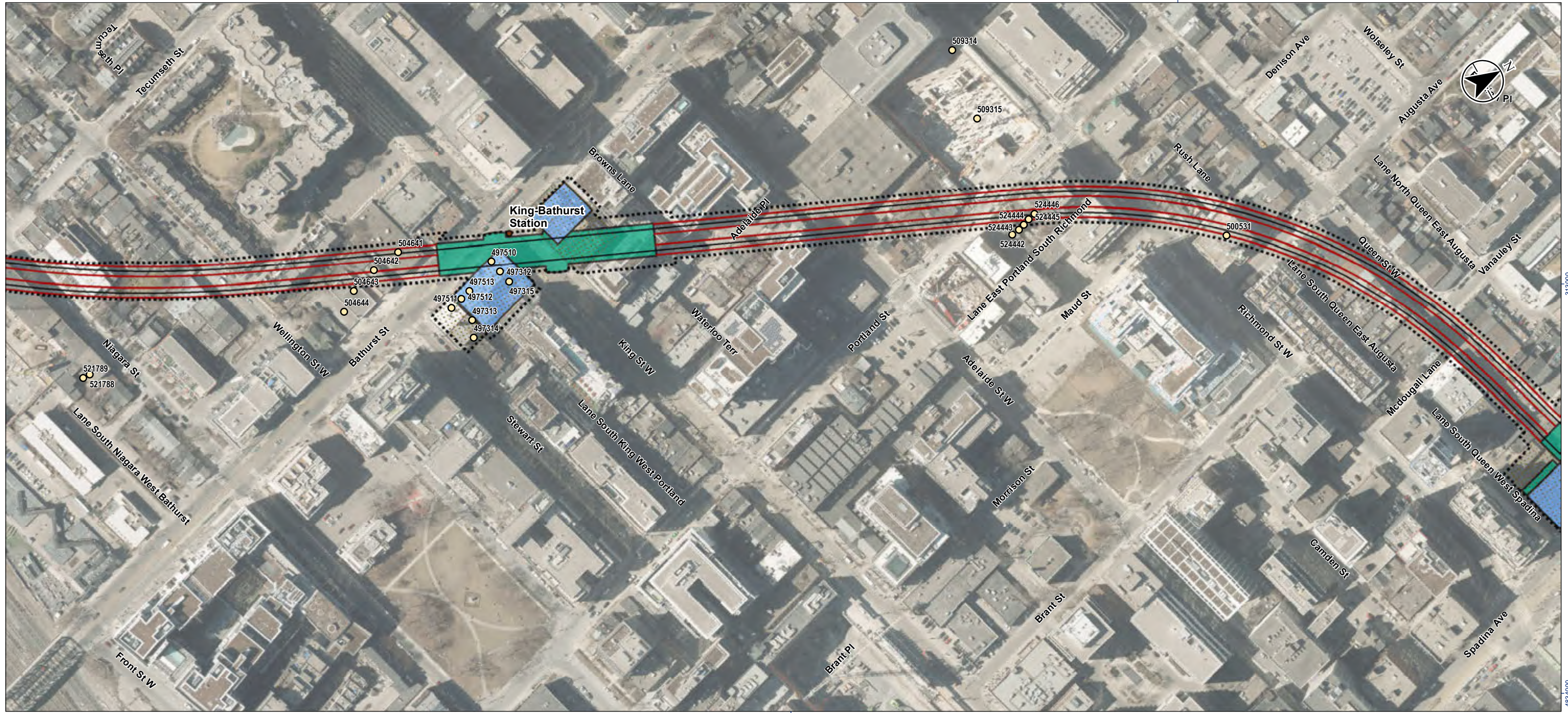
Figure No.: **8-2-2**

Title: **Potential Impacts to Approved and Proposed OLW Section Development Sites**

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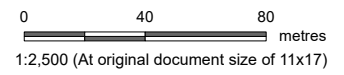
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- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - ▨ Construction Staging and Construction Area
  - ▤ Project Footprint
  - Station
  - Station Platform - Subsurface Level



Project Location: Toronto, ON  
Prepared by BCC on 2022-03-26

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

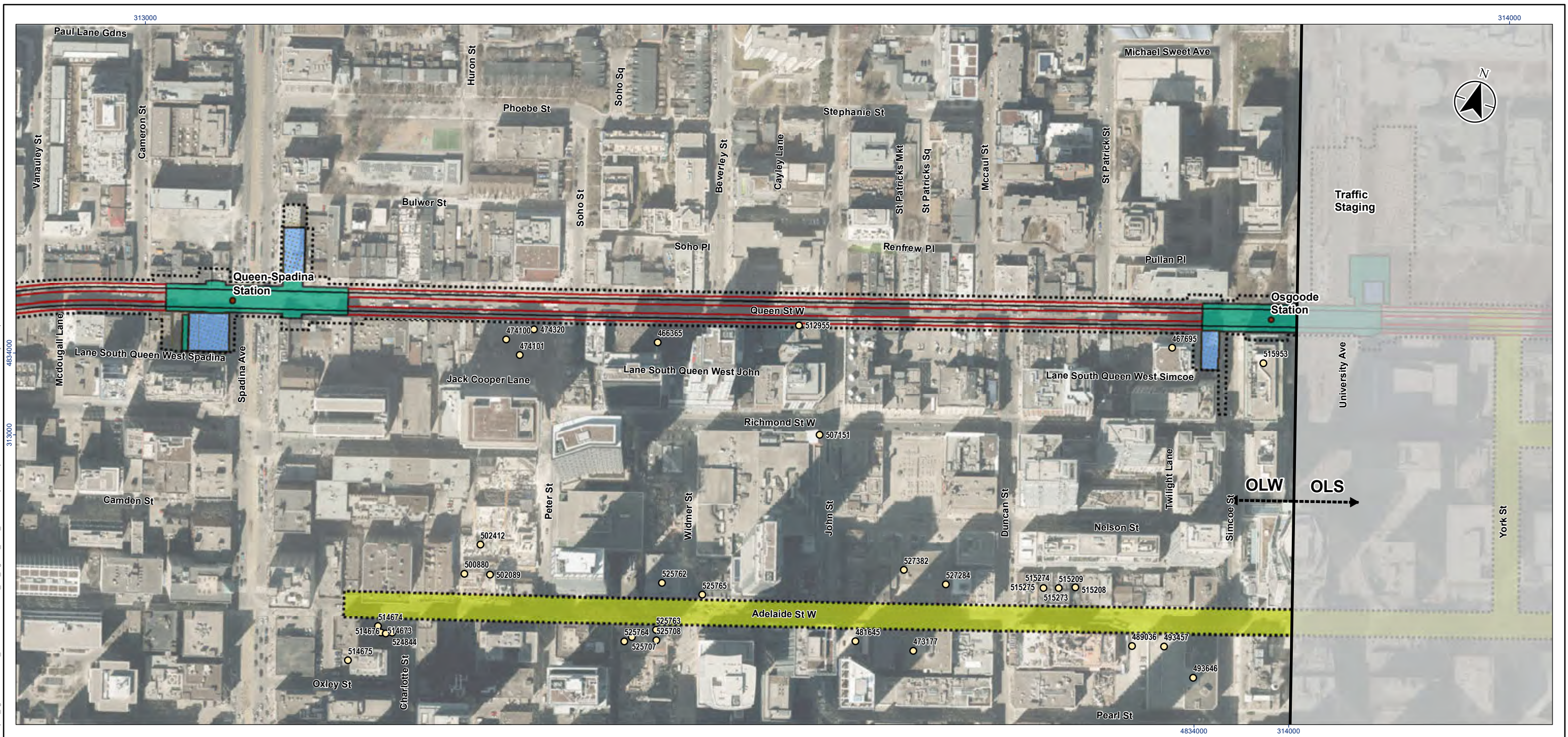
Figure No.: **8-2-3**

Title: **Potential Impacts to Approved and Proposed OLW Section Development Sites**

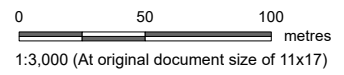
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- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - ▨ Construction Staging and Construction Area
  - ▨ Project Footprint
  - Station
  - Station Platform - Subsurface Level
  - Streetcar Diversion



Project Location: Toronto, ON  
Prepared by BCC on 2022-03-26

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: 8-2-4

Title: Potential Impacts to Approved and Proposed OLW Section Development Sites

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## 8.2.2 Existing Land Use and Visual Characteristics

### 8.2.2.1 Land Use Disruption

#### *Construction*

The primary impacts of constructing the OLW section will be noise, intrusion from construction lighting, dust, and truck traffic. These impacts will be experienced from the short aboveground segment from Exhibition Station to the subway portal and at the portal itself. Nuisance construction impacts can be expected during construction of the traction power substation just west of Strachan Avenue in the vicinity of the construction site. Construction of Liberty New Street may limit or change access to the north entrance of Exhibition GO station. The portal east of Exhibition Station will be used as a tunnel boring machine (TBM) launch site. Nearby land users can expect additional noise and dust in the vicinity of the portal and spoils management locations which will be in the laydown and staging areas around Exhibition Station. This will result in additional truck traffic on nearby roadways.

Construction of the underground segment from the portal to Osgoode Station may also generate nuisance vibration beneath properties along the tunnel RoW during drilling. Nuisance vibration impacts will also be experienced at the station sites along the underground segment of OLW as they are constructed, and at staging and laydown areas along the alignment where construction equipment and materials will be stored, assembled, and maintained.

Proposed staging areas may be located next to the Lakeshore West Rail Corridor between Exhibition Station and the Kitchener Rail Corridor to support improvements to Exhibition Station. Condominium residents of residential properties abutting the Lakeshore West Rail Corridor to Strachan Avenue will overlook Exhibition Station and proposed staging areas next to the tracks and can expect to experience elevated levels of noise, dust, light intrusion, and truck traffic. Construction should not significantly impact the visitor experience at Fort York or users of Garrison Commons because the Ontario Line portal to transition the line underground will be west of these public amenities. There may be a reduction in parking in the area because parking lots are proposed to be used as part of the staging and construction areas.

Because the Ontario Line will enter a portal to descend underground shortly after leaving Exhibition Station and remain beneath the surface to Osgoode Station, construction impacts will largely be limited to nuisance vibration associated with subterranean drilling. Aboveground construction will include an EEB and station construction. The construction sites for the EEB and stations will impact the area. Access to Ordnance Park may be limited during construction of the EEB in order to accommodate construction work and associated staging and laydown areas. Construction staging and laydown areas may be established adjacent to the existing TTC King/Bathurst and Queen/Spadina Station sites. The Bathurst-King Station will have new structures for entry and egress on the southeast and northeast corners of the King-Bathurst intersection with the underground platform aligned diagonally beneath the intersection and adjacent properties. The Wheat Sheaf and other commercial and residential uses in the vicinity will be impacted by noise, dust, light intrusion, and truck traffic during the construction period.

The new Queen-Spadina Station will have structures on the southwest and northeast corners of the intersection between Queen Street and Spadina Avenue. The underground platform will be aligned along the Queen Street RoW. Staging is proposed on the two building sites and on parking lots in the vicinity. The commercial and residential land uses near the sites and proposed staging areas will be impacted by noise, dust, light intrusion, and increased truck traffic during the construction period.

Table 8-2 provides a summary of the approximate total parkland impact in the OLW section during construction. Tunneling is proposed beneath portions of existing and proposed parkland along the alignment; however, it will not impact the use of park space.

**Table 8-2. OLW Construction Impacts to Parkland in Hectares**

Park	Area Impacted (Hectares)
City-Wide Open Space	1.013
Sir William Campbell House Museum – Building Grounds	0.026
Total	1.039

### *Operations*

Land uses adjacent to the aboveground segments of OLW as well as Exhibition Station, King/Bathurst Station, and Queen/Spadina Station may experience nuisance impacts such as noise, vibration, dust, traffic, and light intrusion from infrastructure and operational activities. Access to driveways and side streets may be altered for at-grade segments of OLW.

During operations, approximately 0.024 hectares of city-wide open space will be impacted by permanent Project infrastructure.

### **8.2.2.2 Built Form and Visual Characteristics**

#### *Construction*

Construction activities along the OLW section may result in temporary impacts to built form and visual characteristics due to the construction of infrastructure, including temporary noise barriers, lighting, vegetation removal, temporary storage sites for equipment, staging/laydown areas, stockpiling of material and other construction-related activities. Residential and commercial properties fronting the Project Footprint are more likely to experience changes in visual character.

Areas of vegetation along the Lakeshore West Rail Corridor will be removed for the construction of tracks and will result in increased visual exposure to the Project's construction.



## *Operations*

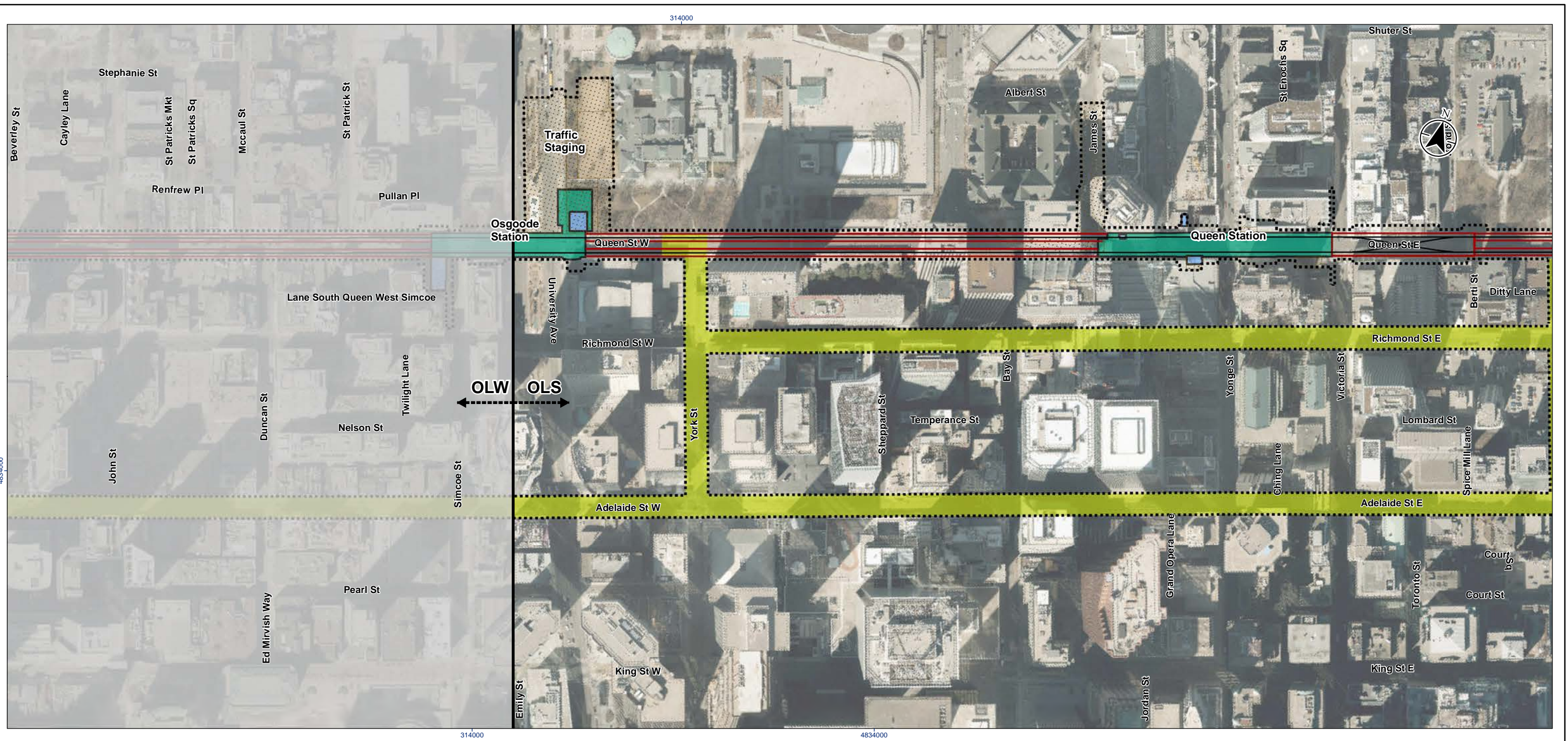
After construction, the impacts on built form and visual characteristics in the OLW section will be limited. The additional station infrastructure at Exhibition will generally fit in to the visual character of the existing transit station. The above-grade concourse will be visually prominent in the future viewshed from platform level at the existing GO station. The additional tracks along the Lakeshore West Rail Corridor will also align with the current visual character of the area. The portal to transition the tracks underground will be visually prominent in the future viewshed. The traction power substation may be visible from nearby high-rise residential buildings. The EEB will be visible from within Ordance Park. The new station headhouses at Bathurst-King Station and the north headhouse at Queen-Spadina Station will be integrated into the existing heritage buildings. The south headhouse for Queen-Spadina Station will be visually prominent in the future viewshed from surrounding land uses.

## **8.3 Ontario Line South**

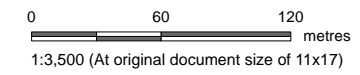
Figure 8-3 provides an overview of the Project Footprint including Project components, laydown areas, and permanent infrastructure in the OLS section.



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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Station
  - Station Platform - Subsurface Level
  - Streetcar Diversion



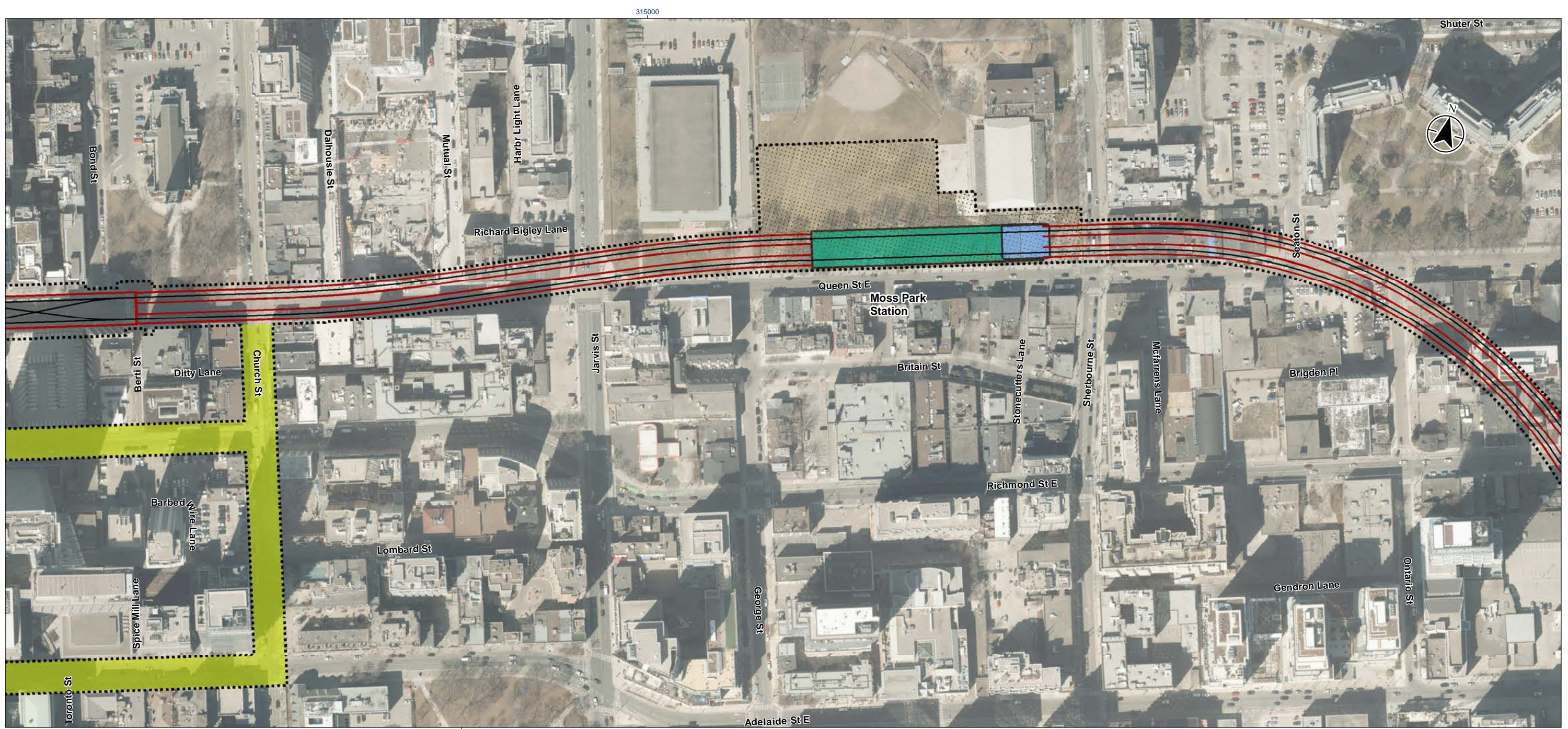
<i>Project Location</i> Toronto, ON	<i>Prepared by</i> BCC on 2022-04-07
<i>Client/Project</i> HDR CORPORATION ONTARIO LINE TA	160560009 REVA
<i>Figure No.</i> <b>8-3-1</b>	
<i>Title</i> <b>OLS Project Footprint and Project Components</b>	

**Notes**

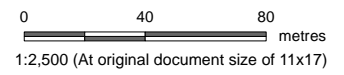
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Station
  - Station Platform - Subsurface Level
  - Streetcar Diversion



Project Location: Toronto, ON  
Prepared by BCC on 2022-04-07

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: 8-3-2

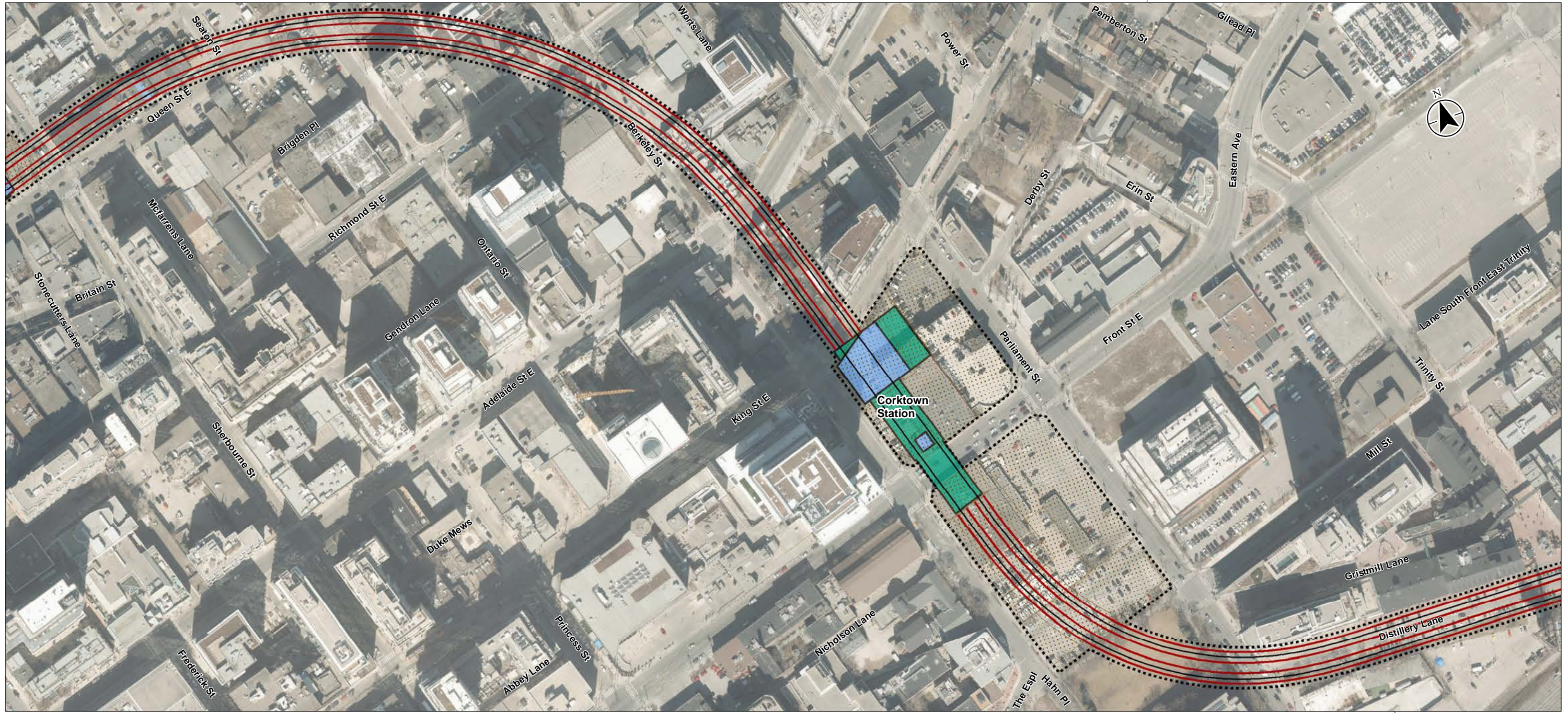
Title: OLS Project Footprint and Project Components

**Notes**

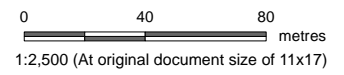
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Station
  - Station Platform - Subsurface Level



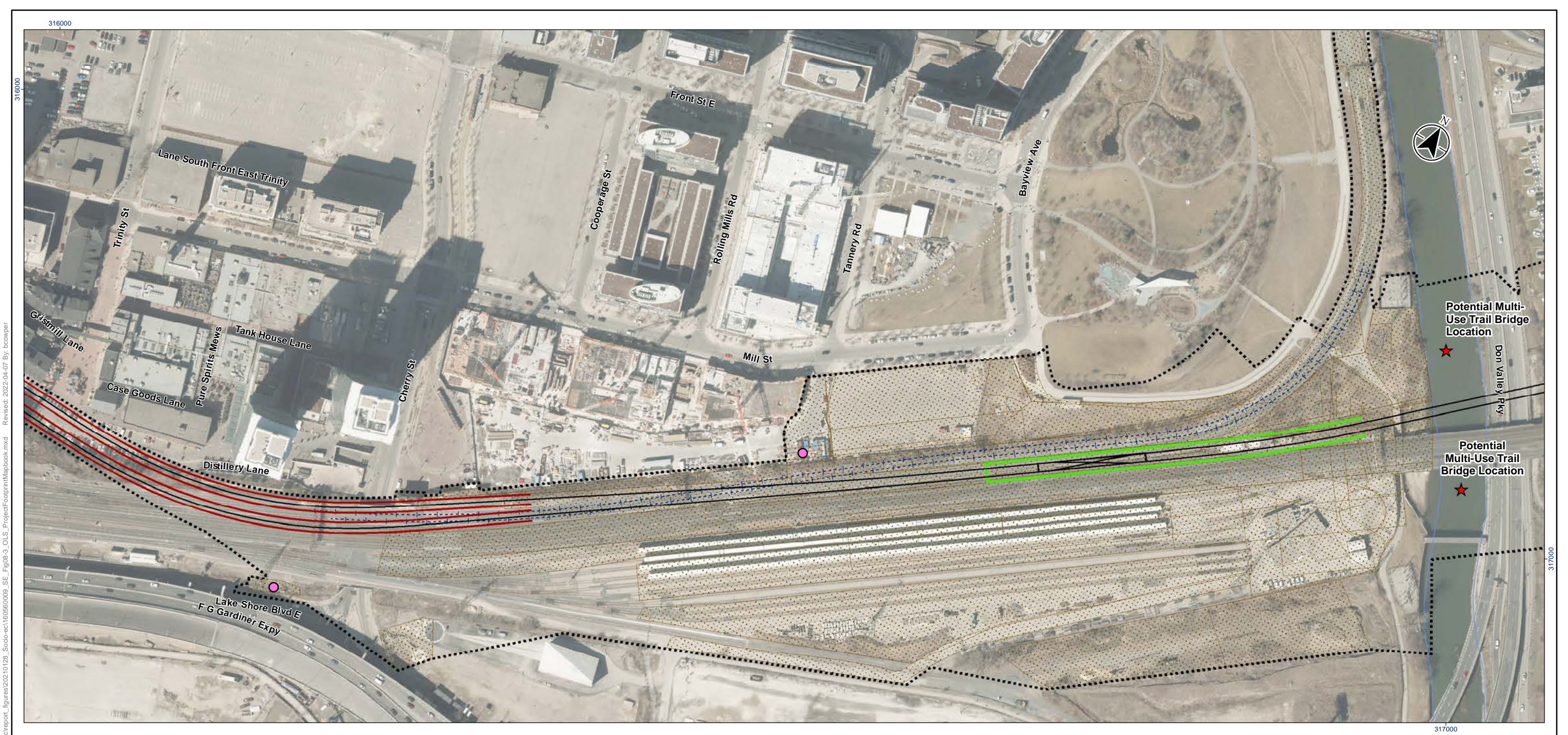
<i>Project Location</i> Toronto, ON	<i>Prepared by</i> BCC on 2022-04-07
<i>Client/Project</i> HDR CORPORATION ONTARIO LINE TA	160560009 REVA
<i>Figure No.</i> <b>8-3-3</b>	
<i>Title</i> <b>OLS Project Footprint and Project Components</b>	

**Notes**

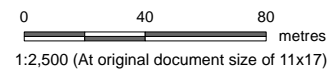
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - RH Final Alignment
  - Construction Staging and Construction Area
  - Waterbody
  - Emergency Egress Building (EEB)
  - ★ Potential Multi-Use Trail Bridge Location



*Project Location*  
Toronto, ON

*Client/Project*  
HDR CORPORATION  
ONTARIO LINE TA

*Figure No.*  
**8-3-4**

*Title*  
**OLS Project Footprint and Project Components**

*Prepared by BCC on 2022-04-07*

*160560009 REVA*

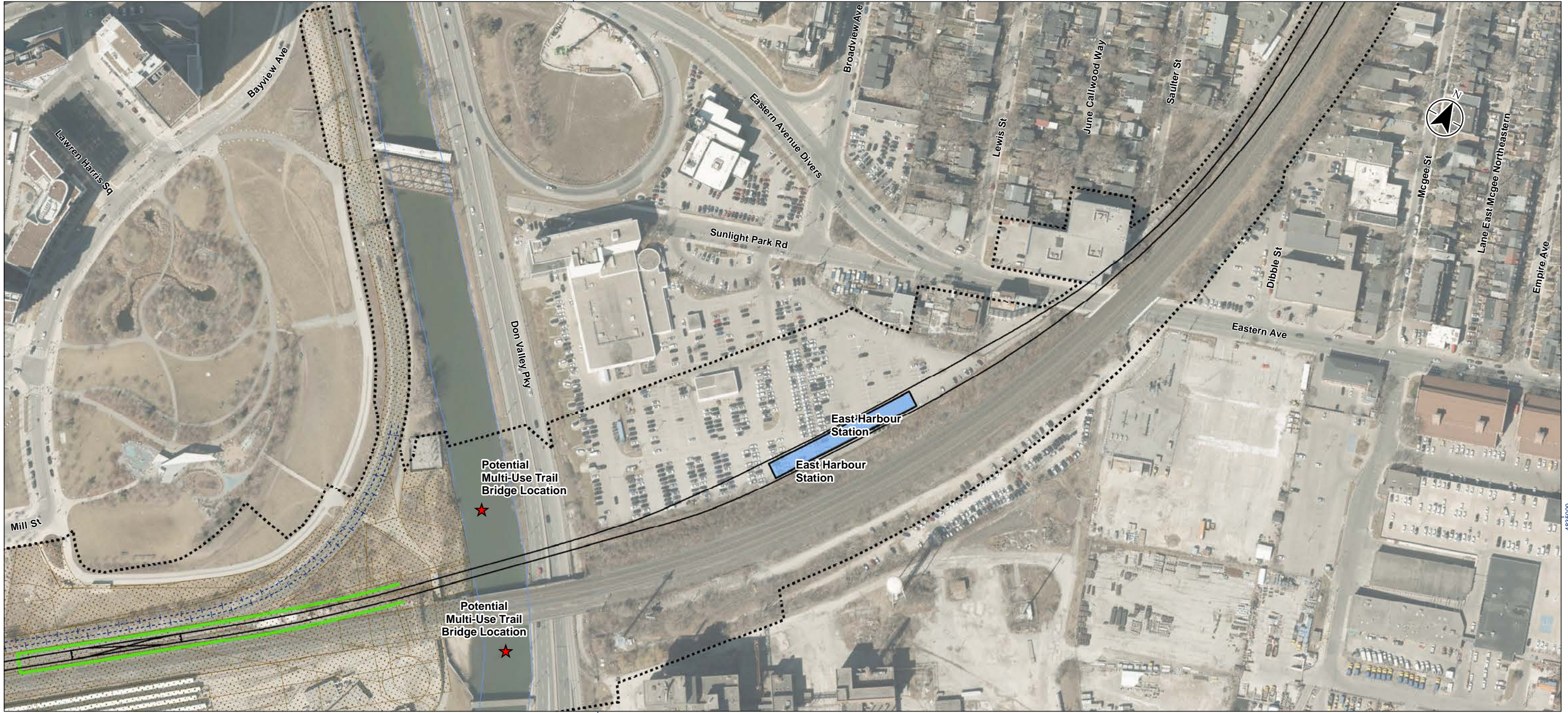
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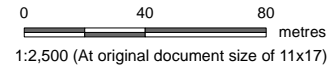
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Portal
  - - - RH Final Alignment
  - Construction Staging and Construction Area
  - Waterbody
  - ★ Potential Multi-Use Trail Bridge Location
  - Station



Project Location: Toronto, ON  
 Prepared by BCC on 2022-04-07

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
 160560009 REVA

Figure No.: **8-3-5**  
 Title: **OLS Project Footprint and Project Components**

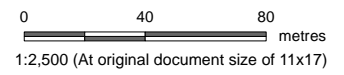
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Construction Staging and Construction Area
  - Station



Project Location: Toronto, ON  
Prepared by BCC on 2022-04-07

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: **8-3-6**

Title: **OLS Project Footprint and Project Components**

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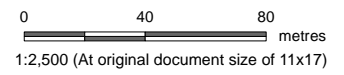
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - Proposed Sewer Relocation
  - Construction Staging and Construction Area
  - Emergency Egress Building (EEB)
  - Station



Project Location: Toronto, ON  
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Client/Project: HDR CORPORATION, ONTARIO LINE TA  
 160560009 REVA

Figure No.: **8-3-7**

Title: **OLS Project Footprint and Project Components**

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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - Construction Staging and Construction Area
  - Emergency Egress Building (EEB)
  - Station
  - Station Platform - Subsurface Level

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1:2,500 (At original document size of 11x17)



Project Location: Toronto, ON  
Prepared by BCC on 2022-04-07

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: 8-3-8

Title: OLS Project Footprint and Project Components

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## 8.3.1 Socio-economic Impact Assessment

### 8.3.1.1 Property Requirements

#### *Construction*

The Project may impact existing property parcels resulting from the track alignment, station buildings, and construction activities. Property requirements, including temporary and permanent property acquisitions and easements, will be confirmed during the next design phase and affected property owners will be engaged as Project planning and design advance. Mitigation measures to avoid or reduce potential impacts, and/or compensation for potential impacts, as well as monitoring activities associated with these impacts, are presented in Table 8-9.

Any permanent property acquisitions required for Project construction will proceed before construction begins. Implementation of the Project will require temporary staging areas or may result in other temporary impacts to facilitate construction of the alignment including stations, tunnels, portals, aboveground alignments and supporting infrastructure. Potential areas that may be required to facilitate staging activities have been identified in the Project Footprint, as shown in Figure 8-3, and will be further refined as the design progresses.

#### *Operations*

After construction of the OLS section is completed, any temporary easements and temporary property acquisitions will no longer be required.

### 8.3.1.2 Development Projects

#### *Construction*

Table 8-3 provides an overview of potential impacts to approved and proposed OLS section development sites. Figure 8-4 provides the location of potentially impacted approved and proposed OLS section development sites. Depending on the location of the proposed development, a range of impacts may occur, from minor access issues to reductions to or alterations of development footprints. Compatibility with ongoing and future development sites around the Project Footprint will require review and coordination during the next Project design stage. For more information on potential and approved development sites in the OLS section Study Area, refer to Section 7.2.

#### *Operations*

It is anticipated that integration of planned developments and design of the Ontario Line will be resolved as part of the Ontario Line's implementation. Therefore, any design issues are addressed prior to the start of operation and there are no anticipated operational impacts to future developments.



Table 8-3. Potential Impacts to Approved and Proposed OLS Section Development Sites

ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>12</sup>
488618	12 BRIGDEN ST 273 QUEEN ST E 275 QUEEN ST E 277 QUEEN ST E 281 QUEEN ST E 283 QUEEN ST E 285 QUEEN STE 412 RICHMOND ST E 21 235516 STE 13 SB 21 153650 STE 13 SA 16 118638 STE 28 OZ	<ul style="list-style-type: none"> <li>• Sub Division</li> <li>• Site Plan Application</li> <li>• Official Plan/Rezoning</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Application Received</li> <li>• Under Review</li> <li>• OMB Appeal</li> </ul>
483130	354 PAPE AVE 354-358 PAPE AVE 14 147891 STE 30 OZ 14 147899 STE 30 SA	<ul style="list-style-type: none"> <li>• Official Plan/Rezoning</li> <li>• Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• Under Review</li> </ul>
514978	102 BERKELEY ST 21 235248 STE 13 CD 21 221292 STE 13 OZ	<ul style="list-style-type: none"> <li>• Condominium</li> <li>• Official Plan/Rezoning</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• Appeal Received</li> </ul>
514978	102 BERKELEY ST 20 178196 STE 13 CD	<ul style="list-style-type: none"> <li>• Condominium</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Draft Plan Approved</li> </ul>
501469	37 PARLIAMENT ST 21 226423 STE 10 CD 17 219060 STE 28 OZ 19 240782 STE 10 SA	<ul style="list-style-type: none"> <li>• Condominium</li> <li>• Official Plan/Rezoning</li> <li>• Site Plan Application</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• OMB Appeal</li> <li>• Under Review</li> </ul>
518102	550 ADELAIDE ST E 21 240866 STE 13 OZ	<ul style="list-style-type: none"> <li>• Official Plan/Rezoning</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> </ul>
514890	181 UNIVERSITY AVE 150 YORK ST 20 159777 STE 10 SA	<ul style="list-style-type: none"> <li>• Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> </ul>

<sup>12</sup> The Local Planning Appeal Tribunal replaced the OMB in 2018; however, some entries in the City of Toronto's online database for Development Applications (City of Toronto 2020b) still show a status of "OMB Appeal".

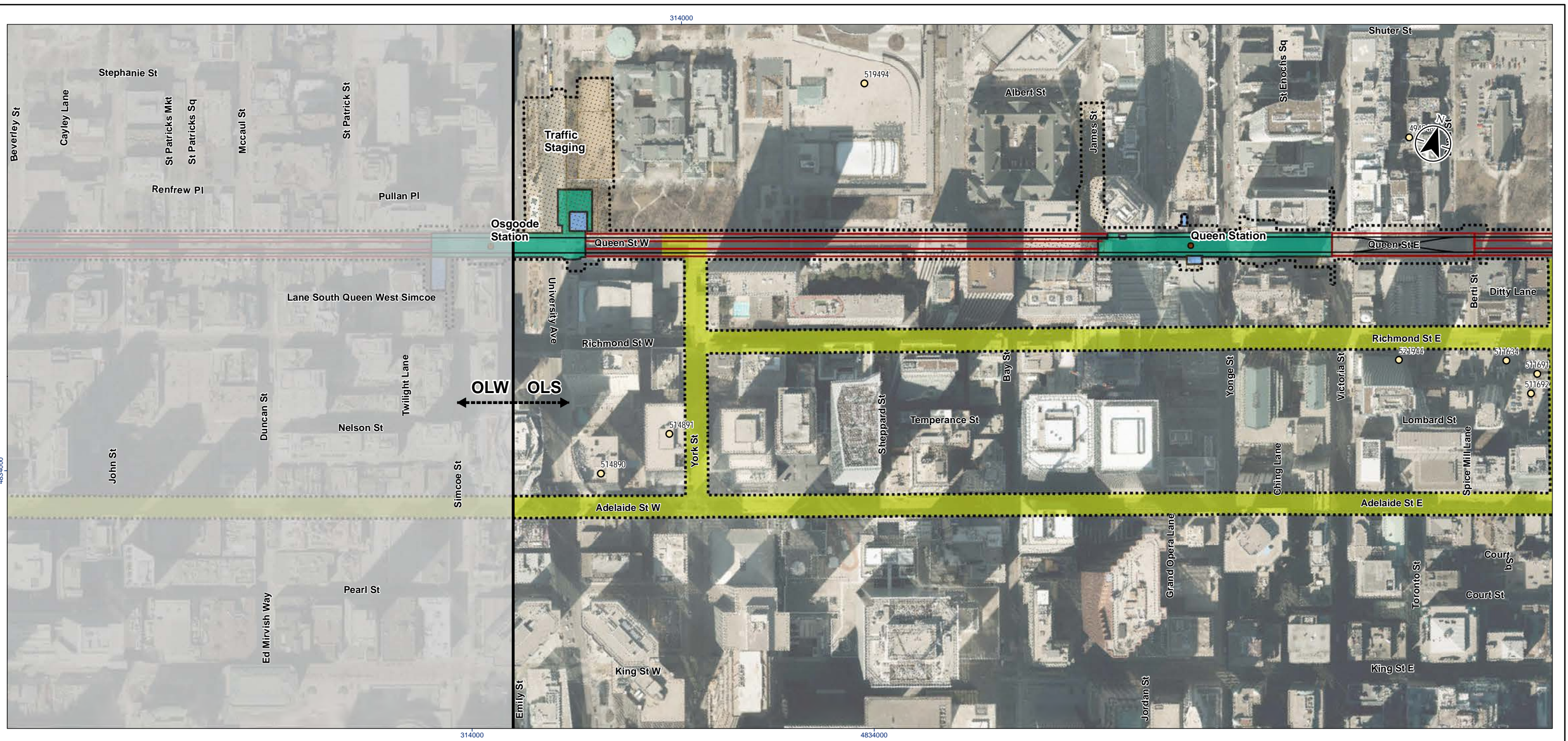
ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>12</sup>
523019 523012 521808 523014 523013 521809 523018 521809 523018	100 QUEEN ST E 102 QUEEN ST E 104 QUEEN ST E 90 QUEEN ST E 92 QUEEN ST E 94 QUEEN ST E 98 QUEEN ST E 20 195422 STE 13 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
524756 524755	10 MUTUAL ST 88 QUEEN ST E 19 232241 STE 13 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
519494	100 QUEEN ST W 20 223877 STE 10 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
494048	30 BOND ST 16 148963 STE 27 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>NOAC Issued</li> </ul>
500852 500854 500853	250 FRONT ST E 260 FRONT ST E 383 KING ST E 17 269658 STE 28 OZ	<ul style="list-style-type: none"> <li>Official Plan/Rezoning</li> </ul>	The proposed development is in the Project Footprint in an area proposed for construction staging and laydown. If the development is approved, design coordination may be required if the area is utilized for construction staging.	<ul style="list-style-type: none"> <li>Under Review</li> </ul>
507044	433 PAPE AVE 19 203446 STE 14 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>NOAC Issued</li> </ul>
513853 526468	370 CHERRY ST 370 R CHERRY ST 19 263645 STE 10 SA 21 234399 STE 10 SB	<ul style="list-style-type: none"> <li>Site Plan Application</li> <li>Sub Division</li> </ul>	The proposed development is directly adjacent to the Project Footprint, although the development is adjacent to the underground segment of OLS. If this development proceeds, a review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>Under Review</li> <li>Under review</li> </ul>
512310	181 MILL ST 18 251580 STE 28 SA	<ul style="list-style-type: none"> <li>Site Plan Application</li> </ul>	The development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>NOAC Issued</li> </ul>



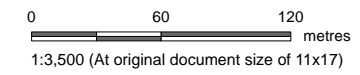
ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>12</sup>
495372 495371 521175 521097	21 DON VALLEY PKWY 375 EASTERN 385 EASTERN 21 172637 STE 14 OZ 18 270302 STE 14 SA 16 270078 STE 30 SB 16 270078 STE 30 SB	<ul style="list-style-type: none"> <li>• Official Plan/Rezoning</li> <li>• Site Plan Application</li> <li>• Plan of Sub Division</li> <li>• Plan of Sub Division</li> </ul>	The proposed development is in the Project Footprint in an area proposed for construction staging and laydown. If the development is approved, design coordination may be required if the area is utilized for construction staging.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• Under Review</li> <li>• Under Review</li> <li>• Under Review</li> </ul>
521944	25 RICHMOND ST E 19 234834 STE 13 CD 19 234849 STE 13 CD 20 229630 STE 13 CD	<ul style="list-style-type: none"> <li>• Condominium</li> <li>• Condominium</li> <li>• Condominium</li> </ul>	The development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Draft Plan Approved</li> <li>• Draft Plan Approved</li> <li>• Draft Plan Approved</li> </ul>
511634 511692 511691	59 RICHMOND ST E 114 CHURCH ST 120 CHURCH ST20 110990 STE 13 SA 17 253844 STE 28 OZ 21 228105 STE 13 SB	<ul style="list-style-type: none"> <li>• Site Plan Application</li> <li>• Official Plan/Rezoning</li> <li>• Sub Division</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• OMB Appeal</li> <li>• Under Review</li> </ul>
491585 491584 491586	97 CHURCH ST 89 CHURCH ST 99 CHURCH ST 20 110990 STE 13 SA 17 253844 STE 28 OZ 20 110990 STE 13 SA 17 253844 STE 28 OZ 16 142849 STE 28 SA	<ul style="list-style-type: none"> <li>• Site Plan Application</li> <li>• Official Plan/Rezoning</li> <li>• Site Plan Application</li> <li>• Official Plan/Rezoning</li> <li>• Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• OMB Appeal</li> <li>• Under Review</li> <li>• OMB Appeal</li> <li>• NOAC Issued</li> </ul>



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- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - ▨ Construction Staging and Construction Area
  - ▤ Project Footprint
  - Station
  - Station Platform - Subsurface Level
  - Streetcar Diversion



Project Location: Toronto, ON Prepared by BCC on 2022-04-07

Client/Project: HDR CORPORATION, ONTARIO LINE TA 160560009 REVA

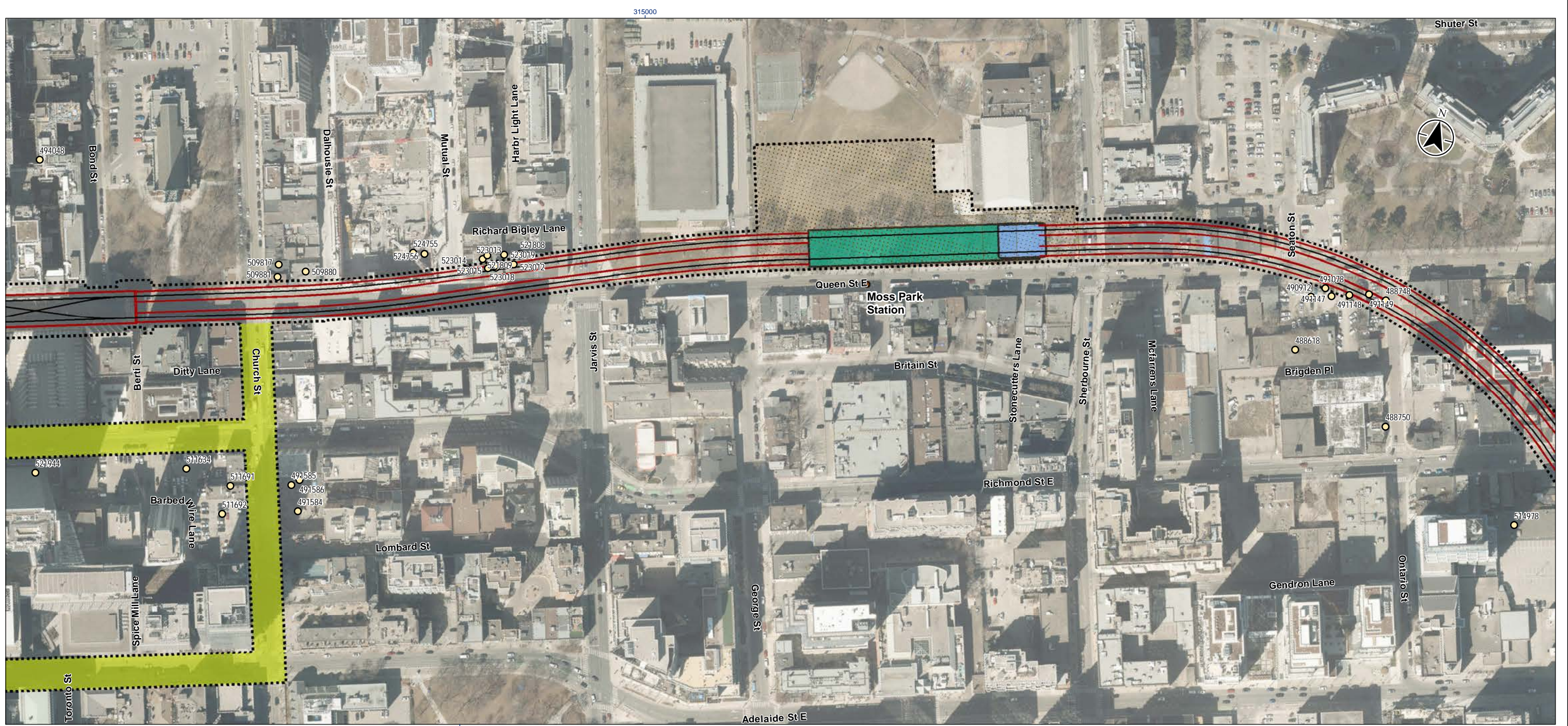
Figure No.: **8-4-1**

Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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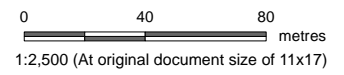
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**Legend**

- Active Developments
- Alignment - Current**
- Track Alignment Centerline
- Tunnels
- Construction Staging and Construction Area
- Project Footprint
- Station
- Station Platform - Subsurface Level
- Streetcar Diversion



Project Location: Toronto, ON  
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Figure No.: **8-4-2**

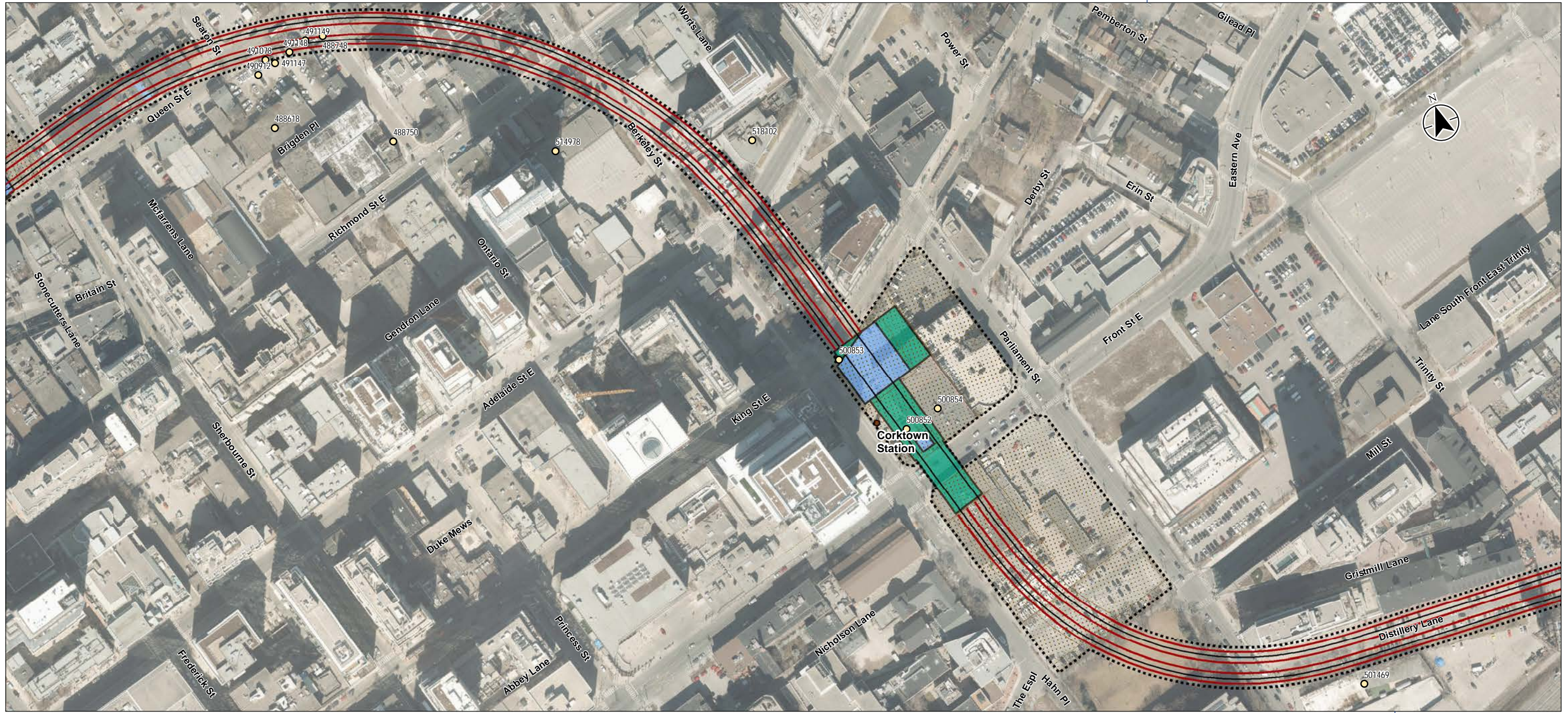
Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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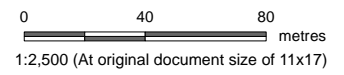
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- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Project Footprint
  - Station
  - Station Platform - Subsurface Level



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160560009 REVA

Figure No.: **8-4-3**

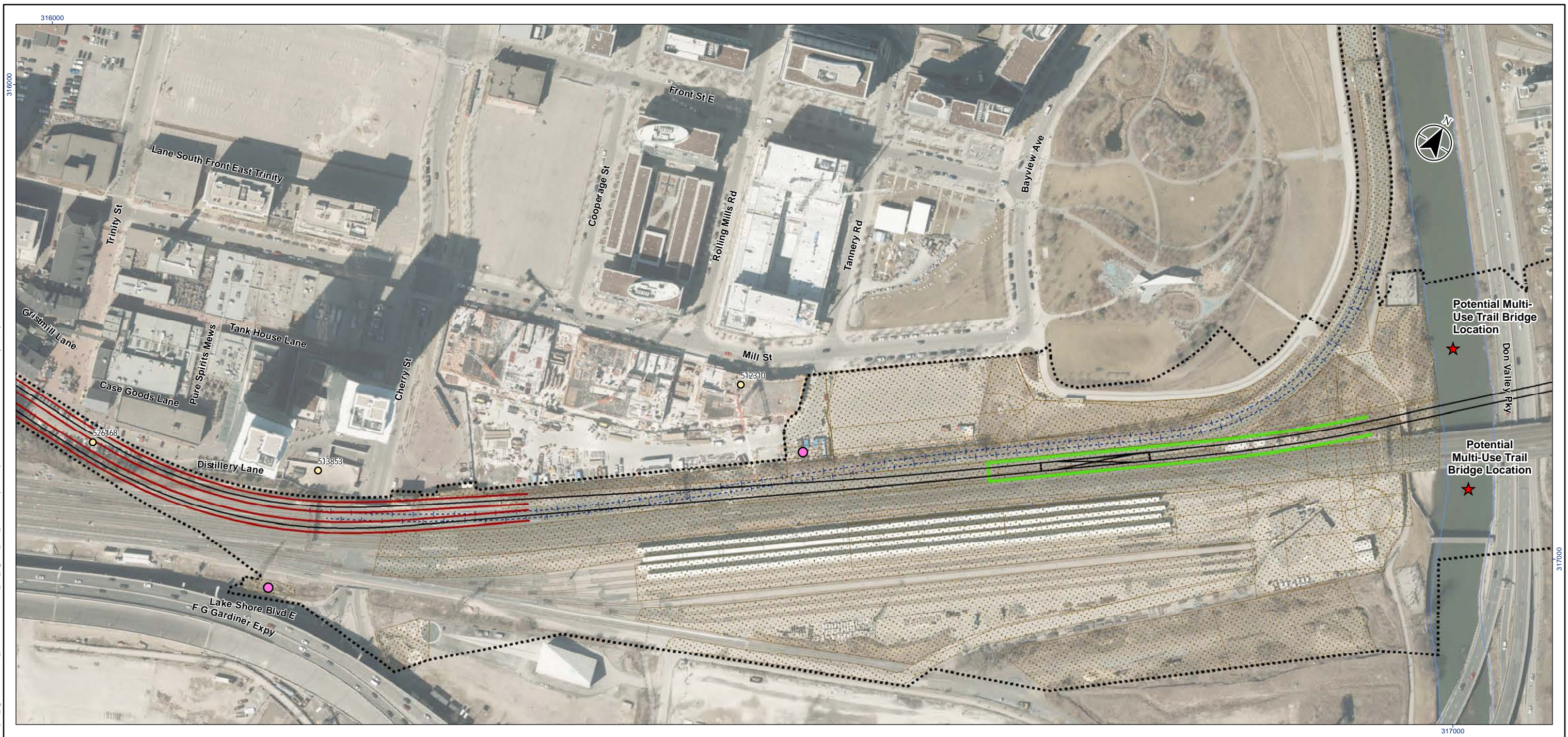
Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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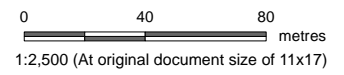
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- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - - - RH Final Alignment
  - Construction Staging and Construction Area
  - Project Footprint
  - Waterbody
  - Emergency Egress Building (EEB)
  - ★ Potential Multi-Use Trail Bridge Location



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Figure No.: **8-4-4**

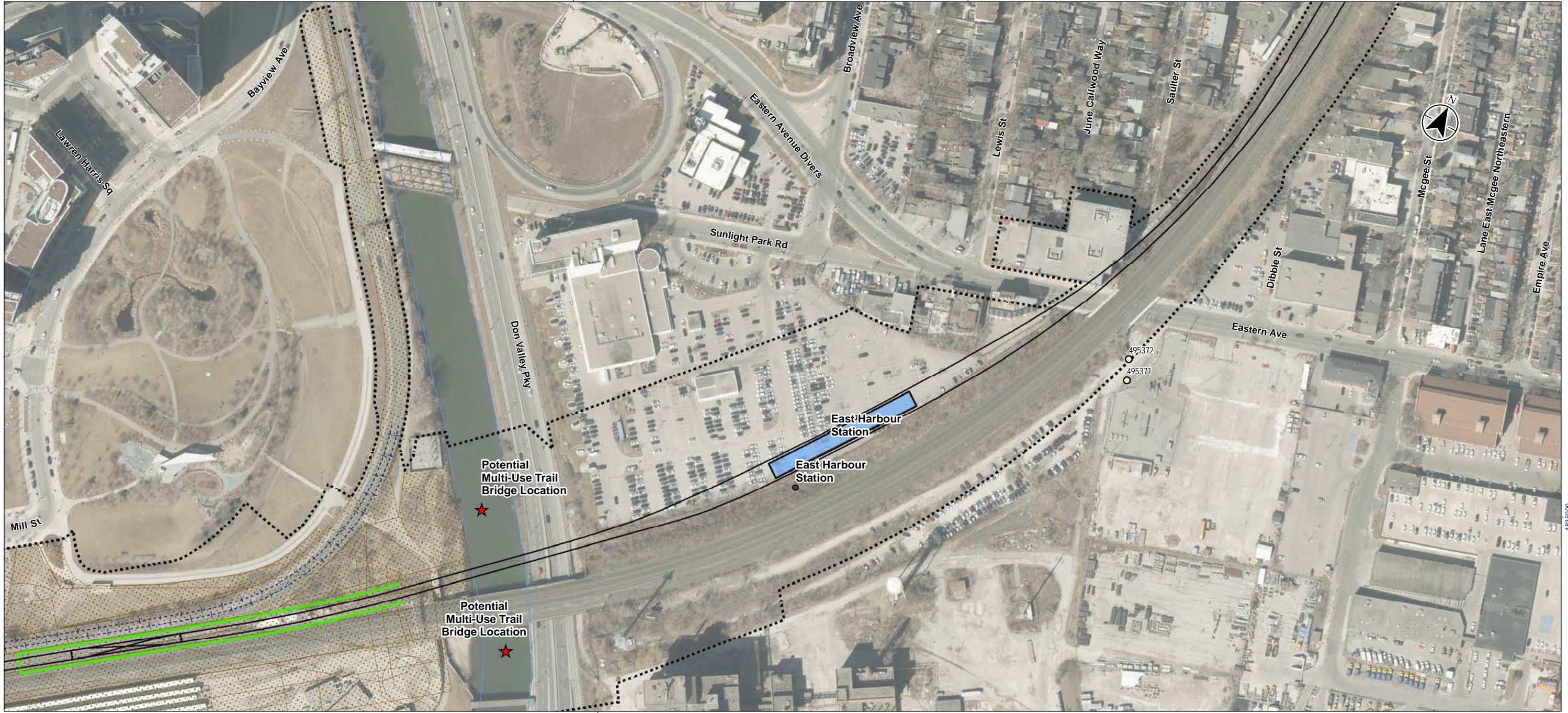
Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Portal
  - - - RH Final Alignment
  - ▨ Construction Staging and Construction Area
  - ▤ Project Footprint
  - ▭ Waterbody
  - ★ Potential Multi-Use Trail Bridge Location
  - ▭ Station

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 160560009 REVA

Figure No.: **8-4-5**

Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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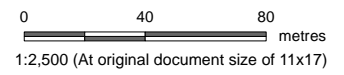
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- Legend**
- Alignment - Current**
  - Track Alignment Centerline
  - ▨ Construction Staging and Construction Area
  - ▤ Project Footprint
  - Station



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Figure No.: **8-4-6**

Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

**Notes**

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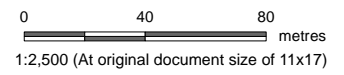
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4836000



- Legend**
- Active Developments
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - - - Proposed Sewer Relocation
  - ▨ Construction Staging and Construction Area
  - ▭ Project Footprint
  - Emergency Egress Building (EEB)
  - Station



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Client/Project: HDR CORPORATION, ONTARIO LINE TA  
 160560009 REVA

Figure No.: **8-4-7**

Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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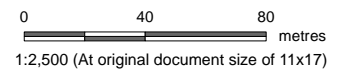
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- Legend**
- Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - Construction Staging and Construction Area
  - Project Footprint
  - Emergency Egress Building (EEB)
  - Station
  - Station Platform - Subsurface Level



Project Location: Toronto, ON Prepared by BCC on 2022-04-07

Client/Project: HDR CORPORATION, ONTARIO LINE TA 160560009 REVA

Figure No.: **8-4-8**

Title: **Potential Impacts to Approved and Proposed OLS Section Development Sites**

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## 8.3.2 Existing Land Use and Visual Characteristics

### 8.3.2.1 Land Use Disruption

#### *Construction*

Impacts from construction of the underground segment of the OLS section will include nuisance noise, vibration, light intrusion from construction lighting, and dust from station and track construction. The initial portion of the OLS section will be under the Queen Street West RoW, which will reduce disturbance of existing structures during construction. The westernmost two stations serving this section, Osgoode and Queen, already have some infrastructure in place to serve TTC's Line 1 subway. The underground section of the Ontario Line stations at Osgoode and Queen will be constructed in existing subterranean chambers installed by the TTC for prospective stations in the 1950s. Aboveground impacts during construction will largely be experienced through the related proposed staging areas and operational impacts on the existing Line 1 stations positioned above the chambers that will become Ontario Line stations. An area along Simcoe Street adjacent to the proposed Osgoode Station southwestern headhouse will be required to facilitate station construction. The southwestern portion of the grounds of Osgoode Hall, the landscaped area in front of Osgoode Hall, is a preliminary location for construction staging and laydown associated with construction of Osgoode Station. Construction staging is also proposed on the east side of University Avenue adjacent to Osgoode Hall and the future Osgoode Station site. Access to nearby land uses will be disrupted during the construction period. Construction of the Queen Street streetcar diversion on York Street may disrupt nearby land uses with noise, dust, and light intrusion impacts. These nuisance impacts will be experienced from Queen Street West in the north, south to the York Street and Adelaide Street West intersection. The impacts will also extend along Adelaide Street West from just east of Spadina Avenue to Church Street and along Richmond Street West from York Street to Church Street.

New station headhouses at Moss Park and Corktown will have typical construction impacts such as elevated levels of noise, dust, and light intrusion. The station sites and immediately surrounding areas have been identified as preliminary staging areas for materials and equipment during construction, although potential off-site staging areas have been identified in street RoWs and in parking areas as seen in Figure 8-3. Similar impacts can be expected at staging areas related to all three OLS section stations on Queen Street. Increased truck traffic can also be expected at station sites and staging areas, which will contribute to noise and dust impacts. These nuisance construction impacts will extend along the truck routes in the area. There may be a reduction in parking in the area around Queen and Corktown Stations because parking lots are proposed to be used as part of the staging and construction areas.

The subway will leave the Queen Street East RoW to reach the Moss Park Station site on the north side of the street. The entire frontage of Moss Park along Queen Street East will be required to accommodate construction of Moss Park Station. A portion of Moss Park where the station will be built is currently wooded with a trail running the length of the Park's frontage on Queen Street East. Construction on the parkland will avoid disruption of transit and other transportation services on Queen Street East; however, it will disrupt the park's trails network



and may also directly or indirectly impact the use of Moss Park Arena and associated parking facilities, the John Innes Community Recreation Centre, and other recreation facilities in the park.

As seen in Figure 8-3 the new Corktown Station will be constructed in an area currently occupied by commercial buildings. Abutting properties on King, Berkeley, Parliament, and Front Streets will experience noise, dust, light intrusion, and increased truck traffic during construction. The Corktown Station site will be used as a TBM launch site. Nearby land uses can expect additional noise and dust in the vicinity of the station and spoils management locations. Spoils management will occur in the laydown and staging areas around Corktown Station. This will result in additional truck traffic on nearby roadways.

The impacts will change when the rail moves to the surface in the Don Yard. The Ontario Line will travel through the existing Union Station Rail Corridor East in industrial and heavy commercial areas in the area. The current land uses of the proposed staging areas between the Don Yard and East Harbour Station include railway uses (i.e., the Don Yard and CN Rail property), light industrial operations, and heavy commercial uses. Construction of an EEB west of Cherry Street in the Metrolinx RoW may temporarily impact land use in the vicinity in order to facilitate construction activities. Tunneling activities at the portal, laying of surface tracks, and construction of the Lower Don Bridge over the Lower Don River will increase existing noise levels and air quality impacts during construction and may interfere with activities in the Don Yard. The line will also abut the Corktown Common and cross the Don Valley Trail. Bridge construction will temporarily close access to the Common and the trail from the Waterfront Trail to the west and the Lakeshore Trail to the east. Construction of the new multi-use trail bridge across the Lower Don River may also require temporary closures of portions of Corktown Common and the Lower Don Trail. Any in-water works required for the multi-use trail bridge construction may temporarily restrict access in the Lower Don River. Abutting land uses will experience noise, dust, light intrusion, and increased truck traffic during construction of the multi-use trail bridge.

The East Harbour Station will be built in the commercial-industrial area between the east side of the Lower Don and Eastern Avenue. Staging areas have been proposed on parking, commercial, and industrial properties in the vicinity of the station site. A commercial building adjacent to the rail corridor on the south side of Eastern Avenue will be required to facilitate construction. Construction activities will take place among commercial and industrial lands and are not expected to have a large impact on the current land uses in the area. Truck traffic through the area will be increased during the construction period.

North of Eastern Avenue, the Ontario Line continues along the Lakeshore East Rail Corridor through residential neighbourhoods. Land uses abutting the Lakeshore East Rail Corridor in this area include commercial, industrial, and residential uses. Existing commercial and park land uses abutting the rail corridor may buffer the impacts of rail expansion on nearby residential areas. Areas of Jimmy Simpson Park abutting the Lakeshore East Rail Corridor may be impacted by construction nuisance impacts such as noise and dust.

The preliminary staging area for Riverside/Leslieville Station includes the immediate station site and adjacent parking lots. Commercial uses abutting the line will provide a buffer from construction activities for adjacent residential areas.

Potential staging and laydown areas for Gerrard Station may be located along Carlaw Avenue between Dundas Street East and Gerrard Street East, as well as the western half of the Dundas Street frontage between Carlaw and Logan Avenues. Nearby land uses will be disrupted by noise and dust. There may be a reduction in parking in the area because parking lots are proposed to be used as part of the staging and construction areas. Commercial businesses that abut the Gerrard Carlaw Parkette will be required to accommodate construction of Gerrard Station. The entire Gerrard-Carlaw Parkette will also be required for construction staging and laydown. The Gerrard Portal may be used as a TBM launch site. If a TBM is launched from the portal nearby land users can expect additional noise and dust in the vicinity of the portal and spoils management locations. Spoils management will occur in the laydown and staging areas around the Gerrard Portal. This will result in additional truck traffic on nearby roadways. Relocation of the sanitary sewer in the vicinity of Langley Avenue may result in a reduction in parking in the area due to the potential for access shafts to be located within road rights of way. Nearby land uses may experience noise and dust in the vicinity of the tunnel access shafts. Construction of the EEB at Bain Avenue and Pape Avenue may temporarily impact land use in the vicinity in order to facilitate construction activities.

Table 8-4 provides a summary of the approximate total parkland impact in the OLS section during construction. Tunneling is proposed beneath portions of existing and proposed parkland along the alignment however it will not impact the use of park space.

**Table 8-4. OLS Construction Impacts to Parkland in Hectares**

<b>Park</b>	<b>Area Impacted (Hectares)</b>
Bruce Mackey Park	0.022
City-Wide Open Space	0.098
Corktown Common	1.412
Gerrard-Carlaw Parkette	0.221
Jimmie Simpson Park	0.017
McCleary Playground	0.009
Metropolitan United Church – Building Grounds	0.031
Moss Park	1.240
Nathan Phillips Square	0.043
Old City Hall – Building Grounds	0.033
Parliament Square Park	0.550



Park	Area Impacted (Hectares)
Toronto and Region Conservation Authority (TRCA) Lands	0.076
Total	3.753

### *Operations*

Land uses adjacent to the aboveground segments of OLS as well as Osgoode Station, Queen Station, Moss Park Station, Corktown Station, East Harbour Station, Riverside/Leslieville Station, and Gerrard Station may experience nuisance impacts such as noise, vibration, dust, traffic, and light intrusion from infrastructure and operational activities. Access to driveways and side streets may be altered for at-grade segments of OLS.

The introduction of the Ontario Line to the predominantly commercial lands in the Queen Street East corridor and around the Corktown Station will have limited impacts on land use during the operations phase. There are already in-service TTC subway stations at Osgoode and Queen. The new Moss Park and Corktown stations are in mixed-use areas. The Osgoode Station footprint will reduce the size of the grounds of Osgoode Hall and permanently remove some trees and lawn. The grounds will be restored once construction is complete; however, the lawn and trees can only be partially reinstated.

The Moss Park Station footprint will reduce the size of Moss Park from its current 3.4 ha and permanently remove some trees as well as one of Moss Park's trails. The park will be restored once construction is complete; however, the trail and trees can only be partially reinstated. Trees may be replanted on park land around the station, and trails could be re-routed to connect to the rest of the Moss Park trail network from those locations. Other park facilities will return to their pre-construction state after completion of construction.

Beyond the Distillery District, the Ontario Line will have minimal operational impacts as it passes through the Don Yard and other lands in which rail uses are well-established. The connection between the Don Valley Trail and the Waterfront Trail network will be reinstated after completion of bridge construction over the Lower Don River. The footprint of the new multi-use trail bridge may reduce the available open public space adjacent to the Lower Don River depending on the chosen bridge design.

The east and west-bound surface tracks from East Harbour Station to Gerrard Station will be constructed on the northwest side of the four existing sets of tracks in the current Lakeshore East Rail Corridor. The two Ontario Line tracks will generally fit in the existing rail corridor. Noise, vibration, and dust impacts from train operation and track maintenance after construction is complete will be similar to current operations, although additional trips on the Ontario Line can be expected to increase the frequency of impacts to adjacent industrial, commercial, and residential land uses.

Table 8-5 provides a summary of the approximate total parkland impact in the OLS section during operations.

**Table 8-5. OLS Operational Impacts to Parkland in Hectares**

<b>Park</b>	<b>Area Impacted (Hectares)</b>
Bruce Mackey Park	0.009
Corktown Common	0.127
Gerrard-Carlaw Parkette	0.221
Moss Park	0.070
TRCA Lands	0.014
<b>Total</b>	<b>0.441</b>

### 8.3.2.2 Built Form and Visual Characteristics

#### *Construction*

Construction activities along the OLS section may result in temporary impacts to built form and visual characteristics due to the construction of infrastructure including temporary noise barriers, lighting, vegetation removal, temporary storage sites for equipment, staging/laydown areas, stockpiling of material and other construction related activities. Residential and commercial properties fronting the Project Footprint are more likely to experience changes in visual character.

Areas of vegetation in the grounds of Osgoode Hall, Moss Park, Corktown Common, Saulter Street Parkette, Jimmie Simpson Park, Bruce Mackey Park, Gerrard Carlaw Parkette, Gerrard-Carlaw Traffic Island, and along the Lakeshore East Rail Corridor will be removed for the construction of stations and tracks and will result in increased visual exposure to the Project's construction.

#### *Operations*

After construction, impacts on built form and visual characteristics in the OLS section will be limited to station buildings in the underground segment of the alignment. Some trees and vegetation on the grounds of Osgoode Hall will be permanently removed to accommodate the new Osgoode Station. A portion of the cast iron fence on the southwest corner of the property will also be relocated to accommodate the new station building. The new station building on the northeast corner of University Avenue and Queen Street West will be more visually prominent than the current park setting. These changes to the grounds of Osgoode Hall will alter the visual characteristics of the area.

The Queen Station entrance will be incorporated into existing buildings and is not expected to significantly alter the visual character of the surrounding streetscape.



Trees along the Queen Street East frontage of Moss Park will be permanently removed where the new station and subsurface station platform will be located, which will alter the visual character of the park. The glass station structure in Moss Park will be more visually prominent than the existing park environment, which will alter the visual characteristics of the park and surrounding streetscape.

Corktown Station will be more visually prominent than the existing conditions of a parking lot at the corner of King Street East and Berkley Street. The new station structure will alter the visual characteristics of the surrounding streetscape.

The EEB in the vicinity of Cherry Street and the Don Yard will match the existing visual character of the area which includes the rail yard viewshed.

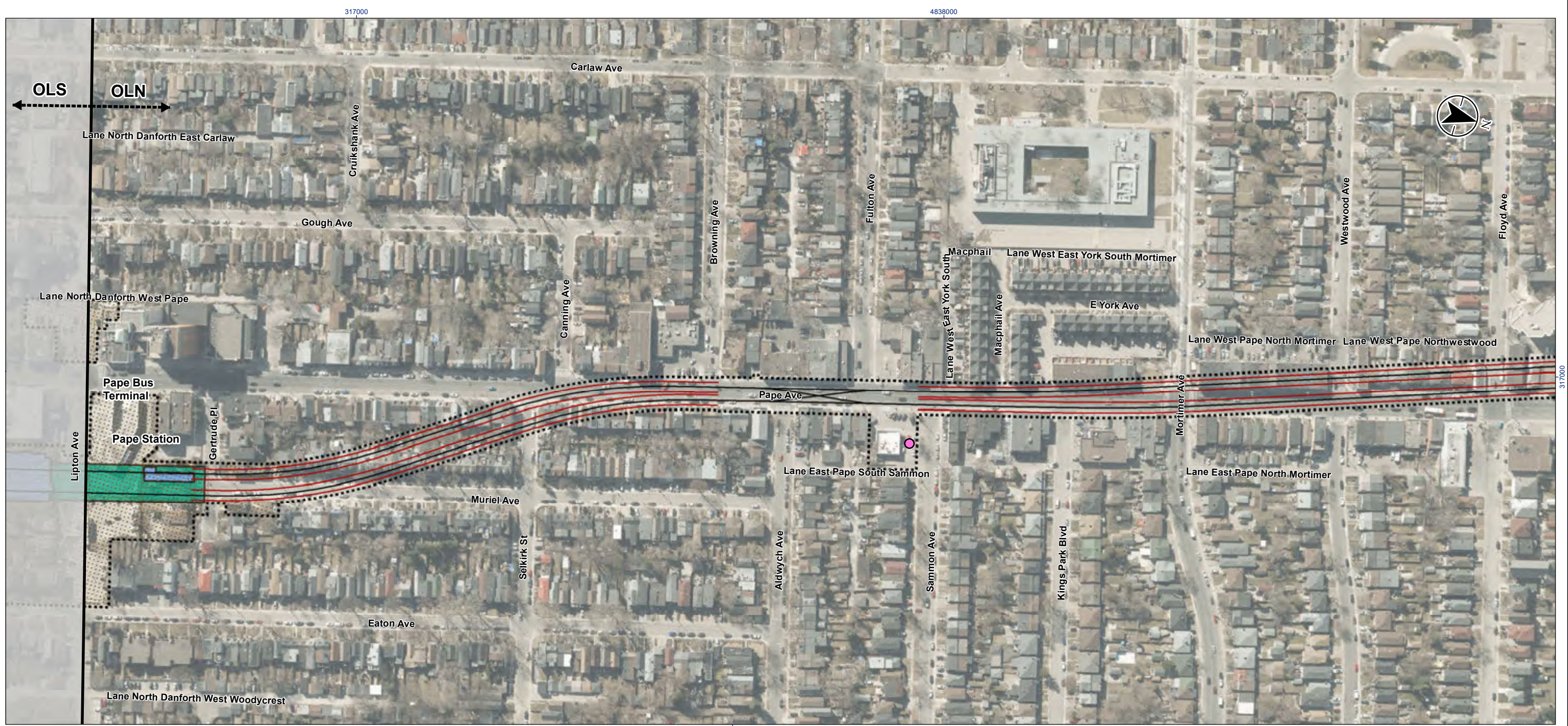
The Don Yard Portal and associated walls required to transition the tracks back to grade will be visually prominent in the future viewshed around Corktown Common and the Don Yard area. The two new bridge spans across the Lower Don River will be visible to users of the Lower Don River trail system and other nearby land uses. There is an existing rail bridge in this location and so visual character will not be significantly impacted by the additional bridge structures. The ramps associated with the new multi-use trail bridge will be visible to users of the Lower Don River trail system and will change the existing visual character of the trail in that area. East Harbour Station, Riverside/Leslieville Station, and Gerrard Station will be constructed at track level, with the station buildings being more visually prominent than the existing rail corridor. Jimmie Simpson Park will be re-vegetated to the extent feasible post-construction, which will limit operational impacts to the visual character of the park. A portion of the Gerrard Carlaw Parkette will be permanently removed after construction is complete, altering the local viewshed due to reduced open space, trees, and vegetation. The expanded rail bridges at Queen Street East, Dundas Street East, Logan Avenue, and Carlaw Avenue will match the existing rail bridges along the existing rail corridor and so visual character will not be significantly impacted by the additional rail-over-road structures.

The EEB located at Bain Street and Pape Avenue will match the existing visual character of the intersection and will not significantly impact the local viewshed.

## 8.4 Ontario Line North Section

Figure 8-5 provides an overview of the Project Footprint including project components, laydown areas, and permanent infrastructure in the OLN section.





- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Emergency Egress Building (EEB)
  - Station
  - Station Platform - Subsurface Level

0 40 80 metres  
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Project Location: Toronto, ON  
Prepared by BCC on 2022-03-17

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: **8-5-1**

Title: **OLN Project Footprint and Project Components**

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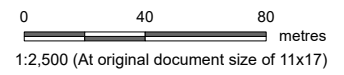
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 Revised: 2022-03-17 By: bcowper



- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Station
  - Station Platform - Subsurface Level



<i>Project Location</i> Toronto, ON	Prepared by BCC on 2022-03-17
<i>Client/Project</i> HDR CORPORATION ONTARIO LINE TA	160560009 REVA
<i>Figure No.</i> <b>8-5-2</b>	
<i>Title</i> <b>OLN Project Footprint and Project Components</b>	

**Notes**

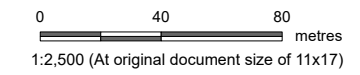
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Tunnels
  - Portal
  - Elevated Guideway
  - Proposed HONI Realignment
  - Proposed Sewer Bypass
  - Construction Staging and Construction Area
  - Waterbody
  - Emergency Egress Building (EEB)



*Project Location*  
Toronto, ON

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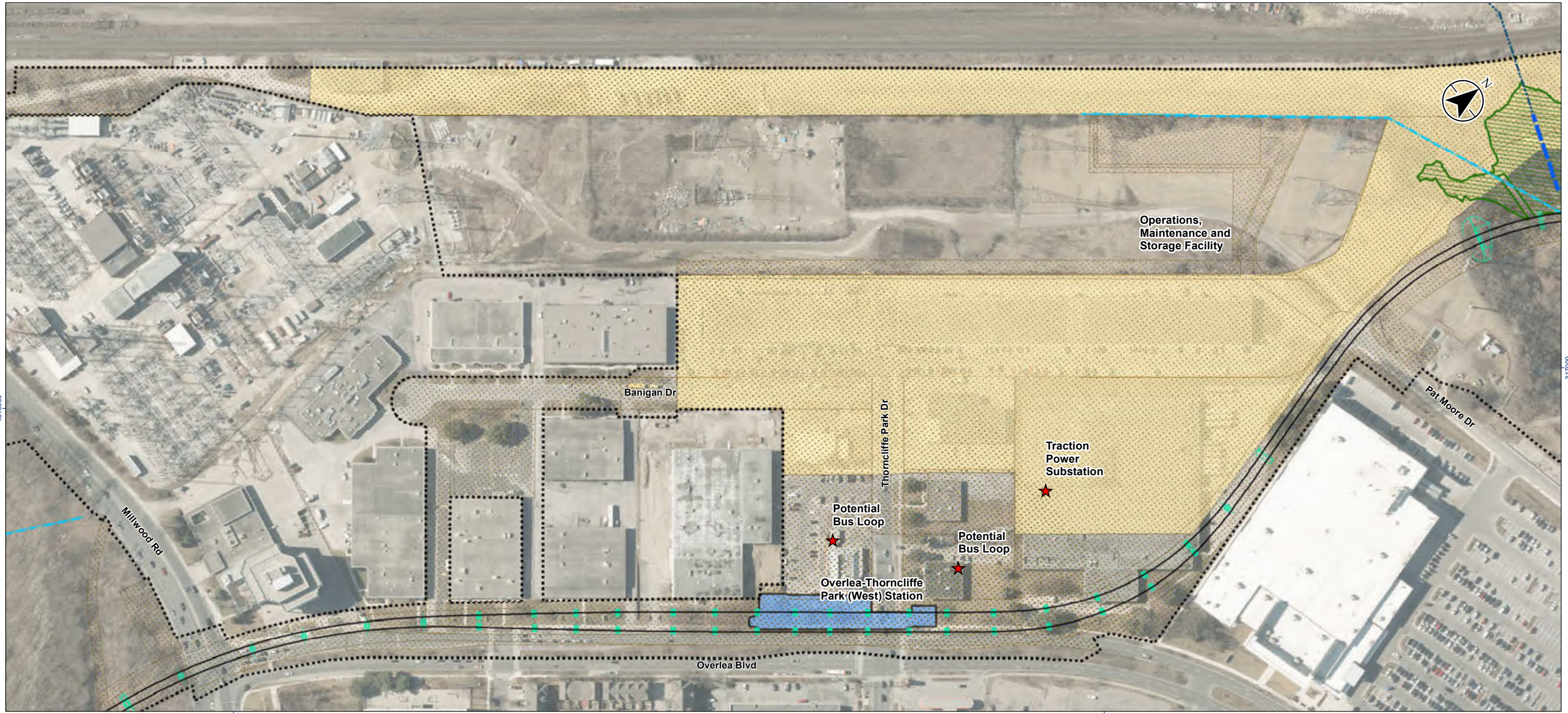
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*Figure No.*  
**8-5-3**

*Title*  
**OLN Project Footprint and Project Components**

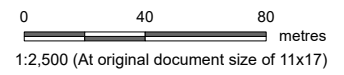
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Elevated Guideway
  - Proposed HONI Realignment
  - Existing Storm Sewer
  - Storm Sewer Extension
  - OMSF Bridge Fill Area
  - Construction Staging and Construction Area
  - Potential Bus Loop
  - Traction Power Substation

- Station
- Operations, Maintenance and Storage Facility



**Project Location**  
Toronto, ON

**Client/Project**  
HDR CORPORATION  
ONTARIO LINE TA

**Figure No.**  
**8-5-4**

**Title**  
**OLN Project Footprint and Project Components**

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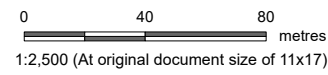
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Elevated Guideway
  - Proposed HONI Realignment
  - Existing Storm Sewer
  - Storm Sewer Extension
  - OMSF Bridge Fill Area
  - Construction Staging and Construction Area
  - Operations, Maintenance and Storage Facility

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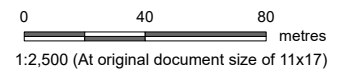
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**8-5-5**

*Title*  
**OLN Project Footprint and Project Components**





- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Elevated Guideway
  - Proposed HONI Realignment
  - Construction Staging and Construction Area
  - Waterbody
  - Station



*Project Location*  
Toronto, ON

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ONTARIO LINE TA

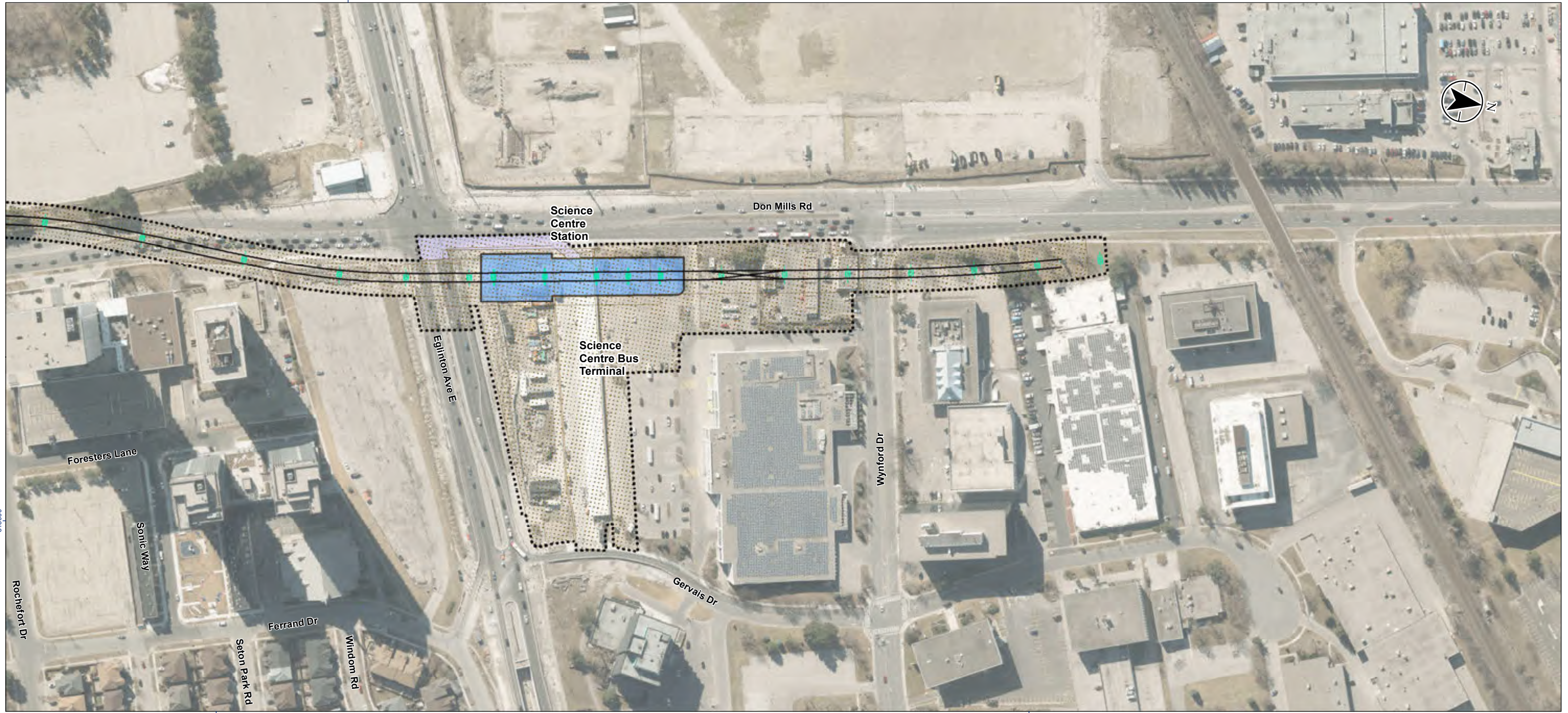
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*Figure No.*  
**8-5-6**

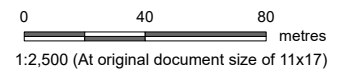
*Title*  
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- Legend**
- Project Footprint
  - Alignment - Current**
  - Track Alignment Centerline
  - Elevated Guideway
  - Construction Staging and Construction Area
  - Station
  - Pedestrian Tunnel



*Project Location*  
Toronto, ON

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*Figure No.*  
**8-5-7**

*Title*  
**OLN Project Footprint and Project Components**

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## 8.4.1 Socio-economic Impact Assessment

### 8.4.1.1 Property Requirements

#### *Construction*

The Project may impact existing property parcels resulting from the track alignment, station buildings, and construction activities. Property requirements including temporary and permanent property acquisitions and easements will be confirmed during the next design phase and affected property owners will be engaged as Project planning and design advance. Mitigation measures to avoid or reduce potential impacts, and/or compensation for potential impacts, as well as monitoring activities associated with these impacts are presented in Table 8-9.

Any permanent property acquisitions required for Project construction will proceed before construction begins. Implementation of the Project will require temporary staging areas or may result in other temporary impacts to facilitate construction of the alignment including stations, tunnels, portals, aboveground alignments and supporting infrastructure. Potential areas that may be required to facilitate staging activities have been identified in the Project Footprint, as shown in Figure 8-5, and will be further refined as the design progresses.

#### *Operations*

After construction of the OLN section is completed, any temporary easements and temporary property acquisitions will no longer be required. Properties in the vicinity of the OMSF fronting on Banigan Drive will lose access to this roadway and a new road will be built to service these properties.

### 8.4.1.2 Development Projects

#### *Construction*

Table 8-6 provides an overview of potential impacts to approved and proposed OLN section development sites. Figure 8-6 provides the location of potentially impacted approved and proposed OLN section development sites. Depending on the location of the proposed development, a range of impacts may occur, from minor access issues to reductions to or alterations of development footprints. Compatibility with ongoing and future development sites around the Project Footprint will require review and coordination during the next Project design stage. For more information on potential and approved development sites in the OLN section study area, refer to Section 7.3.

#### *Operations*

It is anticipated that integration of planned developments and design of the Ontario Line will be resolved as part of the Ontario Line's implementation. Therefore, any design issues will be addressed prior to the start of operation and there are no anticipated operational impacts to future developments.

Table 8-6. Potential Impacts to Approved and Proposed OLN Section Development Sites

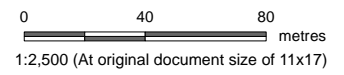
ID	Address and File Number	Application Type	Potential Interaction with the Project	Status <sup>13</sup>
518162	805 DON MILLS RD 21 190993 NNY 16 OZ 21 191009 NNY 16 SB 18 131430 NNY 26 OZ	<ul style="list-style-type: none"> <li>• Official Plan/Rezoning</li> <li>• Sub Division</li> <li>• Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design if the development is approved.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• Application Received</li> <li>• Under Review</li> </ul>
511105	21 REDWAY RD 20 117281 NNY 15 SA	<ul style="list-style-type: none"> <li>• Site Plan Application</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design if the development is approved.	<ul style="list-style-type: none"> <li>• Under Review</li> </ul>
518161	770 DON MILLS RD 21 190984 NNY 16 OZ 21 191003 NNY 16 SB 18 131430 NNY 26 OZ	<ul style="list-style-type: none"> <li>• Official Plan/Rezoning</li> <li>• Sub Division</li> <li>• Official Plan/Rezoning</li> </ul>	The proposed development is adjacent to the Project Footprint and Project construction may impact this development. A review of the proposed building footprint will be required during detailed design if the development is approved.	<ul style="list-style-type: none"> <li>• Under Review</li> <li>• Application Received</li> <li>• Under Review</li> </ul>

<sup>13</sup> The Local Planning Appeal Tribunal replaced the OMB in 2018; however, some entries in the City of Toronto's online database for Development Applications (City of Toronto 2020b) still show a status of "OMB Appeal".





- Legend**
- Alignment - Current**
- Track Alignment Centerline
  - Tunnels
  - Construction Staging and Construction Area
  - Project Footprint
  - Station
  - Station Platform - Subsurface Level



Project Location: Toronto, ON  
Prepared by BCC on 2022-03-27

Client/Project: HDR CORPORATION, ONTARIO LINE TA  
160560009 REVA

Figure No.: **8-6-1**

Title: **Potential Impacts to Approved and Proposed OLN Section Development Sites**

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