Analysis of Development Patterns Around Seven Toronto Major Transit Station Areas.

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"Transit-oriented development (TOD) is a type of urban development that clusters jobs, housing, services and amenities around public transport hubs. It is compact, mixed-use, and pedestrian and cycle friendly."
-   C40 Cities

Executive Summary & Key Findings

This report describes physical, population, and transportation characteristics of seven Toronto Major Transit Station Areas (MTSAs). These characteristics relate to the core goals of provincial MTSA policies and the desired attributes of a transit-oriented neighbourhood: integrating employment and residential land uses, increasing density, provisioning adequate social infrastructure, and ensuring transportation is accessible for all residents. The seven studied sites have greatly differing on the ground contexts, but also show clear development trends:

1. Physical Characteristics: Land Use & Built Form
    a. Generally, proposed developments contain a mix of new residential and employment lands, although the Unilever Site is a notable exception.
    b. There is variation in the number of residents and jobs per hectare within each MTSA. Additionally, each site has a different balance of residents and jobs.
    c. The future built character of each site has relatively consistent proposed heights and densities, but there is great variation in the built form character of the surrounding community (beyond the 800-metre MTSA threshold).

2. Population Characteristics: Demographics & Social Infrastructure
    a. All studied areas currently have greater density (population / km^2) than the City of Toronto average.
    b. All sites have employment rates above the City of Toronto average.
    c. The sites have great variance in the proportion of residents who rent compared to the proportion who own. There is also great variance in median household income.
    d. Lower income populations are generally clustered in already dense MTSAs.
    e. The MTSAs with the highest proportions of parkland correlated with the highest senior (over-65) population. This is consistent with existing research suggesting seniors have greater wealth than the working-age population, and that wealth is correlated with living nearer to parkland.

3. Transportation Characteristics: Accessibility and Transit-shed
    a. The transit level of service greatly differs between the studied MTSAs. This is shown in the differences in the size of transit-shed for each MTSA.
    b. Transit ridership also significantly varies between the MTSAs.
    c. There is a strong linear relationship between the number of "destinations" in the transit-shed and transit ridership. There is also a liner relationship between the amount of social infrastructure in each transit-shed and transit ridership.

Selected Major Transit Station Areas

1. Christie's Planning Study
   a. Park Lawn GO Rail Station (Proposed)

2. Main Street Planning Study
   a. Main Street TTC Station (Line 2 - Bloor-Danforth) (Existing)
   b. Danforth GO Rail Station (Existing)

3. Golden Mile Secondary Plan
   a. Eglinton Crosstown LRT - multiple stops (Under Construction)

4. Unilever Precinct Planning Study
   a. East Harbour (SmartTrack) (Proposed)

5. Bloor Dundas Avenue Study
   a. Dundas West TTC Station (Line 2 - Bloor-Danforth) (Existing)
   b. Bloor GO Rail Station (Existing)

6. Don Mills Crossing Secondary Plan
   a. Eglinton Crosstown LRT (Under Construction)
   b. Ontario Line Subway (Proposed)

7. Agincourt Mall Planning Study
   a. Line 4 Expansion (Proposed)
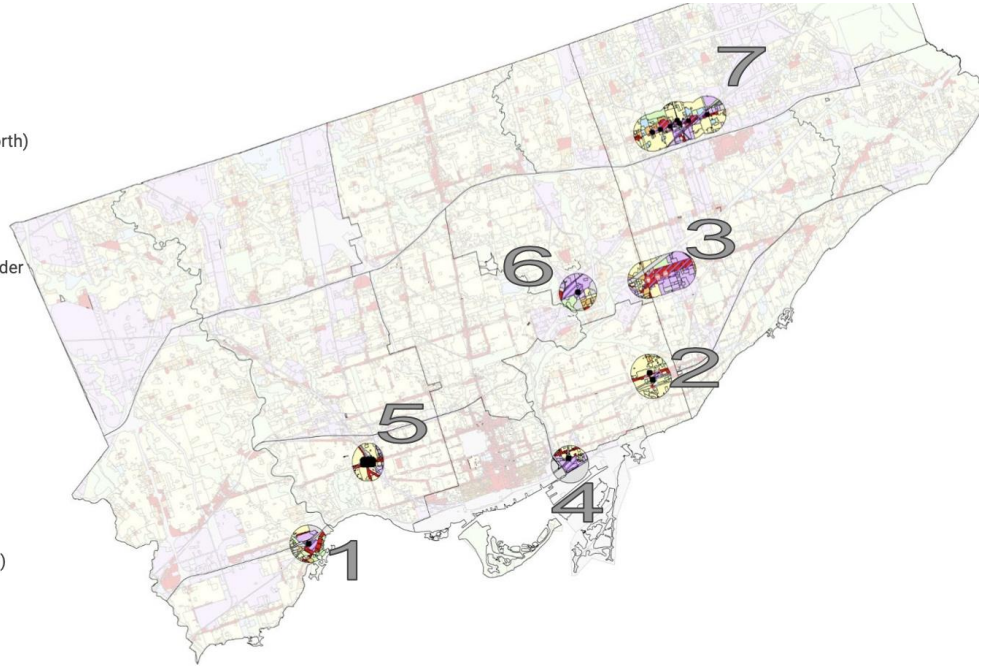
This report used seven Toronto MTSA's (shown above) as case studies. Each site has one or two existing or proposed subway, light rail, or commuter rail connections. However, the level of service greatly differs between each MTSA. The sites are also in very different parts of the City and thus have very different surrounding contexts. Breaking these into types:

1. The sites at Christies Planning Study and the Unilever Precinct are both large scale developments located on formerly industrial grounds which are now unused.

2. The sites at Main Street and Bloor Dundas are already highly developed, and now being approved for even greater densities and heights.

3. The sites at Golden Mile, Don Mills Crossing, and Agincourt Mall are something in between these, with applications for new tower developments in neighbourhoods that currently contain lower density and lower height residencies and employment lands.

Methodology
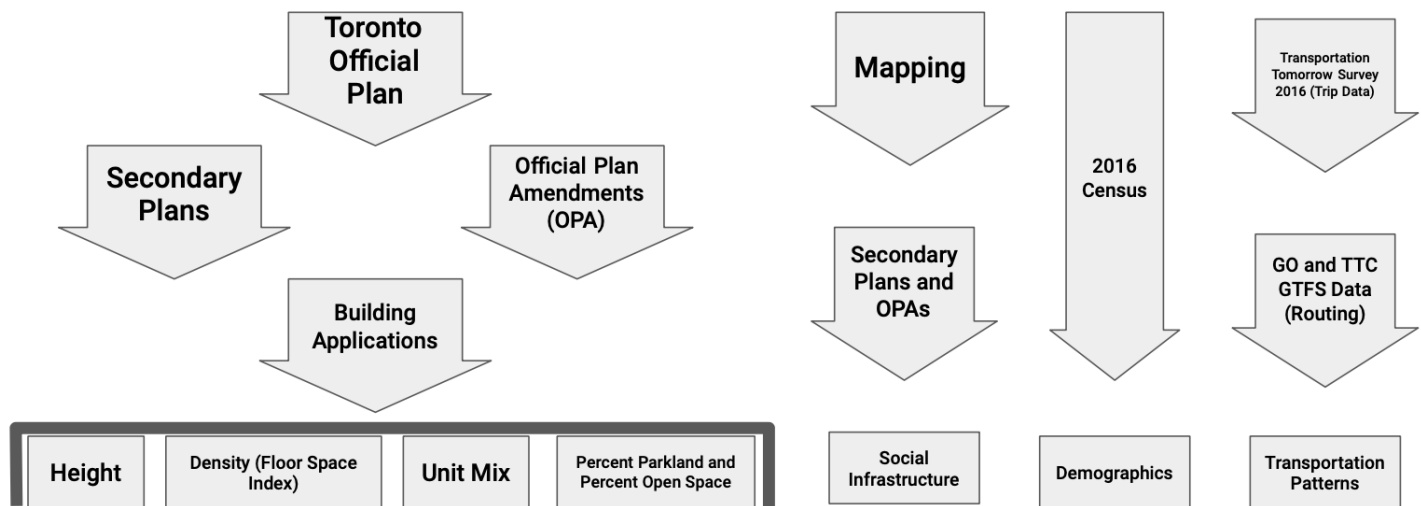
This research relied heavily on quantitative data to generate comparisons between each study area. The official plan, secondary plans, official plan amendments, and building applications were all looked at to generate key statistics related to intensification on each site – these being allowed and applied for heights and densities (expressed in Floor Space Index). Neighbourhood completeness was considered through information on available social infrastructure and social services, the amount of available parkland and open space, and the breakdown of residential units and amounts of employment land. Much of this was mapped using data taken from Toronto Open Data. Demographic data was taken from the 2016 Census. Transportation Tomorrow Survey Data from the most recent TTS survey in 2016 was used alongside transit capacity data taken from Metrolinx and TTC Open Data. Transit capacities and transit-sheds were mapped using General Transit Feed Specification (GTFS) data.

Findings: Land Use and Built Form

Studied Major Transit Station Areas

Land Use (OCT 2020)

Don Mills Crossing Secondary Plan Area

Unilever Precinct Planning Study Area

Christies Planning Study Area

Bloor Dundas Planning Study Area

Main Street Planning Study Area

Agincourt Secondary Plan Area

Golden Mile Secondary Plan Area

Zoning - Zone Categories

CL, CR, CRE, E, EC, EH, EL, EO, I, IE, IH, IPW, IS

O, OC, OG, OM, ON, OR, R, RA, RAC, RD, RM, RS, RT, TBD, U, UNASSIGNED, UT

Note: MTSAs are shaded, 800m buffer of MTSAs depicted.

Findings: Land Use and Built Form

1. Land Use: Integrating Employment and Residential Land Uses
   a. The Main Street Planning Study (Main Street and Danforth Avenue) and the Bloor Dundas Avenues Study areas both consist of mixed-use development with lower-density residential developments outside the MTSA,
   b. The Golden Mile Secondary Plan, Agincourt Secondary Plan, and Don Mills Crossing Secondary Plan areas differed from the two above. They contain large areas of mixed-use development, but with a mix of residential and employment uses outside the MTSA.
   c. Christies' Site and Unilever Precinct are both large scale redevelopments on former industrial sites. Christies' Site and surrounding areas on Lakeshore Boulevard West have largely been rezoned for mixed-use development. The Unilever Site differs from all the above-mentioned sites, it is entirely employment uses.

2. Land Use: Density of Jobs and Residents
   The Growth Plan for the Greater Golden Horseshoe (2019) sets a minimum combined density of jobs and residents per hectare for Major Transit Station Areas. These are set at 200 jobs and residents per hectare for subway stations, 160 jobs and residents per hectare for light rail, and 150 jobs and residents per hectare for commuter rail. All sites meet these requirements, however the density of jobs and residents per hectare is inconsistent between sites. The Unilever Precinct Site is at several times higher density than the Agincourt Secondary Plan Area. The densities of jobs and residents are as follows:

   a. The Unilever Precinct Site, as a solely employment zone, has the highest density – 2000 jobs per hectare. This is 50,000 jobs in a 25-hectare area.
   b. The Christies' Site also had significant density – around 1400 jobs and residents per hectare. This is 15,800 jobs and residents in a 11.1-hectare area.
   c. The Bloor Dundas Site had similarly high density -around 1350 jobs and residents per hectare. This is 25,000+ jobs and residents in a 22-hectare area.
   d. The Main Street Planning Study (Main Street and Danforth Avenue), Golden Mile Secondary Plan, and Don Mills Crossing sites all had similar densities of jobs and residents.
      i. Main Street: 14,900 jobs and residents in 26 Ha.
      ii. Golden Mile: 62,000 jobs and residents in 113 Ha.
      iii. Don Mills Crossing: 25,300 jobs and residents in 52 Ha.
   e. The Agincourt Secondary Plan Area did not have an exact jobs and residents figure, instead committing to meet at least 150 jobs and residents per hectare around GO connectors and 160 jobs and residents per hectare where light rail infrastructure is present. This would necessitate at least 14,000 jobs and residents per hectare.

   These differences in densities are partly attributable to the unique circumstances and surroundings of each studied area. In particular from the two highest density sites: the Unilever Site is an employment zone and the Christies' Site has a greater number of tower developments in a constrained site. The Bloor Dundas Site is also very high, likely attributed to its already high population density.

Findings: Land Use and Built Form

3. Land Use: Balance of Jobs and Residents
   The balance of jobs and residents at each site greatly differs. These ranged from full focus on employment, as seen with the Unilever Precinct Site, to as low as 19% new jobs in the area and 81% new residential units at the Main Street Planning Study / Main Street and Danforth Avenue Site.
   a. Christies' Site is 76% residential and 24% employment.
   b. Main Street Site is 81% residential and 19% employment.
   c. Golden Mile Site is 69% residential and 31% employment.
   d. Unilever Precinct Site is 100% employment.
   e. Don Mills Crossing Site is 63% residential and 37% employment.
   f. No data on this was found for Bloor Dundas and Agincourt Sites.

4. Built Form: Proposed New Development
   Proposed new developments at each site have generally similar height and density compositions.
   a. Generally, these entailed a Floor Space Index (FSI) ranging from 3.0 to 4.5. Notably, the Unilever Precinct Site was considerably above this at 6.2. The Christies' Site was also above at 5.9.
   b. Similarly, the sites have similar maximum permitted heights for tower developments. These were generally in the 45- to 50-storey range. Again, the Christies' and Unilever Precinct Sites differed at 70-storey and 58-storey maximums respectively.

5. Built Form: Unit Mix
   For residential developments, unit mix was generally consistent with at least 10% of residential units having three-bedrooms and at least 25% of residential units having two-bedrooms.
   a. The Christies' Site exceeded this with 10% 3-bedroom and 40% 2-bedroom, as did the Don Mills Crossing Site with 13.5% 3-bedroom, and the Agincourt Site with 11% 3-bedroom and 32% 2-bedroom.
   b. The Unilever Site was not included as it is employment and figures were unavailable for the Bloor Dundas Site.

6. Built Form: Surrounding Neighbourhood
   There are great differences in the surrounding areas for each of the sites. The Christies' Site shows the most similarity to its surrounding area, where there are recent mixed-use tower developments along Lake Shore Boulevard West and Park Lawn Road. The Main Street and Bloor Dundas Sites are both located at existing high-density areas, where new tower proposals will be alongside existing mixed-use development. Both sites however have high-amounts of detached and semi-detached residential housing in adjacent neighbourhoods.

7. Built Form: Parkland
   There is significant variation in the amount of parkland available in each MTSA. These relates to the surrounding context, and also the site's connectivity with other areas of the City.
   a. Very low amounts of parkland are present in the Bloor Dundas, Main Street, Don Mills Crossing, Agincourt, and Unilever Precinct Sites.

i. For the Bloor Dundas Site, this is related to proximity to High Park.
ii. For the Don Mills Crossing Site, this is due to a high amount of parkland in adjacent, transit-connected neighbourhoods.
iii. For the Unilever Site, this is due to the area being an employment zone.

See Appendix () For Further

Findings: Unique Features

Christies:
★ Site is highly constrained by rail corridor and roadways
★★ Divide north & south of Gardiner barrier
In proximity to a major employment place (Ontario Food Terminal)

Bloor Dundas:
★ High pop density, low condo percentage
★★ Significant constraints from existing road patterns and rail corridor

Don Mills Crossing:
★★ The proximity of four MTSAs (scalloped)
Site is constrained by ravines and desire to protect Sunnybrook from intensification

Unilever:
★★ Employment lands: higher intensities
★★ High infrastructure investment to connect site
★★ Western edge of site is open for floodplain
Keating rail edge to South

Main and Danforth:
★★★ Low-rise surrounding context
Noted daycare deficiency
Grade / elevation changes through site

Golden Mile:
★★★ Hydro park
★★★ High level of commercial activities
Long-term employment uses to East of site

Agincourt:
★★ Population concentrated near the mall
Desire to protect some existing employment / light industrial uses (Wax works)
★ Area constraints to mobility - road capacities

Findings: Population and Demographics

Study Area	Percentage of Population in Age Groups		
	Under 15	15 - 64 ▼	65 +
Unilever	13.35%	77.67%	8.81%
Bloor Dundas	13.45%	74.38%	12.19%
Main and Danforth	16.04%	70.95%	13.01%
Christie	11.75%	70.60%	17.46%
City of Toronto	14.6%	69.8%	15.6%
Golden Mile	15.50%	68.21%	16.31%
Don Mills Crossing	19.53%	67.07%	13.45%
Agincourt	12.53%	66.54%	20.88%

Figure 1: Age Distribution in 800m Surrounding Neighborhoods of Each Study Area, 2016

Study Area	Employment Rate ▼
Unilever	72.18%
Bloor Dundas	68.05%
Main and Danforth	65.43%
Christie	64.93%
Golden Mile	56.33%
Don Mills Crossing	53.57%
Agincourt	50.32%
City of Toronto	41.8%

Study Area	Renter ▼	Owner
Don Mills Crossing	68.40%	31.60%
Bloor Dundas	52.88%	47.12%
City of Toronto	47.2%	52.8%
Golden Mile	43.72%	56.28%
Unilever	42.83%	57.17%
Main and Danforth	38.00%	62.00%
Christie	33.27%	66.73%
Agincourt	24.86%	75.15%

Study Area	Condo ▼	Non Condo
City of Toronto	44.31%	55.69%
Christie	32.36%	67.64%
Don Mills Crossing	27.71%	72.29%
Unilever	26.76%	73.24%
Agincourt	15.72%	84.28%
Golden Mile	14.08%	85.92%
Bloor Dundas	10.00%	89.99%
Main and Danforth	3.30%	96.70%

Figure 2: Employment Rate, Housing Tenure, and Condo Percentage in 800m Surrounding Neighborhoods of Each Study Area, 2016

Figure 3: Inverse Density-Income Relationship on Dissemination Areas Level for Each Study Area, 2016

Site-Specific Demographic Key Insights:

1. Christie's Planning Study
   a. Least dense neighborhood amongst study areas, although still above city average
   b. Large working population: 7 in 10 are within working age, 4.5 in 7 are employed
   c. Low proportion of children: 3% below city average
   d. Large proportion of seniors: second highest among study areas
   e. Wealthy Neighborhood: second highest median household income ($81,855), $16K above city average
   f. Highest percentage of condo: 32.36%, though still 12% below city average

2. Main Street Planning Study
   a. Prominent youth population: 16%
   b. Highest percentage of non-condo housing: 96.7% (41% above city average)
   c. High percentage of owners (vs renters): 62%
   d. High population density: 11,447 people-per-square-kilometer, second highest across study sites

3. Golden Mile Secondary Plan
   a. High proportion of senior and youth, both above city average

4. Unilever Precinct Planning Study
   a. Residents are mostly working age adults or millennials with children
      i. highest proportion of working age adults: 77.67%, 8% above city average
      ii. Lowest proportion of seniors: 8.81%, half of city average
      iii. Low proportion of youth: 13.35%
   b. Wealthy neighborhood: median household income, $83,063, is highest amongst study areas
   c. Most employed area: 72.18% employment rate, almost double city average

5. Bloor Dundas Avenue Study

a. Second densest neighborhood: 11,447 people-per-square-km, 3 times denser than city average
b. Second most employed area: 68.05%
c. Second largest proportion of renters (vs owners): 52.88%
d. Second least proportion of condos (vs non-condos): 10%, 4 times below city average

6. Don Mills Crossing Secondary Plan
   a. Most dense neighborhood: 12,911 people-per-square-km, 3 times denser than city average
   b. Least wealthy neighborhood: $57,742 median household income, $8k below city average
   c. Second least employed area: 53.57% employment rate
   d. Highest proportion of youth: 19.53% under 15 years of age
   e. Highest percentage of renter (vs owner): 68.40%
   f. Second highest proportion of condo (vs non-condo): 27.71%, though 18% below city average

7. Agincourt Mall Planning Study
   a. Highest proportion of seniors: 20.88%
   b. Lowest proportion of adults: 66.54%
   c. Most residents in the area own homes
      i. Lowest percentage of renters: 24.86%, 23% below city average
   d. Lowest employment rate: 50.32%, though still 9% higher than city average

Findings: Social Infrastructure and Services

Summary of Infrastructure

	Community Centers		Libraries		Schools		Daycares		Parkland		Other Social Agencies	
	Study Area	800m Buffer	Study Area	800m Buffer	Study Area	800m Buffer	Study Area	800m Buffer	Study Area	800m Buffer	Study Area	800m Buffer
Christies	0	0	0	1	0	0	0	2	2 (proposed)	12	0	0
Main and Danforth	1	4	0	1	1	12	1	8	1 + 2 (proposed)	11	0	2
Golden Mile	0	0	1	1	0	5	3	8	12 proposed + 1 existing	16	3	6
Unilever	0	1	0	1	0	4	0	3	2 proposed	5	0	0
Bloor Dundas	0	1	0	1	2	10	1	8	0	10	1	3
Don Mills Crossing	0	1	0	1	0	2	0	5	4 proposed	7	0	3
Agincourt	0	4	1	1	0	12	0	7	1 + 2 proposed	14	0	0

1. Infrastructure and Services: Community Centre
    a. Unilever Precinct, Bloor and Dundas Avenue Study, and Don Mills Crossing all have one community center operated by the City within 800m walkshed
    b. Main Street Planning Study and Agincourt Secondary Plan areas have four community centers operated by the City within 800m walkshed
    c. Christie's Site and Golden Mile Secondary Plan lack community center operated by the City

2. Infrastructure and Services: Libraries
    All sites have one City of Toronto public library branch.

3. Infrastructure and Services: Schools and Daycares
    In general, the number of schools and daycares in each study area matches the needs demonstrated from demographic composition data. Although a daycare deficiency exists as a common phenomenon throughout the City.

4. Infrastructure and Services: Parkland
    Most study areas have a sufficient number of total parklands, including both existing and proposed, with the following exceptions:
    a. Unilever Precinct has the least total amount of parkland. However, its close proximity to Toronto's waterfront is a notable contribution to the overall nature scene in the area
    b. Bloor Dundas Avenue Study area is among the highest in population density. Although north east corner of High Park is within 800m walkshed to both TTC and GO station, there is no existing nor proposed parkland within the study area

5. Infrastructure and Services: Other Social Agencies
    a. Golden Mile Secondary Plan has 6 additional social agencies: Golden Mile Employment and Social Services, Scarborough Ontario Court of Justice, Service Ontario, YMCA O'Connor Kickstart Program, Catholic Children's Aid Society of Toronto, Toronto Police Service 41 Division
    b. Bloor Dundas Avenue Study has 3 additional social agencies: Crossways Sexual Health Clinic – Toronto Public Health, High Park Parkdale Employment and Social Services, Park Place LINC Center
    c. Don Mill Crossing has 3 additional social agencies: Ontario Science Center, Surex Community Services, Service Ontario
    d. Main Street Planning Study area has 2 additional social agencies: Revera Long Term Care Home, Springboard Services
    e. Christie's Site, Unilever Precinct, and Agincourt Mall Secondary Study areas have no additional social agencies
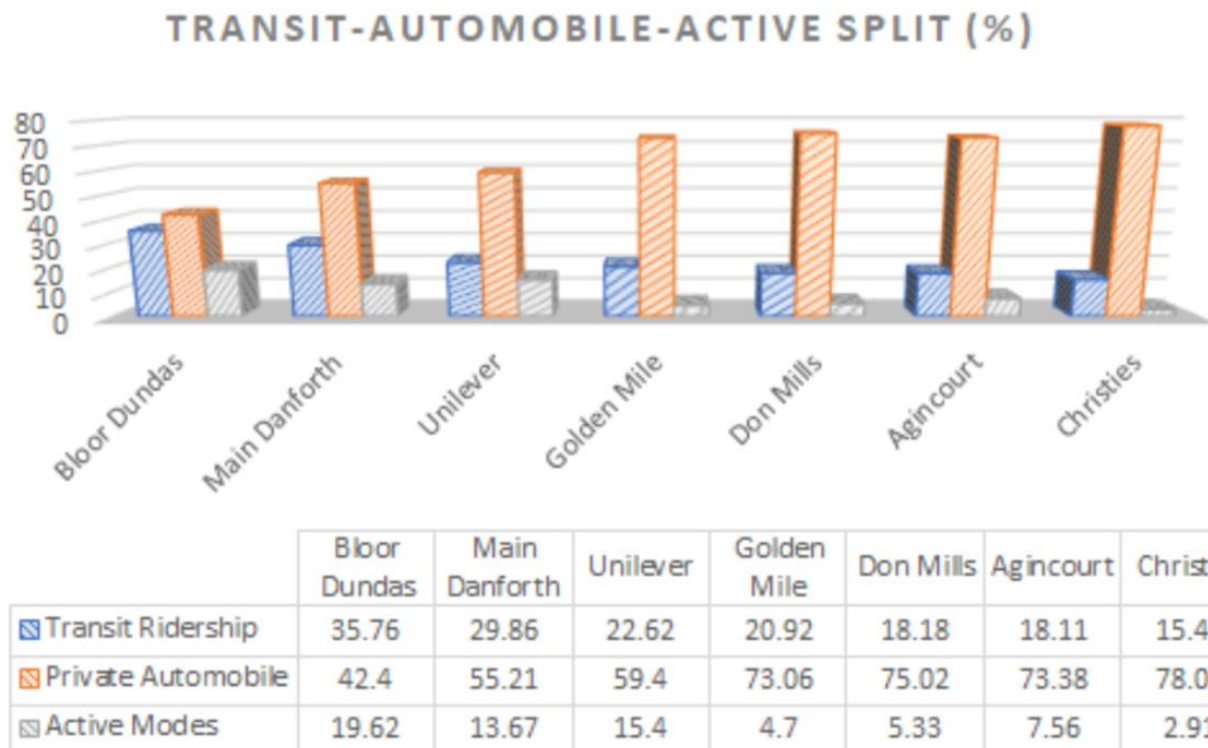
Findings: Transportation Patterns

TRANSIT-AUTOMOBILE-ACTIVE SPLIT (%)

	Bloor Dundas	Main Danforth	Unilever	Golden Mile	Don Mills	Agincourt	Christies
Transit Ridership	35.76	29.86	22.62	20.92	18.18	18.11	15.49
Private Automobile	42.4	55.21	59.4	73.06	75.02	73.38	78.09
Active Modes	19.62	13.67	15.4	4.7	5.33	7.56	2.91

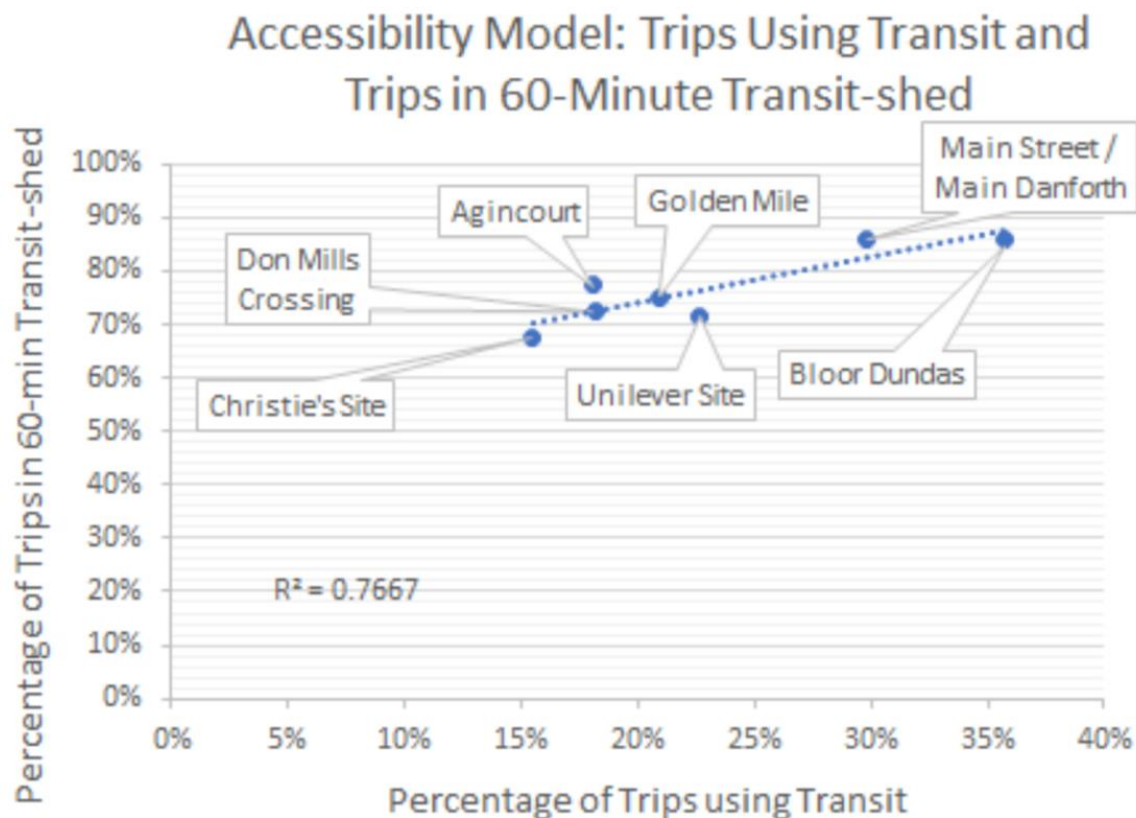Figure 1: Transit, Automobile, Active Modal Breakdown for the Seven Studied MTSAs.

Figure 2: Linear regression model: percentage of trips using transit modes and percentage of trips within the 60-minute transit-shed.
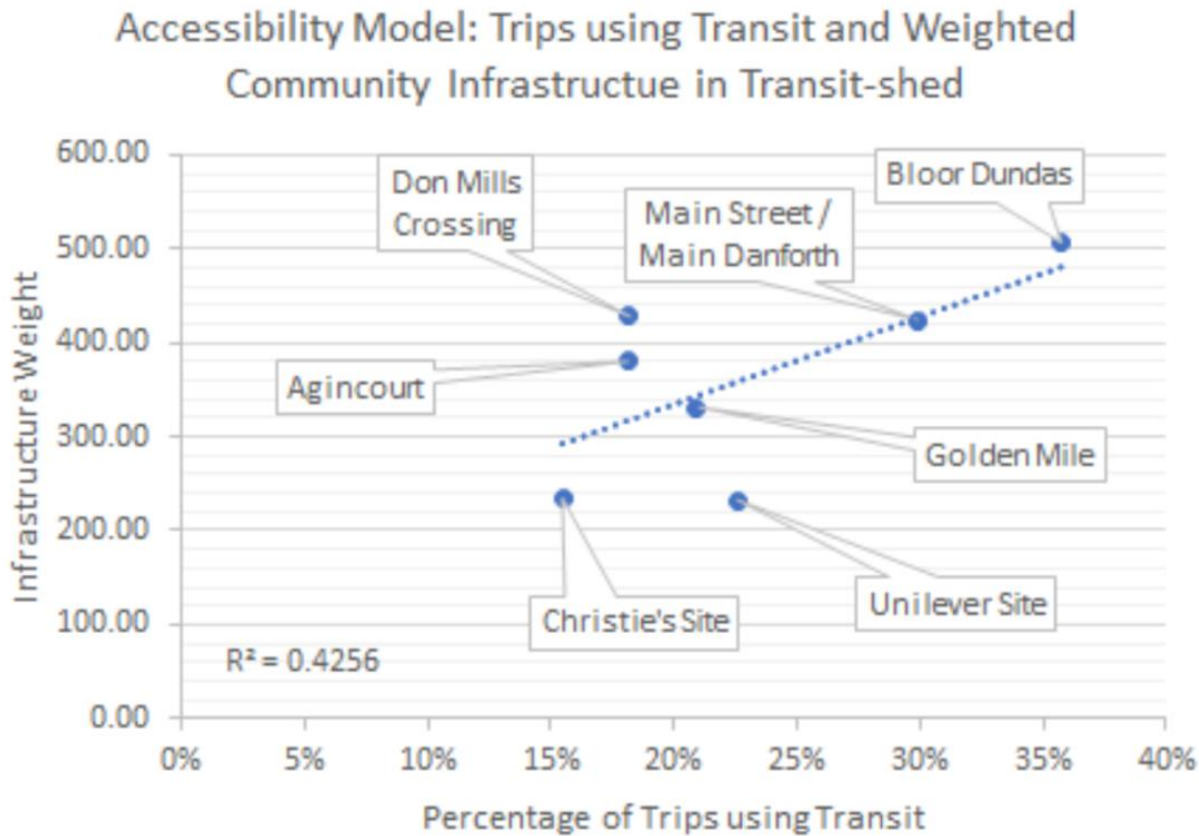
Findings: Transportation Patterns

Figure 3: Linear regression model: percentage of trips using transit modes and amount of community infrastructure (weighted) within the 60-minute transit-shed.

Taking the lens of accessibility-oriented research, this transportation analysis looks at the accessibility of each site using a transit-shed, derived from GTFS data, and the distributions of residents' trips recorded in the 2016 Transportation Tomorrow Survey and the distribution of social services and social infrastructure. This analysis uses data at the Traffic Analysis Zone (TAZ) level; several TAZs are in each MTSA.

Key hypotheses include:
1. The measure of "accessibility" for each site should be determined using a 60-minute transit-shed. The 60-minute transit-shed is established in the 2041 Regional Transportation Plan (Metrolinx) for measuring accessible jobs accessible by transit.

2. There should be a linear relationship between the number of trip destinations within a MTSA's transit-shed and the percentage of trips departing that MTSA using public transportation.

3. There should be a linear relationship between the (weighted) amount of infrastructure within a MTSA's transit-shed and the percentage of trips departing that MTSA using public transportation.

Findings: Transportation Patterns

Overall analysis results:

1. Most recorded trips departing from all TAZs were to Downtown Toronto or in areas of Scarborough. There were low overall trip numbers in Etobicoke and to the west.

2. Figure 2 shows the linear regression model comparing transit ridership for the seven studied MTSAs to the number of trip destinations within their respective travel sheds. Generally, the sites show, as hypothesized, a linear relationship between the number of destinations in the transit-shed and increases in transit ridership figures.

3. The R2 value of Figure 2 is generally strong at 0.7667. This confirms the linear relationship. There are slight deviations with the Unilever Site having lower transit-access to destinations than expected given their relatively higher transit ridership. Similarly, the Agincourt Site has lower transit ridership than their accessibility model would predict.

4. Figure 3 shows the linear regression model comparing transit ridership for the seven studied MTSAs to the (weighted) amount of community infrastructure available within each transit- shed. As hypothesized, there is generally a linear relationship between the amount of community infrastructure within the transit-shed and the respective MTSA's transit ridership.

5. The R2 value of Figure 3 at 0.4256 is comparatively weaker than that of Figure 3. This reflects the greater deviations from the curve seen with the Unilever Site's service shed and the service sheds of the Agincourt and Don Mills Crossing.

6. Transportation patterns:
    a. Most sites had a significant portion of trips terminating in adjacent or near-adjacent TAZ's. These generally showed existing usage of active modes, but lagged in usage of public transportation.
        i. The Christie's Site was a notable exception here, with the majority of trips occurring in the 10- to 20-kilometre range, and downtown as the major trip destination.
        ii. Data collected on most sites supported enhancements to local pedestrian and bicycle infrastructure as well as improvements to public transit service to make it more appealing.
            1. Notably, for many of these sites, destinations were within the 15- or 30-minute transit-sheds, yet transit ridership remains low.

See Appendix () For Further:

Appendices

Appendix A: Land Use and Built Form
Appendix B: Population and Demographics
Appendix C: Social Infrastructure and Services
Appendix D: Transportation
Appendix F: Site Visit Photographs

Appendix A: Land Use and Built Form

Land Use and Built Form: Study Areas

	Christies	Main and Danforth	Golden Mile	Unilever	Bloor Dundas	Don Mills Crossing	Agincourt
Height	13 – 70 storey towers + 4-12 storey mid-rise	Max 45 storey tower development + 2 - 3 storey base	20 - 35 storey tower developments (likely to increase) 3 - 6 storey base buildings	17 - 58 storey tower developments (allowable heights)	13 - 25 storey tower proposals 6 to 10-storey range mid-rise 2 to 3-storey Commercial Residential	Towers range 28 to 48-storeys Base buildings 2 to 6-storeys (10-storeys max) Wynford neighbourhood: 4-storey max	12 - 48 storey towers 7 storey mid-rise
Density (FSI)	5.9 Average	4.0 Average	Range 2.9 - 4.0	6.2 (maximum allowable) 2.0 - 3.0 (majority)	4.5 (maximum proposed) Ravine edge: 3.6 Wynford neighbourhood: 1.0	Core area: 3.0 to 4.6 Ravine edge: 3.6	FSI 3.5 (Agincourt Mall), 2.5 along subway
Unit Mix (if applicable)	~70% Mixed Use (Residential) 10% 3-bed, 40% 2-bed) ~29% Employment	~69% Mixed Use (Residential: 10% 3-bed, 25% 2-bed (in mediation))	70% Mixed Areas (10% non-residential, 20% incentivized) (Residential: 10% 3-bed, 25% 2-bed) 20% Employment Lands	Employment Lands	Varies by site Mixed use 68.5% Residential 9.6% Retail 21.9% Office	81.5% Residential (13.5% 3-bed, 24% 2-bed) 13% Office 2.4% Retail	91% Residential (11% 3-bed, 32% 2-bed) 2% office 6% retail
Parkland	14% Parkland	21.4% Parkland (existing)	~9% Parkland (rough calculation in GIS using parks denoted in secondary plan schedule 1)	~16.86% Parkland and open space (estimate from GIS and map 42-4 in secondary plan; includes flood plain on W. edge of site and rail edge to S.)	~5% Parkland	~14.11% Parkland (from Staff Report on 844 Don Mills Rd. OPA)	18.4% Parkland (per OPA)

Appendix A: Land Use and Built Form

Land Use and Built Form: Surrounding Context

	Christies	Main and Danforth	Golden Mile	Unilever	Bloor Dundas	Don Mills Crossing	Agincourt
Height	27-66 storey towers, 2-3 storey low-rise on periphery	25 storey tower (Max) 2-3 storey CR (Majority)	2 storeys detached residential North and South of Study Area; 2 to 3-storeys in employment areas; Up to 16-storeys residential apartments (Victoria Park Ave)	7 to 13-storey mixed use (b/w Queen St E & Eastern Ave, W of Broadview) (proposed); 3 or 4-storey mixed use (along Queen St E); 2 to 4-storey (in low-density residential areas)	2 to 3-storey residential; 2 to 3-storey commercial residential	Residential apartments range 10 to 30-storeys; Employment areas 2 to 3-storeys; Residential townhouses 2 to 3-storeys	Residential apartments range 5 to 25-storeys; Residential detached 2 to 3-storeys
Density (FSI)	5.7 Max; 3.5 Avg	2.0 – 2.5 in Commercial-Residential zones along major streets; 0.6-1.0 on interior residential detached	FSI 0.6 - 1.0 in residential; 1.0 in employment areas; 1.5 in apartment areas	Along Queen St E commercial FSI: 2; residential FSI: 2; In lower density residential areas FSI: 1	Residential FSI: 0.6 Commercial residential FSI: C1.0, R2.5	FSI employment areas: 1.5 FSI residential apartments: 1.5 FSI residential townhouse: 0.85	FSI 1.5 for residential apartments, 0.6 detached
Parkland / Open Space	26% Parkland	~7% parkland (existing)	~18.65%	~8.28% parkland (GIS estimate not including greyed areas of buffer)	2% of area is parkland (~25,000 square metres) - however site in proximity to High Park	~17.5% including ravine	~4.8% Parkland (~11.3% when including Tam O'Shanter Golf Course & Parkland that is part of areas denoted as "Institutional" on map)
Land Uses	Development along Lakeshore Blvd East (Motel Strip Secondary Plan Area) is well underway – density and height targets for Christies are in line with existing development and streetcar infrastructure is present on Lakeshore Blvd	Commercial residential mixed use along Danforth, large areas of detached housing with some apartments	Low rise rental apartment buildings on the west and east side, north bounded by Hydro park, further surrounded by single detached housings	Mixed-use commercial residential areas along Queen St E., significant employment zones	Employment area and low-density Commercial Residential located North of Bloor St along Dundas St W	Employment Areas to N/NE, Apartments to E/SE	Residential areas to the South of Sheppard, some employment zones

Appendix B: Population and Demographics

Population	24433
Total Private Dwellings	15764
Population Density (/km2)	6094.12
Age Group (<15; 15-65; 65+)	11.75%; 70.6%; 17.46%
Median Household Income (total average; 1-person household; >1 person household)	$81,855; $48,489; $103,256
Immigration Status (non-immigrants; immigrants; non-PR)	59.60%; 38.47%; 1.93%
Employment Status (employed; unemployed; not in labor force)	64.93%; 3.42%; 31.65%
Ownership (owner; renter) – 25%	7780 (66.73%); 5440 (33.27%)
Housing (condo, non-condo) – 25%	9210 (32.36%); 4020 (67.64%)

Table 1: Christie's Planning Study demographic information (800m walkshed), extracted from 2016 census

Population	33020
Total Private Dwellings	14786
Population Density (/km2)	9026.42
Age Group (<15; 15-65; 65+)	16.04%; 70.95%; 13.01%
Median Household Income (total average; 1-person household; >1 person household)	$78,512; $39,402; $99,444
Immigration Status (non-immigrants; immigrants; non-PR)	70.81%; 27.59%; 1.60%
Employment Status (employed; unemployed; not in labor force)	65.43%; 5.11%; 29.45%
Ownership (owner; renter) – 25%	6805 (62.00%); 7510 (38.00%)
Housing (condo, non-condo) – 25%	625 (3.30%); 13730 (96.70%)

Table 2: Main Street Planning Study demographic information (800m walkshed), extracted from 2016 census

Population	21982
Total Private Dwellings	9114
Population Density (/km2)	7190.61
Age Group (<15; 15-65; 65+)	15.50%; 68.21%; 16.31%
Median Household Income (total average; 1-person household; >1 person household)	$65,351; $36,563; $77,412
Immigration Status (non-immigrants; immigrants; non-PR)	47.13%; 50.83%; 2.04%
Employment Status (employed; unemployed; not in labor force)	56.33%; 6.12%; 37.55%
Ownership (owner; renter) – 25%	4365 (56.28%); 4590 (43.72%)
Housing (condo, non-condo) – 25%	2130 (14.08%); 6815 (85.92%)

Table 3: Golden Mile Secondary Plan demographic information (800m walkshed), extracted from 2016 census

Population	13859
Total Private Dwellings	8241
Population Density (/km2)	7433
Age Group (<15; 15-65; 65+)	13.35%; 77.68%; 8.81%
Median Household Income (total average; 1-person household; >1 person household)	$83,063; $45,075; $118,060
Immigration Status (non-immigrants; immigrants; non-PR)	71.99%; 26.11%; 1.90%
Employment Status (employed; unemployed; not in labor force)	72.18%; 5.01%; 22.82%
Ownership (owner; renter) – 25%	3985 (57.17%); 3415 (42.83%)
Housing (condo, non-condo) – 25%	3885 (26.76%); 3525 (73.24%)

Table 4: Unilever Precinct Planning Study demographic information (800m walkshed), extracted from 2016 census

Population	35222
Total Private Dwellings	17581
Population Density (/km2)	11447.69
Age Group (<15; 15-65; 65+)	13.45%; 74.38%; 12.19%
Median Household Income (total average; 1-person household; >1 person household)	$70,733; $37,761; $97,683
Immigration Status (non-immigrants; immigrants; non-PR)	63.61%; 33.71%; 2.68%
Employment Status (employed; unemployed; not in labor force)	68.05%; 4.75%; 27.19%
Ownership (owner; renter) – 25%	6780 (47.12%); 9880 (52.88%)
Housing (condo, non-condo) – 25%	3020 (10.01%); 13640 (89.99%)

Table 5: Bloor Dundas Avenue Study demographic information (800m walkshed), extracted from 2016 census

Population	24409
Total Private Dwellings	10863
Population Density (/km2)	12910.60
Age Group (<15; 15-65; 65+)	19.53%; 67.07%; 13.45%
Median Household Income (total average; 1-person household; >1 person household)	$57,742; $40,172; $67,049
Immigration Status (non-immigrants; immigrants; non-PR)	37.64%; 58.29%; 4.06%
Employment Status (employed; unemployed; not in labor force)	53.37%; 5.83%; 40.80%
Ownership (owner; renter) – 25%	3950 (31.60%); 6615 (68.40%)
Housing (condo, non-condo) – 25%	4525 (27.71%); 6025 (72.29%)

Table 6: Don Mills Crossing Secondary Plan demographic information (800m walkshed), extracted from 2016 census

Population	35774
Total Private Dwellings	13671
Population Density (/km2)	5179
Age Group (<15; 15-65; 65+)	12.53%; 66.54%; 20.88%
Median Household Income (total average; 1-person household; >1 person household)	$68,530; $33,292; $77,423
Immigration Status (non-immigrants; immigrants; non-PR)	33.92%; 62.24%; 3.85%
Employment Status (employed; unemployed; not in labor force)	50.32%; 5.26%; 44.41%
Ownership (owner; renter) – 25%	7770 (75.14%); 5325 (24.86%)
Housing (condo, non-condo) – 25%	4565 (15.72%); 8500 (84.28%)

Table 7: Agincourt Mall Planning Study demographic information (800m walkshed), extracted from 2016 census

Appendix C: Infrastructure

	Original Study Area	800m From Transit Stations	Notes
Community Centers	0	0	
Libraries	0	1	Toronto Public Library – Humber Bay Branch, north of Food Terminal and Gardiner, embedded in neighborhoods
Schools	0	0	1 public and 1 catholic school just outside of the northern boundary; 1 private school outside of western boundary
Daycares	0	2	Tiny Hoppers (private); Munchkinz Preschool (private)
Parkland	2 (proposed)	12	Proposed: 2 in original study area (1.5 hectares) North: South Humber Park, Jeff Healey Park, Dalesford Parkette South West: Grand Avenue Park, Manchester Park, Humber Bay Promenade Park South East: Humber Bay Park East, Humber Bay Park West, Humber Bay Shores Park, Jean Augustine Park
Other social agencies	0	0	

Table 1: Christie's Planning Study infrastructure summary

	Original Study Area	800m From Transit Stations	Notes
Community Centers	1	4	Within Study Area: Main Square Community Centre 800m: Secord Community Centre, Terry Fox Recreation Centre, Adam Beck Community Centre
Libraries	0	1	Toronto Public Library – Main Street Branch
Schools	1	12	Public: Secord Public School, Malvern Collegiate Institute, Notre Dame high School, George Webster Elementary School, William J McCordic School, Gledhill Junior Public School, Kimberley Junior Public School (within original study area) Private: Community Life Christian School, St. John Catholic School, LeRoux Froebel Bilingual School, Beacon of Light Private Elementary School, The Cube School of Technology
Daycares	1	8	Within Study Area: Main Square Day Care Centre 800m: Toronto George Webster YMCA Child Care Center, Enderby Child Care, Muppets Children's Center, Family Resource Connection, East Toronto Village Children's Center, Gledhill Avenue Child Care Center, Bluebell Academy
Parkland	3	11	Within Study Area: Ted Reeve Baseball Park; 2 proposed North: Dentonia Park, Maryland Park, Eastdale Parkette

| | | | South: William Hancox Park, Norwood Park, Cassels Park, Stephenson Park, Gledhill Park |
| **Other social agencies** | 0 | 2 | Revera Main Street Terrace Long Term Care Home, Springboard Services |

Table 2: Main Street Planning Study infrastructure summary

	Original Study Area	**800m From Transit Stations**	**Notes**
Community Centers	0	0	
Libraries	1	1	Toronto Public Library – Eglinton Square Branch
Schools	0	5	800m: Centennial College Ashtonbee Campus, Sloane Public School, O'Connor Public School, Clairlea public School
Daycares	3	8	Study area: My Little School, Victoria Village Children's Services 800m: O'Connor Early Learning & Childcare Center, Wexford Community Childcare, Ying's Home Daycare, Bright Sparks Canada Childcare, Isabella Walton Childcare Center
Parkland	12proposed + 1 existing	16	11 proposed parks in employment area + 1 existing Ashtonbee Reservoir Park, Wexford Hydro Park, Parma Park, Maidvale Park,
Other social agencies	3	6	Study area: Golden mile Employment and Social Services; Scarborough Ontario Court of Justice; Service Ontario; 800m: YMCA O'Connor Kickstart Program; Catholic Children's Aid Society of Toronto; Toronto Police Service 41 Division

Table 3: Golden Mile Secondary Plan infrastructure summary

	Original Study Area	**800m From Transit Stations**	**Notes**
Community Centers	0	1	Jimmie Simpson Recreation Center
Libraries	0	1	Toronto Public Library – Queen/Saulter Branch
Schools	0	4	Private: liberty prep school Public: Morse Street Junior Public School, Dundas Junior Public School, Queen Alexandra Middle and High School
Daycares	0	3	South Riverdale Child-Parent Center, Boulton Avenue Child Care, Canadian Caregiver Services Inc
Parkland	2 proposed	5	Jimmie Simpson Park, Bruce Mackey Park, Saulter Street Parkette, Thompson Street Parkette, Underpass Park, Corktown Common, McCleary Park

Other social agencies	0	0	Lots of car dealerships

Table 4: Unilever Precinct Planning Study infrastructure summary

	Original Study Area	800m From Transit Stations	Notes
Community Centers	0	1	Keele Community Centre
Libraries	0	1	Toronto Public Library – Perth/Dupont Branch
Schools	2	10	Within study area: west park secondary school, bishop moarrocco/Thomas Merton Catholic Secondary School 800m: Westminster Classical Christian Academy, Keele Street Public School, Indian Road Crescent Junior Public School, Perth Avenue Junior Public School, St. Luigi Catholic School, Bloom School, Saint-Frere-Andre Catholic Secondary School, St. Vincent de Paul Catholic School
Daycares	1	8	Study area: Ola Day Care 800m: Toronto Indian Road YMCA Before and After School program, Candy Factory Day Care, Keelmount Day Care Center, Sunnyside Day Care – Keele, Perth Early Learning Center, Network Child Care Service of Metropolitan Toronto Inc, Kids Zone Day Care
Parkland	0	10	High Park, Lithuania Park, Perth Sqaure Park, Campbell Park, McGregor Playground, Ritchie Avenue Parkette, Columbus Parkette, Erwin Krickhahn Park, Perth Avenue Parkette, West Toronto Rail Path
Other social agencies	1	3	Study area: Crossways Sexual Health Clinic – Toronto Public Health 800m: High Park Parkdale Employment & Social Services, Park Place LINC Center

Table 5: Bloor Dundas Avenue Study infrastructure summary

	Original Study Area	800m From Transit Stations	Notes
Community Centers	0	1	Dennis R. Timbrell Resource Centre
Libraries	0	1	Toronto Public Library – Flemingdon Park Branch
Schools	0	2	The Institute of Holistic Nutrition, Grenoble Public School
Daycares	0	5	Kidsville Nursery School, Graydon Hall Child Care Services, Flemingdon Early Learning and Childcare Center, Champion's Children's Center, Engaging Minds Child Care
Parkland	4 proposed	7	ET Seton Park, Aga Khan Park, Ferrand Drive Park

Other social agencies	0	3	Ontario Science Center, surex community services, service Ontario

Table 6: Don Mills Crossing Secondary Plan infrastructure summary

	Original Study Area	**800m From Transit Stations**	**Notes**
Community Centers	0	4	Agincourt Recreation Centre, Commander Recreation Centre, Stephen Leacock Seniors Community Centre, Stephen Leacock Community Recreation Centre
Libraries	1	1	Toronto Public Library – Agincourt Branch
Schools	0	12	Lynngate junior public school, holy spirit catholic elementary school, Pauline johnson public school, john buchan senior public school, Stephen leacock collegiate institute, tam o'shanter junior public school, Inglewood heights junior public school, Agincourt junior public school, Agincourt collegiate institute, sir alexander Mackenzie senior public school, st. Bartholomew catholic school, c Farquharson junior public school
Daycares	0	7	Heart beatz child care, birchmount day care center, scarborough holy spirit ymca child care center, Paulin Johnson YMCA child care center, good shepherd day care center, plasp child care services, scarborough cd Farquharson ymca chil care center
Parkland	3	14	Study area: Collingwood park + 2 proposed park at core study area (agincourt mall site) 800m: Agincourt park, Donalda park, Metrogate park, McDairmid Woods Park, Inglewood Heights Park, Ron Watson Park, Stephen leacock park, scarden park, lynngate park, garden avenue parkette, snowhill park,
Other social agencies	0	0	

Table 7: Agincourt Mall Planning Study infrastructure summary
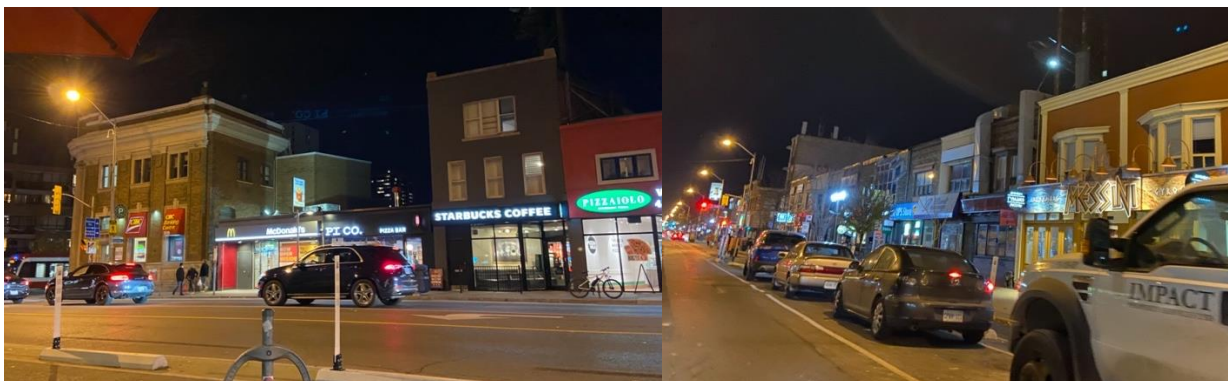
Appendix D: Transportation

Appendix F: Site Visit Photographs

Christie's Planning Study
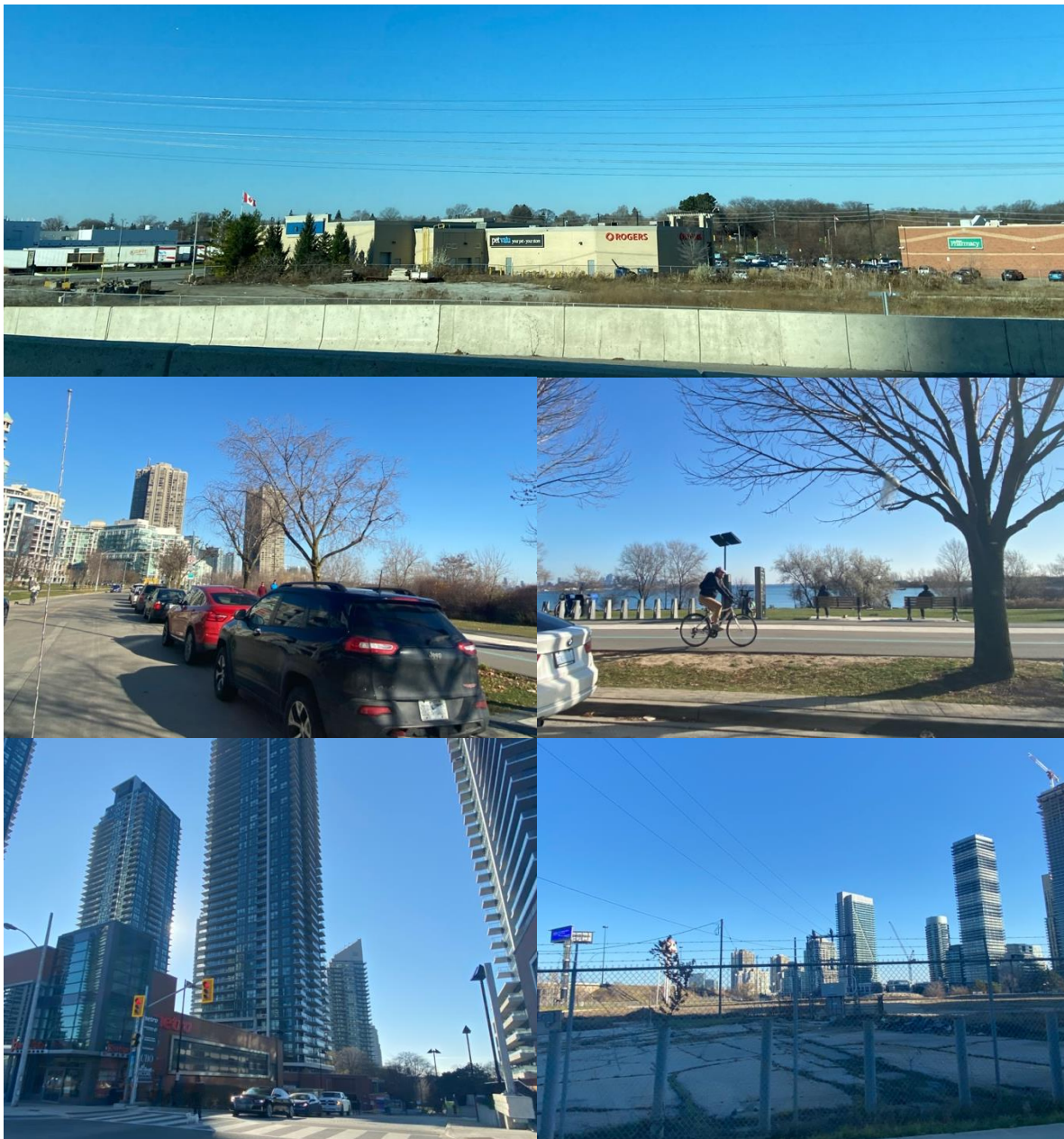
Main Street Planning Study

Golden Mile Secondary Plan

Unilever Precinct Planning Study

Bloor Dundas Avenue Study

Don Mills Crossing Secondary Plan

Agincourt Mall Planning Study