

Figure 425. Concept plan of potential mixed-use development

# 19.0 APPRAISAL REPORT OF EGLINTON WEST LRT POTENTIAL DEVELOPMENT LANDS



## Appraisal Report of: Eglinton West LRT- Potential Development Lands

Partnership. Performance.



Prepared for:



**Avison Young Valuation & Advisory Services**  
55 Commerce Valley Drive West, Suite 501, Mailbox #7, Markham, ON L3T 7V9  
T 905.474.1155 F 905.886.5744 [www.avisonyoung.com](http://www.avisonyoung.com)





Intelligent  
Real Estate  
Solutions

55 Commerce Valley  
West, Suite 501, Mailbox #7  
Markham, ON, L3T 7V9  
Canada

T 905.474.1155  
F 905.886.5744

avisonyoung.com

February 22, 2019



**City of Toronto**

Metro Hall, 2<sup>nd</sup> Floor, Suite 219  
55 John Street  
Toronto, Ontario  
M5V 3C6

Attention: Mike Logan, Program Manager, Transit Implementation Unit

**Re: Eglinton West LRT – Potential Development Lands, Toronto, ON**

At your request, we have examined the above-referenced property for the purpose of estimating the market value of the fee simple interest, as February 19, 2019. We understand the purpose of this appraisal report is for an internal valuation. The reported analysis opinions and conclusions developed in this appraisal report have been prepared in conformity with the Canadian Uniform Standards of Professional Appraisal Practice ("CUSPAP").

The valuation herein was prepared to assist the City of Toronto in determining the possible development potential arising from the preferred intersection design of cancelling Richview Expressway at the intersection of Eglinton/Highway 401 and Highway 27/427. The excess lands at the intersection are now of interest due to the introduction of the surface LRT in the Eglinton Avenue West Corridor.

The subject property is comprised of three blocks ranging in size from 4 to 7 acres, totalling 15.568 acres. The blocks surround the intersection of Highway 27 and the merge of Eglinton Avenue West and Highway 401, in the City of Toronto and Province of Ontario. Each block is currently improved with on/off ramps from and to the highways. The property is zoned "UT- Utility & Transportation" under the City of Toronto Zoning By-law 569-2013, but does not have a land use designation within the City of Toronto Official Plan.

Perkins + Will undertook a planning study to determine the development potential of each block forming the subject property and concluded that Block A has an optimal use of infrastructure related uses or industrial uses while Blocks B and C, located on the south side of the Highway 401 merge would have a highest and best use as high density residential uses at FSI's of about 4 times the land area.

The Highest and Best Use of Block A is for industrial uses and Apartment Residential uses for Block B and C. The Income Capitalization, Direct Comparison and Cost Approaches are all considered in estimating the market value of the subject property. The Direct Comparison Approach is developed and solely relied upon in reconciling a final market value estimate.



Based upon our investigation of the real estate market and after considering all of the pertinent facts as set forth in the body of this appraisal report, as of February 19, 2019, the subject property is estimated to have a current market value of:

Market Value Estimate		
Parcel	Land Area (Net Acres)	Value (rounded)
Block A	4.20	\$5,000,000
Block B	4.45	\$23,300,000
Block C	6.92	\$30,100,000
<b>Total Value Estimate</b>	<b>15.57</b>	<b>\$58,400,000</b>

*Hypothetical Assumptions and Limiting Conditions:*

*The above market value estimates are made under the assumptions that the concluded highest and best uses are the permitted use, and that each block has access and full services available. Costs to achieve these assumptions will need to be deducted from the concluded market value of the lands.*

The Full Narrative appraisal report that follows sets forth the pertinent data and analyses leading to the conclusions presented herein. The Appraisal Requirements section of this report sets out the basis of the appraisal, definitions and the valuation methodology and must be read to gain a full understanding of the process.

Respectfully submitted,  
**Avison Young Valuation & Advisory Services**

**DRAFT**

---

Paul W. Stewart, BA, AACI, P. App.

<b>EXECUTIVE SUMMARY</b>	1
<i>Project Overview</i>	4
<b>PROPERTY DATA</b>	
<i>Site Description</i>	5
<i>Subject Photographs</i>	6
<b>MUNICIPAL DATA</b>	
<i>Official Plan</i>	9
<i>Zoning</i>	13
5	
<b>MARKET OVERVIEW</b>	
<i>Economic Overview</i>	17
<i>Regional Overview</i>	18
<i>Neighbourhood Overview</i>	21
<b>HIGHEST &amp; BEST USE</b>	23
<b>VALUATION</b>	
<i>Direct Comparison Approach - Industrial</i>	24
<i>Direct Comparison Approach – High Density Residential</i>	29
<i>Reconciliation and Final Market Value Conclusion</i>	37
<b>APPRAISAL REQUIREMENTS</b>	38
<b>CONTINGENT &amp; LIMITING CONDITIONS</b>	40
<b>CERTIFICATION</b>	41
<b>ADDENDUM</b>	
"A" <i>Appraiser's Qualifications</i>	



# Executive Summary

<b>Property Type</b>	Infrastructure land / Potential redevelopment land												
<b>Owner of Record</b>	Her Majesty the Queen in Right of the Province of Ontario, Represented by the Minister of Highways												
<b>Purpose</b>	Estimate the current market value												
<b>Intended Use</b>	Internal valuation												
<b>Intended User</b>	<b>City of Toronto</b>												
<b>Sales History</b>	The subject property has not been sold in the past three years, nor has the subject property been available for sale on the market.												
<b>Property Rights Appraised</b>	Fee Simple Interest												
<b>Date of Inspection</b>	February 19, 2019												
<b>Date of Valuation</b>	February 19, 2019												
<b>Total Site Area</b>	<table border="1"> <thead> <tr> <th colspan="2">Land Areas</th> </tr> <tr> <th>Parcel</th> <th>Land Area (Acres)</th> </tr> </thead> <tbody> <tr> <td>Block A</td> <td>4.20</td> </tr> <tr> <td>Block B</td> <td>4.45</td> </tr> <tr> <td>Block C</td> <td>6.92</td> </tr> <tr> <td><b>Total Land Area</b></td> <td><b>15.57</b></td> </tr> </tbody> </table>	Land Areas		Parcel	Land Area (Acres)	Block A	4.20	Block B	4.45	Block C	6.92	<b>Total Land Area</b>	<b>15.57</b>
Land Areas													
Parcel	Land Area (Acres)												
Block A	4.20												
Block B	4.45												
Block C	6.92												
<b>Total Land Area</b>	<b>15.57</b>												
<b>City of Toronto Official Plan</b>	Existing: n/a Proposed: Block A: Employment Areas Block B & C: Mixed Use Areas												
<b>City of Toronto Zoning By-law 569-2013</b>	Existing: "UT - Utility and Transportation" Proposed: Block A: "E 1.0 - Employment" Block B & C: "CR – Commercial Residential"												
<b>Services</b>	Full municipal services are assumed to be available												
<b>Highest and Best Use</b>	<table border="1"> <thead> <tr> <th>Parcel</th> <th>Proposed HBU</th> </tr> </thead> <tbody> <tr> <td>Block A</td> <td>Industrial/Infrastructure</td> </tr> <tr> <td>Block B</td> <td>Apartment Residential</td> </tr> <tr> <td>Block C</td> <td>Apartment Residential</td> </tr> </tbody> </table>	Parcel	Proposed HBU	Block A	Industrial/Infrastructure	Block B	Apartment Residential	Block C	Apartment Residential				
Parcel	Proposed HBU												
Block A	Industrial/Infrastructure												
Block B	Apartment Residential												
Block C	Apartment Residential												
<b>Estimated Exposure Marketing Time</b>	6 to 12 months												



# Executive Summary

## VALUATION CONCLUSION

Market Value Estimate						
Parcel	Proposed Land Use	Land Area (Net Acres)	FSI	Rate Per SFB	Rate Per Net Acre	Value (rounded)
Block A	Infrastructure-related uses	4.20			\$1,200,000	\$5,000,000
Block B	High Rise Building	4.45	4.00	\$30		\$23,300,000
Block C	High Rise Building	6.92	4.00	\$25		\$30,100,000
<b>Total Value Estimate</b>		<b>15.57</b>				<b>\$58,400,000</b>





AERIAL MAP





## PROJECT OVERVIEW

The valuation herein was prepared to assist the City of Toronto in determining the possible development potential of three vacant blocks located between the intersections of Highway 27, Eglinton Avenue West and Highway 401. The three blocks that form the subject property are currently improved with on/off ramps to the expressways. The City of Toronto is currently exploring opportunities for growth and redevelopment subsequent to the realignment of the Eglinton Avenue West corridor to accommodate the proposed Eglinton West Light Rail Transit line.

Currently, Eglinton Avenue West is designed primarily for vehicular transportation with wide rights-of-way that support high traffic volume and speeds of motor vehicles, causing concern over pedestrian safety. In the 1970s the municipal government began to assemble lands for the Hamilton Expressway, also known as the Richview Expressway. The proposed freeway was to run westward from the Mount Dennis area towards Hamilton, resulting in today's wide laneways of Eglinton Avenue West in Etobicoke and an elaborate connection from the 401 and 427 to Eglinton Avenue. Due to the proposed surface LRT in the Eglinton Avenue West Corridor, these excess lands are now being examined in more detail. Perkins + Will, an architecture and design firm, undertook a planning study to determine the development potential of each block forming the subject property.

## SITE DESCRIPTION

**Location** On the north side of Eglinton Avenue West, east of Highway No. 27 & 427 in the City of Toronto and Province of Ontario.

**Legal Description** **Part of PIN: 07424-0247**  
 PT RDAL BTN CON 4 TWP OF ETOBICOKE & TWP OF TORONTO GORE ETOBICOKE; PT LT 16-22 CON 4 FTH ETOBICOKE; PT RDAL BTN LOTS 21 & 22 CON 4 FTH ETOBICOKE; PT RDAL BTN CONS 3 & 4 FTH ETOBICOKE; LT 1-3 PL 3775 ETOBICOKE; PT LT 4-6 PL 3775 ETOBICOKE; PT RDAL BTN LOTS 16 & 17 CON 4 FTH ETOBICOKE; PT LT 16-19 CON 3 FTH ETOBICOKE; PT RDAL BTN LOTS 16 & 17 CON 3 FTH ETOBICOKE; PT RDAL BTN CON 2 & CON 3 FTH ETOBICOKE; PT LT 16-21 CON 2 FTH ETOBICOKE; PT LT 1 PL 5230 ETOBICOKE; LT 2-9 PL 5230 ETOBICOKE; PT LT 1-8 PL 5701 ETOBICOKE; LT 9-14 PL 5701 ETOBICOKE; BLK A, B PL 5701 ETOBICOKE; 1 FT RESERVE PL 5701 ETOBICOKE; PT RANGOON RD, INVERDON RD PL 5701 ETOBICOKE; PT BLK C PL 5135 ETOBICOKE; PT LT 287-289, 292-293 PL 5135 ETOBICOKE; LT 294 PL 5135 ETOBICOKE; PT LT 295-296 PL 5135 ETOBICOKE; PT COURTWRIGHT RD PL 5135 ETOBICOKE; PT 1 FT RESERVE M PL 5135 ETOBICOKE; PT RDAL BTN LOTS 16 & 17 CON 2 FTH ETOBICOKE; BLK A PL 7207 ETOBICOKE; LT 1-5 PL 3935 ETOBICOKE; PT WILLOWRIDGE RD PL 3935 ETOBICOKE; PT BLK A PL 7179 ETOBICOKE; PT LT 1-3 PL 7179 ETOBICOKE; PT 1 FT RESERVE PL 7179 ETOBICOKE PT OF PT 1 PL9873, PT OF PT 1 PL 9874, PT OF PT 2 PL 11459, PT 1 PL 8660, PT 8 64R10198, PT 1 TO 4 RS720, PT 2, 4, 6 RS691, PT 1 64R3844 EXCEPT RENFORTH DR & PT 1, 2 64R12618, PT OF PT 3 PL 8315 N OF PT 3 64R14402, AS IN PL 5403, PL 4959, PT 1 PL 7805, PT 1 & 2 PL 7806, AS IN EB169082 W OF PL 9874, PT 1-4 PL 8198 EXCEPT PL 9873, AS IN PL 7034, PT OF PT 4 & 5 PL 8691, PT OF PT 1 PL 8696, PT 2 64R7951, PT 2 PL 8663, AS IN TB883685, PL 8803, EXCEPT B115780; BEING HWY 401 & 427 BTN DIXON RD & EGLINTON AV; S/T EB167305, EB218978, EB347466, TB116887, EB311111; EXCEPT PT 10 66R27631; TORONTO (ETOBICOKE), CITY OF TORONTO

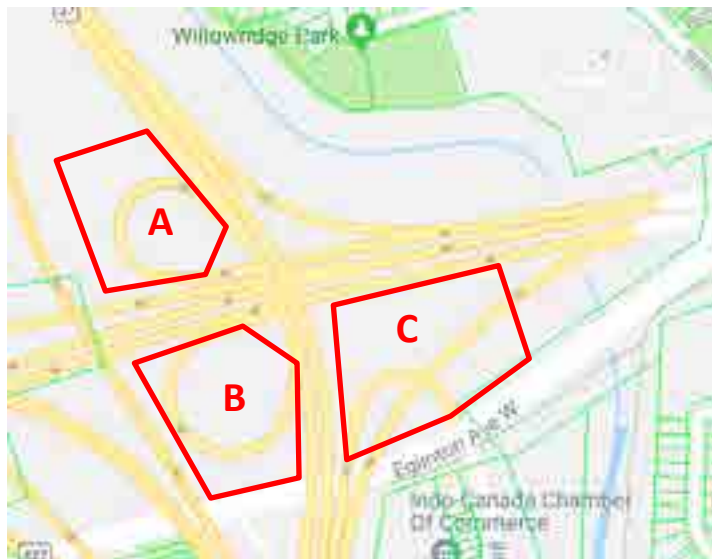
### Total Land Area

Land Areas	
Parcel	Land Area (Acres)
Block A	4.20
Block B	4.45
Block C	6.92
<b>Total Land Area</b>	<b>15.57</b>



**Shape**

3 ununiform parcels rectangular in configuration (refer to the Geowarehouse Map below)



**Services**

Municipal services are assumed to be available at the lot line

**Topography**

There is a significant grade change along the northern portion of the site with a hill condition that reduces visibility between the north and south

**Access**

Access to the site is limited as the infrastructure is currently not in place to service the site. For the purpose of this valuation, we assume that all three blocks are fully accessible.

**Improvements**

The property is currently improved with roadways (ramps onto Highway 27/427). For the purpose of this appraisal report, we assume that the blocks are unimproved.

**Assessment & Taxes**

n/a

**Easements / Restrictions**

We are not aware of any other easements/restrictions that would have a negative impact on value or development of the subject property.

**Soil Conditions**

We have not undertaken a detailed soil analysis, and as we are not qualified to comment on soil conditions, we have assumed that there are no contaminants affecting the site. However, a full environmental audit is required for certainty and any cost to remedy the site should be deducted from the value estimate reported herein. The sub-soil is assumed to be similar to other lands in the area and suitable in drainage qualities and load bearing capacity to support development.

## SUBJECT PHOTOGRAPHS



**Block C – Looking North**



**Block C – Looking Northwest**



**Block C – Looking North**



**Block C – Looking North**



**Block C – view from The West Mall – Looking North**



**Block C – view from The West Mall – Looking Northwest**



**Block C – view from The West Mall – Looking Northeast**



**Block B – Looking Northeast**



**Block B – Looking North**



**Residential Building on the North side of Eglinton Avenue West, just west of Martin Grove.**

## CITY OF TORONTO OFFICIAL PLAN

The subject property does not have a designated land use in the City of Toronto Official Plan (refer to Official Plan Land Use Map).

Land use in the surrounding area is a mix of Neighbourhoods, Mixed Use Areas, Employment Areas, and Natural Areas.

## TRCA REGULATED AREA

Portions of Block A and Block C are located within the Toronto and Region Conservation Authority (TRCA) Regulated Area (refer to TRCA Regulated Area Map).

The TRCA works in partnership with regional and local municipalities to provide input and technical support in the development and implementation of Official Plans, Secondary Plans, environmental studies/reports and special municipal by-laws. The TRCA reviews and comments on development applications to protect and regenerate natural systems and to prevent, eliminate, or reduce the risk to life and property from flooding, erosion of riverbanks, and slope instability. The TRCA also encourages opportunities for compatible public use and enjoyment.

## GREATER TORONTO AIRPORTS AUTHORITY MASTER PLAN

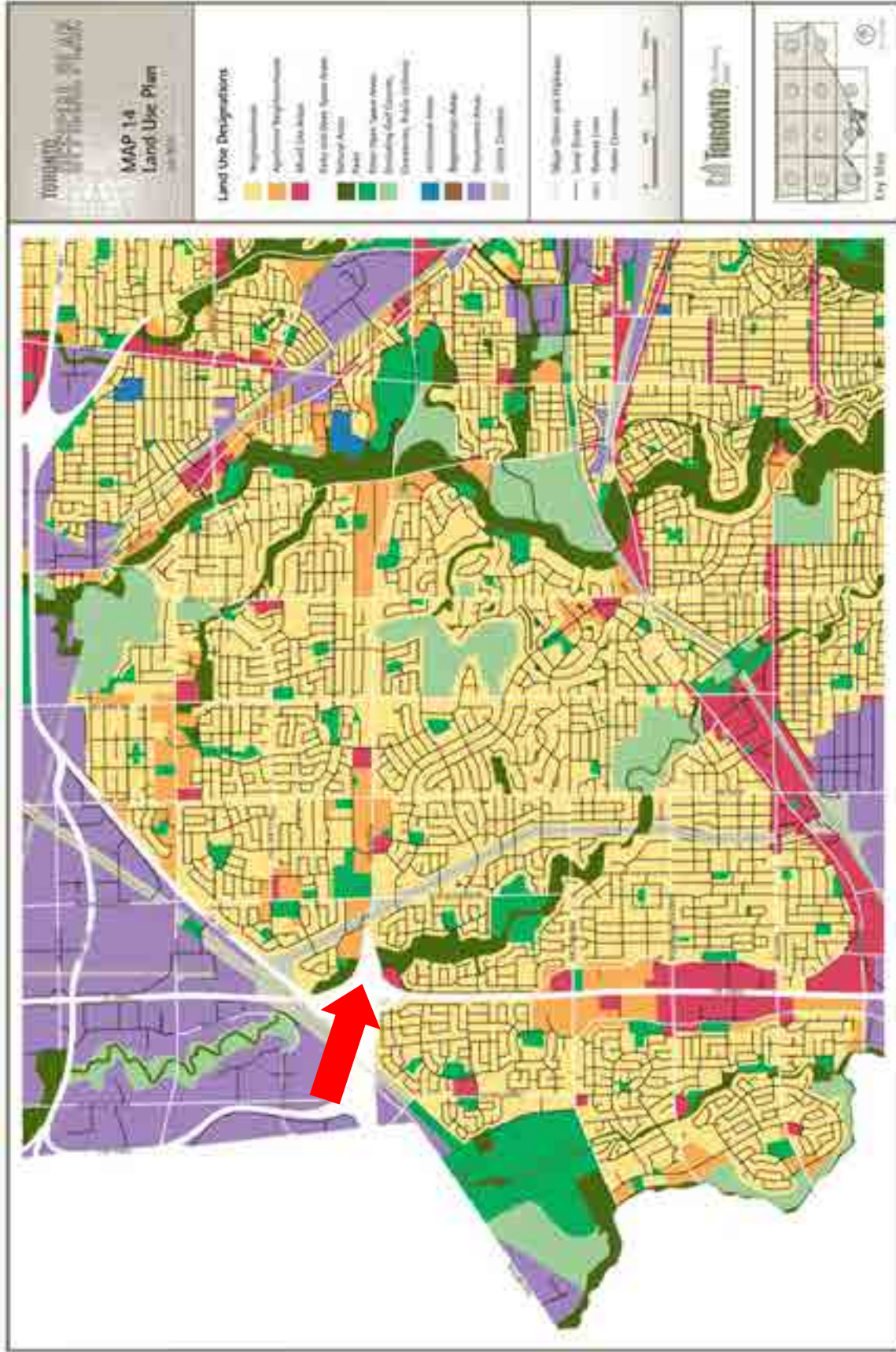
The subject property is identified under the Airport Zoning Regulations – Obstacle Limitation Surfaces as Outer Surface boundaries (refer to GTAA Zoning Regulation Map). The Greater Toronto Airport Authority (GTAA) sets out land use guidelines and zoning regulations for adjacent properties neighbouring the Airport as outlines in the “Greater Toronto Airports Authority Master Plan (Master Plan)”.

### Outer Surface Boundary

The outer surface provides for the protection of aircraft conducting a circling procedure or maneuvering in the vicinity of the Airport. This surface, measured from the Airport’s reference point, extends out to a horizontal distance of approximately 4 kilometres, resulting in a maximum development elevation of 219.46 metres.



## CITY OF TORONTO OFFICIAL PLAN LAND USE MAP



Eglinton West LRT – Potential Development Lands, Toronto Ontario  
(AY19-074)





TRCA REGULATED AREA MAP



## GREATER TORONTO AIRPORT AUTHORITY AIRPORT ZONING REGULATION MAP



## CITY OF TORONTO ZONING BYLAW 569-2013

The subject property is zoned “UT – Utility and Transportation” under the City of Toronto Zoning By-law 569-2013 (refer to Subject Zoning Map). The “UT” zone permits the uses of parks, public utility, public works yard, open storage, transportation use, and more.

### Excerpted from the Zoning By-law 569-2013

#### UT – Utility and Transportation

##### Permitted Uses

- Ambulance Depot
- Market Garden
- Fire Hall
- Park
- Police Station
- Public Utility
- Transportation Use

##### Permitted Uses with Conditions

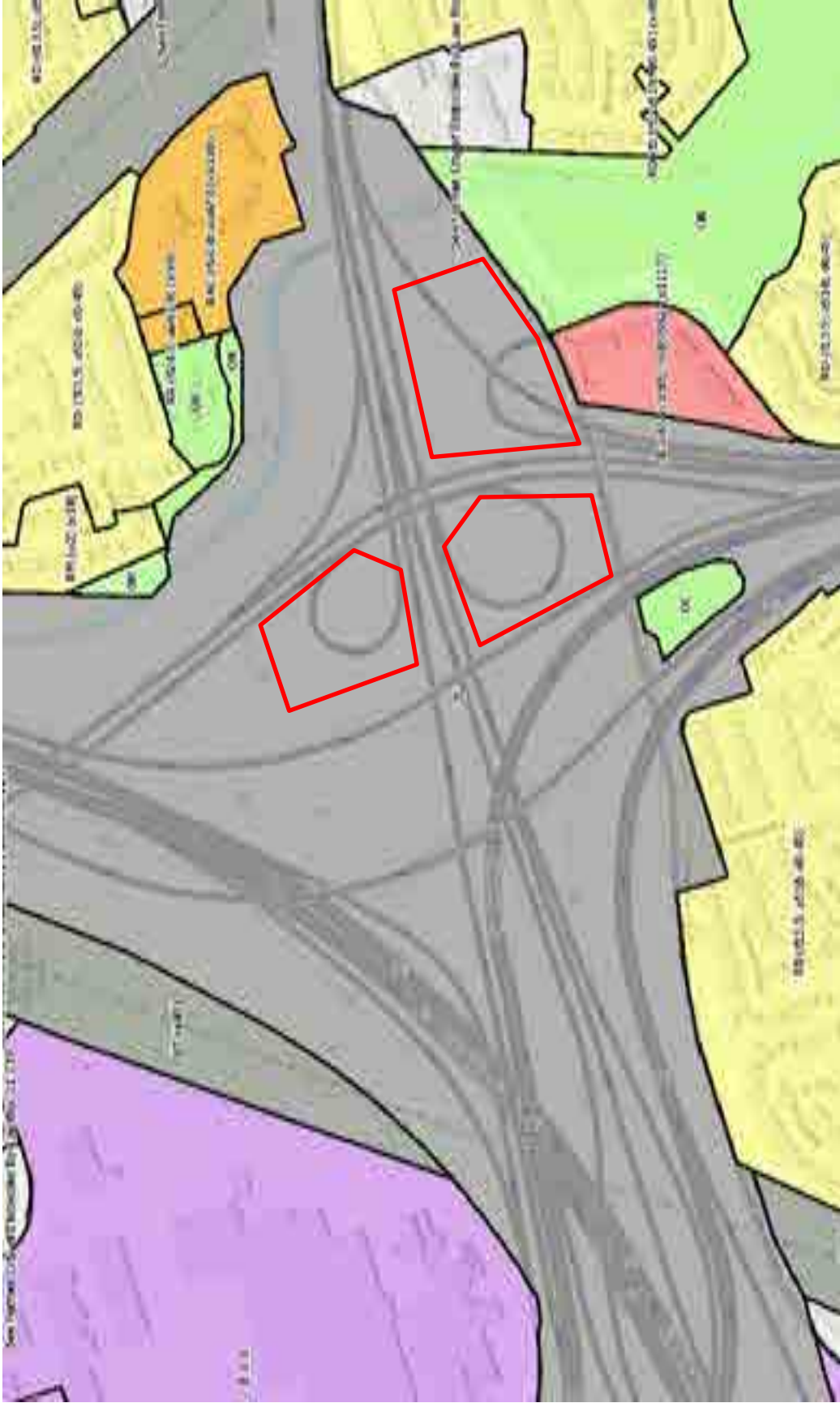
- Cogeneration Centre
- Open Storage
- Public Parking
- Public Works Yard
- Recreational Use
- Renewable Energy
- Vehicle Depot

##### Conditions:

1. *Cogeneration Energy Production or Renewable Energy Production:* In the UT zone, cogeneration energy production or renewable energy production must be in combination with another permitted use on the lot, and comply with all other by-laws, statutes and regulations.
2. *Open Storage:* In the UT zone, open storage for a public utility or transportation use must be at least 100 metres from a lot permitting residential uses.
3. *Public Parking:* Public parking in the UT zone must be in association with:
  - a. a transportation use that is provided by, or on behalf of the a government entity; or
  - b. a park.
4. *Public Works Yard:* In the UT zone, a public works yard must be at least 100 metres from a lot permitting residential uses.
5. *Recreation Use:* In the UT zone, a recreation use must not be in a building.
6. *Vehicle Depot:* In the UT zone, a vehicle depot must be:
  - a. in association with a public utility or a transportation use; and
  - b. at least 100 metres from a lot permitting residential uses.



TORONTO ZONING BY-LAW 569-2013 MAP



Eglinton West LRT – Potential Development Lands, Toronto, Ontario  
(AY19-074)

## DEVELOPMENT POTENTIAL

Perkins + Will, an architecture and design firm, has prepared a planning study to determine the optimal use and development potential for each one of the subject blocks. Some development challenges include the subject's location within the TRCA regulated area, and its location within the Airport Zoning Regulation area, limiting the development's maximum building height.

Perkins + Will has recommended that:

### **Block A:**

*In consultation with the Ontario Ministry of Transportation (MTO), the potential for infrastructure-related uses such as small-scale power generation, and operations and maintenance facilities, be considered as required for Block A.*

### **Block B:**

*Similar to Block C, mixed-used development permissions be considered for Block B but with less intensity owing in-part to limited access to, and frontage on, Eglinton Avenue. Development density is anticipated to be at an FSI of about 4 times the land area, at a maximum building height of 19 storeys.*

### **Block C:**

*Mixed-use development permissions, with a strong ground-floor presence of retail and service uses, be considered for Block C. Development density is anticipated to be at an FSI of about 4 times the land area, at a maximum building height of 19 storeys.*

*Amendments to both the Official Plan and Zoning By-law would be required to permit urban development other than infrastructure-related uses. Provincial approvals would also be required since the lands are within the jurisdiction of the MTO.*



## POTENTIAL DEVELOPMENT BLOCKS



The original EA proposed a stop here, however latest revisions to the alignment cancelled it due to low riding height numbers. These decision could be revisited if changes in the adjacent land use requires so.

This parcel is the only one designated as mix use in the OP. The owners have expressed interest in redeveloping, though no application has yet been submitted.



The original EA proposed a stop here, however latest revisions to the alignment cancelled it due to low riding height numbers. These decision could be revisited if changes in the adjacent land use requires so.



This is the flood plain line, so some areas of this parcel will not be developable.





## ECONOMIC OVERVIEW

- Growth declined 0.1% in November. Manufacturing, wholesale and retail trades slowed and transportation and warehousing activity was down a second consecutive month due to the Canada Post strike while oil and gas extraction fell due to weather-related disruptions on the East Coast. The Alberta government announced it will ease back on production cuts in February and March, which will relieve some of the downward pressure on activity however it will not be enough to recover first quarter growth.
- Employment rose 9k in December as a jump in new jobs in Ontario offset the decline in Alberta. The growth was seen in the manufacturing sector, while services employment recorded a modest decline in December. The unemployment rate held steady at 5.6%, at a 44-year low, that is down from 5.8% a year ago. Wage growth for permanent employees slowed to 1.5% in December. Hourly pay growth picked up to 2.7% from 1.6% in 2017.
- Retail sales declined nearly 1% from the previous month. Sale volumes for auto dealers and gasoline stations were slightly weaker than expected in November while retail spending increased 0.2%. Overall, sales volumes were down in the month and effectively flat relative to the year prior. Consumers cut back on purchases, particularly purchases of durable goods in the second half of 2018, negatively affecting retailers.
- Canadian housing stats remained at solid levels in December at an annualized 213k, although down from a stronger 224k in November. December stats remained strong given recent building permit issuance. Most of the changes in the month were in the often volatile multiples-unit component. Starts fell sharply in Ontario and the Prairies in December, but were up in British Columbia.
- The Canadian trade balance widened to \$2.1 Billion deficit in November, up from a \$0.9 billion deficit in October. A drop in energy exports was partly attributed from lower oil prices. Machinery and equipment import increased from the last month, an encouraging sign that businesses in Canada are continuing to invest.
- CPI inflation increased to 2.0% in December year-over-year, a surprising jump as market expectations were predicted to hold steady at 1.7%. Energy prices were a major factor in inflation spending however the sharp decline in oil prices toward the end of the year changed the dynamic. A significant jump in airfares added a surprising 0.3 percentage points. Inflation is predicted to be held below 2% for the better part of 2019 as oil prices aren't likely to increase back to the \$70/bbl range seen between May through October 2018.

## ECONOMY AT A GLANCE (% CHANGE FROM)

	Latest Month	Previous Month	Year Ago	Monthly Trend
Real GDP	Nov	-0.1	1.7	Down
Industrial production	Nov	-0.3	1.8	Down
Employment	Dec	0.0	0.9	-
Unemployment rate (%)*	Dec	5.6	5.8	-
Manufacturing production	Nov	-0.5	1.1	Down
Manufacturing employment	Dec	1.4	-1.7	-
Manufacturing shipments	Nov	-1.4	2.7	Down
Manufacturing new orders	Nov	-2.9	4.9	Down
Manufacturing inventories	Nov	-0.6	9.7	Down
Retail sales	Nov	-0.9	0.5	Down
Car sales	Nov	-3.2	-8.0	-
House starts (000s) *	Dec	213.4	212.7	-
Exports	Nov	-2.9	4.4	-
Imports	Nov	-0.5	2.4	-
Trade balance (\$ billions) *	Nov	-2.1	-2.9	-
Consumer price index	Dec	-0.1	2.0	-

\* Levels for the latest period and the same period a year earlier

## REGIONAL OVERVIEW

- The City of Toronto refers to the former Regional Municipality of Metropolitan Toronto which consisted of the former Cities of Toronto, Etobicoke, North York, Scarborough, York and the Borough of East York. On January 1, 1998, the six municipal jurisdictions were amalgamated to create the new City of Toronto.
- The Census Metropolitan Area of Toronto, which includes the City of Toronto and the surrounding regions of Durham, Halton, Peel and York, is the largest economic centre in Canada. Toronto's population grew by 116,511 residents between 2011 and 2016, an increase of 4.5%. The City of Toronto accounts for 39.3% of the GTHA's population.

## Infrastructure

- Highway 427 and Highway 27 can be accessed west of the subject site, providing access to north and southbound transportation corridors. Highway 401 is north of the subject and can be accessed using existing ramps located between the subject. The City is well served by public transportation services.

## REGIONAL MAP



### Economic and Demographic Profile – City of Toronto

Population	2,929,886 (July 2017 – City of Toronto)
Total Private Dwellings	1,112,929 (2016 Statistics Canada – City of Toronto)
Median Household Income	\$65,829 (2016 Statistics Canada – City of Toronto)
Labour Force	1,624,600 (2017 – City of Toronto)
Unemployment Rate	7.2% (2017 – City of Toronto)
Tax Rates (2018)	<ul style="list-style-type: none"> <li>Residential – 0.6355054%</li> <li>Multi-Residential – 1.3147559%</li> <li>Commercial – 2.4038506%</li> <li>Industrial – 2.4470392%</li> </ul>

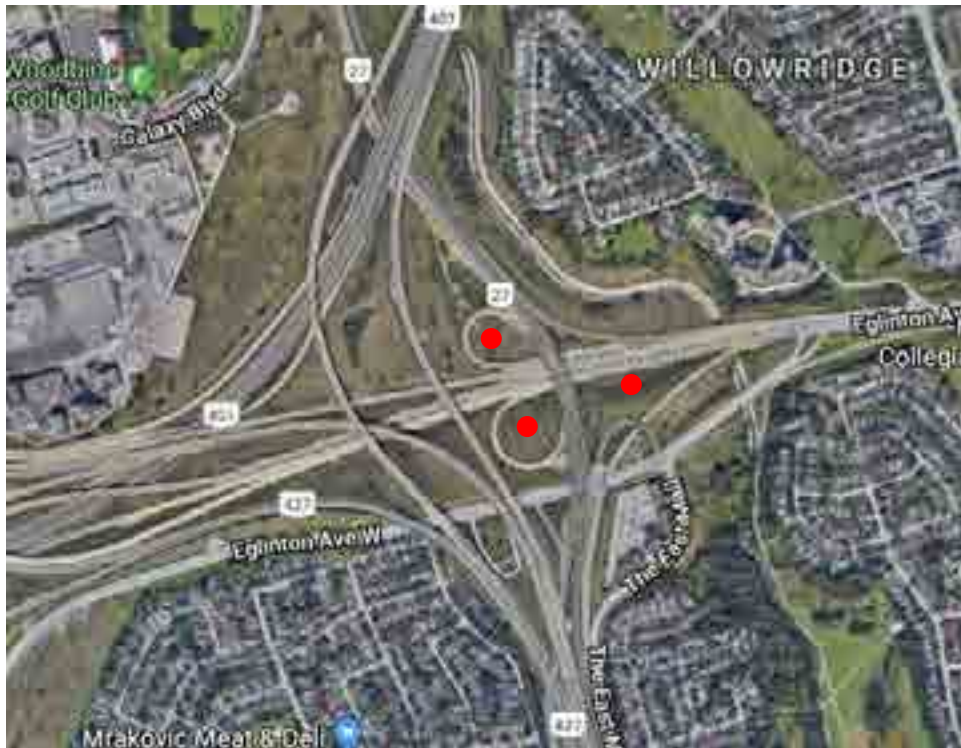
Source of Information - City of Toronto website 2019 & Statistics Canada and Labour Force Survey



## NEIGHBOURHOOD MAP



## AERIAL MAP







# Market Overview

- A short drive east of the subject property in the northeast corner of the Eglinton Avenue West and Martin Grove Road intersection is a newly constructed 18-storey rental apartment building by Minto Group. Minto Group has proposed a 16-storey rental apartment development on the neighbouring site at 7 Richgrove Drive. The new building is proposed to have 225 units, which would consist of 100 affordable units reserved for seniors and 125 mid-range market rental homes. The development would have a gross floor area of 15,330 square metres and an FSI of 2.51. The application for is currently under review; If approved this building would be fourth multi-storey rental building in the residential neighbourhood of Richgrove Village.
- Northeast of the subject property is a proposed development for a 7-storey hotel in the southeast corner of International Boulevard and Carlingview Drive. The 1.38-acre site is currently used as a parking lot, however the development proposal would include 110 rooms totaling a gross floor area of approximately 6,150 square metres with an FSI of 1.1. The application is currently under review.

## Adjacent Land Use

**NORTH** - Highway 27 & Highway 401/Mimco Creek

**SOUTH** - Highway 427/Residential dwellings

**EAST** - Residential dwellings

**WEST** - Highway 427 & Highway 401/Industrial uses

## Conclusion

The subject is located within the Eringate-Centennial-West Deanne neighbourhood of Etobicoke in the west end of the City of Toronto, in an established mixed-use neighbourhood. Adjacent to the subject, low to mid-rise residential neighbourhoods and industrial uses are primarily encompass in the area. The subject is currently improved with several on/off ramps leading to and from Highway 27/427 and Highway 401 and neighbourhood is serviced by several public transportation routes. The possible development potential of the subject property could increase growth and intensification. The planned Eglinton West LRT would enhance public transportation in the area with a stop currently planned on Martin Grove, a short distance east of the subject property, and possibly attract other development opportunities lining Eglinton Avenue West.

# Highest & Best Use

Real estate is valued in terms of its highest and best use. Highest and best use is defined as:

***The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum profitability***

*Source: The Dictionary of Real Estate Appraisal, Third Edition, 1993  
Appraisal Institute*

To properly analyse highest and best use, two determinations must be made. First, the highest and best development of the site as though vacant and available for development, is made. Second, the highest and best use of the property as improved is analysed and estimated. The highest and best use of both the land as though vacant and the property as improved must meet four criteria: physically possible, legally permissible, financially feasible, and maximally productive. Of the uses that satisfy the first three tests, the use that produces the highest price or value consistent with the rate of return warranted by the market is the maximally productive use.

## **Physically Possible**

The subject property is comprised of three blocks being 4.2 acres, 4.45 acres and 6.92 acres in size, totalling 15.57 acres. Block A is currently accessible from Highway 27, although a more convenient access point will be required prior to development. Blocks B and C can be accessed from Eglinton Avenue West. The property can physically accommodate a development.

## **Legally Permissible**

The subject property is currently zoned “UT- Utility & Transportation” under the City of Toronto Zoning By-law 569-2013, but does not have a land use designation within the City of Toronto Official Plan.

An Official Plan Amendment and a Zoning By-law Amendment would be required prior to development commencing. For the purpose of this appraisal report, we assume that Block A can legally be developed with industrial uses while Block B and C can legally be developed with apartment residential uses.

## **Financially Feasible**

There is strong evidence in the market for acquisitions motivated for industrial and apartment residential developments, as outlined in the valuation section of the report.

## **Maximally Productive**

Given the location and the surrounding uses as well as the respective land use controls and policies, an industrial development on Block A and an apartment residential development on Block B and C are likely the maximally productive use.

## **Commentary**

Given the subject site characteristics and the surrounding land uses, the Highest and Best Use would be an industrial use for Block A and an apartment residential use for Blocks B and C.



## Method of Valuation

The most common method used to value vacant land is the Direct Comparison Approach.

### Direct Comparison Approach

The Direct Comparison Approach is the common method of valuation through the development of market transactions of similar vacant land. The approach is successfully applied where there is a reasonable volume of transactions having similar characteristics compared to the subject property.

We have solely undertaken the Direct Comparison approach in valuing the subject site.

### DIRECT COMPARISON APPROACH – INDUSTRIAL LAND SALES

#### Development Block A

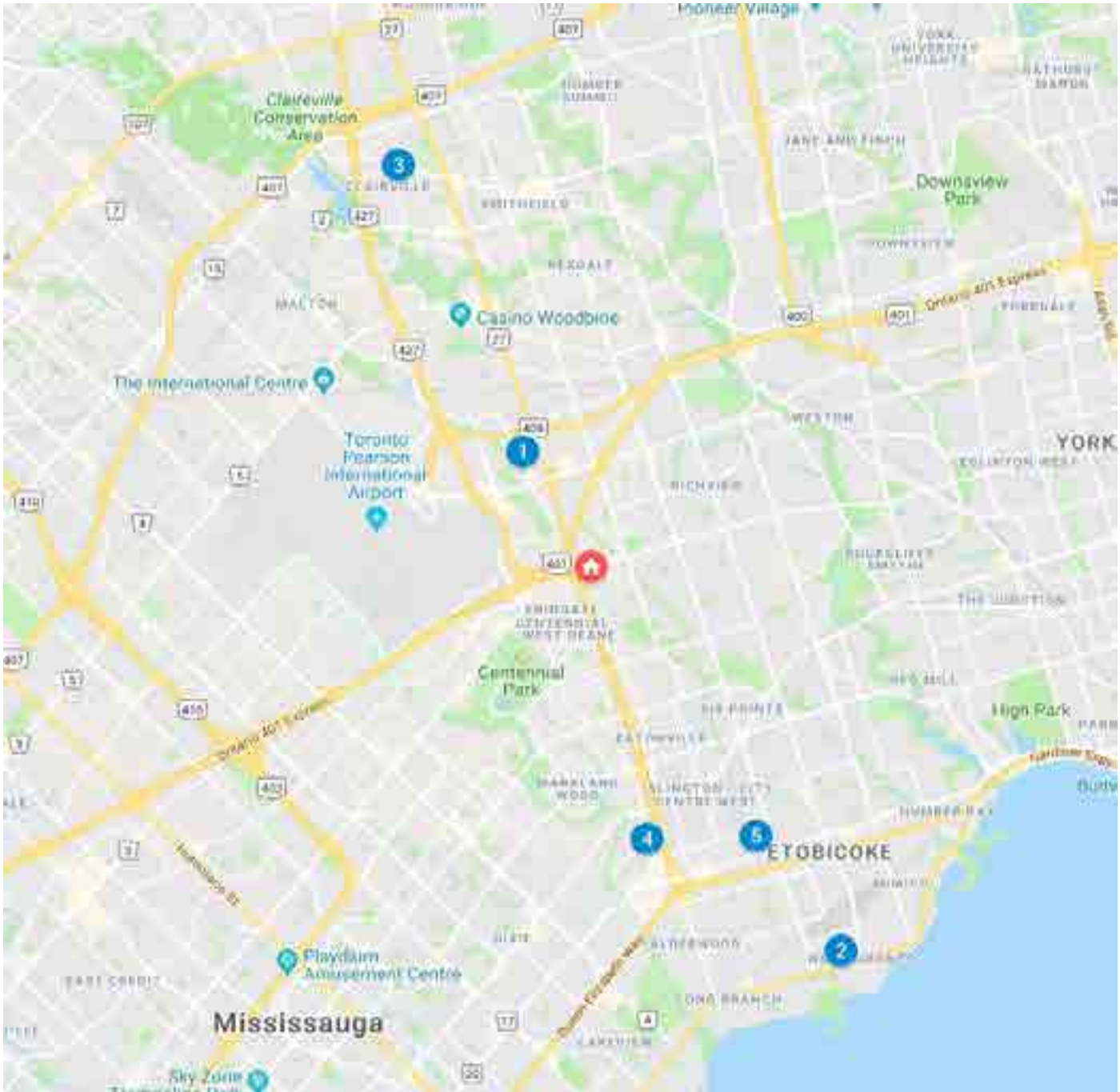
The subject block is a 2.4-acre parcel to be developed with infrastructure related uses, having an underlying industrial land value, therefore, we have undertaken a broad survey and market research of land parcels acquired for industrial/institutional uses. The sales researched are located within the City of Toronto, with a focus on the Etobicoke district and the western portion of the city. The transactions are analyzed on a rate per acre basis.

Details of each of the comparable sales are included thereafter, followed by our analysis of the sales in comparison to the subject property.

Sale No.	Address	Sale Date	Vendor / Purchaser	Sale Price	Land Area		Zoning	Outside Storage	Motivation	Price Per Acre
					Acres	Square Feet				
1	256 Attwell Drive, Etobicoke Highway 409 / Highway 27	17-Oct-18	Toronto Seating Corporation to GTA Coach (Calssada 2000 Holdings Inc.)	\$3,300,000	1.57	68,259	E1.0	Permitted	Parking lot / outside storage	\$2,105,935
2	170 Birmingham Street, Etobicoke Lake Shore Boulevard / Islington Avenue	12-May-17	Toronto Economic Development Corporation (Build Toronto) to The Humber College Institute of Technology and Advanced Learning	\$2,407,000	3.33	145,229	I.C2	n/a	Institution	\$721,956
3	1910 Albion Road, Etobicoke Albion Road / Highway 27	08-Feb-17	Philip Sherwood Developments Limited to Oxford Properties Group	\$4,125,000	3.00	130,767	E1.0 (x82)	Permitted	Purchaser owns the adjacent building	\$1,374,084
4	The West Mall, Etobicoke Dundas Street East / Highway 427	01-Feb-17	Tayco Panelink Ltd. to Innovative Trailer Design Industries	\$1,912,000	2.38	103,847	E1.0	Permitted	n/a	\$802,013
5	15 North Queen Street, Etobicoke The Queensway / Kipling Avenue	09-Jan-17	Palimar Investments & Enterprises Ltd. To Ginespace Film Studios (2552317 Ontario Inc.)	\$15,000,000	12.64	550,555	E1.0	Permitted	Film Studio	\$1,186,803



## COMPARABLE SALES MAP







**Sale 1: 256 Attwell Drive, Etobicoke**



**Sale 2: 170 Birmingham Street, Etobicoke**



**Sale 3: 1910 Albion Road, Etobicoke**



**Sale 4: The West Mall, Etobicoke**



**Sale 5: 15 North Queen Street, Etobicoke**



# Valuation

## Analysis of the Sales Data

We have identified five transactions of industrial land parcels in the City of Toronto, which represent the most comparable sales evidence available in our view. The sales occurred between November 2016 and October 2017 and range in size from 0.62 to 12.64 acres. They range in price from **\$802,013 to \$4,207,921 per acre** with a weighted average of **\$1,620,570 per acre**.

**Sale No. 1, 256 Attwell Drive**, is located on the west side of Attwell Drive, south of Highway 409 and west of Highway 27 in Etobicoke. The property is comprised of 1.57 acres, mainly rectangular in configuration with 175 feet of frontage. The property was acquired by GTA Coach, a bus charters and transportation company, in October 2018 for **\$2,105,935 per acre**. The site was previously used as a parking lot, and is intended to be used as a parking lot by the new purchaser. It is designated Employment Areas and zoned E1.0, permitting open storage uses, subject to conditions. A downward adjustment is needed for the larger land area and inferior location of the subject property.

**Sale No. 2, 170 Birmingham Street**, is located on the north side of Birmingham Street, west of Islington Avenue and just north of Lake Shore Boulevard West near the city's waterfront area of Etobicoke. The property is comprised of 3.33 acres, wide and shallow in configuration with 1,168 feet of frontage and 230 feet of depth. The site is designated Employment Areas in the City's Official Plan and is zoned I.C2, permitting a variety of industrial and employment uses up to 5 storeys in height. It is situated a short distance south of the Toronto Maintenance Centre and the GO Transit Rail Maintenance facility. The City of Toronto sold the property in May of 2017 to Humber College for **\$721,956 per acre**. The City also owns the adjacent 20.6-acre parcel to the east, and in March 2018, approvals were granted for the disposition of this property as well. According to the land registry, the acquisition of this parcel has not closed as of the effective date of this report.

**Sale No. 3, 1910 Albion Road**, is located on the north side of Albion Road, east of Highway No. 427 and south of Highway 407 in the Etobicoke district of the City of Toronto. The unimproved site is comprised of 3.00 acres, rectangular in configuration and was functioning as a outside storage facility at the time of sale. The property was acquired by Oxford Properties Group in February 2017 for **\$1,374,084 per acre**, as part of a strategic acquisition as they own the adjacent parcel.

**Sale No. 4, The West Mall** sets the low end of the range of comparable on a price per acre basis. The 2.38-acre parcel is located east of The West Mall, south of Dundas Street East in the Etobicoke district of Toronto, just west of Highway 427. The site is mainly rectangular in configuration, abutting the railway tracks to the south and without any street frontages, limiting its access. The property was acquired in February 2017 by the contiguous property owner to the west, for **\$802,013 per acre**. The property is inferior to the subject due to its location and lack of frontage and access. Overall, we anticipate a higher rate per acre for the subject property.

**Sale No. 5, 15 North Queen Street**, is the largest property analyzed. It is located on the south side of North Queen Street, west of Kipling Avenue and north of the Gardiner Expressway in an industrial area within the Etobicoke district of Toronto. The 12.639-acre parcel is mostly rectangular with a slight L-shaped configuration, contiguous to the railway tracks at the west end of the site. It was previously improved with an industrial building which has been demolished. The property was purchased in January 2017 for **\$1,186,803 per acre** by Cinespace Film Studio. The purchaser intends to develop the site with a film studio however no applications have been submitted at this time. An upward adjustment is required for the larger land area of this comparable. An upward adjustment is also required for the significant increase in industrial land values over the past year.

### **Direct Comparison Approach - Conclusion**

The subject property consists of 2.82 acres, rectangular in configuration and is contiguous to the railway tracks. The subject is comprised of undeveloped industrial land located in the North York district of Toronto, near the Keele and Wilson intersection. The industrial market comparables range in size from 0.62 to 12.64 acres and in price from **\$802,013 to \$4,207,921 per acre** with a weighted average of **\$1,544,605 per acre**.

Having regard to the above noted industrial market transaction activity, the market value for the subject property is likely to be within the range of \$1,500,000 and \$2,000,000 per acre. We have concluded at the midpoint of the range, or **\$1,750,000 per acre** for the subject property or **\$4,900,000 (rounded)**.

### **DIRECT COMPARISON APPROACH – HIGH DENSITY RESIDENTIAL LAND SALES**

#### **Development Blocks B & C**

The subject block is a 2.4-acre parcel to be developed with infrastructure related uses, having an underlying industrial land value, therefore, we have undertaken a broad survey and market research of land parcels acquired for industrial/institutional uses. The sales researched are located within the City of Toronto, with a focus on the Etobicoke district and the western portion of the city. The transactions are analyzed on a rate per acre basis.

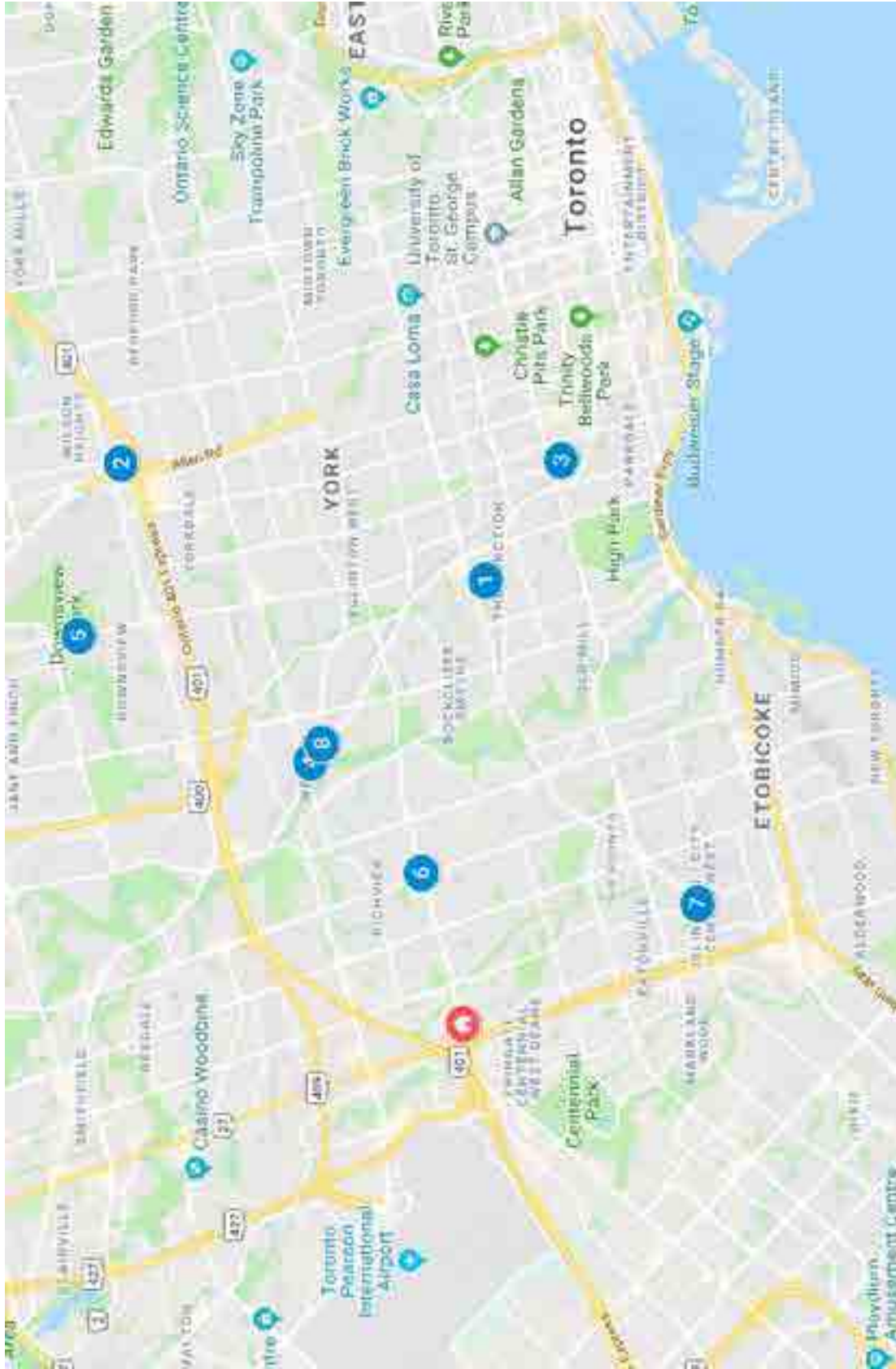
Details of each of the comparable sales are included thereafter, followed by our analysis of the sales in comparison to the subject property.

## COMPARABLE HIGH DENSITY RESIDENTIAL LAND TRANSACTIONS

Sale No.	Address	Sale Date	Vendor / Purchaser	Sale Price	Land Area		Official Plan	Zoning	Motivation	Gross Floor Area (Sq. Ft.)	FSI	Price Per Sq. Ft. of Land	Price Per Sq. Ft. of Buildable
					Acres	Square Feet							
1	87 Ethel Avenue, Toronto Keele Street / St. Clair Avenue West	29-Oct-18	Red Eagle Enterprises Inc. to iKore Developments (87 Ethel Avenue Holdings Inc.)	\$20,000,000	5.02	218,464	Employment Areas	E1.0 (x285)	Five Buildings (7 to 19-storeys)	1,465,957	6.71	\$92	\$14
2	4 & 6 Tippett Road, North York Highway 401 / Allen Road	2018-Sep-28 2017-Sep-12	Warehouse Properties Limited & Irene Holding Limited to Mailbu Investments (Wilson Yorkdale Inc.) & Mailbu Investments (Tippett Yorkdale Inc.)	\$21,671,000	2.81	122,404	Regeneration Areas	E 1.0 (x318)	16-Storey Residential Condo	477,820	3.90	\$177	\$45
3	221 Sterling Road, Toronto Bloor Street West / Lansdown Road	24-Jul-18	Sterling Studio Lofts Inc. to Pemberton Group (221 Sterling Road Holdings Inc.)	\$12,915,000	2.73	118,919	Neighbourhoods	R (d1.5) (x58)	-	-	-	\$109	-
4	1825 & 1831 Weston Road, Etobicoke Lawrence Avenue West / Scarlette Road	29-Sep-17	Bethel Apostolic Churches of Jesus Christ to Adelaide Development Corp. (Weston Road Limited Partnership GP Inc.)	\$7,250,000	0.82	35,589	Apartment Neighbourhoods	RA	-	-	-	\$204	-
5	3100 Keele Street, North York Keele Street / Sheppard Avenue West	14-Sep-17	Decade Homes (3100 Keele Corporation) to TAS Design Build (3100 KS FT GP Inc.)	\$15,945,500	2.06	89,734	Apartment Neighbourhoods	RD (f15.0;a550) (x793)	13-Storey Residential Condo	303,560	3.38	\$178	\$53
6	4650 Eglinton Avenue West, Etobicoke Eglinton Avenue West / Kipling Avenue	24-Aug-17	Build Toronto Inc. to Shammex Ontario Developments Ltd.	\$6,076,000	2.05	89,179	Apartment Neighbourhoods	RA (x78)	Two 9-Storey Condos	288,365	3.23	\$68	\$21
7	5509 Dundas Street West, Etobicoke Dundas Street West / Shorncliffe Road	23-Jun-17	Premium Group to Asta Corporation (5509 Dundas GP Ltd.)	\$2,800,000	0.44	19,210	Mixed-Use Areas	I.C1	11-Storey Condo	93,550	4.87	\$146	\$30
8	1695 & 1705 Weston Road & 10 Victoria Avenue East, Etobicoke Lawrence Avenue West / Weston Road	17-May-17	Various Vendors to Olde Stonehenge Development Corporation	\$4,400,000	0.81	35,458	Apartment Neighbourhoods	C2	25-Storey Condo	188,346	5.31	\$124	\$23



## COMPARABLE SALES MAP



Eglinton West LRT – Potential Development Lands, Toronto, Ontario

(AY19-074)







**Sale 1: 87 Ethel Avenue, Toronto**



**Sale 2: 15 4 & 6 Tippett Road, North York**



**Sale 3: 221 Sterling Road, Toronto**



**Sale 4: 1825 & 1831 Weston Road, Etobicoke**



**Sale 5: 3100 Keele Street, North York**



**Sale 6: 4650 Eglinton Avenue West, Etobicoke**



**Sale 7: 5509 Dundas Street West, Etobicoke**



**Sale 8: 1695 & 1705 Weston Road & 10 Victoria Avenue East, Etobicoke**

## Analysis of the Sales Data

We have identified eight market transactions where the acquisition was motivated by a high-density residential development. The sales compiled are all located in the west end of the City of Toronto, within the North York, Toronto and Etobicoke districts. The sales occurred between September 2017 to November 2018.

The transactions range in price from **\$92** to **\$204** per square foot of land, and for those comparables with applications in place, they range in price from **\$14** to **\$53** per square foot of buildable GFA. The transactions range in site size from 0.44 acres (19,210 square feet) to 5.02 acres (218,464 square feet). Variations in prices are attributed to location, site configuration, land use planning and timing to development.

**Sale No. 1, 87 Ethel Avenue**, is located at the southwest corner of Ethel Avenue and Dods Avenue, south of St. Clair Avenue West and west of Keele Street in the stockyards area of Toronto. The site is the largest analyzed, having 5.02 acres in size (218,464 square feet). The site is irregular in configuration having about 1,190 feet of frontage along Ethel Avenue and 160 feet along Dods Avenue, and is adjacent to the railway tracks at the south end of the site. It was acquired by iKore Developments in October 2018 for \$92 per square foot of land. The site is designated and zoned for employment uses, and is surrounded by big box retail stores such as Canadian Tire, Best Buy, RONA and Metro. To the north of the property are industrial buildings, transitioning to residential uses to the west. Planning applications were submitted by the vendor in December 2016, proposing a multi-tower residential development comprising of 5 buildings, varying from 7 to 19 storeys in height. The phased development will have a total GFA of over 1.46 million square feet and 1,255 dwelling units at an FSI of 6.71 times the land area. This equates to an acquisition price of **\$14 per square foot buildable**. The low purchase price was due to the subject's commercial location, adjacent to the railway tracks, and long-term development horizon due to the large scale and phased scheme.

**Sale No 2, 4 & 6 Tippett Road**, is a land assembly located on the west side of Tippett Road, south of Wilson Avenue and east of Allen Road, a short distance walk to the Wilson Subway Station. The assembled site is rectangular in configuration, totaling 2.81 acres (122,404 square feet). It is located within the Tippett Road Area Regeneration Study, designated as “Mixed Use Area B”, permitting a mid-rise building at an FSI limit of 3.99 times. Within this study, 4 & 6 Tippett Road are anticipated to accommodate 655 residential units and 25 affordable housing units. The property was acquired in September 2018 and September 2017 for a total consideration of **\$177 per square foot of land**. A zoning by-law amendment was submitted in 2016, currently appealed to the OMB. Two Site Plan applications were submitted in April 2018 proposing the development of two 16-storey condominium buildings, totaling 647 dwelling units and 477,820 square feet of GFA at an overall density of 3.9 times the assembled land area. This equates to an acquisition price of **\$45 per square foot buildable**. The purchaser is also building a high rise condominium building on Wilson Avenue a short distance north of this land assembly, advertised as “Gramercy Park Condos”. Overall, we anticipate a similar density and price per square foot buildable for the subject property.

**Sale No. 3, 221 Sterling Road**, is located on the east side of Sterling Road, south of Bloor Street West and east of Dundas Street West in the Junction Triangle area of Toronto. The site is comprised of 120,705 square feet or 2.77 acres with approximately 465 feet of frontage along Sterling Road. The site is improved with a single-storey industrial building containing studio loft units. The property was acquired by Pemberton Group in July 2018 for **\$107 per square foot of land**. It is currently designated Employment Areas and zoned R(d1.5) permitting residential uses at a density of 1.5 times FSI. To the west of the property are low density residential uses and to the east of the site are medium to high density residential uses. Redevelopment of this property is imminent given the gentrification of the area.

**Sale No. 4, 1825 & 1831 Weston Road**, is located on the east side of Weston Road, south of Lawrence Avenue West, contiguous to the Weston GO Train Station. The property is comprised of 0.817 acres (35,589 square feet), rectangular in configuration with 135 feet of frontage along Weston Road. The property was acquired by Adelaide Development Corp. in September 2017 for **\$204 per square foot of land**. The property is stated within the Weston Station Master Plan, designated Revitalization Area and within Focus Area 2 (Weston Metrolinx Station Area) & 3 (Tower Renewal Area). The site was previously owned by the Bethel Apostolic Churches of Jesus Christ, and is improved with a church and a small retail building. Applications have not been submitted at this time pertaining redevelopment of this site, as the purchaser is exploring their options. A downward adjustment is needed for the superior location and smaller land area of this comparable.



**Sale No. 5, 3100 Keele Street**, located on the west side of Keele Street, south of Sheppard Avenue in North York, the closest in proximity to the subject property. The site comprises 2.06 acres having 300 feet of frontage along Keele Street. The property was acquired by TAS Design Build in September 2017, for **\$178 per square foot of land**. It is designated “Apartment Neighbourhood” and zoned “RD” permitting a variety of residential uses. Approved on the site is the development of a 19-storey condominium, with 325 units and a total GFA of 284,393 square feet. The development represents a density of 158 units per acre and an FSI of 3.17 times. This equates to an acquisition rate of **\$49,063 per unit** or **\$56 per square foot buildable**. The development is advertised as “Keeley Condos” with units ranging in size from 534 to 1,316 square feet and prices ranging from \$400,900 to \$843,900 or at an average of \$685 per square foot.

The most comparable transaction is of **Sale No. 6, 4650 Eglinton Avenue West**, located on the north side of Eglinton Avenue West, east of Kipling Avenue a short distance east of the subject property. The site is comprised of 2.05 acres (89,179 square feet) of land, smaller than the subject blocks, with 455 feet of frontage along Eglinton Avenue West. The City of Toronto sold the site to Shannex Inc. in August 2017 for **\$68 per square foot of land**. Similarly to the subject blocks, this property was initially intended to accommodate a transportation corridor but was declared as excess land by the city. The development will comprise of two 9-storey towers connected by a 5-storey podium. A total of 269 units will be provided in the form of 112 apartment units, 63 bedside units and 94 nursing units. The development will also have a daycare facility on the ground floor. The development will have a total above grade GFA of 288,365 square feet at an FSI of 3.23 times the land area. This equates to an acquisition price of **\$21 per square foot buildable**. The property is marketed as “Parkland Eglinton” with an anticipated opening in the summer of 2020. The site is suitable for retirement uses due to its walking distance to amenities including the Richview Square Plaza. Downward adjustment is needed for the superior location of this comparable and the larger land area of the subject property while an upward adjustment is needed for improvements in market conditions since the time of this acquisition.

**Sale No. 7, 5509 Dundas Street West**, is located on the south side of Dundas Street West, east of Highway 427 a short distance from the Kipling Subway and GO Stations. The property is the smallest analyzed, at 0.44 acres (19,210 square feet) with 100 feet of frontage along Dundas Street West. The property is designated mixed use areas and is zoned permitting a variety of industrial uses, requiring a by-law amendment prior to development commencing. It was acquired in June 2017 for **\$146 per square foot of land**. Proposed on the site is a mid-rise rental building comprising 11 storeys and 114 rental units at an FSI of 4.83 times the land area. This equates to an acquisition price of **\$30 per square foot buildable**. The applications were submitted in March 2018 and are still under review. A downward adjustment is needed for the smaller land area, superior location and development scale anticipated on this property while an upward adjustment is needed for improvements in market conditions since the time of this acquisition.



**Sale No. 8, 1695 & 1705 Weston Road & 10 Victoria Avenue East**, is located at the northeast corner of Weston Road and Victoria Avenue, south of Lawrence Avenue, a short distance south of Sale No. 4. The property is comprised of 0.81 acres (35,458 square feet) with 150 feet of frontage along Weston Road. The property is adjacent to the railway tracks to the east, and is irregular in configuration, with two detached dwelling units not currently owned by the same purchaser along Victoria Avenue. The property was acquired in May 2017 for **\$124 per square foot of land**. Planning applications were submitted in December 2017 proposing the development of a 25-storey rental apartment building comprising 240 units and an FSI of 5.31 times the land area. This equates to a purchase price of **\$23 per square foot buildable**. The application remains under review. A downward adjustment is needed for the superior location and smaller land area of this comparable while an upward adjustment is needed for the improvements in market conditions since the time of this transaction.

### Direct Comparison Approach - Conclusion

Given the subject property's area, surrounding uses, height restrictions and similar high-density project in the area, we anticipate a high-density development at an FSI of about 3 to 5 times the land area, or at the mid-point of the range of 4 FSI.

The market comparables range in size from 0.44 acres (19,210 square feet) to 5.02 acres (218,464 square feet) and in unadjusted price from **\$92 to \$204 per square foot of land**. For those with applications in place, they widely range in price between **\$14 to \$53 per square foot buildable**. Having regard to the above noted mixed-use land market transaction activity, the market evidence points to a range of \$25 and \$35 per square foot buildable

## RECONCILIATION AND FINAL MARKET VALUE CONCLUSION

The subject property is comprised of three blocks; Block A is envisioned for infrastructure related uses while Block B and C, having frontage on Eglinton Avenue West, are envisioned for high density residential uses, in the form of purpose-built rental apartments.

### Development Block A

Development Block A is comprised of 4.20 acres located on the west side of Highway 27, north of Highway 401 emerging road. The property has about 650 feet of road frontage on Highway 27. For the purpose of this appraisal report, we have made the assumption that the property is easily accessible from Highway 27, and although envisioned for infrastructure related uses, the underlying land value is that of industrial use.

Having regard to the above noted industrial land market transaction activity, the market value for the subject property is likely to be within the range of \$1,100,000 and \$1,300,000 per acre. We have concluded at the midpoint of the range, or **\$1,200,000 per acre** for this parcel or **\$5,000,000 (rounded)**. This equates to a rate of \$30 per square foot of land.

### Development Block B

Development Block B is comprised of 4.45 acres located on the north side of Eglinton Avenue West, and the west side of Highway 27/427. The property has about 300 feet of road frontage on Eglinton Avenue West and 500 feet of depth. The block is envisioned for high density residential uses at an FSI of about 4 times the land area, resulting in about 775,000 square feet of buildable GFA above grade.

Having regard to the above noted high density residential land market transaction activity, we estimate that the market value for the subject property is likely to be within the range of \$25 and \$35 per square foot of buildable GFA. We have concluded at the midpoint of the range, or **\$30 per square foot buildable** for this parcel or **\$23,300,000 (rounded)**. This equates to a rate of \$120 per square foot of land.

### Development Block C

Development Block C is a large parcel comprised of 6.92 acres located on the north side of Eglinton Avenue West, and the east side of Highway 27/427. The property has about 700 feet of road frontage along Eglinton Avenue West and 500 feet of depth. The block is envisioned for high density residential uses at an FSI of about 4 times the land area, resulting in about 1.2 million square feet of buildable GFA above grade.

Having regard to the above noted market transaction activity, we estimate that the market value for the subject property is likely to be within the range of \$25 and \$35 per square foot of buildable GFA. Given the parcels large land area, its location and development scale, we have concluded at the low end of the range, or **\$25 per square foot buildable** for this parcel or **\$30,100,000 (rounded)**. This equates to a rate of \$100 per square foot of land.

# Appraisal Requirements

<b>Property Rights Appraised</b>	Fee Simple Interest
<b>Purpose</b>	Estimate the current market value
<b>Intended Use</b>	Internal Valuation
<b>Intended User</b>	City of Toronto
<b>Date of Inspection</b>	February 19, 2019
<b>Effective Date of Valuation</b>	February 19, 2019
<b>Sales History</b>	The subject property has not been sold in the past three years, nor has it been available for sale on the market.
<b>Definition of Market Value</b>	<p>"Market Value" is defined as the <i>"most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming that the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing the title from seller to buyer under conditions whereby:</i></p> <ol style="list-style-type: none"> <li>1. <i>buyer and seller are typically motivated;</i></li> <li>2. <i>both parties are well informed or well advised, and acting in what they consider their best interests;</i></li> <li>3. <i>a reasonable time is allowed for exposure in the open market;</i></li> <li>4. <i>payment is made in terms of cash in Canadian Dollars or in terms of financial arrangements comparable thereto; and</i></li> <li>5. <i>the price represents the normal consideration for the property sold unaffected by special or creative financing or sales or concessions granted by anyone associated with the sale."</i></li> </ol>

---

## Exposure Time

Exposure time is the estimated length of time the property interest being appraised would have been offered in the market prior to the hypothetical sale at the estimated market value on the effective date of the appraisal. Reasonable exposure encompasses not only adequate, sufficient and reasonable "time" but also adequate, sufficient and reasonable effort. Based on our statistical data regarding days on market, discussions with brokers and information derived through analysis of comparable data, it is our opinion a reasonable exposure time for the Subject is approximately four to eight months.

---

## Scope of Valuation and Reporting Process

During the course of preparing this valuation, the appraiser:

- Made an inspection of the site and surrounding area.
- Reviewed available data regarding the local industrial and residential markets.
- Verified current land use and zoning regulations.
- Reviewed an extracted portion of Perkins + Will's "Eglinton West Planning And Streetscape Study" report
- Reviewed data on comparable sale transactions.
- Confirmed all data relied upon in the valuation process.
- Prepared an appraisal report in accordance with the "Canadian Uniform Standards of Professional Appraisal Practice".



# Contingent and Limiting Conditions

- 1) This appraisal is not valid unless an original signature is evident.
- 2) It is assumed that the sub-soil, structure, materials and workmanship are considered as good and acceptable by the market. In addition, mechanical and electrical facilities are also assumed to be in good working order. No responsibility has been assumed for the requirements of government, public or private bodies.
- 3) The presence of any potentially hazardous materials on the property and/or used in the building's maintenance or construction has not been determined. We are not qualified to detect the existence of such substances.
- 4) All data used and described herein whether provided for this appraisal or obtained in the market place is assumed to be correct and reliable.
- 5) Property rights being appraised are those of the Fee Simple Interest. We assume no responsibility for matters, which are legal in character. The legal description is assumed to be correct.
- 6) We are not required to give testimony or attendance in court by reason of the appraisal, with reference to the property in question, unless arrangements have been previously made.
- 7) Maps, surveys, etc. in this report are included to assist the reader in visualizing the information and are not warranted as to their accuracy.
- 8) It is assumed that the subject property complies in all material respects with all restrictive covenants affecting the site and is in compliance with all the requirements of law, including zoning, land classification, building, planning, fire and health by-laws, rules, regulations, orders and codes of all federal, provincial, regional and municipal governmental authorities having jurisdiction with respect thereto.
- 9) It is assumed that, save and except for encumbrances as may be permitted, there are no easements, rights-of-way, building restrictions or other restrictions so affecting the site as to prevent or adversely affect the operation of the property or so as to materially and adversely affect its market value.
- 10) This report has been prepared for **The City of Toronto** for internal valuation. Possession of this report, or a copy thereof, does not carry with it the right to reproduction or publication, in whole or in part, nor may it be used for any purpose by any other than the recipient, its lenders, financiers or agents, without the written consent and approval of the firm, **Avison Young Valuation & Advisory Services**.
- 11) Neither all nor any part of the contents of this report shall be disseminated or otherwise conveyed to the public through advertising media, public relations media, news media, sales media or any other media for public communication without the prior written consent and approval of the firm, **Avison Young Valuation & Advisory Services**.

## Re: Eglinton West LRT – Potential Development Lands, Toronto, Ontario

I certify that to the best of our knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan.
- The reported analyses opinions and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal impartial, and unbiased professional analyses, opinions and conclusions.
- I have no present or prospective interest in the property that is the Subject of this report, and have no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the Subject of this report or to the parties involved with this assignment.
- My engagement in and compensation for this assignment were not contingent upon developing or reporting predetermined results, the amount of the value estimate, or a conclusion favouring the client.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Canadian Uniform Standards of Professional Appraisal Practice. The Appraisal Institute of Canada reserves the right to review this appraisal report.
- I have the knowledge and experience to complete the assignment competently.
- As of the date of this report I, Paul Stewart, have fulfilled the requirements of The Appraisal Institute of Canada Mandatory Recertification Program for designated members.
- Paul Stewart inspected the property on February 19, 2019.

By reason of my investigation and by virtue of my experience, I have formed the opinion that as of February 19 ,2019, the subject site has an:

Market Value Estimate		
Parcel	Land Area (Net Acres)	Value (rounded)
Block A	4.20	\$5,000,000
Block B	4.45	\$23,300,000
Block C	6.92	\$30,100,000
<b>Total Value Estimate</b>	<b>15.57</b>	<b>\$58,400,000</b>

Dated: February 22, 2019

**Avison Young Valuation & Advisory Services**

# DRAFT

---

Paul W. Stewart, BA, AACI, P. App.



# Addendum "A"

## Appraisers Qualifications





**PAUL STEWART**

BA, AACI, P. APP.

## EDUCATION/QUALIFICATIONS

Bachelor Degree, Double major in Business and Economics  
University of Guelph, Ontario, 1984

## PROFESSIONAL AFFILIATIONS

Appraisal Institute of Canada, (AACI) 1996  
(Member No. 700414)

## PROFESSIONAL CAREER

### **Avison Young Valuation & Advisory Services,**

*Principal, Practice Leader*

*Jan 2016 to Present*

### **Metrix Realty Group**

*President*

*May 2002 to December 2015*

### **Stewart Valuation Ltd. and Valuation-Net.Com**

*December 1999 to May 2002*

### **The Altus Group - Toronto**

*Real Estate Consulting*

*Senior Consultant*

*February 1999 to December 1999*

### **Colliers International Realty Advisors Inc.**

*Senior Consultant*

*January 1996 to January 1999*

### **Edward F. Heberger & Associates - Connecticut, USA**

*Senior Consultant*

*June 1993 to December 1995*

### **Warren Stewart & Associates, Toronto**

*Senior Consultant*

*April 1984 to May 1993*

## PROFESSIONAL POSITION

Former member of the National Adjudicating Committee of the Appraisal Institute of Canada.

## EXPERIENCE

Experienced in the valuation of a wide range of property types including office, retail and industrial properties, as well as hotels, development land, recreational facilities, mining properties and many special use facilities. Currently specializing in investment grade office, retail and industrial properties.





Consulting assignments have included highest and best use studies, feasibility studies and market studies. Extensive use of Geographic Information Systems (GIS) performing comprehensive trade area demographic analysis, gravity modelling and projecting retail capture rates.

Financial modelling using the latest version of Argus for investment properties. Provided financial modelling for valuation purposes on some of the Canada's largest office assets.

#### PUBLISHED ARTICLES

**Valuing a Real Estate Partnership Interest: Liquidity Discount Factor vs. a Quantified Analysis.** Published in the 1995 spring edition of ACTEC Notes, a quarterly of the American College of Trust and Estate Counsel. Republished in the 1998 spring edition of the Canadian Appraiser, a quarterly of the Appraisal Institute of Canada.

#### **Real Estate and Bandwidth - Does the Building Have the Backbone?**

Published in the Spring 2000 edition of the Canadian Appraiser.

#### EXPERT WITNESS

Extensive experience in ad velorum tax assessment working for both the tax authorities and property owners. Qualified as an expert witness in the US Courts on matters relating to property valuation in tax and civil litigation cases and has appeared on numerous occasions in State and Superior Court, Connecticut, U.S.A. and in Ontario, Canada.

#### DEVELOPMENT

Acquired and rezoned vacant residential land, and constructed townhouses.

#### SECURITIES

Former President and Compliance Officer of a registered securities dealer in the Province of Ontario between 1989 and 1993.

# 20.0

## SUMMARY OF ONLINE FEEDBACK

### Social Pinpoint Comments

The following was a record of all comments posted on the Social Pinpoint website. Participants were able to add 'points' and comments based on the three themes: Travelling, Greening, and Building.

Created on	Type	Comment	Additional Connections	Safety
10/27/2018 11:41	Travelling: Walking/Cycling	I completely agree that this intersection should be grade separated. I've driven through here and biked through here many times. When driving it's very easy to end up going faster than you think and when biking it's terrifying when cars are passing so close to you at such high speeds.		
9/29/2018 13:02	Travelling: Walking/Cycling	We went to a meeting at Martingrove CI and it was explained that turning right (south) off Eglinton Avenue when traveling east from Highway 427 will not be possible until Bemersyde. We live in Antioke Gardens and these restrictions will be very inconvenient for us. Thank you.	The walking and cycling paths should have separate and coordinated lights with the regular traffic lights	The corner of Eglinton and Martin Grove is unsafe to begin with. We are aware of several accidents (neighbor included) at this intersection
9/29/2018 12:58	Travelling: Walking/Cycling	We attended a meeting at Martingrove CI and it was explained that if driving east on Eglinton you will not be able to turn right (south) onto Martin Grove Road (or Lloyd Manor and Kipling Road for that matter). We live in the Antioke Gardens area and not being to turn right off Eglinton Ave (when traveling east) until Bemersyde will be very inconvenient		

Created on	Type	Comment	Additional Connections	Safety
9/26/2018 16:11	Travelling: Walking/Cycling	there is a golden opportunity to reduce the number of traffic lanes on Eglinton between Black Creek Drive and Weston, including under the rail bridge. This will give space for an amazing wide boulevard sidewalk that can be animated with food kiosks and public performances. Reducing the number of lanes on Eglinton should be easy, since we've only had one lane in each direction for at least five years now; it would be status quo for cars, but a huge win for place making.		
9/26/2018 16:07	Travelling: Walking/Cycling	the first step in making Weston/ Eglinton more pedestrian friendly is to remove the slip lanes for right turns; this will create a significant increase of public space. Further, in order to reduce the crossing distance, Eglinton should be reduced from 60km/h to 50km/h and the traffic lanes reduced in width accordingly, and the kerb extended. Another set of traffic lights should be installed at the first TTC stop west of Weston to allow safe crossing for school children and apartment dwellers.		
9/26/2018 16:01	Travelling: Walking/Cycling	To our understanding in Walk&Cycle YorkSouthWeston, the City of Toronto is already in the detailed design of a cycle path on the north side of Eglinton that would serve as a continuation of the Eglinton bike trail all the way to Weston Rd, where it would join the new bike trails to be installed by Metrolinx in the late stages of constructing the Crosstown. What we ask is that the community be closely consulted on the design of that new bicycle trail to give it its full potential.		

Created on	Type	Comment	Additional Connections	Safety
9/25/2018 12:32	Travelling: Walking/Cycling	bikepaths and bike 'parking' at each station would enable people to bike to the LRT station but dedicated bike paths and lanes are needed because Eglinton is a heavy traffic road so street cycling is not totally safe or pleasant. A very nice bike path should be made through Centennial Park to the Renforth station. It's currently a gravel path that is not easy to navigate; there is no path from south side (Rathburn) to north side of park (Eglinton)	As per earlier comment - a path through Centennial Park emerging at Eglinton / Renforth and along some north / south streets connecting to Eglinton where traffic is especially heavy, eg Renforth, Martingrove	Eglinton - from Renforth to east of Martingrove - extremely heavy traffic
9/18/2018 16:00	Travelling: Bus Usage	Link to Kipling station as a spur of the LRT should be considered.		
9/17/2018 13:08	Travelling: Bus Usage	When I'm travelling, currently I use the 192 bus from Kipling to get to/ from Pearson. However with the LRT, I would consider going that direction instead. Regardless, I would like to see better wayfinding at Pearson to find the TTC stops.		
9/17/2018 11:39	Travelling: Walking/Cycling	Separate lanes for pedestrians and cycling	Cycling path along Westway	Along Dixon Road, especially at major intersections.
9/7/2018 9:43	Travelling: Walking/Cycling	This midblock stop is unwarranted. LRT stops should run predominantly at major intersections (not minor ones). That will introduce more congestion, traffic impedence and flow obstruction. Less in between stops equals better travel time and overall traffic flow output. Most pedestrians at midblock stops should be capable of reaching main block stops with modest effort. The intersection already hosts a bike and pedestrian traffic scape that works. No need to add to the already working flow here		



Created on	Type	Comment	Additional Connections	Safety
9/7/2018 9:27	Travelling: Bus Usage	A number of accidents have occurred at this intersection in the past and some as fatalities. This intersection needs better traffic assessment and research. The City hasn't been doing enough on traffic due diligence at this location. A grade separation would facilitate the already heavy traffic congestion		
9/6/2018 19:25	Travelling: Bus Usage	Bus 35		
9/6/2018 12:46	Travelling: Walking/Cycling	Rail line path along UP train line	Along rail line	Weston road
9/1/2018 22:27	Travelling: Bus Usage	As well, poor design of southbound lanes. You have 1 southbound traffic lane, 1 southbound bus lane, plus eastbound turn lane from Eglinton, all 3 merging into one lane, right at the spot when you make a left turn into townhouse complex. Lots of honking, cars cutting each other off. Needs police monitoring.		
9/1/2018 22:20	Travelling: Bus Usage	This intersection was supposed to be residential, but now so many drivers use Royal York to avoid busy traffic on Islington or elsewhere. Too many cars illegally travel south from the right turn lane at Eglinton. Police should monitor this.		
9/1/2018 22:17	Travelling: Walking/Cycling	I go through this intersection daily. It is crazy, from a safety perspective. Traffic jams eastbound, crazy right hand turns at all 4 corners. Completely unsafe for pedestrians and cyclists. Should be "NO RIGHT TURNS" on red light, at least. Drivers turn right while looking left. INSANE. A non-grade separated intersection would just aggravate drivers further.		

Created on	Type	Comment	Additional Connections	Safety
8/30/2018 21:47	Travelling: Walking/Cycling	The Eglinton trail allowed me to cycle comfortably and safely with my now 2 year old son. Something I've never feel comfortable doing in a basic bike lane. Any cycling infrastructure modifications that may be required due to the LRT should be separated from traffic with a buffer, preferably grass or a concrete curb. The existing trail should be maintained through the entirety of LRT construction. Finally, if re-grading, let's make it as flat as possible. More "everyday" & Less "recreational"	We need the 2 transit stations along Weston Rd to be connected by a bike path or bike lanes. Either with a West Toronto Railpath North Extension or bike lanes on Weston between Black Creek Dr and The connection to the Humber Trail south of the 401	I feel very safe on the Eglinton trail. Intersections are always a concern because Drivers in Toronto don't stop where they are supposed to.... assuming they stop at all.
8/30/2018 21:29	Travelling: Walking/Cycling	I'm going to have to agree with these people. I understand the need for the midblock stops and why they have been recommended but the bike path acts as the connector. Anyone willing to walk that massive suburban landscape to get to a stop would be far smarter and better served cycling to one. Less stops will mean a quicker trip and a 10 min walk can be a 3 min bike ride.		
8/20/2018 20:24	Travelling: Walking/Cycling	The traffic is not terrible at this intersection and drivers are quite reckless in many instances. I always have to be extra careful when crossing on foot.	Crossing Eglinton and Kipling intersection always take a really long time. Sometimes I even miss 2 45E buses in a row due to the wait time.	Llyod Manor and Eglinton
8/20/2018 20:18	Travelling: Bus Usage	I also notice that this area is usually flooded with traffic so I think the best compromise is to build the rail on a separate grade.		

Created on	Type	Comment	Additional Connections	Safety
8/20/2018 20:13	Travelling: Walking/Cycling	I agree with the previous comment. LRT stops should only be built sparsely at important intersections like Kipling, Islington, Royal York, Jane, etc..It will take only minutes for people in-between the intersection to reach one of the stations on foot.		
8/20/2018 19:55	Travelling: Bus Usage	Having the Eglinton LRT extension would greatly eased the stress on Southbound bus to Kipling during rush hour. Also, the street lights are a major bummer for people trying to cross the street to catch the Express bus.		
8/15/2018 15:33	Travelling: Walking/Cycling	Actually there is room for a rapid transit right-of-way west of Weston Road. Just shift to the south side of Eglinton from the center at the Islington depression. Shift the roadway to the north side.		
8/13/2018 9:18	Travelling: Walking/Cycling	Maybe we should just put the cars underground. No reason they should be given sunshine priority		
8/12/2018 14:26	Travelling: Bus Usage	kipling; islington		
8/7/2018 22:18	Travelling: Bus Usage	Currently have to drive spouse to Weston go station to have a survivable commute to down town core. The LRT would be crucial accessibility for those like us.		
8/6/2018 12:06	Travelling: Bus Usage	The original Transit City plan included a Jane St. LRT from Jane and Bloor all the way to York University.		

Created on	Type	Comment	Additional Connections	Safety
8/6/2018 12:04	Travelling: Bus Usage	Kipling is pretty far from the existing streetcar services (aside from the Lakeshore route), and an LRT is probably overkill for this corridor. However, I think a set of dedicated bus lanes would be appropriate. Kipling is both on the 10-minute bus network and served by the express bus plan, so the corridor requires frequent-enough service for bus lanes to be justified. There are other bus corridors around the city where this is worth studying, too.		
8/3/2018 15:05	Travelling: Walking/Cycling	The path connecting Emmett to Eglinton is poorly maintained (water/mud pools at the bottom of the hill, making it difficult to cross). Also, ice and snow are not cleared in the winter, despite the relatively heavy use that I observe. I use this path daily and notice several others travelling between Emmett and Scarlett Rd.	<ol style="list-style-type: none"> <li>1. Cycle path along Eglinton from Black Creek to Jane.</li> <li>2. Cycling connection along Jane St. from Lambton to Eglinton, allowing safer access to the Humber trails from the communities to the south-east of Jane/ Eglinton.</li> </ol>	Cycling along Eglinton Ave W from Black Creek to Jane St - cars treat this stretch of Eglinton like a highway and are very aggressive towards cyclists sharing the road. Physically divided infrastructure (as exists west of Jane) would be ideal.
8/2/2018 20:38	Travelling: Walking/Cycling	Having a dedicated bicycle lanes to connect to eglinton via kipling or islington	I'd like to see additional walking and cycling connections along islington, westway and Kipling	islington and lemsford is very unsafe and traffic heavy area

Created on	Type	Comment	Additional Connections	Safety
8/2/2018 9:02	Travelling: Walking/Cycling	There is no room left for a rapid transit line along the centre of Eglinton because the city sold the land designated for a transportation corridor to developers. Now these developments at Plant World and Richview plaza will generate more cars. Subway would be a more intelligent solution.	The sidewalks are adequate. Bike lanes would definitely be impossible with an elevated rapid transit line along the middle of Eglinton	None at this point, but that will change with the increase of traffic flow when the new developments are being constructed and inhabited.
8/2/2018 8:57	Travelling: Bus Usage	Royal York is sustaining increasingly heavily traffic flow. There are no plans in place to manage the tremendous volume that will be generated from the Olant World site.		
8/1/2018 10:40	Travelling: Bus Usage	The Eglinton Ave leads traffic from/ to highways (401 and 427) and it intersects with The East Mall. From the East Mall to enter the Eglinton Ave to go north of the Martingrove Rd, you will need to switch so many lanes to enter Martingrove Rd. Same scenario applies to oncoming traffic from highways to turn north or south on Martingrove Rd. There is still question to be answered as there is no way to enter the East Mall from the Eglinton Ave at the moment.		
8/1/2018 10:39	Travelling: Bus Usage	Very busy Traffic at all times. We must have grade separation when LRT is built in this area. This will prevent already traffic heavy intersection to accommodate both transit users and drivers and will promote Public Safety.		
7/31/2018 15:15	Travelling: Walking/Cycling	Why do you want this intersection in particular to be grade-separated?		
7/31/2018 14:39	Travelling: Bus Usage	An At-Grade LRT from The East Mall to Martin Grove will exacerbate the gridlock of cars travelling eastbound on Eglinton and coming off of Highways 401 and 427.		



Created on	Type	Comment	Additional Connections	Safety
7/31/2018 14:26	Travelling: Walking/Cycling	Light rail transit should also be rapid. Having stops at secondary streets reduces the LRT's ability to move people quickly and provide relief to line 2. Any transit user who can reach the stops at secondary streets from the surrounding neighbourhoods can also reach the stops at primary streets such as Scarlett, Royal York, Islington, Kipling, Martin Grove, The East Mall, etc. In-between stops are unnecessary. Otherwise, just keep buses with a dedicated lane for rush hours.		
7/31/2018 10:29	Travelling: Walking/Cycling	Underpass - using sidewalk feels like walking on the side of a cliff. Always filthy with rock and rubble. Cleaner - wider sidewalk - a little care would go a long way.	Cycling connecting the neighbourhood to the west of Weston Rd to the Community Centre. Improved sidewalks, pedestrian experience.	South side underpass sidewalk.
7/31/2018 10:25	Travelling: Walking/Cycling	Yes, please extend to Recreation Centre!		
7/31/2018 9:15	Travelling: Walking/Cycling	This area was built for cars only, feels very unsafe when walking or crossing the street. Was overbuilt for non-existent expressway, needs to revert to neighbourhood pedestrian focused design.	Eglinton and Weston intersection	Eglinton and Weston intersection, adjacent underpass (walking to No Frills/Community Centre). Sidewalks on SW corner especially.
7/30/2018 15:30	Travelling: Walking/Cycling	This intersection is currently a hazard for pedestrians, cyclists, and cars. With the impending development at Richview plaza and the proposed stop for the LRT, this site will lead to increased mayhem and accidents. Also note - TTC busses uses curb lane to stop at intersection (going east and west) and inhibits flow of traffic both ways.	North/south - Bemersyde and Wincott -	Eglinton/Bemersyde intersection - propose a left-advance for both directions and specifically marked lines in both directions as well.

Created on	Type	Comment	Additional Connections	Safety
7/30/2018 8:43	Travelling: Walking/Cycling	Somewhere in the city records it shows the Islington/Eglinton intersection as having been prepared for a bridge with the steel support system already in the ground. Why try and put an anal u turn system in it places.		
7/28/2018 9:22	Travelling: Bus Usage	At some point a serious North/South link from Eglinton to Line 2 subway needs to happen. Not everyone wants to go downtown, or have to ride a hub and spoke system. Kipling offers a tie to GO Milton and Line 2 subway. If extended down to Lakeshore you can access the Lakeshore GO at Long Branch. This could be a expansion of existing Streetcar service or a new LRT leg depending on ROW availability. This link would allow Hamilton, Burlington and Milton riders easy access to Pearson.		
7/28/2018 9:05	Travelling: Bus Usage	At some point a serious North/South link from Eglinton to Line 2 subway needs to happen. Not everyone wants to go downtown, or have to ride a hub and spoke system. Scarlett Road or Jane St on Eglinton as one point and Dundas West or Keele Station as the other end. This link could be made with the new Flexity Streetcars. A tie in to the St. Clair streetcar line here would offer extra alternate routes to riders. Keele might be a better end point as Dundas has little space to handle more streetcars		
7/28/2018 8:55	Travelling: Bus Usage	At some point a serious North/South link from Eglinton to Line 2 subway needs to happen. Not everyone wants to go downtown, or have to ride a hub and spoke system. Jane corridor is one option.		

Created on	Type	Comment	Additional Connections	Safety
7/28/2018 8:14	Travelling: Bus Usage	north/south link to line 2 is needed - with more capacity than bus - time to build Etobicoke RT between Kipling Station and Eglinton West LRT. Could also run further south to connect with Queen streetcar. There is enough space here to build a good interchange hub.		
7/27/2018 20:04	Travelling: Bus Usage	East Mall and Eglinton should be included in LRT. It is a main stop for those of us who live in West Deane Park subdivision. It's our best way to get to all of our home schools which are on the other side of Martingrove. Example: Martingrove CI, John G. Althouse		
7/27/2018 11:06	Travelling: Bus Usage	Very frequently catch the 37 Islington bus going south to Islington Subway station.  The 52 Lawrence West bus also connects to Weston Collegiate Institute.		
7/27/2018 8:32	Travelling: Walking/Cycling	Grade seperated intersections	I enjoy the cycling trail to the west - I would like to see the cyclepath continue all the way east (which I believe is in the plan) Please keep that in the plan!	All of Eglinton east of Jane!
7/26/2018 22:49	Travelling: Bus Usage	Kipling southbound to subway		
7/26/2018 22:48	Travelling: Bus Usage	Eglinton westbound bus: to Renforth for travel into Mississauga. Travel to airport		
7/26/2018 22:36	Travelling: Bus Usage	Kipling Ave TTC bus southbound to Kipling subway		
7/26/2018 22:35	Travelling: Bus Usage	Eglinton Avenue TTC eastbound		

Created on	Type	Comment	Additional Connections	Safety
7/26/2018 22:22	Travelling: Bus Usage	Kipling bus southbound to subway to downtown		
7/26/2018 21:21	Travelling: Bus Usage	We use the 111 a lot, and are concerned that there is no plan to have a stop at East Mall and Eglinton. Our community is West Deane Park West side. It is our only way out of our area. The only way to get to John G. Althouse and MartinGrove Cl is via the 111. If there is no stop here we are very limited.		
7/26/2018 19:32	Travelling: Bus Usage	Islington and Royal York.		
7/26/2018 19:28	Travelling: Walking/Cycling	We have a good bike path in the area. I would recommend that lighting be provided and barriers of some type such as trees are provided to protect pedestrians and cyclist from road traffic along the whole stretch of the project.	I think the area west of Martingrove	West of Martingrove to Renforth

Created on	Type	Comment	Additional Connections	Safety
7/26/2018 19:17	Travelling: Walking/Cycling	<p>there's markings for pedestrians to cross on 2 sides but there should also be markings on the 3rd.</p> <p>Cars: if you are coming south on wincott, you sometimes can't see the cars on the left and they often don;t see you</p>	not sure	<p>Islington/Eglinton</p> <p>wincott and eglinton</p> <p>kipling and eglinton and martin grove/ eglinton - the right hand turn for these is always worrisome because of the fear that cyclists will come down very fast on the pathway and am always wondering do I move my car forward to be able to make the turn or wait in case there's foot/cycle traffic - will I get beeped by drivers behind me?</p> <p>Martin grove/ eglinton left hand turn - gets so busy and people get anxious/angry trying to get through the lights. Turning from winterton onto Martin grove is also horrible when school is in.</p> <p>Richview - trying to get in and out for drop off is stressful too. There will need to be one way traffic flow or something if the LRT happens</p>
7/26/2018 19:05	Travelling: Bus Usage	catch bus from here to Islington subway		



Created on	Type	Comment	Additional Connections	Safety
7/26/2018 16:32	Travelling: Walking/Cycling	Connect it by walking path to Emmett Avenue	Construct a walking path and a cycling path that connect from the Humber River path system to York Humber High School which is pretty central to the neighbourhood.	Walking on Emmett Avenue, due to dim street lighting, and bushes/trees that could be hiding places, esp. when there is foliage.
7/26/2018 16:30	Travelling: Bus Usage	Eglinton 32D Bus to Eglinton Station Eglinton 32C Bus		
7/26/2018 16:19	Travelling: Bus Usage	195 Express bus to Jane Station		
7/26/2018 9:51	Travelling: Walking/Cycling	Path should continue until community centre near Eglinton & Black Creek to promote faster access		
7/25/2018 19:26	Travelling: Walking/Cycling	The right-of-way should shift to the south side at the Islington intersection. Take advantage of the roadway depression for an overpass for the right-of-way to get from the center (eastwards) to the south side (westwards).	Between Royal York and Islington there is a lack of sidewalks on the north side of Eglinton.	Martin Grove & Eglinton has traffic congestion caused by the on and off ramps to 427 & 401.
7/18/2018 10:15	Travelling: Walking/Cycling	Cycleway abruptly ends at Jane. Connections Rogers rd bike lane and Beltline (both just outside study area) would be great.		

## Survey Comments

The following was a record of all comments posted on the Social Pinpoint website survey. Participants were asked for the age range, household size, and to provide their comments. Comments received were focused on either an important place in their community, opportunities for additional connections, areas of safety concerns, and their bus usage frequency. Below is a summary of comments received.

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
11/15/2018 8:50	32	2				
11/10/2018 10:38	60+	2 sometimes 3				
11/6/2018 23:14			Grocery Store			
10/30/2018 11:07	19-35	3 Person				
10/27/2018 11:37	19-35	1 Person				
10/26/2018 15:13	28	2 people				
10/25/2018 7:59	36-59	4				
10/21/2018 19:14	36-59	5+				
10/20/2018 22:42	19-35	4				
10/19/2018 13:08	60+	2				
10/16/2018 10:59	23	4				
10/14/2018 20:49	19-35	1				
10/12/2018 13:51	19-35	2 people				
10/9/2018 16:11			I included a proposal for how the Crosstown could be developed to benefit the community better.			
10/8/2018 15:40	36-59	4 people				
10/8/2018 11:00	36-59	4				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
10/5/2018 17:55	19-35	3 People				
9/29/2018 13:05				The walking and cycling paths should have separate and coordinated lights with the regular traffic lights	The corner of Eglinton and Martin Grove in unsafe to begin with. We are aware of several accidents (neighbor included) at this intersection	
9/29/2018 7:45	36-59	5+				
9/28/2018 15:01	60+	4				
9/26/2018 17:04	60+	3				
9/26/2018 15:46	19-35	4 people				
9/26/2018 13:46	36-59	4				
9/25/2018 12:34				As per earlier comment - a path through Centennial Park emerging at Eglinton / Renforth and along some north / south streets connecting to Eglinton where traffic is especially heavy, eg Renforth, Martingrove	Eglinton - from Renforth to east of Martingrove - extremely heavy traffic	
9/25/2018 12:25	36-59	4+ people				
9/23/2018 19:50	60+	1				
9/20/2018 15:35	19-35	1				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
9/19/2018 15:05			Catholic Elementary School. In desperate need of a playground.			
9/19/2018 14:53			Med-high density population does create some "life" to the area however everyone has to drive to go shopping, visit restaurants or even a convenience store. The area lacks any real life			
9/19/2018 14:42	36-59	4				
9/19/2018 14:39	36-59	4				
9/19/2018 9:46	36-59	4				
9/19/2018 0:12	36-59	1 Person				
9/18/2018 15:45	36-59	1				
9/18/2018 10:06	60+	3				
9/17/2018 20:23	60+	3 people				
9/17/2018 18:23	60+	4				
9/17/2018 13:08						A few times per year
9/17/2018 11:59	20-80	5				
9/17/2018 11:39				Cycling path along Westway	Along Dixon Road, especially at major intersections.	
9/17/2018 11:35			Healthy, accessible and affordable recreation			

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
9/13/2018 19:35	19-35	2				
9/10/2018 14:14	60+	3				
9/10/2018 1:09	36-59	2				
9/10/2018 1:07	(36-59)	2				
9/9/2018 17:54	36-59	5				
9/7/2018 13:02	60	4 people				
9/7/2018 9:56	60+	3 people				
9/6/2018 20:12	test	test				
9/6/2018 19:27			It is the only Tim Hortons in that area			
9/6/2018 19:25						almost every day
9/6/2018 12:47				Along rail line	Weston road	
9/6/2018 12:43	60+	2 persons				
9/4/2018 0:11	36-59	3 People				
9/3/2018 9:28	36-59	3				
8/31/2018 15:45	36-59	1				
8/31/2018 15:42	19-25	3 people				
8/31/2018 0:07	36-59	5+				



Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
8/30/2018 21:53				We need the 2 transit stations along Weston Rd to be connected by a bike path or bike lanes. Either with a West Toronto Railpath North Extension or bike lanes on Weston between Black Creek Dr and The connection to the Humber Trail south of the 401	I feel very safe on the Eglinton trail. Intersections are always a concern because Drivers in Toronto don't stop where they are supposed to.... assuming they stop at all.	
8/30/2018 21:41	19-35	4				
8/30/2018 21:21	36-59	3 people				
8/30/2018 17:44	19-35	2				
8/30/2018 16:12	60*	2 People				
8/30/2018 15:36			Answers a question lots have to ask, spares the train ride from terminals to Viscount			
8/30/2018 15:15	0-18	4				
8/30/2018 12:49	I am 54 years old	4 people				
8/28/2018 9:22			improves health and wellbeing of families, those with chronic conditions and advocates for those with low socioeconomic status			
8/28/2018 9:20	36-59	15				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
8/20/2018 20:27				Crossing Eglinton and Kipling intersection always take a really long time. Sometimes I even miss 2 45E buses in a row due to the wait time.	Llyod Manor and Eglinton	
8/20/2018 19:52	18-60+	3				
8/20/2018 10:47	19-35	4				
8/19/2018 12:42	36-59	2				
8/17/2018 15:17	19-35	5+ people				
8/17/2018 11:49	19-35	2 People				
8/17/2018 10:38	36-59	4				
8/14/2018 7:30	19-36	3				
8/13/2018 9:41	19-25	4				
8/13/2018 8:04	60+	2 People				
8/12/2018 14:26						2x weekly
8/12/2018 12:57			Health and wellness; necessary for climate - absorption of rain (Eglinton run off) ; cooling factor			
8/12/2018 12:52	60+	2 person				
8/12/2018 11:58	36-59	4 people				
8/10/2018 10:27	19-35	4 people				
8/9/2018 2:20	19-35	5				
8/8/2018 14:20	60+	2				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
8/8/2018 5:47	13-35	2 people				
8/7/2018 22:19						Often indirectly
8/7/2018 22:13	19-35	2 people				
8/7/2018 9:49	19-35	5+ People				
8/4/2018 15:12	36-59	2 people				
8/3/2018 15:22				<p>1. Cycle path along Eglinton from Black Creek to Jane.</p> <p>2. Cycling connection along Jane St. from Lambton to Eglinton, allowing safer access to the Humber trails from the communities to the south-east of Jane/Eglinton.</p>	<p>Cycling along Eglinton Ave W from Black Creek to Jane St - cars treat this stretch of Eglinton like a highway and are very aggressive towards cyclists sharing the road. Physically divided infrastructure (as exists west of Jane) would be ideal.</p>	
8/3/2018 12:37	60+	2				
8/3/2018 12:17	60+	1 person				
8/3/2018 11:48	36-59	3 People				
8/2/2018 20:40				<p>I'd like to see additional walking and cycling connections along islington, westway and Kipling</p>	<p>islington and lemsford is very unsafe and traffic heavy area</p>	

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
8/2/2018 9:04				The sidewalks are adequate. Bike lanes would definitely be impossible with an elevated rapid transit line along the middle of Eglinton	None at this point, but that will change with the increase of traffic flow when the new developments are being constructed and inhabited.	
8/2/2018 8:57						Weekly
8/2/2018 8:26	60+	3 retirees				
8/1/2018 10:41						Used to use it very regularly but due to inconvenience and less frequent bus services available now use personal vehicle to travel to Downtown. Will use LRT once its built to access to downtown.
8/1/2018 10:40						not very often as its incovinient to access to where I need to get to but with LRT built I will be using it on everyday basis.
8/1/2018 6:31	60+	5				
7/31/2018 14:16	19-35	3				
7/31/2018 14:09	36-59	5				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/31/2018 10:31				Cycling connecting the neighbourhood to the west of Weston Rd to the Community Centre. Improved sidewalks, pedestrian experience.	South side underpass sidewalk.	
7/31/2018 9:16				Eglinton and Weston intersection	Eglinton and Weston intersection, adjacent underpass (walking to No Frills/Community Centre). Sidewalks on SW corner especially.	
7/31/2018 8:14	36-59	4				
7/31/2018 7:53	19-35	4				
7/30/2018 21:22	19-35	2 people				
7/30/2018 15:31				North/south - Bemersyde and Wincott -	Eglinton/ Bemersyde intersection - propose a left-advance for both directions and specifically marked lines in both directions as well.	
7/30/2018 15:23	35-59	2 people				
7/30/2018 14:39	36-59	2				
7/30/2018 8:41	36-59	4 people				
7/28/2018 18:13	36-59	5				
7/28/2018 13:27	18-48	4				



Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/28/2018 9:25						Probably the best link, followed by Dundas West/ Jane St corridor as a N/S link. One would be nice both would be better.
7/28/2018 9:06						Build it and they will come.
7/28/2018 8:57						line improvement - spur of LRT?
7/28/2018 8:06	36-59	1 person				
7/27/2018 22:36	60+	2				
7/27/2018 20:09						
7/27/2018 20:04						daily 2/day 3 family members
7/27/2018 20:02	36-59	4				
7/27/2018 19:25	19-35	4 people				
7/27/2018 15:28	36-59	1 Person				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/27/2018 11:09						When in high school, I used the 52 bus everyday for 4 years. The 37 Islington bus is used much more frequently by my father who commutes to Ryerson University for work (everyday) and by me who used it everyday for 2 years to commute to Ryerson and generally frequently whenever commuting to downtown Toronto is necessary.
7/27/2018 10:58	19-35	3 People				
7/27/2018 9:13	19-35	2				
7/27/2018 8:34				I enjoy the cycling trail to the west - I would like to see the cyclepath continue all the way east (which I believe is in the plan) Please keep that in the plan!	All of Eglinton east of Jane!	
7/27/2018 8:30	36-59	2				
7/27/2018 8:06	36-59	4 ppl				
7/27/2018 7:15	60+	2				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/26/2018 22:50						Occasionally will walk southbound from Widdicombe Hill Blvd to take this bus south to subway.
7/26/2018 22:48						Occasionally
7/26/2018 22:36						Daily Mon-Fri
7/26/2018 22:36						Occasionally during the day
7/26/2018 22:35			Convenient to shopping, transportation either southbound or eastbound (TTC) and access to major highways (427, 401 and 27)			
7/26/2018 22:32			Convenient casual shopping, access to medical needs, grocery, all within easy walking distance from many residents from the area.			
7/26/2018 22:22						daily Mon-Fri
7/26/2018 22:18	60+	Person 2				
7/26/2018 21:49	42	3				
7/26/2018 21:38	60+	2				
7/26/2018 21:21						Daily
7/26/2018 21:15	36-59	4				
7/26/2018 20:16	19-35	2				
7/26/2018 20:08	36-40	3 people				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/26/2018 19:46	60+	2 People				
7/26/2018 19:42	36-59	4 people				
7/26/2018 19:35			provides rental space for events, local artist, supports discussions around social justice, supporting community events, city events/projects, self-reflection			
7/26/2018 19:33	60+	2				
7/26/2018 19:33						Rare at this time but can see myself using more if the LRT was built.
7/26/2018 19:31				I think the area west of Martingrove	West of Martingrove to Renforth	
7/26/2018 19:27			water safety, see lots of seniors here which is great			

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/26/2018 19:24				not sure	<p>Islington/Eglinton, wincott and eglinton, kipling and eglinton and martin grove/ eglinton - the right hand turn for these is always worrisome because of the fear that cyclists will come down very fast on the pathway and am always wondering do I move my car forward to be able to make the turn or wait in case there's foot/cycle traffic - will I get beeped by drivers behind me?</p> <p>Martin grove/ eglinton left hand turn - gets so busy and people get anxious/ angry trying to get through the lights. Turning from winterton onto Martin grove is also horrible when school is in. Richview - trying to get in and out for drop off is stressful too. There will need to be one way traffic flow or something if the LRT happens</p>	
7/26/2018 19:19	60+	3				

Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/26/2018 19:06						once a week
7/26/2018 18:58	36-59	4 people				
7/26/2018 18:19	36-59	3 people				
7/26/2018 16:53	36-59	3				
7/26/2018 16:46			School!			
7/26/2018 16:45	36-59	3 People				
7/26/2018 16:38				Construct a walking path and a cycling path that connect from the Humber River path system to York Humber High School which is pretty central to the neighbourhood.	Walking on Emmett Avenue, due to dim street lighting, and bushes/trees that could be hiding places, esp. when there is foliage.	
7/26/2018 16:34			the public can interact with disabled students. This may have been discontinued since I was working there.			
7/26/2018 16:31						Frequently enough, and esp. in inclement weather
7/26/2018 16:28			gives us a chance to sell things we don't need anymore and jam we have made. The church also benefits from the fee we pay for the space.			
7/26/2018 16:21						Frequently enough, and esp. in bad weather.



Created on	Age Range	Household Size	Community	Additional Connections	Safety	Bus Usage Frequency
7/26/2018 16:19	36-59	4 people				
7/26/2018 16:14			That would be self-evident, I think.			
7/26/2018 16:11	60+, 36-59, 19-35	5 People				
7/26/2018 16:11	60+	2 people				
7/26/2018 16:03	36-59	3				
7/26/2018 15:58	60+	2				
7/26/2018 15:58			Would that not be self-evident?			
7/26/2018 15:55	60+	2 People				
7/26/2018 15:55	36-59	4				
7/26/2018 15:52	60+	2 People				
7/26/2018 15:39	19-35	2 people				
7/26/2018 15:27	60+	1 person				
7/26/2018 9:48	19-35	5 people				
7/25/2018 19:28				Between Royal York and Islington there is a lack of sidewalks on the north side of Eglinton.	Martin Grove & Eglinton has traffic congestion caused by the on and off ramps to 427 & 401.	
7/25/2018 19:17	60+	3 people				
7/19/2018 18:59	19-35	3 People				
7/18/2018 21:28	60 plus	3				
7/18/2018 13:06	19-35	1				
7/18/2018 10:17	36-59	4 people				

# 21.0 MEETING MINUTES

## 21.1 STAKEHOLDER ADVISORY GROUP - JULY 18 2018



### Minutes of Meeting

#### Eglinton West LRT

Document: SAG Meeting #3 Meeting Minutes

Prepared by: AECOM

---

VERSION	DATE	DESCRIPTION	AUTHOR
1.0	July 24, 2018	Initial Draft	AECOM

Date of Meeting	July 18, 2018	Start Time	6:00 p.m.	Project Number	60552177
Project Name	Eglinton West LRT				
Location	Etobicoke Civic Centre, 399 The West Mall, Etobicoke				
Regarding	Eglinton West Stakeholder Advisory Group (SAG) Meeting #3				
Attendees	Perkins + Will, City of Toronto, AECOM, Councillor Representatives, SAG Members, CWG Members				
Distribution	SAG and CWG Members				

## 1. Overview

On Wednesday, July 18, 2018, from 6:00 p.m. to 9:00 p.m., the City of Toronto together with Perkins + Will hosted the third Stakeholder Advisory Group (SAG) meeting for the Eglinton West LRT. The purpose of the SAG is to provide organizations representing a broad range of interests with the opportunity to learn about and provide input into the study. This second meeting focused on:

- Eglinton West LRT updates;
- Community Working Group (CWG) updates;
- The Planning and Streetscape study; and,
- Next steps.

The format of this meeting included a welcome and overview, a presentation on Eglinton West LRT updates including the CWG, a presentation on the Eglinton West Planning and Streetscape Study followed by two (2) breakout workshop sessions focusing on issues and opportunities for each of the segments along the Eglinton West corridor, and a presentation on next steps in the Project. The minutes below outline the questions, comments and feedback received during the SAG meeting.

## 2. Attendance

SAG Members	
Organization	Name
Richmond Gardens Rate Payers Association	Martin Green
Richmond Gardens Rate Payers Association	John DiSalvo
Cycle Toronto	Kevin Cooper
Toronto Youth Cabinet	Eli Aaron
Glen Agar Residents Association	Janice Charles
Glen Agar Residents Association	Don Charles
Friends of Silver Creek	Tracie Napoli
Friends of Silver Creek	Tony DelRosso
Friends of Raymore Park	Roy Murray
West Park Healthcare Centre	Lijeanne Lee
CodeRedTO	Moaz Ahmad
Advisory Committee on Accessible Transit (ACAT)	Raymond Dell'Aera
Trinity Development Group Inc.	Aaron Cameron

<b>CWG Members</b>	
Philip Poulos	Janice Charles
Joseph Lorincz	John Di Salvo
Martin Green	James Chapman
Don Charles	Margareta Shpir
Laila Strazds	

<b>Project Team Members</b>	
Mike Logan – City of Toronto	Brian Anders – City of Toronto
Maria Doyle – City of Toronto	Khatija Sahib – City of Toronto
Jade Hoskins – City of Toronto	Emilia Floro – City of Toronto
Shan Li – City of Toronto	Luisa Galli – City of Toronto
Emily Rossini – City of Toronto	

<b>Perkins + Will</b>	
Paul Kulig	Janice Chung
Shaimaa Atef	

<b>AECOM</b>	
Alicia Evans	Tiffany Dionne

<b>Councillors and Representatives</b>	
Ward 3 Councillor Stephen Holyday, Deputy Mayor	Brian Klochko, Administrative Assistant for Ward 2 Councillor Michael Ford

### 3. Introduction

Alicia Evans (AECOM) opened the meeting by welcoming everyone and asked all attendees to introduce themselves and their organizations.

Following the introductions, Emily Rossini (City of Toronto) provided a review of the agenda for the evening. Alicia requested that questions be held until the end of the presentations.

### 4. Eglinton West LRT Update

Maria Doyle (City of Toronto) provided an update presentation on the Eglinton West LRT Project since the last SAG meeting in October, 2017 including:

- Council direction in December 2017 to approve the 10-stop LRT and form a CWG to investigate further grade separation and/or tunnelling options; further develop traffic modelling; and an enhanced framework;
- The 2017 Council-approved alignment;
- Traffic analysis and optimization along the Eglinton West corridor, including the Martin Grove Study; and,
- The Airport segment study.

Laila Strazds (CWG Chair) then provided an update on the CWG, including the purpose of forming the group and discussions that have taken place throughout their meetings. She noted that each of the six (6) CWG meetings covered different topics including: the identification of topics and work plan; business cases; community benefits, impact and strategic fit; traffic modelling; and, the evaluation of CWG Options. Laila also stated that CWG Members are currently working on their own report that can be shared with the SAG, once finalized.

## 5. Planning and Streetscape Study – Presentation

Paul Kulig (Perkins + Will) delivered a presentation on the Eglinton West Planning and Streetscape Study. Topics covered in the presentation include:

- Project scope: travelling, greening, building;
- EglintonConnects vision and recommendations;
- The history and evolution of Eglinton; and,
- Preliminary analysis and emerging segments.

Paul noted that Eglinton Avenue is broken into six (6) segments, including:

- Segment A – City of Toronto boundary to the hydro corridor
- Segment B – Hydro corridor to Wincott Drive
- Segment C – Wincott Drive to Royal York Road
- Segment D – Royal York Road to Scarlett Road
- Segment E – Scarlett Road to edge of Eglinton Flats
- Segment F – Edge of Eglinton Flats to Weston Road

### 5.1 Questions for Clarification

All questions were answered by Paul Kulig (Perkins + Will) unless noted otherwise.

**Q1:** Do the catchment areas in the presentation refer to LRT catchment or typical movements of people in the surrounding neighbourhoods?

**A1:** The catchment areas refer to both the LRT and typical movements of local residents.

**Q2:** I have been a long time rider of the Kipling Express Bus and know that a lot of people come from Steeles to Bloor to get to the Bloor subway line. I expect getting downtown would be more efficient using the LRT and then transferring to the subway. But between Eglinton and the 401, not many people will be captured as most of the people travelling west toward the subway are located further east.

**A2:** The point is that most people will find their own paths, no matter where they are located. There is a larger area outside of the Eglinton corridor that we also need to consider. The point is to understand how the broader system works as a whole.

**C1:** The presentation identified public green spaces such as parks, schools, wood lots and golf courses but did not include the cycling trail and other green space along the corridor. Green space is the main feature along the Eglinton corridor and should be treated as an important consideration in this study.

**R1:** Yes, you are correct. Thank you for pointing this out so we can expand the green space considered.

## **6. Planning and Streetscape Study – Breakout Sessions (Attached)**

For each of the corridor segment, Paul asked the SAG meeting participants to consider the following questions:

- What other factors should be considered in determining the character of the corridor segments?
- What are the unique characteristics of each corridor segment?
- What are the issues and opportunities of each of them?
- What is the emerging vision specific to each?

Each breakout group discussed a different segment of the corridor using roll maps. The subsections below include the discussions that occurred, along with the share back provided from each table group.

### **6.1 Breakout and Share Back Session #1 – Segments A – C**

#### **6.1.1 Segment A (City of Toronto Boundary to Hydro Corridor)**

##### **Group Discussion**

Comments provided on map

- Protect the community from this area rather than embrace it
- This is a hostile environment with Highway 427 and hydro poles
- This segment could look nice as it acts as a connection between two nice parts of the cycling network
- The volume of traffic in this segment gives it a different feel than the rest of the corridor – people are driving 80 km per hour or they are stopped
- The highway network is a highly travelled area with cars going high speeds
- Concession grids are barriers to the corridor
- We need mixed-used development along Eglinton (zoning?)
- Disappearing plazas
- Need crossings designed for seniors
- Need a vibrant and interesting/ walkable streetscape with a variety of built form
- Lack of sidewalks in the subdivisions south of Eglinton West, east of Martin Grove
- Subdivisions on the south side of Eglinton have a lack of relationship to Eglinton
- Richview Park has a lack of relationship to Eglinton West
- There are few pedestrian cut-throughs from neighbourhoods to multi-use path along the south side of Eglinton
- Who are the riders?

##### **Share Back**

Neighbourhoods and Amenities

- Many existing barriers, north to south and east to west
- There is not a lot of mixing between neighbourhoods
- There has been a disappearance of local plazas causing local residents to have to drive instead of walk
- Community should be protected from this segment rather than trying to integrate the community with this segment



#### Traffic

- Concern for traffic congestion at Martin Grove, creating traffic infiltration through neighbourhood streets
- This segment has a hostile traffic environment
- Rush hour traffic is terrible throughout this segment, specifically east bound evening traffic

#### Aesthetics

- Pedestrians and cyclists do not want to be in this segment but it could be modified to be more aesthetically pleasing for people travelling through this segment
- Serves as a connection between two cycling trails and multi-use paths and should look more appealing

### 6.1.2 Segment B (Hydro Corridor to Wincott Drive)

#### Group Discussion

What are corridor-wide factors that should be considered in determining the character for the corridor segment?

- Variety of built form is needed along Eglinton

What are the unique characteristics of this corridor segment?

- Cycling trail maintenance during winter
- Small percentage of transit ridership
- Over capacity of schools and services
- Crossing lights mid-way
- Martin Grove to Royal York has the same characteristics
- More entrances and exits at major roads to relieve traffic from local streets
- Keep the green spaces

What are the issues and opportunities?

- Noise problems – need more greenery to absorb sound
- Connectivity between the north and south
- Stormwater issues
- The area was not dependent on automobiles in the past as it is now
- Walkability issues
- Population density versus traffic and congestion
- Implement street parking on Widdicombe

What is the emerging vision specific to the corridor segment?

- Very low walking scores
- More people walking on neighbourhood streets rather than Eglinton Avenue West
- Minimum north-south connections/ crossings
- Lack of community service
- Stormwater runoff
- More trees and landscaping
- Disappearance of the local plazas which force local residents to travel along Eglinton Avenue

Comments provided on map

- Safety issue at crossing on Martin Grove intersection

- Stormwater problem in front of Richview Park
- Safety issue at crossing on Widdicombe Hill/ Lloyd Manor intersection
- Explore ways to slow traffic between the Widdicombe Hill/ Lloyd Manor intersection and the Kipling intersection
- There are major destinations at and around the Widdicombe Hill/ Lloyd Manor intersection
- Many car accidents happen on Widdicombe Hill
- There should be longer left turn lanes provided at the Widdicombe Hill/ Lloyd Manor intersection
- There should be a safer crossing for cyclists implemented at the Widdicombe Hill/ Lloyd Manor intersection with a physical stop light similar to Queens Quay
- Developers do not provide enough parking spots for residents and visitors in developments near Wincott Drive
- Building and park near Wincott Drive is a destination for lunch hour
- Neighbourhoods on the south side of Eglinton have limited access
- Residents in this segment living in close proximity to Lloyd Manor Plaza generally drive to the plaza

### **Share Back**

#### Noise

- Noise is an issue due to the proximity of Highways 401 and 427 and types of vehicles travelling through (e.g., motorcycles and large trucks)
- Suggestion to add lines of cedar trees to create a noise barrier

#### Safety

- Suggestion to implement boulevards to promote safety and protect pedestrians as there are currently no safety barriers installed in this segment
- The streets must be designed to be safer to decrease car/ pedestrian incidents
- Concerned about flooding risk as the weeping wells that were redone by the City are not working properly, causing puddles to remain for a long period of time following rainfall

#### Traffic

- There should be a street sign or traffic light added to the existing cycling path to ensure cyclists adhere to traffic regulations
- Traffic lights should be installed on Lloyd Manor to control traffic

#### Access to Eglinton Avenue

- The plaza at the Lloyd Manor and Eglinton intersection includes amenities and developments that face each other without direct access to Eglinton; This does not make sense for entrance/ exit purposes and is causing increased congestion on Lloyd Manor and Richview
- A median should be installed on Lloyd Manor to prohibit vehicles from crossing through when accessing the plaza, and a direct access point to Eglinton should be developed
- Neighbourhoods south of Eglinton have limited access to Eglinton Avenue

#### Population Density and Development Potential/ Considerations

- The population density of each neighbourhood should be studied as it is important when discussing traffic congestion on Eglinton
- New developments being built should require direct access to Eglinton Avenue
- Existing and future infrastructure must be studied

- There are issues with north-south connectivity as local plazas have been removed, causing local residents to drive to their destinations instead of walk
- Most local residents in this segment will not take the LRT as the new townhouse development includes 135 units, with each unit housing one to three people who have one to two personal vehicles
- Local residents raised a concern regarding the elimination of local plazas due to residential redevelopment and the lack of replacement of those amenities, which forces the residents to drive to Eglinton Avenue. Future development should be required to provide replacement services and amenities

### 6.1.3 Segment C (Wincott Drive to Royal York Road)

#### Group Discussion

What corridor-wide factors should be considered in determining the character of the corridor segment?

- Neighbourhood definition
- Cater to specific demographic of the area
- Reasons to walk along Eglinton east to west
- Accessibility: Street furniture by bus stops difficult for accessibility

What are the unique characteristics of this corridor segment?

- Bike paths, sidewalks, beautiful woodlots/ nature
- Greenery/ consistent streetscape
- Neighbourhood feeling/ visual environment
- Big ditches on both sides

What are the issues and opportunities?

- Issues include:
  - Artificial school traffic conditions
  - Elevation issues/ visibility and safety
  - Sidewalk and bike path structure
  - Potential flooding/ drainage issues at Eden Valley
  - High traffic in area at Eden Valley
  - Hydro corridors are an eye sore
  - Power outages and consistency
  - Peak hour traffic
  - Tow trucks at Islington/ Eglinton traffic accidents
  - Sunken elevation
  - Look at speed of traffic on corridor
- Opportunities include:
  - Connection points into the neighbourhood/ green space
  - Stormwater management for flooding areas and ditches
  - Native species within the woodlot
  - Include bus bays to prevent blockage of traffic on Eglinton

What is the emerging vision specific to the corridor segment?

- Accessible and safe area for pedestrians and cyclists
- Consistency throughout the corridor (network)
- Little development along the corridor/ neighbourhood feel with big trees and woodlots maintained

- Flood and power outage resistant
- Limited connections from neighbourhood to Eglinton
- Keep green space and trees

Comments provided on map:

- Plaza on Wincott Drive, on the north side of Eglinton, has many delivery and garbage trucks going in and out which causes a safety concern and creates noise in the area
- Bike lanes on streets north and south of Eglinton Avenue
- Preserve the woodlot east of Wincott/ Bemersyde intersection
- Wincott/ Bemersyde and Eglinton at-grade and level (safety problem)
- Path at Wincott/ Bemersyde is not accessible
- Narrow bike path along south side of Eglinton to the east of Wincott/ Bemersyde intersection
- External berm accessibility concern/ lack of entrance with trees on corner of Eglinton and Islington
- Students from Richview Collegiate Institute j-walk across Eglinton to the mall
- Pedestrian entrances to trails on southeast corner of Eglinton and Islington
- Fire Station located on Islington, on the south side of Eglinton
- Parent drop-off is located at Richview Collegiate, off Eglinton which causes many points of conflict
- Flooding concerns at Ravensbourne Crescent, south of Eglinton, off Bemersyde
- Keep consistent green space along Eglinton corridor between Islington and Royal York
- Flooding/ drainage issues at Russell Road/ Eden Valley Drive intersection and visibility issues due to topography causing safety concern for bikes and cars
- Russell Road sidewalk is not in a good state of repair (overgrown bushes and trees)

### Share Back

#### Maintenance of Neighbourhoods and Green Space/ Environment

- This segment has little development along Eglinton and has a small neighbourhood feel which we think is important to maintain
- Has real neighbourhood definition with large tree lots
- The wood lot across from Richview should be maintained
- The fire hall beside Richview Collegiate Institute negatively impacts the environment
- The maintenance of foliage along Eglinton should be improved

#### Flooding

- Concern for flooding, especially if the LRT is at-grade as the water will not have any place to go

#### Traffic and Accessibility

- There are a lot of traffic issues because of Richview Collegiate Institute; Students impede traffic and cross Eglinton in areas where there are no crosswalks
- Traffic congestion and issues are mainly at peak a.m. and p.m. times, which the school/ students contribute greatly to. There are no northward turns allowed out of the school parking lot which forces people to travel through neighbourhood streets. It makes sense to ask Richview Collegiate Institute to modify their schedule so school begins at 10:00 a.m. instead which is better for the students and will improve traffic congestion.
- Elevation changes cause issues for all of the TTC buses, school buses, cyclists, pedestrians and students with limited visibility causing traffic delays

- The intersection of Russel Road, Eden Valley Drive and Eglinton is a poorly designed area that should be improved
- The only intersections that provide a connection to Eglinton in this segment are Islington and Royal York, even though there are many neighbourhoods, causing local residents to walk a long distance to get to Eglinton
- Sidewalks are only located on the south side, causing all residents on the north side to cross
- There are accessibility issues with the cycling paths and pedestrian walkways
- Richview Collegiate Institute and surrounding area has accessibility issues with a steep climb up the stairs and a ramp that creates a very long detour for users
- Concerned about increased truck traffic in an area where traffic congestion is already an issue as developments are being planned west of Royal York Road

#### Aesthetics

- The hydro poles do not coincide with the design of this segment and should be buried to match existing infrastructure

#### 6.1.4 General Question and Answer

**C2:** The proposed development for Richview does not supply sufficient variety or scale to the corridor. We are currently creating an environment along the corridor that does not entice people to live in or walk through it. There should be a mix of developments with more driveways and access points to Eglinton Avenue. The north side of Eglinton needs sidewalks. We need Built Form that is more interesting than what we have now.

**C3:** Currently, there is no real reason to walk east to west on Eglinton Avenue. We need more diversity in development including different types of homes, shops, restaurants and recreational spaces.

**C4:** Most neighbourhoods in the study area stay to themselves and do not use Eglinton Avenue.

#### 6.2 Breakout and Share Back Session #2 – Segments D – F

##### 6.2.1 Segment D (Royal York Road to Scarlett Road)

#### Group Discussion

What corridor-wide factors that should be considered in determining the character of the corridor segment?

- Walking is a necessity, biking is leisure

What are the unique characteristics of this corridor segment?

- Function/ service > enjoyment/ leisure
- Humber cycling trail (accessible)
- James Gardens community destination
- Community bus shuttle connecting senior homes
- Strip mall is a focal point/ gathering in the community
- Accessible and segregated cycling paths

What are the issues and opportunities?

- Issues include:
  - Hydro lines and power outages in neighbourhood

- Plant World barrier for north to south
- Accessibility at the bridge from both sides (public access)
- People with mobility impairment can't use the bridge when it is closed at one side
- Closed pedestrian bridge near private property
- Issues with connectivity to Eglinton from the north and south
- Opportunities include
  - Neighbourhood connection at the bridge
  - Connect north-south community at Mulham Station

What is the emerging vision specific to the corridor segment?

- Goal: pedestrians and active transportation
- Goal: retail should be street-oriented at Plant World
- Kids parkette: most kids bus to school, a lot of parks and recreation facilities

Comments provided on map

- Drivers take neighbourhood streets to avoid Eglinton Avenue, past the new emergency generator building
- The private school near Buttonwood Park is closed
- Scarlett Road provides access to James Gardens where people have community barbeques, south of Eglinton Avenue
- An old power substation is located on Scarlett Road, south of Eglinton Avenue
- Hilltop Chapel is located on the north side of Eglinton Avenue, west of Royal York Road
- Plant World and Royal York Grand developments create a barrier to communities on the north side of Eglinton Avenue
- Medical centre, senior centre and credit union are located on Royal York, north of Eglinton Avenue
- St. Demetrius Church is located behind Plant World and is an important connection to church and senior centre for the Ukrainian community
- The 73 Bus to Royal York Station travels along La Rose Avenue to Scarlett Road
- La Rose bakery and dry cleaners are located north of Eglinton Avenue on La Rose Avenue that is considered a real community hub and should be maintained
- Garden plots at Mulham
- Top of the Humber's pool is located just east of Mulham on the north side of Eglinton Avenue
- The north-south bridge across Eglinton, east of Mulham, is inconsistently open and not accessible – public access is required
- Westmount Junior Public School is located north of Westmount Park
- Richview Road has low traffic
- Isolating sidewalk on north side of Eglinton between Mulham and Scarlett
- Seniors avoid left turns
- Lots of runners on the cycling trail
- Future signalized intersection at Plant World
- Recommendation for power upgrades in new buildings
- People drive down Fontenay Court to get to the plaza that has an Optometrist office, small grocery store, gelato and espresso bar – underground parking/ unattractive retail
- Car accidents take place when making a tricky left turn into the plaza at Scarlett and Fontenay

## Share Back

Character of Eglinton Avenue



- There are not many destinations along Eglinton Avenue and people use it as a way to travel east-west or along the multi-use paths that connect to the Humber Trail and James Garden
- Eglinton Avenue acts as a barrier to the surrounding neighbourhoods to the north and south
- This is not a very family-oriented segment as there is a lot of commercial space
- The Mulham LRT stop is not necessary because there will not be enough ridership to justify it. In order for this stop to be justified, it must connect to the new Plant World developments and the developments on the south side of Eglinton.

#### Accessibility

- Accessibility needs to improve
- The pedestrian bridge is sometimes locked on the north side and is therefore partially inaccessible. This area must become more robust and accessible to encourage people to use it
- The embankment leading up to the pedestrian bridge and area of apartment buildings is difficult for those with limited accessibility and should be improved
- The connection to the area west of this segment (e.g., Plant World) must be improved
- Limited access to Eglinton Avenue from the south side must be improved in order to better serve the local community

### 6.2.2 Segment E (Scarlett Road to Edge of Eglinton Flats)

#### Group Discussion

What are the issues and opportunities?

- Real time LRT screens are needed
- It can be intimidating at the crossings, especially when the road gets wider with future turning traffic, cyclists have to watch out
- Light pollution versus security
- Bike parking and station amenities
- Safety at Jane Station – systems and security
- Intersection of Jane and Eglinton is very isolated
- Accessibility issue to the health centre

What is the emerging vision specific to the corridor segment?

- Enjoyable cycling trail
- Implement sidewalk north of Eglinton
- Wider sidewalks for big wheelchairs

Comments provided on map

- Indigenous groups on Scarlett Road, on the south side of Eglinton
- Suggestion for dedicated bike signal/ crossings at the Scarlett Road intersection
- Spaces in parks for community to congregate (e.g., “third” spaces/ places)
- Better connections between the communities along Scarlett Road to the south of Eglinton and the parks/ Humber River trail
- Topham Pond fishing festival on the Humber River
- West Park Medical facility on north side of Eglinton
  - Constructing in 2018
  - Outpatient services
  - Senior outreach in the neighbourhood
  - Main entrance faces Eglinton
- Heritage – medical?

- Wildlife protection in parks on the south side of Eglinton near Humber River and the golf course
- Protect Rose Garden on north side of Eglinton near Eglinton Flats
- Will there be a signalled intersection or crosswalk at the Emmett Avenue/ Eglinton West intersection?
- Sidewalks are missing along Eglinton between Jane and Scarlett
- Soccer fields on north side of Eglinton at Eglinton Flats
- Celebrate youth and sport in Eglinton Flats area
- Install compass rose as public art at Jane and Eglinton intersection
- Roundabout possibility at Jane and Eglinton?
- Protect Fergy Brown Park land for Jane LRT
- Cricket events at Fergy Brown Park
- Access issues to Fergy Brown Park
- Soccer and tennis fields south side of Eglinton, across from Fergy Brown Park
- Area outside Fergy Brown Park is very dark at night

### **Share Back**

#### Green Space and Recreational Opportunities

- This segment looks like the countryside because of the green space on the north and south sides of the roadway
- Implement a system where the multi-use paths join the sidewalk north of Eglinton as there is currently confusion between cyclists and pedestrians
- There is a lot of heritage in this segment
- There is room for more recreational opportunities to add to the existing soccer fields, ponds and golf courses
- There is potential for skiing opportunities in the winter

#### Accessibility

- There is an accessibility issue for the West Park Healthcare Centre on the north side
- Request to have direct access to a TTC Station at the West Park Healthcare Centre

### **6.2.3 Segment F (Edge of Eglinton Flats to Weston Road)**

#### **Group Discussion**

- No group discussion had for this section as it was focused on Segment E instead

#### **Share Back**

- A mobility hub study was conducted for the Mount Dennis Station area that covered planning for Weston Road on the north and south sides and another study will begin in the area this fall

### **6.2.4 Breakout Sessions Summary**

Following the breakout and share back sessions, Paul Kulig (Perkins + Will) provided a summary of the main issues raised:

- Eglinton acts as a barrier between communities on the north and south sides
- A goal for this study is to make the corridor more connected and have it be a better place to travel through

- Communities are changing as local plazas are closing and being replaced by condos and townhouse developments but more mixed developments are required to encourage business in the area
- There are many accessibility issues in the study area that must be addressed
- The Martin Grove intersection area must be improved to relieve traffic congestion
- Two unique places within the study area include the Highway 427 and Eglinton Flats (with the cemetery in the middle)

Paul then provided information on the next steps of the Eglinton West Planning and Streetscape Study. He noted that Perkins + Will would be developing the preliminary streetscape design over the summer and will be analyzing the fit, functionality and aesthetics of all potential options. He also noted that Perkins + Will would study all potential development sites and work with the City of Toronto's Community Planning Department to help better integrate the community along the Eglinton corridor. He then asked if anyone had further questions or would like to suggest other areas to study over the summer.

**Q3:** Last year the Ministry of Transportation (MTO) discussed studying the old interchange between Highway 427 and Eglinton. Will this area be considered as part of this study?

**A3 (Maria Doyle, City of Toronto):** As part of the Eglinton West LRT Project, the City of Toronto is studying the Martin Grove area, including the interchange, to find a solution for traffic congestion. The City is taking a holistic approach to this study to attempt to improve traffic flow in the area as a whole. The study is currently ongoing and the report will be available in early 2019.

**Q4:** What legislative effects will Perkins + Will have over the design and build of the Eglinton West streetscape?

**A4 (Paul Kulig, Perkins + Will):** Perkins + Will will develop a report to be shared with the community to provide comments and suggestions before submitting it to the City of Toronto Community Planning Department. We are able to suggest high level design such as the height of developments and densities, but we are not able to impact specific design such as the colour and material of developments. Once the Community Planning Department receives the report developed from the Eglinton West Planning and Streetscape Study, they will draft their own set of recommendations that will be submitted to Council.

**Q5:** It seems like we are discussing a conceptual approach of the community instead of an abstract approach to how this study will make the neighbourhood more vibrant and diverse. Will the Planning and Streetscape Study recommend principles for successful community development over time, rather than just design recommendations?

**A5 (Paul Kulig, Perkins + Will):** The overall vision of EglintonConnects provides a path to building a community that will be successful and become better over time. The end goal of the Eglinton West Planning and Streetscape Study is to build off of the principles of EglintonConnects and propose a vision for what the overall community will look like in the future.

## 7. Next Steps and Meeting Adjournment

Following the question and answer period, Mike Logan (City of Toronto) provided an update on next steps for the Eglinton West LRT Project. The City of Toronto will be out in the community this summer, hosting a variety of informal consultation events such as pop-ups, small/ focused conversations, and community bus tours. He suggested that the Project Team would also be interested and available to speak with the SAG/ CWG member's organizations and groups, so they

can gain as much feedback and input from local residents as possible. The bus tour is tentatively planned for August 1, 2018 and if interest is shown, a second tour will be hosted. To invite the City to neighbourhood events, individuals can email [eglintonwestlrt@toronto.ca](mailto:eglintonwestlrt@toronto.ca) or call Mike at 416-338-2848.

Mike also noted that the City had just launched a new online consultation tool as part of the Eglinton West Planning and Streetscape Study. He encouraged CWG and SAG Members to share the online consultation link ([www.eglintonwestlrt.ca/socialpinpoint](http://www.eglintonwestlrt.ca/socialpinpoint)) with their friends and family so they may join the conversation and contribute to the study.

In the fall the City will host another SAG meeting, followed by another public meeting to allow the broader public to provide feedback on the Eglinton West Planning and Streetscape Study, Martin Grove Study and the Eglinton West LRT. A report on the Eglinton West LRT Project will be submitted to Council in early 2019 where the City will seek authority to advance to the next phase of the Project.

**Q6:** Is the bus tour being hosted on a holiday?

**A6 (Maria Doyle, City of Toronto):** No. August 1 is a Wednesday.

**Q7:** The bus tour should be held during rush hour so that all participants can have a true experience of what traffic is like.

**A7 (Maria Doyle, City of Toronto):** The bus tour will be held in the evening. It is tentatively scheduled for August 1, 2018 from 5:00 p.m. to 9:00 p.m.

**Q8:** The CWG Members represent the local community but LRT users will include people from many parts of Toronto and Mississauga. Are there Project communications and consultations being held outside of the study area?

**A8 (Mike Logan, City of Toronto):** The SAG also includes members who represent City-wide interests. The City has also reached out through internal networks (e.g., Community Neighbourhood Planning Table) to engage other Neighbourhood Improvement Areas as well as schools to engage youth.

**A8 (Maria Doyle, City of Toronto):** Reaching out to other communities is a challenge and if any SAG or CWG Member has connections to people or groups in other neighbourhoods, please provide us with their contact information so we can reach out to them.

Mike Logan (City of Toronto) adjourned the meeting at 9:00 p.m.

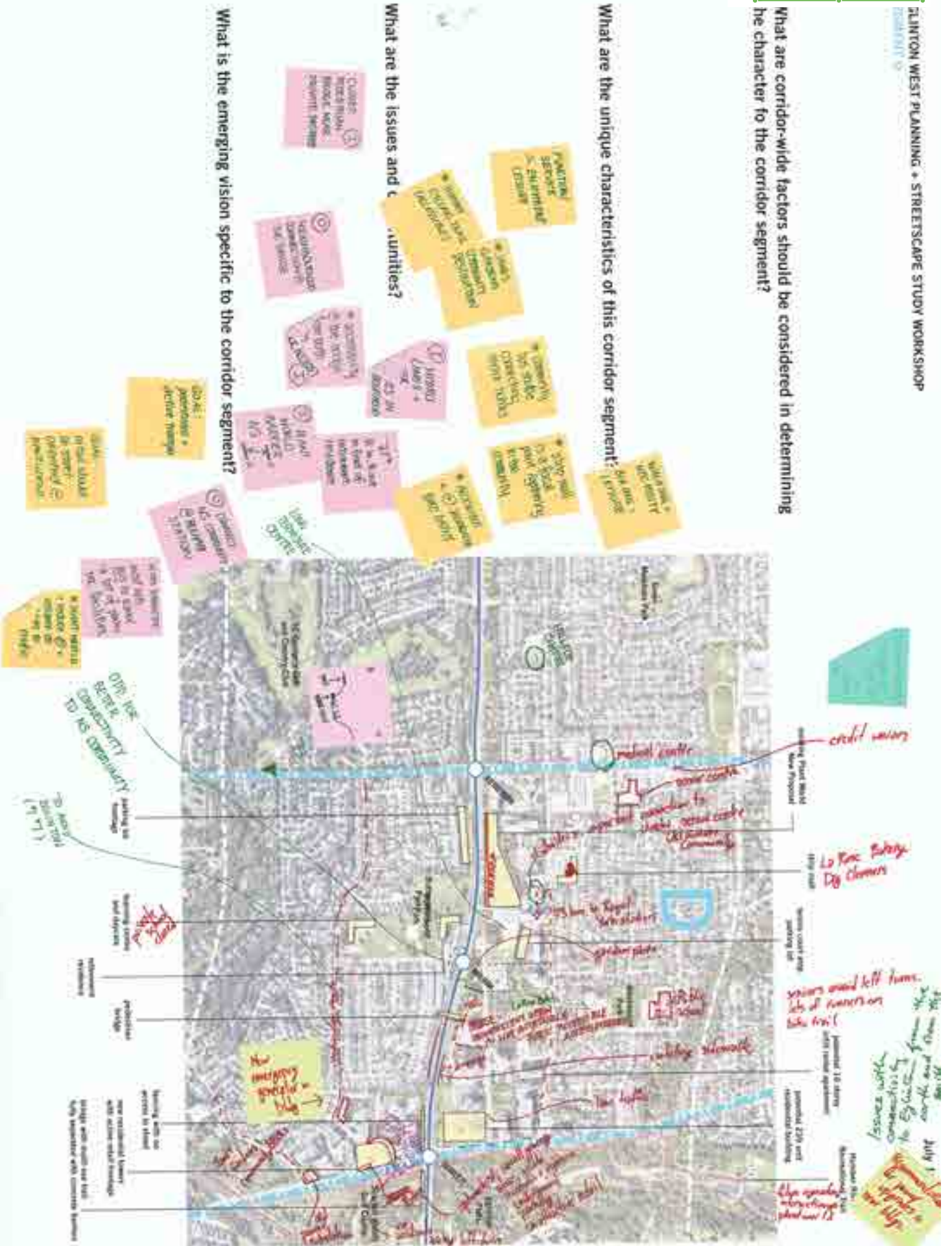


What are corridor-wide factors should be considered in determining the character for the corridor segment?

What are the unique characteristics of this corridor segment?

What are the issues and opportunities?

What is the emerging vision specific to the corridor segment?

















**PERKINS+WILL**  
**21.2 MEETING WITH TTC ADVISORY COMMITTEE ON ACCESSIBLE TRANSIT**

Meeting Minutes

By:	Eunice Wong, Perkins+Will	Date of Distribution:	February 5, 2019
Meeting Date:	November 7, 2018	Project Name:	Eglinton West Planning and Streetscape Study
Meeting Time:	10:30 – 11:30 am	Project Number:	441821.000
Meeting Location:	5160 Yonge St., Boardroom		
Subject:	Accessible Design review for the Eglinton West LRT		
Attendees:	Clara Romero, Perkins+Will [CR] Eunice Wong, Perkins+Will [EW] Maria Doyle, City of Toronto [MD] Sabrina Salatino, City of Toronto [SS] Maryam Sabzevari, City of Toronto [MS] Brian Anders, City of Toronto [BA] Jade Hoskins, City of Toronto [JH] Matt Hagg, TTC [MH]		
Next Meeting Date:	TBD		
Attachments:	- Copy of Presentation		

Item No.	Description	Action
2018.11.07-01	Introductions and Overview of Study <ul style="list-style-type: none"> <li>▪ MD gave overview of the Eglinton West LRT (EWLRT) project.</li> <li>▪ The existing Crosstown segment between Kennedy and Mount Dennis is currently under construction, and under City Council direction, we are proceeding with the Eglinton West portion to eventually Pearson Airport.</li> <li>▪ The subject study, the Planning and Streetscape design is one of the many parts of the EWLRT study.</li> <li>▪ CR will walk through multiple questions that will help the Perkins+Will understand accessible concerns and solutions for the new designs.</li> </ul>	
2018.11.07-02	Getting to and from stations:	

*The foregoing constitutes our understanding of matters discussed and conclusions reached. Other participants are requested to review these items and advise the originator in writing of any errors or omissions.*

	<ul style="list-style-type: none"> <li>▪ It is often difficult to find transit stops because there is no facility on the sidewalk to tell you where you are crossing to.</li> <li>▪ For some wheelchair users, the best case scenario is when there is no vertical circulation, such as elevators. They prefer above-ground transit because it is safer and there is no risk of being stuck.</li> <li>▪ A shelter or pole at the sidewalk and at the middle of the street will help identify where the transit stops are for median stops. Refer to the CSA standards for pole locations.</li> <li>▪ Tactile marks for people with low vision are helpful.</li> <li>▪ Sometimes, when the stop pole is too far from a shelter, bus drivers cannot see the people in the shelter and they drive by.</li> <li>▪ Nowadays, apps are useful for indicating the arrival time of the next vehicle. Audible signs installed in shelters are helpful.</li> <li>▪ Wheelchair users need enough space to maneuver around the platform.</li> <li>▪ Street furniture such as benches that are too close to a stop is an accessibility impediment.</li> <li>▪ Frequent benches are necessary for users that might need breaks.</li> <li>▪ Snow clearance is an obstacle because they pile up in corners which are often not cleared. This increases the difficulty for crossings, reaching the button in poles, and reduces the operational path of travel. Wider sidewalk mitigate issues with snow storage.</li> </ul>	
2018.11.07-03	<p>Shelter Design:</p> <ul style="list-style-type: none"> <li>▪ Shelter maps are generally located very high that make it difficult to approach it closely, or behind seating.</li> <li>▪ Shelter structures/entrances should be positioned in ideal locations for boarding the LRT.</li> <li>▪ During busy times with people getting off and people getting on the LRT at the same time, there is not enough width for both people to move.</li> <li>▪ If at grade, platforms should be wide enough to prevent splashing from both the roadway and LRT.</li> <li>▪ If at grade, if heating or enclosed shelters are not feasible, at a minimum stops should have sufficient enclosure to protect from wind and splashing; reference to Highway 7 BRT as an upgrade protection when compared with the St Clair streetcar.</li> </ul>	
2018.11.07-04	<p>Travelling between bus and streetcar:</p> <ul style="list-style-type: none"> <li>▪ Two or less crossings is ideal.</li> <li>▪ MH notes that TTC is rationalizing all their stops to minimize crossings based on ridership.</li> <li>▪ Traffic poles are actually good indicators of curb cuts locations; actually good areas to place crossing buttons because they're actually closest to the intersection.</li> <li>▪ Crosswalks should be as perpendicular as possible even if it means slightly longer crossing distances; crosswalks that touch and have a share ramp are misleading.</li> <li>▪ Wayfinding tiles help to locate transit stops.</li> <li>▪ Travel paths can be raised to indicate zoning but must be as smooth as possible to prevent tripping.</li> </ul>	
2018.11.07-05	<p>Interface of the street with buildings:</p> <ul style="list-style-type: none"> <li>▪ Stripmalls should be avoided if possible, reducing the size and extent of parking lots facing the street.</li> </ul>	

	<ul style="list-style-type: none"> <li>▪ Lighting is currently poor on this street, so it should be improved; shelters should also be lit.</li> <li>▪ Tree wells are dangerous (e.g. College St. or cages around Ryerson University). Tree planting should always have a concrete curb.</li> <li>▪ The path of travels should be as straight as possible, and illuminated</li> <li>▪ Sandwich boards are also dangerous obstacles.</li> <li>▪ Reduce the amount of driveways interrupting the boulevards.</li> <li>▪ Raised crosswalks and driveways are helpful with wayfinding and navigation.</li> <li>▪ The TTC Access Hubs standards should be followed (some are already being built).</li> <li>▪ Ensure communication links and intercoms are consistently installed.</li> </ul>	
2018.11.07-06	<p>Relationship with cyclists and cycling paths (Dutch/protected intersections):</p> <ul style="list-style-type: none"> <li>▪ Refuge islands may be too small for multiple people or those with wheelchairs.</li> <li>▪ Areas with sidewalks and cyclist trails adjacent to each other can be dangerous (Queens Quay was used as an example), education and awareness campaign would be required.</li> <li>▪ Cyclists often look to cross through the intersection without following signals if there is no car traffic coming – however they are not conscious of slow-moving users.</li> </ul>	

Distribution: Via email to all listed

**this page intentionally left blank**



# 22.0 WALKING TOURS

## 22.1 WALKING TOUR #1 - AUGUST 1 2018

**THE WALKING TOUR** PERKINS+WILL

Do you have any additional comments?  
Please write your comments here and mark up the map below

.....  
.....  
.....  
.....  
.....

YourName: .....

EGLINTON WEST EGLINTON WEST STREETScape PLANNING STUDY | AUGUST 2018 | 1

Figure 426. Comment page that was distributed to participants on the day of the tour