

Glen Road Public Space South of Tunnel Public Consultation Summary

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As part of the Glen Road Pedestrian Bridge & Tunnel Replacement project, the City of Toronto will be upgrading the public space at the end of Glen Road, south of the existing tunnel. Major features of the new design include:

- Larger and reconfigured public area
- Relocated and expanded green space
- New sidewalk connection on the east side to support the mobility needs of people of all ages and abilities
- Measures to enhance public safety

The City hosted an online community meeting on this topic on July 8, 2021, and invited feedback from the public up to July 26, 2021. This report summarizes the public notification, participation and feedback received as part of this public consultation.

For further background information see the project web page: toronto.ca/glen-rd-ped-bridge

Notification

A community meeting notice was sent to local stakeholders on June 24, 2021:

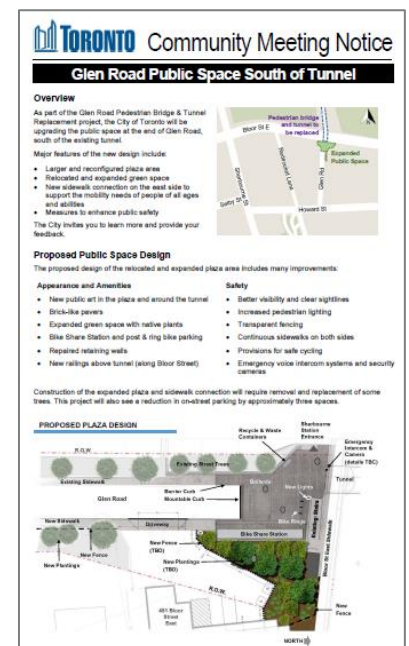
- 72 addressed letters sent to all known residents and property owners on Glen Road south of Bloor Street East, including 451 Bloor Street East
- 458 emails sent to the Glen Road Bridge & Tunnel project email list
- 125 emails sent to known property owners and local stakeholders (with significant overlap in those subscribed to the project email list)

The two page colour notice (print and PDF) provided a basic summary of the proposed changes and invited residents to register and join a virtual public meeting on Thursday, July 8, 2021, from 6:30 p.m. to 8:30 p.m..

The notice also included contact information to submit feedback via phone, email and mail.

Following the July 8 virtual meeting, a copy of the slides that were presented, along with feedback forms, were sent to all those registered to attend.

A copy of the notice is included in Appendix 2. A copy of the slides presented are available on the project web page.



Participation

Virtual Public Meeting

The virtual meeting was hosted as a Webex Event on Thursday, July 8, 2021, from 6:30 p.m. to 8:30 p.m.

The virtual meeting received 51 unique registrations from the public. Approximately 25 members of the public attended the virtual meeting for at least an hour or more, including three by phone. There were 29 participants at peak participation during the presentation.

The meeting also included 10 members of the project team along with local Councillor Kristyn Wong-Tam (Ward 13 - Toronto Centre), members of the councillor's staff and a representative from Councillor Mike Layton's office (Ward 11 - University-Rosedale).

The meeting was facilitated by Jason Diceman, Senior Coordinator, Public Consultation Unit.

The presentation and majority of answers to questions were provided by Violetta Savage, Senior Project Manager, Transportation Services, with support from the project's technical team and management staff. See *project team list in Appendix 1*.

Following the presentation, participants were invited to submit questions using the Q&A panel or 'raise their hand' using the participants' panel, to request to speak.

During this question and answer period, the team heard from approximately 10 different residents through text input or verbally.

Feedback Form & Email Communication

Prior to the close of the comment period on July 26, the project team received:

- Four emails (including one scanned Green Space Feedback Form and a formal letter on behalf of the Bloor East Neighbourhood Association)
- Nine online feedback forms submitted

A petition was also received by the local Councillor and shared with the project team.

The majority of responses were from adults over 30 who lived on Glen Road, south of Bloor Street East.

Feedback Received

Based on the comments received by the team at the virtual meeting and through the online feedback forms, emails, and petition, the following key points of feedback were recognized. Points are organized by topic, are in no specific order, and capture a range of perspectives.

- **Objection to mature trees being cut down**
 - Tall trees provide increased privacy for apartments in 451 Bloor Street
 - Large trees reduce dust
 - Trees shadows cool the street
 - East side sidewalk connection is not necessary
- **Concerns about reduced on-street parking**
 - Reduced parking spaces with increased demand (from loss of private lot spaces at 451 Bloor St E) will be an inconvenience for residents with cars.

- Priority (or exclusive permit parking) should be given to those who live on Glen Rd and at 451 Bloor St. East.
- Current parking spaces are being used frequently by construction vehicles, delivery trucks, etc
- Decrease the parking time and enforce it.
- **Green Space**
 - Ensure good sight lines from many angles.
 - Suggest high branching trees and low perennials to reduce antisocial behaviour.
 - Should be completely fenced in with high fences (for safety).
 - No fencing is needed.
 - Avoid open green space that could encourage undesirable behaviour.
 - Plant large 'Pine Trees' for winter privacy, wind/dust break, sound buffer.
 - Plant shade trees.
 - Small shrubs like Snowberry could be put in front of the chain link fence.
 - Please grow some "Swamp Milkweed" to bring back the Monarch Butterflies to our area.
 - Suggest flowers such as rose bushes, lilacs and forsythia
 - Consider planting Canadian Poplars next to Bloor Street along with a couple of Sycamores. The poplars rustle loudly and might drown out the noise from Bloor.
 - Suggest planting blackberry bushes up against the wall. These fast-growing, thorny bushes will prevent graffiti and intrusion.
 - Concern about moving the green space closer to the building.
- **Undesirable Behaviour / Personal Safety**
 - Concern plaza space creates opportunity for loitering, drug use and crime.
 - There is drug use in this area and people with mental health problems.
 - We need more police presence.
 - Concern tents will go up in any open space
 - We need 'active ' cameras at the Subway entrance and at both the south and north ends of the walking bridge.
- **Cycling**
 - Allow for continuous safe cycling through from the roads through the plaza, tunnel and bridge.
 - A contraflow lane is suggest to connect Howard St. to Sherbourne St.
 - Concern about pedestrians at risk of collisions with cyclists.
 - Bike share station is good but excessive.
 - No need for bike stands.
- **Maintenance**
 - Concern public art will be spoiled with graffiti.
 - There needs to be frequent maintenance of the green space to keep it from being overgrown and filled with litter.
 - Waste receptacle by subway entrance needs to be emptied more often.

- More litter removal and sidewalk cleaning.
- **West Side**
 - Embankment above the West retaining wall could be terraced with ground cover such as Virginia creeper the vines of which would cascade off the wall.
 - Retaining wall height needs to be increased significantly so that people are unable to hoist themselves up and use it as a ledge to sit on and loiter or peddle drugs.
- **Process and Consultation**
 - The City should have consulted with residents about proposed changes to Glen Rd south earlier in the design process.
 - Virtual meeting had technical problems for some participants.
 - Online form technical problems.
 - Online form is inappropriate.
 - Thank you for the opportunity to participate.
- **Support for the Design**
 - Appreciate the inclusion of security cameras, new lighting and emergency intercom.
 - Design looks nice.
- **Suggestions for Alternative Design**
 - Preference for keeping the parking lot and community garden as is. Prune the trees and shrubs to open up site lines.
 - Don't feel east side sidewalk is necessary – enlarge west sidewalk instead.
 - Need to better preserve the heritage of the neighborhood.
 - Streetscape portion of this project be analyzed from the lens of the heritage restoration of the street from Howard St. all the way to the subway entrance.
 - How relevant is the public art of flying Arctic birds and sleeping sled dogs to our Victorian Heritage Village?
 - Install heritage style street lamps that complement Glen Road North to Glen Road South.
 - Add artful statues that bring reverence.
 - Keep the five parking spaces at 451 Bloor, but make them available as paid parking for residents of Glen Road.
 - Years ago, an artist, Brian Sexton, suggested turning the subway entrance into a turn of the century railroad station...
- **Other**
 - Include pedestrian signage on Howard to direct people to Glen Rd Bridge
 - Add plaques that give more history
 - Prefer "Promenade" to the use of the words "Paver Plaza"
 - Need for direct engagement concerning construction plans affecting 40 Glen Road at north end of bridge.

Two respondents expressed interest in volunteering to maintain part of the expanded green space as a community garden.

Appendix – Project Team

Following are members of the team who participated in the June 8, 2021. Public Meeting.

City of Toronto

- Violetta Savage, Sr Project Manager, Transportation Services
- Cassidy Ritz, Manager, Transportation Services
- Candice Chan, Sr. Engineer, Engineering and Construction Services
- Jodie Atkins, Manager, Engineering and Construction Services
- Jason Diceman, Sr Coordinator Public Consultation
- Robyn Shyllit, Supervisor Public Consultation
- Ryan Lo, Sr Coordinator Public Consultation
- Maaja Eichfuss-Clarke, Planner, Urban Design

Consultants - Morrison Hershfield

- Justin Chen, Structural Engineer/Project Manager
- Dan Rozanski, Morrison Hershfield, Landscape Designer

Appendix - Community Meeting Notice

(see next page)