



Maple Leaf & Rustic Neighbourhood Streets Plan

Public Consultation Report
May 2024

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For questions about this report, please contact:

Sivahami Vijenthira
Senior Coordinator, Public Consultation Unit
mapleleafrusticstreets@toronto.ca
416-392-9510

Consultation Summary

Public and community interest group consultation for Phase 1 of the Maple Leaf & Rustic Neighbourhood Streets Plan took place from November 2 to December 18, 2023. Consultation activities included a virtual meeting with interest groups, a pop-up event at Falstaff Community Centre, a survey and interactive map, and comment tracking. Over 50 people attended the in-person public consultation event on December 4, 2023, and 174 comments were received on the interactive map, in addition to 13 people providing comments by phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project webpage, targeted emails to 50 interest groups, mailed distribution of over 10,000 notices through Canada Post across the project area, and in-person distribution of 1,000 postcards to schools and senior residences across the project area.

Feedback received in Phase 1 consultation centred around six main themes:

- Road safety concerns for all road users
- High motor vehicle speeds throughout the neighbourhood
- Concern about the impact of congestion along major corridors on neighbourhood streets
- Lack of desirable travel alternatives to motor vehicle travel
- Conflicts between parking/loading and motor vehicle flow
- Concerns about the impact of development on the transportation network

A second phase of consultation is planned for later in 2024 to receive feedback on proposed changes for the project area.

More information about the project can be found at toronto.ca/mapleleafrusticstreets.

Project Overview

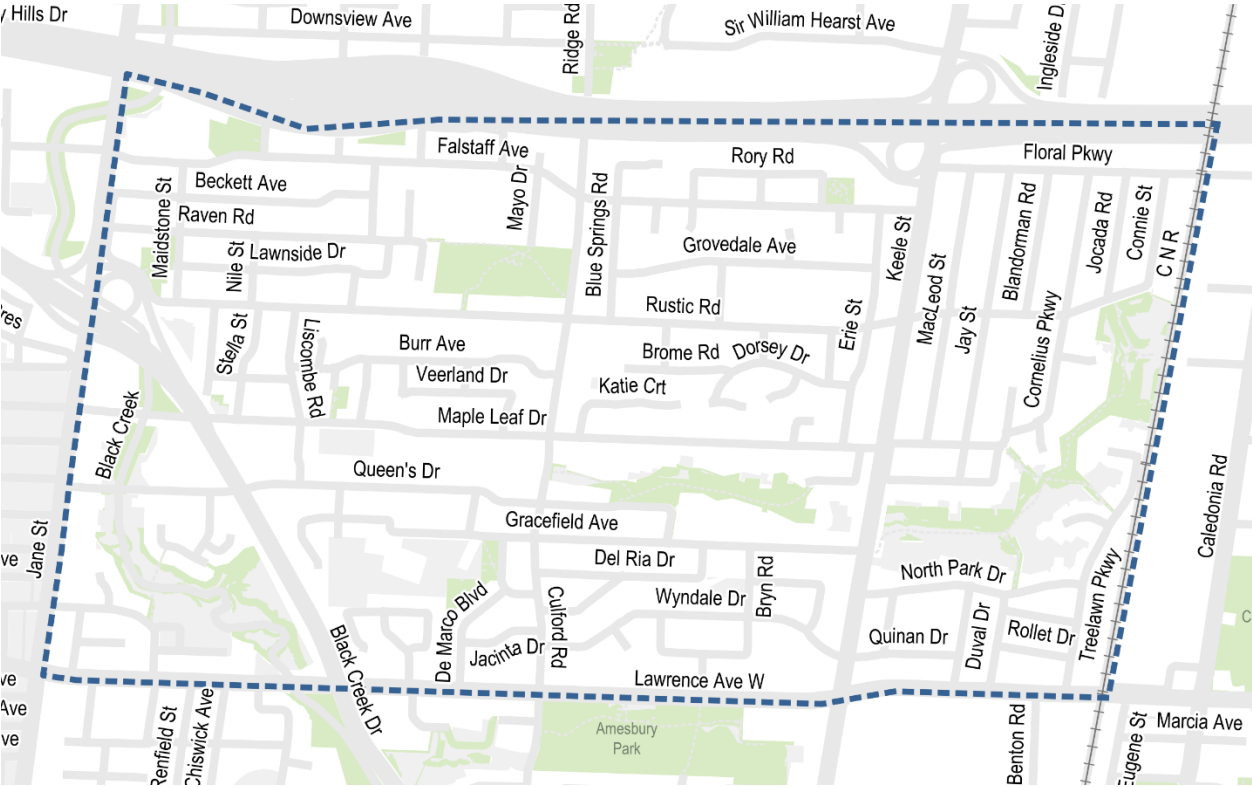
In consultation with the local community, the City of Toronto is developing a Neighbourhood Streets Plan (NSP) for the Maple Leaf and Rustic area that identifies, prioritizes, and recommends short term actions and long-term changes to traffic operations and road design to support safety for all modes of transportation.

The Neighbourhood Streets Plan aims to address three main areas of concern:

1. Road safety for vulnerable road users (e.g. seniors, school children, pedestrians and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets

Public consultation on the Neighbourhood Streets Plan is taking place in two phases. The participation of local residents and interest groups is essential to identifying appropriate actions and effective changes for the Maple Leaf and Rustic neighbourhoods.

1. Fall/winter 2023: Phase 1 public consultation on local issues and ideas
2. Fall/winter 2024: Phase 2 public consultation on proposed actions and changes



Overview of Communication and Consultation Activities



Communication Activities

A variety of methods were used to notify people of the Maple Leaf & Rustic Neighbourhood Streets Plan and opportunities to participate:

- Project web page toronto.ca/mapleleafrusticstreets (192 unique visits)
- Notice delivered through Canada Post (10,450 addresses in the project area bounded by Jane Street to the west, Lawrence Avenue West to the south, the GO rail corridor to the east, and Highway 401 to the north)
- Email to interest groups, including local organizations and institutions like schools and senior residences (30 contacts)
- Hand-delivered postcards to schools, senior residences, community centres and public library (1,000 postcards to 16 locations)

Consultation Activities

Comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Interest Group Meeting	November 2, 2023	5 participants (30 invited)
Pop-Up Event at Falstaff Community Centre	November 29, 2023	15 comments received from 20 participants
Public Consultation Event	December 4, 2023	54 participants
Online Survey and Interactive Map	November 20 – December 18, 2023	173 comments received from 63 participants
Email/Phone	February 6, 2023 – January 3, 2024	31 comments received from 13 individuals

What We Heard

The following provides a high-level summary of comments received through all consultation activities. A detailed breakdown of comments received from interest groups and the public can be found in subsequent sections.

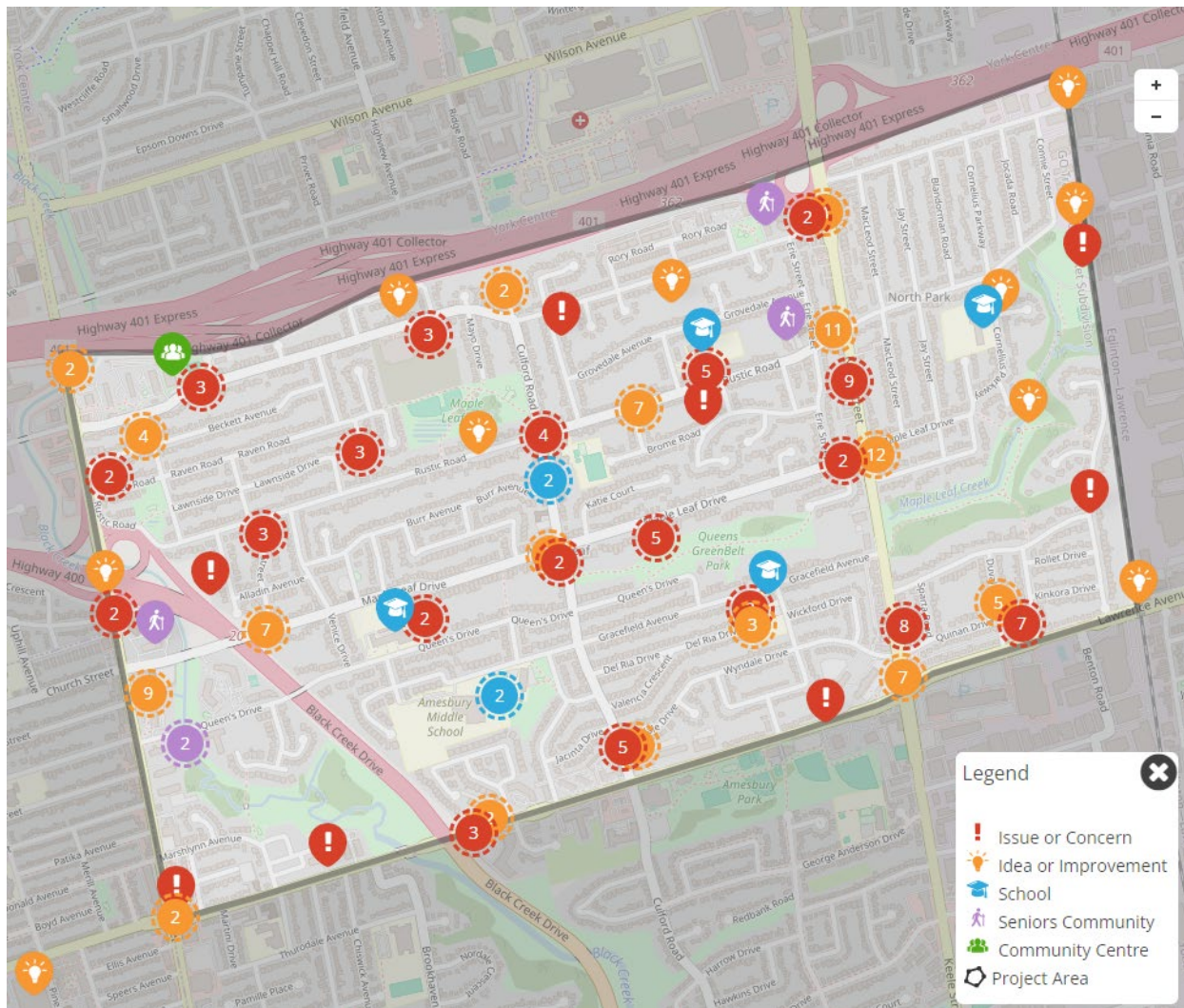
1. Road safety concerns for all road users:
 - People expressed concerns about aggressive driver behaviours, non-compliance with regulatory signs, sightline issues from parked cars and safety when walking or cycling in a shared environment with high-speed motor vehicles
 - People made requests for sidewalks, stop signs, turn and entry restrictions, enforcement for non-compliance with stop signs and red lights (police and camera), new bikeways, parking removals, new pedestrian crossings and more walk time at signals
2. High motor vehicle speeds throughout the neighbourhood:
 - People made requests for speed humps, increased enforcement, speed limit reductions, in-road flexible speed signs, watch-your-speed signs, curb extensions and raised crosswalks
3. Concern about the impact of congestion along major corridors on neighbourhood streets
 - People made requests to revise signal timing, add new signals or upgrade signals with advance left-turns, add or remove turn restrictions, consider one-way streets
4. Lack of desirable travel alternatives to motor vehicle travel
 - People made requests to add sidewalks, bike lanes, bus lanes, new connections, wayfinding, and improvements to the street environment (lighting, trees, pavement quality maintenance)
 - People expressed concerns about reallocating limited road space and generating more congestion
5. Conflicts between parking/loading and motor vehicle flow
 - People noted that drop-off and pick-up activity around schools, parking and loading near businesses, and parking near parks can generate congestion and create conflict with pedestrians

- People made requests for parking removals or restrictions and bus lay-bys
6. Concerns about the impact of development on the transportation network
- People expressed concerns about the increased demand for on-street parking, increased traffic volume and congestion that may come with new developments in the area

Approximately 92% of survey respondents who responded to demographic questions stated that they drive, and 67% have two or more cars. According to Statistics Canada’s 2016 census data, 33% of households in the Maple Leaf and Rustic neighbourhoods have two or more cars while 27% of households have no car. This difference could signify that comments received during Phase 1 consultation may underrepresent the concerns of residents who do not drive or live in households without a car.

Survey

The survey and interactive map were available online and allowed respondents to identify specific locations on a map where they experienced concerns or saw opportunities for transportation changes.



Participation in the survey and interactive map was anonymous, and optional demographic questions were included (see Appendix for survey participant profile).

Comments received through the survey are presented in this section.

Topic	Location	Comment Summary
Travel Demand Management (Providing travel options)	Falstaff Avenue	<ul style="list-style-type: none"> • Add protected cycle tracks • Add sidewalk to north side of street across from new location of St. Fidelis Catholic School
	Jane Street	<ul style="list-style-type: none"> • Feels scary/unsafe to walk or bike. See Road Safety comments. • Add bus priority lane • Add protected cycle tracks • Add wider protected sidewalks
	Keele Street	<ul style="list-style-type: none"> • Feels unsafe to bike. See Road Safety comments. • Add protected cycle tracks • Public transit delays and crowding on Keele bus route
	Intersection of Jane Street & Lawrence Avenue West	<ul style="list-style-type: none"> • Uncomfortable conditions to walk and access transit: • Sidewalk is too narrow for volumes of people using public transit. Shelters are too small. • People using public transit must cross to opposite corner to transfer between Jane and Lawrence buses • Add bus only curb lanes, curb extensions and leading pedestrian intervals • See related Road Safety, and Street Environment comments
	Intersection of Keele Street & Lawrence Avenue West	<ul style="list-style-type: none"> • Feels unsafe to walk. Various intersection geometry changes proposed. See related Road Safety comments • Move Lawrence Avenue West bus stop from east side of Keele Street to west side • Add additional bus stops on both near and far sides of intersection • Create bus stop lay-by on northwest corner to protect pedestrians and allow traffic flow
	North Park Trail	<ul style="list-style-type: none"> • Add maps and improve wayfinding signage
	Donofree Road	<ul style="list-style-type: none"> • Add wayfinding signage to direct pedestrians and people cycling to Queens Greenbelt Park
	Multiple locations	<ul style="list-style-type: none"> • Missing sidewalk • Add sidewalk. See related Road Safety comments.

Topic	Location	Comment Summary
	Multiple intersections along Jane Street, Keele Street, and Lawrence Avenue West	<ul style="list-style-type: none"> • Feels unsafe to walk and insufficient time to cross • Add pedestrian time • See related Road Safety comments.
	Multiple locations along Lawrence Avenue West and throughout project area	<ul style="list-style-type: none"> • Development in area will lead to increase in traffic congestion and on-street parking demand. See related Congestion and Parking comments.
	Multiple locations across Highway 401 and rail corridor	<ul style="list-style-type: none"> • Add pedestrian/cycling crossing across Highway 401, possibly from Culford Road to Ridge Road • Add pedestrian/cycling crossing across railway tracks, possibly from Floral Parkway to Bridgeland Avenue or from Rustic Road to Cartwright Avenue at North Park
	Location not specified	<ul style="list-style-type: none"> • Project area lacks cycling infrastructure and connections to cycling network • Add “accessible cycle path” through neighbourhood • Encourage schools to adopt bike-buses and active programs to reduce use of motor vehicles for drop-off and pick-up
Speed Management	Intersection of Falstaff Avenue & Mayo Drive	<ul style="list-style-type: none"> • Speeding around blind corner
	Intersection of Erie Street & Falstaff Avenue	<ul style="list-style-type: none"> • Currently no sign on Erie Street indicating speed limit of 30 km/h for people driving from Falstaff Avenue
	Falstaff Avenue	<ul style="list-style-type: none"> • Consistent speeding • Reduce speed limits to 30 km/h and add Watch Your Speed driver feedback signs • Add speed humps from either Jane Street or Fleetwood Avenue to Culford Road
	Intersection of Erie Street & Falstaff Avenue	<ul style="list-style-type: none"> • Currently no sign on Erie Street indicating speed limit of 30 km/h for people driving from Falstaff Avenue
	Maple Leaf Drive	<ul style="list-style-type: none"> • Speeding and unsafe passing between Liscombe Road / Venice Drive and Culford Road • Add speed humps east of Jane Street • Speeding between Keele Street and École élémentaire Mathieu-da-Costa • Add speed humps east of Keele Street

Topic	Location	Comment Summary
	Grovedale Avenue	<ul style="list-style-type: none"> • Speeding and racing • Add speed humps • Conflicting speed limit signage: some say 30 km/h while one says 40 km/h
	Intersection of Maple Leaf Drive & Jay Street	<ul style="list-style-type: none"> • Add speed humps to reduce speeds
	Rustic Road	<ul style="list-style-type: none"> • Only two speed limit signs between Raven Road and Culford Road • Speeding between Maidstone Street and Hysel Road • Add speed humps between Maidstone Street and Hysel Road
	Liscombe Street	<ul style="list-style-type: none"> • Speeding during peak periods
	Culford Road	<ul style="list-style-type: none"> • Speeding • Add police enforcement during morning peak periods • Add Watch Your Speed driver feedback signs or speed enforcement cameras
	Gracefield Avenue	<ul style="list-style-type: none"> • Speeding past St. Francis Xavier Catholic School • Add in-road flexible speed signs rather than speed humps • Install a speed enforcement camera
	Cornelius Parkway	<ul style="list-style-type: none"> • Add speed humps
	Wyndale Drive	<ul style="list-style-type: none"> • Speeding despite existing speed humps • Add Watch Your Speed driver feedback sign
	Intersection of Black Creek Drive & Jane Street off-ramp	<ul style="list-style-type: none"> • Speed limit changes too quickly from 80 km/h on Black Creek Drive to 40 km/h on northbound Jane Street off-ramp, with inadequate advance signage • Improve signage or reduce speed limit to 70 km/h northbound until after the Jane Street off-ramp
	Jane Street	<ul style="list-style-type: none"> • Reduce lane widths to slow vehicle speeds
	Location not specified	<ul style="list-style-type: none"> • Reduce speeds for whole area to 30 km/h, add curb extensions everywhere to slow turning speeds and reduce crossing distances, add traffic circles to slow speeds and prevent collisions

Topic	Location	Comment Summary
Volume Management (Local and collector roads)	Falstaff Avenue	<ul style="list-style-type: none"> • Motor vehicle traffic volumes during peak periods due to non-local traffic from Highway 401 • Potential for additional traffic volumes after construction of new St. Fidelis Catholic School • Widen and/or redesign to accommodate more traffic flow
	Culford Road	<ul style="list-style-type: none"> • Traffic volumes during morning peak periods
	Maple Leaf Drive	<ul style="list-style-type: none"> • Motor vehicle traffic volumes during peak periods due to non-local traffic from Highways 401 and 400
	Intersection of Jane Street & Maple Leaf Drive	<ul style="list-style-type: none"> • Add turn restrictions from Jane Street to Maple Leaf Drive during peak periods
	Intersection of Maple Leaf Drive & Stella Street	<ul style="list-style-type: none"> • Prohibit left turns onto Stella Street during peak periods
	Intersection of Maple Leaf Drive & Keele Street	<ul style="list-style-type: none"> • Prohibit left turns from Maple Leaf Drive onto Keele Street during peak periods • Allow left turns from Keele Street to 2522 Keele Street to reduce congestion at Maple Leaf Drive • See related Congestion comments.
	Intersection of Rustic Road & Raven Road	<ul style="list-style-type: none"> • Restore road access from this location to Jane Street
	Wyndale Drive	<ul style="list-style-type: none"> • Non-local traffic
	North Park Drive	<ul style="list-style-type: none"> • Non-local traffic from Keele Street
	Redberry Parkway	<ul style="list-style-type: none"> • Non-local traffic from Keele Street via North Park Drive • Potholes due to high volumes of non-local traffic
	Intersection of Keele Street & Quinan Drive	<ul style="list-style-type: none"> • Install barrier to prevent eastbound traffic from entering Quinan Drive at Keele Street; permit westbound traffic to exit Quinan Drive
	Intersection of Lawrence Avenue West & Duval Drive	<ul style="list-style-type: none"> • Add signage restricting left turns to local traffic only • Relocate eastbound wayfinding signage directing to Keele Street; sign is currently blocked by new hydro pole
	Intersection of Lawrence Avenue West & Redberry Parkway	<ul style="list-style-type: none"> • Add signage restricting left turns to local traffic only

Topic	Location	Comment Summary
	Intersection of Keele Street & North Park Drive	<ul style="list-style-type: none"> • Left turns are already prohibited from Keele Street onto North Park Drive during peak period, and right turns from North Park Drive onto Keele, but no enforcement for noncompliance • Add traffic control officer to enforce turn restriction • Install barrier to prevent eastbound traffic from entering North Park Drive at Keele Street; allow local traffic to enter • Unsafe conditions for left turns from North Park Drive onto Keele Street, especially during peak periods
Congestion and Corridor Management (Arterial roads)	Intersection of Jane Street & Falstaff Avenue	<ul style="list-style-type: none"> • Bottlenecking on Falstaff Avenue during peak periods between Jane Street and entrances to Tim Horton's and 10-20 Falstaff Avenue • Add turn restrictions from Jane Street to Falstaff Avenue during peak periods • Add eastbound left turn lane at entrances to Tim Horton's and 10-20 Falstaff Avenue • Add "do not block" pavement markings on Falstaff Avenue in front of entrances to Tim Horton's and 10-20 Falstaff Avenue
	Intersection of Falstaff Avenue & Maidstone Street	<ul style="list-style-type: none"> • Add eastbound right turn lane on Falstaff Avenue at Maidstone Street
	Intersection of Keele Street & Wyndale Drive	<ul style="list-style-type: none"> • Intersection is congested
	Jane Street	<ul style="list-style-type: none"> • Too many motor vehicle lanes, requiring multiple lane changes for right or left turns • Congestion caused by poor traffic signal timing between Highway 400 off-ramp and Maple Leaf Drive
	Intersection of Keele Street & Falstaff Avenue	<ul style="list-style-type: none"> • Add traffic signal and coordinate signal timing with traffic signals at Rustic Road and Maple Leaf Drive
	Intersection of Keele Street & Rustic Road	<ul style="list-style-type: none"> • Add advance left turn for people driving eastbound on Rustic Road and turning north onto Keele Street • Add advance left turn for people driving northbound on Keele Street and turning west onto Rustic Road

Topic	Location	Comment Summary
	Keele Street	<ul style="list-style-type: none"> • Traffic volumes at all times of day • Improve traffic signal coordination along Keele Street, especially between traffic signals at Maple Leaf Drive and Rustic Road • Widen the street • Add bus lay-by at Maple Leaf Drive and at Rustic Road
	Intersection of Jane Street & Maple Leaf Drive	<ul style="list-style-type: none"> • Increase time for advance left turn for southbound traffic on Jane Street to turn onto Maple Leaf Drive • Move southbound Jane Street bus stop further away from intersection to improve traffic flow
	Intersection of Maple Leaf Drive & Keele Street	<ul style="list-style-type: none"> • Add advance green light for eastbound traffic on Maple Leaf Drive to turn onto Keele Street • Add advance left turns for all directions
	Intersection of Jane Street & Queen's Drive	<ul style="list-style-type: none"> • Add traffic signal here to reduce congestion on Maple Leaf Drive
	Lawrence Avenue West	<ul style="list-style-type: none"> • Congestion on the street causes non-local traffic through neighbourhood
	Intersection of Black Creek Drive & Lawrence Avenue West	<ul style="list-style-type: none"> • Southbound Black Creek Drive is often congested • Improve left turn signal timing for people driving southbound Black Creek Drive and turning east onto Lawrence Avenue West or add second left turn lane
	Intersection of Lawrence Avenue West & Goldcrest Boulevard	<ul style="list-style-type: none"> • Motorists avoiding congestion drive with unsafe behaviours. See related Road Safety comments. • Improve signal timing for traffic signal at entrance to the Evangelical Lutheran Church of the Good Shepherd
	Intersection of Lawrence Avenue West & Culford Road	<ul style="list-style-type: none"> • Traffic congestion at this intersection and on Culford Road north of Lawrence Avenue West during peak periods • Add more time for advance left turns and improve signal timing
	Intersection of Lawrence Avenue West & Keele Street	<ul style="list-style-type: none"> • Extend left turn lanes or add second left turn lane • Improve traffic signal timing, including ensuring that existing advance left turn signals remain functional all day • Increase time for left turns

Topic	Location	Comment Summary
Road Safety (Conflict management)	Falstaff Avenue	<ul style="list-style-type: none"> • Add sidewalk to north side of street across from new location of St. Fidelis Catholic School • Add pedestrian crossing in front of new location of St. Fidelis Catholic School
	Intersection of Falstaff Avenue & Mayo Drive	<ul style="list-style-type: none"> • Add stop sign
	Intersection of Keele Street & Floral Parkway	<ul style="list-style-type: none"> • Unsafe conditions for motorists exiting Floral Parkway to Keele Street due to proximity between Floral Parkway and Highway 401 off-ramp on west side and on-ramp on east side • Add police enforcement to reduce non-local traffic using highway ramps to detour around highway congestion
	Intersection of Keele Street & Highway 401 off-ramp	<ul style="list-style-type: none"> • Add red light turn restriction
	Intersection of Maple Leaf Drive & Jay Street	<ul style="list-style-type: none"> • Add stop sign
	Jane Street	<ul style="list-style-type: none"> • Scary to be a pedestrian, especially under Highway 401 and highway ramps, due to poor lighting, narrow sidewalks, number of motor vehicle lanes, width of lanes and motor vehicle speeds • Unsafe for people cycling due to motor vehicle traffic as well as pavement conditions (potholes), with no connections to existing cycling infrastructure • Add protected cycle tracks • Add wider protected sidewalks • See Travel Demand and Speeding comments
	Intersection of Jane Street & Maple Leaf Drive	<ul style="list-style-type: none"> • Unsafe for pedestrians to cross due to volumes of people driving and turning at this intersection • Increase time for pedestrians to cross
	Liscombe Street	<ul style="list-style-type: none"> • Add sidewalk
	Intersection of Erie Street & Grovedale Avenue	<ul style="list-style-type: none"> • Poor sightlines at intersection • Prohibit parking on Erie Street at intersection
	Intersection of Rustic Road & Keele Street	<ul style="list-style-type: none"> • Increase pedestrian crossing time • Add red light camera

Topic	Location	Comment Summary
	Keele Street	<ul style="list-style-type: none"> • Unsafe for people cycling due to poor pavement conditions, unsafe motor vehicle traffic volumes and speeds around Highway 401 ramps and lack of connections to other cycling infrastructure • Add protected cycle tracks. See Travel Demand comments
	Intersection of Keele Street & Maple Leaf	<ul style="list-style-type: none"> • Unsafe conditions at intersection due to parking demand. See related Parking comments.
	Intersection of Maple Leaf Drive & Culford Road	<ul style="list-style-type: none"> • Add traffic signal with pedestrian crossings
	Maple Leaf Drive	<ul style="list-style-type: none"> • Add pedestrian crossing and improved lighting at location of paved pedestrian pathway west of Veerland Drive
	Intersection of Cornelius Parkway & Romeo Street	<ul style="list-style-type: none"> • Add stop sign southbound on Romeo Street to convert intersection to an all-way stop
	North Park Drive	<ul style="list-style-type: none"> • Add sidewalks
	Intersection of North Park Drive & Redberry Parkway	<ul style="list-style-type: none"> • Non-compliance with stop sign
	Intersection of Jane Street & Lawrence Avenue West	<ul style="list-style-type: none"> • Crowded space of pedestrians next to high volume of turning motor vehicles feels unsafe. • Add curb extensions and shelter space improvements. • See related Travel Demand and Street Environment comments
	Intersection of Black Creek Drive & Lawrence Avenue West	<ul style="list-style-type: none"> • Unsafe conditions for pedestrians crossing from bus stops to strip mall on southeast corner
	Intersection of Lawrence Avenue West & Goldcrest Boulevard	<ul style="list-style-type: none"> • People driving eastbound will make a U-turn at Goldcrest Boulevard and then join right turn lane to travel north on Black Creek Drive, generating traffic conflict at the intersection • See related Congestion comment
	Intersection of Lawrence Avenue West & Culford Road	<ul style="list-style-type: none"> • Add more time for pedestrian, especially those accessing public transit, to cross the street

Topic	Location	Comment Summary
	Intersection of Lawrence Avenue West & Keele Street	<ul style="list-style-type: none"> • Channelized right turns create unsafe conditions for pedestrians and people using public transit • Remove or narrow the channels to slow down turning speeds for people driving • Add leading pedestrian intervals and increase crossing times • Add curb extensions to slow down turning speeds for people driving • Various changes to bus stop area proposed. See related Travel Demand comments.
	Multiple locations near schools	<ul style="list-style-type: none"> • Busy with parent pick up and drop off. Safety issues with visibility of kids especially where this is no sidewalk • Need separate lay-bys • Prohibit stopping during pick up and drop off times • See related Travel Demand. Congestion, Parking comments
	Multiple locations	<ul style="list-style-type: none"> • Poor street lighting makes it hard to see pedestrians at night. See related Street Environment comments
	Location not specified	<ul style="list-style-type: none"> • Non-compliance with stop signs • Add raised crosswalks at busier intersections
Parking and Loading Management	Falstaff Avenue	<ul style="list-style-type: none"> • School drop-off and pick-up will create congestion in front of new St. Fidelis Catholic School and on nearby streets
	Culford Road	<ul style="list-style-type: none"> • On-street parking on both sides of the street between Falstaff Avenue and Rustic Road can impede two-way traffic • Allow on-street parking on only one side of the street between Falstaff Avenue and Rustic Road • Curbside drop-off and pick-up at Maple Leaf Public School blocks traffic. • Prohibit on-street parking and stopping between Falstaff Avenue and Maple Leaf Drive during school drop-off and pick-up periods • See related Road Safety comment. • Convert boulevard in front of Maple Leaf Public School into lay-by for school bus loading and drop-off and pick-up • On-street parking impedes traffic flow north of Lawrence Avenue West during peak periods. See related Congestion comment.

Topic	Location	Comment Summary
	Blue Springs Road	<ul style="list-style-type: none"> • Consistent illegal on-street parking on west side; parking regulations are not enforced
	Intersection of Bannerman Street & Grovedale Avenue	<ul style="list-style-type: none"> • Consistent illegal on-street parking close to intersection
	Bannerman Street	<ul style="list-style-type: none"> • Curbside school drop-off and pick-up illegally takes place on both sides of the street; parking regulations are not enforced • Prohibit on-street parking during school drop-off and pick-up periods
	Rustic Road	<ul style="list-style-type: none"> • Illegal parking and stopping in areas signed for no parking or stopping, with no enforcement • Prohibit on-street parking and stopping between Hysel Road and Keele Street during school drop-off and pick-up periods
	Queen's Drive	<ul style="list-style-type: none"> • Curbside drop-off and pick-up on both sides of the street in front of Chaminade College School can block driveways and impede two-way traffic
	Del Ria Drive	<ul style="list-style-type: none"> • Two-way traffic is impeded in front of St. Francis Xavier Catholic School during drop-off and pick-up periods due to illegal curbside stopping on the east side and school bus loading on the west side • Create lay-by in front of the school for school bus loading and drop-off and pick-up
	Keele Street	<ul style="list-style-type: none"> • Unsafe pedestrian conditions at 2552 Keele Street and 2500 Keele Street due to illegal parking on grass or boulevard. See related Road Safety Comment. • Add paid street parking in front of 2522 Keele Street
	Sparta Road	<ul style="list-style-type: none"> • Parked vehicles impede the flow of traffic
	Duval Road	<ul style="list-style-type: none"> • Parked vehicles impede the flow of traffic
	Location not specified	<ul style="list-style-type: none"> • Allow on-street parking on all streets, with time restrictions near schools to accommodate drop-off and pick-up • Development in area will contribute to more demand for on-street parking
Street Environment	Jane Street	<ul style="list-style-type: none"> • Add trees to improve public realm
	Intersection of Rustic Road & Keele Street	<ul style="list-style-type: none"> • Add brighter white street lights

Topic	Location	Comment Summary
	Brome Road	<ul style="list-style-type: none"> Poor street lighting makes it hard to see pedestrians at night Add LED lights
	Dorsey Drive	<ul style="list-style-type: none"> Poor street lighting makes it hard to see pedestrians at night Add LED lights
	Erie Street	<ul style="list-style-type: none"> Poor street lighting makes it hard to see pedestrians at night Add LED lights
	Maple Leaf Drive	<ul style="list-style-type: none"> Poor street lighting makes it hard to see pedestrians at night Add LED lights
	Intersection of Maple Leaf Drive & Keele Street	<ul style="list-style-type: none"> Add more street lighting
	North Park Drive	<ul style="list-style-type: none"> Improve street lighting
	Intersection of Jane Street & Lawrence Avenue West	<ul style="list-style-type: none"> Poor street lighting makes it hard to see pedestrians at night Add LED lights Bus shelters are too small for people using public transit in bad weather. See related Travel Demand comments Improve bus shelters with more space, lighting, heating, and digital signage
	Intersection of Lawrence Avenue West & Keele Street	<ul style="list-style-type: none"> Improve bus shelters with more space, lighting, heating, and digital signage
	Lawrence Avenue West	<ul style="list-style-type: none"> Poor street lighting makes it hard to see pedestrians at night Add LED lights
	Location not specified	<ul style="list-style-type: none"> Change all streetlights from dark orange to brighter white
Out of Project Scope	Jane Street	<ul style="list-style-type: none"> Build additional low-rise multiplex housing on vacant property parcel located between 10 Falstaff Avenue and Highway 401, potentially to accommodate local seniors
	Intersection of Lawrence Avenue West & GO rail corridor	<ul style="list-style-type: none"> Add GO Transit station to reduce buses on Lawrence Avenue West
	Falstaff Avenue	<ul style="list-style-type: none"> Relocate Falstaff Community Centre to larger Amesbury property parcel, expand amenities, and build additional low-rise housing on existing Falstaff Community Centre property Build/allow additional housing in backyards of properties located on south side of street, east of Brief Road

Topic	Location	Comment Summary
	Bannerman Street	<ul style="list-style-type: none"> Build additional housing on current location of St. Fidelis Catholic School, potentially to accommodate local seniors
	Maple Leaf Drive	<ul style="list-style-type: none"> Build additional low-rise multiplex housing on vacant property parcels between Jane Street and Stella Street, potentially to accommodate local seniors
	Rustic Road	<ul style="list-style-type: none"> Restore planned Rustic bus route
	Keele Street	<ul style="list-style-type: none"> Build additional low-rise multiplex housing on vacant property parcel behind 2500 Keele Street, potentially to accommodate local seniors
	Lawrence Avenue West	<ul style="list-style-type: none"> Build additional housing on vacant land at northeast corner of Black Creek Drive and Lawrence Avenue West, and at southwest corner of Benton Road and Lawrence Avenue West
	Black Creek Drive	<ul style="list-style-type: none"> Widen to add a third lane in each direction
	North Park Drive	<ul style="list-style-type: none"> Repair potholes and uneven pavement
	Location not specified	<ul style="list-style-type: none"> Past changes (introduction of stop signs) were implemented without adequate communication with community

Pop-Up Event

A pop-up event was held on November 29, 2023 from 10 a.m. to 12 p.m. It provided an opportunity for residents to learn about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Location	Comment Summary
Travel Demand Management (Providing travel options)	Falstaff Avenue	<ul style="list-style-type: none"> Direct public transit access should be restored to Falstaff Community Centre since it attracts visitors from Finch Avenue West, Sheppard Avenue West, Weston Avenue, Wilson Avenue, Yorkdale Mall Due to lack of direct public transit access, residents are forced to use WheelTrans or drive to Falstaff Community Centre More pedestrians on the street makes it safer
	Lawrence Avenue West	<ul style="list-style-type: none"> Development along corridor has led to increases in motor vehicle traffic and congestion that encourages through traffic on local streets. See related Congestion comments.

Topic	Location	Comment Summary
	Multiple locations	<ul style="list-style-type: none"> Feels unsafe to walk without a sidewalk. See related Road Safety comments.
Speed Management	Maple Leaf Drive	<ul style="list-style-type: none"> Speed humps impede ambulances and cause damage to cars
	Wyndale Drive	<ul style="list-style-type: none"> Speeding along curves in the roadway despite speed humps Flashing beacons along curves could help slow down motor vehicle traffic
Volume Management (Local and collector roads)	Wyndale Drive	<ul style="list-style-type: none"> High motor vehicle traffic volumes due to non-local traffic from Lawrence Avenue West
	Location not specified	<ul style="list-style-type: none"> Development, construction, and congestion on Lawrence Avenue West causing through traffic. See related Congestion comment.
Congestion and Corridor Management (Arterial roads)	Intersection of Jane Street & Falstaff Avenue	<ul style="list-style-type: none"> Busy street with lots of people driving and turning at this intersection, including people driving large trucks
	Intersection of Lawrence Avenue West & Culford Road	<ul style="list-style-type: none"> Major congestion during evening peak period
	Intersection of Lawrence Avenue West & De Marco Boulevard	<ul style="list-style-type: none"> High-rise construction will create congestion at this intersection, adding to existing congestion at intersection of Lawrence Avenue West & Culford Road. See related Volume Management comment.
	Intersection of Lawrence Avenue West & Keele Street	<ul style="list-style-type: none"> Lengthy high-rise construction impacted congestion on Lawrence Avenue West and led to non-local traffic on residential streets. See related Volume Management comment.
Road Safety	Location not specified	<ul style="list-style-type: none"> Noncompliance with stop signs in the area; police enforcement is helpful
	Intersection of Jane Street & Falstaff Avenue	<ul style="list-style-type: none"> Many inattentive pedestrians crossing the street
	Wyndale Drive	<ul style="list-style-type: none"> Missing sidewalks
	Battersea Crescent	<ul style="list-style-type: none"> Missing sidewalks
Street Environment	Falstaff Avenue	<ul style="list-style-type: none"> Brighter street lighting needed east of Jane Street

Public Consultation Event

The public consultation event was held on December 4, 2023 from 6 to 8:30 p.m. It included a presentation followed by a question-and-answer period. Attendees were also able to view information panels about the project and speak with members of the project team.

Participant comments are summarized below:

Topic	Location	Comment Summary
Travel Demand Management (Providing travel options)	Floral Parkway	<ul style="list-style-type: none"> Add pedestrian and cycling crossing across rail corridor to Yorkdale via Bridgeland Avenue
	Black Creek Drive	<ul style="list-style-type: none"> Should have bike lane similar to Highway 7
	Intersection of Lawrence Avenue West & Keele Street	<ul style="list-style-type: none"> Bike lanes on Keele Street and Lawrence Avenue West Prefer protected cycle tracks No bike lanes
	Maple Leaf Drive	<ul style="list-style-type: none"> Add bike lanes
	Intersection of North Park Drive & Rustic Road	<ul style="list-style-type: none"> Recommended location for Bike Share station
	North Park Drive	<ul style="list-style-type: none"> Add bike lanes connecting to Eglinton Avenue West
	North Park	<ul style="list-style-type: none"> Connect trails to other cycling network trails in all directions Create pedestrian/cycling crossing across rail corridor to Caledonia Road to formalize existing illegal crossing through chain-link fence
	Location not specified	<ul style="list-style-type: none"> Cycling network needed No bike lanes: they will limit motor vehicle traffic volumes Motor vehicle traffic and parking demand will grow with development. See related Congestion and Parking comments. Consider traffic impacts of future infill development projects
Speed Management	Maple Leaf Drive	<ul style="list-style-type: none"> Drag racing and speeding even in areas with speed humps, including speeding by buses; more speed enforcement needed Automated speed enforcement camera only captures eastbound traffic; consider capturing westbound traffic
	Dorsey Drive	<ul style="list-style-type: none"> Speeding

Topic	Location	Comment Summary
	Intersection of Jane Street & Maple Leaf Drive	<ul style="list-style-type: none"> • Speeding and drag racing by people driving onto Maple Leaf Drive from Jane Street • Prohibit left turns onto Maple Leaf Drive during peak periods for people driving southbound on Jane Street • Add speed cameras
	Intersection of Culford Road & Burr Avenue	<ul style="list-style-type: none"> • Speeding on Culford Road despite installation of speed camera
	Grovedale Avenue	<ul style="list-style-type: none"> • Speeding, speed humps needed
	Intersection of Treelawn Parkway and North Park Drive	<ul style="list-style-type: none"> • Reduce speed limit, add speed humps, and install stop sign
	Intersection of North Park Drive & Redberry Parkway	<ul style="list-style-type: none"> • Traffic calming needed; preference for curb extensions rather than speed humps
	Rustic Road	<ul style="list-style-type: none"> • Uphill between Cornelius Parkway and Connie Street, leading to accelerating uphill and speeding downhill
	Location not specified	<ul style="list-style-type: none"> • Prefer no speed humps • More police enforcement needed across project area • Consider that City's speed management paradigm may be wrong
Volume Management (Local and collector roads)	Falstaff Avenue	<ul style="list-style-type: none"> • High motor vehicle traffic volumes, especially between Jane Street and Maidstone Street, where Tim Horton's drive-through traffic creates congestion during peak period every day • Difficulty exiting residential driveway between Jane Street and Maidstone Street due to congestion • Motor vehicle traffic volumes will increase after relocation of St. Fidelis Catholic School
	Erie Street	<ul style="list-style-type: none"> • High traffic volumes
	Rustic Rd	<ul style="list-style-type: none"> • Motor vehicle traffic should be local only
	Maple Leaf Drive	<ul style="list-style-type: none"> • Heavy congestion makes it difficult to exit residential driveway • Excessive heavy truck traffic and loud mufflers • Motor vehicle traffic should be local only
	North Park Drive	<ul style="list-style-type: none"> • High motor vehicle traffic volumes
	Intersection of North Park Drive & Keele Street	<ul style="list-style-type: none"> • Noncompliance with turn restrictions, enforcement needed

Topic	Location	Comment Summary
	Location not specified	<ul style="list-style-type: none"> • Consider one-way conversions to reduce non-local traffic • Non-local motor vehicle traffic volumes will increase due to planned bus priority lanes on Jane Street • Prefer no narrowing of lanes because it creates more traffic volumes and non-local traffic on residential streets
Congestion and Corridor Management (Arterial roads)	Intersection of Keele Street & Falstaff Avenue	<ul style="list-style-type: none"> • Restore left turn from Falstaff Avenue onto Keele Street • Restore traffic signal • Enforce left turn prohibition
	Intersection of Keele Street & Rustic Road	<ul style="list-style-type: none"> • Improve traffic signal timing • Increase time for left turn signal from Rustic Road onto Keele Street
	Keele Street	<ul style="list-style-type: none"> • Create bus lay-bys to avoid impeding motor vehicle traffic flow
	Intersection of Keele Street & Maple Leaf Drive	<ul style="list-style-type: none"> • Improve traffic signal timing and add advance left turn for people driving eastbound on Maple Leaf Drive to turn north on Keele Street • See related Road Safety comments
	Intersection of Lawrence Avenue West & Culford Road	<ul style="list-style-type: none"> • Improve traffic signal timing
	Intersection of Lawrence Avenue West & Keele Street	<ul style="list-style-type: none"> • High motor vehicle traffic volumes • Add second left turn lane • Increase time for left turn light
	Intersection of Lawrence Avenue West & Jane Street / Black Creek Drive	<ul style="list-style-type: none"> • High motor vehicle traffic volumes and noncompliance with turn restrictions
	Location not specified	<ul style="list-style-type: none"> • All bus stops should be relocated to far side of intersections, so they do not impede right-turning motor vehicle traffic • Motor vehicle traffic volumes will increase due to changes allowing single detached dwellings to have three units each • Motor vehicle traffic volumes will increase due to development in the area • See related Travel Demand comments.
Road Safety	Intersection of Falstaff Avenue & Maidstone Street	<ul style="list-style-type: none"> • Noncompliance with stop sign • Add pedestrian crossing pavement markings
	Intersection of Falstaff Avenue & Winsome Avenue	<ul style="list-style-type: none"> • Stop sign is difficult to see at sunset, leading to noncompliance

Topic	Location	Comment Summary
	Intersection of Falstaff Avenue and Erie Street	<ul style="list-style-type: none"> • Noncompliance with stop sign, police enforcement needed
	Intersection of Rustic Road & Erie Street	<ul style="list-style-type: none"> • Noncompliance with stop sign, police enforcement needed • Stop sign often blocked by traffic
	Intersection of Rustic Road and Keele Street	<ul style="list-style-type: none"> • Walk signal that provides leading pedestrian interval
	Intersection of Keele Street & Maple Leaf Drive	<ul style="list-style-type: none"> • Dangerous driving behaviour (unsafe lane changes, running red lights) • Curbside stopping and loading in front of condo building on northwest corner creates unsafe conditions for people driving southbound on Keele Street and turning right onto Maple Leaf Drive
	Maple Leaf Drive	<ul style="list-style-type: none"> • Dangerous street for seniors and students at Chaminade College School
	Intersection of Maple Leaf Drive & Culford Road	<ul style="list-style-type: none"> • Excessive honking at four-way stops and noncompliance with expected turn-taking behaviour
	Intersection of Maple Leaf Drive & Keele Street	<ul style="list-style-type: none"> • Geometry of intersection causes poor sightlines • Pedestrian crossing improvements needed • Pedestrian leading interval needed
	Intersection of North Park Drive & Redberry Parkway	<ul style="list-style-type: none"> • Noncompliance with stop sign, enforcement needed • Curb extensions needed
	Intersection of North Park Drive & Keele Street	<ul style="list-style-type: none"> • Noncompliance with stop sign, enforcement needed
	Treelawn Parkway	<ul style="list-style-type: none"> • Missing sidewalks
	Intersection of Cornelius Parkway & Romeo Street	<ul style="list-style-type: none"> • Add stop sign to address blind spot
	Cornelius Parkway	<ul style="list-style-type: none"> • Community safety zone for École élémentaire Mathieu-da-Costa should be on all streets surrounding the school, not just on Cornelius Parkway • School bus loading zone needed for École élémentaire Mathieu-da-Costa; school bus loading currently impedes traffic flow
	Intersection of Gracefield Avenue & Bryn Road	<ul style="list-style-type: none"> • Stop signs needed
	Multiple locations	<ul style="list-style-type: none"> • Uneven pavement can cause safety issues. See Road Safety comments.

Topic	Location	Comment Summary
	Location not specified	<ul style="list-style-type: none"> • Noncompliance with stop signs across project area • Prefer traffic circles to four-way stop signs • Pedestrian leading intervals needed at more intersections in project area • E-scooters and bicycles on sidewalks create unsafe conditions for pedestrians • Add safe place to bike
Parking Management	Bannerman Street	<ul style="list-style-type: none"> • Illegal on-street parking before, during, and after school hours; enforcement needed
	Intersection of Falstaff Avenue & Culford Road	<ul style="list-style-type: none"> • Illegal on-street parking on both sides of the street; enforcement needed
	Intersection of Rustic Road & Culford Road	<ul style="list-style-type: none"> • Commercial on-street parking on Rustic Road causes traffic confusion at intersection • Not enough curbside space on Culford Road for school drop-off and pick-up at Maple Leaf Public School due to school bus loading
	Maple Leaf Park	<ul style="list-style-type: none"> • Better parking needed for park visitors
	Location not specified	<ul style="list-style-type: none"> • Illegal on-street parking on major streets causes sightline obstructions and forces people to drive into oncoming traffic • Parking enforcement is low • On-street parking needs will increase due to changes allowing single detached dwellings to have three units each • Ensure no front yard parking or widened driveways
Street Environment	Location not specified	<ul style="list-style-type: none"> • More street lighting needed across project area • Roads are not well maintained and not beautiful; no boulevards and no sidewalks
Other		<ul style="list-style-type: none"> • Past community discussions have not led to outcomes • Past changes were implemented without adequate communication • Not useful to hold meeting to discuss ideas without concrete proposals • Information needed regarding timing of project data collection • Context map provided in project materials is missing many gathering areas and local destinations, e.g. St. Fidelis Church and Rustic Bakery, while highlighting other locations incorrectly, e.g. vacant commercial property at Maple Leaf Drive & Keele Street

Topic	Location	Comment Summary
Out of Project Scope	Falstaff Avenue	<ul style="list-style-type: none"> Falstaff Community Centre should be relocated to Lawrence Avenue West
	Gracefield Avenue	<ul style="list-style-type: none"> Pavement in poor condition between Culford Road and Keele Street
	Maple Leaf Drive	<ul style="list-style-type: none"> Pavement in poor condition
	Lawrence Avenue West	<ul style="list-style-type: none"> Third lane at railway bridge should be bus only to allow buses to bypass traffic
	Caledonia Road	<ul style="list-style-type: none"> Build bridge or underpass connecting Maple Leaf neighbourhood to Caledonia Road across rail corridor to offer alternate route north of Lawrence Avenue West
	Location not specified	<ul style="list-style-type: none"> Consider special passes excepting residents from turn restrictions so that they can access their own streets More staffing support needed for 311 E-scooters should have notification bells to alert pedestrians Information needed about CAN-BIKE and other cycling skills resources

Interest Group Meeting Feedback

The comments received through meetings with interest groups are summarized below:

Topic	Location	Comment Summary
Travel Demand Management (Providing travel options)	Maple Leaf Drive	<ul style="list-style-type: none"> Maple Leaf Drive Seniors residents travel in the neighbourhood by walking with mobility devices, cycling or taking public transit From Maple Leaf Drive Seniors building, residents must travel on busier streets like Maple Leaf Drive or Jane Street to get to quieter streets Staff also walk around the neighbourhood on their breaks, and commute to work by using public transit or cycling Sidewalks around Maple Leaf Drive are uneven and can be tripping hazards No bike lanes in the area
	Jane Street	<ul style="list-style-type: none"> Maple Leaf Drive Seniors residents walk, cycle, or take public transit to the grocery stores at Jane Street and Lawrence Avenue West and at Jane Street and Wilson Avenue

Topic	Location	Comment Summary
	Del Ria Drive	<ul style="list-style-type: none"> • Of 510 students at St. Francis Xavier Catholic School, at least 65-70% of students walk to school, either alone or with parents • No sidewalk on one side of Del Ria Drive • Few students bike to school
	Intersection of Gracefield Avenue and Del Ria Drive	<ul style="list-style-type: none"> • Could also convert school entrance into a kiss and ride
Speed Management	Maple Leaf Drive	<ul style="list-style-type: none"> • Traffic calming measures and police enforcement needed to address speeding on Maple Leaf Drive between Jane Street and Chaminade College School
Volume Management	Location not specified	<ul style="list-style-type: none"> • Non-local traffic on residential streets can include people driving large transport trucks and avoiding Lawrence Avenue West • Suggestion to make more use of in-road flexible speed signs
Road Safety	Maple Leaf Drive	<ul style="list-style-type: none"> • People driving eastbound will make a U-turn using bottom of Maple Leaf Drive Seniors driveway and then join right turn lane in order to travel north on Black Creek Drive, generating traffic conflict in front of the building
	Intersection of Jane Street and Maple Leaf Drive	<ul style="list-style-type: none"> • Four collisions involving Maple Leaf Drive Seniors residents and motorists have taken place at this intersection
	Intersection of Del Ria Drive and Gracefield Avenue	<ul style="list-style-type: none"> • School crossing guard needed for St. Francis Xavier Catholic School at this intersection
	Bryn Road and Gracefield Avenue	<ul style="list-style-type: none"> • Stop signs needed for eastbound and westbound lanes
Parking Management	Maple Leaf Drive	<ul style="list-style-type: none"> • On-street parking was previously prohibited, but it was deemed necessary in 2019, and continues to be necessary now for Maple Leaf Drive Seniors
	Del Ria Drive	<ul style="list-style-type: none"> • Of 510 students at St. Francis Xavier Catholic School, 20-25% arrive by school bus and less than 10% arrive by car (30-40 vehicles), with all vehicles stopping on Del Ria Drive despite “no parking” signage; buses are unable to leave due to congestion • Used for school bus loading as well as drop-off and pick-up (30-40 vehicles) for St. Francis Xavier Catholic School; congestion causes motor vehicle traffic to come to a halt during drop-off and pick-up periods • No bike parking at school

Topic	Location	Comment Summary
Street Environment	Maple Leaf Drive	<ul style="list-style-type: none"> Pruning needed for street trees between Jane Street and Black Creek Drive

Additional Feedback

The comments received through phone and email are summarized by theme below:

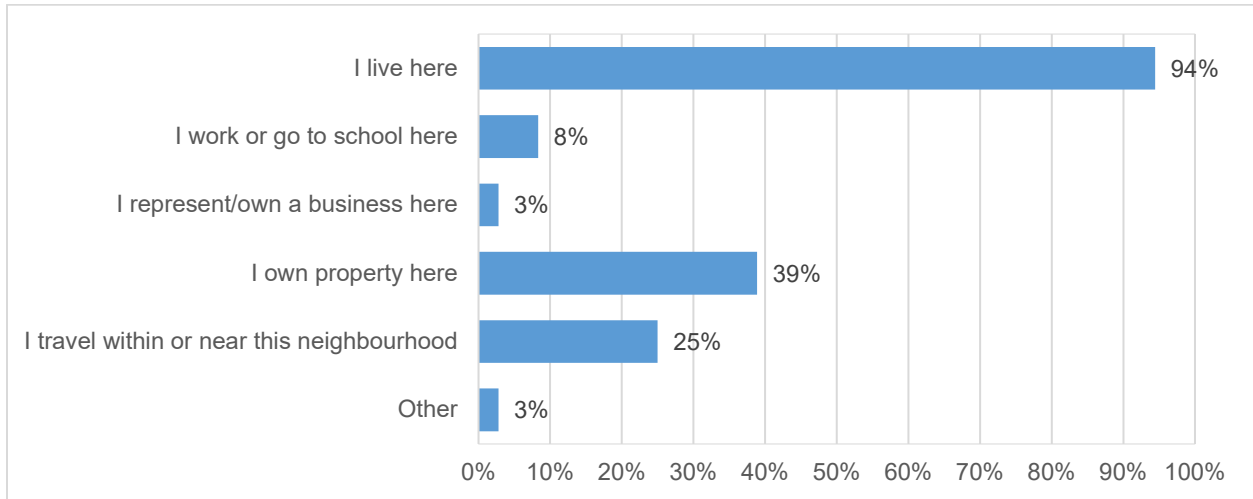
Topic	Location	Comment Summary
Travel Demand Management (Providing travel options)	Burr Avenue	<ul style="list-style-type: none"> More housing leads to increased demand for on-street parking. See Parking Management comment.
	Multiple locations	<ul style="list-style-type: none"> Missing sidewalks or lack of pedestrian crossings. See related Road Safety concern.
	Location not specified	<ul style="list-style-type: none"> Prefer no bike lanes because streets are not wide enough to accommodate them
Speed Management	Falstaff Avenue	<ul style="list-style-type: none"> Excessive speeding
	Burr Avenue	<ul style="list-style-type: none"> Excessive speeding
	Redberry Parkway	<ul style="list-style-type: none"> Excessive speeding: curb extensions preferred for traffic calming
	Intersection of Rustic Road & Culford Road	<ul style="list-style-type: none"> Excessive speeding on Culford Road Add speed humps near intersection
	Intersection of Cornelius Parkway and Romeo Street	<ul style="list-style-type: none"> Speed humps and traffic calming measures needed. See related Volume Management comments.
	Grovedale Avenue	<ul style="list-style-type: none"> Excessive speeding and unsafe driver behaviour, speed humps needed
	Location not specified	<ul style="list-style-type: none"> Prefer no speed humps and no speed reductions Interested in all traffic calming measures, including speed cameras, in-road flexible speed signs, lane narrowing, lane reductions, speed humps, curb extensions, traffic circles and improved signage
Volume Management (Local and collector roads)	Wyndale Road	<ul style="list-style-type: none"> Excessive non-local traffic
	Intersection of Cornelius Parkway and Romeo Street	<ul style="list-style-type: none"> Excessive motor vehicle volumes from industrial vehicles accessing Connie Street See related Speed Management comments

Topic	Location	Comment Summary
Congestion and Corridor Management (Arterial roads)	Intersection of Rustic Road & Keele Street	<ul style="list-style-type: none"> • Congestion caused by vehicles waiting to turn left; dangerous behaviour (unsafe U-turns) due to driver frustration • Signal timing improvements needed: increase green light timing or implement advanced left turn signal
	Intersection of Maple Leaf Drive & Keele Street	<ul style="list-style-type: none"> • Congestion due to long waits for left turns • Signal timing improvements needed: increase green light timing or implement advanced left turn signal
	Intersection of Lawrence Avenue West and Black Creek Drive	<ul style="list-style-type: none"> • Congestion due to long waits for left turns
	Location not specified	<ul style="list-style-type: none"> • Increased motor vehicle traffic volumes, non-local traffic and speeding throughout the neighbourhood • More bridges or tunnels needed to improve connections to other neighbourhoods
Road Safety	Burr Avenue	<ul style="list-style-type: none"> • Noncompliance with stop signs
	Wyndale Drive	<ul style="list-style-type: none"> • Unsafe driver behaviour around curves • Missing sidewalks
	Intersection of Cornelius Parkway and Romeo Street	<ul style="list-style-type: none"> • All-way stop needed
	Falstaff Avenue	<ul style="list-style-type: none"> • Unsafe passing (combined with speeding)
	Redberry Parkway	<ul style="list-style-type: none"> • Missing sidewalks
	Location not specified	<ul style="list-style-type: none"> • Install pedestrian crossings wherever needed • Prefer no bike lanes because streets are not wide enough to accommodate them
Parking Management	Burr Avenue	<ul style="list-style-type: none"> • Rooming houses are creating demand for on-street parking, which is blocking driveways • No parking enforcement
	Intersection of Rustic Road & Culford Road	<ul style="list-style-type: none"> • Designate no-parking zones near intersection • Enforce parking restrictions
	Maple Leaf Park	<ul style="list-style-type: none"> • Restore parking lot; removal of lot has increased on-street parking and created traffic congestion and unsafe conditions
Street Environment	Location not specified	<ul style="list-style-type: none"> • Improve design of City sewer grates to reduce likelihood of blocked drains

Appendices

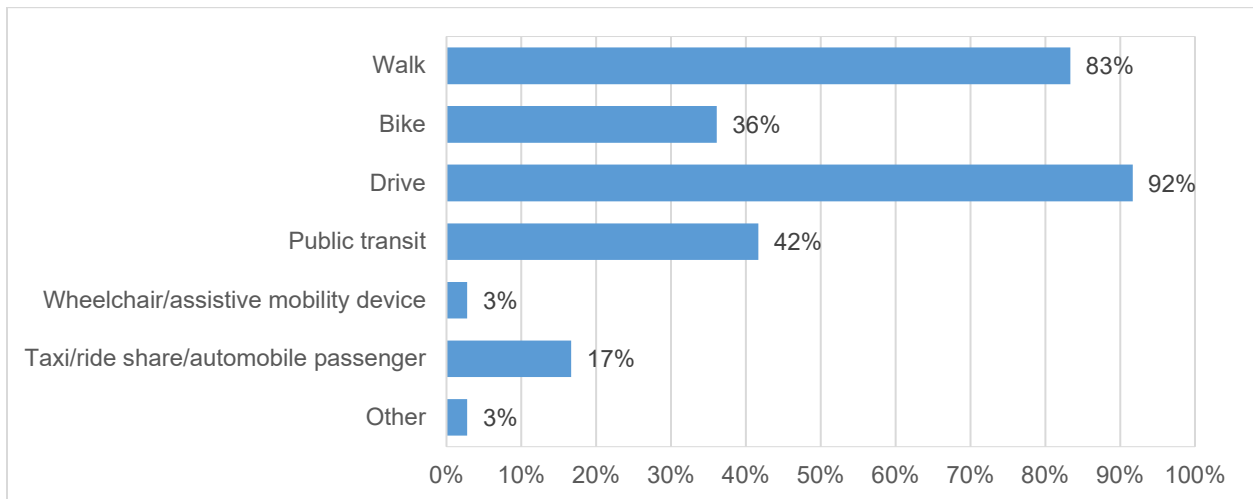
Appendix A: Survey Participant Profile

Please describe your relationship to the Maple Leaf and Rustic neighbourhoods (between Jane Street, Lawrence Avenue West, the rail corridor, and Highway 401).



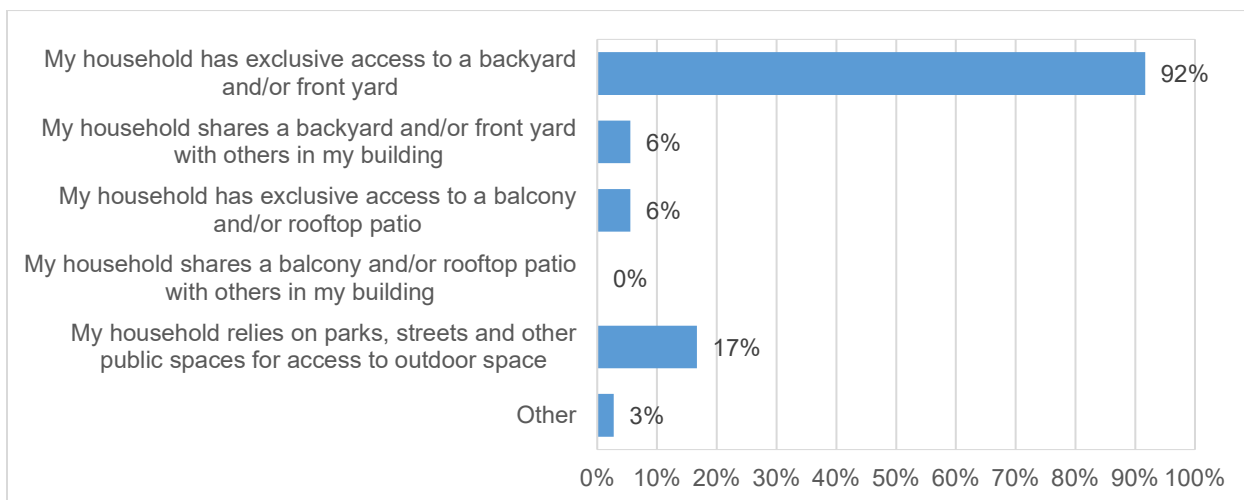
The majority of survey participants live in the neighbourhood (94%).

How do you travel within the neighbourhood?



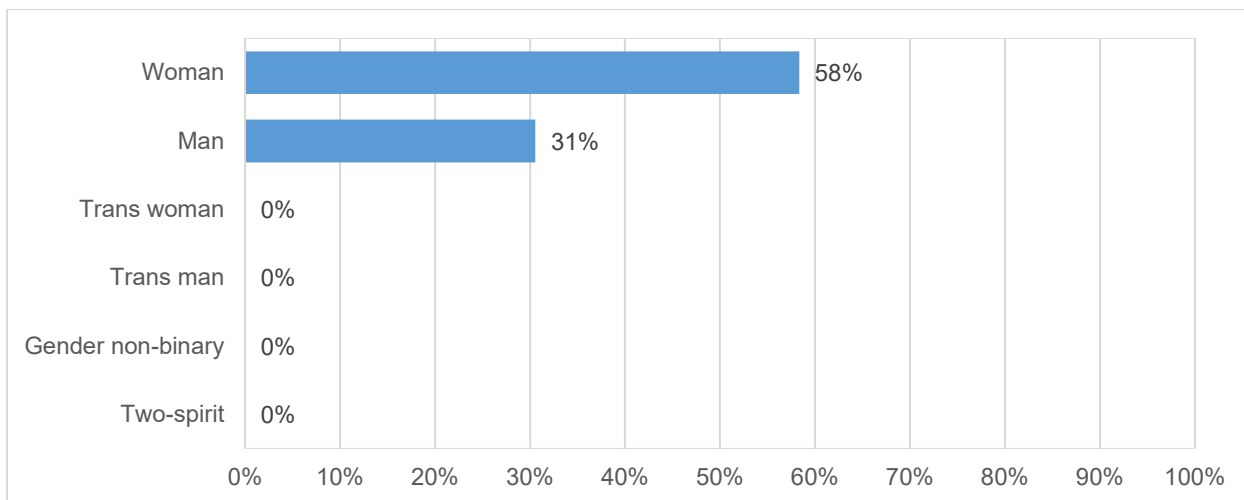
Most survey participants drive (92%) and/or walk (83%) within the neighbourhood. Participants also identified that they take public transit (42%) and/or bike (36%) within the neighbourhood.

How does your household access outdoor space?



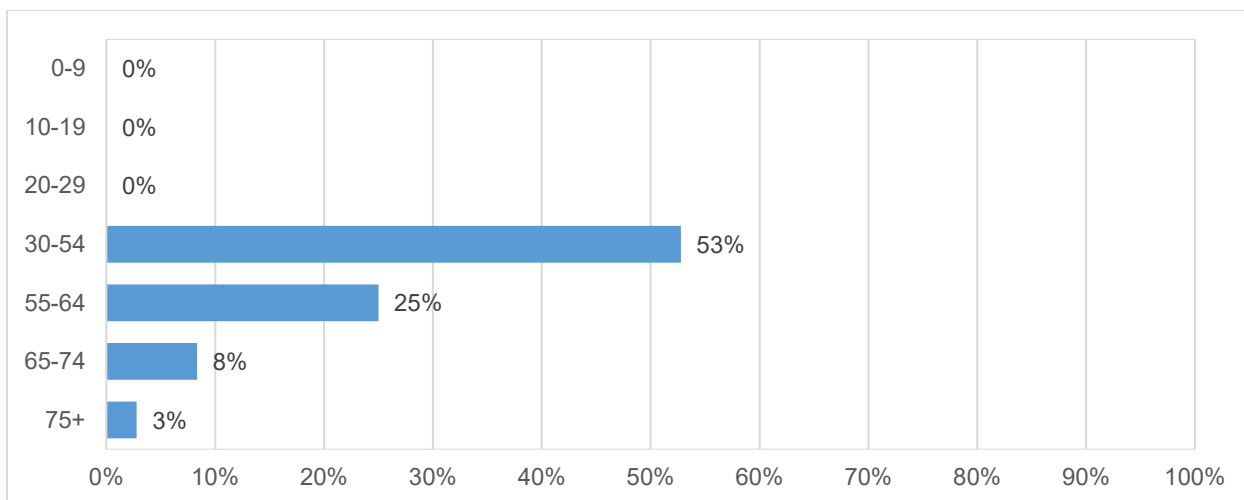
Most survey participants have exclusive access to a backyard and/or front yard (92%). According to Statistics Canada’s 2016 census data, 46% of households in the Maple Leaf and Rustic neighbourhoods live in single-detached, semi-detached or row houses, and 54% live in duplexes or apartments. This difference could signify that comments received during Phase 1 consultation may underrepresent the concerns of people living in apartment households.

What best describes your gender?



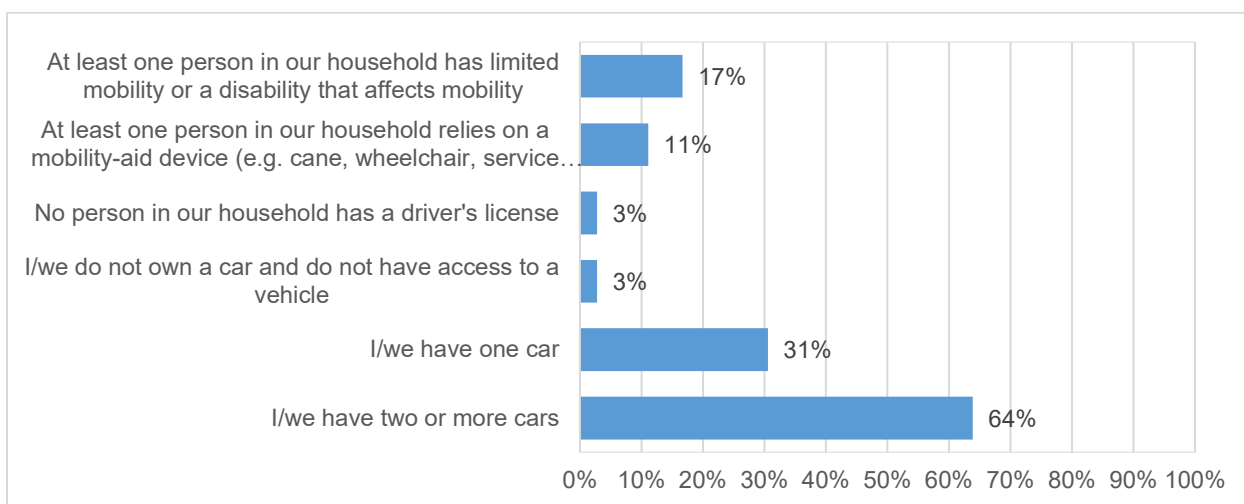
The majority of survey participants describe their gender as “woman” (58%), which aligns with Statistics Canada’s 2016 census data for the Maple Leaf and Rustic neighbourhoods showing that 54% of residents in the project area identify as female.

What is your age?



The majority of survey participants are 30-54 years old (53%), which aligns with Statistics Canada’s 2016 census data for the Maple Leaf and Rustic neighbourhoods showing that 52% of residents in the project area are 25-64 years old. No survey participants identified themselves as under 30 years old, signifying that the concerns of youth may not be represented.

Which of the following apply to your household?



The majority of survey participants have two or more cars (64%). According to Statistics Canada’s 2016 census data, 33% of households in the Maple Leaf and Rustic neighbourhoods have two or more cars and 27% of households have no car. This difference could signify that comments received during Phase 1 consultation may underrepresent the concerns of people who live in households without a car.