

## **Peel-Gladstone Reconstruction Class Environmental Assessment Study**

<b>Date:</b>	January 20, 2010
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	Ward 18 – Davenport
<b>Reference Number:</b>	p:\2010\ClusterB\tra\tim\pw10001.tim

### **SUMMARY**

---

A Class Environmental Assessment Study was undertaken to review the feasibility of widening the sidewalk/boulevard to enhance the streetscape of Peel Avenue and a portion of Gladstone Avenue, between Peel Avenue and Queen Street West, by narrowing the existing pavement width. Currently, these roadways operate two-way and accommodate through traffic diverted from Dufferin Street due to the discontinuity of Dufferin Street between Peel Avenue and Queen Street West. As a result of the Dufferin Street Jog Elimination Project, Peel Avenue and Gladstone Avenue will no longer need to accommodate through traffic from Dufferin Street and the resulting decrease in traffic volumes on these roads has enabled consideration of a reduction in the pavement width. The evaluation of a reasonable range of alternative solutions, which included consultation with the public and review agencies, resulted in the following Preferred Design:

- The narrowing of Peel Avenue and Gladstone Avenue, between Peel Avenue and the supermarket driveway (Price Chopper located at No. 22 Northcote Avenue), from 13.1 metres to approximately 8.6 metres to include the following features:
  - Single northbound lane on Gladstone Avenue (one-way operation);
  - Single westbound lane on Peel Avenue (one-way operation);
  - Parallel parking provided on both sides of roadway, increasing the total on-street parking supply from approximately 28 to 30 spaces;
  - Sidewalk/boulevard width of approximately 5.7 metres on each side of Peel and Gladstone Avenues; and
  - Double row of trees provided where possible (subject to utility locations and detailed design).

Subsequently, Fire Services confirmed their requirement for a minimum 6.0-metre pavement width in accordance with the requirements of the Building Code and to satisfy their operational needs. In order to achieve this requirement while maintaining, to the greatest extent possible, the other objectives of this initiative, the preferred design was further refined, as follows, resulting in the Recommended Solution:

- The removal of approximately seven parking spaces on Gladstone Avenue;
- The reduction in the width of the boulevard on the east side of Gladstone Avenue, between Peel Avenue and approximately 10.0 metres south thereof, by approximately 1.8 metres; and
- The reduction in the width of the boulevard on the west side of Gladstone Avenue, between Premises Nos. 8 and 20 Gladstone Avenue, by approximately 1.8 metres.

A Notice of Study Completion reflecting this revised design must now be issued and the Project File placed in the public record for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment.

## **RECOMMENDATIONS**

---

The General Manager, Transportation Services recommends that:

1. That the preferred design be modified to address the requirements of the Fire Services Division by:
  - The removal of approximately seven parking spaces on Gladstone Avenue;
  - The reduction in the width of the boulevard on the east side of Gladstone Avenue, between Peel Avenue and approximately 10.0 metres south thereof, by approximately 1.8 metres; and
  - The reduction in the width of the boulevard on the west side of Gladstone Avenue, between Premises Nos. 8 and 20 Gladstone Avenue, by approximately 1.8 metres.
2. Authority be granted to the General Manager of Transportation Services to issue a Notice of Study Completion and to file the Project File for the Peel-Gladstone Reconstruction Class Environmental Assessment Study in the public record for 30-days in accordance with the requirements of the Municipal Class Environmental Assessment.

3. Staff report back to the Public Works and Infrastructure Committee, after the 30-day review period, on the feasibility and implications of any proposed alteration to the Recommended Design.
4. Appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

## **Financial Impact**

The estimated cost of the road modifications required to narrow Peel Avenue and a portion of Gladstone Avenue, between Peel Avenue and Queen Street West is approximately \$270,000. This work is planned to be undertaken in 2010 in conjunction with water and road reconstruction work that has already been identified in the Capital Works Program for 2010 and includes Peel Avenue and Gladstone Avenue, between Peel Avenue and Queen Street West.

The total project costs of approximately \$1,020,000 for the preferred design (Alternative 4) are included in the 2010 Transportation Capital Program List 'B' Priority Projects. This project may be substituted in-year, in place of Approved 2010 Capital Program projects based on funding surplus, funding re-allocations, or approved projects conflicts. Where a funding re-allocation is required Council Authority is necessary. The actual work date is subject to City priorities and coordination of work.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agree with the financial impact information.

## **ISSUE BACKGROUND**

Peel Avenue and the southern portion of Gladstone Avenue, between Peel Avenue and Queen Street West, are minor arterial roadways that accommodate through traffic diverted from Dufferin Street due to the discontinuity of Dufferin Street, between Peel Avenue and Queen Street West. The Dufferin Street Jog Elimination Project will provide continuity on Dufferin Street, between Peel Avenue and Queen Street West. Construction began in the fall 2008 and is expected to be complete in the summer 2010. Due to the Dufferin Street Jog Elimination Project, Peel Avenue and Gladstone Avenue will no longer need to accommodate through traffic from Dufferin Street and traffic volumes on these roads will decrease.

Peel Avenue and Gladstone Avenue are scheduled to be reconstructed in 2010 as part of the Capital Works Program. In addition, construction of the Sudbury Street Extension project began in the fall 2008 and involves the extension of Sudbury Street to Queen Street West, opposite Gladstone Avenue. As such, Sudbury Street will form the fourth leg of the signalized intersection of Queen Street West and Gladstone Avenue. The anticipated completion time for the Sudbury Street Extension is late 2010.

Due to the transformation of the road network in this area and the need to reconstruct Peel Avenue and Gladstone Avenue in the near future, there is an opportunity to change the design and configuration of Peel Avenue and Gladstone Avenue to reflect future conditions and satisfy stated objectives.

Based on the above, Transportation Services initiated an Environmental Assessment study to review the feasibility of changing the design on Peel Avenue and Gladstone Avenue and evaluate alternative methods to address these needs.

## **COMMENTS**

### **Study Process**

A Class Environmental Assessment (EA) Study was initiated for Peel Avenue and Gladstone Avenue, to review the feasibility of changing the design of Peel Avenue and Gladstone Avenue and to evaluate alternative methods to address future conditions. The Peel-Gladstone Reconstruction Class Environmental Assessment Study has been completed in accordance with the requirements for a Schedule 'B' project under the Municipal Class Environmental Assessment (the Class EA). The Class EA process requires that the City confirm the need (i.e. define the problem/opportunity), identify feasible solutions, evaluate the impact of the alternative solutions on the natural, social and economic environments, and select a preferred alternative for construction.

As a requirement of Schedule 'B' projects, if City Council endorses the recommendations of this Study, the Project File will be filed in the public record for a minimum 30-day review period. During this period, members of the public, and any other interested individual, interest group, or government agency, may request that a Part II Order be issued by the Minister of the Environment. If granted, a Part II Order elevates the status of the project from a Class EA Study to an Individual Environmental Assessment. If this occurs, the project cannot proceed until the proponent completes an Individual Environmental Assessment Study and receives approval from the Minister. If a Part II Order is not granted or if no requests or objections are received during the filing period, the project is considered approved under the Environmental Assessment Act and may proceed.

The Class EA Study was carried out with the assistance of a Technical Advisory Committee comprised of staff from Transportation Services, Technical Services, City Planning, Toronto Parking Authority, Toronto Water, and Parks, Forestry & Recreation.

### **Public Consultation**

Public involvement is an integral and ongoing part of the study process for the Peel-Gladstone Reconstruction Class EA Study. The public consultation requirements of the Class EA were met and surpassed. A Notice of Study Commencement and Public Open House (POH) was advertised in the May 14 and 21, 2009 editions of NOW Magazine and the May 15 and 22, 2009 editions of the Parkdale Liberty newspaper. This notice announced the initiation of the Class EA Study and

invited interested stakeholders to participate at the first POH, which was held on May 26, 2009 to present the study background, list the alternative solutions, outline the evaluation criteria, and identify the next steps of the study.

Through Canada Post, notices were also directly mailed to relevant review agencies and resident stakeholder groups, and were distributed to approximately 9,800 residents and businesses within the study area.

A list of the relevant review agencies that were contacted is shown in Attachment 1 of this report. In addition, letters were issued to the following aboriginal contacts to notify them of the project:

- Indian and North Affairs Canada
- Ontario Ministry of Aboriginal Affairs
- Mississauga's of the New Credit First Nation

Thirty members of the public signed in at the meeting and nine comment sheets were received.

Of the comment sheets received, two residents preferred that Peel Avenue and Gladstone Avenue remain in their current condition. None of the residents commenting supported angle parking and half of the residents who responded were in favour of converting Peel Avenue and Gladstone Avenue into one-way streets while the other half were opposed.

Based on the comment sheets received, the following list indicates the level of importance for the uses and features of Peel Avenue and Gladstone Avenue:

1. Green Space
2. Pedestrian
3. Street Furniture
4. Cycling
5. Automobile
6. Parking

Although parking was viewed as least important to those who submitted comment sheets, the local Councillor's office has received some requests by local residents and many requests by business owners for additional parking spaces in the study area.

The evaluation of alternative solutions for the design of Peel Avenue and Gladstone Avenue was presented at the second POH, which was held on November 16, 2009. Notices appeared in the November 12, 2009 edition of NOW Magazine and the November 13, 2009 edition of the Parkdale Liberty newspaper. Notices were also mailed to interested external agencies, interest groups, and approximately 9,800 residents and businesses within the study area via Canada Post. Thirty-four members of the public signed in and 14 comment sheets were received.

Of those who commented on the Preferred Solution, all were in support of it with the exception of one resident who was opposed. One resident agreed with the Preferred Solution for Gladstone Avenue but not for Peel Avenue.

## **Environmental Assessment Findings**

### **(1) Identification of the Problem or Opportunity**

The study area, which is illustrated in Attachment 2 of this report, is bounded by Dundas Street West to the north, Dovercourt Road to the east, Sudbury Street to the southeast, King Street West to the south, the C.N.R. / C.P.R. tracks to the southwest and Brock Avenue to the west. Peel Avenue and Gladstone Avenue are currently classified as minor arterial roadways with approximately 12,000 vehicles daily and a speed limit of 50 km/h. For both roadways, the pavement width is approximately 13.1 metres, sidewalks are provided on both sides and TTC service is provided by the 29 Dufferin bus route. Currently, these roadways accommodate through traffic from Dufferin Street due to the discontinuity of Dufferin Street between Peel Avenue and Queen Street West.

Peel Avenue and Gladstone Avenue are four lane roadways. On the north side of Peel Avenue, parking is prohibited from 4:00 p.m. to 6:00 p.m., Monday to Friday and permit parking is permitted from 12:01 a.m. to 7:00 a.m. Regular parking is permitted at all other times. On the south side of Peel Avenue, parking is prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday and permit parking is permitted from 12:01 a.m. to 7:00 a.m. Regular parking is permitted at all other times.

On the east side of Gladstone Avenue, stopping is prohibited from 4:00 p.m. to 6:00 p.m., Monday to Friday and parking is prohibited at all times. On the west side of Gladstone Avenue, parking is prohibited at all times from Peel Avenue to approximately 15 metres south thereof. From approximately 15 metres south of Peel Avenue to approximately 60 metres north of Queen Street West, stopping is prohibited from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday and parking is permitted at all other times. From approximately 60 metres north of Queen Street West to Queen Street West, stopping is prohibited from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m., Monday to Friday and standing is prohibited at all times.

There are traffic control signals at the intersection of Queen Street West and Gladstone Avenue. The intersection of Dufferin Street and Peel Avenue is stop-controlled for westbound traffic on Peel Avenue and the intersection of Peel Avenue and Gladstone Avenue is stop-controlled for southbound traffic on Gladstone Avenue.

The analysis of existing and future conditions on Peel Avenue and Gladstone Avenue, identified the opportunity to consider transportation improvements, as described in the following points:

- Peel Avenue and the portion of Gladstone Avenue between Peel Avenue and Queen Street West, are currently designed to accommodate through traffic, including TTC buses from Dufferin Street;

- The Dufferin Street Jog Elimination Project will provide continuity on Dufferin Street, between Peel Avenue and Queen Street West. Construction began in the Fall 2008 and is expected to be complete in June 2010;
- Due to the Dufferin Street Jog Elimination Project, Peel Avenue and Gladstone Avenue will no longer need to accommodate through traffic from Dufferin Street and traffic volumes on these roads are expected to decrease;
- Due to the expected decrease in traffic volumes, Peel Avenue and Gladstone Avenue could be converted and re-classified from minor arterial roadways to local roadways;
- Peel Avenue and Gladstone Avenue are scheduled to be reconstructed in 2010 as part of the Capital Works Program;
- A cyclist/pedestrian trail is being considered along the CN/CP Railway corridor with potential connections to/from Dufferin Street;
- Construction of the Sudbury Street Extension project began in the fall 2008 and involves the extension of Sudbury Street to Queen Street West, opposite Gladstone Avenue. As such, Sudbury Street will form the fourth leg of the intersection with traffic control signals at Queen Street West and Gladstone Avenue. The anticipated completion time for the Sudbury Street Extension is late 2010;
- A parking demand survey indicates that although the demand for parking on Peel Avenue is not high, parking on Gladstone Avenue is being fully utilized, particularly during the afternoon off-peak period (see Attachment 3 of this report, which summarizes the results of the parking demand survey);
- The City has received several development applications for the area surrounding Peel Avenue and Gladstone Avenue, particularly in the West Queen West triangle. One of the approved developments is located on the northwest corner of Queen Street West and Gladstone Avenue (No. 2 Gladstone Avenue). This development includes an eight-storey mixed use (residential/commercial) building. As part of the approval, the developer is required to provide streetscape features on Gladstone Avenue, adjacent to this property;
- With increased development in this area, there will likely be an increase in demand for parking spaces. This could be achieved through the redesign of Peel Avenue and Gladstone Avenue;
- The planned reconstruction of Peel Avenue and Gladstone Avenue provides an opportunity to improve the public realm (i.e. streetscaping and street furniture); and
- Based on the above, there is an opportunity to review the feasibility of changing the design of Peel Avenue and Gladstone Avenue and evaluate alternative methods to address this.

## (2) Identification and Evaluation of Alternative Solutions

To address the opportunity described above, five alternative solutions, including “Do Nothing,” were generated and evaluated. A brief description of these alternatives and the results of the evaluation are provided below.

Alternative 1 (Do Nothing): The “Do Nothing” alternative was included as a benchmark for the assessment of the other planning alternatives. In this instance, the “Do Nothing” alternative involves reconstructing the existing roadway cross-section width of approximately 13.1 metres, as scheduled in the 2010 Capital Works Program, with no additional improvements and/or modifications.

Alternative 2: Narrowing the roadway by approximately 2.1 metres and providing a single lane in each direction of travel with parallel parking on both sides of the roadway. Single row of trees would be provided on each side of the roadway.

Alternative 3: Narrowing the roadway by approximately 4.3 metres and providing a single lane in each direction of travel with parallel parking on one side only. Double row of trees would be provided where possible (subject to utility locations and detailed design).

Alternative 4: Narrowing the roadway by approximately 4.5 metres and converting Gladstone Avenue and Peel Avenue to operate one-way in the northbound and westbound directions, respectively and providing parallel parking on both sides of the roadway. Double row of trees would be provided where possible (subject to utility locations and detailed design).

Alternative 5: Narrowing the roadway by approximately 3.7 metres and converting Gladstone Avenue and Peel Avenue to operate one-way in the northbound and westbound directions, respectively, and providing angle parking. Single row of trees would be provided on each side of the roadway.

A summary of the approximate number of parking spaces that would be provided for each alternative is shown in Attachment 4 of this report. A summary of the approximate width of sidewalk/boulevard space provided for each alternative is shown in Attachment 5.

With the exception of Alternative 1 (“Do Nothing”), all of the alternatives developed include the same roadway configuration on Gladstone Avenue, between the Price Chopper Driveway and Queen Street West. This includes the following common elements:

- A roadway cross-section of approximately 8.6 metres;
- One northbound lane and one southbound lane;
- Parking prohibited on both sides of the roadway;
- Sidewalk/boulevard width of approximately 5.7 metres; and
- Single row of trees provided on each side of the roadway.



The configuration of all other sections of Gladstone Avenue and Peel Avenue differ between each of the alternatives developed. For all alternatives, the intersection of Peel Avenue and Gladstone Avenue is proposed to be all-way stop controlled.

Each alternative was analyzed and evaluated in detail utilizing five criteria groups:

- Transportation: Impacts to traffic conditions and overall safety and service including cyclist, pedestrian, transit and emergency services impacts;
- Socio-Economic Environment: Residential, business and access impacts, noise and vibration impacts, traffic infiltration impacts and urban design/aesthetics;
- Natural Environment: Impacts to vegetation, wildlife, stormwater and air quality;
- Cultural: Archaeological and built heritage impacts; and
- Costs: Construction and maintenance costs.

The full evaluation table is provided in Attachment 6 of this report. Based on the results of the analysis and evaluation, Alternative 4 was identified as the Preferred Solution. Alternative 4 provides the maximum sidewalk/boulevard space to enhance pedestrian infrastructure and eliminates the potential for eastbound and southbound cut through traffic. Alternative 4 also provides the most narrow road width, conforms to a typical local roadway and has the most positive impact on the natural environment. Alternative 4 provides the maximum benefits for improving the public realm, providing the maximum green space and an opportunity to convert these roadways from minor arterial roadways to local roadways.

## **Preferred Design**

The Preferred Design is Alternative 4, which includes the following elements:

- Roadway narrowed from approximately 13.1 metres to approximately 8.6 metres;
- Single northbound lane on Gladstone Avenue (one-way operation);
- Single westbound lane on Peel Avenue (one-way operation);
- Parallel parking provided on both sides of roadway;
- Sidewalk/boulevard width of approximately 5.7 metres; and
- Double row of trees provided where possible (subject to utility locations and detailed design).

The existing road width on Peel Avenue in the vicinity of the driveway of Premises No. 11 Peel Avenue is maintained to accommodate truck access in the reverse movement.

A plan of the Preliminary Preferred Solution (Alternative 4) is shown in Attachment 7 of this report.

The above project costs are included in the 2010 Transportation Capital Program List 'B' Priority Projects. This project may be substituted in-year, in place of Approved 2010 Capital Program projects based on funding surplus, funding re-allocations, or approved projects conflicts. Where a funding re-allocation is required Council Authority is necessary. The actual work date is subject to City priorities and coordination of work.

It should be noted, however, that it is proposed that this preferred design be modified to address the requirements of the Fire Services Division as discussed in further detail later in this report and as reflected in the recommendations above.

## **Property Impacts**

There are no requirements to acquire private property for this project.

## **Public/Agency Concerns**

### **Bicycle Lanes**

Some residents at the POH held on May 26, 2009 indicated that they were disappointed that none of the proposed alternatives included bicycle lanes. City staff investigated the feasibility of providing bicycle lanes on Peel Avenue and Gladstone Avenue and do not recommend implementing them at this time for the following reasons:

- Once the Dufferin Street Jog Elimination project is complete, there will be bicycle lanes through the tunnel on Dufferin Street, between Peel Avenue and Queen Street West;
- The reconstructed rail corridor has been designed to accommodate a future multi-use trail with proposed connections at Dufferin Street near Peel Avenue;
- For the Westend Bikeways Project, an east-west bicycle route has been identified on Argyle Street, just north of the study area;
- Due to the expected decrease in traffic volumes, Peel Avenue and Gladstone Avenue could be re-classified from minor arterial roadways to local roadways, which are considered comfortable for cyclists and do not require a dedicated facility (i.e. bicycle lanes);
- Given the proposed one-way operations, cyclists would have to be prohibited from using Peel Avenue in the eastbound direction and Gladstone Avenue in the southbound direction;
- Although contra-flow bicycle lanes have been provided on other one-way streets, it is not desirable to provide contra-flow bicycle lanes beside a parking lane;
- Reasonable access to the Argyle Street bicycle route can be achieved from Queen Street West in the northbound direction via Gladstone Avenue and to Queen Street West in the southbound direction via Peel Avenue and Dufferin Street due to the bicycle lanes on Dufferin Street between Queen Street West and Peel Avenue;
- At the time of implementation of the multi-use trail in the rail corridor, the need for parking and contra-flow bicycle lanes will be re-evaluated; and

- Alternative 4 allows for a contra-flow bicycle lane in the future without altering the physical layout of the roadway since the required width of a contra-flow bicycle lane is approximately the same width as the parking lane, which would have to be removed.

### **Truck Access**

Should the function of Premises No. 11 Peel Avenue change in the future, the following features will be evaluated:

- Narrowing the road width in the vicinity of Premises No. 11 Peel Avenue to the same road width as proposed on all other sections of Peel Avenue;
- Providing on-street parking in the vicinity of the driveway of Premises No. 11 Peel Avenue;
- Implementing trees on the south side of Peel Avenue, in the vicinity of the driveway of Premises No. 11 Peel Avenue; and
- Implementing a contra-flow bicycle lane and removing parking on one side of the roadway.

### **Emergency Services**

Some of the affected agency groups showed interest in the study and a few expressed potential issues, including Fire Services and Toronto Police Services. Following the POH held on May 26, 2009, meetings were held with representatives of Fire Services, Toronto Police Services and Emergency Medical Services. All of the concerns raised regarding access were addressed throughout the study and were incorporated in the evaluation of the alternatives. However, Fire Services has now indicated that the Building Code requires a minimum 6.0m pavement width to satisfy their operational needs. This is achieved on Peel Avenue, however, there are sections on Gladstone Avenue which do not provide the 6.0 metre width. In order to achieve this requirement while maintaining, to the greatest extent possible, the other objectives of this initiative, the preferred design, as shown in Attachment 7, was refined, as follows, resulting in the Recommended Solution shown in Attachment 8:

- The removal of approximately seven parking spaces on Gladstone Avenue;
- The reduction in the width of the boulevard on the east side of Gladstone Avenue, between Peel Avenue and approximately 10.0 metres south thereof, by approximately 1.8 metres; and
- The reduction in the width of the boulevard on the west side of Gladstone Avenue, between Premises Nos. 8 and 20 Gladstone Avenue, by approximately 1.8 metres.

### **Permit Parking**

As previously indicated, Peel Avenue currently has permit parking, with sixteen spaces available and there are currently three permits issued. For the refined recommended preferred solution, there will be a total of approximately five parking spaces provided. Chapter 925, Permit Parking,

of the City of Toronto Municipal Code, requires the City Clerk to place a Public Notice in a major newspaper requesting those that object to this proposal forward their objection in writing to the City Clerk.

As such, a Public Notice will be placed in a major newspaper and provided there are no objections to the newspaper notice, Transportation Services will proceed with the removal of the permit parking spaces should City Council approve the recommendations of this report.

## **Next Steps**

Pending approval of this report by City Council, the Project File will be compiled and filed in the public record for a minimum 30-day period. Once EA approval is received, design and construction of the Recommended Design may proceed, and is currently planned to occur in 2010, in conjunction with works already planned in the Capital Works Program.

## **CONTACT**

Marilia Cimini, P.Eng.  
Transportation Engineer, Infrastructure Planning  
Tel: 416 338-6582  
Fax: 416 392-4808  
E-mail: mcimini@toronto.ca

## **SIGNATURE**

Gary Welsh, P.Eng.  
General Manager, Transportation Services

MC/sr/if

## **ATTACHMENTS**

1. List of Relevant Review Agencies
2. Study Area
3. Summary of Parking Demand Survey
4. Approximate Number of Parking Spaces Provided
5. Approximate Width of Sidewalk/Boulevard Space Provided
6. Evaluation Table
7. Preliminary Preferred Solution
8. Recommended Solution

## **Attachment 1**

### **Peel-Gladstone Reconstruction Class Environmental Assessment Study List of Relevant Review Agencies**

- Ministry of Agriculture, Food & Rural Affairs
- Ministry of Citizenship, Culture, Tourism & Recreation
- Ministry of Culture
- Ministry of Education
- Ministry of the Environment
- Environment Canada, Great Lakes & Corporate Affairs
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Toronto & Region Conservation Authority
- Ministry of Transportation
- Bell Canada
- CN Rail
- CP Rail
- Enbridge Gas Distribution Inc.
- Enbridge Pipeline Inc.
- Go Transit
- Hydro One Networks Inc. Network Services
- Rogers Cable Systems
- Sarnia Products Pipe Line
- Sun-Canadian Pipe Line Company Limited
- Toronto Hydro
- Trans-Northern Pipe Line
- Toronto Transit Commission
- Toronto District School Board
- Toronto Catholic District School Board
- Conseil Scolaire de district
- Toronto Police Services
- Toronto Fire Services
- Toronto Emergency Medical Services
- Toronto Pedestrian Committee
- Toronto Cycling Committee
- Indian & Northern Affairs Canada
- Ontario Secretariat for Aboriginal Affairs
- Mississauga's of the New Credit First Nation

## Attachment 2

### Peel-Gladstone Reconstruction Class Environmental Assessment Study Study Area



### Attachment 3

#### Peel-Gladstone Reconstruction Class Environmental Assessment Study Summary of Parking Demand Survey

##### Peel Avenue (North Side):

Time	No. of Legal Parking Spaces Available	Average No. of Legal Parking Spaces Utilized	Average No. of Illegal Parking Spaces Utilized
7:30 a.m. – 9:00 a.m.	9	7	0
9:00 a.m. – 12:00 p.m.	9	5	0
1:00 p.m. – 3:00 p.m.	9	6	0
4:00 p.m. – 6:00 p.m.	0	No Legal Spaces	0

##### Peel Avenue (South Side):

Time	No. of Legal Parking Spaces Available	Average No. of Legal Parking Spaces Utilized	Average No. of Illegal Parking Spaces Utilized
7:30 a.m. – 9:00 a.m.	0	No Legal Spaces	0
9:00 a.m. – 12:00 p.m.	8	1	0
1:00 p.m. – 3:00 p.m.	8	2	0
4:00 p.m. – 6:00 p.m.	8	6	1

##### Gladstone Avenue (West Side):

Time	No. of Legal Parking Spaces Available	Average No. of Legal Parking Spaces Utilized	Average No. of Illegal Parking Spaces Utilized
7:30 a.m. – 9:00 a.m.	0	No Legal Spaces	0
9:00 a.m. – 12:00 p.m.	11	7	0
1:00 p.m. – 3:00 p.m.	11	11	0
4:00 p.m. – 6:00 p.m.	0	No Legal Spaces	0

##### Gladstone Avenue (East Side):

Time	No. of Legal Parking Spaces Available	Average No. of Legal Parking Spaces Utilized	Average No. of Illegal Parking Spaces Utilized
7:30 a.m. – 9:00 a.m.	0	No Legal Spaces	0
9:00 a.m. – 12:00 p.m.	0	No Legal Spaces	1
1:00 p.m. – 3:00 p.m.	0	No Legal Spaces	1
4:00 p.m. – 6:00 p.m.	0	No Legal Spaces	1

## Attachment 4

### Peel-Gladstone Reconstruction Class Environmental Assessment Study Approximate Number of Parking Spaces Provided

#### Peel Avenue:

Segment	Existing Conditions	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
North Side	9	9	12	12	10	24
South Side	8	8	7	0	8	0
<b>Sub-Total</b>	<b>17</b>	<b>17</b>	<b>19</b>	<b>12</b>	<b>18</b>	<b>24</b>

#### Gladstone Avenue:

Segment	Existing Conditions	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
West Side	11	11	15	0	12	27
East Side	0	0	15	13	13	0
<b>Sub-Total</b>	<b>11</b>	<b>11</b>	<b>30</b>	<b>13</b>	<b>25</b>	<b>27</b>

<b>TOTAL</b>	Existing Conditions	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
	<b>28</b>	<b>28</b>	<b>49</b>	<b>25</b>	<b>43</b>	<b>51</b>



## Attachment 5

### Peel-Gladstone Reconstruction Class Environmental Assessment Study Approximate Width of Sidewalk/Boulevard Space Provided

Roadway	Width of Sidewalk/Boulevard (m)*					
	Existing Conditions	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Peel Avenue	3.4 m	3.4 m	4.5 m	5.6 m	5.7 m	5.3 m
Gladstone Avenue (Peel Avenue to supermarket driveway (Price Chopper located at No. 22 Northcote Avenue))	3.4 m	3.4 m	4.5 m	5.6 m	5.7 m	5.3 m
Gladstone Avenue (supermarket driveway (Price Chopper located at No. 22 Northcote Avenue) to Queen Street West)	3.4 m	3.4 m	5.7 m	5.7 m	5.7 m	5.7 m

\* Assumes equal designation of both sidewalk/boulevards, actual designation is subject to detail design

## Attachment 6

### Peel-Gladstone Reconstruction Class Environmental Assessment Study Evaluation Table

	Criteria	Indicator	Measure	Alternatives				
				Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Transportation Decision Relevant Factors	Traffic Conditions	Route flexibility / connectivity	Number of directional connectivity opportunities	2	2	2	1	1
		Establishes Local Roadway Volumes	Ability to reduce traffic volumes to a typical local roadway	Two-way operation and wide road width could encourage more traffic	Two-way operation and wide road width could encourage more traffic	Two-way operation could encourage more traffic	Reduced volumes due to elimination of eastbound and southbound traffic	Reduced volumes due to elimination of eastbound and southbound traffic
		Parking availability	Approximate number of parking spaces provided	28	49	25	43	51
	Overall Safety and Service	Safety – traffic operations (potential collisions)	Ability to improve safety and reduce conflicts (Qualitative)	Wider roadway may increase potential for speeding	Narrower roadway may reduce potential for speeding	Narrower roadway may reduce potential for speeding	Narrower roadway may reduce potential for speeding	Narrower roadway may reduce potential for speeding; angle parking may not be comfortable for motorists
	Cyclist Impacts	Safety and Comfort Level	Ability to provide a comfortable cyclist environment	Higher speed and volume typical of a wider local road width could be less comfortable for cyclists	Slightly better than Alternative 1; lower speed and volume typical for narrower road width more comfortable for cyclists	Better than Alternative 2; less apprehension of "door prize" with parking on one side only	One-way operation, reduced volumes more comfortable for cyclists	Angle parking not considered safe and comfortable for cyclists
		Route flexibility / connectivity for bikeway facilities	Degree of Impact	No impact	No impact	No impact	Northbound and westbound direction only	Northbound and westbound direction only
	Pedestrian Impacts	Comfort Level	Ability to provide a comfortable pedestrian environment	Higher speed and volume typical of a wider local road could be less comfortable for pedestrians; limited opportunities for tree plantings	Slightly better than Alternative 1 due to narrower roadway; single row of trees but no barrier between roadway and sidewalk	Slightly better than Alternative 5 due to narrower roadway; two rows of trees provides barrier between roadway and sidewalk	Narrowest roadway; two rows of trees provides barrier between roadway and sidewalk	Slightly better than Alternative 2 due to narrower roadway; single row of trees but no barrier between roadway and sidewalk
		Pedestrian Infrastructure	Ability to provide additional pedestrian infrastructure	No opportunity to enhance pedestrian infrastructure	Minimal opportunity to enhance pedestrian infrastructure	Some opportunity to enhance pedestrian infrastructure	Maximum opportunity to enhance pedestrian infrastructure	Minimal opportunity to enhance pedestrian infrastructure
	Transit Impacts	Transit Service	Potential delays (Qualitative)	No public transit	No public transit	No public transit	No public transit	No public transit
	Emergency Services Impacts	Changes to existing travel time (fire, ambulance, police)	Amount of impeded travel time	No impact	No impact	No impact	No impact	No impact
Socio-Economic Environment Decision Relevant Factors	Commercial Impacts	Property impacts	Area, ha	No impact	No impact	No impact	No impact	No impact
	Residential Impacts	Property impacts	Area, ha	No impact	No impact	No impact	No impact	No impact
	Access Impacts	Commercial / residential impacts	Ability to access adjacent commercial / residential properties	No impact	No impact	No impact	Minor inconvenience due to one-way operation	Minor inconvenience due to one-way operation
	Business Impacts	Potential to impact business operations	Ability to continue to operate business	No impact	Large trucks for No. 11 Peel Avenue would have difficulty accessing driveway	Large trucks for No. 11 Peel Avenue would have difficulty accessing driveway	Large trucks for No. 11 Peel Avenue would have difficulty accessing driveway	Large trucks for No. 11 Peel Avenue would have difficulty accessing driveway
	Noise and Vibration Impacts	Potential for increased levels at residential space	Qualitative	No impact	No impact	No impact	No impact	No impact
	Traffic Infiltration	Potential for cut-through traffic (after Dufferin Street Jog Elimination Project is complete)	Potential change in number of vehicles	Two-way operation and wide road width could encourage cut-through traffic	Two-way operation and wide road width could encourage cut-through traffic	Two-way operation could encourage cut-through traffic	Eliminates eastbound and southbound cut-through traffic which could in turn, reduce cut-through traffic on other local roadways	Eliminates eastbound and southbound cut-through traffic which could in turn, reduce cut-through traffic on other local roadways
	Urban Design / Aesthetics	Potential to improve urban and public realm	Quantity of boulevard space provided	Very minimal opportunity to improve	Minimal opportunity to improve (less boulevard space than Alternatives 3 to 5)	Some opportunity to improve (second most amount of boulevard space)	Maximum opportunity to improve (most amount of boulevard space)	Some opportunity to improve (third most amount of boulevard space)

## Attachment 6 (continued)

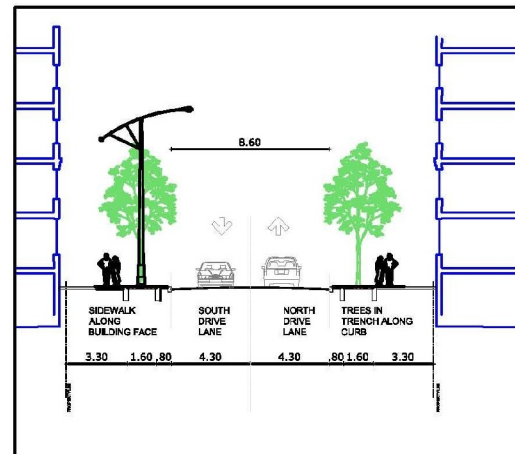
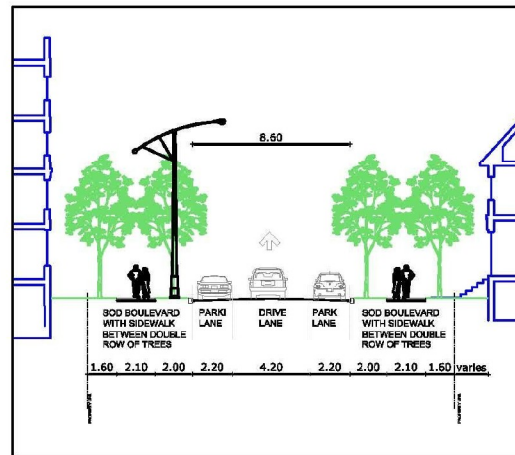
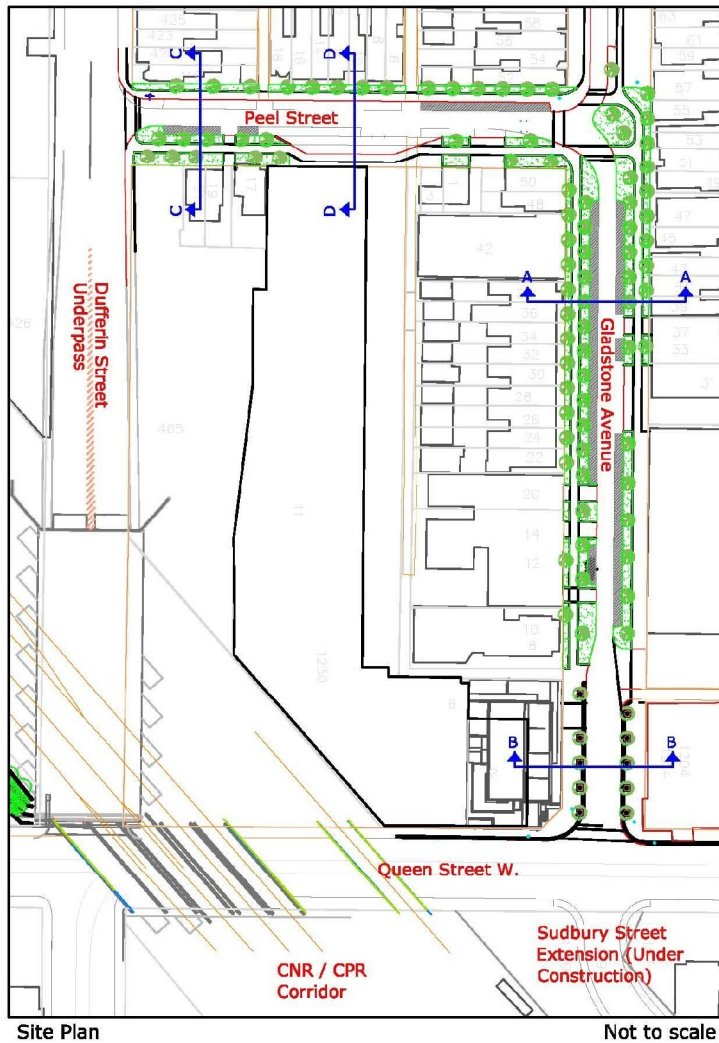
### Peel-Gladstone Reconstruction Class Environmental Assessment Study Evaluation Table

	Criteria	Indicator	Measure	Alternatives				
				Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Natural Environment Decision Relevant Factors	Vegetation	Impacts to trees	Potential to plant new trees	Minimal opportunity to improve	Opportunity for single row of trees where feasible	Opportunity for double row of trees where feasible	Opportunity for double row of trees where feasible	Opportunity for single row of trees where feasible
	Wildlife	Impact to wildlife habitat	Degree of Impact	No impact	No impact	No impact	No impact	No impact
	Stormwater	Impact to stormwater runoff	Quantity of paved area	Least preferred	Fourth most preferred	Second most preferred	Most preferred	Third most preferred
	Air Quality	Impacts to air quality	Qualitative	No impact	No impact	No impact	No impact	No impact
Cultural Decision Relevant Factors	Archaeological Resources	Impact to archaeological sites	Qualitative	No impact	No impact	No impact	No impact	No impact
	Built Heritage Features	Impacts to built heritage form	Qualitative	No impact	No impact	No impact	No impact	No impact
Engineering and Economic Decision Relevant Factors	Engineering	Construction feasibility and staging	Qualitative	No impact	No impact	No impact	No impact	No impact
	Maintenance	Impact to annual maintenance activities	Qualitative	No impact	No impact	No impact	No impact	No impact
	Estimated Cost	Basic Reconstruction Cost (Identified in the Capital Works Program)	Quantitative	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
		Additional construction cost for built infrastructure (utility relocations etc.)	Quantitative	No cost	\$216,000	\$216,000	\$216,000	\$216,000
		Trees	Quantitative	\$11,000	\$23,000	\$32,500	\$45,500	\$23,000
		Total Cost	Quantitative	\$761,000	\$989,000	\$998,500	\$1,011,500	\$989,000

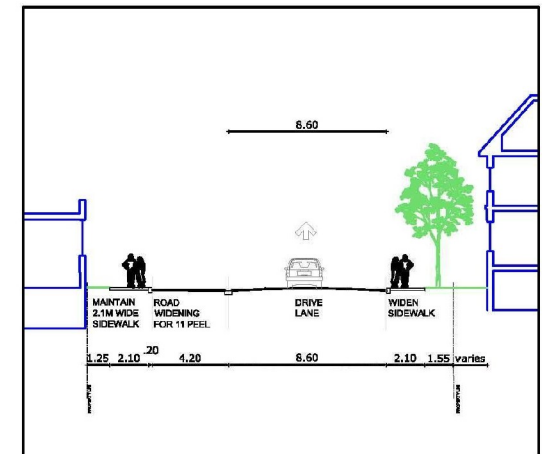
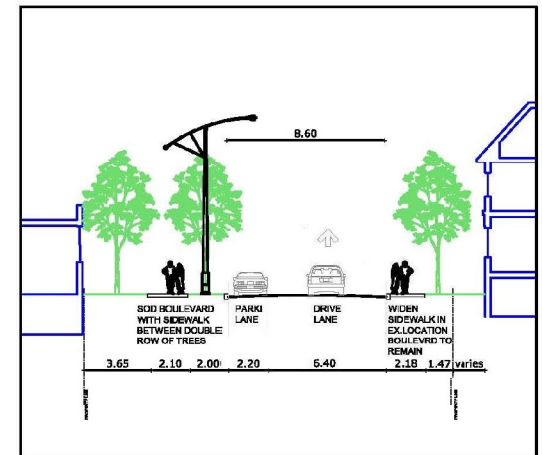
\* Sudbury Street will be extended to intersect with Queen Street West at Gladstone Avenue, thereby creating a four-legged intersection

## Attachment 7

### Peel-Gladstone Reconstruction Class Environmental Assessment Study Preliminary Preferred Solution

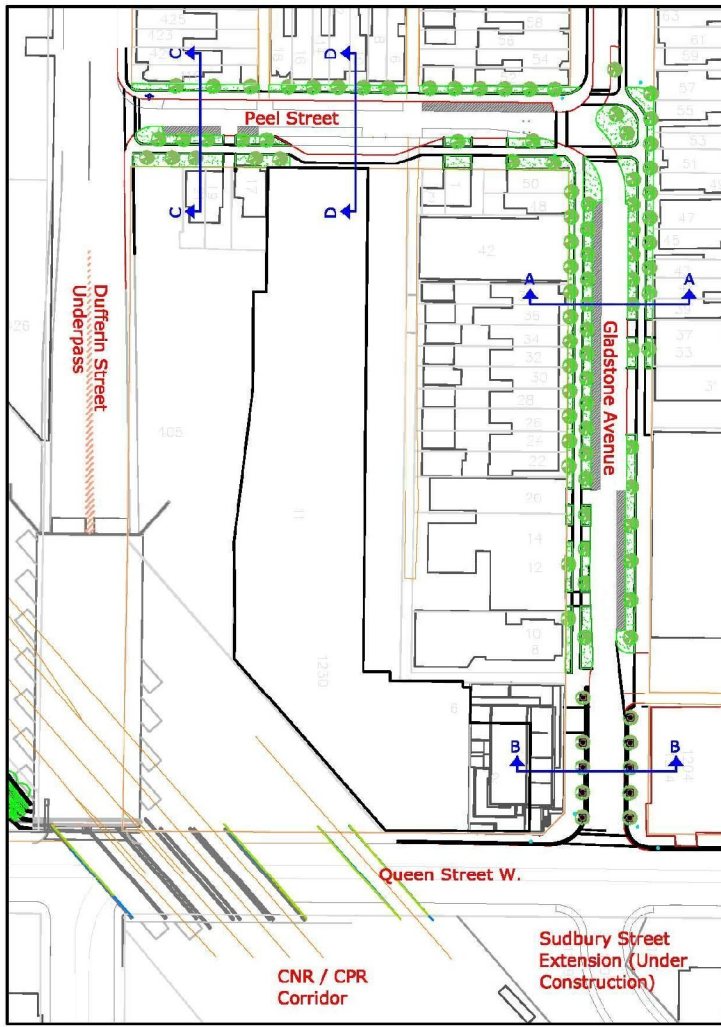


Note: All Dimensions (in metres) are approximate  
Tree planting subject to utility locations and detailed design



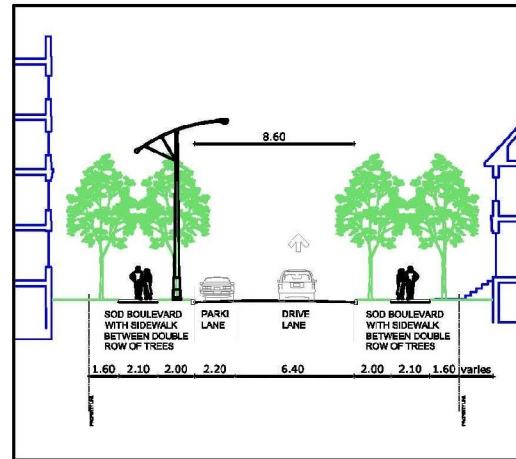
## Attachment 8

### Peel-Gladstone Reconstruction Class Environmental Assessment Study Recommended Solution

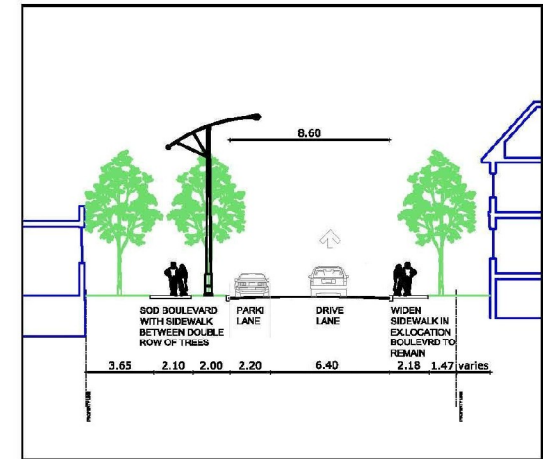


Site Plan

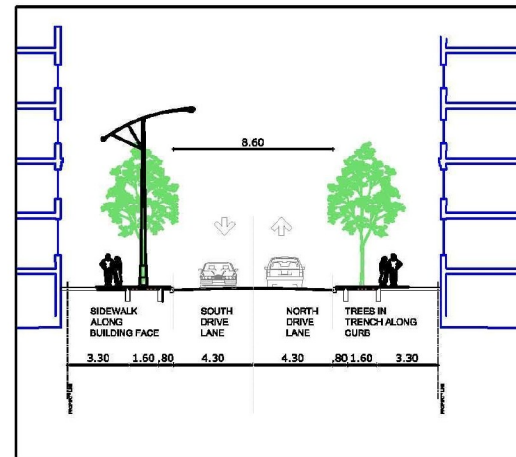
Not to scale



Section A-A - Gladstone Avenue



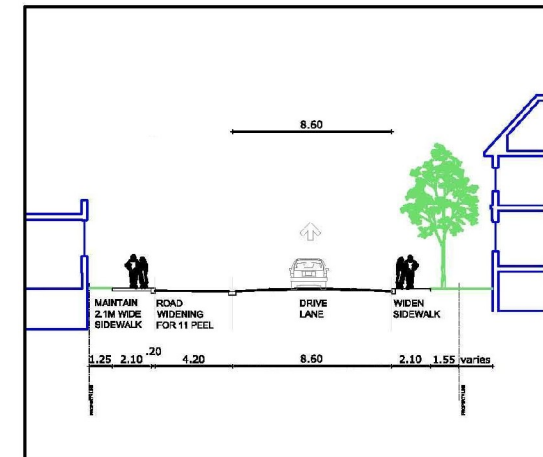
Section C-C - Peel Avenue



Section B-B - Gladstone Avenue  
(Price Chopper Driveway to Queen Street West)

Note: All Dimensions (in metres) are approximate

Tree planting subject to utility locations and detailed design



Section D-D - Peel Avenue -at 11 Peel widening