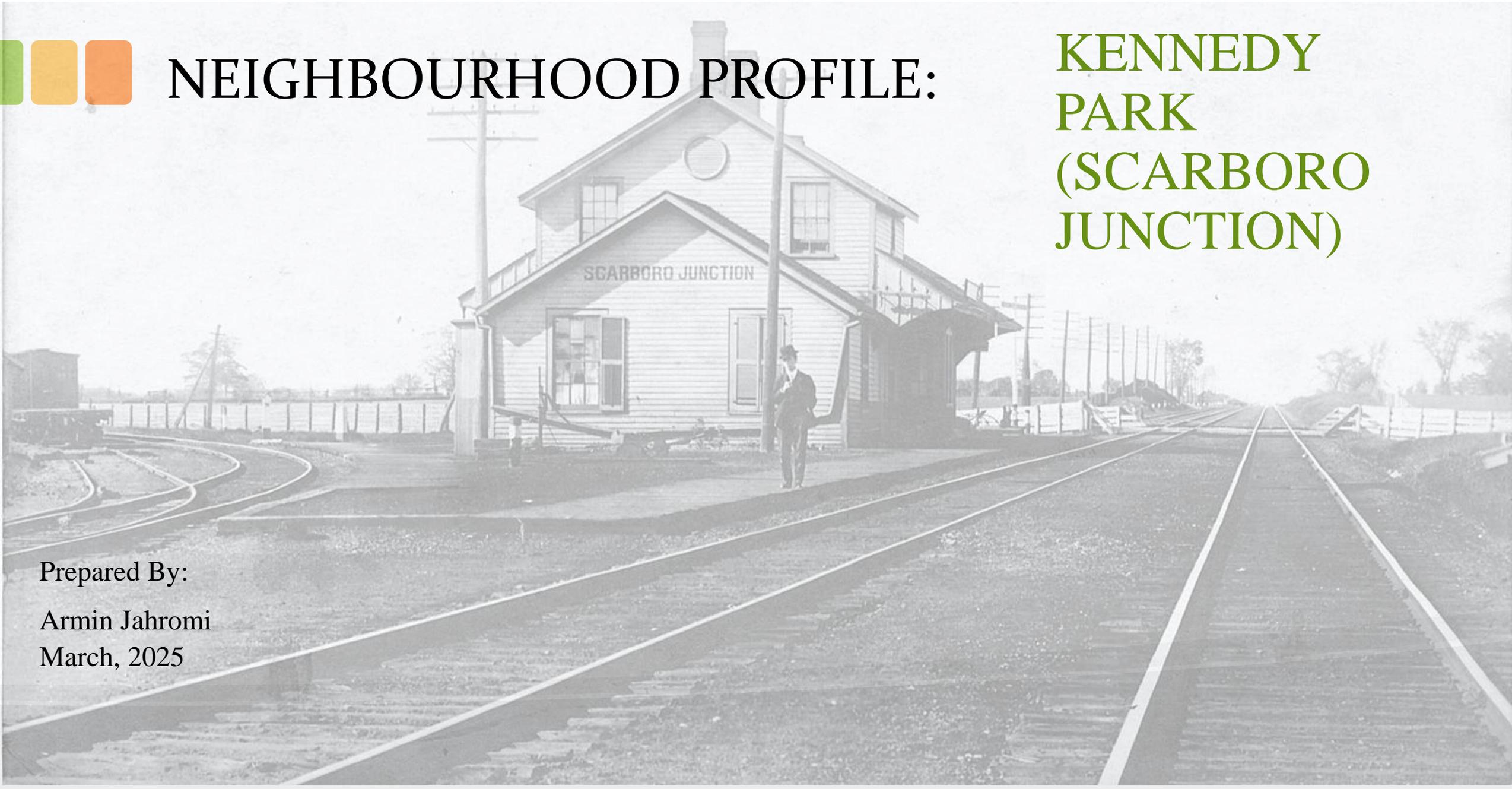




# NEIGHBOURHOOD PROFILE:

## KENNEDY PARK (SCARBORO JUNCTION)



Prepared By:

Armin Jahromi

March, 2025



# Agenda

- Introduction
- TSS
- Relevant Policies
- Demographics
- Transportation Network & Transit Service
- Development Activity
- References
- Attachments



# Introduction

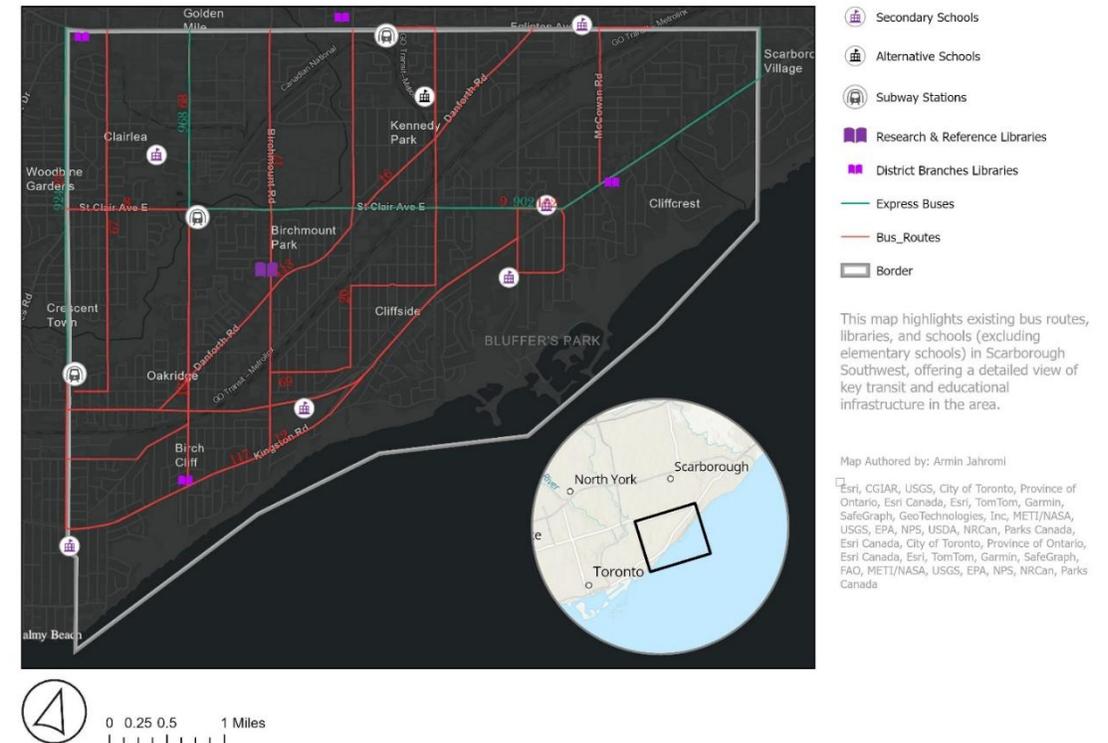
Kennedy Park (Scarboro Junction) is a residential and commercial neighborhood in eastern Toronto, identified as Neighborhood 137. As of the 2021 Census, it has a population of 14,505, with a diverse demographic, including significant South Asian, Filipino, and Black communities. It is bordered by Birchmount Road, Brimley Road, Eglinton Avenue, and St. Clair Avenue.



The area features a mix of housing types, including single-family homes, townhouses, and apartment buildings, with commercial corridors along Eglinton Avenue East, Kennedy Road, and St. Clair Avenue East. It is well-connected by transit, with Kennedy Station serving the Bloor-Danforth Subway, Eglinton Crosstown LRT, and GO Transit.

Designated as a Neighbourhood Improvement Area under the Toronto Strong Neighbourhoods Strategy 2020, Kennedy Park is focused on enhancing infrastructure, services, and economic opportunities. Key community spaces include Jack Goodlad Park, Corvette Park, and the Kennedy/Eglinton Library, making it a vibrant and evolving neighborhood.

## Scarborough Southwest: Bus Routes, Libraries, & Schools

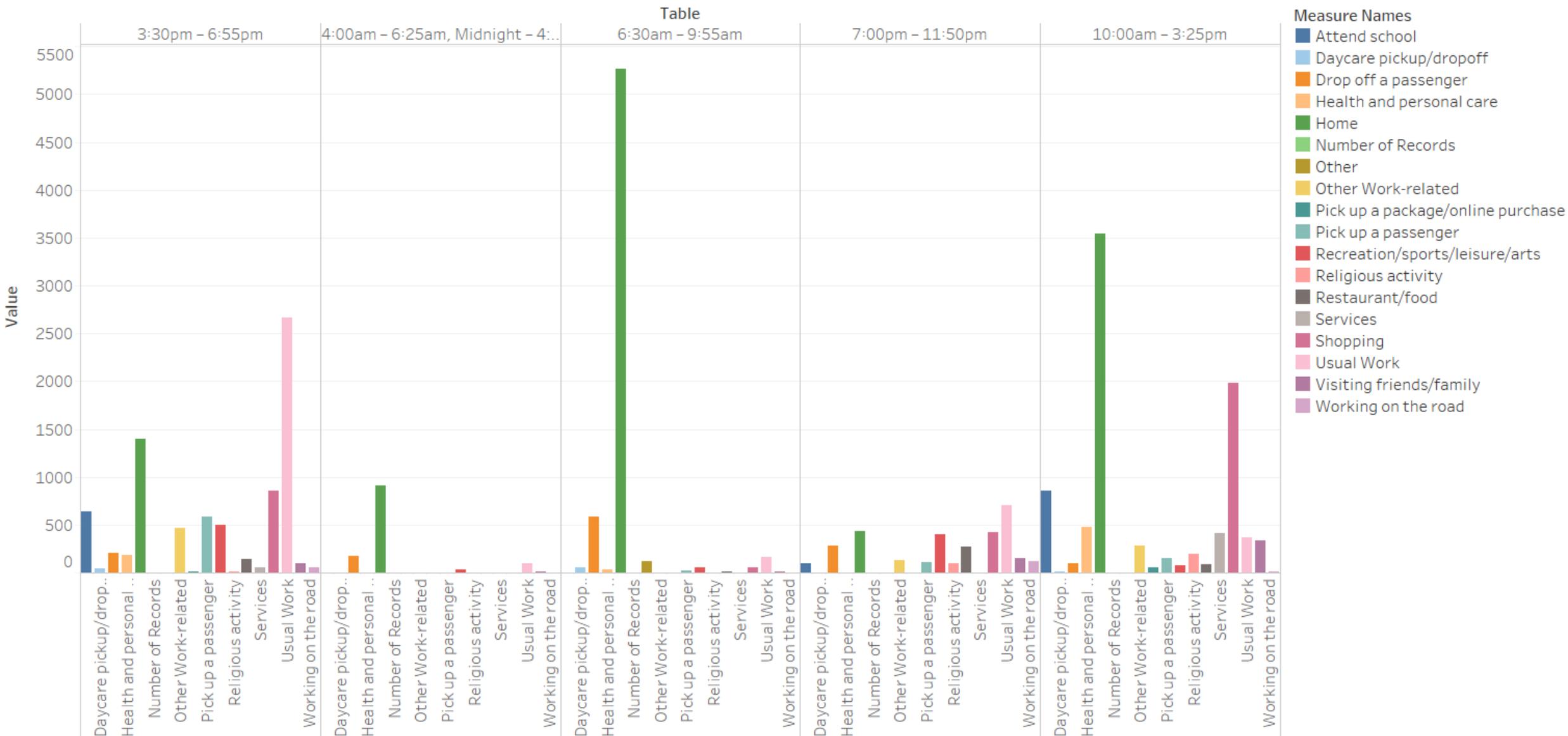




## Summary

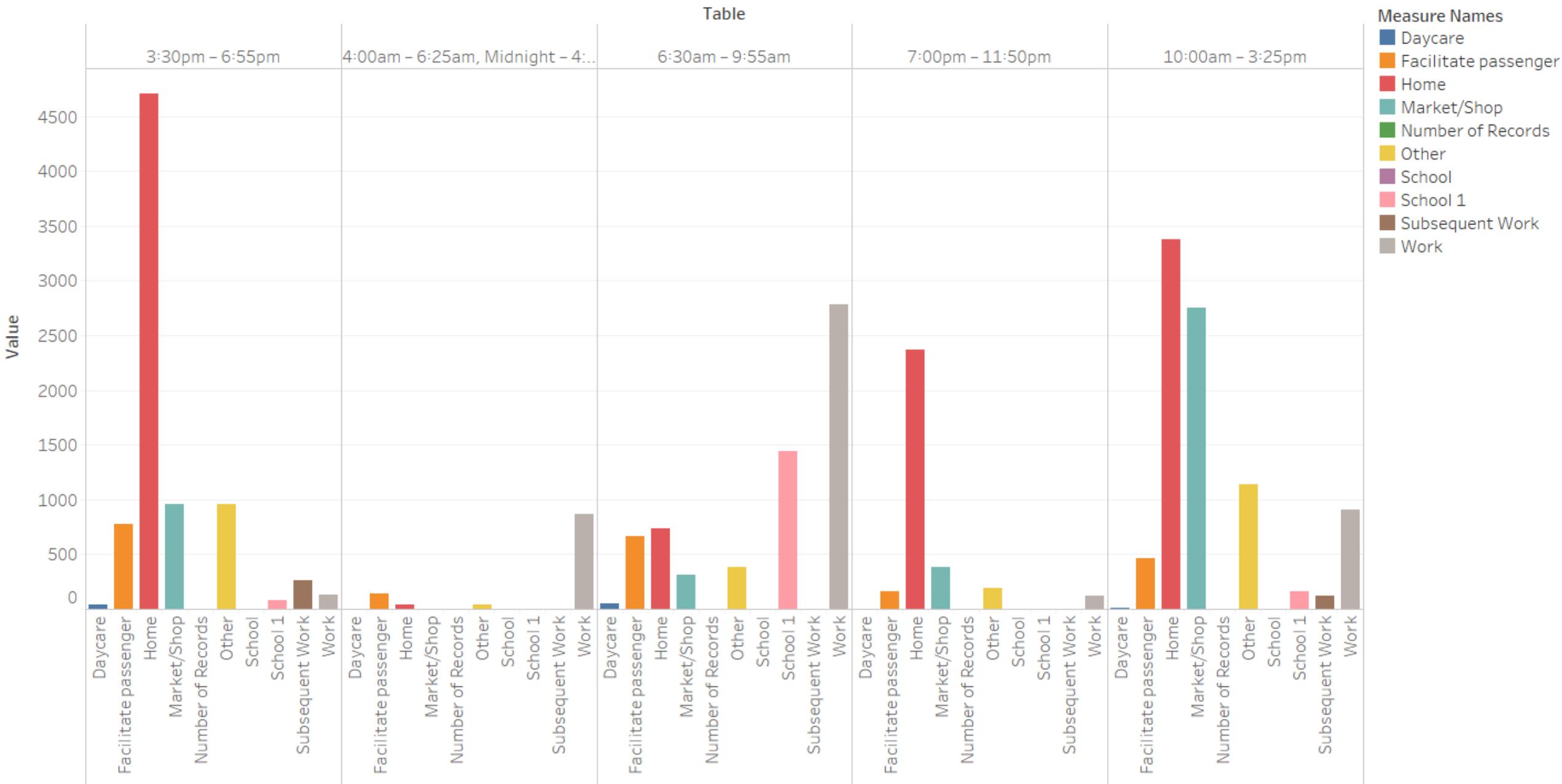
**Work** and **school** trips peak in the **morning** and **evening**, while **discretionary** and **non-home-based** trips, such as **shopping** and **errands**, are more evenly distributed. **Automobiles** dominate travel, but transit use is significant for work commutes, especially during **peak hours**. **Walking** and **cycling** are more common for short **discretionary** and **school trips**, while **rideshare services** see increased use in the **evening**. **Trip destinations** largely revolve around **home, work, school,** and **shopping**, with **childcare-related travel** aligning with **school** and **work schedules**.

# 2022 Trip Purpose of Origin



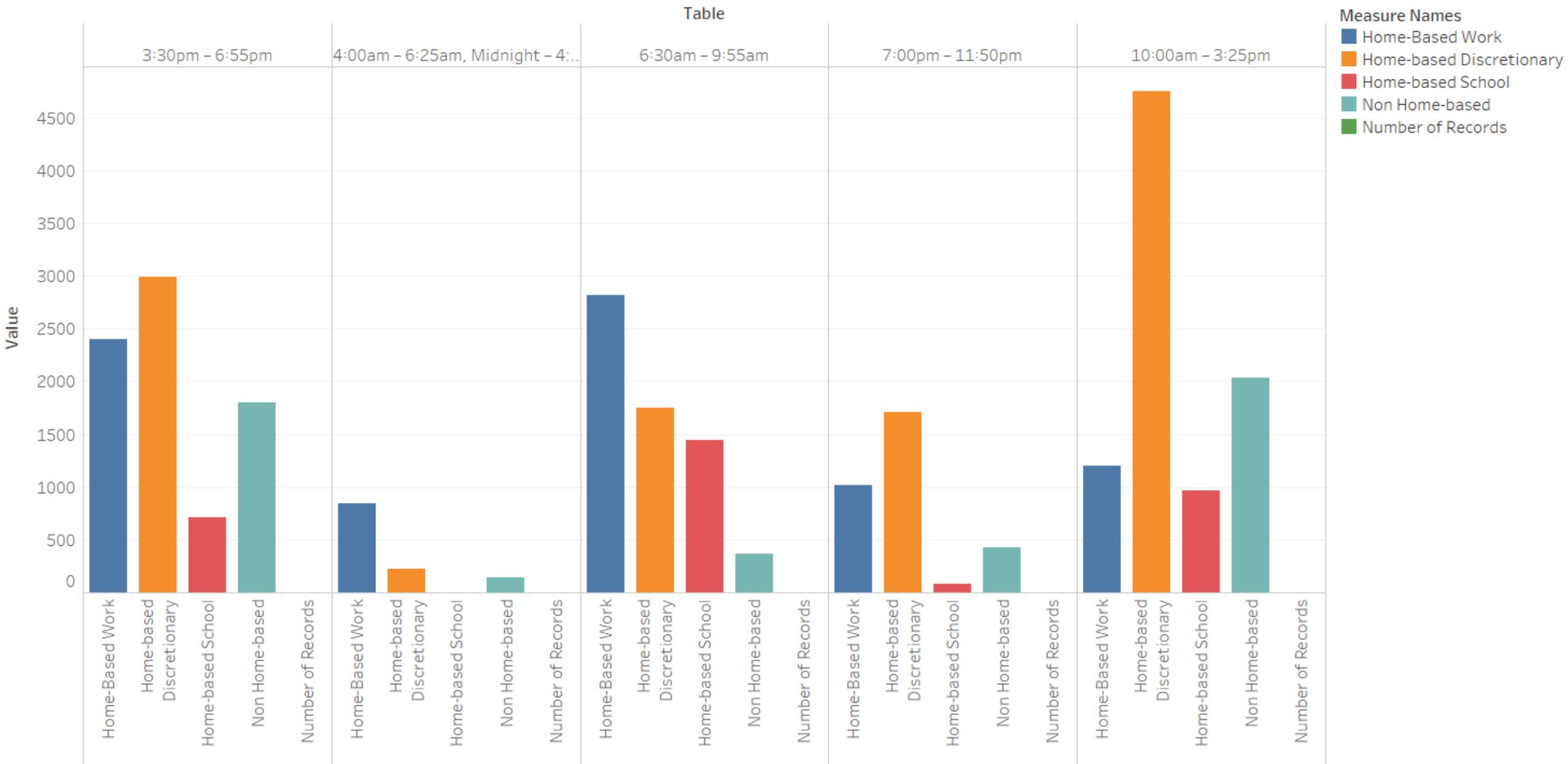
Attend school, Daycare pickup/dropoff, Drop off a passenger, Health and personal care, Home, Number of Records, Other, Other Work-related, Pick up a package/online purchase, Pick up a passenger, Recreation/sports/leisure/arts, Religious activity, Restaurant/food, Services, Shopping, Usual Work, Visiting friends/family and Working on the road for each Table. Color shows details about Attend school, Daycare pickup/dropoff, Drop off a passenger, Health and personal care, Home, Number of Records, Other, Other Work-related, Pick up a package/online purchase, Pick up a passenger, Recreation/sports/leisure/arts, Religious activity, Restaurant/food, Services, Shopping, Usual Work, Visiting friends/family and Working on the road.

# Trip Purpose of Destination



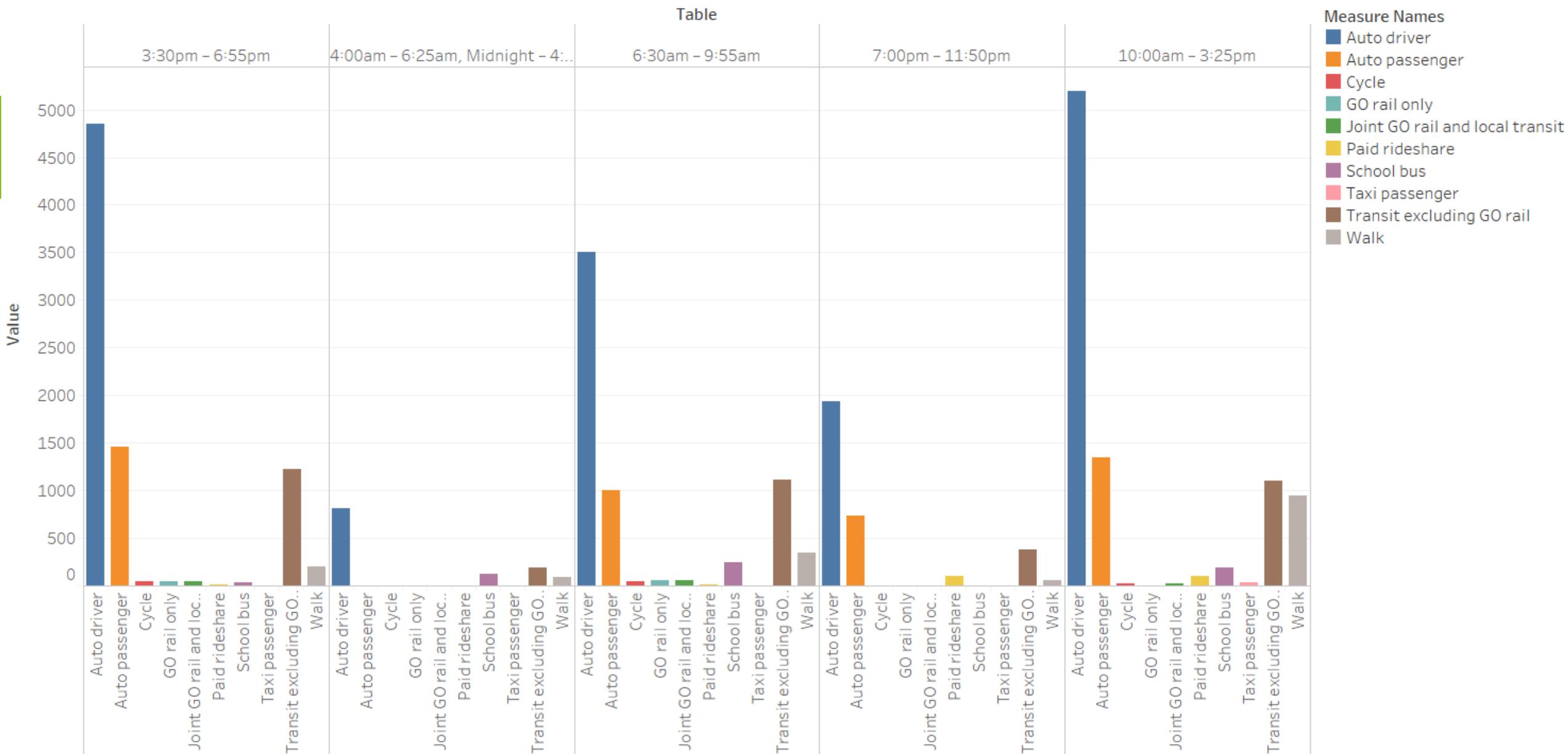
Daycare, Facilitate passenger, Home, Market/Shop, Number of Records, Other, School, School 1, Subsequent Work and Work for each Table. Color shows details about Daycare, Facilitate passenger, Home, Market/Shop, Number of Records, Other, School, School 1, Subsequent Work and Work.

# Trip purpose



Home-Based Work, Home-based Discretionary, Home-based School, Non Home-based and Number of Records for each Table. Color shows details about Home-Based Work, Home-based Discretionary, Home-based School, Non Home-based and Number of Records.

# Primary travel mode of trip



Auto driver, Auto passenger, Cycle, GO rail only, Joint GO rail and local transit, Paid rideshare, School bus, Taxi passenger, Transit excluding GO rail and Walk for each Table. Color shows details about Auto driver, Auto passenger, Cycle, GO rail only, Joint GO rail and local transit, Paid rideshare, School bus, Taxi passenger, Transit excluding GO rail and Walk.



# Relevant Policies

**Official Plan (OP):** Supports transit-oriented development (TOD) around Kennedy Station, promoting higher-density, mixed-use developments and affordable housing. It emphasizes green spaces and sustainability.

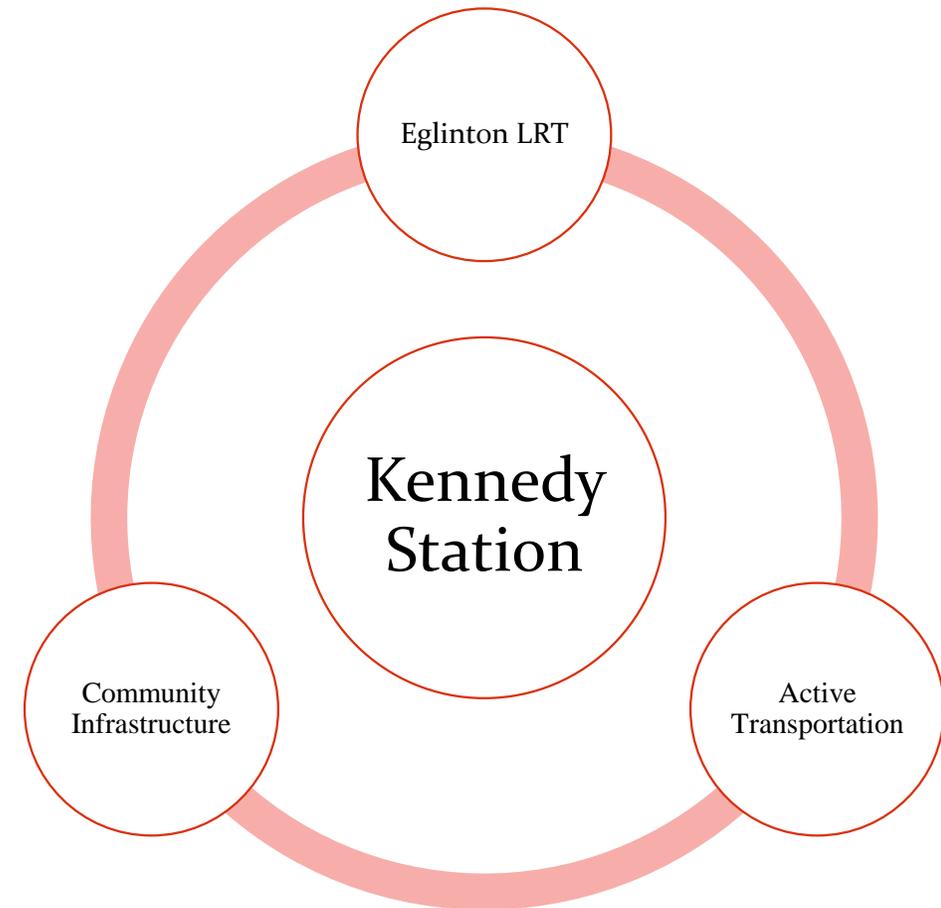
**Scarborough Secondary Plan:** Encourages infill development along key corridors like Eglinton Avenue East and Kennedy Road, with a focus on community infrastructure such as parks, libraries, and transit connectivity.

**Transportation Master Plan (TMP):** Enhances public transit, focusing on Eglinton Crosstown LRT and Kennedy Subway Station, and promotes active transportation (cycling and walking).

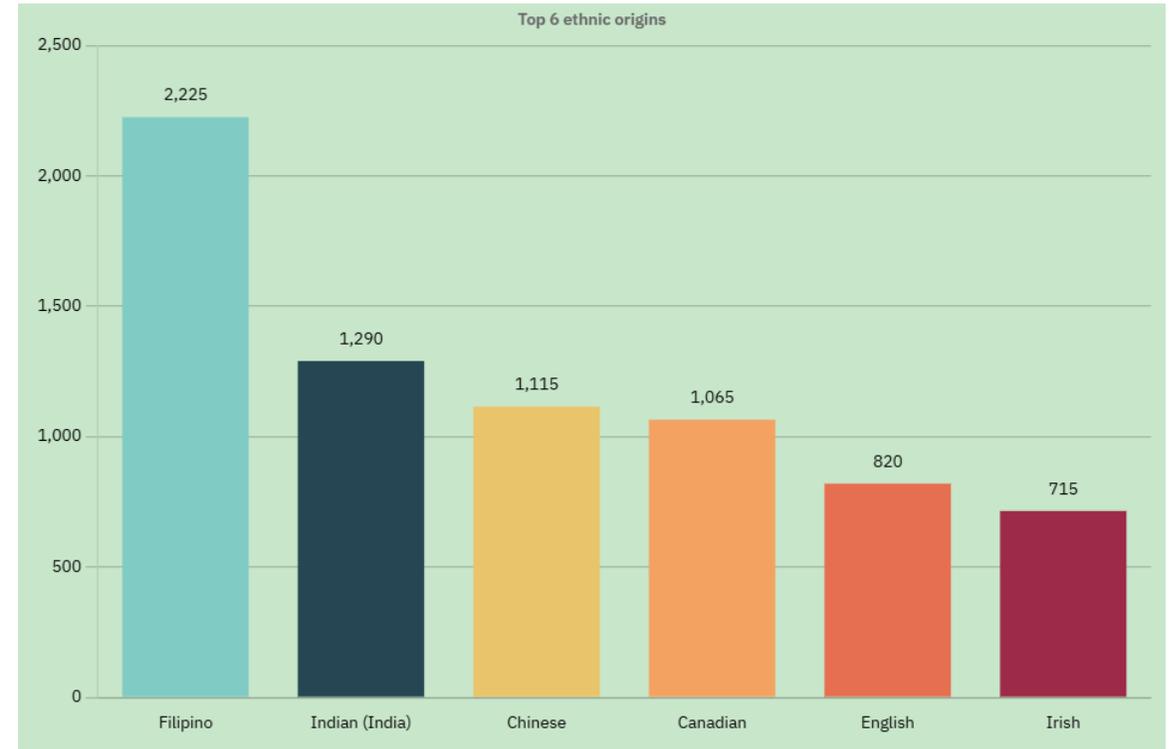
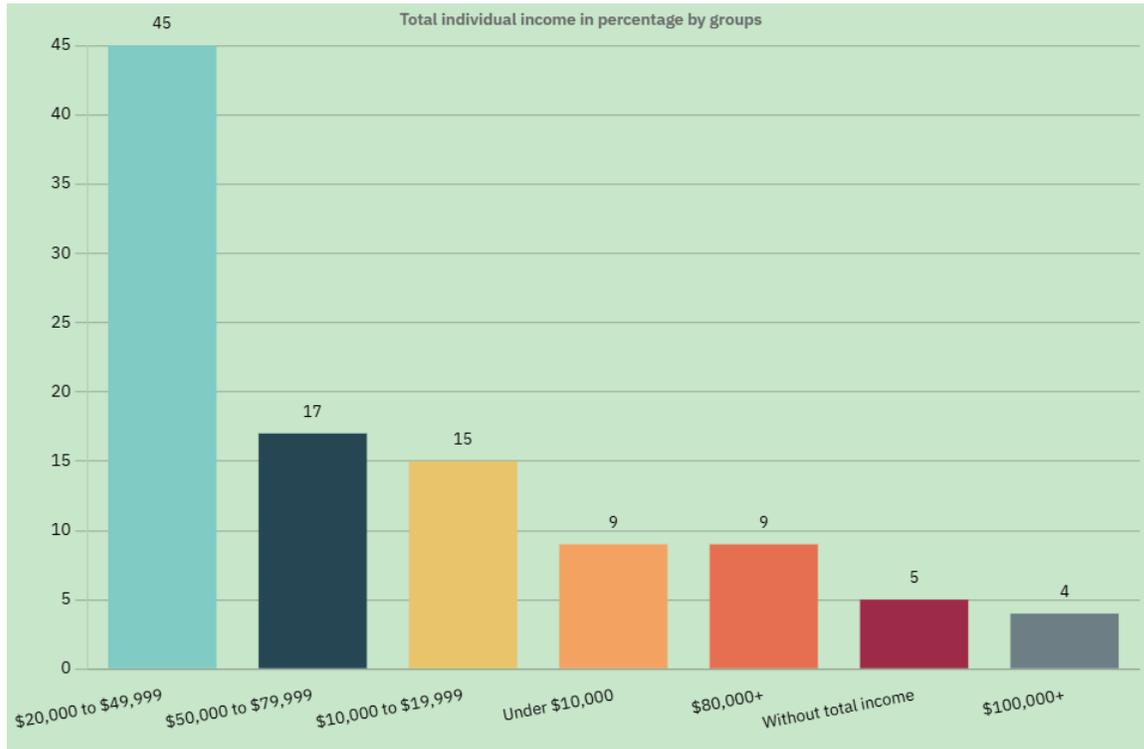
**Growth Plan for the Greater Golden Horseshoe:** Prioritizes intensification near transit hubs like Kennedy Park, with an emphasis on creating complete communities that include essential services.

**Toronto Strong Neighbourhoods Strategy 2020:** Designates Kennedy Park as a Neighbourhood Improvement Area, focusing on improving social infrastructure, economic opportunities, and community services.

**Scarborough Growth Management Strategy:** Encourages sustainable growth and links employment with enhanced transit access, especially via the Crosstown LRT.



# Demographics



The area has a large proportion of immigrants and racialized communities, such as South Asian, Filipino, and Black residents. Many of these communities face economic challenges, with income levels lower than the city average.



# Transportation Network & Transit Service

## Scarborough Southwest: Bus Routes, Libraries, & Schools



- Secondary Schools
- Alternative Schools
- Subway Stations
- Research & Reference Libraries
- District Branches Libraries
- Express Buses
- Bus\_Routes
- Border

This map highlights existing bus routes, libraries, and schools (excluding elementary schools) in Scarborough Southwest, offering a detailed view of key transit and educational infrastructure in the area.

Map Authored by: Armin Jahromi

Esri, CGIAR, USGS, City of Toronto, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, NRCAN, Parks Canada, Esri Canada, City of Toronto, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, NRCAN, Parks Canada

Kennedy Park has limited active transportation infrastructure, but key corridors like Eglinton Avenue East and Kennedy Road have sidewalks. Cycling infrastructure is minimal, with no dedicated bike lanes in the neighborhood.

The Toronto Transit Commission (TTC) provides transit service in Kennedy Park. The official website, [www.ttc.ca](http://www.ttc.ca), offers route maps, schedules, and service updates.

Two bus routes serve the neighborhood:

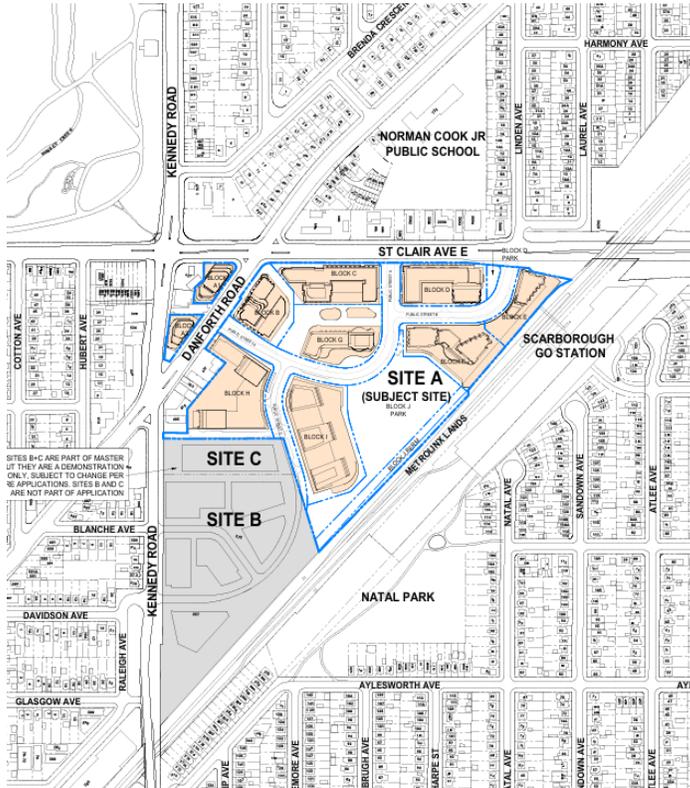
**Line 16 McCowan** – Runs north-south, connecting to Kennedy Station, with service every 10-15 minutes during peak hours.

**17 Birchmount** – Operates along the western edge, connecting to Warden Station, with service every 10-20 minutes, depending on the time of day.



0 0.25 0.5 1 Miles

# Development Activity



3585-3595 ST CLAIR AVE E

**Scarborough Junction Master-Planned Community:** This transformative project proposes 14 towers, ranging from 19 to 58 storeys, across 10 development blocks. The plan includes two new public parks, pedestrian pathways, cycling networks, and public squares. The tallest towers will encircle a new central park, serving as the community's focal point, with lower structures along St. Clair Avenue.





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# Attachments

Appendix A<sub>1</sub> – Primary Travel Mode of Trip

Appendix A<sub>2</sub> – Trip Purpose

Appendix A<sub>3</sub> – Trip Purpose of Destination

Appendix A<sub>4</sub> – 2022 Trip Purpose of Origin



# Modal Split Data

	A	B	C	D	E	F	G	H	I	J	K
1	Table	Transit excluding GO rail	Cycle	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	School bus	Taxi passenger	Paid rideshare	Walk
2	4:00am–6:25am, Midnight–4:00am	191	0	811	0	0	0	120	0	0	94
3	6:30am–9:55am	1113	40	3501	60	55	999	245	0	9	348
4	10:00am–3:25pm	1098	21	5192	0	22	1350	189	28	101	944
5	3:30pm–6:55pm	1220	40	4854	50	50	1459	30	0	9	196
6	7:00pm–11:50pm	382	0	1941	5	4	739	0	0	96	58



# Trip Purpose

	A	B	C	D	E
1	Table	Home-Based Work	Home-based School	Home-based Discretionary	Non Home-based
2	4:00am – 6:25am, Midnight – 4:00am	849	0	226	140
3	6:30am – 9:55am	2814	1440	1746	369
4	10:00am – 3:25pm	1199	966	4749	2031
5	3:30pm – 6:55pm	2404	709	2990	1805
6	7:00pm – 11:50pm	1016	77	1706	426



# Trip Purpose of Destination

	A	B	C	D	E	F	G	H	I	J
1	Table	School	Daycare	Facilitate passenger	Home	Market/Shop	Other	Subsequent Work	School	Work
2	4:00am – 6:25am, Midnight – 4:00am	0	0	140	44	0	44	0	0	867
3	6:30am – 9:55am	0	54	664	739	308	386	0	1440	2780
4	10:00am – 3:25pm	4	15	466	3376	2754	1142	119	159	910
5	3:30pm – 6:55pm	0	39	779	4705	958	953	267	80	129
6	7:00pm – 11:50pm	0	0	163	2365	387	194	0	0	116



# 2022 Trip Purpose of Origin

	A	B	C	D	E	F	G	H	I	J
1	Table	Usual Work	Other Work-related	Working on the road	Attend school	Daycare pickup/dropoff	Pick up a package/online purchase	Shopping	Services	Health and personal care
2	4:00am – 6:25am, Midnight – 4:00am	95	0	0	0	0	0	0	0	0
3	6:30am – 9:55am	162	0	0	0	54	0	49	0	29
4	10:00am – 3:25pm	372	278	14	855	15	50	1984	407	482
5	3:30pm – 6:55pm	2666	461	50	642	39	9	852	58	188
6	7:00pm – 11:50pm	709	132	123	102	0	0	420	0	4

K	L	M	N	O	P	Q	R
Restaurant/food	Visiting friends/family	Recreation/sports/leisure/arts	Religious activity	Pick up a passenger	Drop off a passenger	Other	Home
0	8	33	0	0	168	0	911
14	12	52	0	24	588	124	5262
82	336	81	198	152	100	0	3538
145	96	500	13	590	201	0	1398
267	154	397	93	111	278	0	434