

Exhibit 155: Existing Conditions – Cultural Environment



Exhibit 156: Existing Conditions – Cultural Environment

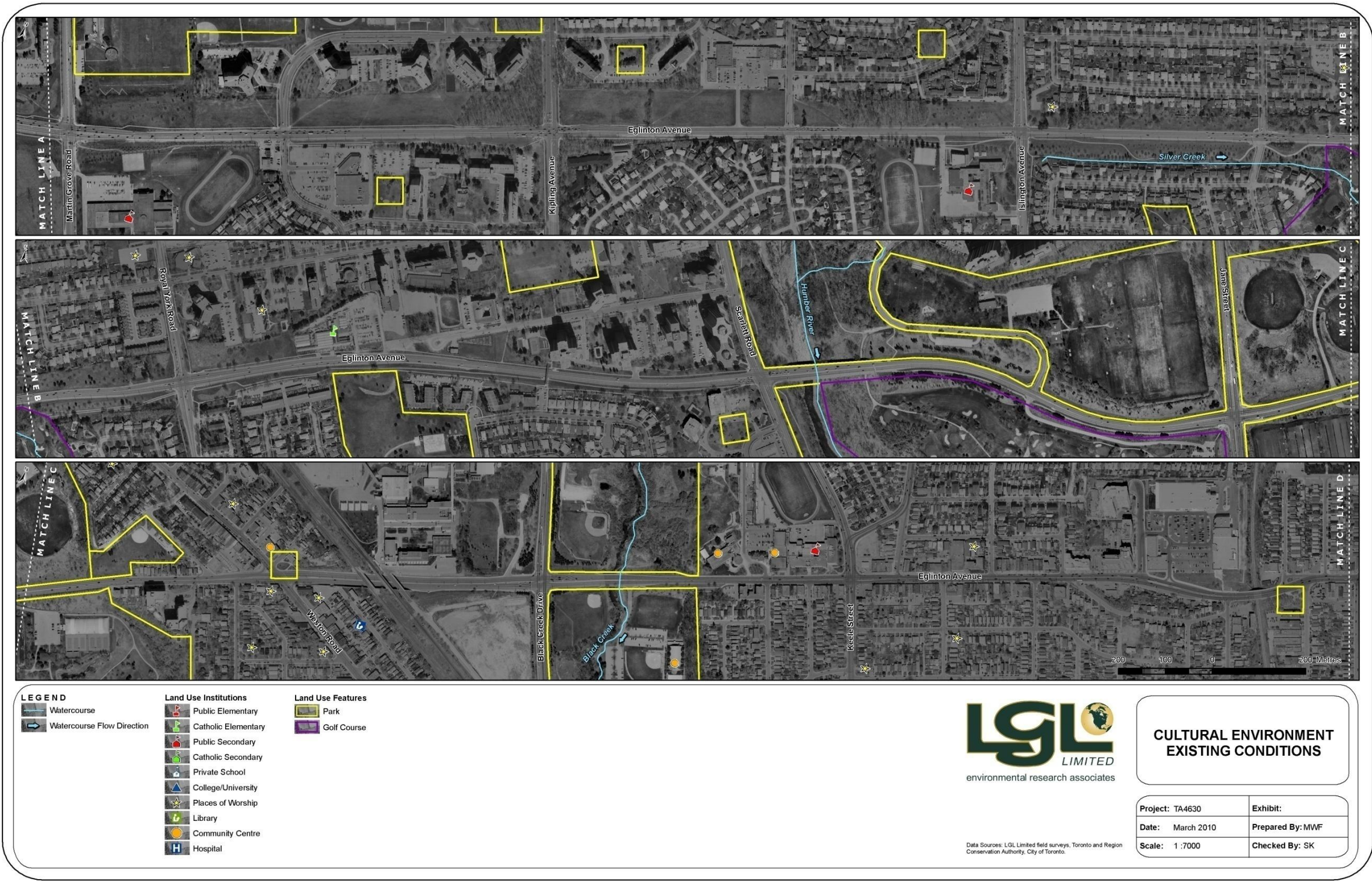
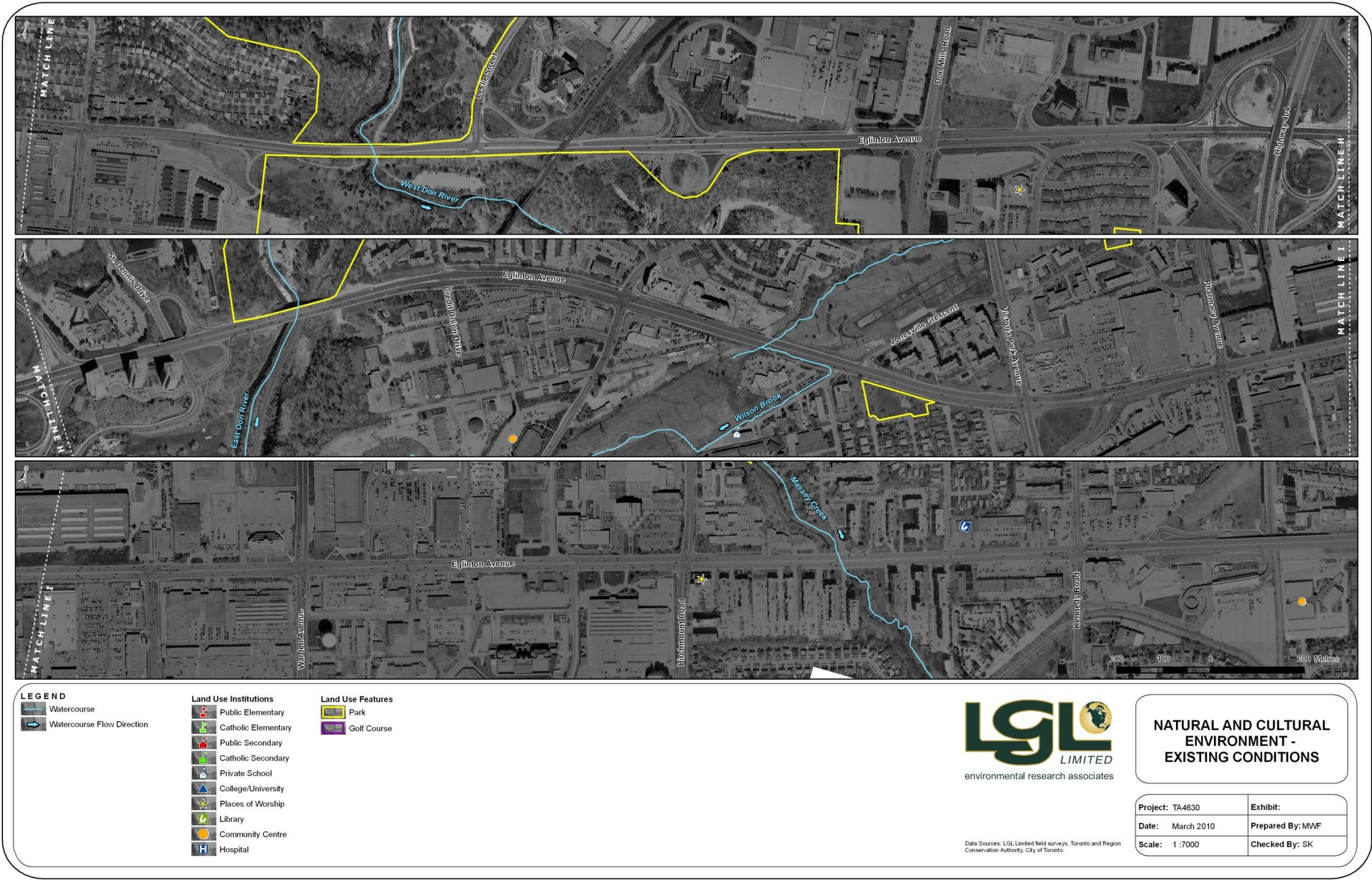


Exhibit 157: Existing Conditions – Cultural Environment



Exhibit 158: Existing Conditions – Cultural Environment



4.1.2.3 Utilities

There are a number of large diameter utilities and pipelines located within the Eglinton Avenue right-of-way. There are also numerous large chambers throughout, with the majority located at the major intersections. In addition, there is an extensive system of minor storm sewers and combination storm/sanitary sewers along Eglinton Avenue. Similarly, there are watermains located along Eglinton Avenue from 150 millimetre diameter up to 600 millimetre diameter. Recently, portions of the 600 mm diameter watermains are being replaced with new 750 mm diameter watermains.

Along the north and south sides of Eglinton Avenue, there are Hydro towers west of Martin Grove Road and west of the Highway 427 overpass. Toronto Hydro has poles located along the roads within the LRT corridor and has an extensive system of buried conduit throughout, with large underground chambers at numerous major intersections. Hydro One Networks Inc (Ontario Hydro) has a 115 kV transmission line crossing Eglinton Avenue just east of Yonge Street. Rogers and Telus utility plants are located in shared buried conduit and Enbridge Gas has 100 millimetres and 150 millimetres gas mains throughout the LRT corridor. There are also gas mains crossing Eglinton Avenue at various intersections. Bell Canada has an extensive conduit system along Eglinton Avenue, with double conduit systems at a number of locations as well as crossing ducts at intersections.

4.1.2.4 Structural Inventory

City of Toronto structures are generally in good condition with no significant structural defects evident. Structure construction dates range from 1947 to 1998. An inventory of the structures located along Eglinton Avenue is presented in **Exhibit 159**.

Exhibit 159: Inventory of Structures

No.	Site/ Structure No.	Title	Owner	Date of Construction (loading)	Superstructure	Foundation
1	37-823	Highway 427 over Renforth Dr	MTO	Const. 1978	RC deck on structural steel girders. Parallel spans. Both spans are generally in good condition.	Spread footings
2	S-3134	Renforth under Matheson Blvd	City of Toronto	Const. 1995	RC Deck on Pre-cast Girders. Condition: Very good	Piles
3	37-807, 863, 830, 806, 829, 805, 804, 803	Eglinton under 8 Highway Bridges (427, 27, 401, etc.)	MTO	Const. 1968	Various. Mainly post tensioned concrete decks with voids. All structures generally in good condition.	Piles and/or spread footings.
4	S-761	Eglinton over Mimico Creek	City of Toronto	Const. 1971 Rehab. 2001	Single span, RC deck on pre-stressed, pre-cast girders. Condition: Good	Spread footings

No.	Site/ Structure No.	Title	Owner	Date of Construction (loading)	Superstructure	Foundation
5	S-797	Pedestrian Bridge over Eglinton West of Scarlett Rd.	City of Toronto	1998 (pedestrian)	Steel through truss, incl. steel deck	Spread footings
6	S-519	Eglinton over Humber River	City of Toronto	1971 (H25-S20)	5 span circular voided post-tensioned concrete deck	Abutments piled, piers spread footings
7	S-472	Eglinton under CN Rail (between Black Creek Dr and Weston)	City of Toronto	1969 (Rail loading)	Steel girder plus RC slab deck	Spread footings
8	S-472	Eglinton under CP Rail (between Black Creek Dr and Weston)	City of Toronto	1969 (rail loading)	Steel girder plus RC slab deck	Spread footings
9	S-472	Eglinton under Photography Drive	City of Toronto	1969 Rehab. 2002 (Additional required) (H25-S20)	Steel girder plus RC slab deck	Spread footings
10	S-486	Eglinton over Black Creek	City of Toronto	Const.1966 Rehab 2005 (Deck overlay and parapets)	Single span, RC deck on pre-stressed girders	Piled
11	S-211	Eglinton over CN Rail (between Croham and Blackthorn)	City of Toronto	1965	Single span RC slab and RC girder	Spread footings
12	S-212	Eglinton over the Belt Line Trail (between Chaplin and Spadina)	City of Toronto	1947 Rehab. currently underway (BridgCon / SNC Lavalin)	Single span RC rigid frame, ribbed deck	Spread footings
13	S-244	Eglinton over West Don River	City of Toronto	1957 (Rehab. 1994)	5 span (3 steel girder +2 RC slab on concrete girder approach spans)	Spreads footings with deep sheet pile protection

No.	Site/ Structure No.	Title	Owner	Date of Construction (loading)	Superstructure	Foundation
14	S-285	Eglinton under CP Rail (between Don Mills and Leslie)	City of Toronto	1955	Single span steel girder	Piled
15	S-505	Eglinton over roadway to Celestica Site	City of Toronto	1966	3 span reinforced concrete thin flat slab	Spread footings
16	S-313	Eglinton under Don Valley Parkway	City of Toronto	1961	Single span rigid frame, Reinforced concrete with voided deck	Spread footings
17	S-540	Eglinton Avenue over St. Dennis – Wynford	City of Toronto	1969 (H20-S16)	3 span precast girder with concrete deck	Mixed, East piled/west spread footings
18	S-273	Eglinton Avenue over CP Rail (between Credit Union and St. Dennis - Wynford Dr.)	City of Toronto	1954 (H20-S16)	4 span, Steel girder with concrete deck, skewed	Mixed, piled and spread footings with deep sheet -pile protection for river piers
		Eglinton Avenue over East Don River	City of Toronto			
19	S-591	Eglinton Avenue over CN Rail (between Midland and Kennedy)	City of Toronto	1976	Post-tensioned, voided slab, 9 span continuous	Spread footings

4.1.3 Cultural Environment

4.1.3.1 Archaeology

During a Stage 1 Archaeological Assessment (**Appendix B**) consultation of the Ontario Heritage Properties Database and the City of Toronto Inventory identified the presence of nine listed¹ and designated heritage properties within or in close proximity to the Eglinton Crosstown LRT corridor. Additional background research determined that there are nine registered archaeological sites within and adjacent to the LRT corridor.

Of particular note, sites AkGu-6 and AkGu-24, an aboriginal campsite and a village respectively, are located very close to the LRT corridor. The location of these sites in such close proximity to the proposed study corridor indicated that additional significant aboriginal archaeological resources may be encountered

¹ “Listed” is a term used for properties for which the Toronto City Council has adopted a recommendation to be included on the Inventory. The recommendations are based on criteria that relate to architecture, history, and neighbourhood context. Their inclusion on the Inventory is a clear statement that the City would like to see the heritage attributes of these properties preserved. If designated, these structures must be preserved (www.toronto.ca)

during a field assessment. The LRT study corridor is bisected by Mimico Creek, the Humber River, Black Creek, the West Don River, the East Don River, and Massey Creek. As such, the research supports high potential for locating Aboriginal artifactual remains within undisturbed portions of the subject lands falling within 300 metres of the above mentioned watercourses.

A review of the LRT corridor within the *Tremaine’s Map of the County of York, Canada West, 1860* and *The 1878 Illustrated Historical Atlas of York County and the township of West Gwillimbury & Town of Bradford in the County of Simcoe* indicated that numerous properties, homesteads and structures were illustrated within or directly adjacent to its limits. The study corridor encompasses several historic railroads, one historic post office, two historic school houses, one urban concentration, a church and many orchards. Two historic cemeteries, Richview Memorial Cemetery (also known as, Union Chapel Cemetery plus Willow Grove and McFarlane Cemeteries) established in 1853 and Prospect Cemetery established 1890, are situated alongside the study corridor. Additionally, the study area traverses the historic village of Union and its respective school house. The extensive background research has concluded that there is high potential for the recovery of both Aboriginal and historic, Euro-Canadian archaeological remains within undisturbed portions of the subject lands. Subsequently, a Stage 2 Archaeological Assessment study concluded that all undisturbed lands except two parcels of land had no archaeological concerns. The Stage 2 Archaeological Assessment consisted of a test-pit survey at the undisturbed portions of lands and the identification of disturbed locations within the LRT corridor.. Encountered disturbances included paved roadways and highway intersections, paved sidewalks and bicycle paths, paved and gravel shoulders, paved driveways, grading from previous and recent development activities, wet drainage ditches, sloping terrain from embankment constructions, and underground utilities. Physiographic factors affecting archaeological potential consisted of sloping terrain. Due to the low archaeological potential classification of these areas, systematic survey was not warranted nor was it undertaken. Furthermore, two portions of the proposed LRT corridor, north and south of Highway 401 between Matheson Boulevard and Convair Drive fell within private ownership and permission to enter was not obtained. As such, these lands will require assessment prior to any intrusive activity.

Test-pit survey was undertaken at five metre intervals, based on the established high potential for the recovery of archaeological resources. Despite careful scrutiny, no archaeological resources were encountered during the Stage 2 Archaeological Assessment field investigation and, thus, with the exception of the unassessed segments, the remainder of the subject lands, encompassing the Eglinton Crosstown LRT have been considered clear of further archaeological concern. The Ministry of Culture have reviewed the Stage 1 and Stage 2 Archaeological Assessment reports and agreed to its findings. See **Appendix B** for further details.

4.1.3.2 Built Heritage and Cultural Landscape

One cultural heritage landscape, the Richview Cemetery, is located on the south side of Eglinton Avenue between the lanes of Highway 427. Further details are available in **Appendix C**. Several other built heritage features and cultural heritage landscapes were found along the LRT corridor.

Exhibit 160 includes all municipally designated and listed cultural heritage resources located within or adjacent to the Eglinton Avenue study corridor. **Exhibit 160** is a list of cultural heritage resources that may be affected by the placement of LRT station location and associated facilities. The LRT stations not identified in this exhibit will not be affected based on the review of the most recent.

Exhibit 160: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR)

Site #	Resource Type	Category	Location	Description	Heritage Status
MARTIN GROVE ROAD TO JANE STREET (FORMERLY ETOBICOKE)					
1.	BHR	Institutional	50 Winterton Drive at southeast corner of Eglinton Avenue West and Martin Grove Road, south side	Martingrove Collegiate Institute (MCI) is located at the intersection of Eglinton Avenue West and Martin Grove Road. The school opened its doors on May 27, 1966. Style is typical of school design of the time	
2.	BHR	Institutional	1738 Islington Ave at Eglinton Avenue West, south side.	Richview Collegiate Institute is a Toronto District School Board secondary school in Etobicoke built in 1958. Style is typical of school design of the time.	
3.	BHR	Religious	4480 Eglinton Avenue West, north side.	Church of Christian Science built mid 20 th century; 2 storey, multi-gable roof, building designed in Tudor Revival style of the Home Smith Kingsway development to south using Humberstone exterior cladding.	
4.	BHR	Residential	4400 Eglinton Avenue West, north side.	1 ½ storey residence with stone exterior, gable dormer, mid 20 th century, garage.	
5.	BHR	Residential	4200 Eglinton Avenue West, north side.	Mary Reid House, 2 storey, brick residence with Tudor influences built 1939; dry stone fence along road.	Included on the City of Toronto Inventory of Heritage Properties.
JANE STREET TO BATHURST STREET (FORMERLY CITY OF YORK)					
6.	CHL	Waterscape	Humber River and valley at Eglinton Avenue West.	Eglinton Flats, open flats in river valley and Humber River.	Humber River is designated as a Canadian Heritage River.
7.	CHL	Historical Community	Eglinton Avenue West at Weston Road.	<p>Mount Dennis, former hamlet in York Township, developed in the late 19th century and early 20th century. It contains numerous residences dating from the 19th and 20th century on both sides of the Eglinton Avenue West, Weston Road and Locust and Holly Street in the study area.</p> <p>Locust Street consists of early 20th century housing built for local industry workers.</p> <p>Hollis Street consists of early 20th century streetscape of workers housing with gambrel roofs and some post W.W.II bungalows.</p> <p>4 Hollis Street is a former fire hall, now Mount Dennis Community Hall. Date stone on community centre indicates cornerstone laid by Home Smith in 1921. The site also has a commemorative plaque from City of York to the fire fighters.</p> <p>At Weston Road, Eglinton Avenue West comprises some commercial development including a c1950s Bank of Nova Scotia building on the northeast corner of the intersection.</p> <p>On the south side of Eglinton Avenue West at Weston Road, the early 20th century Good Shepherd Church with its gable and side tower forms a landmark at the corner. The church hall on Weston Road has a date stone of 1953.</p>	
8.	BHR	Industrial	3500 Eglinton Avenue West, north side	Employees' Building of the former Canadian Kodak Company site, built in 1939, opened 1940. Kodak Canada moved its factory to a site along the rail	Municipal intention to list on <i>City of Toronto</i>

Site #	Resource Type	Category	Location	Description	Heritage Status
				line running next to Weston Road during World War I. Former industrial complex, known as "Kodak Heights," was a major employer for Mount Dennis' residents until in 2005. Only building left on-site from the large industrial complex.	<i>Inventory of Heritage Properties</i> (2006) and designate under the <i>Ontario Heritage Act</i> . (information current as of December 2009.)
9.	BHR	Transportation	Eglinton Avenue West at CN Railroad line crossing of Eglinton Avenue West between Weston Road and Black Creek Drive.	Concrete retaining wall, plaque notes built by Metropolitan Toronto in 1966. Road improvements carried out as part of a never realized expressway plan.	
10.	CHL	Transportation	Railway overhead structure on Eglinton Avenue West between Weston Road and Black Creek Drive.	Built as steel girder railway overhead c1965 when Metropolitan Toronto government reconstructed Eglinton Avenue West under railway tracks.	
11.	CHL	Transportation	Road bridge on Eglinton Avenue West between Weston Road and Black Creek Drive.	Plaque on road bridge with 1965 construction date. Built as access road to Kodak site when Metro Toronto government reconstructed Eglinton Avenue West under railway tracks as part of proposed expressway plan.	
12.	CHL	Waterscape	Black Creek at Eglinton Avenue West, east of Black Creek Drive.	Black Creek Bridge built in 1966 by Metro Toronto and rehabilitated in 2005 by City of Toronto, new superstructure, and abutments original.	
13.	CHL	Recreation	2801 Eglinton Avenue West south side	Keelesdale Park, established on south side and Coronation Park on the north side of Eglinton Avenue West established c1950s.	
14.	BHR	Public	2700 Eglinton Avenue West, north side.	Former York Municipal Offices, officially opened 1950, architect Shore & Moffat; additions to the complex in 1960, 1962 and 1974. To the east of the complex, the open space with the York Township Cenotaph (unveiled in 1950).	Included on the City of Toronto Inventory of Heritage Properties
15.	BHR	Public	2694 Eglinton Avenue West north side	Canada Centennial Building, York Museum built in late 1960s.	
16.	BHR	Institutional	2690 Eglinton Avenue West north side	York Memorial Collegiate, established in 1929 in a rural setting. Named in memoriam for W.W. I soldiers.	Municipally designated under the <i>Ontario Heritage Act</i> and included on the City of Toronto Inventory of Heritage Properties.

Site #	Resource Type	Category	Location	Description	Heritage Status
17.	BHR	Commercial	2623 Eglinton Avenue West, south side.	TD Canada Trust building, former Toronto Dominion Bank built c1950s.	
18.	BHF	Residential	2614 Eglinton Avenue West north side.	Brick, 1 ½ storey, front gable residence, built circa 1900.	
19.	CHL	Transportation Road	Venn Crescent, south side.	Former alignment of Eglinton Avenue West on south side between Kane Avenue and Blackheath Avenue.	
20.	CHL	Transportation	CN Railway Between Blackthorn Ave. and Gilbert Ave	CN Railway on right of way of former suburban Belt Line Railway built in 1890s. CN Railway overhead structure with date plaque of 1930 and rehabilitation 1991.	
21.	BHR	Commercial	600 Caledonia Road, northwest corner of Eglinton Avenue West, north side.	Post World War II commercial building, built to fit triangular lot at corner.	
22.	CHL	Cemetery	Eglinton Avenue West at between Harvie Avenue and McRoberts Avenue, south side.	North entrance gate to Prospect Cemetery, established 1890.	
23.	BHR	Religious	1828 Eglinton Avenue West at Dufferin Street, north side.	Christ Church Methodist Episcopal Church, St. James, formerly St. Cuthbert's United Church, building form still evident but exterior much altered.	
24.	BHR	Commercial	1808-1804 Eglinton Avenue West, north side.	2 story commercial block on north side of street with date stone of 1947.	
25.	BHR	Commercial	1850-1854 Eglinton Avenue West, north side	Built in 1947, 2 storey brick veneer commercial building with altered commercial windows ground floor and side entrance to upper apartments. Date stone of 'A. B. Law 1947' on upper wall. Building is located in a grouping of four building probably dating from the same period,	
26.	BHR	Religious	640 Glenholme Avenue at Eglinton Avenue West, south side.	St. Thomas Aquinas Church, mid 20th century. Main entrance faces onto Glenholme Avenue.	
27.	BHR	Commercial	1606 Eglinton Avenue West, north side	Mid 20th century, 1 storey commercial building, much altered.	
28.	BHR	Religious	1601 Eglinton Avenue West at Oakwood Avenue, south side.	Pizza Pizza store, formerly Imperial Bank and CIBC, built c1950.	
29.	BHR	Commercial	1557 Eglinton Avenue West, south side.	Mid 20th century, 2 storey commercial building, much altered.	
30.	BHR	Commercial	1573-75 Eglinton Avenue West at Oakwood Avenue, southeast corner.	Mid 20th century, 2 storey commercial building with buff brick walls and decorative wall elements such as quoins, and horizontal bands along upper floor window openings. Ground floor commercial area is much altered. Building is located on a corner and addresses the corner with an angled wall,	
31.	BHR	Commercial	1574-1576 Eglinton Avenue West, north side	Mid 20th century, 2 storey commercial building with painted brick elevation; commercial area on ground floor.	
32.	BHR	Religious	1445 Eglinton Avenue West, south side.	Beth Sholom Synagogue built in 1947.	
33.	BHR	Commercial	1150 Eglinton Avenue West at Glenarden, north side.	Buff brick, 1 storey, CIBC bank building, former Imperial Bank of Canada, built c1950.	
BATHURST STREET TO BAYVIEW AVENUE (CITY OF TORONTO)					
34.	BHR	Residential	790 Eglinton Avenue West, north side east of Bathurst Street.	Forest Hill Manor, 4 storey, buff brick apartment building, designed by Forsey Page and Steele and John B. Parkin in the International style, built 1940.	Included on the City of Toronto Inventory of Heritage Properties.
35.	BHR	Residential	130 Old Forest Hill Road at Eglinton Avenue West, south side.	Five-storey apartment block with a curvilinear form, built 1950s.	
36.	BHR	Institutional	730 Eglinton Avenue West, north side.	Forest Hill Collegiate with War memorial at front entrance.	
37.	BHR	Public	700 Eglinton Avenue West, north side.	Forest Hill Library, built 1962-63, designed by Marani, Morris & Allan	

Site #	Resource Type	Category	Location	Description	Heritage Status
				Architects.	
38.	BHR	Residential	697-701 Eglinton Avenue West, south side.	"Village Manor", large, five storey low-rise apartment building built into rise of land, circa mid 20 th century.	
39.	CHL	Transportation	Belt Line Trail at Eglinton Avenue West, west of Chaplin Crescent.	Former right-of-way of suburban Belt Line Railway and CN Railway, now a trail, and associated bridge with decorative features.	
40.	BHR	Public	641 Eglinton Avenue West, south side.	Fire Hall No. 29 and United Way, formerly Forest Hill Fire Hall and Police Station, designed G. A. Bachman and A. Wilson, built 1932 by Works Department Forest Hill Village; additions 1937 and 1971.	City of Toronto Inventory of Heritage Properties
41.	BHR	Residential	540 Russell Hill Road at Eglinton Avenue West. south side.	"Drayton Manor", low rise apartment buildings c1950, similar to "The Shenstone Court" across Russell Hill Road.	
42.	BHR	Residential	555 Russell Hill Road at Eglinton Avenue West, south side.	"The Shenstone Court", low-rise, 4 storey apartment building built c1950s, companion to Drayton Manor across Russell Hill Road	
43.	BHR	Commercial	400 Eglinton Avenue West, north side.	Eglinton Theatre designed in a blended Art Deco and Art Modern style by Toronto architects Kaplan and Sprachman completed in 1934. Entrance pylon has "Eglinton" spelt in vertical letters. Includes commercial storefront from 400 to 412 on the north side of street in front of the Eglinton Theatre.	Municipally designated under the <i>Ontario Heritage Act</i> and included on City of Toronto Inventory of Heritage Properties.
44.	BHR	Commercial	270-272 Eglinton Avenue West, west of Oriole Parkway, north side.	3 storey brick commercial building. 2 storefronts, 3 bays upper elevation with cornice.	
45.	BHR	Religious	173 Eglinton Avenue West east of Eastbourne Avenue, south side.	Unity Church of Truth, designed by Architect John B. Parkin, completed in 1954.	
46.	BHR	Commercial	159 Eglinton Avenue West at Lascelles Boulevard, south side.	Bedford Funeral Home, former residence, 2 ½ storey brick, built c1920s.	
47.	BHR	Industrial	60 Eglinton Avenue West at Duplex Avenue, northwest corner	20 th century, Toronto Hydro substation, formerly North Toronto Hydro-Electric Substation, two storey brick building with decorative elements, large entrance door and stone cornice.	
48.	CHL	Transportation	South side of Eglinton Street East, east of Duplex Avenue.	TTC bus terminal, now vacant, built early 1950s on former TTC car barn site.	
49.	BHR	Commercial	50 Eglinton Avenue East	10-storey curtain wall office building c1960s.	
50.	BHR	Commercial	72 Eglinton Avenue East	Bell Canada, built c1950 as Bell Telephone Co. of Canada office and exchange, 4 storey brick.	
51.	BHR	Commercial	170, 174 and 180 Eglinton Avenue East, north side	Low-rise, 2 storey commercial row of three buildings, 174 and 180 built as a unit c1940, 170 built c1960s replacing a residence.	
52.	BHR	Commercial	794 Mount Pleasant Road at Eglinton Avenue East, north side	Second Cup, former Imperial Bank of Canada, mid 20 th century building with decorative stone cornice, stone clad ground floor and upper brick wall, decorative Classical style entrance that addresses both Mount Pleasant Road and Eglinton Avenue East, paired 2 nd floor window openings.	
53.	BHR	Residential	300 Eglinton Avenue East, north side.	The Royal, high rise apartment, 14 floors, designed by Uno Prii in Modern style with curved balconies and built 1964.	City of Toronto Inventory of Heritage Properties
54.	BHR	Utility	386 Eglinton Avenue East, north side.	Toronto Hydro transformer station, residential style of 1960s.	
55.	BHR	Commercial	379-383 Eglinton Avenue East, south side.	2-storey brick commercial block, early 20 th century.	

Site #	Resource Type	Category	Location	Description	Heritage Status
56.	BHR	Religious	503 Eglinton Avenue East, south side.	Eglinton Avenue Gospel Hall, mid 20 th century, front gable roof.	
BAYVIEW AVENUE TO LESLIE STREET (FORMER EAST YORK)					
57.	CHL	Commercial	600 Eglinton Avenue East at Bayview Avenue. north side.	Sunnybrook Plaza, opened as Sunnybrook Shopping Centre, in May 1952, occupied two city blocks with 17 stores, along Eglinton Avenue East. When built it was Ontario's first planned community shopping centre.	
58.	BHR	Institutional	200 Hanna at Eglinton Avenue East, south side.	Leaside High School, at the corner of Eglinton and Bayview Avenues, established in 1945, opened September 1948.	
59.	BHR	Religious	670 Eglinton Avenue East, north side.	Leaside Presbyterian Church, opened April 1, 1945.	
60.	BHR	Residential	801 and 803 Eglinton Avenue East, south side.	Two, 2-storey brick, low rise apartment blocks c1950s, only remaining two of seven identical apartment blocks.	
61.	CHL	Commercial	Eglinton Avenue East between Sutherland and Laird Drive, north side.	Commercial streetscape associated with Leaside Village, row of 20th century commercial buildings anchored by TD bank building (878) at Laird Drive.	
62.	BHR	Commercial	880 Eglinton Avenue East	Bank of Nova Scotia building c1950s associated with Leaside Village commercial area.	

4.1.4 Transportation

4.1.4.1 Transit Systems

Transit services along Eglinton Avenue are operated by the TTC, Mississauga Transit and GO Transit.

There are two TTC subway lines running on a north-south direction crossing the LRT corridor: the University-Spadina Subway Line and the Yonge Subway Line.

TTC bus routes 32 Eglinton West with its four branches, 61 Avenue Road North, 5 Avenue Road, 54 Lawrence East, 56 Leaside, 34 Eglinton East, 51 Leslie, 100 Flemingdon Park and 103 Mount Pleasant North operate along Eglinton Avenue. Night route 307 is an overnight service with headway of 30 minutes, connecting all airport terminals to the Eglinton Subway Station on the Yonge subway line. Night route 305 and 354 serve Eglinton Avenue East. Thirteen TTC bus routes operating mostly along major arterial roads in the north-south direction intersect Eglinton Avenue.

The trunk Route 32 service originates at Eglinton Subway Station and extends to Renforth Drive in the west. Three of the four branches originate at Eglinton Subway Station. Branches 32A and 32B extend into the City of Mississauga serving different parts of the Airport Corporate Centre employment district. Branch 32C extends north-westerly along Trethewey Drive terminating in the Jane Street/Lawrence Avenue area. Branch 32D originates at Eglinton West Subway Station on the Spadina Subway line and terminates at Emmett Drive west of Jane Street. The 5/5A Avenue Road and 61 Avenue Road North routes both provide service over the short section of Eglinton Avenue between Avenue Road and the Eglinton Subway Station.

Route 34 Eglinton East is the main route on Eglinton Avenue east of Yonge Street and provides a trunk service from Eglinton Subway Station to Kennedy Subway Station Routes. Routes 103 Mt Pleasant North, 100 Flemingdon Park, 51 Leslie, 56 Leaside, and 54 Lawrence East are the other routes which provide service along parts of Eglinton Avenue East as follows:

- 103 Mt. Pleasant North from Mt. Pleasant Road to Yonge Subway Station
- 100 Flemingdon Park from Don Mills Road to Eglinton Subway Station;
- 51 Leslie from Leslie Street to Eglinton Subway Station;
- 54 Lawrence East from Leslie Street to Eglinton Subway Station; and
- 56 Leaside from Laird Drive to Eglinton Subway Station.

As shown on **Exhibit 161**, TTC bus routes 32 Eglinton West, 34 Eglinton East and 54 Lawrence East have the highest ridership. Bus routes 32 Eglinton West and 34 Eglinton East are the bus routes operating along almost the entire length of the Eglinton Crosstown LRT corridor.

Exhibit 161: Existing Ridership for Routes Operating Along Eglinton Avenue

Route	Route Name	All-Day Ridership	TTC Ridership Ranking	Peak Hour Ridership at Eglinton Station
32	Eglinton West (all branches)	41,568	7	1647
61	Avenue Rd. North	3,240	100	296
5	Avenue Rd (both branches)	1,767	125	131
54	Lawrence East(all branches)	33,846	10	863
34	Eglinton East (both branches)	26,300	16	776
100	Flemingdon Park(all branches)	15,535	36	754
56	Leaside(both branches)	3,527	97	160
51	Leslie	3,363	99	197
103	Mt.Pleasant North	1,381	131	117
Total All Day Ridership		130,527		

The following list presents TTC bus routes travelling mainly on a north-south direction which cross the LRT corridor:

112 West Mall	109 Ranee
191 Highway 27 Rocket	14 Glencairn
111 East Mall	142 Avenue Road Expressway
46 Martin Grove	97 Yonge
405 Etobicoke	141 Downtown/Mt. Pleasant Express
45 Kipling	74 Mt. Pleasant
37 Islington	11 Bayview
73 Royal York	25 Don Mills
79 Scarlett Rd	144 Don Valley Exp.
35 Jane	91 Woodbine
89 Weston	24 Victoria Park
71 Runnymede	70 O'Connor
171 Mt. Dennis	67 Pharmacy
41 Keele	68 Warden
47 Lansdowne	17 Birchmount
29 Dufferin	24 Victoria Park
90 Vaughan	113 Danforth Rd.
63 Ossington	43 Kennedy
7 Bathurst	91 Woodbine
33 Forest Hill	

There are opportunities for bus-LRT transfers at the locations where these routes cross Eglinton. **Exhibit 162** presents the TTC bus routes and subway lines within the Eglinton Crosstown LRT corridor.



Mississauga Transit bus route 89 Meadowvale operates on Eglinton Avenue and bus routes 50 Creekbank and 18 Northwest-Explorer serve the Airport Corporate Centre. Bus routes 7 Airport and 18 Northwest-Explorer routes travel along Renforth Drive, starting from the Mississauga City Centre and terminating at Westwood Mall. Route 7 serves the airport terminals directly. Route 18 Northwest-Explorer operates only during rush hours. No ridership data was available for the Mississauga Transit bus routes.

Three GO Transit train services, the GO Georgetown, the GO Barrie and the GO Richmond Hill, cross Eglinton Avenue although no GO train stations are located along Eglinton Avenue. All GO train services lead to Union Station.

4.1.4.2 Road Traffic

The LRT corridor was divided into of the following sections for the purpose of traffic analysis:

- Section 1 – from Silver Dart Drive to Renforth Drive;
- Section 2 - from Renforth Drive to Jane Street;
- Section 3 – from Jane Street to Yonge Street;
- Section 4 – from Yonge Street to Leslie Street; and
- Section 5 – from Leslie Street to Kennedy Road.

The capacity analyses for all the study area signalized intersections under the existing traffic conditions were carried out based on procedures set out in the Highway Capacity Manual (2000) with the assistance of Trafficware Traffic Signal Timing software package - Synchro Version 6 based on a review of available most recent turning movement counts and signal timing information at all of the intersections. Relevant data pertaining to traffic volumes and signal timings were obtained from the City of Toronto. The evaluation of the performance measures of all the intersections was focused primarily on the weekday morning and afternoon peak hours along Renforth Drive and Eglinton Avenue under existing traffic conditions. The intersection operation is typically described based on parameters e.g. the ratio of traffic demand to available capacity (v/c) and the average delay occurs at any intersection. The Highway Capacity Manual prescribes that the ‘Level of Service’ (LOS) ratings at intersections should be related to average vehicular delay and expressed on a scale of “A” to “F”, where “A” is considered excellent (i.e. very little delay) and “F” is considered unacceptable (i.e. very congested, very long delays), as outlined below.

Level of Service (LOS)	Average Delay per Vehicle (seconds/vehicle)
A	≤ 10
B	> 10 and </= 20
C	> 20 and </= 35
D	> 35 and </= 55
E	> 55 and </= 80
F	> 80

The minimum acceptable level of service at any signalized intersection is ‘D’, where the average vehicular delay is less than 55 seconds; City of Toronto guidelines indicate that necessary counter measures should be initiated to address any critical movements occurring at any signalized intersection.

Critical movements at signalized intersections are defined in the ‘City of Toronto’s Guidelines for the preparation of Transportation Impact Studies’. Any through or shared through/ turning movements that exceed a v/c ratio of 0.85, or any exclusive turning movement for which the v/c ratio exceeds 1.0 are termed as critical movements.

Exhibit 163 summarizes the measurement of performances of all the signalized intersections located along Section 1, as defined above. Although the Eglinton Crosstown LRT does not pass through the Renforth Drive intersections with Carlingview Drive and Highway401/427 Ramp, they have been included as part of obtaining a general understanding of the traffic conditions in this section of the LRT corridor. As becomes evident most of the study area intersections within Section 1 are performing at acceptable levels of service, although the following intersections are operating with full/partial constraints under the existing traffic condition.

Exhibit 163: Summary of Capacity Analysis – Section 1 (Silver Dart Drive to Renforth Drive)

Intersection	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
*Carlingview Drive and Renforth Drive	2.86	407.7	F	2.13	247.9	F
Silver Dart Drive and Renforth Drive	1.00	42.8	D	1.37	52.0	D
Convair Drive and Renforth Drive	0.52	7.9	A	0.72	13.7	B
*Hwy 401/427 Ramp and Renforth Drive	0.96	15.7	B	1.59	205.6	F
Eglinton Avenue and Commerce Boulevard	0.35	5.8	A	0.66	18.5	B

* = LRT is not planned to pass through this intersection

The intersections of Convair Drive and Renforth Drive and Eglinton Avenue and Commerce Boulevard operate at acceptable levels of service during the weekday AM and PM peak hours.

The intersection of Carlingview Drive and Renforth Drive operates over its overall respective capacity during the weekday AM peak hour, as evidenced by its unacceptable LOS of ‘F’, the ratio of traffic demand to available capacity (v/c ratio) and average delay. While this intersection may not facilitate the LRT, its proximity to the intersection of Silver Dart Drive and Renforth Drive poses the possibility of spillback queuing, which would severely impact LRT operations at this intersection.

The morning peak hour v/c ratio for the intersection of Silver Dart Drive and Renforth Drive suggests that the intersection operates at capacity, although the average delay is less than the unacceptable level of 55 seconds. The demand at the Silver Dart Drive and Renforth Drive intersection exceeds available capacity

by approximately 37% during the PM peak period, although the average delays is still within acceptable limit, reflecting partially constrained traffic operations.

The intersections of Renforth Drive and Highway 401-427 Ramp and Renforth Drive and Carlingview Drive both operate over capacity during the weekday PM peak hour, and the average delay is much higher than the acceptable level.

The existing critical movements during the weekday AM and PM peak hours at the capacity constrained intersections along Section 1, as discussed above are summarized in **Exhibit 164**. The table also compares the available storage (pocket) lane length and 95th queue length at the identified problem intersections, for the critical movements during both the weekday AM and PM peak hours under the existing traffic conditions, as obtained from the Synchro analyses.

Exhibit 164: Critical Movements at Operationally Constrained Intersections – Section 1 (Silver Dart Drive to Renforth Drive)

Intersection	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Average Delay (s)	95 th Queue Length (m)
Carlingview Drive and Renforth Drive	EBL	75.0	4.58	1644.5	459.8	2.92	906.9	420.4
	EBT	-	0.91	36.7	151.0	-	-	-
	WBL	85.0	-	-	-	2.13	586.8	76.8
	NBL	65.0	1.79	404.3	291.9	1.32	210.1	83.2
	SBL	110.0	0.99	80.7	63.4	-	-	-
	SBT	-	1.60 dr	90.8	123.2	1.27 dr	30.4	86.5
Silver Dart Drive and Renforth Drive	EBL	60.0	-	-	-	1.38	213.6	65.6
	WBTLR	-	0.89	23.9	-	-	-	-
	SBR	145.0	1.26	172.5	224.7	1.22	160.3	178.1
Highway 401-427 Ramp and Renforth Drive	EBR	-	-	-	-	2.40	676.5	242.8
	SBL	65.0	-	-	-	1.01	117.4	61.8

dr = Defacto right turn lane, where shared lane contains high right-turn volume

Exhibit 165 summarizes the measurement of performances of all the signalized intersections located within Section 2, as defined above. As becomes evident, most of the study area intersections within

Section 2 of the corridor are performing at acceptable levels of service, although the following intersections are operating with full/partial constraints under the existing traffic condition.

The intersections of Martin Grove Road and Eglinton Avenue, Widdicombe Hill Boulevard and Eglinton Avenue and Jane Street and Eglinton Avenue operate over their overall respective capacities during the weekday AM peak hour. The average delay reflects that the intersections of Widdicombe Hill and Jane Street on Eglinton Avenue still perform at acceptable LOS, whereas at Martin Grove the average delay is much beyond the acceptable limit, and the subject intersection operates at an unacceptable LOS of ‘F’.

Exhibit 165: Summary of Capacity Analysis – Section 2 (Renforth Drive to Jane Street)

Intersection on Eglinton Avenue with	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
Renforth Dr.	0.92	77.9	E	1.64	211.8	F
Matheson Blvd. East	0.66	8.3	A	0.77	78.2	F
The East Mall	0.73	26.2	C	0.88	15.8	B
401/427	0.74	26.2	C	0.85	35.7	D
Martin Grove Rd.	1.14	91.2	F	0.98	93.8	F
Widdicombe Hill Blvd.	1.69	47.0	D	2.42	66.3	E
Kipling Ave.	0.86	34.6	C	1.16	47.2	D
Wincott Dr.	0.76	16.7	B	0.70	14.2	B
Islington Ave.	0.74	31.3	C	1.06	36.5	D
Russell Rd.	0.49	9.8	A	0.59	10.4	B
Royal York Rd.	0.75	30.7	C	0.87	45.1	D
Scarlett Rd.	0.87	26.8	C	0.84	27.2	C
Jane St.	1.22	38.5	D	1.68	53.0	D

The Renforth Drive and Eglinton Avenue intersection operates over capacity during the weekday PM peak hour, and the average delay is much higher than the acceptable level.

The demand at the Widdicombe Hill Boulevard on Eglinton Avenue exceeds approximately twice the available capacity, and the same at Kipling Avenue and Islington Avenue exceeds by approximately 16% and 7% of the available capacities, respectively during the weekday PM peak hour, although the average respective delays, are still within acceptable limit, reflect partially constrained traffic operations.

The intersection of Jane Street and Eglinton Avenue also exceeds the available capacity during the weekday PM peak hour, although traffic operation at this intersection, as becomes evident from the average vehicular delay, is again partially constrained.

The existing critical movements during the weekday AM and PM peak hours at the capacity constrained intersections within Section 2, as discussed above are summarized in **Exhibit 166**. The table also compares the available storage (pocket) lane length and 95th queue length at the identified problem intersections, for the critical movements during both the weekday AM and PM peak hours under the existing traffic conditions, as obtained from the Synchro analyses.

Exhibit 166: Critical Movements at Operationally Constrained Intersections – Section 2

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Average Delay (s)	95 th Queue Length (m)
Renforth Drive	EBL	300.0	-	-	-	1.95	476.0	345.1
	EBR	100.0	-	-	-	1.23	152.4	315.8
	WBR	155.0	-	-	-	1.54	307.1	498.3
	SBT	-	-	-	-	1.15	121.0	240.3
Martin Grove Road	EBL	210.0	1.01	111.7	103.2	-	-	-
	WBT	-	1.34	198.6	321.2	-	-	-
Widdicombe Hill	EBL	50.0	2.13	576.3	80.9	2.94	935.6	108.4
	EBT	-	1.01	43.7	342.8	-	-	-
	WBTR	-	-	-	-	0.93	22.7	268.6
	NBL	35.00	-	-	-	1.35	244.4	103.7
Kipling Avenue	EBL	95.0	-	-	-	1.37	231.3	104.6
	EBTR	-	-	-	-	0.94	39.3	242.1

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Average Delay (s)	95 th Queue Length (m)
Islington Avenue	WBL	75.0	-	-	-	1.07	135.8	64.6
	NBL	100.0	-	-	-	1.14	200.9	50.6
	NBT	-	-	-	-	0.97	67.5	146.8
Jane Street	EBL	100.0	1.34	212.2	71.1	2.49	733.4	88.4
	WBL	80.0	-	-	-	1.08	138.5	56.9
	NBL	120.0	1.20	156.9	82.0	-	-	-

Exhibit 167 summarizes the capacity analyses results under the existing traffic conditions for the Section 3 from Weston Road to Yonge Street. Most of the major intersections along Eglinton Avenue within this section operate at acceptable levels of service during the weekday AM peak hour, although intersections of Trethewey Drive, Allen Road (northbound), Bathurst Street, Spadina Road, and Yonge Street onto Eglinton Avenue operate beyond the respective capacities and acceptable average vehicular delay during the weekday AM peak hour under existing traffic conditions. The intersections of Weston Road and Allen Road (northbound) onto Eglinton Avenue operate at over capacity during the weekday AM peak hour, although the average vehicular delay is within the acceptable limit.

During the weekday PM peak hour the average delay at all these study area intersections are within acceptable limit, although the Allen Road (southbound) intersection onto Eglinton Avenue operate with an average delay higher than the acceptable limit and the overall demand exceeds the available capacity. The overall demand at Trethewey Drive, Allen Road (northbound) and Yonge Street exceed the overall capacity available at those intersections.

Exhibit 167: Summary of Capacity Analysis - Section 3 (Weston Road to Yonge Street)						
Intersection on Eglinton Avenue with	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
Weston Rd.	1.08	32.9	C	0.63	18.4	B
Black Creek Dr.	0.66	32.9	C	0.79	37.9	D
Bicknell Ave.	0.51	14.1	B	0.40	12.9	B
Trethewey Dr.	1.10	99.9	F	1.28	55.9	E
Richardson Ave.	0.53	9.1	A	0.50	7.9	A
Gabian Way	0.42	11.9	B	0.51	13.2	B
Blackthorn Ave.	0.52	9.1	A	0.51	7.9	A
Caledonia Rd.	0.52	18.7	B	0.70	23.1	C
Harvie Ave.	0.53	9.6	A	0.59	10.9	B
Ennerdale Rd.	0.27	5.5	A	0.40	5.7	A
Dufferin St.	0.61	15.4	B	0.81	22.9	C
Northcliffe Blvd.	0.44	15.9	B	0.37	10.4	B
Glenholme Ave.	0.36	7.8	A	0.35	5.6	A
Oakwood Ave.	0.75	21.6	C	0.96	44.8	D
Marlee Ave.	0.55	14.8	B	0.62	19.1	B
Allen (SB) Rd. West	0.96	53.0	D	1.05	88.3	F
Allen (NB) Rd. East	1.69	159.7	F	1.17	49.3	D
Old Park Rd.	0.50	12.1	B	0.39	10.4	B
Rostrevor Rd.	0.50	6.7	A	0.55	6.6	A
Bathurst St.	2.43	120.1	F	0.99	37.6	D
Old Forest Hill Rd.	0.58	21.6	C	0.59	7.4	A

Intersection on Eglinton Avenue with	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
Vesta Dr.	0.60	12.0	B	0.63	12.6	B
Spadina Rd.	1.11	99.2	F	0.83	20.1	C
Chaplin Cres.	0.86	33.5	C	0.61	19.8	B
Heddington Ave.	0.30	4.5	A	0.33	4.2	A
Castle knock Rd.	0.30	9.5	A	0.30	9.5	A
Avenue Rd.	0.64	25.5	C	0.83	29.4	C
Oriole Parkway	0.57	12.4	B	0.81	18.1	B
Lascelles Blvd.	0.38	7.7	A	0.51	8.8	A
Duplex Ave.	0.75	24.7	C	0.60	27.0	C
Yonge St.	1.07	80.0	E	1.12	59.3	E

The existing critical movements during the weekday morning and afternoon peak hours at the capacity constrained intersections within Section 3, as discussed above are summarized in **Exhibit 168**. The table also compares the available storage (pocket) lane length and 95th queue length at the identified problem intersections, for the critical movements during both the weekday AM and PM peak hours under the existing traffic conditions, as obtained from the Synchro analyses.

Exhibit 168: Critical Movements at Operationally Constrained Intersections – Section 3

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Average Delay (s)	95 th Queue Length (m)
Weston Road	EBL	50.0	1.19	151.5	85.1	-	-	-
	NBTR	-	0.96	40.8	162.8	-	-	-
Trethewey Drive	EBL	40.0	1.37	232.6	148.5	-	-	-
	EBTR	-	0.97	52.9	147.4	-	-	-
	WBTR	-	1.66	347.2	154.7	1.03	68.6	167.5
	NBL	90.0	-	-	-	1.70	393.5	77.3
	NBTR	-	-	-	-	1.00	59.9	163.5
Allen (SB) Road West	SBL	-	-	-	-	1.27	130.6	314.9
	SBR	-	-	-	-	1.25	123.7	249.0
Allen (NB) Road East	WBR	60.0	1.95	445.4	466.3	1.27	143.2	351.9
Bathurst Street	EBL	40.0	3.55	1203.6	130.9	-	-	-
	EBTR	-	0.87	30.2	133.3	-	-	-
	WBL	45.0	1.50	303.2	51.3	-	-	-
	WBTR	-	1.04	61.0	194.6	-	-	-
	NBL	75.0	1.44	243.0	110.9	-	-	-
Spadina Road	WBTL	-	1.94	179.2	237.2	-	-	-

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Average Delay (s)	95 th Queue Length (m)
Yonge Street	SBTL	-	1.33	179.6	274.3	-	-	-
	EBTLR	-	-	-	-	1.19	118.7	189.7
	NBTL	-	-	-	-	1.06	60.3	188.3

Exhibit 169 summarizes the capacity analyses for Section 4 from Dunfield Avenue to Leslie Street. Most of the study area intersections operate at acceptable levels of service excluding some of the major intersections along this section of Eglinton Avenue.

Exhibit 169: Summary of Capacity Analysis – Section 4 (Dunfield Avenue to Leslie Street)

Intersection on Eglinton Avenue with	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
Dunfield Avenue	0.30	8.1	A	0.36	10.3	B
Redpath Avenue	0.46	12.0	B	0.53	13.6	B
Mount Pleasant Road	0.84	28.1	C	1.02	32.7	C
Forman Avenue	0.43	8.6	A	0.40	8.4	A
Banff Road	0.54	9.9	A	0.44	9.3	A
Bayview Avenue	1.09	48.4	D	1.10	57.3	E
Rumsey Road	0.70	13.4	B	0.63	12.8	B
Sutherland Drive	0.61	7.6	A	0.49	6.8	A
Laird Drive	1.00	56.4	E	1.12	87.2	F
Brentcliffe Road	0.90	49.3	D	1.60	109.1	F
Leslie Street	1.24	81.2	F	0.83	24.3	C

As becomes evident from the capacity analysis table above Leslie Street and Eglinton Avenue operates over capacity during the AM peak hour with a high average delay. During the weekday PM peak hour the intersections of Eglinton Avenue with Laird Drive and Brentcliffe Road operate with high delay, and approaching/exceeding the respective capacities under the existing traffic conditions. The intersections onto Mount Pleasant Road during the weekday PM peak hour and Bayview Avenue during both the weekday AM and PM peak hours exceed their respective capacities, although average delays at these intersections remain within acceptable limits.

The existing critical movements during the weekday AM and PM peak hours at the capacity constrained intersections within Section 4, as discussed above are summarized in **Exhibit 170**. The table also compares the available storage (pocket) lane length and 95th queue length at the identified problem intersections, for the critical movements during both the weekday AM and PM peak hours under the existing traffic conditions, as obtained from the Synchro analyses.

Exhibit 170: Critical Movements at Operationally Constrained Intersections – Section 4

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95th Queue Length (m)	v/c	Average Delay (s)	95th Queue Length (m)
Mount Pleasant Road	NBL	40.0	-	-	-	1.24	201.0	38.9
	SBT	-	-	-	-	0.93	38.8	209.5
Bayview Avenue	EBL	120.0	-	-	-	1.36	224.7	104.2
	EBTR	-	0.88	41.5	136.6	-	-	-
	WBL	60.0	1.41	239.5	109.9	1.09	123.2	77.7
	WBT	-	0.94	47.7	161.3	1.01	68.2	177.1
	NBTR	-	-	-	-	1.00	62.4	184.1
	SBL	100.0	0.99	71.2	96.8	-	-	-
Laird Drive	EBTLR	-	-	-	-	1.27	161.4	186.6
	NBL	70.0	-	-	-	1.18	150.8	132.4
Brentcliffe Road	EBTL	-	-	-	-	1.19	117.7	205.1

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95th Queue Length (m)	v/c	Average Delay (s)	95th Queue Length (m)
	WBL	300.0	-	-	-	1.07	109.4	94.4
Leslie Street	EBL	240.0	1.08	101.8	150.8	-	-	-
	SBR	-	1.24	172.6	257.3	-	-	-

Exhibit 171 summarizes the measurement of performances of all the signalized intersections situated in Section 5 of the proposed LRT corridor along Eglinton Avenue. Most of the signalized intersections operate with acceptable levels of service during the weekday AM peak hour, whereas some of the major intersections along Section 5 operate with higher delays during the weekday PM peak hour.

Exhibit 171: Summary of Capacity Analysis – Section 5 (Leslie Street to Kennedy Road)

Intersection on Eglinton Avenue with	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
Don Mills Road	1.41	74.5	E	1.44	86.1	F
Don Valley Parkway (SB) West	0.92	24.3	C	0.91	47.7	D
Don Valley Parkway (NB) East	0.96	54.1	D	1.11	89.4	F
Saint Dennis Drive	0.66	3.8	A	0.88	52.9	D
Credit Union / Swift Drive	1.27	53.7	D	0.96	27.9	C
Bermondsey Road	1.09	195.3	F	0.97	148.3	F
Victoria Park Avenue	0.97	36.8	D	1.11	56.1	E
Eglinton Square	0.54	20.3	C	0.84	15.8	B
Pharmacy Avenue	0.86	36.8	D	1.15	51.9	D
Lebovic Avenue	0.53	24.0	C	0.79	35.1	D
Warden Avenue	1.42	97.3	F	1.29	125.7	F

Intersection on Eglinton Avenue with	AM Peak			PM Peak		
	v/c	Average Delay (s)	LOS	v/c	Average Delay (s)	LOS
Prudham Gate	0.44	10.1	B	0.51	13.6	B
Sinnot Road	0.47	12.7	B	1.29	25.3	C
Birchmount Road	1.02	44.9	D	0.82	34.1	C
Rosemount Drive	0.51	11.8	B	0.51	11.8	B
Lonview Road	0.40	10.1	B	0.42	10.2	B
Kennedy Road	0.90	55.5	E	1.12	67.0	E

The Don Mills Road and Eglinton Avenue intersection operates much over the available capacity during both the weekday AM and PM peak hours and the average delays are much beyond the acceptable limit.

The DVP (NB) East ramp terminal intersection operates near to its capacity with a high delay during the weekday AM peak hour, although it operates over capacity during the weekday PM peak hour and the average delay increases beyond the acceptable limit.

The Credit Union and Swift Drive and Eglinton Avenue intersection operate exceeding the available capacity during the weekday AM peak hour, whereas the demand approaches to the available capacity during the weekday PM peak hour.

The Bermondsey Road and Eglinton Avenue intersection operates within overall capacity, although the average delays during both the peak hours are much over the acceptable limit.

The Victoria Park and Eglinton Avenue intersection operates over the available capacity during the weekday PM peak hour, although the average delay is within the acceptable limit. This reflects partially constrained traffic operation. Similarly the Pharmacy Avenue and Eglinton Avenue intersection reflect partially constrained operation, although the overall demand exceeds available capacity.

The Warden Avenue and Eglinton Avenue intersection operates over capacity during both the peak hours, and the average delays during both peak hours are much over the acceptable limit.

The Sinnot Road and Eglinton Avenue and Birchmount Road and Eglinton Avenue operate over available capacities during the weekday afternoon and weekday morning peak hour, respectively, although the average delay at both these intersections reflect partially constrained traffic operations.

The Kennedy Road and Eglinton Avenue intersection operates over capacity during the weekday PM peak hour, and the average delay exceeds the highest acceptable limits.

Exhibit 172 below summarizes the critical movements at the capacity constrained intersections:

Exhibit 172: Critical Movements at Operationally Constrained Intersections – Section 5

Intersection on Eglinton Avenue with	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Average Delay (s)	95 th Queue Length (m)
Don Mills Road	EBL	100.0	1.14	131.6	119.0	1.12	122.3	119.8
	EBTR	-	0.97	58.6	149.8	1.19	135.0	198.4
	WBL	210.0	1.32	201.8	145.2	1.09	137.3	115.9
	NBL	130.0	1.16	141.3	107.8	-	-	-
	NBT	-	-	-	-	0.87	41.0	149.7
	SBL	135.0	1.66	344.0	176.4	1.76	394.6	195.8
DVP (NB) East	NBR	-	-	-	-		541.9	386.3
Swift Drive	WBT	-	0.91	21.2	210.0	-	-	-
	NBL	-	2.11	556.2	188.1	-	-	-
Bermondsey Road	EBT	-	0.86	40.2	137.3	-	-	-
	WBL	100.0	1.66	406.3	66.5	-	-	-
	WBT	-	1.77	393.9	341.9	-	-	-
Victoria Park Avenue	EBL	180.0	-	-	-	1.16	141.5	114.2
	WBL	100.0	-	-	-	1.11	181.6	49.1
	NBT	-	-	-	-	0.96	51.8	211.8
	SBT	-	-	-	-	1.14	110.8	237.1
Pharmacy	EBL	90.0	-	-	-	1.55	291.2	156.2

Intersection on Eglinton Avenue with Avenue	Movement	Available Storage (pocket) Length (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Average Delay (s)	95 th Queue Length (m)	v/c	Avera ge Delay (s)	95 th Queue Length (m)
	EBTR	-	-	-	-	0.89	34.9	183.1
Warden Avenue	EBL	75.0	1.33	212.4	91.1	1.10	113.2	93.8
	NBL	50.0	1.32	243.2	89.0	1.15	145.1	93.3
	NBTR	-	1.19	139.1	215.1	1.72	372.9	355.9
	SBL	55.0	1.79	438.1	129.2	-	-	-
	SBT	-	1.20	141.0	218.7	1.00	70.1	166.3
Sinnot Road	WBL	85.0	-	-	-	1.51	320.3	49.2
Birchmount Road	WBT	-	0.89	34.0	184.1	-	-	-
	NBL	70.0	1.29	248.0	56.0	-	-	-
	SBT	-	1.03	75.9	198.4	-	-	-
Kennedy Road	EBL	40.0	-	-	-	1.16	141.6	93.4
	EBT	-	-	-	-	1.11	94.4	243.3
	WBL	100.0	-	-	-	1.13	165.1	84.2
	SBL	45.0	-	-	-	1.20	157.8	107.1

The analysis results clearly demonstrate that traffic operation along all the five sections along the proposed LRT corridor under the existing traffic conditions are significantly constrained; the critical movements at 20 key intersections identified operate under capacity constrained conditions and the average delays are much beyond the acceptable limit.

With the implementation of the proposed LRT system, it could be assumed that due to the constrained operation under existing traffic conditions, a significant diversion in travel mode might become predominant under the future traffic conditions.

4.1.4.3 Bicycle and Pedestrian Network

Existing bike lanes running east-west within the Eglinton Avenue right-of-way, presented from a west to east direction include an existing off-road path running parallel to Eglinton Avenue, on the south side of the

road, from Etobicoke Centennial Park, located west of Renforth Drive, to Jane Street. This off-road path is proposed to be extended from Jane Street to Bicknell Avenue, west of Keele Street.

Existing pedestrian facilities along Eglinton Avenue currently include sidewalks and pedestrian crossing with traffic signals at major intersections.

4.1.4.4 Navigable Watercourses

Transport Canada has confirmed that the Humber River, West Don River and East Don River are considered navigable. Mimico Creek, Black Creek, Silver Creek, Wilson Brook and Massey Creek are not considered navigable by Transport Canada.

4.2 Future Conditions

Below presents future conditions as they would be without the implementation of Eglinton Crosstown LRT.

4.2.1 Natural Environment

No major changes to the natural environment are expected with respect to fish and fish habitat; vegetation and vegetation communities; wildlife and wildlife habitat; and designated natural areas over the next 20 years.

4.2.1.1 Air Quality

If the trends of increasing population bring with it more vehicular traffic it is doubtful that the declining trend of air pollutant concentrations will be maintained despite improved vehicle emission standards. The amount of road dust resuspension is anticipated to increase as the number of vehicles on the road increases. Therefore, other emission reduction strategies, such as increased use of public transportation can only benefit the air quality in the city.

4.2.1.2 Noise and Vibration

The average daytime measured sound levels along Eglinton Avenue without the LRT in the year 2020 is forecasted to range from 56 to 69 decibels at a distance of 10 to 52 metres from the nearest receptor. At the same setbacks, the average night time sound levels range from 50 to 62 decibels. One vibration sensitive operation has been identified to date, Celestica, located at Don Mills Road and Eglinton Avenue. This business uses electron beam microscopes and other potentially vibration-sensitive equipment. Further details are available in **Appendix H**.

4.2.2 Socio-Economic Environment

4.2.2.1 Future Development

According to the City of Toronto, the Greater Toronto Area is projected to grow by more than 2.6 million people to reach 8.6 million by 2031. The City of Toronto is expected to capture 20 percent of the Greater Toronto Area’s population increase. While the City’s population is expected to grow 22 percent over its 1996 base, it will also continue to age. Younger age groups are expected to remain relatively stable while age groups over 65 will represent an increasing proportion of the City’s population by 2031.

Future development plans identified were mainly for high-density housing and commercial and office uses along the corridor. **Exhibit 173** presents a list of future development plans within the study area recorded

from January 2005 to March 2008. There are thirty-eight development applications within the study area. These include site plan, OPA/rezoning, condominium, part lot control, and subdivision applications. There are twenty-seven site plan applications, fifteen OPA/rezoning applications, eight condominium applications for six different locations, two part lot applications and one subdivision application.

A number of properties with potential for future development have been identified by the Greater Toronto Airport Authority (GTAA) along the LRT corridor. Most of the properties are assumed to be for industrial operations, office and retail commercial uses. There are three parcels of land within the designated the Airport Corporate Centre planning district for future office development.

Exhibit 173: List of Future Development Plans within the City of Toronto

Application Type	Application No.	Application Date	Address	Ward	Proposed Use Type	Proposed Use Description	Prop. Non-Resd. GFA SQ M	Prop. Resd. GFA SQ M	GFA SQ M	Prop. Units	Existing Lot Size	Status
Site Plan Approval	05 211417 WET 03 SA	12/21/2005	40 RAKELY CRT	03	Institutional	Proposed development of an 18 410 m2 place of worship building which will include a sanctuary area, an accessory school, day nursery, administrative offices and other accessory uses.	20,439.60	-	20,439.60	0	77,645.28	Planning Application Submitted
Site Plan Approval	08 173971 WET 03 SA	6/23/2008	5515 EGLINTON AVE W	03	Commercial	Construct two 7-storey towers, 254 room hotel and 204 at grade parking spaces	16,849.70	-	16,849.70	0	13,020.00	Permit Application
OPA / Rezoning	07 248066 WET 04 OZ	7/27/2007	25 FONTENAY CRT	04	Commercial	Proposal to permit the replacement of the existing retail/commercial development with 247 residential units and new commercial space to be contained within a 19 storey and 12 storey apartment building linked by a 5 storey podium	1,377.00	28,640.00	30,017.00	247	7,049.00	Delegated/Council Approval
OPA / Rezoning	07 258892 WET 04 OZ	9/5/2007	7-21 RICHGROVE DR	04	Residential Apartments	To propose residential intensification development consists of 3 blocks of townhouses with frontage on Richgrove Dr, and two 21-storey residential building atop a 1-storey podium on southern portion of the site. The total development including two exist	-	46,352.00	75,530.00	550	27,877.00	Delegated/Council Approval
Site Plan Approval	06 198889 WET 04 SA	12/19/2006	60 RICHVIEW RD	04	Residential Apartments	To add a 3 storey addition of 306 m2 with a terrace on the roof and to fit up the existing 4th floor shell space of existing Long Term Care Facility to occupy 1829 m2 and accommodate 32 beds	-	-	-	0	7,275.23	Building Permit Issued
Site Plan Approval	09 165525 WET 11 SA	9/3/2009	101 EMMETT AVE	11	Recreation	Site plan control for proposed construction of an additional storage (pocket) building.	185.50	-	693.20	0	-	Planning Application Submitted
OPA / Rezoning	05 136264 WET 11 OZ	5/26/2005	955-969 WESTON ROAD	11	Residential Townhouses	Proposal for residential development consisting of 71 three storey freehold townhouse dwelling units located in 4 blocks on a private (condominium) roadway.	-	7,411.00	7,411.00	71	7,411.00	Delegated/Council Approval
Site Plan Approval	08 195543 WET 11 SA	8/20/2008	4 ASTORIA AVE	11	Residential Singles	Proposed development of 4, 2 storey single detached dwellings	-	742.83	742.83	4	1,037.73	Under Construction
OPA / Rezoning	08 230964 WET 12 OZ	12/18/2008	3500 EGLINTON AVE W & 55 RAY AVE	12	Mixed Use - Non-Residential	Rezoning Application proposes to permit a commercial development consisting of office, retail, and service commercial uses.	70,950.00	-	75,100.00	0	232,268.00	Planning Application Submitted
Site Plan Approval	05 182542 WET 12 SA	9/21/2005	2560 EGLINTON AVE W	12	Commercial	Site Plan Approval Application to convert an existing 2-storey furniture store to a mixed use building (Cantu Furniture) containing office and retail space and a drop-in seniors centre.	4,610.77	-	4,610.77	0	2,237.94	Permit Application
Site Plan Approval	06 119240 WET 12 SA	3/22/2006	123 WESTBURY CRES	12	Residential Singles	Site Plan application to construct a two-storey rear addition and a second storey addition on the existing dwelling	-	216.92	216.92	1	636.62	Building Permit Issued
OPA / Rezoning	07 266058 NNY 15 OZ	9/28/2007	601-605 OAKWOOD AVE	15	Commercial	To permit commercial/office uses at grade and maintain the second floor residential uses.	-	-	677.94	0	555.30	Delegated/Council Approval
OPA / Rezoning	09 110945 NNY 16 OZ	2/20/2009	2300 YONGE ST, 33 ORCHARD VIEW BLVD & 411 DUPLEX AVE	16	Commercial	Renovation of the interior retail mall, office lobbies and pedestrian connections, to extend a coherent public realm throughout the centre	23,736.00	-	170,066.00	0	3,808.74	Planning Application Submitted
OPA / Rezoning	09 148228 NNY 16 OZ	6/10/2009	36-44 EGLINTON AVE W	16	Residential Apartments	Proposed 53 stories mixed-use building with condominium and ground floor retail	228.00	42,204.00	42,432.00	458	1,403.60	Planning Application Submitted
OPA / Rezoning	09 199580 NNY 16 OZ	12/23/2009	515-525 CHAPLIN CRES	16	Residential Apartments	Intensify the existing residential development by expanding the southerly building into an under-used area of the property, adjacent to the Beltline trail, a net increase of 64 units.	-	8,223.61	26,645.13	64	6,798.70	Planning Application Submitted

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Application Type	Application No.	Application Date	Address	Ward	Proposed Use Type	Proposed Use Description	Prop. Non-Resd. GFA SQ M	Prop. Resd. GFA SQ M	GFA SQ M	Prop. Units	Existing Lot Size	Status
OPA / Rezoning	08 182458 NNY 16 OZ	7/16/2008	58, 60, 64, 68 ORCHARD VIEW BLVD. & 439, 441, 443, 445 DUPLEX AVE	16	Residential Apartments	The proposal is to develop the site with a 20-storey residential tower having an 8-storey podium. In addition the development will include 6 2-storey townhome units.	-	15,804.00	15,804.00	230	1,494.00	Planning Application Submitted
OPA / Rezoning	06 191791 NNY 16 OZ	11/16/2006	1066 AVENUE RD	16	Institutional	Proposal for a 7 storey retirement residence for seniors.	7,655.00	-	7,655.00	87	1,995.40	Permit Application
Site Plan Approval	09 146122 WET 17 SA	6/5/2009	426 A GILBERT AVE	17	Residential Singles	Site Plan amendment to permit an alteration to the existing fencing structure and grading. No additional Gross Floor Area is being created.	-	-	-	0	230.18	Building Permit Issued
OPA / Rezoning	05 127355 STE 21 OZ	4/28/2005	1065 EGLINTON AVE W	21	Residential Apartments	Proposed conversion of 34 existing rental units into residential condominiums.	-	-	1,581.10	0	1,025.60	Planning Application Submitted
OPA / Rezoning	08 231395 STE 21 OZ	12/22/2008	1950 BATHURST ST / 89 DEWBOURNE AVE	21	Institutional	Re zoning application to construct Private day school attached to existing Place of worship (sanctuary hall to be maintained on site)	5,383.00	(211.00)	12,200.00	0	8,930.00	Planning Application Submitted
Condominium Approval	06 187002 STE 21 CD	10/26/2006	31-33 SHALLMAR BLVD	21	Residential Apartments	Proposal to convert existing building into 4 condo units.	-	4.63	975.17	0	39.31	Delegated/Council Approval
OPA / Rezoning	08 164351 STE 21 OZ	5/30/2008	740 EGLINTON AVE W	21	Residential Apartments	OPA for conversion of existing building from co-ownership /life lease to standard condominium	-	-	5,379.90	0	1,552.20	Delegated/Council Approval
Site Plan Approval	09 104567 STE 21 SA	1/23/2009	207 AVA RD	21	Residential Singles	SPA approval for new new detached brick dwelling with a detached carport	-	309.72	309.72	1	541.34	Building Permit Issued
Site Plan Approval	07 278776 STE 21 SA	11/14/2007	149 STRATHEARN RD	21	Residential Singles	Proposal to demolish existing SFD and construct a new detached SFD.	-	535.27	535.27	1	955.16	Under Construction
Site Plan Approval	06 113576 STE 21 SA	3/1/2006	561 ARLINGTON AVE	21	Residential Singles	Proposed second storey addition with rear addition to ground floor.	-	98.16	163.02	0	244.16	Under Construction
OPA / Rezoning	06 199566 STE 22 OZ	12/22/2006	140 REDPATH AVE	22	Parking	To amend the Zoning By-law on a temporary basis to permit an existing 42 space commercial parking lot at 140, 142 and 144 Redpath Avenue.	-	-	-	0	902.20	Planning Application Submitted
Condominium Approval	09 173809 STE 22 CD	9/29/2009	1670 BAYVIEW AVE	22	Other and N/A	Proposal to convert existing 5 sty office rental to office condo.	-	-	3,847.50	0	1,946.00	Planning Application Submitted
OPA / Rezoning	08 152941 STE 22 OZ	4/29/2008	54 BERWICK AVE	22	Residential Apartments	20 3-storey townhouses onto Duplex Ave., and 205 condominium apartment units in a 17-storey building that fronts onto Berwick Ave.	-	19,550.00	19,550.00	225	4,749.00	Planning Application Submitted
OPA / Rezoning	08 217828 STE 22 OZ	10/31/2008	79 DUNFIELD AVE, 85-117 EGLINTON AVE E	22	Residential Apartments	Propsal is to erect two 29 storey towers above a 8 storey podium building containing 574 residential dwelling units	4,959.72	48,794.14	53,753.86	571	5,562.00	Planning Application Submitted
OPA / Rezoning	07 251456 STE 22 OZ	8/9/2007	299 ROEHAMPTON AVE	22	Residential Apartments	Proposed replacement of existing townhouse units at the north-east corner of Rawlinson and Roehampton Aves, with a new 14 storey apartment building containing 171 dwelling units. Demo of existing 7 rental units.	-	14,872.82	42,872.22	189	12,162.00	Delegated/Council Approval
OPA / Rezoning	05 116292 STE 22 OZ	3/17/2005	480 ORIOLE PKWY	22	Residential Apartments	Proposed condominium conversion of existing 33 unit equity co-operative.	-	-	3,345.00	0	1,921.10	Delegated/Council Approval
OPA / Rezoning	05 175158 STE 22 OZ	8/25/2005	79 DUNFIELD AVE	22	Residential Apartments	Proposal for a 22 storey (231 unit) residential building. Applicant has been in contact with Tim Burkholder. (85-97 Eglinton Ave. E)	570.00	19,690.50	20,260.50	231	2,548.20	Delegated/Council Approval
OPA / Rezoning	05 195762 STE 22 OZ	10/21/2005	359, 365 & 377 ROEHAMPTON AVENUE	22	Residential Apartments	To construct 15 townhouses, in three pods.	-	2,400.20	2,400.20	15	2,178.30	Permit Application
Site Plan Approval	09 120970 STE 22 SA	3/27/2009	643 EGLINTON AVE W	22	Institutional	Site plan approval for new 2 storey EMS station with at-grade parking.	458.78	-	458.78	0	950.36	Permit Application

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Site Plan Approval	09 125339 STE 22 SA	4/9/2009	279 CHAPLIN CRES	22	Residential Singles	Site plan aproval for a new 2 sty SFD.	-	312.05	312.05	1	452.40	Building Permit Issued
OPA / Rezoning	06 106482 STE 22 OZ	2/1/2006	70 ROEHAMPTON AVE	22	Residential Apartments	Redevelopment of the North Toronto Collegiate Site with the construction of a new secondary school and two residential condominium buildings (24 and 27 storeys) containing a total of 472 units.	15,793.00	46,182.37	61,975.37	459	21,449.10	Building Permit Issued
OPA / Rezoning	05 177537 STE 22 OZ	9/2/2005	18 BROWNLOW AVE	22	Residential Apartments	Maintain 19 storey rental building & construct new 21-storey condominium building on west half of site;	-	16,708.30	29,765.50	212	6,526.00	Under Construction
Site Plan Approval	05 138719 STE 22 SA	6/2/2005	219 HILLSDALE AVE E	22	Residential Singles	Site plan approval for 2 new SFD	-	457.30	457.30	0	656.40	Under Construction
OPA / Rezoning	07 277684 NNY 25 OZ	11/9/2007	99 ERSKINE AVE	25	Residential Apartments	35-storey apartment infill at 99 Erskine Ave. and 66 Broadway Ave.	500.00	28,042.00	54,694.20	392	12,728.00	Planning Application Submitted
OPA / Rezoning	06 102160 NNY 25 OZ	1/12/2006	1075-1095 LESLIE ST (FORMERLY 1100 EGLINTON AVE E)	25	Commercial	To convert existing 23-storey hotel tower to a 128-unit retirement residence.	-	-	21,350.00	0	16,200.00	Delegated/Council Approval
OPA / Rezoning	06 100399 NNY 25 OZ	1/4/2006	1075-1095 LESLIE ST (FORMERLY 1100 EGLINTON AVE E)	25	Commercial	Application to permit additional retail space. Application to lift the holding provision (H symbol) is not required because total proposd retail gross floor area does not exceed 5,000m2.	4,400.00	-	4,400.00	0	5,200.00	Delegated/Council Approval
Site Plan Approval	07 230587 NNY 25 SA	6/11/2007	260, 262 & 264 REDPATH AVE	25	Residential Townhouses	3 - Three storey townhouses	-	539.00	539.00	3	251.00	Building Permit Issued
OPA / Rezoning	08 111649 NNY 26 OZ	2/14/2008	1185 EGLINTON AVE E	26	Residential Apartments	To permit the development of a 28-storey, 282-unit apartment building, with a retail at-grade component on a site currently used for an existing office building and surface parking lot	586.00	24,880.00	37,642.00	282	11,499.00	Planning Application Submitted
Condominium Approval	08 187460 NNY 26 CD	7/29/2008	170 WICKSTEED AVE	26	Industrial	Proposal is to convert the existing industrial/office building into 4 condominium units.	-	-	590.83	0	575.25	Planning Application Submitted
OPA / Rezoning	06 106496 NNY 26 OZ	2/1/2006	1901 BAYVIEW AVE	26	Residential Apartments	Conversion of existing equity co-op building to condominium (36 units) which includes five rental units.	-	-	2,831.20	0	1,252.60	Planning Application Submitted
Site Plan Approval	09 116609 NNY 26 SA	3/12/2009	52 RYKERT CRES	26	Residential Singles	The construction of a 2 storey addition to an existing 2 storey, single family dwelling within Ravine and TRCA lands.	-	149.78	294.71	0	736.33	Planning Application Submitted
Site Plan Approval	06 152700 NNY 26 SA	6/30/2006	75 WYNFORD DR	26	Other and N/A	Proposed Phase One development to include new place of worship and community centre. Phase 2 is Aga Khan museum.	18,882.00	-	18,882.00	0	67,800.00	Planning Application Submitted
Site Plan Approval	09 170627 NNY 26 SA	9/18/2009	62 RYKERT CRES	26	Residential Singles	One and two storey additions to existing dwelling	-	33.14	340.31	0	805.52	Delegated/Council Approval
Site Plan Approval	09 141932 NNY 26 SA	5/26/2009	180 LAIRD DR	26	Commercial	Addition to existing bank building.	161.70	-	597.70	0	1,056.00	Permit Application
OPA / Rezoning	06 172720 NNY 26 OZ	9/1/2006	211 LAIRD DR	26	Commercial	To permit the construction of a new single storey comercial building to be occupied by a financial institution and medical and professional offices. The existing industrial building would be demolished.	1,084.57	-	1,084.57	0	2,415.48	Permit Application
Site Plan Approval	09 155468 NNY 26 SA	8/10/2009	12 RYKERT CRES	26	Residential Singles	To conctruct a rear two storey addition and a side second storey addition to a house on a lot within TRCA and Ravine Area.	-	139.13	263.17	0	499.71	Building Permit Issued
Site Plan Approval	07 285207 NNY 26 SA	12/7/2007	970 EGLINTON AVE E	26	Residential Apartments	Convert existing file/storage (pocket) room to two apartment units in the basement level	-	98.00	8,908.00	2	5,264.00	Under Construction

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Site Plan Approval	09 108820 NNY 34 SA	2/12/2009	155 BERMONDSEY RD	34	Commercial	Habitat for Humanity. 2 storey building for office, warehouse and retail uses.	2,517.00	-	2,517.00	0	8,004.00	Planning Application Submitted
Site Plan Approval	08 160468 NNY 34 SA	5/21/2008	1681 EGLINTON AVE E	34	Commercial	Sales office trailer for Parkway Honda	145.00	-	3,379.00	0	13,488.00	Planning Application Submitted
Site Plan Approval	09 111057 NNY 34 SA	2/20/2009	188 BERMONDSEY RD	34	Industrial	An additional bunker building to be built on the Bermondsey Waste Transfer Station property.	2,148.60	-	6,884.60	0	730,086.00	Planning Application Submitted
OPA / Rezoning	05 114048 NNY 34 OZ	3/9/2005	78 TISDALE AVE	34	Residential Townhouses	To construct 24, 3-storey townhomes with a new public road.	-	4,500.00	4,500.00	24	6,102.00	Delegated/Council Approval
Site Plan Approval	07 104661 ESC 35 SA	1/24/2007	41 LEBOVIC AVE	35	Commercial	Site plan approval application for a new 2-storey mixed commercial and office development	6,020.74	-	6,020.74	0	14,211.80	Planning Application Submitted
Site Plan Approval	05 144956 ESC 35 SA	6/16/2005	744 KENNEDY RD	35	Residential Townhouses	construct 9 townhouses on vacant block of land tied to the common element condominium at 740 Kennedy Road.	-	1,245.00	1,245.00	9	1,813.00	Planning Application Submitted
Site Plan Approval	07 114491 ESC 35 SA	3/8/2007	1-70 EGLINTON SQ	35	Commercial	Proposed expansion of the Shoppers Drug Mart store along the north face of the Eglinton Square shopping mall and parking area modifications	166.20	-	33,728.80	0	80,202.42	Delegated/Council Approval
Site Plan Approval	08 147066 ESC 35 SA	4/14/2008	1039 DANFORTH RD	35	Commercial	Proposal to demolish two, single storey buildings and construct a new, single storey retail building. Technical and service upgrades to the existing ESSO service station are also proposed.	69.92	-	492.72	0	2,429.20	Delegated/Council Approval
OPA / Rezoning	05 188743 ESC 35 OZ	9/29/2005	773 WARDEN AVE	35	Industrial	Currently, unit #1 of 773 Warden Avenue operates an automotive sales business. This use is not permitted on this site. The applicant is seeking to allow automotive sales as a permitted use to unit #1.	-	-	2,889.60	0	9,609.50	Delegated/Council Approval
Site Plan Approval	07 284203 ESC 35 SA	12/4/2007	2005 EGLINTON AVE E	35	Commercial	Proposal for a single storey addition to the existing Enterprise Rent-a-Car.	48.70	-	156.69	0	836.10	Permit Application
Site Plan Approval	06 152301 ESC 35 SA	6/29/2006	1897 EGLINTON AVE E	35	Commercial	A site plan for a new car dealership was approved earlier this year. The owner is now contemplating a 540 sq.m. rear addition which would used for a rapid lube facility as part of the vehicle service use and an automatic car wash facility.	1,085.30	-	8,499.30	0	28,312.00	Building Permit Issued
Site Plan Approval	09 200843 ESC 36 SA	12/31/2009	15 COUGAR CRT	36	Residential Apartments	The applicant is proposing to construct 17 additional units to the existing 17-storey apartment building, to a total of 210 units. A new playground is also proposed.	-	-	23,945.50	17	11,704.50	Planning Application Submitted
Site Plan Approval	06 158452 ESC 36 SA	7/19/2006	20 MARKANNA DR	36	Institutional	PORTABLE CLASSROOM AT SCHOOL	-	-	-	0	-	Delegated/Council Approval
Site Plan Approval	06 109610 ESC 36 SA	2/14/2006	216-220 SCARBOROUGH GOLF CLUB RD	36	Commercial	TEMPORARY SALES TRAILER AT 216-220 SCARBOROUGH GOLF CLUB RD	-	-	-	0	-	Delegated/Council Approval
OPA / Rezoning	07 272312 ESC 36 OZ	10/23/2007	3201-3227 EGLINTON AVE E	36	Residential Apartments	The applications seek approval for the development of a phased mixed use project comprised of 1057 residential units in 6 condominium apartment buildings	5,486.00	97,726.00	100,160.00	1057	26,009.00	Delegated/Council Approval
Site Plan Approval	07 101483 ESC 37 SA	1/10/2007	1040 BIRCHMOUNT RD	37	Industrial	Addition to existing warehouse.	129.20	-	869.00	0	2,195.60	Planning Application Submitted
Site Plan Approval	08 114574 ESC 37 SA	2/26/2008	1553 VICTORIA PARK AVE	37	Commercial	A retail building proposed for a new Home Hardware store.	882.00	-	882.00	0	2,228.00	Planning Application Submitted
Site Plan Approval	09 145003 ESC 37 SA	6/3/2009	2480 EGLINTON AVE E	37	Commercial	Proposed 1,882 m2 commercial building (consisting of 16 back-to-back retail/office units and two restaurants) on the east/south-east portion of the site.	1,882.00	-	5,026.00	0	15,736.00	Planning Application Submitted

Application Type	Application No.	Application Date	Address	Ward	Proposed Use Type	Proposed Use Description	Prop. Non-Resd. GFA SQ M	Prop. Resd. GFA SQ M	GFA SQ M	Prop. Units	Existing Lot Size	Status
Site Plan Approval	09 151961 ESC 37 SA	6/19/2009	50 THERMOS ROAD	37	Commercial	The applicant has submitted plans for a site plan amendment to permit a Garden Centre / Frost House on the front facade of the existing Zellers building.	241.00	-	21,287.00	0	59,814.66	Planning Application Submitted
Site Plan Approval	08 163599 ESC 37 SA	5/28/2008	1900 EGLINTON AVE E	37	Commercial	The site plan application (Phase 3) proposes a "big-box" retail/commercial development at 1900 Eglinton Avenue East.	7,687.00	-	7,687.00	0	27,654.00	Under Construction
Site Plan Approval	08 152652 ESC 37 SA	4/29/2008	1966 EGLINTON AVE E	37	Commercial	Site plan application for the modification of the existing McDonald's drive through configuration to the "side-by-side" drive through.	-	-	-	0	57,022.00	Delegated/Council Approval
OPA / Rezoning	09 104879 ESC 37 OZ	1/26/2009	1966-1972 EGLINTON AVE E	37	Commercial	This application proposes a zoning by-law amendment to delete performance standard no. 230, which limits the retail sale of food to a maximum of 700 square metres in any retail store.	-	-	12,451.00	0	57,045.00	Delegated/Council Approval
OPA / Rezoning	05 203162 ESC 37 OZ	11/16/2005	1980-2040 EGLINTON AVE E	37	Commercial	Proposal for a commercial development that consists of four 1-storey buildings	-	-	-	0	-	Permit Application
Site Plan Approval	08 150972 ESC 37 SA	4/24/2008	1980 EGLINTON AVE E	37	Commercial	Site plan approval to convert former areas used for light industrial purposes (Building D) to retail purposes for a Fabricland Store.	-	-	4,213.00	0	15,254.25	Building Permit Issued
Site Plan Approval	09 159264 ESC 38 SA	8/18/2009	2990 EGLINTON AVE E	38	Commercial	Site plan approval for Swiss Chalet to replace the existing restaurant building with a new one.	576.55	-	576.55	0	3,971.95	Planning Application Submitted
Site Plan Approval	09 106275 ESC 38 SA	2/2/2009	3174-3182 EGLINTON AVE E	38	Commercial	Proposal for the construction of a 85.74 square metre (923 square foot) addition to the exisitng single storey building.	85.74	-	134.14	0	1,751.40	Planning Application Submitted
Site Plan Approval	05 110287 ESC 38 SA	2/21/2005	2800-2810 EGLINTON AVE E	38	Commercial	Temporary sales trailer - future townhouse development	81.83	-	81.83	0	22,830.00	Delegated/Council Approval
Site Plan Approval	08 117416 ESC 43 SA	3/7/2008	3739 KINGSTON RD	43	Institutional	Proposal to construct an entrance addition to the existing church and reconfigure the existing parking lots to add more parking spaces.	152.00	-	1,711.50	0	5,412.70	Planning Application Submitted

4.2.2.2 Contaminated Property and Waste

Assuming that no other major infrastructure projects and the Eglinton Crosstown LRT will not be implemented, it is anticipated that the condition of existing contaminated property will remain the same as described above as existing conditions.

4.2.2.3 Utilities

Assuming that no other major infrastructure projects and the Eglinton Crosstown LRT will not be implemented, it is anticipated that the future utilities will be similar to existing utility conditions. No major utility construction is anticipated to occur.

4.2.2.4 Structural Inventory

No new major structural constructions are anticipated to occur within the study area. Conditions of existing structures will deteriorate over time.

4.2.3 Cultural Environment

No major changes are expected in the cultural environment in this area.

4.2.4 Transportation

4.2.4.1 Transit

Without the Eglinton Crosstown LRT, transit services would continue to be offered mainly by buses operating in mixed traffic.

The City of Mississauga is currently developing a Bus Rapid Transit system, BRT East, which will run parallel to Highway 403, Eastgate Parkway and Eglinton Avenue. BRT East will have service connections to the TTC's Bloor-Danforth subway line via Highway 427, and to Hurontario Street which connects Port Credit in Mississauga to Brampton's downtown at Queen Street. The first phase of BRT East, expected to be completed by end of 2012, begins from Mississauga City Centre easterly to Renforth Drive. A BRT East station, the Renforth BRT Station, is proposed to be located on Commerce Boulevard within the Airport Corporate Centre, which is within the Eglinton Crosstown LRT – Airport Link study area.

GO Georgetown Line

The "Georgetown Corridor Planning Study" (2002) and the "Georgetown South Service Expansion and Union-Pearson Rail Link Environmental Project Report" (2009) identified a future GO station on Eglinton Avenue approximately mid-way between Black Creek Drive and Weston Road. The 'Georgetown Corridor Planning Study' (2002) identified a 'York City Centre/Black Creek Gateway' station immediately south of Eglinton Avenue, with a primary passenger access via Photography Drive. The second alternative location considered is on the northeast quadrant of Eglinton Avenue and GO Georgetown line. Additional examination of the need and feasibility of stations will be required, given the close proximity of Weston GO Station (at Lawrence Avenue). The GO-LRT interface will require transfers via appropriate pedestrian connections. The closest proposed Eglinton LRT stops/stations to the GO station are on Weston Road and Black Creek Drive.

GO Barrie Line

The "Bradford Corridor Planning Study" (2002) has identified a potential station immediately north of Eglinton Avenue on the east side of Westside Mall, with pedestrian access to the platforms and across the rail corridor via a separate pedestrian bridge. The GO station would be located beneath an overpass. A direct GO-LRT interface will require transfers via appropriate pedestrian connections. The closest proposed LRT station is Caledonia which has been located adjacent to the rail line.

GO Richmond Hill Line

The Richmond Hill Line crosses Eglinton East of Wynford Drive. There are no current plans to add a station to this line.