



# Peel Ave. and Gladstone Ave. Road Reconstruction PUBLIC CONSULTATION REPORT

February 2020

Prepared by: Elysia Leung, Sr. Public Consultation Coordinator

City of Toronto, Public Consultation Unit



# Contents

Executive Summary .....	3
Introduction .....	3
Review of Feedback from Public Consultation #1 (April 8, 2019) .....	3
Overview of Communication Activities .....	4
Feedback Summary .....	4
Comments .....	4
Option A.....	5
Option B.....	6
Original EA Option .....	6
General Suggestions/Requests.....	7
Next Steps .....	7
Appendix A: Notice of Public Drop In Event .....	8
Appendix B: Feedback Form.....	9
Appendix C: Detailed Feedback Form.....	11
Appendix D: Phone and Email Log .....	22

## Executive Summary

The second round of public consultation for the Peel Ave. and Gladstone Ave. Road Reconstruction took place from November 20 to December 13, 2019. This included notice distribution, public drop-in event, a project website, and targeted emails to the project stakeholder list. Over 7000 notices were distributed throughout the study area and 12 people signed in at the public drop-in event.

A range of responses were received that detailed support and concern for both options A and B.

## Introduction

Traffic volumes on Peel Ave. and Gladstone Ave. have significantly decreased since the Dufferin Jog Elimination was constructed in 2011 (because the project eliminated the need for vehicles to travel along Peel Ave. and Gladstone Ave. to get to Queen St. W.). The road reconstruction will redesign Peel Ave. and Gladstone Ave. (from Queen St. W. to Argyle St.) to improve transportation options for residents and visitors by creating a more inviting environment for walking and cycling and providing lay-by parking.

## Review of Feedback from Public Consultation #1 (April 8, 2019)

The first public consultation event for the Peel/Gladstone Road Reconstruction was held on April 8<sup>th</sup>, 2019. The proposed design included converting Peel Avenue and Gladstone Avenue from 2-way into a one-way operation for motor vehicle traffic. The proposal included wider sidewalks, contra-flow bike lanes and green street features (trees, grass boulevard, permeable pavers etc).

The following points were the issues that were most commonly brought up through the consultation process:

- Support for roadway improvements in general such as streetscaping, street trees, planters, wider sidewalks, traffic calming and bicycle lanes
- Requests for traffic light at the Peel Avenue/Dufferin Street intersection
- Concern regarding traffic circulation patterns throughout the neighbourhood including the creation of three parallel one-way westbound streets (Peel Ave., Alma Ave. and Waterloo Ave.) and traffic from future developments

The two design options presented at the current (second round of public consultation) reflect previous feedback received in opposition to the one-way street design. The new design options both feature 2-way travel for motor vehicles.

## Overview of Communication Activities

The public communications for this project included the following:

- 7128 notices were delivered by Canada Post to the area bounded by Dundas Street West to the north, Dufferin Street to the west, Sudbury Street to the south and Ossington Avenue to the east
- 12 participants signed-in at the Dec 2 public event (staff from Transportation Services and Engineering and Construction Services attended the public event and answered questions from attendees)
- 39 comment forms received
- 6 emails received
- Stakeholder engagement with Gladstone Hotel, Sobeys, RBC, 2, 8 and 20 Gladstone Condo Boards and the 20 Minowan Miikan Lane Condo Board

The webpage [peelgladstone](#) was posted live on November 20, 2019.

## Feedback Summary

Below is a summary of the feedback heard through all communication channels. Participants were self-selecting and not a representative sample of the affected community.

## Comments

The following are topics that were raised at least once in the public feedback. Comments are summarized and paraphrased for clarity. Statements in comments are not necessarily accurate or agreed by the City of Toronto.

## **Option A**

*2-way traffic (people on bikes and people driving will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features*

### **Support**

- More green elements
- Option creates more of a neighbourhood street
- Creates calm neighbourhood feeling
- Narrower street

Sample Comment: "The proposal offers more greenery and a narrow street that will tie nicely with the streetscape of Gladstone north of Peel Ave."

### **Don't Support**

- Too much space dedicated to automobiles
- Too many parking spaces
- Shared lane between bikes and cars
- Sharrows
- 2-way motor vehicle traffic
- Future patios on Gladstone Ave.

Sample Comment: "This plan dedicates too much space to cars and not enough to cyclists and pedestrians."

### **Suggestions/Requests**

- More signage reminding road users that bikes and cars share the lane
- Create a shared street here like Market Street
- Add bike lanes to Option A and remove on-street parking

## **Option B**

*2-way direction for motor vehicle traffic, 2-way bike lanes, wider sidewalks, potential of up to 25 street trees, on-street layby parking and some green street features but not as many as Option A.*

### **Support**

- Dedicated bike lanes are safer
- Wider sidewalks

Sample Comment: "As a driver I prefer to know that cyclists are in their own lane."

### **Don't Support**

- Option is too similar to current road condition
- Too much on-street parking
- Bike facilities are unnecessary for such a short connection
- The street remains too wide and traffic will travel too quickly
- Bike lanes next to parked cars (in the "door" zone)

Sample Comment: "Implementing Option B would be a missed opportunity to introduce something bold to Gladstone Avenue."

### **Suggestions/Requests**

Put the bike lane beside the sidewalk away from parked cars

## **Original EA Option**

Comments were made requesting the original EA design presented in April, 2019.

### **Sample Comments**

- "Go back to the option with one-way travel movements and contraflow bike lanes, it's better for everyone's safety and the quality of the neighbourhood."
- "What happened?!? The April design was good!"
- "I'm very disappointed that the one-way system was abandoned."
- "I supported the original option that had one-way car travel, which allowed more options for the rest of the right of way."
- "The original plan of installing one way streets with contraflow lanes is much more bike friendly."

### **Suggestions/Requests**

Make Peel from Minowan Miikan Lane to Dufferin 2-way

## General Suggestions/Requests

- Add public art to the traffic island area at Peel/Gladstone
- Traffic calming features such as raised cross walks, speed bumps or paving stones instead of asphalt
- New trees need to be protected from dogs
- Add bollards/planters at the breezeway next to 20 Gladstone to prevent vehicles from driving through this pedestrian area
- Introduce pedestrian scale lighting
- Install a traffic signal at Peel/Dufferin
- Loading zone should be bigger

## Next Steps

The City of Toronto will review the requests and comments that were raised through this public consultation process and determine the final design.

Detailed design will commence in 2020 with construction currently scheduled for 2021.

# Appendix A: Notice of Public Drop In Event



## Public Drop-In Event #2

### Reconstructing Peel Avenue and Gladstone Avenue (from Queen Street to Peel Avenue)

In April, 2019 the City of Toronto brought forward a proposal to convert Peel Avenue and Gladstone Avenue from a 2-way operation to a 1-way operation for motor vehicle traffic, based on the Peel-Gladstone Reconstruction Environmental Assessment study approved in 2010. The proposal included wider sidewalks, contra-flow bike lanes and green street features (trees, grass boulevards, permeable pavers, etc.).



Gladstone Avenue at Queen Street West, facing north

Feedback from the Public Drop-In Event, held in April 2019, was mixed. There was some support for the roadway improvements in general such as street trees, planters, wider sidewalks, traffic calming and bicycle lanes. There was also concern raised regarding traffic circulation patterns throughout the neighbourhood including traffic from future developments if Peel Avenue and Gladstone Avenue (from Queen Street to Peel Avenue) was converted to a 1-way operation.

Based on concerns raised at the first public drop-in event and a further review of the challenges presented to circulation throughout the neighbourhood, it is now proposed to maintain 2-way motor vehicle operation along Peel Avenue and Gladstone Avenue (from Queen Street to Peel Avenue). As a result, two revised options, both including 2-way operations for motor vehicle traffic, will be presented to the public at this time.

**Option A** includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue (cyclists and cars will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features.

**Option B** includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue, bike lanes, wider sidewalks, potential of up to 6 street trees, on-street layby parking and some green street features but not as many as Option A.

In both options, a contra-flow bike lane is proposed for Gladstone Avenue between Peel Avenue and Argyle Street.

**Join us to learn more about the two options, speak one on one with the project team and provide your feedback.**

**Date: Monday, December 2, 2019**

**Time: Drop in any time between 6:30 p.m. to 8:30 p.m.**

**Place: Parkdale Public Library - Auditorium, 1303 Queen Street West**



This venue is wheelchair accessible.



Information materials will be posted online at [toronto.ca/peelgladstone](http://toronto.ca/peelgladstone) the day after the event. An in person and online survey will also be provided to collect opinions and comments.

#### NEED MORE INFORMATION?

If you have questions, please contact us.

Public Consultation Unit	Elysia Leung - 416-392-8505 - <a href="mailto:elysia.leung@toronto.ca">elysia.leung@toronto.ca</a>
TTY Hearing Impaired Service	416-338-0TTY (0889) (7 days a week, 8:00 am – 5:00 pm, closed holidays)

[toronto.ca/peelgladstone](http://toronto.ca/peelgladstone)

Page 1 of 1



# Appendix B: Feedback Form



## Feedback Form

### Peel Ave. and Gladstone Ave. Reconstruction

December 2<sup>nd</sup>, 2019

Thank you for attending and participating in this Public Drop-In Event. Public consultation is an important part of this project. Please complete this feedback form so we can learn more about your thoughts and opinions regarding the Peel Ave. and Gladstone Ave. reconstruction. All comments will be considered. **This is not a vote.**

Please submit your comments today or by December 13, 2019. Today's materials will also be available on [www.toronto.ca/peelgladstone](http://www.toronto.ca/peelgladstone)

1 Please tell us what you like and dislike about Option A?

**Option A** includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue (cyclists and cars will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features.

2 Please tell us what you like and dislike about Option B?

**Option B** includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue, bike lanes, wider sidewalks, potential of up to 25 street trees, on-street layby parking and some green street features but not as many as Option A.

[toronto.ca/peelgladstone](http://toronto.ca/peelgladstone)

3 Is there anything else you want to tell us about this project?

### About You

What are the first three digits in your postal code? \_\_\_\_\_

Please describe your perspective. (Select all that apply)

- I live along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- I work along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- I shop/dine along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- I travel on Peel Ave/Gladstone Ave/Minowan Miikan Ln
- I represent a business along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- Other: \_\_\_\_\_

How do you typically travel on/to Peel Ave/Gladstone Ave? (Select all that apply)

- Walk
- Bike
- Drive
- TTC
- Taxi / rideshare
- Auto passenger
- Other: \_\_\_\_\_

### About this Event

Please help us to improve by letting us know your thoughts about the event.

	Disagree	Neutral	Agree
The information presented was clear and easy to understand	1	2	3
Staff were able to answer my questions or offered follow up	1	2	3
There was an opportunity to share my comments & opinions	1	2	3

### Contact

**Thank you for your comments!**

Please return your card to the registration desk before you leave, or submit to the City by **December 13, 2019**.

Elysia Leung Sr Public Consultation Coordinator, City of Toronto 416-392-8505 elysia.leung@toronto.ca	<b>Mail:</b> City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19 <sup>th</sup> Floor Toronto, ON M5V 3C6
--	---

The City respects your privacy – your personal information will not be shared without your permission. The personal information on this form is collected under the authority of the City of Toronto Act, 2006, s. 130(c), and the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, CHAPTER M.56. Your personal information is being collected in order to respond to your inquiry and future consultation opportunities regarding the Peel Ave & Gladstone Ave Reconstruction 2020. Questions about this collection can be directed to the Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2000.

[toronto.ca/peelgladstone](http://toronto.ca/peelgladstone)

## Appendix C: Detailed Feedback Form

**1. Please tell us what you like and dislike about Option A? Option A includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue (cyclists and cars will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features.**

We are owners and residents in X Gladstone Avenue. This is our preferred design option, as it introduces the greenest elements and reduces on street parking to help create more of a neighbourhood feel, and introduces innovative green features to help address storm water management. Consider a minor tweak by adding a second loading zone by X Gladstone where there are no other loading opportunities. It would be a huge missed opportunity to be bold by going with Option B. Traffic island would be a unique opportunity for public art.

As a resident of Peel Ave I prefer Option A. The proposal offers more greenery and a narrow street that will tie in nicely with the streetscape of Gladstone North of Peel Ave. Emphasis should be on traffic calming and future use, which will be walkable areas that are safer roadways for cycling. Drivers should be expected to share the road with cyclists (I am both). Will need more signage advising that both cars and cyclists share the road. The more trees and sustainable building materials the better. Also love the storm water run-off elements as part of the landscaping. City should also allow businesses to create sidewalk cafe space on a low traffic street, therefore Option A allows this. Most successful examples of this in the area are the patios at The Drake and Death & Taxes on Beaconsfield Ave. Would prefer less parking on Peel as many of the residents in condo who have parking in the development don't use their spaces.

While I like the look of Option A and I think the greenery is more fitting with the neighbourhood, I think it's important to consider having some space on the road/sidewalk for bikes to get into the existing Bike Share docking station in front of the FreshCo on Gladstone. This station is quite popular with residents and there's no good access for it besides biking on the sidewalk for a bit and then parking your bike, which is unsafe for everyone. Finally, I want to point out that adding the 22 parking spaces beside the bike lane is increasing the hazard of dooring for the cyclist who uses the road. I think if the spaces were added, adequate spacing should be allowed so that if the driver opens the door, it is not in danger of hitting any passing cyclist.

I like that there are more trees. I dislike the fact that there are no bike lanes. I also dislike the fact that there are no traffic calming measures proposed in this design like raised cross-walks, speed bumps, using paving stones instead of asphalt etc. If cyclists are going to have to share the lane with vehicles, traffic calming measures are essential.

\*Much preferred option BY FAR. Creates greener street and a calmer neighbourhood feeling. Dedicated bike lanes in Option B are not needed in a small street section that is calm where traffic has already been decreased significantly. I drive, bike and walk

**1. Please tell us what you like and dislike about Option A? Option A includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue (cyclists and cars will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features.**

and have lived in a house at X Gladstone since 2008. Creating the neighbourhood feeling is much more important, which keeps things more slow and safe. People are more aware and cautious in neighbourhood environments when driving. Wider sidewalks and narrower streets also slow the street down and will help with retail space.

Cycling lanes running next to parked cars increase the risk of cyclist being 'doored' and car doors being damaged by 'doored' cyclists. Sharrows aren't really bike infrastructure. Preliminary research from a PhD student at the University of Colorado found that although bike lanes encourage more ridership and reduce the number of crashes, a street with sharrows doesn't seem to do either. A study of streets in Toronto and Vancouver found that streets with sharrows might even be a little more dangerous than a street with nothing bike-related at all

This is by far the superior option. It creates a true community feeling and doesn't lull cyclists into a false sense of security by creating dedicated bike lanes that are actually quite dangerous given how motorists use this street to drive/park. This option would beautify the neighbourhood, calm motorists, provide space for cyclists and those on foot and connect well with the nearby planned Pessoa Park.

Like: street trees and opportunity for water management, Dislike: far too much space dedicated to automobiles and parking - this is not a green street at all

Dislike proposal for a shared lane of automobiles and bicycle users. Dislike widened sidewalk on the East side of Gladstone not necessary, foot traffic demand is low. Like West side sidewalk widening good idea because of new residential buildings.

Dislike - without traffic directional restrictions, volumes will be too high for cyclists and this option provides no dedicated lanes. Sharrows are not infrastructure.

Wider sidewalks, street trees

A has a larger street boulevard on the east side of Gladstone, in front of the terribly ugly and anti-social FreshCo wall.

Awful. Proposing sharrows, in 2019? Is this a joke? Throw this right out. The April design was so much better!

I don't think cyclists should be forced to share the lane with cars. It's not as safe as a bike lane. This plan dedicates too much space to cars and not enough to cyclists and pedestrians.

Like: wider sidewalks, more street trees/green street features.

**1. Please tell us what you like and dislike about Option A? Option A includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue (cyclists and cars will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features.**

Dislike: 2 way motor vehicle traffic, bike/car share lane, on-street layby parking

I like the idea of so many trees, but cyclists and cars do not share the same space very well.

With this much right of way width, cars and bikes should not have to share lane, so I don't like that there is no bike lane. I like that there are more new trees planted. I don't think we need to consider parking spaces as a priority - so few people drive in this area (their needs should not trump other needs).

Love more green space. Definitely what the area needs/wants. Shared lanes is a good solutions for now, wider sidewalks also a plus. Maybe the extra sidewalk space can be used for bike lanes instead.

This is neighbourhood of a walk rate of 100%. Some of its best features depend on its green areas and walk space. Like the wider sidewalks, number of street trees, and green street features. Dislike the shared lane between cars and cyclists (cyclists deserve a safe lane that will not be obstructed by cars, traffic and parked vehicles). The on-street layby parking and 2-way motor vehicle traffic will negatively impact the nature of our neighbourhood.

Shared cycling infrastructure is dangerous. There should be protected bike lanes. Not sharrows. I have previously been hit by a car as a cyclist. Cars already speed on Gladstone and Peel and there are many mid-block pedestrian crossings to Metro and FreshCo. Option A is contrary to Vision Zero and best practices in road design. Physical safety is at risk with this design.

I like the two-way traffic and adding trees. Not concerned about street parking in this area.

Option A is smaller road space & will put vehicles + bicycles together. Not ideal & will lead to a cluster.

Dangerous for bikes & cars to share road in this area

Option A gives more sidewalk space (future patios) no good. Cars & cyclists have to share road.

I like everything about this option

I don't like how it took out the addition of biking infrastructure. Sharrows are not bike infrastructure.

**1. Please tell us what you like and dislike about Option A? Option A includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue (cyclists and cars will share the lane), wider sidewalks, potential of up to 50 street trees, on-street layby parking and green street features.**

Great option for bike and green space. Seems like the right choice for the neighbourhood

Discussed this with several members who attended first meeting but not the second and felt that sharing the 2 way traffic with both Vehicles and Bikes is preferential given the needs of the Residential zones North and to the west. However, as we mention in Option B there should have been a more detailed contextual review of the adjacent Freshco lands and pending rezoning and redevelopment.

Cars and cyclists sharing lane is chaotic. This road is still used heavily by local residents. Queen and Dufferin is disaster intersection. Too much traffic!

**2. Please tell us what you like and dislike about Option B? Option B includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue, bike lanes, wider sidewalks, potential of up to 25 street trees, on-street layby parking and some green street features but not as many as Option A.**

This is too similar to the current condition, the abundance of on street parking results in the street being constantly dirty and filled with garbage. Implementing Option B would be a missed opportunity to introduce something bold to Gladstone Avenue. The bike conditions proposed are unnecessary given they are a small connection on a residential street to a similar condition on Argyle. There is already a separated bike lane proposed as part of the rail path extension.

Not a fan of the separated bike lanes, this just is more of the same that's currently Peel Ave to Gladstone. It won't slow the flow of traffic through the neighbourhood. The streetscape should tie into the streetscape of Gladstone north of Peel Ave. Still like the incorporation of the storm water runoff into the landscaping.

I prefer Option B.

While I'm glad that cyclist in this case get their own lane, the lack of trees and greenery on the east side of Gladstone is unappealing. Also, while it's great that cyclist get their own lanes, it does not appear that the lanes would be protected in any sense. Having a wider street with less obstructions would encourage more drivers to speed and I think that would be detrimental to the neighbourhood.

I like that there are bike lanes. I dislike how none of the bike lanes are protected. Instead of placing the bike lanes on the road, put the bike lanes beside the sidewalk, opposite of the street trees and parked cars.

I do not know why Option B was listed as the preferred option when you haven't asked our opinion yet. This options has less trees, and therefore is less neighbourhood like and creates a faster urban street. Dedicated bike lanes make the street faster. We already have Dufferin for that. Cars and bikes will pay less attention with this option. They 'feel safer' in their lanes and therefore speed along without regard to their surroundings. There is more chance of getting doored or hit by cars that are crossing the bike lanes.

The presence of on-street parking means placing bike lanes in the door zone on one side. The design would impair proper snow clearing efforts.

**2. Please tell us what you like and dislike about Option B? Option B includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue, bike lanes, wider sidewalks, potential of up to 25 street trees, on-street layby parking and some green street features but not as many as Option A.**

This option is status quo at best. It doesn't consider that a majority of road traffic in this area comes from Ubers, delivery trucks, grocery shoppers and others that don't live in the neighbourhood. Adding these bike lanes is simply allowing someone at the City to check a box and not actually helping cyclists or pedestrians in the way that a major redesign of the traffic flow as proposed in option a would. Most frustratingly, this was listed as the 'preferred option' based on the City's opinion and listed as such prior to any consultation, seemingly an attempt to fool people into accepting it.

Like: Cycle lanes - although their utility is limited as there are no barriers to stop cars and delivery vehicles from parking in them. So likely option A might actually function better.

Dislike: lack of tree canopy, far too much space dedicated to automobiles and parking - this is not a green street at all.

Like the separation of user lanes. Dislike there is no permanent separation of driving lanes and bicycle paths through the use of plastic bollards or planters. Dislike in the southbound lanes, bicycle path is in the open door zone of parked cars.

Bike lanes next to parked cars are unsafe. Go back to the option with one-way travel movements and contraflow bike lanes, it's better for everyone's safety and the quality of the neighbourhood.

Bike lane, wider sidewalks, street trees

Option B is TERRIBLE all round. It focuses on the CAR and not about neighbourhood walkability...

1) Again, awful. Bike lanes outside parked cars? Is this a joke too? This setup is hazardous and we've known this for years now, even in Toronto.

2) If people are so concerned about traffic circulation, why is the condo laneway one way? It's 6m wide all the way through. People should be able to turn off Dufferin into the condo. Make Peel from the lane out to Dufferin two way, and if you \*must\* have street parking, put the bike lanes inside the parked cars!!! Also, the loading zone should be bigger.



**2. Please tell us what you like and dislike about Option B? Option B includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue, bike lanes, wider sidewalks, potential of up to 25 street trees, on-street layby parking and some green street features but not as many as Option A.**

3) Not sure how those street trees are supposed to fit between the sidewalk and the parked cars. Take over a few parking spaces and give the poor trees some room.

This option looks and sounds like the best option.

I like the idea of a bike lane and wider sidewalks.

Like: bike lanes, wider sidewalks.

Dislike: 2 way motor vehicle traffic, less street trees than option A, on street parking

Have bike lanes on the side of the sidewalk and not the vehicle traffic.

Love bike lanes and wide sidewalks. While it means less trees, it is still more than are there now and hopefully this will keep cyclists and pedestrians safe. As a driver I also prefer to know that cyclists are in their own lane.

I like the bike lane, and I think that should be top priority (won't have another chance to do this right for 20-30 years, or more).

Bike lanes are a plus, how are you planning on widening sidewalks and making bike lanes? Why can't the bike lane idea be added to option A while keeping green spaces? Take out street parking. People in the area have access to parking garages in their buildings with visitor parking. The area needs more bike friendly and green spaces. People in the community are outraged by the inability of the city to hear what we want/need. Significant green spaces and bike lanes. Merge the two option, less room for cars.

Option B is great for its proposed bike lanes and wider sidewalks, but lacks in all other aspects. The potential street trees is only half of what they could be in option A and the decreased green street features will negatively affect our green neighbourhood and its rich environment. As in option A, the 2-way motor vehicle traffic and the on-street layby parking will tarnish the common, environmentally-friendly methods of travel (walking, cycling, TTC) into a much more polluted and unfriendly area.

Unprotected bike lanes are dangerous. These should be fully separated from vehicle traffic. Goods delivery is a major issue on Gladstone and Peel and delivery trucks will surely park in the bike lanes. Cars already speed on Gladstone and Peel and there are

**2. Please tell us what you like and dislike about Option B? Option B includes 2-way motor vehicle traffic on Peel Avenue and Gladstone Avenue from Queen Street to Peel Avenue, bike lanes, wider sidewalks, potential of up to 25 street trees, on-street layby parking and some green street features but not as many as Option A.**

many mid-block pedestrian crossings to Metro and FreshCo. Option B is contrary to Vision Zero and best practices in road design. Physical safety is at risk with this design.

Dislike fewer green options. I don't typically see a lot of bikes on these roads anyway.

This is great! Yes please keep it 2 way motor vehicle!! If made one way then the intersection at Queen and Dufferin will be a nightmare and even more dangerous than it already is.

Dedicated bike lane is much safer! This works for everyone.

Dedicated bicycle Lane is safer. Wider sidewalks better for condo residents.

Option B is much safer. Dedicated bike lane provides safer choice for all users of the road

I like the bike lanes and increased side walk size with the street trees, but bike lanes should be protected where possible.

Nothing

Option B is a second choice due to what appears to be dedicated Bike Lanes between Peel and Queen Street on Gladstone as it makes Deliveries, Gladstone Hotel deliveries and short term parking more difficult for the regular neighbourhood Vehicular and Pedestrian traffic.

B is safer for cyclists, pedestrian & cars.

Far safer option as there are dedicated lanes for vehicles and bicycles.

This is the best option. Safer design. Separate lanes.

### 3. Is there anything else you want to tell us about this project?

There are many residents with dogs in the area, please ensure that trees have surrounds to protect them, placement of garbage cans should also be dispersed and aware from entrances. If option B is to proceed, please consider reducing the amount of free on street parking / split it up so it is on alternating sides of the street. Please also consider introducing bollards/planters at the breezeway next to 20 Gladstone to prevent vehicles from driving in (currently large planters), also please consider enhanced pedestrian scale lighting.

I think more consultation is needed to ensure the future use of the area is considered. More walkable and more sidewalk space for cafe and eating areas. As time goes on and as more people start having families, more green space will be better to separate the cars from the kids. There is a proposed Day Care to be located in the Gladstone/Minowan Miikan Lane development... so consider the way the neighbourhood will change in 5 years.

I wish you were able to let more people know about this. I found out randomly on Facebook from my councillor but I think more notices and flyers should be sent to the apartments on Queen, Abell and Lisgar to let the local resident know about the upcoming changes.

Still too car-oriented. Way too many parking spaces. I think Option A has potential, but it really needs to look like a 'shared street', like Market Street beside the St. Lawrence Market downtown. Option B would require near-constant parking enforcement to ensure that vehicles don't park in the bike lanes.

Please consider this as a neighbourhood not a high traffic only street. With more condos developing, we can still create a calm and friendly neighbourhood and not a high density urban area by narrowing the street, adding more greenery and widening the sidewalks for pedestrian flow and enjoyable walking around the upcoming retail stores.

Switch the direction of Alma Avenue to one way eastbound so we don't have three consecutive one way westbound streets. Switch directions on Gladstone to one way southbound with northbound contraflow bike lanes to be consistent with Gladstone further north. Allow two way traffic on Peel from Minowan Way to Gladstone but keep it one way westbound west of Minowan Way. This – along with switching directions on Gladstone – would allow people driving on Minowan Way to get back to Queen via Gladstone and provide a low traffic environment for people riding bikes. Add a traffic signal at Dufferin and Peel which can be synched with the Queen and Dufferin signal and help improve access to the West Toronto Railpath extension.

This request for 'feedback' was a joke. We spent our entire visit arguing with the city rep about the 'preferred' option. He had no interest in listening to two people who lived in the middle of this proposed development for 15 years plus. I have no faith that the City is listening to actual people on this. Instead they're doing what they want. Tonight's 'consultation' was a farce.

### 3. Is there anything else you want to tell us about this project?

I am very disappointed that the one-way system was abandoned - the one way allowed for much greater amount of shared space and a much greener street. The new options are 'car-centric' - for local streets, the pedestrians, cyclists and landscaping should take precedence. If the two-way system is pursued. Perhaps eliminate parking on one side of the street so there is more room for shared interest vs just cars. I prefer Option A, as the cycle lanes will just be blocked and not function properly.

There needs to be more traffic calming measures implemented in this area to discourage motor vehicle user from using Peel and Gladstone as a shortcut.

Option B is preferred because of bike lane.

The ORIGINAL proposal was much better. What happened to that?

1) What happened?!? The April design was so good! 2) Any design for this area should include a light at Dufferin/Peel. There's another huge condo going in across the street, and there's no way to cross Dufferin until almost 500m north of Queen. Maybe the light should be at Alma, but there needs to be a light in this area of Dufferin. 3) The Gladstone/Queen intersection is still a mess in these designs. Two 5+m 'shared lanes'? This is incredible cyclist and pedestrian hostile. Leaving that much ambiguous car space leaves way too much room for aggressive drivers.

This city needs to prioritize cycling infrastructure and build a proper network. There needs to be a bike lane.

Both of these options are terrible. Toronto can and should do better. We need to stop giving over the majority of our public space to private motor vehicles. As a resident of this neighbourhood, I absolutely detest the lack of vision presented here. Especially after all this time the city has had to work on this.

There should be a lights off Dufferin street with the new condo being built across the street and better pedestrian features to connect the community

I supported original options that had one-way car travel, which allowed more options for the rest of the right of way. I don't understand why that was abandoned.

Listen to the community. We are the people who live in these spaces. We are a "green" oriented community. Let that be reflected in our infrastructure. The city has an opportunity to do this right. Follow through.

This area of Toronto is greatly known for its green space, parks, and ease of travel. Inhibiting what makes this neighbourhood stand out for more vehicle traffic and less space for pedestrians and residents will greatly impact all those who either live or visit this area. Your reconsideration for these plans will be immensely appreciated by residents and visitors alike.

### 3. Is there anything else you want to tell us about this project?

There should be a one way street for vehicles (either northbound or southbound). Dufferin is already a good north/south route for traffic. There are many mid-block crossings between the grocery stores and these pedestrian and cyclist crossings need to be protected with a slower street. Options A and B are contrary to NACTO (National Association of City Transportation Officials) urban street design guidelines. I will be sure to highlight this poor street design at the NACTO 2020 conference in Boston.

Please keep it a 2 way street thank you!

Cyclists avoid the tunnel at Dufferin & Queen. Dedicated lane leading to Argyle bike lane is best for safety.

Many developments happening in this area. We need dedicated lanes to provide safety for all.

Hello, As a resident at X Gladstone and cyclist I am quite familiar with this area and what cycling requirements would best suit the street redesign. The latest options proposed by the City appear to be moving backwards in terms of biking accessibility. The bike sharrows in Option A are not a real solution, actual bike infrastructure such as bike lanes in Option B should be the bare minimum for street redesigns in 2019. However, it is also worth noting that a bike lane in the door zone is also not preferred as this is a safety hazard for cyclists. The original plan of installing one way streets with contraflow lanes is much more bike friendly (and I believe the preferred plan by CycleTO). It is irrelevant what direction these streets go, personally I think making Peel eastbound and Gladstone southbound would align better with the adjacent streets.

Please prioritize pedestrians and cyclist safety. Greenery is a must to preserve the characteristic of the neighbourhood. That street doesn't need more parking spaces.

There should be no accommodations or opportunities for a Gladstone Flanking Boulevard Patio space (example the Black Bull at Soho and Queen) which would further degrade the other recreational and green space (as limited as it is) being proposed. A Patio of any size would create a Noise nuisance in what is now an 'echo canyon' of Condos north and south of Queen street. The noisy outdoor Patios at Lisgar and Queen can be heard in the Evenings as far away as Argyle

With the Freshco eventually being developed, we need dedicated lanes for bicycles, drivers, Uber etc. Wider sidewalks are nice but dedicated lanes should be priority for a smoother flowing city street.

This area has a lot of cycle traffic.

## Appendix D: Phone and Email Log

Ref #	Date Rec'd	Message (full or summary)	Response (CPU, client or Cllr's Office)
1	Nov. 25 <sup>th</sup> 2019	<p>Dear Elysia,</p> <p>Thank you for this notice. I am grateful that the City planners have retreated from the first plan. I will be out of town on December 2, so I thought I would mention a few points.</p> <p>The traffic on Gladstone between Queen and Peel is very heavy, especially with large trucks delivering food to both Freshco and Metro. If the larger number of trees interferes with their turning and deliveries that could be a problem.</p> <p>I would hope that when the new pavement is put in, the road on Queen is fixed as well. Currently, the road is so bad that cars bounce around while crossing Queen.</p> <p>The traffic planners have banned right hand turns on red lights at the corner of Dufferin and Queen. There are many times that right turns on red would be safe when there is less traffic on Queen. When the large condominiums on Dufferin by Peel are finished, the lengthy queues on Dufferin will get worse. As it is, there are often traffic lines going north on Dufferin to Queen</p>	<p>Thank you for contacting the City. I will forward your comments to the project team for review.</p>

Ref #	Date Rec'd	Message (full or summary)	Response (CPU, client or Cllr's Office)
		<p>almost all the way back to King street, especially when the busses are stopped at Queen St. on the corner. There needs to be some thought given to the current bottleneck, and when the new housing units are finished it will be a terrible congestion.</p> <p>Thank you for the opportunity to comment.</p>	
2	Dec. 2 <sup>nd</sup> 2019	<p>Good evening Elysia,</p> <p>We had the opportunity to review the Gladstone Avenue presentation materials. We voiced our preference for Option A with some slight modifications to allow for additional loading zones. This is a unique opportunity to transform Gladstone into a beautiful green neighborhood street, and connect it to the rest of the community.</p> <p>One question, we noted that the construction has been delayed further until 2021. Previous materials noted 2020. As the City can appreciate, owners for the condominiums on Gladstone Avenue have been waiting since 2016, and earlier, to have our streetscape beautified, so we feel that time is of the essence.</p> <p>Please advise as to the cause of the delay.</p>	<p>Thank you for sharing your comments with the City.</p> <p>The construction delay to 2021 was based on feedback received from the first Public Drop In Event held in April, 2019 where concern was raised about the change to one-way streets. City staff revisited the design options to develop new options that included two-way traffic lanes for motor vehicles. These options were presented to the public at the Public Drop In Event on Dec 2nd. Detailed design is planned for 2020 with construction planned for 2021.</p> <p>Please be in touch if you have any other questions.</p>

Ref #	Date Rec'd	Message (full or summary)	Response (CPU, client or Cllr's Office)
3	Dec. 3 <sup>rd</sup> 2019	<p>Greetings Elysia,</p> <p>While it was unfortunate I couldn't make it to yesterday's Peel-Gladstone meeting - got a big trip to get ready for - I do have some thoughts on the revised options.</p> <p>In a nutshell, neither of the two options are acceptable to people riding bikes because sharrows don't count as infrastructure and the City of Toronto needs to stop proposing building bike lanes in the door zone.</p> <p>While I understand there have been some concerns raised, I feel they can be addressed while making changes to the original contraflow idea. These include switching Alma to one way eastbound, switching Gladstone to one way southbound, making Peel from Minowan Way to Gladstone two way (still one waywestbound from Minowan Way to Dufferin), and adding a traffic signal at Dufferin.</p> <p>Feel free to let me know if you or Councillor Ana Bailao's office - I copied them to this e-mail - have any questions.</p>	<p>Thank you for sharing your comments with us. Your comments have been recorded and I am forwarding your comments to the project team for review. Please also note that an online feedback form is available at <a href="http://www.toronto.ca/peelgladstone">www.toronto.ca/peelgladstone</a>. The feedback/comment period closes December 13th, 2019.</p> <p>Please be in touch if you have any other questions or comments.</p>



Ref #	Date Rec'd	Message (full or summary)	Response (CPU, client or Cllr's Office)
4	Dec. 3 <sup>rd</sup> 2019	<p>Hi Elysia, I noticed in the designs that no Bike Share station. As promised before the Bike Share was going to be reinstall once project done. Is there going to be an open space for the Bike Share Station on the designs. The councillor's office had also mentioned a Bike Share Station as part of the project. Your colleague on Dec. 2nd mentioned there would be a Bike Share to my friend, but why not on designs. When is the projected completion of this project?</p>	
5		<p>I actually found your old email regarding reinstalling Bike Share and on the final Designs. Thank you and your coworkers for actually using community feedback.</p>	<p>Thank you for contacting the City. Project design is scheduled for 2020 with construction currently scheduled for 2021.</p> <p>Thank you for finding our previous correspondence on the bike share dock. If you have any additional questions, please be in touch.</p>
6	Dec. 13 <sup>th</sup> 2019	<p>Hi Elysia, I put a couple of thoughts together on the "<a href="http://Toronto.ca/peelgladstone">Toronto.ca/peelgladstone</a>" webpage for inclusion with others.</p> <p>A couple of items.</p> <p>If you are looking for more feedback we could assemble 3-4 residents for a last working group session early in January. They would be Residents of Gladstone, Alma/Peel, Northcote, Beaconsfield and hopefully someone from X or X Gladstone. The general</p>	<p>Thank you for contacting the City. I will share your comments with the project team for review. Please note that I have switched positions within the City and I am no longer on the Public Consultation team. If you have any further comments regarding the Peel Gladstone Road Reconstruction project, please direct those to Tracy Manolakakis, Manager of Public Consultation (copied here).</p>

Ref #	Date Rec'd	Message (full or summary)	Response (CPU, client or Cllr's Office)
		<p>feedback we have had is the Complete Streets Guidelines have to be carefully and selectively implemented at this defacto South Western Entrance and Exit intersection to Beaconsfield Village.</p> <p>The increased traffic flow now and in the near future from Dufferin is a serious concern. The same concerns were expressed a decade or more ago about Queen St between Dufferin and Dovercourt (should have included Ossington if we had known about CAMH development. We need to be included this time around.</p> <p>On another happy note and given the West Queen Heritage District study, the Residents and the City should encourage an historical reference re: part of the built form of the Gladstone reconstruction should allow for the History of the immediate area with Street Art, Displays, Murals, Plaques, Historical Benches and complimentary lighting. I would site several examples, one would be the Junction neighbourhood on Dundas Street west.</p> <p>I look forward to discussing this further with you and some interested local Residents and established Businesses to prepare this project for eventual success.</p>	