



Glen Road Pedestrian Bridge & Tunnel

Municipal Class Environmental Assessment Study

Public Consultation Summary

toronto.ca/glen-rd-ped-bridge

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Introduction

The City of Toronto Transportation Services Division has undertaken a study to identify options to address the deteriorating condition of the Glen Road Pedestrian Bridge spanning Rosedale Valley Road, and the adjoining pedestrian tunnel that connects to the north and south sides of Bloor Street East.



This study was carried out as a Municipal Class Environmental Assessment (MCEA) Study - Schedule C. The MCEA process includes identifying the problem or opportunity to be addressed, developing and evaluating a reasonable range of alternatives to identify a preferred solution and design, and providing opportunities for public input.

This Public Consultation Report summarizes the activities carried out to receive public input and the feedback received from June 22, 2016 to November 7, 2017.

Included is also documentation of consultation with Indigenous communities and agencies. Technical communications with affected agencies (e.g. utilities with infrastructure in the study focus area; Toronto and Region Conservation) is documented separately in the larger Environmental Assessment Report, as part of the technical advisory materials.

Agency Consultation

Notice of Commencement and Public Information Centre was circulated to the City's Public Consultation Unit's Standard Agency Contact List on September 12, 2016. *See list of agencies and departments contact in Appendix.*

The only non-technical agency to express interest was Ministry of Tourism, Culture and Sport (MTCS). The finalized reports including heritage impact assessment were sent to the MTCS in December 2017.

Notice of Public Information Centre #2 was sent to the City's agency contact list on October 17, 2017. No new interested was received.

Indigenous Communities Consultation

A letter sent to the City of Toronto from the Ministry of Aboriginal Affairs in 2013 identified that the Mississauga of the New Credit First Nation may have interest or rights for a project within the City boundaries. Following this direction, Notice of Commencement for this study was sent to the Mississauga of New Credit on September 19, 2016.

A more recent letter from the Ministry provided a revised list of Aboriginal communities for projects in the City:

- Mississaugas of the New Credit First nation
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island
- Kawartha Nishnawbe First Nation

Following this revised direction, copies of the Stage 1 Archaeological Report and links to the Public Information Centre #2 display panels with the recommended design concepts were sent by email on November 2, 2017 to confirmed formal representative of each of the above six Indigenous communities.

A copy of the letters and follow-up tracking is included in the Appendix.

No First Nations representatives expressed interest in this project.

Public Consultation Overview

Public consultation for this study was carried out from June 14, 2016 to November 7, 2017.

Prior to Notice of Commencement, the team engaged with local stakeholders and bridge users through an online survey and Walk-Shop (walking workshop meeting). This was followed by two points of public consultation, meeting the Class Environmental Assessment requirements. A presentation to the City of Toronto Design Review Panel, which invites public audience, was also included.

The public consultation was conducted online and offline. Below is a summary table of the public notifications, meetings, and online activities completed during this study, followed by further details of key engagement techniques used.

	Notification	Meetings	Online
Pre-EA	<ul style="list-style-type: none"> Promotional sign on the bridge from June 22 to August 20, 2016 Email outreach to stakeholder groups sent June 14, 2016 	<ul style="list-style-type: none"> Stakeholder Walk-Shop on June 23, 2016 	<ul style="list-style-type: none"> Bridge User Online Survey June 22 to August 20, 2016
EA Phase 1-2	<ul style="list-style-type: none"> 13,300 flyers distributed in the adjacent community Ads published in the City Centre Mirror newspaper on September 15 and 22, 2016 Email sent to 400 to subscribers on September 14 and 21, 2016 	<ul style="list-style-type: none"> Public Information Centre (PIC) #1 was held on September 28, 2016 	<ul style="list-style-type: none"> Display panels and comment form online September 14, 2016
Design Review Panel (DRP)	<ul style="list-style-type: none"> DRP invite emailed sent to 430 subscribers on July 14, 2017. DRP slides online and emailed to 448 subscribers on August 4, 2017. 	<ul style="list-style-type: none"> Study presented at DRP meeting July 18, 2017 	<ul style="list-style-type: none"> Slides presented to DRP posted online as of August 4, 2017
EA Phase 3	<ul style="list-style-type: none"> 13,800 flyers distributed in the adjacent community Ad published in the City Centre Mirror newspaper on October 12, 2016 Email sent to 440 subscribers on October 11, 2017. 	<ul style="list-style-type: none"> Public Information Centre (PIC) #2 was held on October 24, 2017 	<ul style="list-style-type: none"> Display panels and comment form online October 24, 2017

Website

Starting in June 2016, the project web page hosted introductory information materials and links to related projects. At each phase of public consultation, the web page was updated with complete copies of materials presented at public meetings. The web page URL was as follows:

toronto.ca/glen-rd-ped-bridge

Email List

Throughout the study, interested members of the public were invited to subscribe to the project email list:

- Using a form on the study web page
- Within the initial bridge user survey
- At public meetings
- Whenever contacting the public consultation staff for the study

Subscribers numbered between 400 to 450 throughout the life of the project, and were primarily collected through the initial bridge user survey.

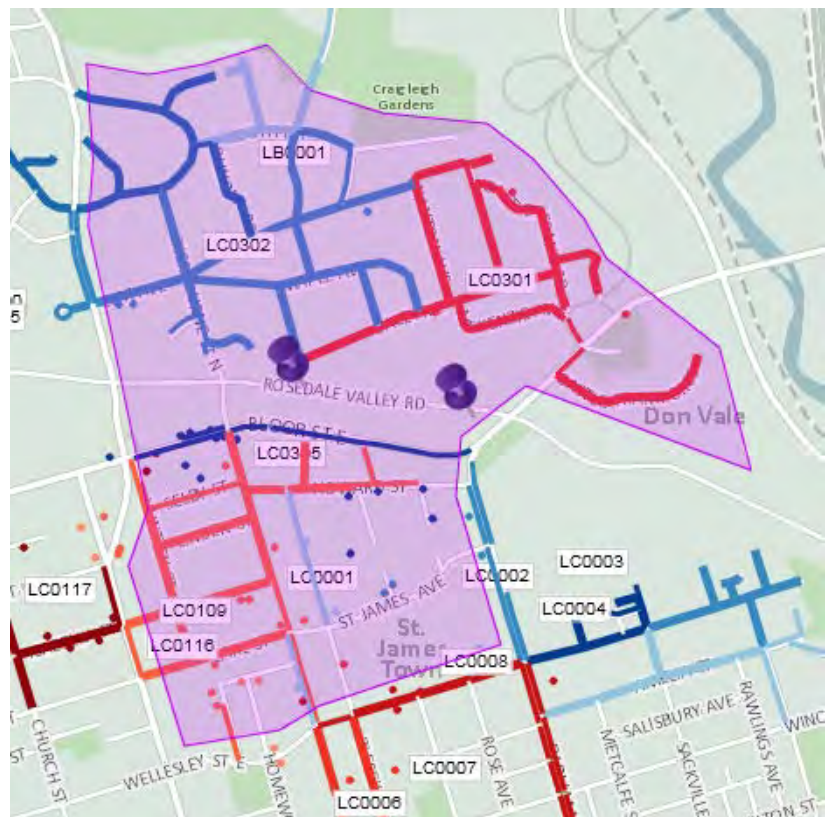
Messages promoting the public consultations were also shared by email and on social media by the local Councillors' offices, local resident associations, and interested advocacy groups and residents.

Flyers and Newspaper Ads

Flyers were delivered by Canada Post Unaddressed AdMail to the area surrounding Glen Road Pedestrian Bridge, bounded by Wellesley St. E, Jarvis St, and Parliament Street in the south side, and all of South Rosedale east of Jarvis in the north. i.e. south of the Craighleigh Gardens ravine, and west of Bayview Ave. See map of notification area at the right.

Advertisements for each Public Consultation Centre was placed in the City Centre Mirror newspaper prior to the event.

Copies of all notices are included in Appendix.



Public Information Centres

Both public consultation events were held on a weekday from 5:30 p.m. to 8:30 p.m. at St. Paul's Church, Cody Hall (227 Bloor St. E, Toronto). Both events were conducted as a drop-in format, with display panels, presented, paper comment forms provided, and project staff on hand to answer questions.

Pre-Environmental Assessment Public Consultation

Prior to formal Notice of Commencement for the study, the City conducted two main activities to gain insight in to local community perceptions of the existing Glen Road Pedestrian Bridge.

Bridge User Online Survey

From June 22 to August 20, 2016, the City hosted a short online survey on the topic: "Why do you cross the Glen Road Pedestrian Bridge?"

The survey was advertised with two signs physically posted on the bridge (see photo), and also circulated by email by the South Rosedale resident association.

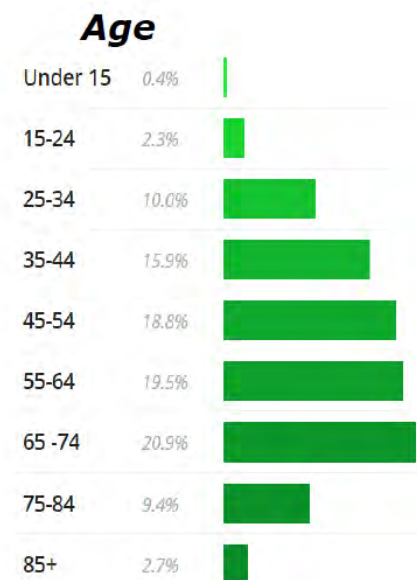
Over 540 completed responses were received.

A summary of information from this survey was included in the display materials for Public Information Centre #1 and is shown below.



Bridge User Online Survey (June 22 – August 20, 2016)

- Topic: "Why do you cross the Glen Road Pedestrian Bridge?"
- Over 540 responses
- 74% of respondents live in Rosedale (M4W)
- 51% use bridge 4-7 times a week
- 23% use bridge 1-3 times a week
- 1/3 cross with bike (usually / sometimes)



Bridge User Online Survey Results

For what purposes do you most commonly cross the Glen Rd. Bridge?



What do you like most about the Bridge?

- "A beautiful view in all seasons!"
- "Very direct and convenient..."
- "A space in the trees, that is cooler..."
- "Peaceful and quiet... with no traffic"
- "A nice area to walk with my dogs."
- "...like a walk in a park"
- "Well-maintained in the winter."
- "Safer route for cycling"

Sample of other comments

- "South side is scary (at night)... hidden"
- "Graffiti on the walls"
- "Tunnel smells & needs better lighting"
- "Please retain ...unique city feature!"
- "An important connection..."
- "Historically significant"
- "Connects different communities"

A complete survey report is available on request.

Stakeholder Walk-Shop

On June 27, 2016, the city hosted walking-workshop with 18 representatives of local resident associations, active transportation groups, and community. The goal of the meeting was discussion of bridge heritage and its role in the local community.

Representatives from the following associations were invited to participant in the Stakeholder Walk-Shop:

- South Rosedale Ratepayers Association
- Multi-residential buildings within South Rosedale
- Bloor East Neighbourhood Association
- Working group for the St. James Town development project
- St. Simon-the-Apostle Anglican Church
- Upper Jarvis Neighbourhood Association
- Toronto Historical Association
- Cycle Toronto Ward 27/28
- WalkToronto
- St. James Town network
- Toronto Community Housing, St. James Town

Overall participants appreciated the opportunity to learn and share their perspectives on the bridge and tunnel. *A summary of the walk-shop is included in the appendix.*

Class Environmental Assessment Phase 1-2

Public Consultation for Phase 1-2 of this Class Environmental Assessment was conducted both online and offline. Display panels prepared for the Public Information Centre (PIC) #1 were posted online and invited feedback at the time of public notification starting September 14, 2016. The PIC event was held on September 28, 2016.

Responses Received

Below is a summary of the public participation in Phase 1-2 from formal notice of commencement on September 15, 2016 to the close of the comment period on October 14, 2016.

Online Feedback Forms

- 42 total responses
- 34 completed responses

Public Event

- 73 participants signed in
- 14 paper feedback forms received (11 submitted at the meeting, 3 by postal mail)
- ~60 statements noted by staff

Emails

- 11 emails received and responded to

Overall Feedback

- **Consistent support for replacing the bridge in its current location, with general preference for a similar simple design.**
- **Desire for personal safety improvements in and around the tunnel connection.**
- **Competing views on whether cycling should be accommodated and if so, should cycling be separated.**

Results to Key Question

The fundamental question about the recommended solution was presented as follows in the feedback form with, these results:

"3. Do you agree with the City's preliminary recommendation: replace bridge in its current location?"

Yes	43	(30 online, 13 on paper)
Not Sure	3	(3 online, 0 on paper)
No	1	(0 online, 1 on paper)

The one objection to the recommendation preferred "rehabilitation".

Aggregated Comments

The following points are pulled from comment received from all consultation sources and grouped by theme. They are not necessarily in any priority order and do not necessarily represent popular opinions, unless noted as such. Comments represent the range of opinions and are not consistent from point to point. *Original comment forms and other sources are available on request.*

Questions Raised

- When will the bridge be built? What is the time-line for this process?
- How long will it be closed for during construction?
- How much will this bridge project cost?
- Will there be extra TTC buses during closure?
- Why is rehabilitation not a good choice?
- What are the upkeep costs for options 1-3?

Overall Bridge Design

- Frequent suggestions to Improve lighting on the bridge
- Style of structure
 - Consistent and common support to mimic current design
 - Popular suggestions to keep the design simple, elegant, charming, unpretentious, not fancy
 - Some suggests for a bit more modern style
 - No need for it to become an architectural statement that over shadows the beauty of the ravine and he trees
 - Recognize the heritage.
 - Reflect the history and quiet setting.
 - Some like design examples shown on boards. Some do not.
 - Maintain low profile unobtrusive cross section for pedestrian view.
 - Unique suggestion: Put out an open call for an artist to contribute to the design (i.e. make it a destination that would attract the public)
- Consider winter maintenance; e.g. easy to clean snow in winter
- Suggest a canopy over the bridge

- Completely enclose the bridge (like Summerhill)
- Avoid garbage traps in, around and under the bridge as currently exist on the south side
- Design should be dog friendly
- Provide opportunity to stop and appreciate view of the valley.
- Ideally keep the wooden decking
- Use an open grate to let dirt, snow and leaves fall through
- Deck material needs to be stronger than current
- An external barrier to prevent suicides could be considered
- Make sure railing height is safe
- Include bollards to prevent motorcycles on the bridge
- Remove barrier gates for ease of cycling
- Level the mouth of the bridge on Glen Road North
- Like to see connection to the valley, if feasible
- Include an emergency pole (similar to what is in Philosopher's Walk in U of T)
- Prioritize pedestrian traffic. Make wide enough for families.
- Design for longevity
- Developments could help improve visibility around tunnel
- Some support for all of the bridge design concepts
- Arch bridge is too intrusive
- An arch bridge (the arch below), would be nice on top and from below
- Like concrete bridge

Considerations for Cycling

- Various views on whether cycling should be accommodated or not
- Some suggest importance of a clear and prominent separation between pedestrian and cycling
- If bicycles are permitted on the new bridge, then should either be a bicycle lane or, if no bike lane, then bicycles should be walked on the bridge
- Support cycling
 - The bridge should be wider, to make it more amenable to co-use by pedestrians and cyclists
 - The tunnel at the south end and approaches at the north end should also be re-designed for compatible cycling usage without obstacles
 - The deck of the bridge should be designed much like a regular street with sidewalks on either side of bicycle lanes which are at a slightly lower grade.
- Discourage riding bicycles on bridge
 - Concerns about conflicts with cyclists exiting tunnel near entrance to subway
 - Walking them across okay
 - Need cycling prohibitive signs on Howard St.
- Should not invite cycling on the bridge without solving the narrow tunnel
- Do not clutter with cycling lanes – not aware of any problems now

South Approach Tunnel / Stairs

- Steps at Bloor north side are short / steep / narrow tread
 - Need to be made standard / AODA compliant
 - Remove north side stairs entirely
- Improve feeling of safety as one can feel vulnerable at night exiting the tunnel

- It is imperative for the safety of neighbourhood children - particularly girls - that this be addressed.
- Tunnel (and south approach)
 - Widening and raise ceiling, if feasible
 - Improve lighting
 - Improved sight lines to make it less secluded
 - Install security cameras
 - Mirrors around corners
 - Foliage needs to be cut back from the bridge and environs
 - Removal of graffiti to brighten it
 - Play music to deter loitering
 - Can cycling be allowed in tunnel with current dimensions?
 - Emergency phone similar to those on subway platforms.
- Add garbage bins (larger bins) at each end of bridge, especially south side
- Glad to see tunnel in the project scope
- Like the extra lighting
- Like tunnel mirrors
- Add cameras
- Play a high pitch noise near the tunnel only young people can hear
- Install emergency alert buttons as seen in parking lots
- Design on Bloor should be subtle
- If you improve cycle connection on the bridge the tunnel should also be upgraded
- Stair rail needs to be more stable.
- Graffiti
 - is a problem
 - is not a problem
 - Needs better quality; Suggest a rotating graffiti artists residency for respected local artists
- Don't try to install anything of value, which will be destroyed by vandals
- Close of access to hill side close to the bridge

North Approach

- Garden on north end is a problem with people sticking around
- People are parking on north side of bridge and going to work (parking all day)

Impacts

- Don't want it closed for too long
- concerns might be about any impact to the valley and trees near to 40 Glen
- A temporary closure during construction is understandable
- Minimize construction/closure time – in consideration of seniors who use the bridge daily.

Alternative Solutions Being Considered

- Strong support for keeping the connection in current location; the location is perfect
- Rehabilitation existing bridge to maintain historical character of if too costly replace bridge in current location

- While I love the character of the old bridge, a new bridge in the current location is the best solution
- Also consider
 - Replacing the bridge with a cable car might meet a lot of the requirements
 - I think you should stay focused on lighting in an unobtrusive way

Evaluation Criteria

- Evaluation criteria was appreciated as complete
- Excellent criteria. Materials were easy to understand.
- The cultural value of the connection seems important, the exact form of the bridge doesn't
- These criteria appear to cover all aspects
- I compliment whoever established and applied these evaluation criteria
- Safety should be #1 concern
- Seasonal use (weather) should be an important factor
- Artistic merit should be a consideration
- Consider how long the rehab or rebuild project will take
- Consider impact on users during construction

Public Consultation

- High appreciation of the public consultation (100% "helpful or useful")
- Informative
- The text "south side scary" is not appropriate – makes it sound like Jamestown is scary
- A church is not a preferred public consultation venue
- There is a typo "Infrastructre"
- Materials well presented
- Keep momentum going - don't let minority vocal about bridge design delay the project
- Useful to learn about recommendations and details leading up to event.
- Like clear displays.
- Appreciated showing steps in decision making
- Staff gave good answers
- Hope this continues to proceed with lots of public input
- Liked illustrations of surrounding areas

General

- Costs
 - Minimize costs to City
 - Developers should help pay for bridge replacement
 - 5,7,9 Dale Ave developer interested in contributing funds to the bridge
 - Rosedale Ratepayers would like to contribute to camera on the bridge
- Development of 40+ town homes will have huge impact on bridge use
 - More users will also help promote safety
- Bridge could be promoted for greater use
- Heritage

- Keep the bridge name and plaque "Morley Callaghan Bridge"
- Include a plaque to commemorate the original builder, designer and contractor Edgar John Jarvis in 1885

Miscellaneous

- People sit on the stairs
- There is an electrical pipe along the bottom of the railing
- There are people with dogs living under the bridge
- My dog suffered very bad burns on his pads because of the steel plates which had overheated in the summer sun
- City should stop salting the bridge, because difficult for dog
- More police presence needed for drug trafficking
- Construction issues need enforcement

Design Review Panel

The Design Review Panel (DRP) is comprised of private sector design professionals – architects, landscape architects, urban designers and engineers – who provide independent, objective advice to city staff aimed at improving matters of design that affect the public realm.

The Project Team presented the study to the DRP at a public meeting on July 18, 2017. Local Glen Road area residents were among the audience.

The DRP Presentation materials were posted on the City's project website following the meeting.

General comments and topics from the panel included:

- Consider the possibility of access down to Rosedale Valley and Don Valley Parks
- Consider the possibility for universal accessibility
- Extend the public realm boundary southward
- Consider a "slimmer" bridge structure as per the existing bridge
- Stronger bridge and tunnel presence from Bloor Street East
- Consider integrating tunnel and bridge lighting and railing
- Consider softer and indirect lighting in the tunnel ceiling
- Importance of public art not only in deterring graffiti and also to create ongoing narratives

The relevant section of the minutes from DRP, related to the Glen Road Bridge Study, are included in the Appendix.

Class Environmental Assessment Phase 3

For public consultation in Phase 3 of this Class Environmental Assessment a brief text description and artist renderings of the proposed bridge design concept were included in the flyer, web page and email update, providing opportunity for public feedback on these key recommendations, prior to the event. See *text and images below from the web page*.

Study Recommendations

Technical analysis and stakeholder consultation has resulted in a preliminary recommended design:

- Replace the bridge in the same location with a wider, steel girder incline leg bridge type (very similar to the current structure)
- Replace and widen the tunnel to the west (following the current alignment)

Below are artist renderings of the proposed bridge design concept.



Public Information Centre (PIC) #2 was held on October 24, 2017. Display panels from PIC #2 were posted online a few hours prior to the event.

Responses Received

Below is a summary of the public participation in Phase 2 from formal notice of PIC #2 on October 11, 2017 to the close of the comment period on November 7, 2017.

Public Event

- 44 participants signed in
- 8 paper feedback forms received (4 submitted at the meeting, 1 by postal mail, 3 by email)
- ~30 statements noted by staff

Emails

- 14 emails received and responded to

Overall Feedback

- **Consistent support for the preliminary recommended design:**
 - Replace the bridge in the same location with a wider, steel girder incline leg bridge type (very similar to the current structure)
 - Replace and widen the tunnel to the west (following the current alignment)
- A range of detail design suggestions, especially related to lighting and railing-fence design
- Concerns raised about the existing stairs on the north side of Bloor Street feeling steep
- Range of opinions on provision for cycling on the bridge and in the tunnel

Aggregated Comments

The following points are pulled from comment received from all consultation sources and grouped by theme. They are not necessarily in any priority order and do not necessarily represent popular opinions, unless noted as such. Comments represent the range of opinions and are not consistent from point to point. *Original comment forms and other sources are available on request.*

Overall

- Generally there was support for the recommended solutions and design
- Support for tunnel widening
- Design is well thought out
- Not concerned about tunnel – just needs better lighting; No concerns about tunnel safety expect for when dark
- Better pedestrian bridge means fewer cars on the road

Mitigation

- Replanting vegetation is important
- Construction is opportunity to remove and replace dead/dying trees in the local area of the ravine
- Support for mitigation measures

Design Details – Bridge

- For safety, ensure side rail height of bridge is at least as height as current, or maybe higher;
- Suggest cameras for security, deter theft
- Bridge deck should use non-slip surface
- Consider self-heating surface for winter
- Suggest plastic wood for the lower railing
- New bridge should take minimal upkeep
- Design should look light not heavy
- Consider heritage lighting fixtures; see example from Vancouver Burrard St Bridge

Design Details – Tunnel

- Many residents suggest installation of cameras for security, deter theft
- Many residents suggested tunnel should be brightly lit
- Suggest skylights on either side of tunnel entrance
- Improve sightline to see people on stairs as you pass through the tunnel
- Tunnel height should be higher
- Suggest public art (tile) installation

Design Details – Approaches

- Fence connection to adjacent condos on north side should be planned and coordinated
 - Keep black and make elegant; keeping with South Rosedale heritage district look
- Deter people accessing under the bridge
- What is the plan for the north side garden?
- There should be something to stop vehicles from driving into the widened tunnel and bridge
- Suggest cameras installed on 40 Glen Road for security at north end
- Don't want seating, which would encourage loitering

Stairs

- North side stairs are too steep
 - Short tread
 - Difficult for seniors; make me nervous as I get older
 - Wishes they were included in scope of work
- People sitting on stairs dissuades others from using
 - Noisy and smoking

Cycling

- People will ride bike on bridge. Not an issue if wider.
 - What is "attitude" going to be towards cyclists on the new bridge?
- Cycling portion of bridge should not be physically separated from pedestrian; use paint only

Construction Mitigation

- During construction, winter sidewalk maintenance has to be improved on Mt. Pleasant north of Bloor [they may have meant Sherbourne Street]

Maintenance

- What is the maintenance plan for the tunnel?
- Who will keep clean? Jurisdictional concerns
- Don't want litter to accumulate
- Police need to pay more attention
- Garbage receptacles are needed

Cost

- Cost should be given more priority than aesthetics and culture heritage, i.e. should have recommended lower cost bridge design option
- Prefer to see tax dollars going to other City works like fixing potholes and improving bike lanes
- Close bridge and remove tunnel; pedestrians can use Sherbourne and avoid slippery bridge with bad actors; save money

Public Consultation

- Meeting was helpful

Out of Scope

- Make the boulevard on Bloor Street north side wider to reduce garbage that piles up along the snow fence
- Access from Sherbourne TTC station to southbound Sherbourne bus should be via tunnel
- Community experience is that bridge is used for break-and-entry access to area

END

Appendix 1 – Agency List

Association	Department
Conseil Scolaire de district Catholique Centre-Sud	
Department of Fisheries and Oceans	Fish Habitat Management, Ontario Great Lakes
Environment Canada, Great Lakes and Corporate Affairs	Environmental Assessment Section
Greater Toronto Airports Authority	
Go Transit/Metrolinx	Environmental programs assessments
Metrolinx	GO Transit Planning
Metrolinx	Planning
Ministry of Agriculture, Food & Rural Affairs	Agricultural Land Use
Ministry of Community Safety & Correctional Services	
Ministry of Community Safety & Correctional Services	Facilities and Capital Planning
Ministry of Economic Development	Office Liaison and Policy Support
Ministry of Education	Capital Policy and Program
Ministry of Education	Facilities Architecture and Assessment Unit
Ministry of Energy	Strategic Policy and Analytics Branch
Ministry of Municipal Affairs and Housing	Municipal Services Office - Central Ontario, Community Planning and Development
Ministry of Natural Resources	Aurora District
Ministry of the Environment and Climate Change	Central Region District
Ministry of the Environment and Climate Change	Central Region Office
Ministry of Tourism, Culture and Sport	Culture Division, Programs and Services Branch, Culture Services Unit
Ministry of Tourism, Culture and Sport	Culture Division, Programs and Services Branch, Culture Services Unit
Ministry of Tourism, Culture and Sport	Culture Division, Programs and Services Branch, Culture Services Unit
Ministry of Transportation	Highway Engineering, Toronto and Durham
Ministry of Transportation	Engineering Office
Toronto and Region Conservation Authority	Planning and Development, EA Planning
Toronto Catholic District School Board	
Toronto Catholic District School Board	
Toronto District School Board	
Ontario Provincial Police	Business Unit
Ministry of Environment & Climate Change	Environmental Approvals Branch
Infrastructure Ontario	Planning
Infrastructure Ontario	Realty Services

Canadian Transportation Agency	Engineering and Environmental Division
Parks Canada	Rouge National Urban Park
Ontario Growth Secretariat	Ontario Growth Secretariat, Growth policy
Go Transit/Metrolinx	
Hydro One Networks Inc	Environmental Studies & Approvals
Hydro One Networks Inc	Hydro One Networks
Hydro One Networks Inc	RM1 Cables
Ministry of Economic Development	Cabinet Office Liaison and Policy Support
Ministry of Transportation	Environmental Policy Office
Ministry of Natural Resources	District Planner
Ontario Power Generation	Environmental Service
Ministry of Municipal Affairs and Housing	Ontario Growth Secretariat
Ministry of the Environment and Climate Change	

Association	Department
Allstream	Network Standards and Fiber infrastructure
Bell Canada	Engineering Operations
Bell Canada	
Bell Canada	Development and Municipal Services Control Centre
Bell Canada	Municipal Operations Centre
CN Rail	Engineering Services
Cogeco Data Services Inc.	
Enbridge Gas Distribution Inc.	Distribution Asset Management
Enbridge Pipeline Inc.	
Imperial Oil	
Prestige Telecom	
Rogers Cable Systems	Etobicoke
Rogers Cable Systems	GTA Municipal & Utility Relations
Rogers Cable Systems	Scarborough, North York, East York, Toronto
Rogers Cable Systems	Planning and Construction
Rogers Cable Systems	Planning
Sun-Canadian Pipe Line Company Ltd.	Property & Construction
Tera Span	
Toronto Hydro	
Toronto Hydro	Standards and Policy Planning
Trans Northern Pipe Line	
Ontario Power Generation	
Hydro One	Real Estate

Hydro One Networks Inc	Stations Services
Enbridge	Area Manager , Planning and Design
Enwave Energy Corporation	Manager of Communications
Enbridge Gas Distribution	Distribution Asset Management
Hydro One Networks Inc	Environmental Studies and Approvals Manager
Enbridge Gas Distribution	Project Planner GTA project
Enbridge Gas Distribution	Environmental Specialist
CP Rail	CPR Specialist Sales & Acquisitions
CN Rail	Engineering Design and Construction

Association	Department
Parks, Forestry and Recreation	Planning, Design & Development
Parks, Forestry and Recreation	Supervisor Treet protection and Policy Review
Parks, Forestry and Recreation	
Parks, Forestry and Recreation	Parks Operations - District
Parks, Forestry and Recreation	Construction Mgt & Capital Projects
Parks, Forestry and Recreation	Forestry Operations - District
Parks, Forestry and Recreation	Tree Protection and Planning
Parks, Forestry and Recreation	Ravine Protection
Parks, Forestry and Recreation	Urban Forestry Renewal
City Planning	Community Planning - District
City Planning	Heritage Services
Toronto Water	Operations Manager - District
Toronto Water	Watermain Asset Planning
Toronto Water	Sewer Asset Planning
Toronto Water	Water Infrastructure Management
Transportation Services	Operations Manager - District
Transportation Services	Transportation Infrastructure Mgmt, OP&P
Economic Development & Culture	Business Improvements Areas
Toronto Public Health	Public Health
Toronto and Region Conservation Authority	Planning and Development and Regulation
Toronto and Region Conservation Authority	Don Watershed
Toronto and Region Conservation Authority	Environmental Assessment Planning
Toronto EMS	Station Projects
Toronto EMS	EMS Planning
Toronto Fire	Chief - Special Projects
Toronto Fire	District Chief
Toronto Parking Authority	On-Street Operations and Technical Services

Toronto Transit Commission	Operations Planning
Toronto Transit Commission	
Toronto Transit Commission	
Toronto Police Services	Traffic Construction Liason
Toronto Region Conservation Authority	
Toronto Transit Commission	Transit Stop Planner
Toronto Transit Commission	Transit Planner
Parks, Forestry and Recreation	Urban Forestry Planner
Solid Waste	Waste Management Planning

Appendix 2 – Indigenous Communities Communications Tracking

Aboriginal Notification				
Senior Project Coordinator		Anne-Marie		
Project Name		Glen Rd Pedestrian Bridge		
Date Last Updated:		12/11/2017		
Notice of Commencement		Registered Mail	Email	Response
Contact:	Fawn Sault			
Initial Contact	Mississauga of New Credits	09/19/2016	09/19/2016	
Archeological Report				Response
Contact:	Mississaugas Of New Credit			
Initial Contact	First Nations	11/03/2017	11/02/2017	11/02/2017
First Follow Up			11/08/2017	
Second Follow up			11/14/2017	
Third follow up				
Contact:	Alderville First Nations			
Initial Contact		11/03/2017	11/02/2017	
First Follow Up			11/08/2017	
Second Follow up			11/14/2017	
Third follow up				
Contact:	Curve Lake First Nations			
Initial Contact		11/03/2017	11/02/2017	
First Follow Up			11/08/2017	
Second Follow up			11/14/2017	
Third follow up				
Contact:	Hiawartha First Nation			
Initial Contact		11/03/2017	11/02/2017	
First Follow Up			11/08/2017	
Second Follow up			11/14/2017	
Third follow up				

Contact:	Kawartha Nishawbe First Nation		
Initial Contact		N/A	11/02/2017
First Follow Up			11/08/2017
Second Follow up			11/14/2017
Third follow up			
Contact:	Mississaugas of Scugog Island First Nation		
Initial Contact		11/03/2017	11/02/2017
First Follow Up			11/08/2017
Second Follow up			11/14/2017
Third follow up			
Notice of Completion (pending)			Response
Contact:			
Initial Contact			
First Follow Up			
Second Follow up			
Third follow up			

John Livey
Deputy City Manager

Policy, Planning, Finance &
Administration
Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6

Reply to: Anne-Marie Croce
Public Consultation Unit
Tel: (416) 392-2896
Fax: (416) 392-2974
TTY: (416) 338-0889
E-mail: acroce@toronto.ca

September 13, 2016

Fawn Sault, Coordinator
Mississauga of the new Credit First Nation
789 Mississauga Road RR 6
Hagersville, Ontario
NOA 1H0

**Re: Notice of Commencement Glen Road Pedestrian Bridge
Environmental Assessment**

Dear Fawn Sault,

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study (Schedule C) for the Glen Road Pedestrian Bridge. The purpose of the study is to assess the deteriorated condition of the bridge and identify a long-term solution.

This study will document existing conditions, identify alternatives, and recommend a preferred solution, which may include replacing the existing bridge in design. All stakeholders will be provided with an opportunity to review, comment on, and discuss all options.

For your reference, we have enclosed a copy of the Notice of Commencement and Public Information Centre. Further information about the study can be found at www.toronto.ca/glen-rd-ped-bridge. Comments about this material may be submitted online or sent to the attention of the undersigned.

The City of Toronto will continue to notify you about the study as it progresses and will send a copy of all associated environmental and/or archaeological reports.

Your input is important. Should you require additional information or if you would like to meet with the City to discuss this project further, please contact me at your earliest convenience.

Regards,

Anne-Marie Croce
Public Consultation Unit, City of Toronto

John Livey
Deputy City Manager

Policy, Planning, Finance &
Administration
Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6

Reply to: Anne-Marie Croce
Public Consultation Unit
Tel: (416) 392-2896
Fax: (416) 392-2974
TTY: (416) 338-0889
E-mail: Annemarie.croce@toronto.ca

November 2, 2017

Mississauga of Scugog Island First Nation
22521 Island Rd.
Port Perry, ON L9L 1B6

Re: Notice of Stage 1 Archaeological Reports: Glen Road Pedestrian Bridge EA Study

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study for Glen Road Pedestrian Bridge. The Glen Road Pedestrian Bridge is deteriorating and is in need of major improvements. The purpose of this study is to determine a long-term plan for the bridge and identify opportunities to improve the adjoining pedestrian tunnel that connects to the south side of Bloor Street East.

This study recommendations are:

- Replace the bridge in the same location with a wider, steel girder incline leg bridge type (very similar to the current structure)
- Replace and widen the tunnel to the west (following the current alignment)

For your reference, we have enclosed a copy of the architectural report.

Further information about the study can be found at www.toronto.ca/glen-rd-ped-bridge

Comments about this material may be emailed or sent to the attention of the undersigned.

The City of Toronto will continue to notify you about the study as it progresses.

Your input is important. Should you require additional information or if you would like to meet with the City to discuss this project further, please contact me at your earliest convenience.

Regards,

A handwritten signature in cursive script that reads "Amcroce".

Anne-Marie Croce
Public Consultation Unit, City of Toronto

John Livey
Deputy City Manager

Policy, Planning, Finance &
Administration
Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6

Reply to: Anne-Marie Croce
Public Consultation Unit
Tel: (416) 392-2896
Fax: (416) 392-2974
TTY: (416) 338-0889
E-mail: Annemarie.croce@toronto.ca

November 2, 2017

Fawn Sault
Mississaugas of the New Credit First Nation
2789 Mississauga Rd. RR6
Hagerville, ON. N0A 1H0

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Anne-Marie Croce
Public Consultation Unit, City of Toronto

John Livey
Deputy City Manager

Policy, Planning, Finance &
Administration
Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6

Reply to: Anne-Marie Croce
Public Consultation Unit
Tel: (416) 392-2896
Fax: (416) 392-2974
TTY: (416) 338-0889
E-mail: Annemarie.croce@toronto.ca

November 2, 2017

Kawartha Nishnawbe First Nation
RR 4, General Delivery
Burleigh Falls, ON. K0L 2H0

Re: Notice of Stage 1 Archaeological Reports: Glen Road Pedestrian Bridge EA Study

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Anne-Marie Croce
Public Consultation Unit, City of Toronto

John Livey
Deputy City Manager

Policy, Planning, Finance &
Administration
Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6

Reply to: Anne-Marie Croce
Public Consultation Unit
Tel: (416) 392-2896
Fax: (416) 392-2974
TTY: (416) 338-0889
E-mail: Annemarie.croce@toronto.ca

November 2, 2017

Hiawartha First Nation
123 Paudash Street, RR2
Keene, ON. K0L 2G0

Re: Notice of Stage 1 Archaeological Reports: Glen Road Pedestrian Bridge EA Study

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study for Glen Road Pedestrian Bridge. The Glen Road Pedestrian Bridge is deteriorating and is in need of major improvements. The purpose of this study is to determine a long-term plan for the bridge and identify opportunities to improve the adjoining pedestrian tunnel that connects to the south side of Bloor Street East.

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Regards,

A handwritten signature in cursive script that reads "Amcroce".

Anne-Marie Croce
Public Consultation Unit, City of Toronto

John Livey
Deputy City Manager

Policy, Planning, Finance &
Administration
Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6

Reply to: Anne-Marie Croce
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Tel: (416) 392-2896
Fax: (416) 392-2974
TTY: (416) 338-0889
E-mail: Annemarie.croce@toronto.ca

November 2, 2017

Curve Lake First Nation
22 Winookeeda Rd.
Curve Lake, ON K0L 1R0

Re: Notice of Stage 1 Archaeological Reports: Glen Road Pedestrian Bridge EA Study

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study for Glen Road Pedestrian Bridge. The Glen Road Pedestrian Bridge is deteriorating and is in need of major improvements. The purpose of this study is to determine a long-term plan for the bridge and identify opportunities to improve the adjoining pedestrian tunnel that connects to the south side of Bloor Street East.

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Regards,

A handwritten signature in cursive script that reads "Amcroce".

Anne-Marie Croce
Public Consultation Unit, City of Toronto

Appendix 3 – Initial Stakeholder Associations

Representatives from the following associations were invited to participate in the Stakeholder Walk-Shop on June 27, 2016.

- South Rosedale Ratepayers Association
- Multi-residential buildings within South Rosedale
- Bloor East Neighbourhood Association
- Working group for the St. James Town development project
- St. Simon-the-Apostle Anglican Church
- Upper Jarvis Neighbourhood Association
- Toronto Historical Association
- Cycle Toronto Ward 27/28
- WalkToronto
- St. James Town network
- Toronto Community Housing, St. James Town

All contacts were included in the project email list going forward.

Appendix 4 – Stakeholder Walk-shop Minutes

Date: June 27, 2016 **Project:** Glen Road Pedestrian Bridge
Location: St Simon-the-Apostle Anglican Church (525 Bloor St East) **Toronto PO #:** 6043136
Time: 6:00 p.m. to 8:00 p.m. **MMM Project #:** 3216026-000
Author: Jay Goldberg, WSP|MMM Group

Attendees:	
Lorna Zappone	City Project Manager, Transportation Services
Jason Diceman	Policy, Planning, Finance & Administration - Program Support/Public Consultation
Lara Tarlo	City Planning - Urban Design
Jennifer Renaud	City Planning - Community Planning
Saikat Basak	Transportation Services - TIMs/Cycling Infra. & Prog.
Jeffrey Dea	Transportation Services - TIMs/Infrastructure Plan.
Ragini Dayal	Heritage Preservation Services, Heritage Planner
Kristyn Wong-Tam	City Councillor, Ward 27, Toronto Centre-Rosedale
Don Hogarth	South Rosedale Ratepayers Association, President
David M. Townley	South Rosedale Ratepayers Association, Executive Vice-President
Kathleen Hanly	South Rosedale Ratepayers Association, Director
Jack Ground	South Rosedale Ratepayers Association, Secretary
Heather Senst	South Rosedale Ratepayers Association, Director
Arthur Haberman	Multi-residential buildings within South Rosedale, President, 21 Dale Avenue Co-op
Mary Depoe	Multi-residential buildings within South Rosedale, President of the Board, 1A Dale Rd
Linda Ashley-Crane	Multi-residential buildings within South Rosedale, President, Forty Glen Rd. Apartments Limited
Linda Brett	Bloor East Neighbourhood Association
John Burt	Bloor East Neighbourhood Association
Paul Wong	Bloor East Neighbourhood Association
Richard Warner	Bloor East Neighbourhood Association
Chris Hallett	Working group for St. James Town Dev't
Christopher Kowal, UJNA President	Upper Jarvis Neighbourhood Association
Anish Alex	St. James Town network
Margaret Brimpong	St. James Town network, Community Capacity Builder - Yonge Street Mission
Alison Stewart	Cycle Toronto Ward 27/28
Michael Black	Walk Toronto
Heather Templeton	WSP MMM
Richard Unterman	Unterman McPhail Associates
Jay Goldberg	WSP MMM

Purpose: To engage in a discussion about the important heritage of the bridge and important role it has in the local community.

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
1.0	Introductions	
1.1	All attendees introduced themselves to the group, noting their associations, including the City and Consultant Project Team members.	
1.2	J. Diceman provided an overview of the Agenda and purpose of the Walk Shop. L. Zappone introduced the study purpose and study area, as well as the EA Study Process and Schedule. L. Zappone also provided safety protocols for the walk.	
2.0	Initial Comments / Questions	
2.1	Below is a list of the initial questions (Q), comments (C), and answers (A) raised before walking to the study area.	
2.1.1	<p>Q: Is ‘Do Nothing’ really an option?</p> <p>A: Do Nothing represents the base case scenario, where the bridge will continue to deteriorate until it has to be closed and removed. This is a necessary component of the EA Process, and is used to compare all other alternative solutions.</p>	
2.1.2	<p>Q: What other events will there be for public consultation?</p> <p>A: The Project Team is currently undertaking an online survey, which is available on the City Project Webpage and shared at the bridge site through postcards and signs; there will be two Public Information Centres, and possibility for additional consultation events if needed.</p>	
2.1.3	<p>Q: What are ‘Alternative Solutions’?</p> <p>A: These are the different ways to address the existing problem, which is the ongoing deterioration of the bridge, and they are: (i) do nothing, (ii) rehabilitating the bridge, (iii) replacing the bridge in its existing location, and (iv) replacing the bridge in a different location.</p>	
2.1.4	<p>Q: What is the purpose of this meeting?</p> <p>A: The purpose of this Walk-Shop is to get early input on the bridge from the local residents and people who use the bridge, before making any recommendations on the alternative solution.</p>	
2.1.5	<p>Q: If the bridge is currently safe, then why are we doing this study?</p> <p>A: The recent inspections and evaluation of the bridge noted that the deterioration will continue even with the emergency rehabilitation work completed last year. This project is looking for a long term solution.</p>	
2.1.6	<p>Q: If the bridge were to be relocated, what are the alternative sites?</p> <p>A: Those details have not been identified at this time.</p>	
2.1.7	<p>Q: Has City budget been set aside that would cover the cost of any of the alternative solutions?</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	A: No. Funding is not set aside at this time in the process.	
3.0	Questions and Comments During Walk	
3.1.1	<p>Q: Has the Team looked at the history of Rosedale Valley, and potential First Nations sites?</p> <p>A: The Team will conduct an Archaeological Assessment of the study area, in which Rosedale Valley would be included.</p>	
3.1.2	<p>Q: Public feels vibrations while walking/cycling across the bridge; is this related to the ongoing deterioration of the bridge.</p> <p>A: The current Bridge Design Code contains requirements related to the comfort criteria vibration limits of a pedestrian bridge, which may be new from when the bridge was first designed. If a new bridge is the recommended solution, the design will have to meet current standards.</p> <p>C: Vibrations seem to have been getting worse over the years.</p>	
3.1.3	<p>Q: Is winter salting increasing the corrosion of the bridge?</p> <p>A: Possibly, this has been noted by the Team, and will be considered in the evaluation.</p> <p>C: There is also a lot of salting around the subway.</p>	
3.1.4	C: There is a lot of crime around the bridge and tunnel including selling drugs. The Project should look at ways to deal with that through the new design.	
3.1.5	<p>Q: When is the next inspection of the bridge?</p> <p>A: The last inspection was in November 2015, and there will be a visual inspection every year, as recommended by the 2014 Structural Inspection and Evaluation Report.</p>	
3.1.6	<p>C: The bridge itself is well lit as it is, but the tunnel is not. There have been a couple murders near the bridge. Toronto Police Services (TPS) are aware of the activity on the bridge, but cannot stop it completely. The bridge is also on the border of two jurisdictions, which makes it confusing for the police.</p> <p>C: The Project Team is in contact with TPS to get their input on the project.</p>	
4.0	Questions and Comments Post Walk	
4.1	Below is a list of the questions (Q), comments (C), and answers (A) raised on after walking through the study area, upon return to the venue.	
4.1.1	C: There seems to be a long history of the crossing, not necessarily the existing structure. The crossing should be maintained.	
4.1.2	C: The structure blends into the surrounding well, and you can't see the structure below when you're on it. The simple lines and open railings allow for better views of the surroundings. Any new structure should be similar.	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
4.1.3	<p>C: The new bridge should be made safer for pedestrians, in terms of reducing the ability of illegal activities to be conducted on or near the bridge.</p> <p>R: This can be reviewed through a 'crime prevention through environmental design' (CPTED) approach.</p>	
4.1.4	<p>Q: Is the survey online only?</p> <p>A: Yes, but for those who don't have internet access, you can ask a friend or relative to do it for you, or call J. Diceman. as City representative who can go through the survey over the phone.</p>	
4.1.5	<p>C: The Team should review how the bridge connects to Toronto's future cycling and trail network for future usage.</p>	
4.1.6	<p>C: When the bridge was closed, those closest to the structure on the north side have to walk around to Sherboure Ave., to get to Bloor St. or the subway station, which added approximately 20 min. travel time.</p>	
4.1.7	<p>C: Motorized vehicles should not be allowed on the new structure, including e-bikes.</p>	
4.1.8	<p>C: There should be access to Bloor St. from the bridge, including accessible ramps.</p> <p>A: That will be considered in a separate study. This study is focussing on the bridge itself.</p>	
4.1.9	<p>C: Enjoy the feel of the wood deck; it is more comfortable to walk and ride on than concrete. If a wooden deck is not feasible, a composite material should be considered.</p>	
4.1.10	<p>C: If cyclists will be allowed on the bridge, then the gates should be removed as they pose a hazard to cyclists; however, forcing cyclists to slow down when entering the bridge makes it safer for pedestrians.</p> <p>C: The bridge gates should be considered in the design to prevent unwanted vehicles, but to be accessible to all users.</p>	
4.1.11	<p>C: There have been 'break-ins' in the Rosedale neighbourhood, and the bridge provides thieves with an escape route, therefore it should be closed.</p>	
4.1.12	<p>C: The bridge should not have high fences or gates overhead, as they obscure the scenery.</p> <p>Q: What is the number of suicides attempted from the bridge? Are these measures really needed at this bridge?</p>	
4.1.13	<p>C: Bridge design should not impede potential improvements to the Rosedale Valley multi-use path (Bloor St. East Association)</p>	
4.1.14	<p>C: Bridge crossing is a conduit between two very different neighbourhoods of Rosedale and St. James Town.</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
4.1.15	C: A connection to Rosedale Valley should be considered, including consideration of an elevator.	
Meeting adjourned at 7:45 p.m.		

Appendix 5 – Notice of Public Information Centre #1

Glen Road Pedestrian Bridge

Municipal Class Environmental Assessment Study Notice of Study Commencement and Public Information Centre #1

We invite you to attend a Public Information Centre (PIC) to learn about the City's study, the work completed to date and the next steps in this process. Details are as follows:

Date: Wednesday, September 28, 2016

Time: Drop-in anytime from 5:30 p.m. to 8:30 p.m.

Location: St. Paul's Church, Cody Hall
227 Bloor St. E, Toronto,



You can also view the display materials and provide feedback online now at:

toronto.ca/glen-rd-ped-bridge

Background

The Glen Road Pedestrian Bridge is deteriorating and is in need of major improvements. This Environmental Assessment (EA) study will assess the existing conditions, identify alternatives, and recommend a preferred solution, which may include proposing a new bridge design. Consultation with the public will be an important part of the EA study process.



Background Continued...

For over 130 years, Glen Road has had a bridge over Rosedale Valley, connecting the community of Rosedale to the city. This study respects the importance of this historic connection and will give appropriate consideration to the cultural heritage value of the bridge structure.

This pedestrian-only structure between Sherbourne Street and Parliament Street, spanning the Rosedale Valley, provides a north-south connection from the north side of Bloor Street East to the intersection of Glen Road and Dale Avenue.

Previous routine bridge rehabilitation was completed in 2001. Emergency repairs on the structure were completed in early 2015, with ongoing annual inspections to ensure the safety of the bridge. The completion of the repairs in 2015 has extended the timeframe to undertake this Municipal Class EA study, which will determine the future of the bridge.



South Glen Road Bridge 1884

The Process

The study is being carried out as a Municipal Class EA Study (Schedule C). The MCEA process, an approved planning process under the Ontario *Environmental Assessment Act*, includes identifying the problem and opportunity to be addressed, developing and evaluating alternative solutions and design concepts, assessing impacts and identifying mitigation measures and providing opportunities for public input. An Environmental Study Report will be prepared at the end of the process, in accordance with the requirements of the Municipal Class EA process.

We would like to hear from you

Public consultation is an important part of this study. For more information or to be placed on the study mailing list, please contact us or visit the project web page:

Jason Diceman
Sr. Public Consultation Coordinator
Public Consultation Unit, PPF&A
City of Toronto, Metro Hall, 19th Fl., 55 John St.
Toronto, ON M5V 3C6
Tel: 416-338-2830 Fax: 416-392-2974 TTY: 416-338-0889
Email: jdiceman@toronto.ca

toronto.ca/glen-rd-ped-bridge

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, comments will become part of the public record. Issued September 15, 2016

Call **3-1-1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Glen Road Pedestrian Bridge

Municipal Class Environmental Assessment Study Notice of Study Commencement and Public Information Centre #1

Public Consultation

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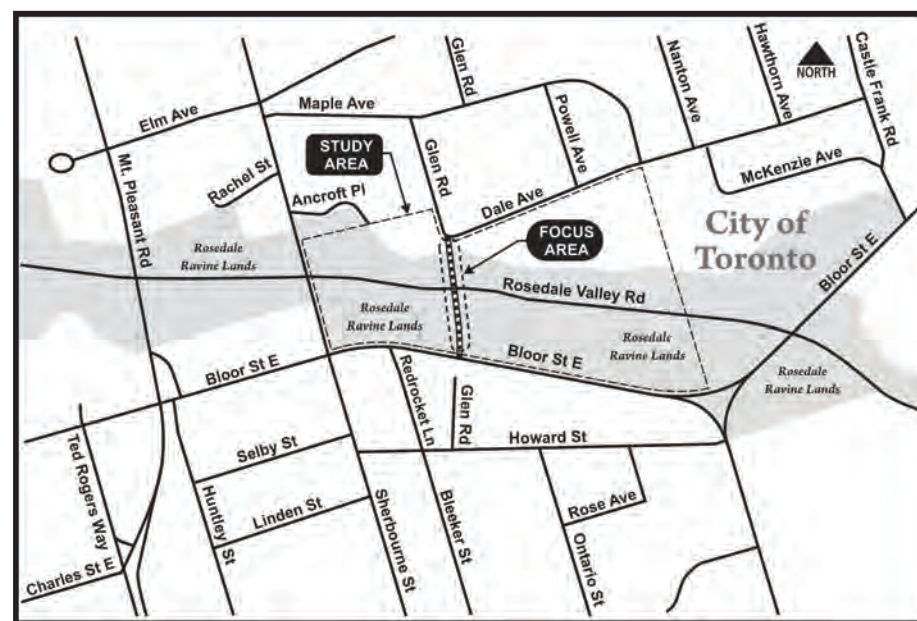
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Previous bridge rehabilitation was completed in 2001. Emergency repairs on the structure were completed in early 2015, with ongoing annual inspections to ensure the safety of the bridge. The completion of the repairs in 2015 has extended the timeframe to undertake this Municipal Class EA study, which will determine the future of the bridge.

The Process

The study is being carried out under Schedule 'C' of the Municipal Class EA process, which is an approved planning process under the Ontario Environmental Assessment Act. The



public will have opportunities for input at key stages of this study. The study will define the problem, develop and evaluate alternative solutions and designs, review public and stakeholder feedback, and identify measures to minimize any impacts.

An Environmental Study Report will be prepared at the end of the process in accordance with the requirements of the Municipal Class EA process.

We would like to hear from you

Public consultation is an important part of this study. For more information or to be placed on the study mailing list, please contact us or visit the project web page:

Jason Diceman

Sr. Public Consultation Coordinator

Public Consultation Unit, PPF&A

City of Toronto, Metro Hall, 19th Fl., 55 John St.

Toronto, ON M5V 3C6

Tel: 416-338-2830 Fax: 416-392-2974 TTY: 416-338-0889

Email: jdiceman@toronto.ca Visit: toronto.ca/glen-rd-ped-bridge

Issue Date: September 15, 2016

Appendix 6 – Public Information Centre #1 Panels

Posted as a separate PDF file at
toronto.ca/glen-rd-ped-bridge



GLEN ROAD PEDESTRIAN BRIDGE ENVIRONMENTAL ASSESSMENT STUDY PUBLIC INFORMATION CENTRE #1 SEPTEMBER 28, 2016



WELCOME!

Welcome to the first Public Information Centre for the Glen Road Pedestrian Bridge Class Environmental Assessment

The information displayed today is available online at:

toronto.ca/glen-rd-ped-bridge

PURPOSE & STUDY AREA

The purpose of this study is to address the deteriorated condition of the Glen Road Pedestrian Bridge.



EA STUDY PROCESS AND SCHEDULE

This study is being conducted in accordance with the Ontario Environmental Assessment Act through the application of the ***Municipal Class Environmental Assessment Process***.

Community Walk-Shop June 2016

PIC #1
September 2016

PIC #2 Winter
2017

Report to Council
and finalize Spring
2017

Phase 1:
Problem and
Opportunity

Phase 2:
Alternative
Planning
Solution

Phase 3:
Alternative
Design
Concepts for
the Preferred
Planning
Solution

Phase 4:
Environmental
Study Report

PLANNING AND POLICY CONTEXT

Official Plan (June 2015)

A long-term plan with a vision to create vibrant neighbourhoods, conserve heritage resources, encourage walking and cycling for local trips, and create strong pedestrian and cycling linkages to transit stations.

Ten Year Cycling Network Plan (2016)

Toronto City Council approved the Cycling Plan to connect, grow and renew infrastructure for Toronto's cycling routes over the next ten years.

South Rosedale Heritage Conservation District (2003)

South Rosedale is a clearly defined area in the City with significant heritage resources, in its buildings, landscapes, boulevards, and open spaces. South Rosedale was designated as a heritage conservation district under Part V of the Ontario Heritage Act to conserve and reinforce the neighbourhood's unique character.

Other area policies (e.g. Streetscaping Program, Trail Network, Walking Strategy, Toronto Ravine Strategy and Ravine By-law (Ch. 658), Accessibility for Ontarians with Disabilities Act)



PLANNING AND POLICY CONTEXT

Adjacent Development Application Sites and Projects



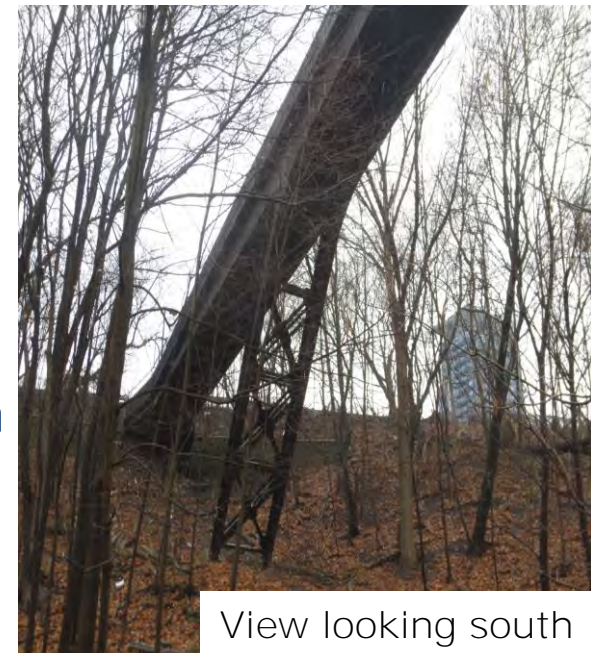
See City website for related information

EXISTING CONDITIONS - BRIDGE



View looking east from
Rosedale Valley Drive

- Existing structure was built in 1973; steel inclined leg rigid frame bridge with a timber deck
- Three (3) spans structure; totaling 107 m
- Deck width ~ 3.7 m; Height ~ 20 m
- The 2014 routine inspection revealed substantial deterioration at a greater rate than expected
- Emergency repairs in 2015 were not intended to be a long term solution, as corrosion will continue

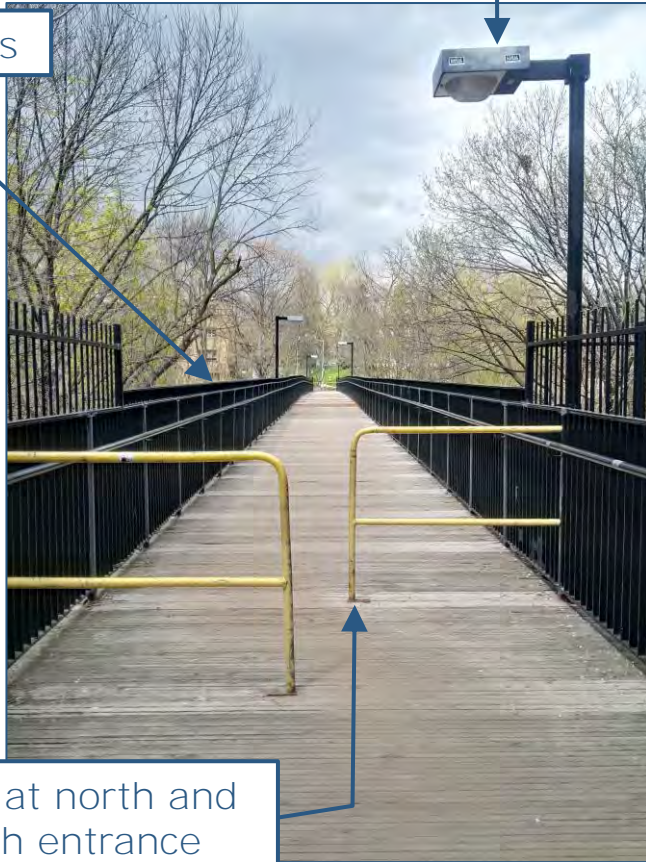


View looking south

EXISTING CONDITIONS – BRIDGE INFRASTRUCTURE

Illumination poles across
length of bridge

Railings



Gates at north and
south entrance

Steel erosion
on inclined leg

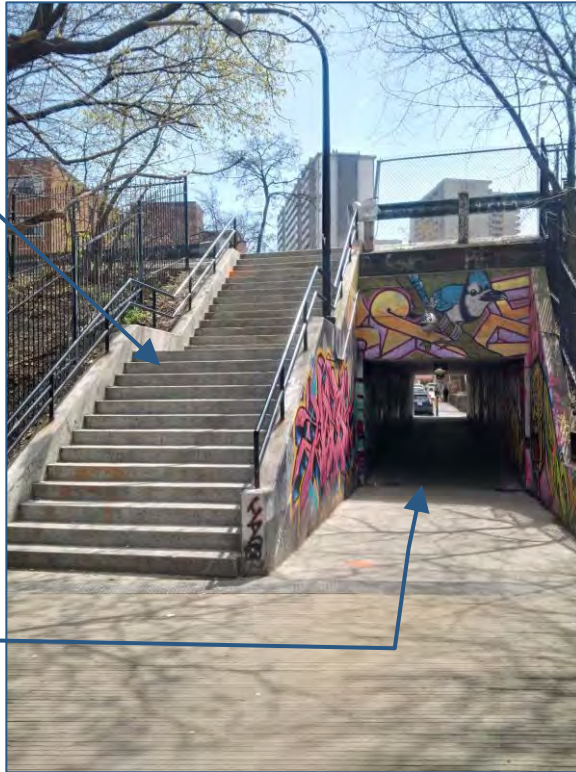


Wooden deck
and steel
plates from
deck repairs



EXISTING CONDITIONS – RELATED INFRASTRUCTURE

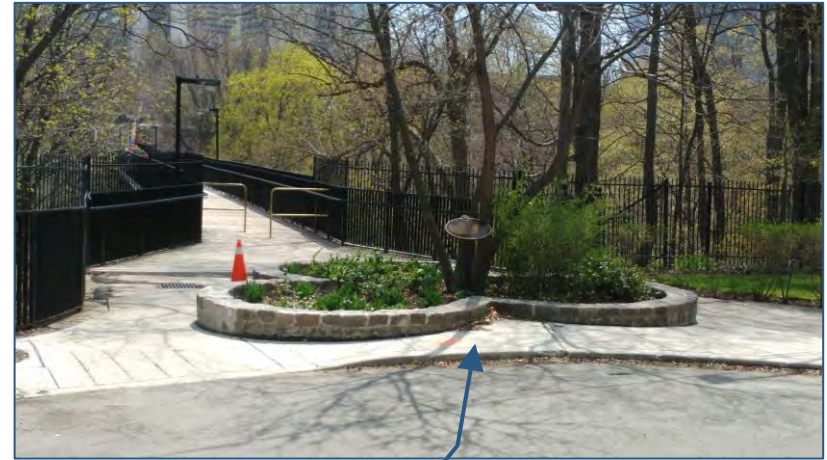
South approach



Staircase
connection
from Bloor
Street to
south access

Tunnel
underneath
Bloor Street
connecting to
TTC
Sherbourne
Station

North approach

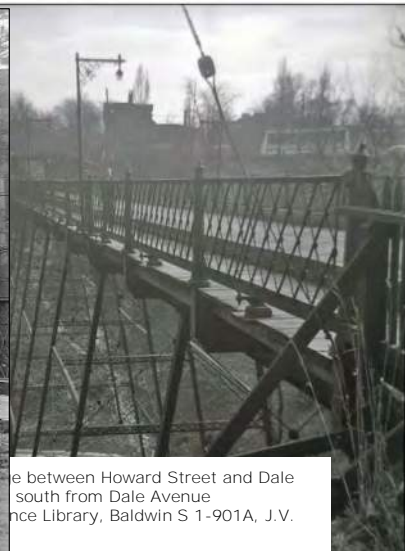


Memorial plaque for Morley
Callaghan, an acclaimed
novelist, short story writer,
playwright, TV and radio
personality, who often visited
the bridge.

EXISTING CONDITIONS – CULTURAL HERITAGE



View south from the Glen Road Bridge towards Howard Street [City of Toronto Archives, Fonds 200, Series 372, Subseries 10, Item 78, March 14, 1913].



View south from Dale Avenue
south from Dale Avenue
ance Library, Baldwin S 1-901A, J.V.

- 1951 – Bridge closed to vehicular traffic; however maintained for pedestrian use
- 1973 – Construction of the current pedestrian bridge
- 1992 – Officially renamed as the Morley Callaghan Footbridge
- 2001 – Rehabilitation
- 2003 – Glen Road Footbridge designated under Part V of the Ontario Heritage Act within the South Rosedale Heritage Conservation District and added to the City's heritage register



EXISTING CONDITIONS – CULTURAL HERITAGE

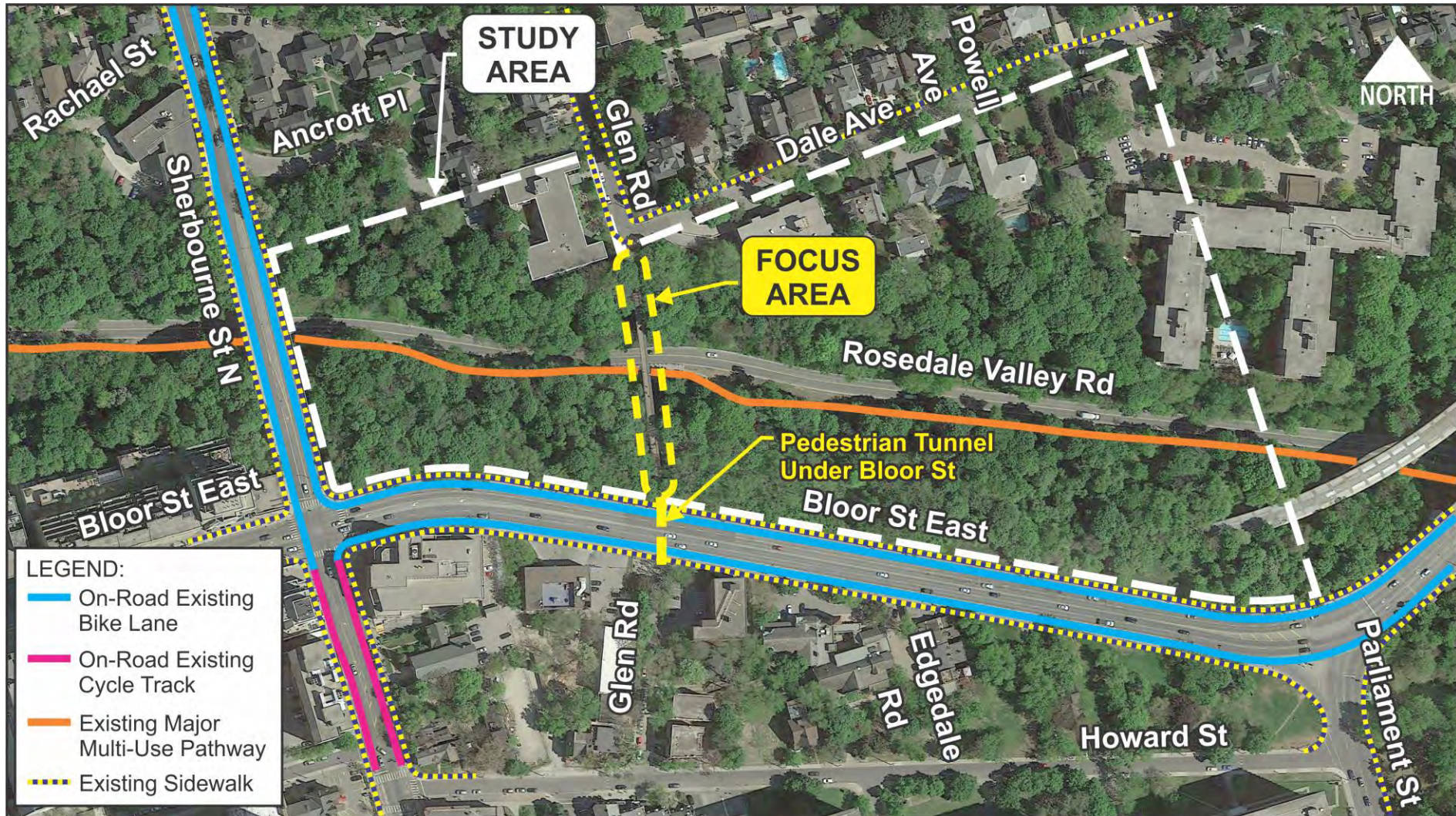
Cultural Heritage Evaluation Report:

- Glen Road Pedestrian Bridge is of cultural heritage value for design/physical, historical/associative and contextual reasons.
- Continued use of the bridge crossing attests to the importance of the connection across the Rosedale Ravine at Glen Road.
- Rare example of a steel rigid frame bridge with inclined legs within the City of Toronto.
- Physical and symbolic landmark within the community and acts a gateway to the historic Rosedale community.
- Principal heritage philosophy for the protection of cultural heritage resources is retention in situ.

Recommendation:

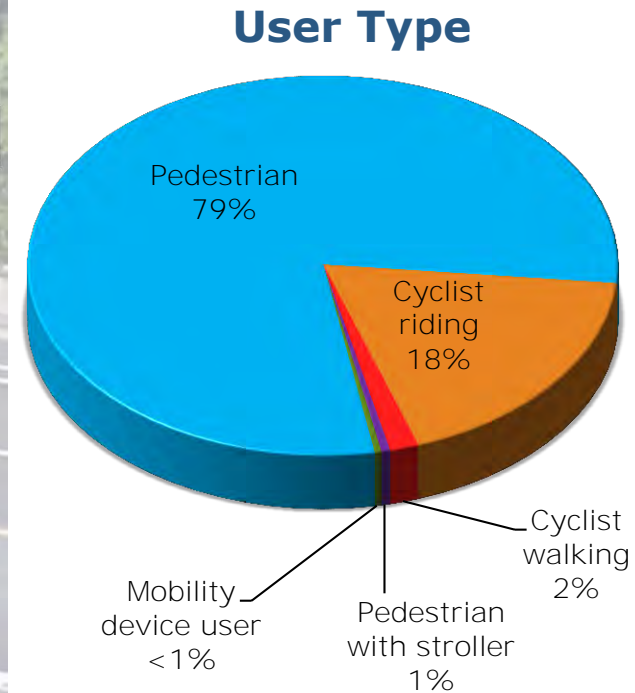
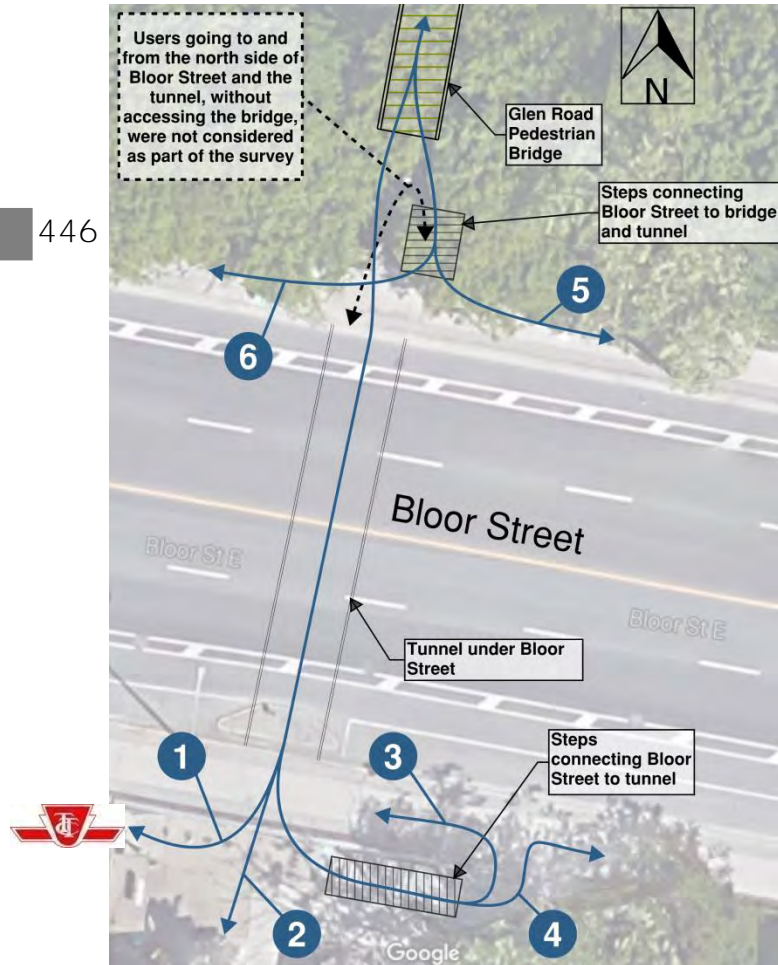
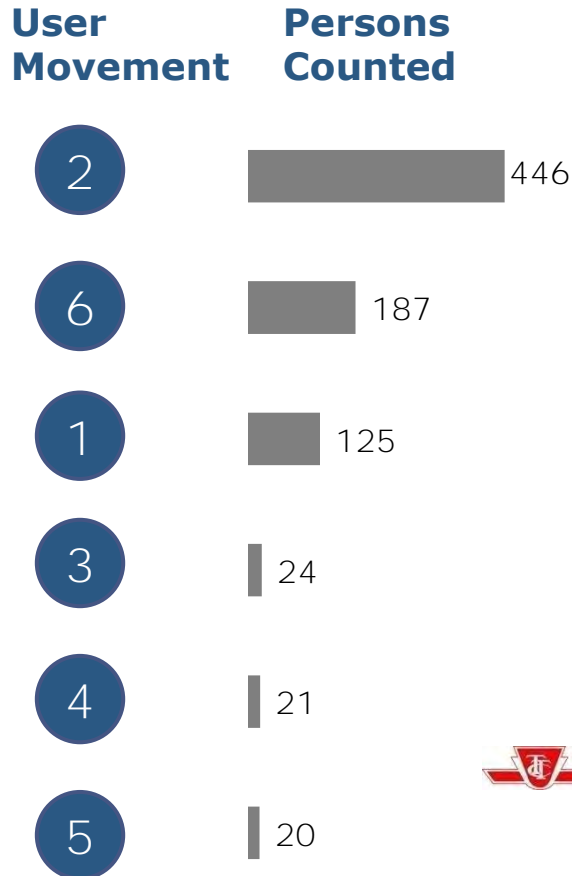
Should rehabilitation not be feasible, any new structure should explore design options that retain the design attributes of the existing bridge, at the same location.

EXISTING CONDITIONS – ACTIVE TRANSPORTATION NETWORK



EXISTING CONDITIONS – ACTIVE TRANSPORTATION

- Existing pedestrian and cyclist counts - June 22 and 25
- 823 trips were observed on the bridge over 11 hrs (75 users per hour)



EXISTING CONDITIONS – NATURAL

Natural Heritage Policy

- Rosedale Valley Extension Environmentally Significant Area (ESA) 62A
- City of Toronto Natural Heritage System (Official Plan 2015)
- Toronto Region Conservation Authority Regulation 166/06 Lands
- TRCA Terrestrial Natural Heritage System (Terrestrial Natural Heritage System Strategy [TNHSS])

Wildlife

- 21 bird and 2 mammal species recorded in the valley
- 1 Species at Risk (SAR) in the vicinity (Chimney Swift, provincially Threatened bird)
- Cavity trees occur within the valley adjacent to the bridge which may provide potential maternity roosting habitat for bats
- No bird nests were observed on the bridge structure

Vegetation

- 52 plant species recorded in the study area, of which 65% are native
- No SAR or Species of Conservation Concern present
- Rosedale Valley within the study area is comprised of 4 forest community types
- Numerous canopy ash trees are dead or in poor condition (likely due to Emerald Ash Borer); has recently caused shift in vegetation community types
- Several aggressive invasive species are prevalent (Norway Maple, Garlic Mustard, Japanese Knotweed)
- Two locally rare species are present in the valley (Northern Red Oak is naturally occurring on the south valley slope and young White Spruce are planted at the top of the north valley slope).

Legend

- Survey Location
- Vegetation Community

- Unit 1: FODM5-9, Dry-Fresh Sugar Maple – Hardwood Deciduous Forest Type
- Unit 2: FODM4-6, Dry-Fresh Norway Maple Deciduous Forest Type
- Unit 3: FODM4-6, Dry-Fresh Norway Maple Deciduous Forest Type
- Unit 4: FODM4-A, Dry-Fresh Norway Maple – Red Oak Deciduous Forest Type
- Unit 5: FODM4-B, Dry-Fresh Black Walnut – Maple Forest Type
- Unit 6: CUW1, Mineral Cultural Woodland Type



Valley slope with bare soil and patchy ground cover susceptible to erosion.



Vegetation around south end of existing bridge (near Bloor Street East)

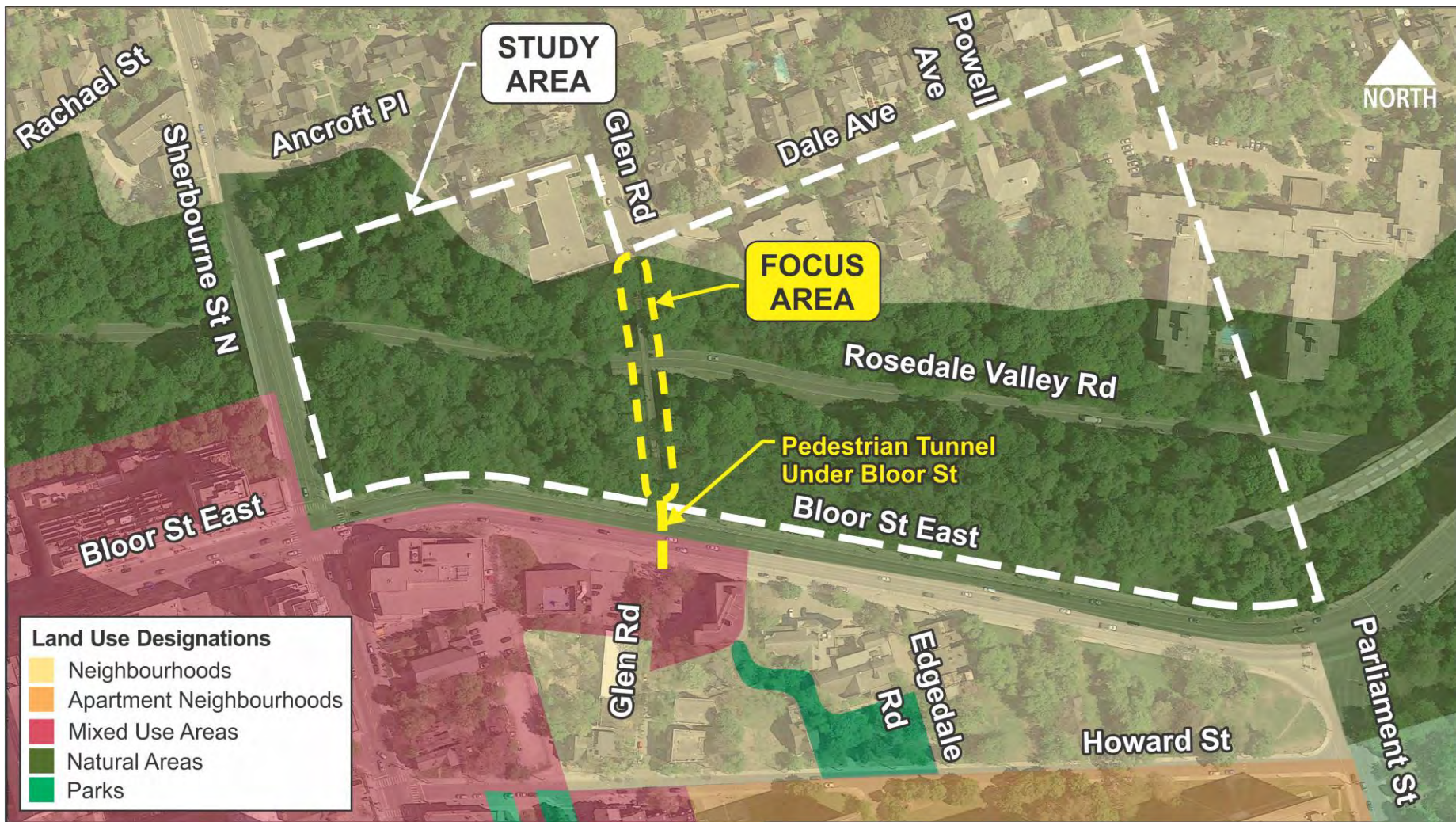


Deciduous woodland habitat on steep valley slopes



Glen Road Community Wildflower Garden south of Bloor St. hosts several native flora including three locally rare plants (Snowberry, Woodland Sunflower and Wild Crane's-bill)

EXISTING CONDITIONS – LAND USE



PROBLEM AND OPPORTUNITY STATEMENT

The Glen Road Pedestrian Bridge is a heritage structure, extending from Bloor Street East in the south to Glen Road in the north, passing over the Rosedale Valley. At the south end of the bridge, under Bloor Street East, is a pedestrian tunnel which provides a connection to Glen Road in the south and the TTC's Sherbourne Station.

The bridge is identified as needing major improvements. Emergency repairs were completed in 2015, extending the timeframe to undertake this environmental assessment study, which will determine the future of the bridge. Ongoing concerns about personal safety in the pedestrian tunnel have been identified.

Alternatives will be developed and evaluated, considering all active transportation users. Opportunities to improve safety in the tunnel area will also be considered.



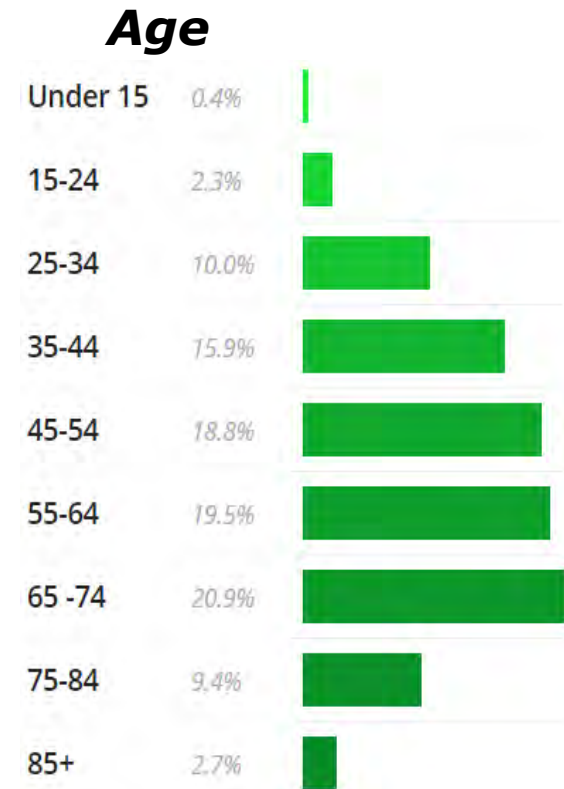
WHAT WE HAVE HEARD SO FAR

Stakeholder Walk-Shop (June 27, 2016)

- City hosted walking-workshop with 18 representatives of local resident associations, active transportation groups, and the community.
- Goal: To discuss the heritage value of the bridge, its role in the local community, and its active uses.

Bridge User Online Survey (full report online) (June 22 – August 20, 2016)

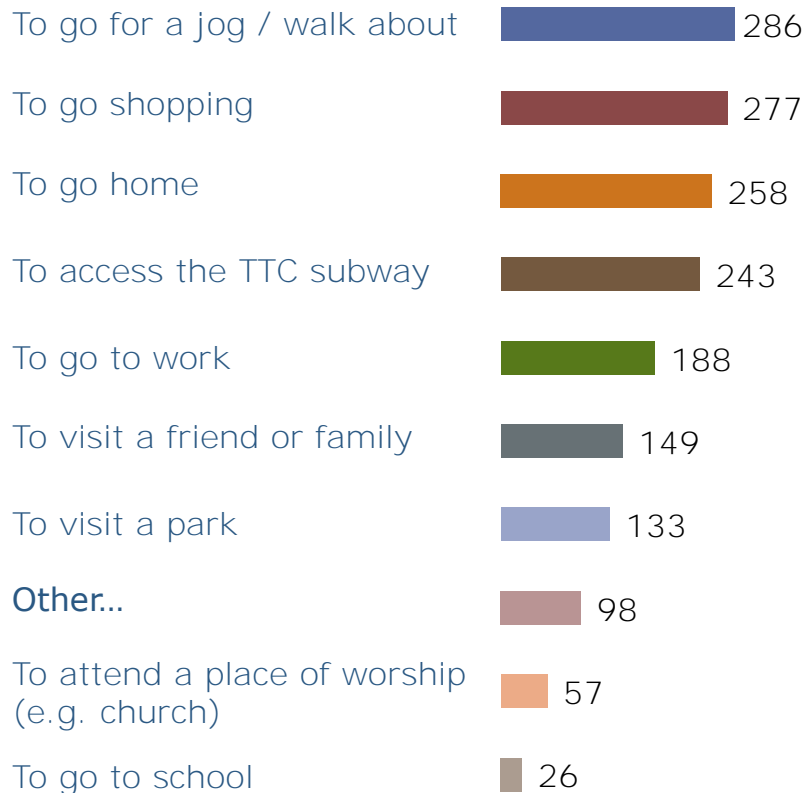
- **Topic: “Why do you cross the Glen Road Pedestrian Bridge?”**
- Over 540 responses
- 74% of respondents live in Rosedale (M4W)
- 51% use bridge 4-7 times a week
- 23% use bridge 1-3 times a week
- 1/3 cross with bike (usually / sometimes)



WHAT WE HAVE HEARD SO FAR

Bridge User Online Survey Results

For what purposes do you most commonly cross the Glen Rd. Bridge?



What do you like most about the Bridge?

- "A beautiful view in all seasons!"
- "Very direct and convenient..."
- "A space in the trees, that is cooler..."
- "Peaceful and quiet... with no traffic"
- "A nice area to walk with my dogs."
- "...like a walk in a park"
- "Well-maintained in the winter."
- "Safer route for cycling"

Sample of other comments

- "South side is scary (at night)... hidden"
- "Graffiti on the walls"
- "Tunnel smells & needs better lighting"
- "Please retain ...unique city feature!"
- "An important connection..."
- "Historically significant"
- "Connects different communities"

ALTERNATIVE SOLUTIONS

Alternative

Description

Do Nothing

Allow bridge to deteriorate until such a time that the conditions require closure and removal

Rehabilitate the existing bridge

Patch-up deteriorating sections of the existing bridge to achieve a safe structure

Replace bridge in same location

Replace existing bridge and maintain crossing with new bridge in same location

Replace bridge in new location

Replace existing bridge and maintain crossing with new bridge in different location

HOW ARE ALTERNATIVES EVALUATED?

Evaluation Criteria

Bridge Engineering



Description

- Addresses existing and future structural needs
- Ability to address public safety needs for all users
- Minimizes construction constraints and complexity

Cultural Heritage



- Effects on:
 - Cultural heritage resources
 - Cultural heritage landscapes
 - Cultural heritage buildings

Transportation Planning



- Addresses existing and future pedestrian and cycling needs
- Consistent with policy and planning
- Maintains/improves network connectivity
- Ability to address accessibility requirements for all users

Natural Environment



- Potential impacts to existing natural environmental features including:
- Vegetation
 - Wildlife

HOW ARE ALTERNATIVES EVALUATED?

Evaluation Criteria

Socio-Economic



Description

- Amount and type of property required
- Supports existing and future community planning
- Potential impact to adjacent residences and business (disruption and nuisance)
- Ability to enhance streetscape

Cost










- Comparative costs including:
 - capital construction,
 - operation/
 - maintenance,
 - property,
 - utility relocation, etc.

Urban Design






































- Potential to provide improved:
 - lighting,
 - materials,
 - safety (Crime Prevention through Environmental Design, CPTED)

ALTERNATIVE SOLUTIONS ASSESSMENT

Criteria	Do Nothing	Rehabilitate the Existing Bridge	Replace Bridge in Same Location	Replace Bridge in New Location
Bridge Engineering 	<ul style="list-style-type: none"> ✗ Requires annual inspections to determine bridge condition and safety ✓ Does not address continued corrosion of structural members, inevitably leading to a bridge closure 	<ul style="list-style-type: none"> ✗ Only addresses existing deteriorating conditions ✗ Will require extensive rehabilitation work at progressively shorter intervals until such a point that repairs to severely deteriorated primary members are no longer feasible ✗ Frequent of ongoing maintenance ✗ Requires annual inspections to determine bridge condition and safety ✗ Only considered a short-term solution 	<ul style="list-style-type: none"> ✓ Addresses deteriorating conditions of existing bridge ✓ Addresses long term public safety needs for all users ✗ Additional complexity in removing existing bridge and constructing new bridge in same location 	<ul style="list-style-type: none"> ✓ Addresses deteriorating conditions of existing bridge ✓ Addresses long term public safety needs for all users ✗ Complexity in determining new/better location for bridge crossing ✗ Complexity in designing bridge at new location
Cultural Heritage 	<ul style="list-style-type: none"> ✗ Maintains the heritage value of bridge and crossing at the present, but eventually leads to the bridge being closed and removed ✓ No archaeological impacts 	<ul style="list-style-type: none"> ✗ Short term maintenance of heritage value of the existing bridge ✗ Majority of the bridge would effectively be new material, limiting the heritage value of the bridge ✓ Maintains crossing in current location ✓ No archaeological impacts ✗ Does not address user's safety concerns to separate pedestrian and cyclist traffic 	<ul style="list-style-type: none"> ✓ Removes existing heritage value of bridge, for replacement of new bridge, but maintains location of existing crossing ✗ Potential impact to undisturbed lands in surrounding bridge, in Rosedale Valley, during construction 	<ul style="list-style-type: none"> ✗ Removes existing heritage bridge and crossing, and replaces in new location ✗ Potential to impact lands with archaeological potential in Rosedale Valley, especially with bridge at new location
Transportation Planning 	<ul style="list-style-type: none"> ✗ Eventual removal of the bridge would be inconsistent with City planning policies to encourage walking and cycling, and linkages to transit stations. ✗ Does not maintain connection to active transportation network on Bloor Street and Sherbourne Street ✗ Does not maintain connection to the TTC Sherbourne Station ✗ Does not address accessibility needs ✓ Does not preclude future connection to Rosedale Valley from Bloor Street 	<ul style="list-style-type: none"> ✗ Does not address user's safety concerns to separate pedestrian and cyclist traffic ✗ Short term solution not consistent with City planning policies to encourage walking and cycling, and linkages to transit stations ✗ Does not address accessibility needs on existing bridge including access from Bloor Street ✓ Maintains connection to active transportation network in the short term ✓ Maintains connection to Sherbourne Station ✓ Does not preclude connection to Rosedale Valley from Bloor Street 	<ul style="list-style-type: none"> ✓ Opportunity to address user's safety concerns to separate pedestrian and cyclist traffic ✓ Consistent with City planning policies to encourage walking and cycling, and linkages to transit stations ✓ Maintains connection to active transportation network ✓ Maintains connection to Sherbourne Station ✓ Does not preclude connection to Rosedale Valley ✓ Potential to address accessibility needs for all users in new bridge design 	<ul style="list-style-type: none"> ✓ Potential to address user's safety concerns to separate pedestrian and cyclist traffic ✓ Consistent with City planning policies to encourage walking and cycling, and linkages to transit stations ✗ Changes existing connections to active transportation network ✗ Does not maintain direct connection to Sherborne Station ✗ Does not preclude connection to Rosedale Valley ✓ Could address pedestrian/cycling needs with new bridge design ✓ Potential to address accessibility needs for all users in new bridge design
Natural Environment 	<ul style="list-style-type: none"> ✓ No impacts ✓ Potential benefits for new vegetation growth when bridge is removed 	<ul style="list-style-type: none"> ✓ No impacts ✓ Maintains existing conditions , until additional work is required or eventual removal of the bridge 	<ul style="list-style-type: none"> ✗ Minimize impacts to natural environment by constructing in same location; however some impacts anticipated due to new foundations, and potentially wider bridge 	<ul style="list-style-type: none"> ✗ Impacts to natural environment due to construction at new bridge location
Socio-Economic Environment 	<ul style="list-style-type: none"> ✗ Removes direct connection from Rosedale to Bloor Street, and amenities in the area (i.e., shopping) ✗ Removes direct access to subway network at Sherbourne Station ✗ Removes attractiveness of existing crossing (view of Rosedale Valley) and neighbourhood ✓ No property impacts 	<ul style="list-style-type: none"> ✓ Maintains connections from Rosedale to Bloor Street and amenities in the area (i.e., shopping) ✓ Maintains direct access to subway network at Sherbourne Station ✓ Maintains appeal of existing bridge and neighbourhood ✓ No property impacts 	<ul style="list-style-type: none"> ✓ Maintains connections from Rosedale to Bloor Street and amenities in the area (i.e., shopping) ✓ Maintains direct access to subway network at Sherbourne Station ✓ Potential to enhance appeal of neighbourhood with new structural design ✓ Potential for enhanced streetscape design ✓ No property impacts ✓ Disruption for users during bridge replacement 	<ul style="list-style-type: none"> ✗ Maintains connections from Rosedale to Bloor Street and amenities in the area (i.e., shopping) ✗ Does not maintain direct access to subway network at Sherbourne Station ✓ Potential to enhance appeal of neighbourhood with new structural design ✓ Potential for enhanced streetscape design ✓ No disruption to users during bridge replacement (maintain existing bridge while building at new location) ✗ Potential property impacts ✗ \$\$\$\$\$ ✗ Cost to maintain existing bridge during building of new one ✗ Cost to remove existing bridge ✗ Cost for completely new bridge
Cost 	<ul style="list-style-type: none"> ✓ \$ ✓ Cost for more frequent bridge inspections and eventual removal 	<ul style="list-style-type: none"> ✓ \$\$ ✗ Extensive rehabilitation work required at progressively shorter intervals until no longer feasible 	<ul style="list-style-type: none"> ✗ \$\$\$\$ ✗ Cost to remove existing bridge ✗ Cost of new bridge 	<ul style="list-style-type: none"> ✗ \$\$\$\$\$ ✗ Cost to maintain existing bridge during building of new one ✗ Cost to remove existing bridge ✗ Cost for completely new bridge
Urban Design 	<ul style="list-style-type: none"> ✗ No design improvements 	<ul style="list-style-type: none"> ✗ Limited opportunity for design improvements to existing bridge 	<ul style="list-style-type: none"> ✓ Potential for design improvements with new bridge 	<ul style="list-style-type: none"> ✓ Potential for design improvements with new bridge

Evaluation Summary	Not Recommended	Not Recommended	Recommended	Not Recommended
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ALTERNATIVE SOLUTIONS EVALUATION

Criteria	Do Nothing	Rehabilitate the Existing Bridge	Replace Bridge in Same Location	Replace Bridge in New Location
Bridge Engineering 	Does not address structural needs 	Does not address long term structural needs 	Addresses long term structural needs 	Addresses long term structural needs, but need to determine new bridge location 
Cultural Heritage 	Once bridge is removed, does not maintain heritage value of bridge or crossing 	Does not maintain heritage value of bridge crossing in long term 	Maintains heritage value of bridge crossing 	Removes heritage value of current crossing 
Transportation Planning 	Once bridge is removed, does not maintain connection to transit station or active transportation network 	Does not maintain connection to transit station or active transportation network in long term 	Maintains connection to transit station and active transportation network in long term 	Removes direct connection to transit station, but maintains connection to active transportation network 
Natural Environment 	Potential improvements to environment under the bridge once it is removed 	Potential improvements to environment under the bridge once it is removed 	Some potential impacts with new foundation and potentially wider structure 	Most impact to build bridge in new location 
Socio-Economic Environment 	Once bridge is removed, no connection from Rosedale to Bloor Street and transit facilities 	Removes connection from Rosedale to Bloor Street and transit facilities 	Maintains connections from Rosedale to Bloor Street and transit facilities 	Maintains connection from Rosedale to Bloor Street, but no direct connection to transit 
Cost 	Minimum cost to remove bridge once deemed unsafe 	Cost for rehabilitation with increasing frequency and cost to remove bridge once deemed unsafe 	Cost to replace structure 	Most expensive to build bridge in new location 
Urban Design 	No opportunity for design improvements 	No opportunity for design improvements 	Opportunity for design improvements 	Opportunity for design improvements 

Most preferred/
Least impacts



Least preferred/
Most impacts

ALTERNATIVE SOLUTIONS EVALUATION SUMMARY

Do Nothing

Rehabilitate the
Existing Bridge

Replace Bridge in
Same Location

Replace Bridge in
New Location

**Not
Recommended**

**Not
Recommended**

Recommended

**Not
Recommended**

- Bridge will eventually be removed due to deteriorating conditions.
- Does not address the long term requirements of the bridge, or the cultural heritage value of the crossing.
- Removes direct links to other active transportation and transit services.
- Cost for more frequent bridge inspections.

- Bridge will eventually be removed due to deteriorating conditions.
- Does not address the long term requirements of the bridge, or the cultural heritage value of the crossing.
- Eventual removal of direct links to other active transportation and transit facilities.
- Requires extensive costs for short term benefits.

- Addresses long term needs of the bridge, maintains heritage crossing, and maintains connections to active transportation and transit facilities.
- Provides opportunity for design improvements.
- Requires capital costs for long term benefits.

- Addresses long term needs of the bridge but diminishes the cultural heritage crossing.
- Results in most environmental impacts.
- Maintains link to active transportation facilities, but removes direct link to transit services.
- Provides opportunity for design improvements.
- Requires capital costs for long term benefits.

RECOMMENDED SOLUTION

The Project Team's recommended solution, based on the technical analysis completed to date is to **replace the bridge in the same location**.

Replacing the bridge in the same location has the greatest potential to address the goals included in the Problem and Opportunity Statement.

It provides opportunities to:



- Address the structural requirements for the long-term



- Maintains the cultural heritage value of the crossing



- Maintains active transportation connections to existing network



- Enhance facilities on bridge for users



- Minimize natural impacts



- Enhance streetscape



NEXT STEPS - CONSIDERATIONS FOR BRIDGE TYPE CONCEPTS



Arched

This study is an opportunity to contemplate the new structural type of the Glen Road Pedestrian Bridge.



Inclined Leg

Box Truss



Concrete Steel Truss



Segmental



NEXT STEPS - CONSIDERATIONS FOR BRIDGE DESIGN CONCEPTS



Illumination

This study is an opportunity to contemplate both the function and the character of the Glen Road Pedestrian Bridge.



Separate cycling and pedestrian facilities



Unobtrusive design



Mixed use



Clear view of surrounding sightlines

CONSIDERATIONS FOR TUNNEL IMPROVEMENTS



Tile Flooring Mosaic and Glass Walls

This study is an opportunity to enhance the safety and appeal of the tunnel



Lighting and Design Combination

Lighting Sculptures



Continuous Lighting in Tunnel



Artistic Entranceway



CONSIDERATIONS FOR TUNNEL IMPROVEMENTS

What we have heard so far from the public

- “Improve safety of tunnel”
- “South side is scary (at night)... hidden”
- “Graffiti on the walls”
- “Tunnel smells & needs better lighting”

What we are going to do to better understand the issues

- Undertake a Risk Security Assessment
- Consult with the City Corporate Security Staff
- Consult with Toronto Police Services
- Consult with Toronto Transit Commission
- Conduct technical evaluation of alternatives for tunnel improvements

Results of the assessment will be used to inform the development of potential solutions for the pedestrian tunnel, which may include:

- Aesthetic modifications
- Minor structural modifications
- Major structural modifications
- Remove and rebuild



NEXT STEPS

Following this PIC the Project Team will:

- Undertake public consultation on bridge type and design elements and tunnel improvements
- Review all public and agency comments
- Develop and evaluate design concepts
- Identify a preliminary preferred design
- Present to the Design Review Panel
- Conduct PIC 2 (Winter 2017)
- Present to the Toronto Preservation Board
- Confirm the preferred design and tunnel improvements
- Prepare the Environmental Study Report
- Make Recommendation to City Council
- Make available for a 30-day public review

How to get involved?

Provide your feedback now,
using our online form!

toronto.ca/glen-rd-ped-bridge

Contact Information:

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Sr. Public Consultation Coordinator
Public Consultation Unit, PPF&A
City of Toronto

Metro Hall, 19th Floor
55 John Street

Toronto, ON M5V 3C6

Tel: 416-338-2830 or Fax: 416-392-2974

Email: jdiceman@toronto.ca

Your comments are welcome at any time throughout the project. However, we ask that you **provide your feedback with respect to the PIC 1 materials by October 14, 2016.**

Thank you!

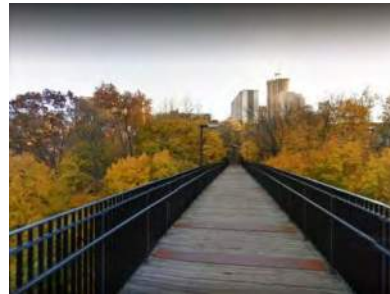
Your involvement is essential to the success of this study.

Appendix 7 – Design Review Panel Minutes

GLEN ROAD BRIDGE

DESIGN REVIEW PANEL MINUTES

DESIGN REVIEW	First Review
APPLICATION	City Infrastructure
PRESENTATIONS:	
CITY STAFF	Lorna Zappone, Infrastructure Planning
DESIGN TEAM	DTAH – Mark Langridge
VOTE	No Vote



Introduction

City staff outlined the project history, existing and future context, and planning framework, and the consultant provided design rationale. Questions of clarification were addressed by staff and the consultant. Staff are seeking the Panel's advice on the following:

1. **Heritage and Views:** Does the proposed bridge design address heritage values and context; and views to and from Rosedale Valley?
2. **Other considerations:** Are there additional considerations that could enhance the relationship between the proposed bridge and the existing context (North and South Approaches)?
3. **Tunnel:** What design features could be utilized for the tunnel and its approaches to create a sense of space and a sense of place in relation to the bridge and surrounding area?

Panel Comments

General

Panel members were appreciative of this type of project which is of great importance to the city, and commended the calibre of the proposal and work to date, with a Panel member also noting the firm's excellent body of work on bridges.

Panel members were enthusiastic for the opportunities in the project to celebrate and amplify the value of green space in the city. A Panel member commented, "What a great project – The ravine is the official topographic feature of Toronto. [There is] an inversion of geography so that we have a place where that is evident."

The delicate palette, thoughtful detailing and "light and elegant" proposal were noted by several Panel members.

EA Scope Additions

Include the possibility of access down to Rosedale Valley and Don Valley Parks in the EA:

A Panel member advised including the concept of access down to the Rosedale Valley level in the EA (Environmental Assessment), which would also provide important access to the subway station

from the lower level valley. Noting problems with getting down in to the valley generally in the city, "this is the one place you would be allowed to intercept the valley to do that."

While the EA may not preclude this access, based on forty years' experience working on EAs, the Panel member advised that if the element is not included, the subsequent response later on is that the EA did not contemplate the element and therefore it can't be done, "rather than saying we didn't preclude it – can we at least say talked about it."

Include the possibility for universal accessibility in the EA:

Several Panel members recommended the provision for universal accessibility in the project. While acknowledging the challenges of implementing this within the project parameters, a Panel member advised studying and identifying the difficulties with cost and process, but to recognize it formally as a possibility in the EA in order to allow for this to be implemented in the future.

Extent of public realm boundary:

A Panel member advised that the project concept should extend to Howard St to the end of Glen Road. Due to this portion of Glen Road being underutilized there is opportunity to also look at a more pedestrian-priority design in this location.

The higher density projects previously brought to the Panel in the area also give more rationale to extend the concept of the bridge and tunnel improvements southward in support of those projects and areas south of Bloor St.

Heritage and Views

Many Panel members noted the "refreshing" and sensitive respect for heritage preservation and views evident in the project. They made the following recommendations:

Continue approach to views:

A Panel member noted that shifting the bridge and the attention to sight lines from Glen Road is positive and encouraged the team to continue studying views from the north and south approaches as the project progresses.

As noted in the public art comments below, several Panel members advised moving the plaque and planter out of the way from the access and view to the bridge.

Consider a slimmer bridge structure as per the existing bridge:

Some Panel members noted that the existing bridge is already quite elegant and beautiful, but the proposed seems a little thicker and heavier, "it somehow seems bigger", than the existing structure from the renderings. For further design development, they encouraged the proponent to continue looking at ways to make the bridge as slender as the existing. A Panel member noted, "gothic architects had great ways of taking a thick piece of structure and thinning it to make you think that it was thin". They made the following suggestions to consider:

a. Colour:

From the rendering a panel member suggested reviewing the coloration of the bridge materials which may have something to do with a thicker impression of the structure.

b. Refine Railing Curbs:

Several Panel members noted that these could be refined or thinned out so that "a very fine line represents the delicacy of the bridge".

- c. Use railings to thin out the deck profile:
A Panel member suggested looking at railing picket structure so that it overlaps on top of half of the thicker deck profile, in order to visually reduce the thickness of the deck as it spans across the valley.
- d. Consider a more narrow bridge if possible:
While acknowledging that the bridge is wider than the existing for multi-use and accessibility considerations, several Panel members advised further consideration, if possible, for a more narrow structure than the proposed bridge, for the following reasons:
- Visual heaviness: A Panel member suggested that the widening of the bridge may have something to do with the bigger appearance of the proposed.
 - Greater interaction with the landscape: As part of its special character, the existing narrower bridge was observed to allow for greater engagement with both sides of the landscape beside you when walking on the bridge, versus on one side only.
 - Deterring biking speeds: A Panel member who is also an avid cyclist advised that the widening of the bridge would likely encourage cyclists to speed on the bridge. A narrower bridge may in fact encourage cyclists to dismount and not speed across. This was likened to vehicular collector roads that are wide and result in increased car speeds.
- a. Consider Railing colour:
Study dark pickets: A Panel member noted that the dark railing will blend into the landscape and be less visible. Several members suggested that the pickets should also be studied in a darker colour that may help to achieve a thin reading of the bridge.
- A Panel member, while supportive of reviewing darker pickets, also noted that the night time rendering shows that the lighter colour of pickets guides you along the bridge at night, and is a convincing image to support the proposed as is.
- Study view from ravine in summer: While easier to see in the winter than the summer, a Panel member advised testing it to see whether it blends into the surroundings.

Character of the bridge terminations and context:

A Panel member noted that the bridge appears to express the different demographics and economic systems on each side of the bridge, linking Rosedale to St James Town. With one side having “cruise ship” detailing with bronze, ipe handrails and LED lights, the other side is more ‘inner city’– “a little more concrete and stuff painted on walls”. Several Panel members raised the following to look at as the project is refined:

- The question arises with the inclusion of the tunnel and south side system: “What is the appropriate characteristic? Is it one of consistency throughout or does it change?”
- With regard to the tunnel on the south side, its finishes, lighting, safety, visibility and art: "Where does it sit in relationship to the feel of the entire project?"

Another Panel member noted that there is an “interesting tension” on each side of the bridge and that it would be equally interesting to have different responses to both conditions.

Public visibility and presence

Panel members noted that the bridge is not visible from Bloor St and the project must choose whether to maintain it as a 'hidden gem' bridge versus making it more prominent and public. A Panel member summarized, "Do you want people to know it exists or do you want it to be that sleeping elegant bridge?"

While several members did not have a definitive recommendation, several other Panel members advised improving its public presence and made the following comments:

Bridge Presence on Bloor:

A Panel member advised that while appreciative of hidden gems, in this case for this extraordinary structure, "everyone should know about it to experience the wonderful infrastructure that's there."

Another Panel member suggested providing details and materials on Bloor St, such as in the railings, in keeping with the vocabulary of the bridge, to announce its presence in a stronger more public way. In reference to the photo of the existing Bloor St chain link fence, it was advised: "The bike tied up on the fence parapet – that should be part of the project."

Tunnel Presence:

In addition to the bridge, a Panel member noted that having biked in the area for decades and aware of the bridge, the tunnel was previously unknown, "never knew you could cross the road at that location", and advised caution with a 'hidden gem' concept.

Tunnel

The illumination and widening of the tunnel improvements were appreciated by Panel members. Further suggestions were made:

Consider revising the tunnel to be flush with the wall:

For refinement as the design progresses, a Panel member noted that the tunnel is proud of the wall, and advised making the tunnel coplanar with the concrete tube construction and "have it read as a liner rather than something inserted".

Consider integrating tunnel and bridge lighting and railing:

With regard to the night time rendering, a Panel member suggested that the railing or just the railing lighting be revised to go into the tunnel, to avoid a jarring change in light – "so it looks like a single element and does not end in a blue LED lighting solution."

Consider softer and indirect lighting in the tunnel ceiling:

A Panel member noted the positive work on shaping the tunnel and suggested that the ceiling could be softer and have more indirect lighting.

Public Art and cultural references

Several Panel members commented on the importance of public art not only in deterring graffiti but also to create ongoing narratives for this important public infrastructure. Suggestions were:

-a Toronto Murmur station which has sound installations – For example, this could have the sound of footsteps that refer to the compelling story on the existing plaque, of Morley Callaghan walking on the bridge with his wife and dog, and then the dog and then him alone. It would be more subtle than a planter and a plaque which should be moved as it blocks the entrance to the bridge.

-rotating artists at the two terminuses and tunnel to provide changing narratives for the project

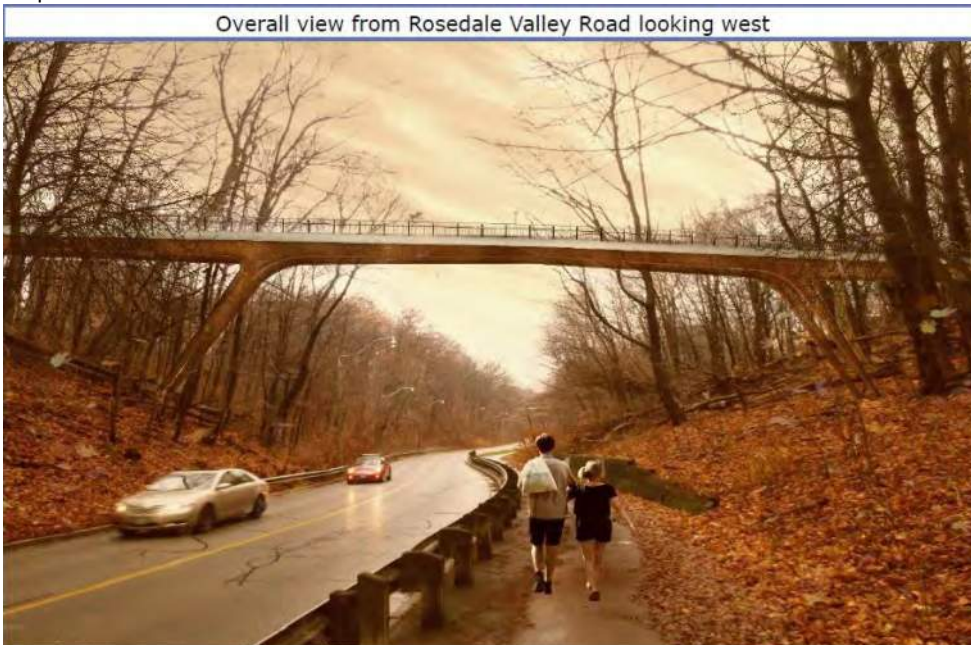
-the use of illumination in conjunction with art was also suggested that could provide interesting opportunities

A Panel member suggested looking at ways to include cultural references, lettering or motifs in the bridge, such as on the concrete deck or railing curb.

Existing Bridge



Proposed



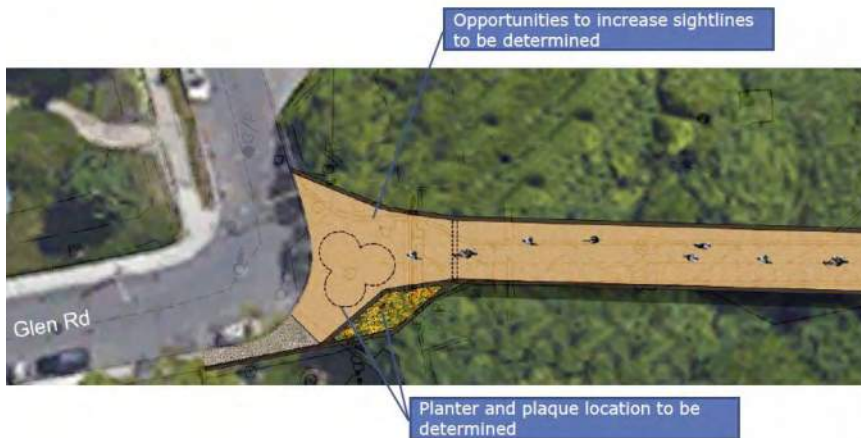


BRIDGE MEETS TUNNEL – FUTURE CONCEPT



View from tunnel looking north

NORTH APPROACH



SOUTH APPROACH – BRIDGE MEETS TUNNEL




Appendix 8 – Notice of Public Information Centre #2

Glen Road Pedestrian Bridge & Tunnel

Municipal Class Environmental Assessment Study Notice of Public Information Centre #2

We invite you to attend a Public Information Centre to learn about this study being undertaken by the City's Transportation Services Division, and the next steps in the environmental assessment (EA) process. Details are as follows:

- Date:** Tuesday, October 24, 2017
- Time:** Drop-in anytime from 5:30 p.m. to 8:30 p.m.
- Location:** St. Paul's Church,
227 Bloor St. E, Toronto 

Visit the webpage to learn more:

toronto.ca/glen-rd-ped-bridge

Background

The Glen Road Pedestrian Bridge is deteriorating and is in need of major improvements. Transportation Services is undertaking a study to determine the long-term plan for the bridge and identify opportunities to improve the adjoining pedestrian tunnel that connects to the south side of Bloor Street East.

The Process

This study is following a Municipal Class Environmental Assessment (Class EA) Schedule 'C' process. The study defines the problems and opportunities, develops and evaluates a range of solutions and designs, invites public review, receives stakeholder feedback, and will result in a recommended design.



Artist's rendering of recommend structure type: steel girder with inclined steel legs

Glen Road Pedestrian Bridge & Tunnel Study



Study Recommendations

Technical analysis and stakeholder consultation has resulted in a preliminary recommended design:

- Replace the bridge in the same location with a wider, steel girder incline leg bridge type (very similar to the current structure)
- Replace and widen the tunnel to the west (following the current alignment)

View drawings and imagery of the designs at the October 24th public drop-in event.

An Environmental Study Report will be prepared at the end of the process and be made available for public review.

Further public consultation will be conducted during the Detail Design phase of the project following completion of this Class EA study.

We would like to hear from you

Public consultation is an important part of this study. For more information or to be placed on the study mailing list, please contact us or visit the project web page:

Jason Diceman
Sr. Public Consultation Coordinator
Public Consultation Unit
City of Toronto, Metro Hall, 19th Fl., 55 John St.
Toronto, ON M5V 3C6

Tel: 416-338-2830

Fax: 416-392-2974

Email: jason.diceman@toronto.ca

toronto.ca/glen-rd-ped-bridge

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, comments will become part of the public record. Issued October 10, 2017

Call **3-1-1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Glen Road Pedestrian Bridge & Tunnel

Municipal Class Environmental Assessment Study Public Information Centre #2

Public Consultation

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The Process

This study is following a Municipal Class Environmental Assessment (Class EA) Schedule 'C' process. The study defines the problems and opportunities, develops and evaluates a range of solutions and designs, invites public review, receives stakeholder feedback, and will result in a recommended design.

Study Recommendations

Based on technical analysis and stakeholder consultation, the preliminary recommended design is as follows:

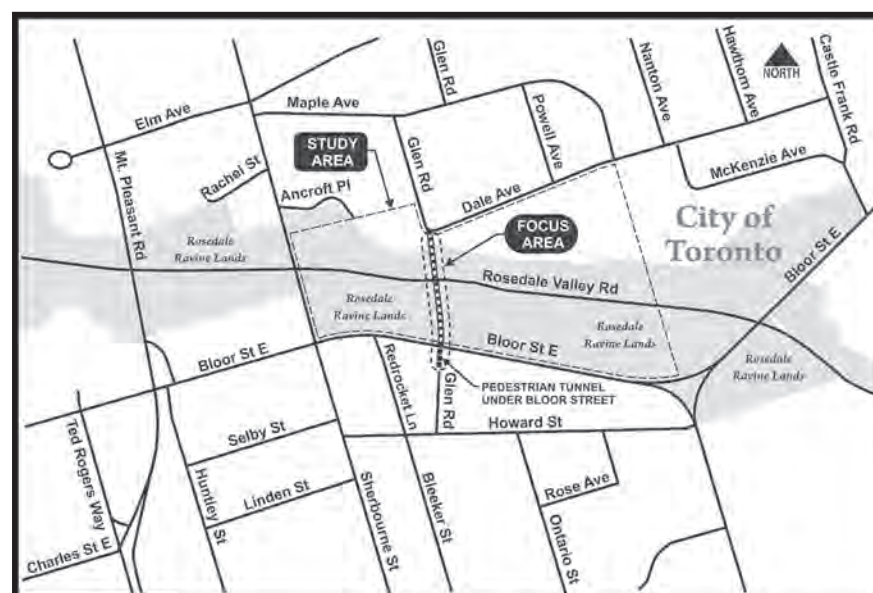
- Replace the bridge in the same location with a wider, steel girder incline leg bridge type (very similar to the current structure)
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We want to hear from you

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Jason Diceman

Sr. Public Consultation Coordinator

Public Consultation Unit, PPF&A

City of Toronto

Metro Hall, 19th Fl., 55 John St., Toronto, ON M5V 3C6

Tel: 416-338-2830 Fax: 416-392-2974 TTY: 416-338-0889

Email: jdiceman@toronto.ca

Visit: toronto.ca/glen-rd-ped-bridge

Issue date: October 12, 2017

Appendix 9 – Public Information Centre #2 Panels

Posted as a separate PDF file at
toronto.ca/glen-rd-ped-bridge



**GLEN ROAD PEDESTRIAN BRIDGE
ENVIRONMENTAL ASSESSMENT STUDY
PUBLIC INFORMATION CENTRE #2
OCTOBER 24, 2017**

WELCOME!

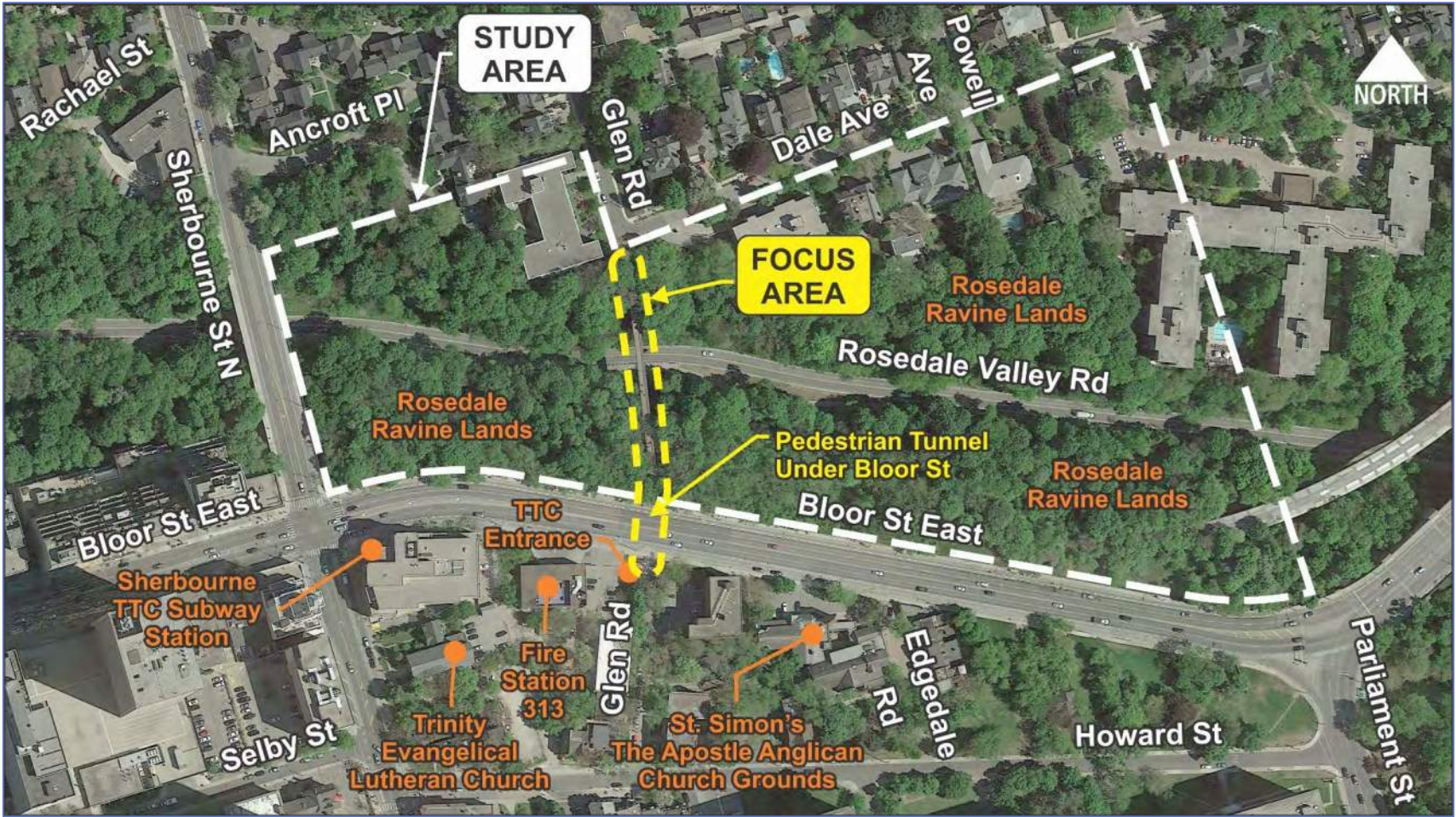
Welcome to the second Public Information Centre (PIC) for the Glen Road Pedestrian Bridge Class Environmental Assessment

The information displayed today is available online at:

toronto.ca/glen-rd-ped-bridge

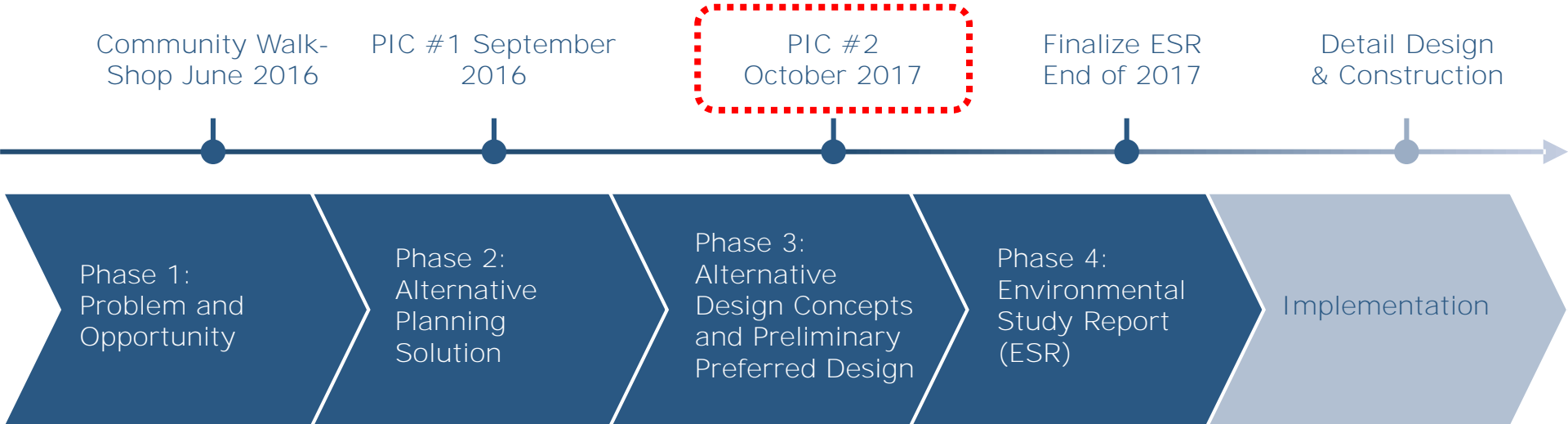
PURPOSE & STUDY AREA

- Address the deteriorated condition of the Glen Road Pedestrian Bridge
- Opportunity to improve natural surveillance in the pedestrian tunnel



STUDY PROCESS AND SCHEDULE

This study is being conducted in accordance with the Ontario Environmental Assessment Act through the application of the **Municipal Class Environmental Assessment Process**.



The purpose of PIC #2 is to:

- Provide an update on the EA Study
- Provide a summary of PIC 1
- Present the Preliminary Preferred Design
- Review potential benefits, impacts and mitigations
- Answer questions and gather feedback
- Identify next steps

Please ask questions and make your opinions known to the Project Team.
Fill out a comment sheet here or online.



BACKGROUND INFORMATION & PIC #1

Phase 1

PLANNING AND POLICY CONTEXT

Official Plan (June 2015)

A long-term plan with a vision to create vibrant neighbourhoods, conserve heritage resources, encourage walking and cycling for local trips, and create strong pedestrian and cycling linkages to transit stations.

South Rosedale Heritage Conservation District (2003)

South Rosedale was designated as a Heritage Conservation District under Part V of the Ontario Heritage Act to conserve and reinforce the neighbourhood's unique character.

Other area policies

- Streetscaping Program
- Trail Network
- Walking Strategy
- Toronto Ravine Strategy and Ravine By-law (Ch. 658)
- Accessibility for Ontarians with Disabilities Act (AODA)

Adjacent Development Application Sites and Projects



See City website for related information

EXISTING CONDITIONS - BRIDGE



View looking east from Rosedale Valley Drive

- Existing structure was built in 1973; steel inclined leg rigid frame bridge with a timber deck
- Three (3) spans structure; totaling 107 m
- Deck width ~ 3.7 m; Height ~ 20 m
- The 2014 routine inspection revealed substantial deterioration at a greater rate than expected
- Emergency repairs in 2015 were not intended to be a long-term solution, as corrosion will continue. The bridge remains safe but requires replacement



View of corrosion on inclined leg



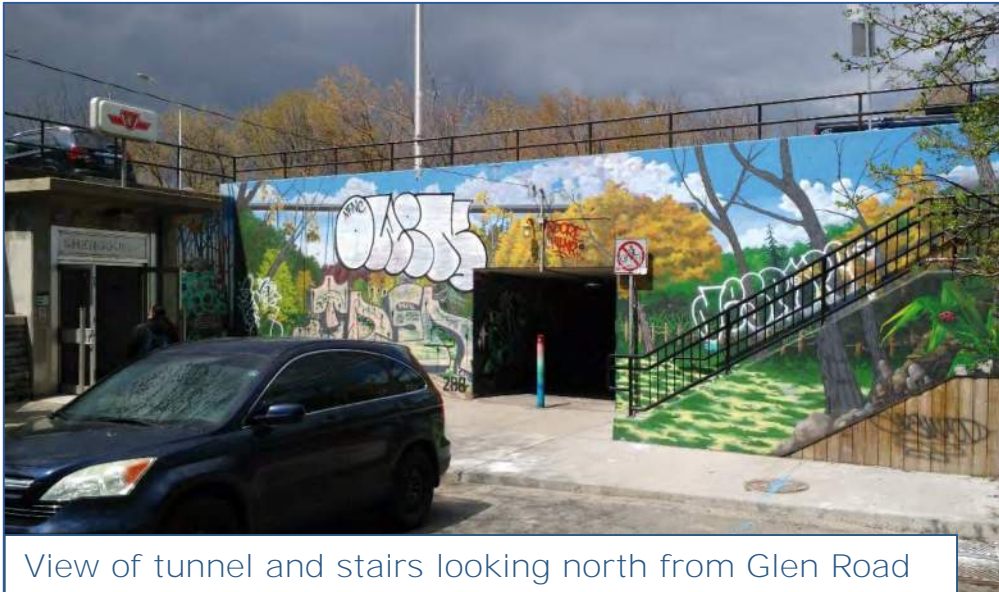
View looking south

EXISTING CONDITIONS – TUNNEL

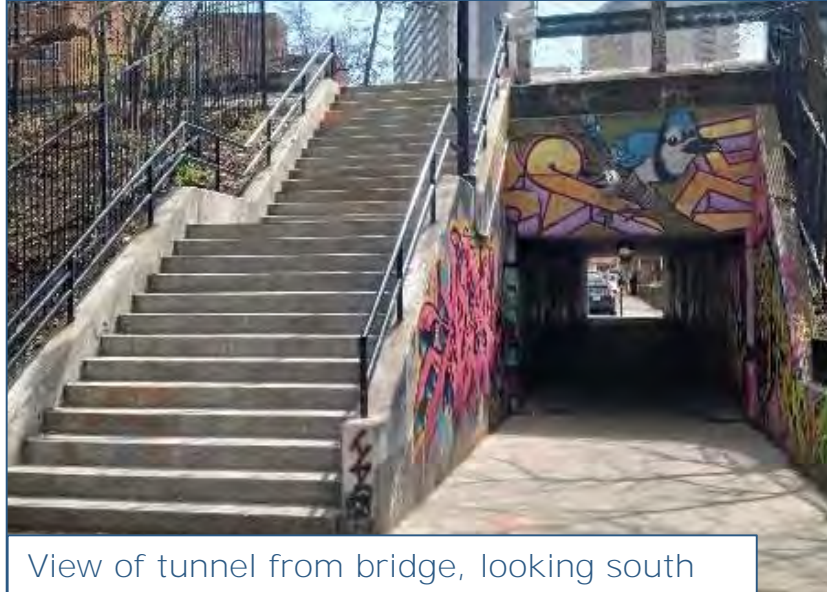
- Tunnel construction initiated in 1962
- Rigid frame reinforced concrete box structure
- 26.2m long; 2.4m wide; 2.9m high
- Bloor Street East access from staircases at north and south end of tunnel
- Utilities are located below, parallel and above the tunnel
- Tunnel inspection for this study identified the structure is generally in good condition with local minor deterioration



Tunnel construction underway (1964)

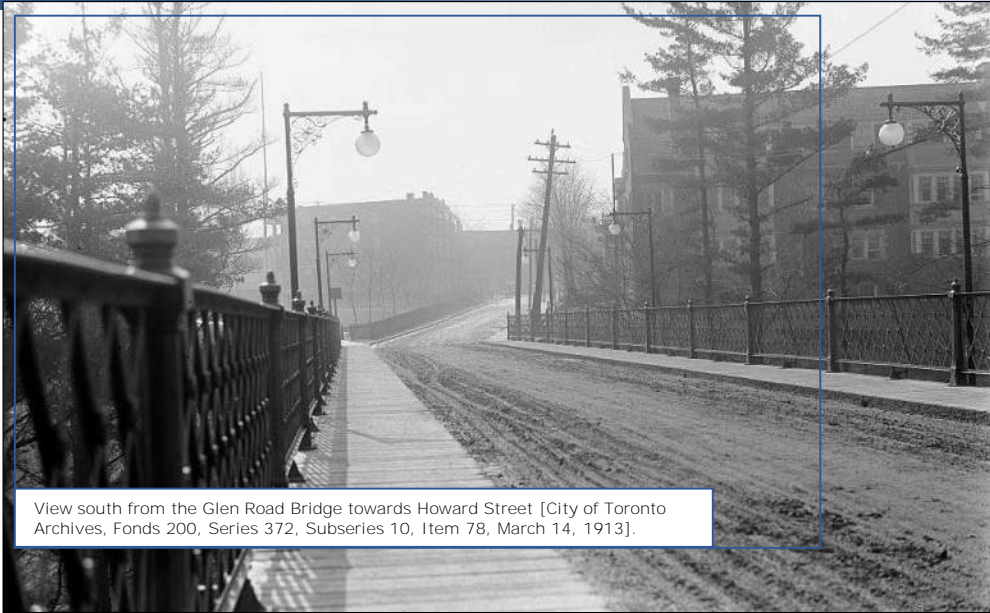


View of tunnel and stairs looking north from Glen Road



View of tunnel from bridge, looking south

EXISTING CONDITIONS – CULTURAL HERITAGE



View south from the Glen Road Bridge towards Howard Street [City of Toronto Archives, Fonds 200, Series 372, Subseries 10, Item 78, March 14, 1913].



View south from Dale Avenue towards the bridge between Howard Street and Dale Avenue [Reference Library, Baldwin S 1-901A, J.V.].

- 1951 – Bridge closed to vehicular traffic; however maintained for pedestrian use
- 1973 – Construction of the current pedestrian bridge
- 1992 – Officially renamed as the Morley Callaghan Footbridge
- 2001 – Rehabilitation
- 2003 – Glen Road Footbridge designated under Part V of the Ontario Heritage Act within the South Rosedale Heritage Conservation District and added to the City’s heritage register

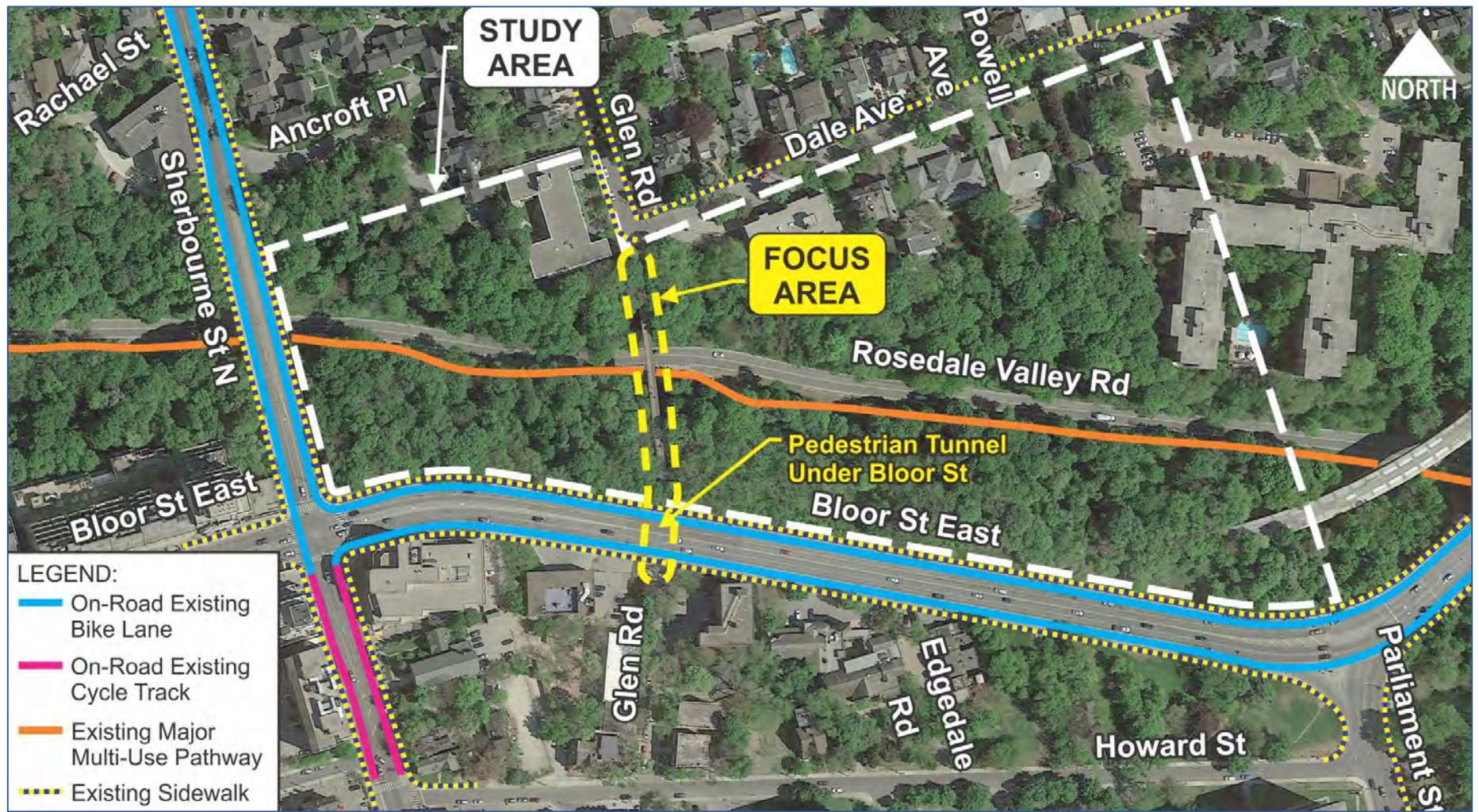
Recommendation:

Any new structure should explore design options that retain the design attributes of the existing bridge, at the same location, and the view from Rosedale Valley.



Goad's Atlas (1884)

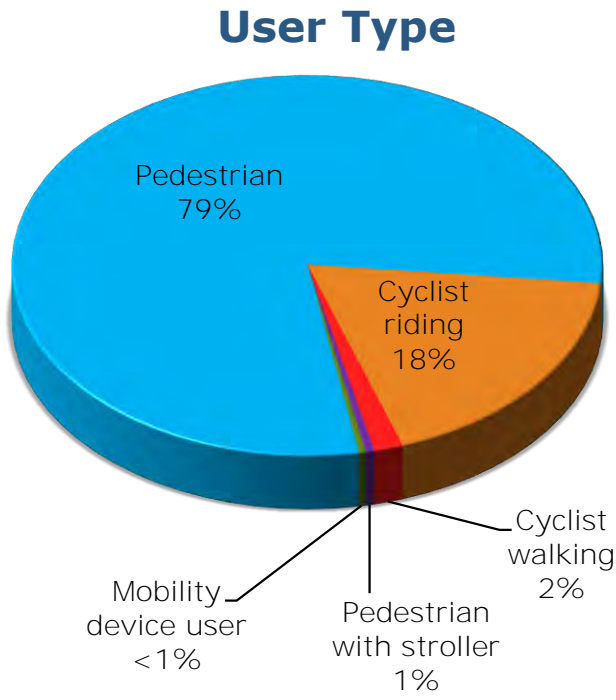
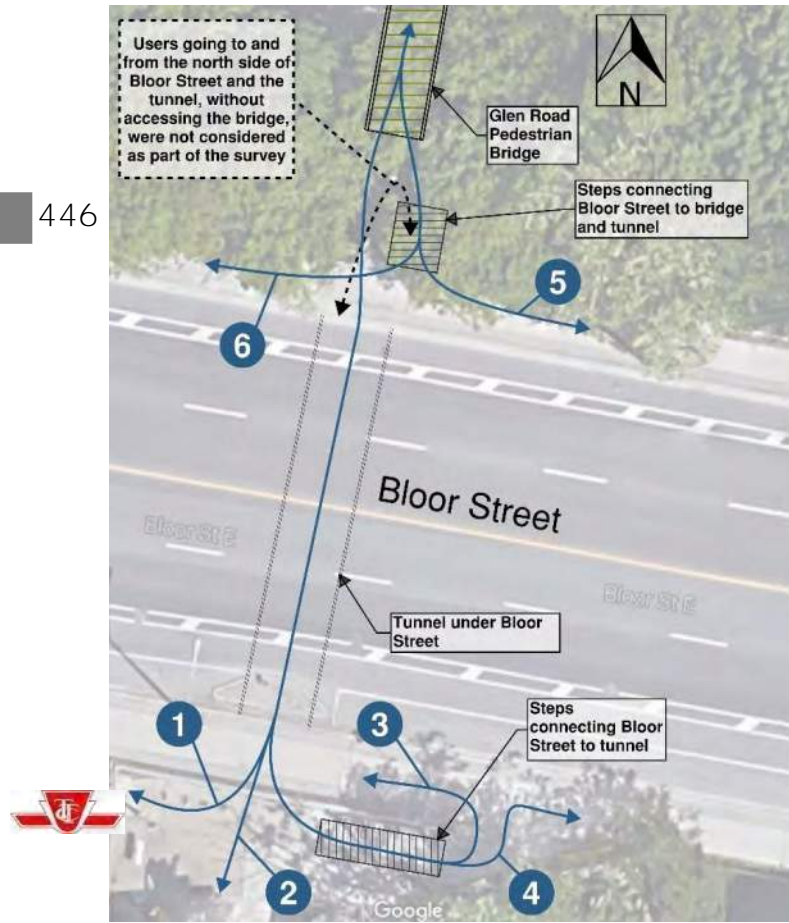
EXISTING CONDITIONS – ACTIVE TRANSPORTATION



EXISTING CONDITIONS – ACTIVE TRANSPORTATION

- Existing bridge user counts – Wednesday June 22 and Saturday June 25, 2016
- 823 trips were observed on the bridge over 11 hrs (75 users per hour)

User Movement	Persons Counted
2	446
6	187
1	125
3	24
4	21
5	20



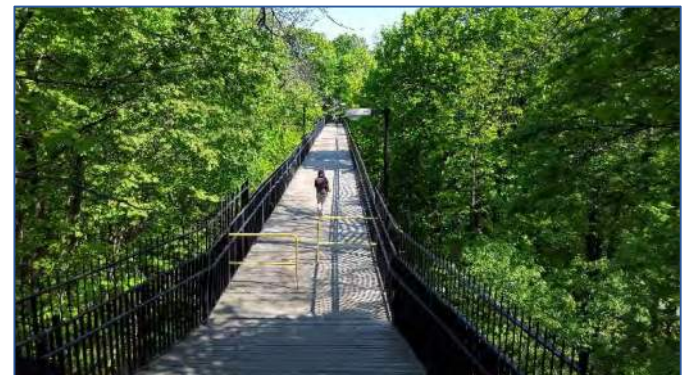
PROBLEM AND OPPORTUNITY STATEMENT

The Glen Road Pedestrian Bridge is a heritage structure, extending from Bloor Street East in the south to Glen Road in the north, passing over the Rosedale Valley. At the south end of the bridge, under Bloor Street East, is a pedestrian tunnel which provides a connection to Glen Road in the south and the TTC's Sherbourne Station.

The bridge is identified as needing major improvements. Emergency repairs were completed in 2015, extending the timeframe to undertake this Environmental Assessment Study, which will determine the future of the bridge. Concerns about personal safety in the pedestrian tunnel have been identified.

Opportunities to increase natural surveillance in the tunnel area will also be considered.

Alternatives will be developed and evaluated, considering all active transportation users.



PUBLIC CONSULTATION TO DATE

Project Web Page (June 2016)

Stakeholder Walk-Shop (June 27, 2016)

- Representatives of local resident associations, active transportation groups, and the community

Bridge User Online Survey (June – August, 2016)

Public Information Centre #1 (September 28, 2016)

- Summary of the results of the public consultation:
 - Consistent support for replacing the bridge in its current location, and preference for a similar simple design
 - Desire for personal safety improvements in the pedestrian tunnel
 - Competing views on whether and how to accommodate cycling

Design Review Panel (July 18, 2017)

- Staff presented the study findings to the panel of private sector design professionals who were generally supportive of the preliminary recommended preferred alternative design, providing comments about the importance of maintaining a connection to Bloor Street and potential to connect to the valley.



ALTERNATIVE PLANNING SOLUTIONS

Phase 2

ALTERNATIVE SOLUTIONS - BRIDGE (PIC 1)

Do Nothing

Allow bridge to deteriorate until such a time that the conditions require closure and removal

Rehabilitate the Existing Bridge

Patch-up deteriorating sections of the existing bridge to achieve a safe structure

Replace Bridge in Same Location

Replace existing bridge and maintain crossing with new bridge in same location

Replace Bridge in New Location

Replace existing bridge and maintain crossing with new bridge in different location

Not Recommended	Not Recommended	Recommended	Not Recommended
<ul style="list-style-type: none"> • Bridge will eventually be removed due to deteriorating conditions. • Cost for more frequent bridge inspections. • Does not address the long term requirements of the bridge, or the cultural heritage value of the crossing. • Removes direct links to other active transportation and transit services. 	<ul style="list-style-type: none"> • Bridge will eventually require to be removed due to deteriorating conditions. • Requires extensive costs for short term benefits. • Does not address the long term requirements of the bridge, or the cultural heritage value of the crossing. • Eventual removal of direct links to other active transportation and transit facilities. 	<ul style="list-style-type: none"> • Addresses long term needs of the bridge, maintains heritage crossing, and maintains connections to active transportation and transit facilities. • Requires capital costs for long term benefits. • Provides opportunity for design improvements. 	<ul style="list-style-type: none"> • Addresses long term needs of the bridge but diminishes the cultural heritage crossing. • Requires capital costs for long term benefits. • Results in most environmental impacts. • Maintains link to active transportation facilities, but removes direct link to transit services. • Provides opportunity for design improvements.

ALTERNATIVE SOLUTIONS - TUNNEL

Do Nothing

Maintain existing tunnel as-is

Aesthetic Modifications

Provide enhancements to existing structure including lighting, materials, colour etc.

Replace and Reconstruct Wider Tunnel

Remove existing tunnel with wider structure in addition to aesthetic modifications



Not Recommended

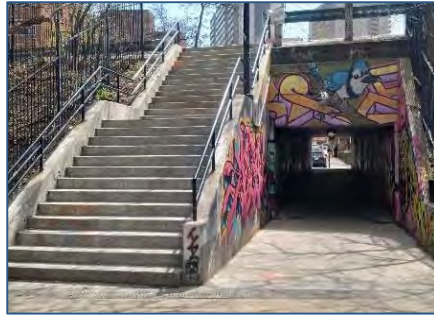
- Does not improve natural surveillance around tunnel.
- Does not accommodate for future increase in active transportation traffic.
- Does not provide for enhanced urban design features.

Not Recommended

- Provides limited opportunity to improve natural surveillance around existing structure.
- Does not accommodate for future increase in active transportation traffic.
- Provides some opportunity for enhanced urban design features around existing structure.

Recommended

- Provides the best potential to improve natural surveillance around the tunnel by increasing sightlines.
- Provides best opportunity to accommodate future increase in active transportation traffic.
- Provides best opportunity to enhance the urban design features with wider tunnel and larger landing areas.



RECOMMENDED ALTERNATIVE SOLUTIONS

The Project Team's recommended alternative solution for the bridge and tunnel, based on the technical analysis completed to date is to:

- **Replace the bridge in the same location; and**
- **Replace and reconstruct a wider tunnel.**

These have the greatest potential to address the goals included in the Problem and Opportunity Statement.

It provides opportunities to:








- Address the deteriorating condition of the bridge structure.
- Increase natural surveillance around the tunnel with improved sightlines, lighting, and redesign of accesses.
- Accommodate additional capacity for active transportation users with a wider bridge and tunnel.
- Improve the bridge, tunnel and landing areas with enhanced aesthetic treatments.



ALTERNATIVE DESIGN CONCEPTS

Phase 3

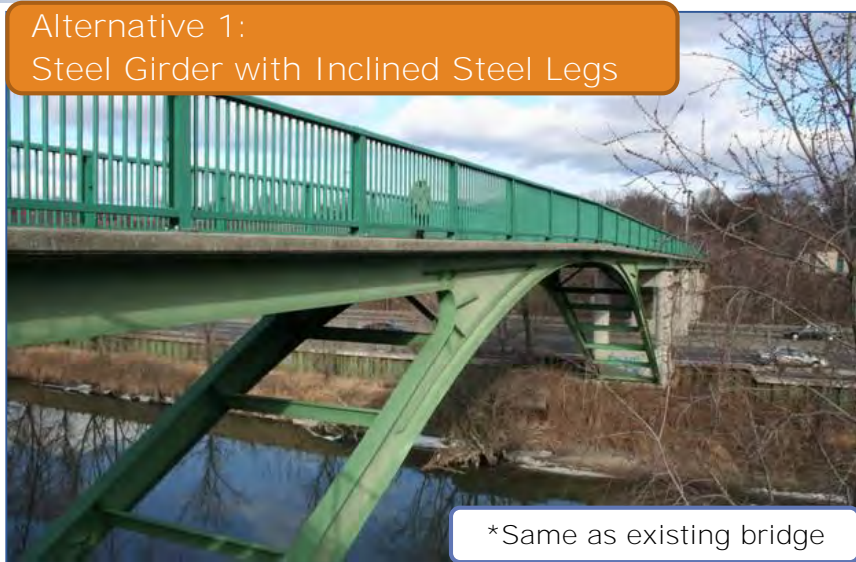
HOW ARE ALTERNATIVES EVALUATED?

Engineering	Cultural Heritage	Natural Environment	Socio-Economic	Urban Design	Transportation Planning	Cost
						
<ul style="list-style-type: none"> - Addresses existing and future structural needs - Minimizes construction constraints and complexity - Minimize utility impacts 	<ul style="list-style-type: none"> - Effects on cultural heritage resources and landscapes in terms of: <ul style="list-style-type: none"> ▪ Design or physical value ▪ Historical or associative value ▪ Contextual value 	<p>Potential temporary and permanent impacts to existing natural environmental features including vegetation and wildlife</p>	<ul style="list-style-type: none"> - Supports existing and future community planning - Potential temporary and permanent impacts to adjacent properties - Provides improved natural surveillance (Crime Prevention through Environmental Design, CPTED) 	<ul style="list-style-type: none"> - Potential to provide improved aesthetic design features on bridge, tunnel and landing areas through: <ul style="list-style-type: none"> ▪ Lighting ▪ Materials ▪ Streetscape 	<ul style="list-style-type: none"> - Addresses existing and future active transportation needs - Maintains/improves network connectivity - Minimizes impacts to existing access points 	<ul style="list-style-type: none"> - Comparative costs including: <ul style="list-style-type: none"> ▪ Capital construction ▪ Operation/maintenance ▪ Utility relocation

DESIGN ALTERNATIVES – BRIDGE TYPE

Three bridge types were chosen for evaluation, as shown here.

These bridge types were considered based on the study area topography, and ability to be sympathetic to the cultural heritage value of the existing bridge.



DESIGN ALTERNATIVES – BRIDGE TYPE

Alternative 1:
Steel Girder with Inclined Steel Legs



DESIGN ALTERNATIVES – BRIDGE TYPE

Alternative 2:
Steel Girder with Concrete Piers





















DESIGN ALTERNATIVES – BRIDGE TYPE

Alternative 3:
Concrete Box with Concrete Piers



DESIGN ALTERNATIVES - BRIDGE EVALUATION

Criteria	Alternative 1 Steel Girders with Inclined Steel Legs	Alternative 2 Steel Girders with Concrete Piers	Alternative 3 Concrete Box with Concrete Piers
Bridge Engineering 	<ul style="list-style-type: none"> ✗ Complex bridge design and construction method. ✗ Increased access complexity of steel legs during construction on valley slopes. 	<ul style="list-style-type: none"> ✓ Conventional bridge design and construction method. ✓ Relatively easier access of concrete piers during construction. 	<ul style="list-style-type: none"> ✗ Conventional construction method, but requires significant cast-in-place concrete formwork. ✗ Relatively easier access of concrete piers, but additional access required for concrete box construction. 
Cultural Heritage 	<ul style="list-style-type: none"> ✓ Bridge type sympathetic to the cultural heritage value of the existing bridge by maintaining the existing bridge type and location, and view from Rosedale Valley. ✓ Maintains heritage value of bridge connection. 	<ul style="list-style-type: none"> ✗ Bridge type not sympathetic to the cultural heritage value of the existing bridge type or view from Rosedale Valley. ✓ Maintains heritage value of bridge connection. 	<ul style="list-style-type: none"> ✗ Bridge type not sympathetic to the cultural heritage value of the existing bridge type or view from Rosedale Valley. ✓ Maintains heritage value of bridge connection. 
Natural Environment 	<ul style="list-style-type: none"> • Permanent impacts to valley vegetation limited at new bridge footings; similar for all alternatives. ✗ Temporary impacts to valley vegetation from larger construction area relatively moderate due to complex design. 	<ul style="list-style-type: none"> • Permanent impacts to valley vegetation limited at new bridge footings; similar for all alternatives. ✓ Temporary impacts to valley vegetation from construction relatively less, due to conventional construction methods. 	<ul style="list-style-type: none"> • Permanent impacts to valley vegetation limited at new bridge footings; similar for all alternatives. ✗ Temporary impacts to valley vegetation from larger construction area relatively high, due to more complex design and staging. 
Socio-Economic Environment 	<ul style="list-style-type: none"> ✓ No permanent property impacts. ✗ Temporary disruption to adjacent properties due to construction methods; largely in valley. 	<ul style="list-style-type: none"> ✓ No permanent property impacts. ✗ Temporary disruption to adjacent properties due to construction methods; largely in valley. 	<ul style="list-style-type: none"> ✓ No permanent property impacts. ✗ Additional temporary impacts to adjacent properties for additional staging of on-site fabrication; largely in valley. ✗ Potentially longer disruption due to construction duration. 
Urban Design 	<ul style="list-style-type: none"> ✓ All alternatives provide opportunity to improve lighting and materials of the bridge. ✓ All alternatives provide additional opportunity for aesthetic details to the bridge girders and legs. 		
Cost 	<ul style="list-style-type: none"> • Capital cost for structure: \$7.9 M • Total life cycle maintenance: \$1.0M 	<ul style="list-style-type: none"> • Capital cost for structure: \$6.1 M • Total life cycle maintenance: \$0.9 	<ul style="list-style-type: none"> • Capital cost for structure: \$6.8 • Total life cycle maintenance: \$0.3
Evaluation Summary	Recommended	Not Recommended	Not Recommended

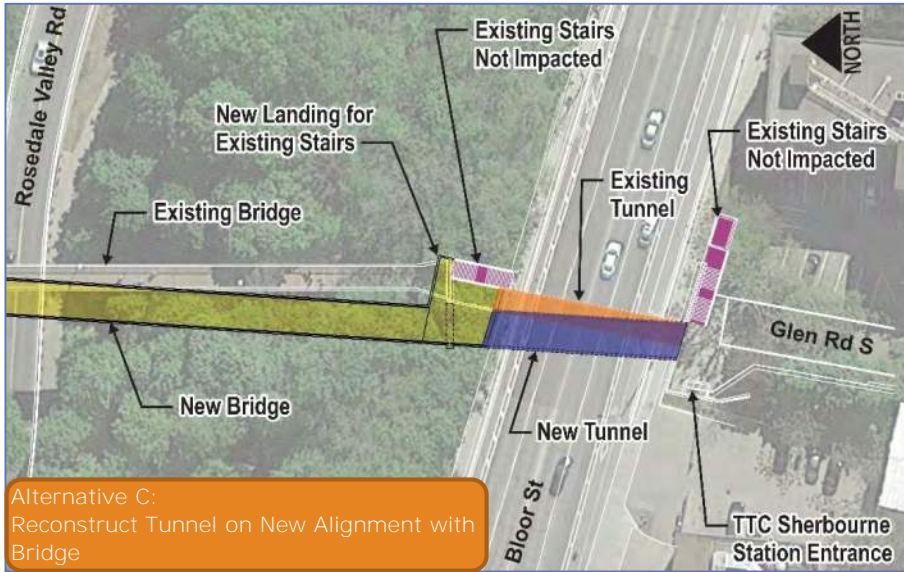
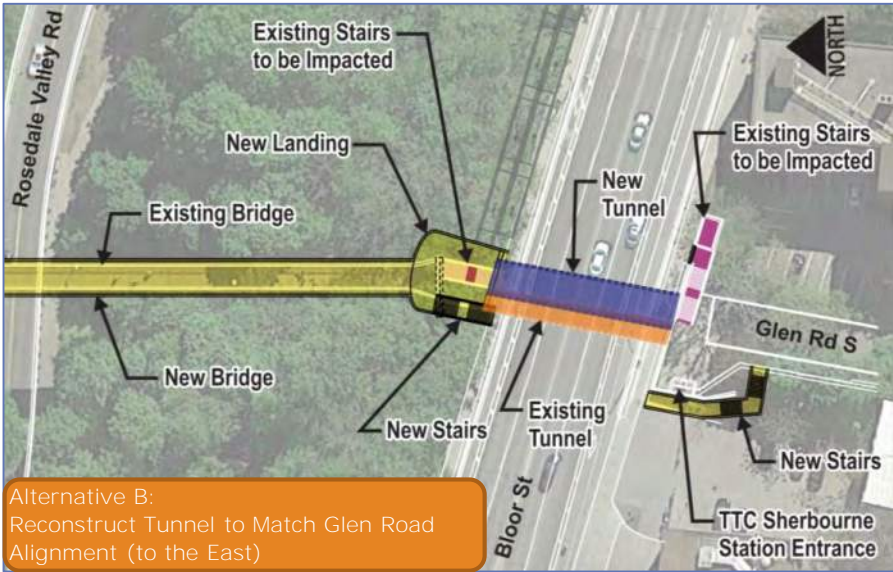
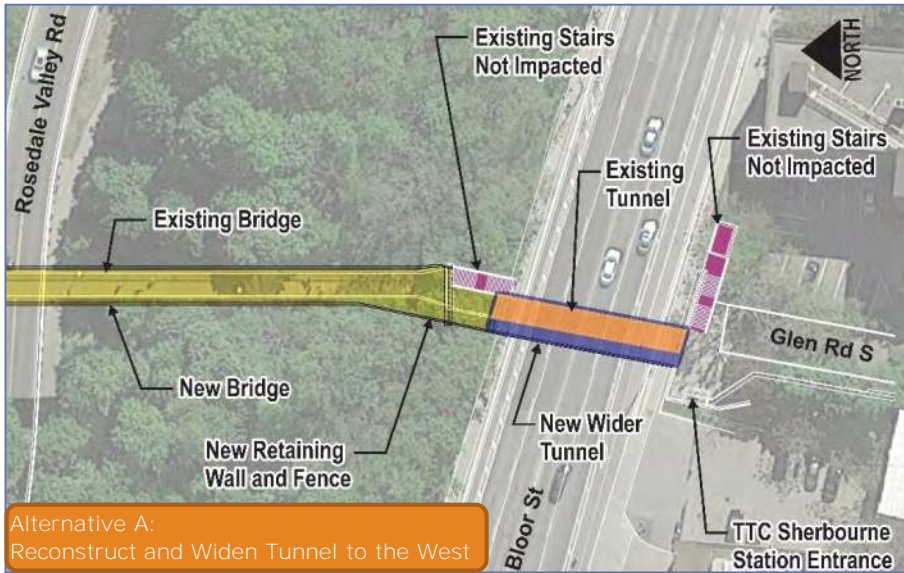


DESIGN ALTERNATIVES – TUNNEL WIDENING

Three tunnel widening alternatives were generated for evaluation, as shown here.

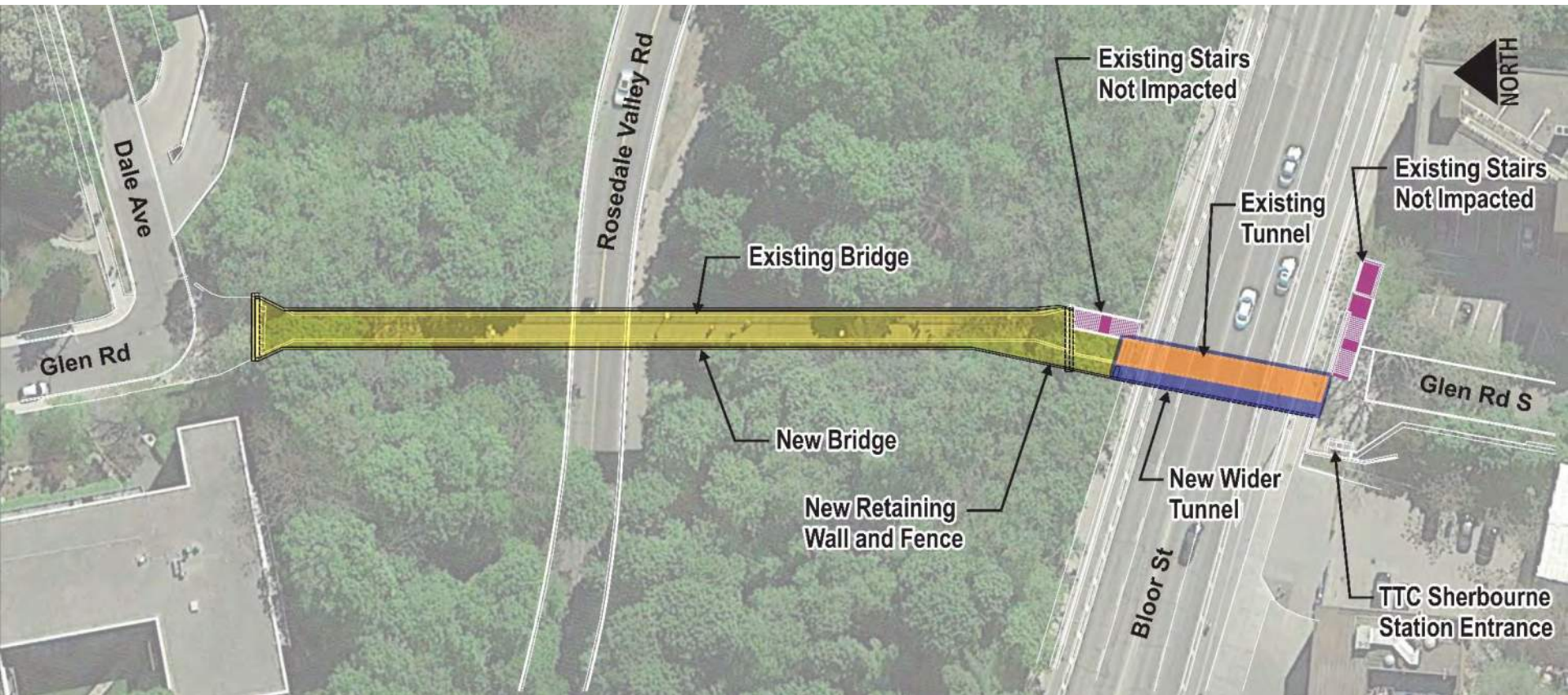
Existing Tunnel

Tunnel Alternative



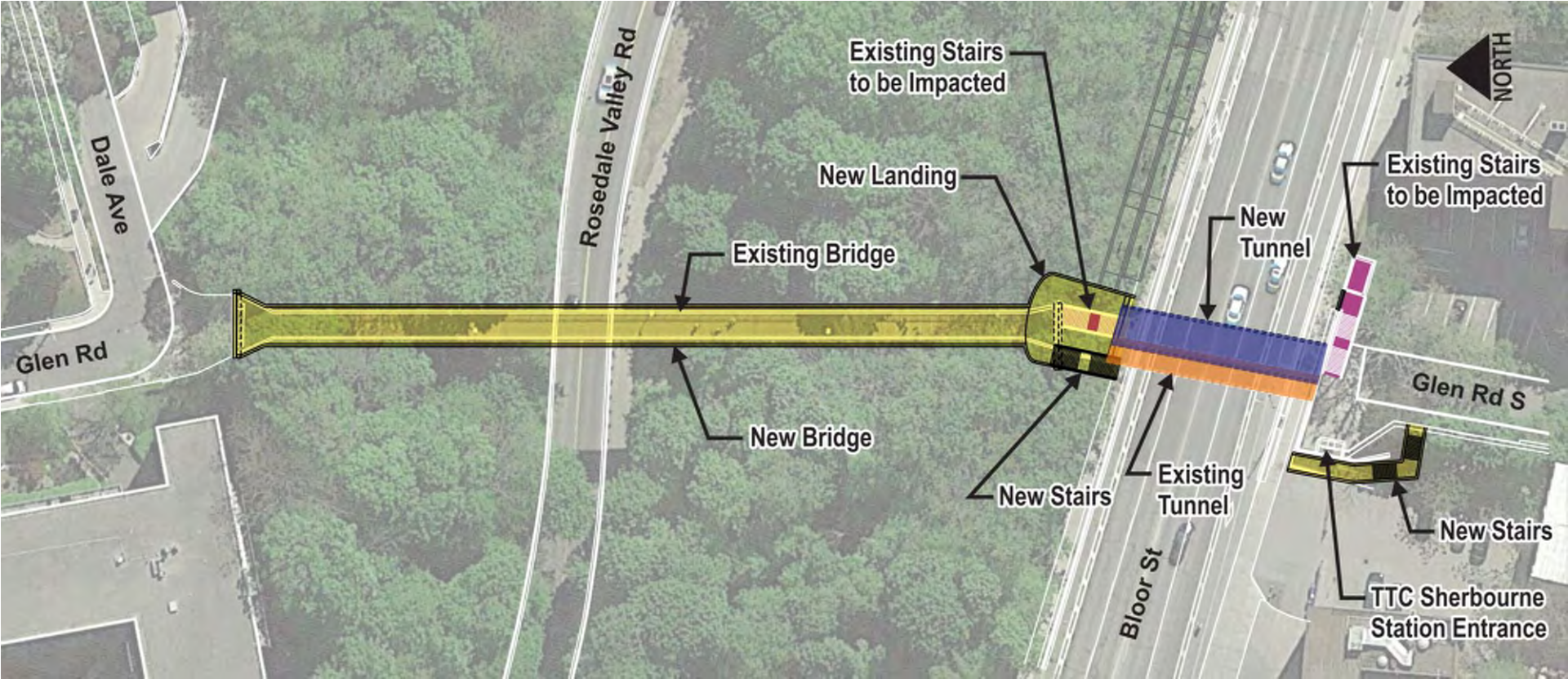
DESIGN ALTERNATIVES – TUNNEL WIDENING

Alternative A:
Reconstruct and Widen Tunnel to the West



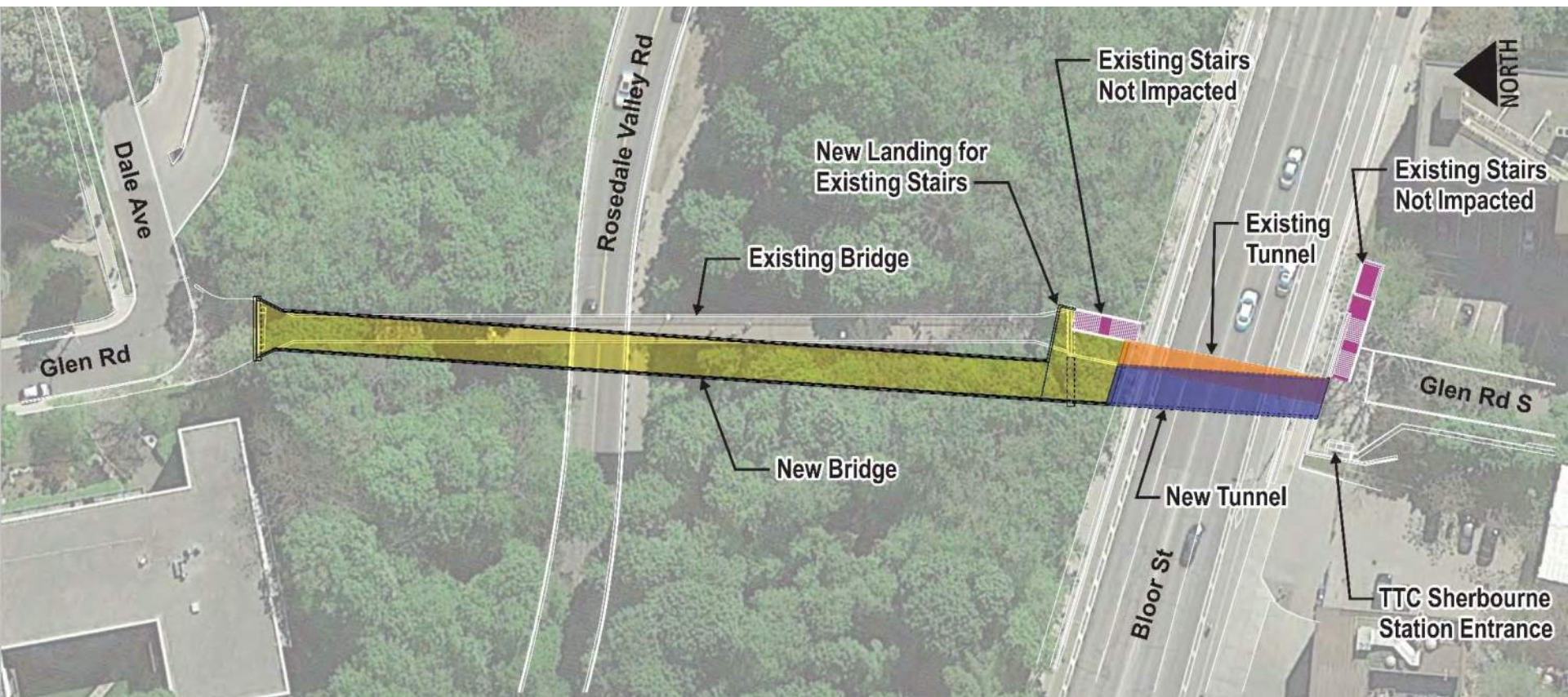
DESIGN ALTERNATIVES – TUNNEL WIDENING

Alternative B:
Reconstruct Tunnel to Match Glen Road Alignment (to the East)



DESIGN ALTERNATIVES – TUNNEL WIDENING

Alternative C:
Reconstruct Tunnel on New Alignment with Bridge



DESIGN ALTERNATIVES – TUNNEL ASSESSMENT

Criteria	Alternative A Reconstruct and Widen Tunnel to the West	Alternative B Reconstruct Tunnel to Match Glen Road Alignment (to the East)	Alternative C Reconstruct Tunnel on New Alignment with Bridge
Socio-Economic Environment 	<ul style="list-style-type: none"> ✓ Less temporary disturbance to adjacent properties during construction of tunnel. ✓ Improved sightlines providing natural surveillance. 	<ul style="list-style-type: none"> ✗ Additional temporary disturbance to adjacent properties during construction as staircases also need to be reconstructed north and south of Bloor Street. ✗ Reduces sightlines limiting effectiveness of natural surveillance. 	<ul style="list-style-type: none"> ✓ Some temporary disturbance to adjacent properties during construction of tunnel. ✗ Improved sightlines, but creates areas with poor visibility on north side of tunnel limiting effectiveness of natural surveillance.
Transportation Planning 	<ul style="list-style-type: none"> ✓ Addresses existing and provides for future active transportation needs. ✓ Maintains network connectivity. ✓ Does not impact existing staircases. 	<ul style="list-style-type: none"> ✓ Addresses existing and provides for future active transportation needs. ✓ Maintains network connectivity. ✗ Impacts existing accesses north and south of Bloor Street; and requires new accesses. 	<ul style="list-style-type: none"> ✓ Addresses existing and provides for future active transportation needs. ✗ Maintains network connectivity; but creates jog between staircase and bridge. ✓ Does not impact existing staircases.
Natural Environment 	<ul style="list-style-type: none"> ✗ Some natural impacts around north tunnel entrance with additional landing area. 	<ul style="list-style-type: none"> ✗ Additional natural impacts around north tunnel entrance with larger landing area, new staircase, and new alignment. 	<ul style="list-style-type: none"> ✗ Additional natural impacts around replacement of bridge due to new alignment of bridge and tunnel.
Structural Engineering 	<ul style="list-style-type: none"> ✓ Minimal impacts to existing utilities (gas). ✓ Conventional construction and staging methods. 	<ul style="list-style-type: none"> ✗ Higher potential impact to utilities on east side of tunnel (sanitary, Bell, gas). ✗ More complex construction and staging methods to also replace staircases. 	<ul style="list-style-type: none"> ✓ Minimal impacts to existing utilities (gas). ✗ Medium complexity of construction and staging replacing tunnel on new alignment.
Urban Design 	<ul style="list-style-type: none"> ✓ All alternatives provide potential for enhanced aesthetic improvements to the new and wider tunnel and approaches. 		
Cost 	<ul style="list-style-type: none"> • Tunnel reconstruction - \$4.16 M 	<ul style="list-style-type: none"> • Tunnel reconstruction - \$5.10 M ✗ Additional cost for new staircases and alternate access to Bloor Street. 	<ul style="list-style-type: none"> • Tunnel reconstruction on new alignment - \$5.10 M
Evaluation Summary	Recommended	Not Recommended	Not Recommended



BRIDGE & TUNNEL RECOMMENDED DESIGN

Based on the results of the EA Study and technical analysis completed to date, the preliminary recommendations are to:

- **Replace the bridge in the same location with a steel girder incline leg bridge type, and**
- **Replace and the widen the tunnel to the west.**

These recommendations will:

- Maintain the cultural heritage value of the unique bridge design, crossing, and view from Rosedale Valley.
- Improve natural surveillance around the tunnel with improved sightlines, lighting, and redesign of accesses.
- Add capacity for future growth in active transportation.
- Enhance aesthetics of the bridge and tunnel and redesign the approaches.



STUDIES, IMPACTS & MITIGATION

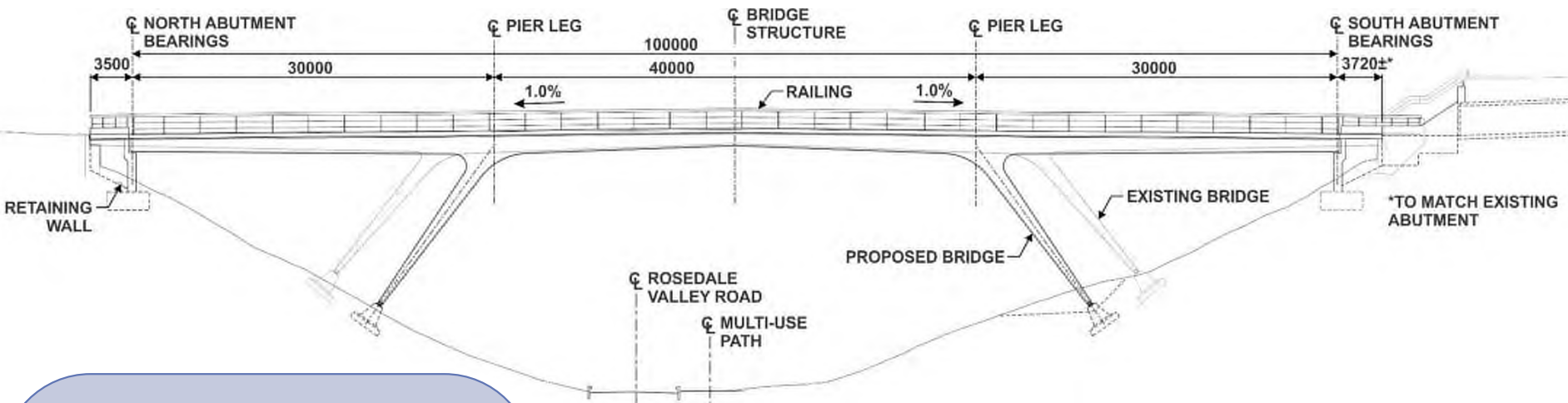
Potential Effects and Proposed Mitigation	
Natural Environment <ul style="list-style-type: none"> • Vegetation • Wildlife 	<p>Construction will require the removal of trees and other vegetation under and adjacent to the bridge.</p> <ul style="list-style-type: none"> • All work will be completed in compliance with applicable legislation, in consultation with appropriate authorities. • Landscape plan, including tree replacement, will be developed in detail design.
Cultural Environment	<p>Cultural Heritage Assessment Report and Recommendation was completed for the bridge. During detail design and prior to construction:</p> <ul style="list-style-type: none"> • The new bridge (i.e., railings, lighting) should be designed to reflect the original materials and context, and to be sympathetic to the built heritage value. • A photographic and historical record of the existing bridge will be completed and supplied to City of Toronto Archives, Reference Library, and other heritage associations deemed necessary.
Construction Impacts and Mitigation	<p>Temporary impacts include air quality, noise, bridge and tunnel access and lane closures for staging areas and temporary work zones.</p> <ul style="list-style-type: none"> • Best management practices will be used to minimize dust emissions and noise; activities will be conducted in accordance with City noise by-laws. • A traffic management plan will be developed to minimize impacts to road users. <p>Existing mural on south side tunnel approach will be impacted and the existing planter with plaque at the north approach of the bridge will be temporarily removed.</p> <ul style="list-style-type: none"> • The potential to retain the mural and replace the planter will be reviewed in detail design. <p>No permanent property impacts.</p>



PRELIMINARY PREFERRED DESIGN & NEXT STEPS

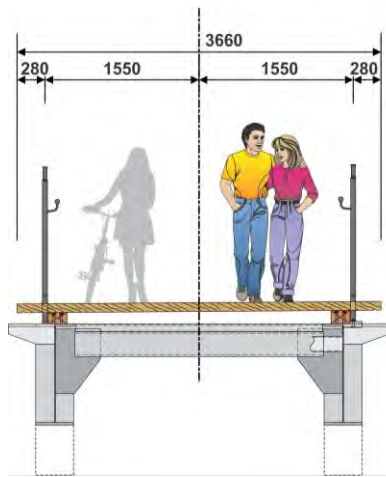
Phase 3

BRIDGE & TUNNEL ELEVATION & CROSS-SECTION

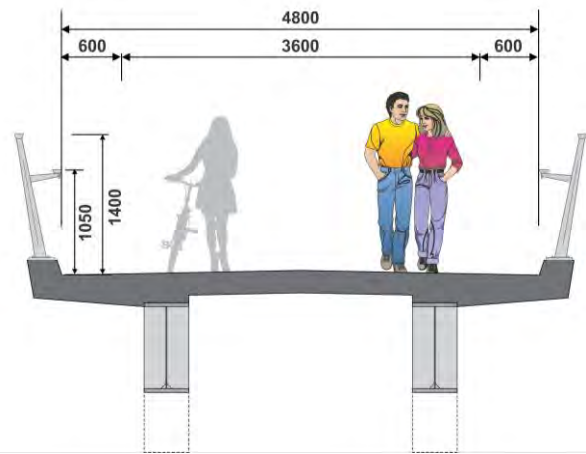


- The cross-section was developed based on the Toronto Multi-Use Trail Design Guidelines.
- A 4.8m cross-section is proposed as the bridge and tunnel are considered a High-Capacity Trail based on the various types of users, volume, and adjacent destinations including the TTC entrance.
- Designated for pedestrian use only.
- Maintaining existing requirement for cyclists to dismount on bridge and through tunnel.

Existing Bridge



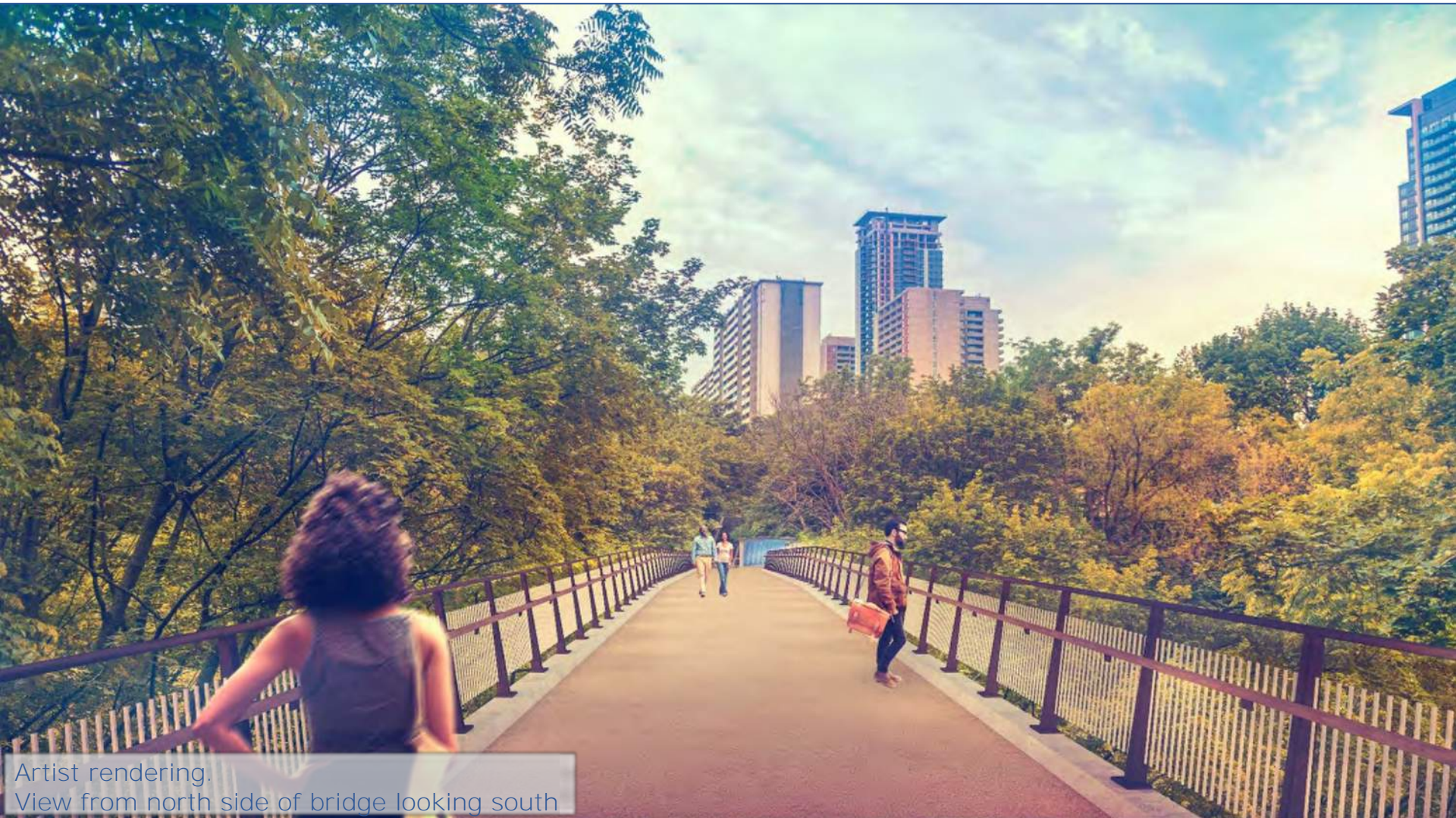
Proposed Width of Bridge and Tunnel



RECOMMENDED PREFERRED PLAN

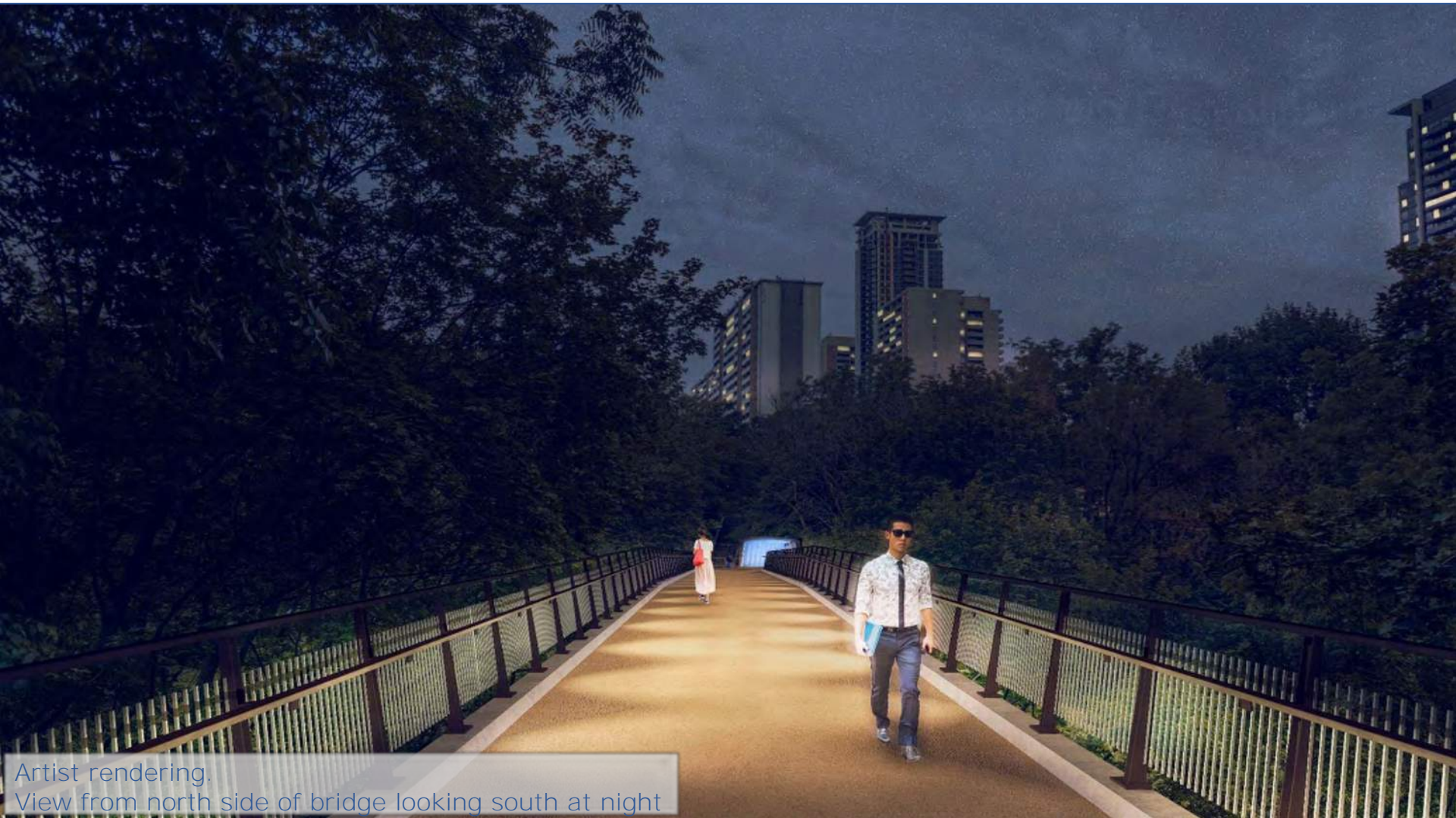


CONCEPT RENDERINGS



Artist rendering.
View from north side of bridge looking south

CONCEPT RENDERINGS



Artist rendering.
View from north side of bridge looking south at night

CONCEPT RENDERINGS



Artist rendering.
View from tunnel looking north to bridge

CONCEPT RENDERINGS



Artist rendering.
View from Glen Road looking north to tunnel

DETAIL DESIGN ELEMENTS

- Some elements of the bridge and tunnel design will be considered during the next phase of design (Detail Design), such as:
 - Specific colouring of bridge and tunnel
 - Bridge materials including deck, railing, illumination poles
 - Tunnel wall finishes
 - Urban design/illumination in the tunnel and entrance areas
 - Public art
- Additional consultation will be conducted during the Detail Design phase.



NEXT STEPS

Following this PIC the Project Team will:

- Review comments received from the public
- Present to the Toronto Preservation Board:
 - Fall 2017
- Confirm the preferred design of bridge and tunnel, and finalize the Environmental Study Report (ESR)
 - Fall 2017
- Make ESR available for a 30-day public review
 - Late Fall 2017

Following this Environmental Assessment:

- Detail design and construction, including additional public consultation, will be undertaken following completion of this EA study, subject to available funding.

How to get involved?

Provide your feedback now,
using the online form!

toronto.ca/glen-rd-ped-bridge

Contact Information:

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Email: Jason.Diceman@toronto.ca

Your comments are welcome at any time throughout the project. However, we ask that you **provide your feedback with respect to the PIC 2 materials by November 7, 2017.**

Thank you!

Your involvement is essential to the success of this study.

Appendix 10 – Comment and Response Tracking

ID#	Date Received	ASSOCIATION	Subject	Comments / Questions	Response / Notes
1	21-Jun-2016	South Rosedale Ratepayers Association (SRRRA)	Overview of study	<p>Asked for summary of study scope, options and process.</p> <p>Don noted that resident range in opinions on the value of bridge. Many of concerns about security in the "creepy" tunnel (especially at night) and "drug dealing" by the TTC entrance.</p> <p>Suggested participation from representatives of participants from near-br condo and coop buildings.</p>	<p>Conference call with Diceman & Zappone: Explained basics of EA process. Described basic plan for Jan 27 Walk-shop. Study scope is focused on condition of bridge and need for a permanent solution; tunnel is a separate structure, not in scope. Maybe lighting improvements possible but no major changes to tunnel or approaches in scope.</p> <p>Described range of alternative solutions in the study and need for a permanent solution within 5-10 years (i.e. bridge end of life because of corrosion). City agreed to accept additional requests for Walk-shop participants from near-br condo and coop buildings.</p>
2	23-Jun-2016	Walk Toronto	Cost projections and scope?	<p>I took a look at the EA page, and I'm wondering what the rough cost projections are for the replace and rehabilitate options. Also, I'm assuming that there is a third option: demolish and do not replace (which might cost a bit too).</p> <p>It's a pity that the scope of the EA doesn't extend to the southern part of Glen Road that connects to Howard St. I hope that we can at least walk to Howard and explore the part near Glen Road, since some of the Rosedale residents won't be familiar with this area.</p>	<p>At the walk-shop staff explained the range of solutions under study, limited scope, and no budget projections at this stage.</p> <p>June 28: Zappone had a further phone conversation. Mr. Black stated he would send in formal comments from Walk Toronto.</p>
3	30-Jun-2016		Concern of burglaries enabled by bridge. Take it down.	<p>After 4 break ins in the last 48 hours in the block immediately north of the Glen Road bridge, the bridge is considered dangerous as a result. At my home on Maple Avenue in the block, we were broken into and I followed the burglar over this bridge where they like to gather in the shadows of the dilapidated row houses near the Sherbourne subway entrance. The police are spending more time patrolling this bridge at night as the burglars come across and then go right back down after the robbery. The South Rosedale Rate Payer group have also great concern over this situation.</p> <p>I suggest to save the cost of re building the bridge the idea becomes just take it down. It is a real and dangerous problem for south Rosedale. Thank you and I am happy to discuss this if you like.</p>	<p>Diceman July 3: Thank you for sharing your experience and perspective. I'll forward to the project team for consideration.</p>
4	5-Jul-2016		2015 rehab vs EA study	<p>Why did the City spent money on repairs in 2015 when we knew a full rehab or replacement would be necessary in the next few years?</p>	<p>Diceman July 7: The 2015 work was emergency repairs to keep the bridge open in the short term, while we conduct the required study for approving a long term solution.</p>
5	5-Jul-2016		Bridge is important	<p>I use the bridge every day to get to work and would like it to remain open. It would be much longer for me to walk over to Sherbourne Steet and would likely end up taking the subway from Castle Frank.</p> <p>I also think the bridge plays an important role in linking Rosedale and St James Town. It also deters criminals from hanging around at the end of the tunnel.</p>	<p>Diceman July 7: [Received. Thank you message sent.]</p>
6	5-Jul-2016		Close the bridge	<p>Please close or tear down the bridge, we have the Sherbourne St bridge that we can use.</p> <p>The foot bridge is like a swage pit, and there are many unsavoury characters that hang out there, this is not safe for us to use.</p> <p>Please close it.</p>	<p>Diceman July 7: [Received. Thank you message sent.]</p>
7	6-Jul-2016		Like the bridge rehab or replace.	<p>I just completed the Glen Road Footbridge on-line form but realize it is asking more about usage vs what your preference would regarding the future of the bridge.</p> <p>I would like to say that I would like the bridge rehabilitated at minimum and replaced in the same location if needed.</p> <p>I believe that the bridge is an important connector between two communities and that while it is important for people on the North side of the ravine to have access to shops, subway, bike lane on Sherbourne, I think it is very important for people on the south side to have access to the open streets, parks, ravines, quietness of Rosedale.</p>	<p>Diceman July 7: Thank you for your comments about the Glen Road Pedestrian Bridge; I've passed them on to the project team.</p> <p>Further public consultation on the future of Glen Road Pedestrian Bridge will be hosted in the coming months. At that stage we will be asking questions more directly related to possible solutions such as rehabilitation or replacement.</p>

				I know it is not part of the review but I meant to mention the tunnel at the south end. It can be a deterrent to use – especially dusk onwards for me (a woman). It is dark, dirty, covered in graffiti (which I realize is an art form but makes it even darker). The lighting is terrible as well and you are not sure whom will be hanging out at the north end when you emerge from the tunnel. I have never been threatened personally but people do use drugs on the stairs that lead up to Bloor which can be uncomfortable. Just wanted to mention it.	
8	6-Jul-2016		Keep bridge	Please keep it! I use it twice a day as do many others in South Rosedale.	Diceman July 7: [Received. Thank you message sent.]
9	7-Jul-2016		Close the bridge	Hello, we live on Maple ave near the bridge. Our strong view is a option 1 [1. close it:]. The bridge is not safe. We avoid it especially at night. People hang around there - smoke pot, drink Our son was robbed there one night. It is much safer to use the streets to get to Bloor or the subway.	Diceman July 7: [Received. Thank you message sent.]
10	5-Jul-2016	1A Dale Rd	Survey offline options?	I am encouraging people to complete the survey but what I am finding when I am out walking the dog, is that there are a so many of people in the neighbourhood who use the bridge a lot but don't have access to a computer and can't fill out the survey Is there any way that a hard copy could be distributed, especially to some of the rental bldg's in the area ie 83 Elm Ave, 45 Glen Rd. I would be glad to help out Thanks for your help	Diceman July 7: Your efforts to promote the survey are appreciated and seem to be working; we have over 285 completed responses and growing! For anyone who does not have internet access, they are welcome to call my number, 416-338-2830, which is also listed on the sign, and I will fill-in the survey for them over the phone. Alternatively they could do this with a family member or friend who does have web access, e.g., using a smart phone, or at the local public library. In September and again later in the study, we will be hosting public events to consult further on the future of the bridge. At these public events we will provide takeaway paper forms for residents to complete and mail-in using self-addressed postage paid envelopes. These forms will be made available online, as well. Thanks again for your enthusiastic support of the study.
11	14-Jul-2016		Keep bridge open if possible	If at all possible I for one would like the Glen Rd Pedestrian Bridge to remain open. For myself and I presume anyone living near by and using the bridge on a daily basis it is a wonderful time saver and may I say a great piece of Toronto history. A unique facility and a very welcomed convenience. Hopefully we can save the bridge. In my humble opinion the bridge adds richness to our heritage. Lets try and save this little treasure. I Thank You for your time	Diceman July 20: Thank you for your comments about the Glen Road Pedestrian Bridge; I've passed them on to the project team. Please note, at this stage, we are inviting early input to the study through the online survey, linked from our study web page: www.toronto.ca/glen-rd-ped-bridge Further public consultation on the future of Glen Road Pedestrian Bridge will be hosted in the coming months. I'll add your email to project list to receive study updates going forward. For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge
12	16-Jul-2016		Sign defaced.	FYI I noticed that the "why do you cross this bridge?" signs on the Glen Road bridge were vandalized with this week.	Diceman July 18: Thanks for telling me. Nothing too profane, I hope. I had back-up signs made for this eventuality. I'll try to replace ASAP. Have a great week and stay cool. [Fixed sign July 21.]
13	22-Jul-2016		Gap in bridge deck	I was walking across the bridge this afternoon and see that one of the wooden floor boards had become loose/fallen away. There is now small gap in the bridge that permits you to see through to the road below. This is a trip hazard for pedestrians and potentially to drivers below should anything else dislodge from the bridge.	Diceman July 22 forwarded to 311: Thank you for contacting 311 Toronto. A service request for Bridge-Damaged Structure has been submitted to Transportation services and will be investigated within 24 hours. Your reference number is 4163988
14	22-Aug-2016		Support replacement	I want the Glen rd bridge replaced in its current location since it serves many in south rosedale with direct access to the bloor subway ..	Diceman August 23: Thank you for your comments about the Glen Road Pedestrian Bridge; I've passed them on to the project team.
15	2-Sep-2016	South Rosedale Residents' Association		Hi Jason – hope you have had (are having!) a great summer. I'm getting in touch re: the bridge and associated consultations. Please let me know where things stand and	Diceman Sept 8: Thanks for your patience while I was away and catching up.

				<p>what's coming up.</p> <p>I have received a massive volume of correspondence from residents regarding the future of the bridge. Even now it continues to dribble in. I hope they have also expressed their opinions through the consultations. I will assemble what I have, but can say that the overwhelming majority want to keep the bridge or replace it, if necessary, in situ. Just a tiny handful have spoken against it.</p>	<p>We closed the first bridge-user survey a few weeks ago with over 500 completed responses! People love this bridge.</p> <p>Our first public consultation event will be Sept 28. I'll be sending notice mid next week with the details: email list, flyers, ad in the local paper.</p> <p>We plan to publish all public consultation materials online at that time too. I expect the study recommendations so far will match with popular expectations.</p>
16	14-Sep-2016		support replacement, suggestions for design	<p>My daily cycling route uses that bridge. When it was closed I had to detour to Sherbourne Street via Elm. The 5-way intersection at Elm and Sherbourne is a mess for cyclists and pedestrians with so 10 stop signs. In addition TTC buses loop on 2-way streets that allow parking, making the bus wait within the intersection and then occupying the entire roadway. If the bridge is closed, then that intersection becomes the only alternative for pedestrians and cyclists and their numbers increase. I suggest that at least one street be one-way out of the intersection (so that is becomes only a normal 4-stop situation) and that the bus route have no parking or that the bus go farther north makes its loop.</p>	<p>Diceman, Sept. 21: I am forwarding your comments about Elm and Sherbourne to Transportation - Cycling staff to consider. While outside the scope of the Glen Road Bridge study, we appreciate this could be looked at for improvement. I'll add your email to project list to receive study updates going forward. For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge</p>
17	17-Sep-2016		New design for bridge, don't take down	<p>I agree with the idea of a new design. The present bridge, which is badly in need of renovation, is not particularly well designed. Sooner or later something will have to be done about it, and I would favour sooner, for the sake of safety and convenience. It would be possible to build an attractive bridge, which would become part of the other landscape improvements taking place in the city. Something must be done about suicides--I am not sure what. The case for just taking it down does not seem to me to be very strong. It has been a part of the city for over a century. My idea would be: (1) a better entrance from Bloor Street; (2) some sort of connection to the tunnel which makes bridge and tunnel part of one structure; and (3) a broadening of the whole structure, possibly with a bike lane. Flowers and a bench are also options.</p>	<p>Diceman, Sept 21: Thank you for your suggestions. I'm forwarding them to the project team for consideration when we look at design elements in the next phase of the study.</p> <p>I'll add your email to the project list to receive study updates going forward.</p> <p>For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge</p>
18	18-Sep-2016		Close the bridge- won't make a difference	<p>There will be a few people who would miss it but not many. Just close it for 6 months and see if it makes much difference for many people. Spend the money on improving the subway system. Our city is far behind most modern cities. Instead of increasing transit fares, we should be decreasing or eliminating fares. We seem to forget why we have public transit. It is NOT to provide jobs for TTC employees. It is supposed to be there to move people -the same reason that we are willing to spend tax payers' money on roads. I will try to get to the meeting on Sept 28</p>	<p>Diceman, Sept. 21: I appreciate your perspective that City budget could be spent on other services, programs and projects, like transit. I have noted your views and will include them in the consultation report for this phase. For your information, Glen Road has had a bridge in this location for over 130 years and predates the Sherbourne bridge (I'm not sure about Castle Frank). See further historic and technical evaluation of the bridge in the materials on the project web page at www.toronto.ca/glen-rd-ped-bridge I'll add your email to the project list to receive study updates going forward. Thanks again for your comments.</p>
19	21-Sep-2016		Keep bridge, but needs improvements	<p>as a resident of the area first on Glen Road and then on Dale avenue I have used this bridge for more than 30 years. I want it to stay, but it would be fabulous to replace it with something spectacular like London's Millennium Bridge. (Photo was attached)</p>	<p>Diceman, Sept. 21: Thank you for your suggestions for a "spectacular" design and including the photo. I've been on that bridge myself! I'm forwarding your design comment on to the project team for consideration when we look at design elements in the next phase of the study. There will be a lot of different opinions to consider, I'm sure.</p> <p>I'll add your email to the project list to receive study updates going forward.</p> <p>For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge</p>
20	14-Sep-2016		No right turn sign on Nesbitt and Bayview	<p>This morning about 9:15 I was going to Loblaw's going East on Nesbit turning North on Bayview.</p> <p>It was a shock to see hundreds of cars coming South on Bayview and turning right on Nesbitt.</p> <p>The streets of Rosedale are not made to take this amount of traffic.</p> <p>What can be done to have sign changed to No Right Turns (from 9:00 am) to 9:30 am.</p>	<p>Diceman, Sept. 21: Sorry, this issue of traffic in Rosedale is beyond our scope of bridge study. If this is an ongoing issue, may I suggest calling 311 and/or petitioning your local Councillor.</p> <p>If you have any comments about the Glen Road Pedestrian Bridge, I would be happy to take them.</p>

21	21-Sep-2016	Bleecker/Wellesley Activity Network	Did not attend meeting- more information request	<p>I noticed that at the bottom of this it was information will be collected and with the exception of personal information, comments will become part of the public record. Although this really doesn't help me where my comments and concerns cannot be heard due to my inability to be there but I would like to know what went on. How would I get the information about what happened and what was said? And how brief will this be? There are times when minutes are so brief they are useless to decipher unless you were there. And lastly, when will they be available.</p> <p>Thank you for keeping me abreast of the situation. I will probably never be able to use that bridge again sadly enough (because I'm sure it won't be made accessible and there probably won't be anyone at the meetings to address the issue or speak on behalf of the disabled), but I am happy that people will be able to use it for years to come. It's a remarkably beautiful crossing, especially in the Fall.</p>	Diceman, Sept. 23: By no means are you required to attend the event to be heard. You can view the Glen Rd Pedestrian Bridge Study materials online now at www.toronto.ca/glen-rd-ped-bridge ...and you can complete an online form or just send me an email with your feedback. Accessibility is a very important consideration and requirement for public walkways, including within the Glen Rpad bridge study. What elements of the bridge are you currently finding a challenge for crossing? I note the study does not include the TTC subway entrance, which only has stairs. Wednesday's event is a drop-in format; there will be no "minutes" just a compilation summary of input received through feedback forms (online and on paper). We need to have your input, especially as a local resident with mobility challenges that needs important consideration.
22	23-Sep-2016		Email list request	Please, put me on the mailing list.	Diceman, Sept 26: I'll add your email to the project list to receive study updates going forward.
23	24-Sep-2016		Support of pedestrian bridge	<p>I will be out of town on 28 September and, accordingly, will not be able to attend the meeting concerning the pedestrian bridge. I am writing, therefore, to express my support for the continued availability of the bridge as a pedestrian bridge. This bridge provides vital access to the subway and to the commercial and professional services in the Bloor East area for the residents of South Rosedale, without the disruption that would be produced by a road bridge. The bridge also provides continuity for recreational walking and cycling between Rosedale-Moore Park and Cabbagetown. The Glen Road bridge is a critical means of maintaining the South Rosedale neighbourhood as one that is accessible without cars, both for those who own cars and would prefer not to have to use them on an everyday basis, and for those who prefer not to use a car at all. It is a rare privilege to have such a choice in Toronto in any setting other than in a high-rise area. It is a choice that should be made possible for those living in other low rise residential neighbourhoods in Toronto. It was the access made possible by the pedestrian bridge that persuaded me to downsize from the house I owned in Richmond Hill and to a small apartment in Toronto. I could not face living in a high rise or a neighbourhood without trees, but I wanted to have access without a car to the shops and the city. I feel very lucky to have found this building.</p>	Diceman, Sept. 26: Thank you for your comments about the Glen Road Pedestrian Bridge; I've passed them on to the project team. I'll add your email to project list to receive study updates going forward. For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge
24	7-Oct-2016		Keep me informed	Our family residence is [on] Maple Ave. . Please keep me informed as to the progress of the Bridge. Will there be a public vote as well - sorry I was unable to participate on the 28th @ St. Pauls Church regrettably!	<p>Thanks for your interest in the project. All the materials from Sept 28 are online here www.toronto.ca/glen-rd-ped-bridge</p> <p>I'll add your email to the project list to receive study updates going forward. No, there is no public vote in a City study like this. Staff will make a recommendation based on technical evaluation and informed by public feedback. Council will vote on the final decision.</p> <p>For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge</p>
25	23-Sep-2016	Hydro One Networks Inc.	Hydro One default clearance letter	<p>Thank you for informing us of your upcoming project. Hydro One does not own or operate any high voltage underground facilities in the areas identified in your attachments sent 19 September, 2016.</p> <p>Please see the attached Hydro One response.</p> <p>[see PDF 025]</p>	[no further action required]
26	12-Oct-2016		Share story: Grandfather was bridge builder	<p>My great grandfather Edgar John Jarvis designed and built the first bridge over the valley in 1885. I know little more than that about the bridge except that he built it to enable residents and their employers easier access to the homes he was building in south Rosedale. The only way into this area at that time was down Park Road, through the ice, snow and mud and up the other side. This did not encourage buyers of his homes in the Glen Rd , South Drive, Craighleigh area. I also was told that Edgar was losing money and asked the city to buy the bridge from him in the 1890's.</p>	<p>[Diceman Oct 14]: Wow, Sue, we really appreciate you sharing this information of your great grandfather Edgar John Jarvis who designed and built the first bridge over the valley in 1885.</p> <p>What a great story.</p> <p>I'm CCing the study project manager and staff from Heritage Preservation Services for recommended follow-up.</p> <p>I'll also add you to the study email list for updates.</p>

				<p>The city refused and so he built a toll gate. One of the residents boldly ran his horse and carriage right through the gate ignoring the toll.</p> <p>I think more research should be done on this historic bridge, and a plaque with the above history included.</p> <p>I would be glad to submit any more history that our family has and to help with the research. Whenever I cross the bridge, which is very frequently, I feel the spirit of my great grandfather hovering over me.</p> <p>Thank you for your thoughts and action on this proposal.</p>	
27	7-Nov-2016		Who is consultant	Can you tell me who the consultant is on this project?	Diceman Nov 8: The lead consultants on the Glen Road Bridge EA are MMM (www.mmm.ca)
28	18-Nov-2016	Infrastructure Ontario	Affect IO land?	"From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project." [See complete letter in PDF ID 028]	Lorna Zappone replied to Diceman Dec 9 2016: Property requirements for the proposed LNS do not include any Mol lands. Please keep this correspondence and response in project file.
29	3-Nov-2016	South Rosedale Residents' Association	Update request	Our AGM is coming up and I plan to say a few words on the Glen Rd bridge. Any updates since we last communicated?	<p>Diceman Nov 16: Here is the text to applied to be added to the web page shortly:</p> <p>The September 28 public consultation event had 73 participants sign in, share their opinions and speak with staff. We also received 34 completed online feedback forms. The overall results of the public consultation so far can be summarized as follows:</p> <ul style="list-style-type: none"> • Consistent support for replacing the bridge in its current location, with general preference for a similar simple design. • Desire for personal safety improvements in the pedestrian tunnel. • Competing views on whether cycling should be accommodated and if so, how it could be done. <p>A detailed public consultation report will be published as part of final Environmental Study Report.</p> <p>Further public consultation on potential bridge design and tunnel improvements will be carried out this winter 2017. Subscribe to the email list to receive updates</p> <p>Sorry for the delay.</p>
30	16-Jan-2017		Update request	<p>As a nearby senior resident living just north of the bridge I wondered if there was an update available for the future existence of this pathway to Bloor Street East and the Sherbourne subway entrance adjacent to the tunnel under Bloor St E.</p> <p>---</p> <p>Thank you. As you likely know lighting on the bridge and especially the tunnel has been inadequate for some time. Many seniors in the area are afraid to cross at night. I hope improved lighting is being considered for both the bridge and tunnel.</p>	<p>Diceman Jan 16: Transportation Services is working towards a recommended design for the Glen Road bridge replacement. We also looking at options for upgrading the tunnel, but have yet to land on a preferred plan. We will be publishing updates and further consultation opportunities in the coming months.</p> <p>If this did not answer your question, please feel free to call me at 416-338-2830</p> <p>---</p> <p>Improved lighting is one of requests we have heard loud and clear and is anticipated to be included in the plan.</p>
31	3-Jun-2017	South Rosedale Residents' Association	Update request	We are putting together a newsletter and would like to include an update on the bridge. Anything new or upcoming that we could include?	<p>Diceman March 14: Glen Road Pedestrian Bridge Environmental Assessment Study project team is in the process of investigating and evaluating bridge design and alternative solutions for improving the adjacent pedestrian tunnel under Bloor Street.</p> <p>Technical surveys are in progress to confirm underground conditions. The next round of public consultation is expected to be hosted late spring-early summer 2017.</p> <p>Project related consultation materials can be found on the web: toronto.ca/glen-rd-ped-bridge</p>

32	27-Feb-2017	Ministry of Tourism, Culture & Sport	Requested technical studies	<p>MTCS File: 0005649 Proponent: City of Toronto Subject: Glen Road Pedestrian Bridge – Municipal Class EA Location: Toronto</p> <p>Dear Mr. Diceman</p> <p>The Ministry of Tourism, Culture and Sport (MTCS) has received a Notice of the project mentioned above. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes, archaeological resources, built heritage resources, including bridges and monuments and cultural heritage landscapes.</p> <p>We see from the PIC displays presented in September 2016 that there has been a foot bridge in the existing location for more than 100 years and that in 2003 the existing bridge was Designated under Part V of the OHA as being within the South Rosedale Heritage Conservation District. We also note the current recommendation is to replace the bridge at the same location.</p> <p>The project website states that heritage technical studies are being completed. Would you please forward these technical studies to MTCS when they are complete.</p> <p>Meanwhile, we would appreciate being kept informed of this project as it proceeds through the EA process. Please send future notices to Rosi Zirger Heritage Planner at rosi.zirger@ontario.ca or the address below.</p> <p>Please contact me as necessary for clarification or further discussion.</p>	<p>Diceman July 25, 2017: This email is to confirm that your contact has been added to the Glen Road Pedestrian Bridge EA mailing list. You will receive public project updates, public consultation notices, and notice of completion, including links to the Environmental Study Report.</p> <p>-- Lorna Sept 7: Hi Rosi, was great to catch up with you yesterday.</p> <p>As discussed, the heritage impact assessment component of the CHER and CHER Recommendation is anticipated to be finalized within the next few weeks, at which time the draft final documentation will be forwarded to you for review and comment.</p> <p>The next public event is scheduled October 24, 2017, when the results of the EA study, including the preliminary recommended preferred bridge design, will be presented to the public.</p> <p>The preferred solution identified and presented to the public in September 2016 is to replace the bridge in the same location. The recommended design is for a bridge similar to the existing structure – steel girder with inclined steel legs. Both the solution and the design aligns with the CHER recommendation.</p> <p>I expect to be back to you with the draft report by the end of September.</p> <p>Thanks.</p> <p>Lorna Zappone, Project Manager</p> <p>---</p> <p>The finalized reports were sent to the MTCS in December 2017.</p>
33	14-Jul-2017		Thanks	<p>Thanks for this update. Great news the bridge will indeed be replaced. And a wider tunnel is great news too.</p>	<p>Received. No response required.</p>
34	14-Jul-2017		Thanks	<p>Thank you for this update. We are thrilled with the finding that replacement in the current location is the best option. This footbridge is a vital link in the city between two distinct neighbourhoods, enables the use of public transit with its direct link to and from the Sherbourne subway, and reduces automotive traffic.</p>	<p>Received. No response required.</p>
35	14-Jul-2017		Thanks	<p>Thank you.</p>	<p>Received. No response required.</p>
36	19-Jul-2017		Family history related to original bridge	<p>I have mentioned the history of the Glen Rd. bridge to you and to another on the planning board and this is just a reminder of the importance of including a history plaque at the north entrance to the bridge.</p> <p>The history I am referring to is the name of the man who built the original bridge,, Edgar John Jarvis, and the reason he built it. It was in the 1880's when Jarvis was building houses in south Rosedale. Two of the large and well known ones were for Osler and Gooderham at the corner of what is now Glen Rd and South Dr. Both of these were torndown in the early 30's.</p> <p>The only access to this part of Rosedale was down Park Rd. then up the hill to Crescent Rd which, in inclement weather was just about impassable. If Jarvis was to encourage buyers to invest in this part of Rosedale there had to be easier access. He built to bridge in the early eighties for horse and carriages. When the recession of the nineties occurred Jarvis was short of money and asked the city to buy the bridge from him but that didn't happen as the city had no money either. So Jarvis constructed a toll gate at the north end and it wasn't long after it was built when an</p>	<p>[Nov 9, 2017 Ragini in Heritage Preservation Services emailed the resident today thanking her for interest and for contacting the city and asked her to send along historic information that her family wishes to pass along (documents, articles, photos, etc).]</p>

				angry Rosedale resident smashed through the gate. Please keep this history in mind for an historical plaque. Contact me any time for more information	
37	25-Jul-2017		Replace north stairs	Thank you Jason for your efforts on this project. May I suggest that we also replace the stairs on the north side of the tunnel? The railing is too low and the risers dangerous.	Further correspondence was exchanged in August-September 2017 (see ID 42).
38	23-Jul-2017		Tunnel security cameras	Jason: I do not know if the use of cameras on the 'new' bridge and tunnel has been suggested or considered so I thought I would throw in my 2 cents worth. I live at 1A Dale Avenue so I pretty much use the bridge several times during the daylight and evenings. On the south end of the bridge next to the tunnel is a set of stairs leading up to Bloor St. E. The amount of drug dealing that occurs day and night has increased over the 20 years we have been using the bridge and tunnel. Recently some individuals have begun using the space next to the bridge as a dumping ground and toilet. Sometimes the trip across is scary even in the daytime. The thought occurred that cameras placed high-up and out of reach may discourage these activities. The video may also help police identify some of these law breaking individuals.	Diceman Aug 21: The City is looking at the possibility of widening the tunnel to improve safety and comfort. Additional security enhancements, such as security cameras, are also being considered, but would addressed outside of this Environmental Assessment.
39	5-Aug-2017		Add to email list	A neighbor passed on your informative email and I would like to be on the same mailing list.	Diceman Aug 21: I'll add your email to project list to receive study updates going forward.
40	4-Aug-2017		Tunnel safety	Based on your slides, I do think you are addressing this well. The key safety and perceived safety matters continue to be the tunnel. Widening it and adding bright white lighting are good improvements. Consider adding continuous classical music, which would be a minor cost but is proven to deter loitering! Also, one of the factors that increases the perception of insecurity is graffiti, and I'm not sure how you might buffer that.	No response required.
41	5-Aug-2017		Support	Thank you. Great work! The bridge is SO important to us.	No response required.
42	8-Aug-2017		Sept Mtg time. Graffiti.	where and at what time is the public meeting being held on September 26? the tunnel needs to be well lit AND since there is a strong tradition of graffiti in this tunnel you may as well invite artists to decorate ... they will anyway!	Diceman Aug 21: We have not yet published the meeting times for Sept 26 but anticipate it will be around 6-8pm drop-in at the St. Paul's Church (227 Bloor St E).
43	18-Aug-2017		No seating north end. Deter camping under bridge.	1. The low stone wall around the garden immediately in front of our home at the north end invites people to sit. Unfortunately their loud conversation at all hours, phone use, and occasionally marijuana smoke, carry into our building, more than once into our bedroom. Visitors throw paper, coffee cups, and cigarette butts into the garden. A sitting place could be better accommodated at the south end of the bridge where plans show a sizeable open space with benches. Waste receptacles are already there. 2. I am not against public housing. I just don't believe it should be under bridges. I hope the new bridge design precludes this use. Fencing has proven inadequate.	Diceman Aug 21: Thank you for your comments about seating concerns on the north end and deterring camping under the bridge. I'm forwarding your comments on to the project team. I'll add your email to the project list to receive study updates going forward.
44	18-Sep-2017		Comment on plaque	Some time before arrangement were made with Heritage Toronto to place a plaque at Branksome for Glen Hurst the bridge was discussed. It was thoroughly reviewed by Heritage Toronto Historical Plaque program and turned done because there was no remaining original parts. The bridge had been completely rebuilt. No further review is practical.	No response required.
45	12-Sep-2017		Could some thought be devoted to the whole area?	I think that on the whole the plan is satisfactory. I have one suggestion. A great deal of thought has gone into the changes on Bloor St. between Church and St. George Sts in order to made the walking experience more attractive. HoAwever, the aesthetic appeal comes to an end at Sherbourne St., where one is faced with the bleak vista of single sidewalks on either side of the street and on the south side very	Diceman Oct 19: 'Thank you - response pending' Diceman Nov 8: In terms of plans for the area, we suggest the following links (as presented on the project web page www.toronto.ca/glen-rd-ped-bridge):

				<p>soon another group of apartment towers. My suggestion is that the planners look at the access to the Glen Rd. foot bridge and the adjoining approaches on Bloor St. with a mind to their relationship to each other. In my view, the bridge should not be reconstructed with no attention paid to its relationship to Bloor St. As it is today, it is largely invisible and not easily accessible from the street level. An alternative route to Castle Frank station and the parks and ravines beyond lies open on the other side of the bridge. People can avoid the long barren stretch along Bloor and pass along Dale, or other streets, moving eastwards. Could some thought not be devoted to the whole area and how the new bridge will or will not fit into it?</p>	<p>Bloor Street East Streetscape Improvements Improvements to sidewalk areas from St. Paul's Square to Parliament Street, including new trees and bump-outs. Part of the future asphalt resurfacing work. Learn more at toronto.ca/bloorstreeteast</p> <p>St. James Town Neighbourhood Initiatives North St. James Town Development Application- 6 Glen Road includes a new road connection with signals west of Parliament Street and five private developments south of Bloor Street east. Learn more</p> <p>I hope this information meets your needs.</p> <p>Thanks again for contacting the City about the Glen Road Pedestrian Bridge and Tunnel Study.</p>
46	12-Oct-2017		Bridge-tunnel is adequate as is	<p>The Glen Rd bridge-tunnel is adequate as is. In more than 30 years of use, I have never seen any traffic congestion on the bridge-tunnel.</p> <p>The only problem is inadequate lighting. Clean the lighting fixtures. Install new lighting fixtures.</p> <p>Spend the money on bicycle lanes or cleaning snow and ice from City sidewalks.</p>	<p>Diceman Oct 19: 'Thank you - response pending'</p> <p>Diceman Nov 8: Thank you for your interest in the Glen Road Pedestrian Bridge and Tunnel study.</p> <p>The pedestrian bridge is deteriorating due to progressive corrosion as identified in a structure inspection and evaluation report undertaken in 2014. The needed extensive rehabilitation was determined to be neither cost-effective nor a long term solution because corrosion of the bridge structure would continue after rehabilitation.</p> <p>To gain time needed to consider a long term solution, emergency repairs were completed in early 2015 and annual inspections are being undertaken to ensure the safety of the bridge and monitor corrosion. The solutions considered included bridge replacement in the existing location, replacement in a new location, and doing nothing – preparing for permanent closure/removal of the bridge when deemed necessary.</p> <p>Based on the results of the study and technical analysis completed to date the recommended preferred solution/design is to replace/widen the bridge and tunnel in the existing location. The next phase of the project will include detail design and consider such things as improved lighting on the bridge, in the tunnel and at the entrance areas.</p> <p>I'll add your email to the project list to receive study updates going forward.</p> <p>For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge</p>
47	13-Oct-2017		Project rationale, security, and concerns about cyclists on pedestrian-only pathways	<p>Regarding the replacement of this bridge I do have some concerns. Should the bridge just be demolished?</p> <p>Will there be any means whereby during night hours the bridge/tunnel would be locked to prevent its use? Will the tunnel contain cameras to provide a record of all user? It is my understanding that South Rosedale contains a relatively wealthy number of residents and in the past has suffered a high level of criminal activities.</p> <p>Bicycles are a good means of transportation and are a great way to rapidly navigate across bridges and through tunnels, where automobiles are unable to travel. Our</p>	<p>Diceman Oct 19: 'Thank you - response pending'</p> <p>Diceman Dec 14:</p> <p>Thank you again for your comments about the Glen Road Pedestrian Bridge.</p> <p>Alternative solutions were identified and evaluated in Phase 2 of the EA study (see section 4 of the Environmental Study Report). The identified preferred solution is to replace the bridge in the same location. This recommendation was presented to the public and confirmed in September 2016 (see panels #15-17 under Public Information Centre #2 on the project</p>

			<p>area is great for bicycles but my experience leads me to be worried. In Cragleith Gardens Park even with no bicycle riding signs, as a walker who walks with the assist of two canes, I have been forced off the side- walks. In the park one is able to walk off the side walk but imposable from either a bridge or tunnel,</p> <p>I would be interested in learning if you have obtained comment from both of The South Rosedale Rate Payers Association, or The City of Toronto Police Department.</p>	<p>web page: toronto.ca/glen-rd-ped-bridge) At this time the City has no intention to introduce a nighttime gate on the bridge or at the tunnel. The City aims to provide reliable 24 hour public pathways for residents. The study recommends widening of the tunnel to provide the best potential to improve natural surveillance around the tunnel by increasing sightlines. In addition, installation of closed-circuit cameras and other security measures will be considered in the future detail design phase of the project. The City intends to maintain the existing prohibition of cyclists on the bridge and in the tunnel. As currently signed, cyclists are required to dismount when crossing the bridge and travelling through the tunnel. That said, the recommended widening of the bridge and tunnel will provide more space and comfort for all users. The City has engaged both the South Rosedale Rate Payers Association (SRRRA) and Toronto Police Service throughout the process and their comments have helped inform the recommendations to date. We look forward to ongoing feedback from the SRRRA board and area residents in the future stages of the project. For more information about this project, visit the Glen Road Pedestrian Bridge Environmental Assessment Study web page at www.toronto.ca/glen-rd-ped-bridge</p>
48	13-Oct-2017	Longevity, selection of materials (including stainless steel)	<p>Since there are no foreseeable changes in that area of the City, rebuild the bridge.</p> <p>Build it in a way that it can be easily maintained and inspected and can last 100 years.</p> <p>Painting steel does last if done very professionally and was specified properly, then inspected.</p> <p>This needs to be thought through. I would even consider Stainless Steel unless it is shown to be raising the cost unreasonably. What % of the total cost, including all consulting and environmental hearings, is the increase of using Stainless Steel ?</p> <p>Make it suicide-proof in a style that is not ugly or offends.</p> <p>Looks are also important. ---- How about a pedestrian count and maybe have a U of T student ask pedestrians where they go to and why ?</p> <p>Just one hour on Monday at 8 a.m. , next hour on Tuesday at 9 a.m. etc. It would not cost much to do and to read the notes.</p> <p>What is the function of the bridge ? It should be there even if few people use it. Car traffic is crazy in Toronto.</p> <p>Actually, its probably the Sherbourne subway station. I am at Kensington Apartments 21 Dale Ave and the walk to Castle Frank is shorter.</p>	<p>Diceman Oct 19: 'Thank you - response pending'</p> <p>Diceman Dec 14:</p> <p>Thank you again for your comments about the Glen Road Pedestrian Bridge. The findings of the study identified the recommended design for the replacement bridge to be a steel girder with steel inclined leg design type. The most suitable materials for the bridge replacement and tunnel reconstruction, including coating systems and corrosion protection, will be considered during detail design. The design of the bridge will be further developed during detail design. At that time, additional opportunities will be provided for the public and stakeholders to get involved. The City has conducted a security review of the bridge and tunnel with both the City's Corporate Security Division and Toronto Police Service. The resulting recommendations, such as proper finishes, increased lighting and natural surveillance, will be further considered during detail design. This may include, for example, the widening of the tunnel, which offers the best potential to increase sightlines and improved natural surveillance. Similarly, improved lighting on the bridge, in the tunnel, and at the approaches, including at the TTC entrance area, will encourage an open feeling. Pedestrian counts were completed on June 22 and 25, 2016. See results summarized on panel 13 from PIC 1. An online survey targeting bridge users was carried out between June 22 and August 20, 2016. See the results on panels 17-18 from PIC 1. This includes the list of many reasons people use the bridge, including access to the TTC subway.</p>
49	15-Oct-2017	Cycling on bridge, security, lighting,	<p>I plan on attending the meeting on the 24th, but in the event I am unable, please find below my comments:</p> <ul style="list-style-type: none"> • The bridge should be replaced, with provision for a lane for cyclists. Foot traffic 	<p>Diceman Oct 19: 'Thank you - response pending'</p> <p>Diceman Dec 14: Thank you again for your comments about the Glen Road Pedestrian Bridge.</p>

			<p>signage, maintenance, etc.</p>	<p>should be the emphasis so I would see separation between bikes and pedestrians, given the risks to a pedestrian from a bike. Realistically, no one dismounts from a bike while using a bridge. The handrails/trusses should be higher to mitigate this risk.</p> <ul style="list-style-type: none"> • I lived in the neighbourhood thirty years ago and have returned. Not much has changed in the interim except now there is graffiti in the pedestrian tunnel. From a security perspective, it is abysmal --there have always been lurchers hanging about. There needs to be a change in design/creating openness to discourage the lurchers. This would improve the area south of the bridge -- to the retailers, to the shops that will no doubt be part of the redevelopment on Sherbourne etc., to the Church that seems to be forgotten. • Better lighting, better signage. Yes, if you grew up in Rosedale and took public transit -- one would know about the Sherbourne station. But in a changing demographic -- few know about the bridge as a way to access public transit. If the residents are not keen, their domestic workers need to be protected-- the principle of social equity. I know that this will not be the conventional wisdom. • I think we need to address maintenance. The replaced boards give me no comfort at present. I think we need to say that the City has no money for maintenance (and that these budgets continue to be cut into). We need to look for solutions that will not require any or virtually no maintenance, with engineering tests for safety on an on-going basis. • I did not know it was called the Morley Callahan bridge, although I do note that there is a plaque on the Rosedale side by the garden. I don't believe that there is anything in the pedestrian tunnel to acknowledge that fact, nor do I see any social equity on the south side either - a plaque or a small garden. 	<p>At this time, the City intends to maintain the existing prohibition of cycling on the bridge and in the tunnel. As currently signed, cyclists are required to dismount when crossing the bridge. That said, widening the bridge and tunnel will provide more space and comfort for all users.</p> <p>Railing height and deck design will be determined during detail design, in accordance with the applicable standards.</p> <p>Concerns about personal safety in the pedestrian tunnel have been raised. Widening the tunnel provides the best potential to improve natural surveillance by increasing sightlines around the tunnel. In addition, installation of closed-circuit cameras and other security measures will be considered in the future detail design phase of the project.</p> <p>During detail design, options for improved lighting on the bridge, in the tunnel, and at the approaches, including in the vicinity of the TTC station entrance, will be considered.</p> <p>The deck surface materials and other urban design elements, such as the garden, plaque and public art, will be addressed during detail design.</p> <p>We will again reach out to the public for input at that stage.</p>
50	11-Oct-2017		CCd	Hi Linda. You may have received this. Sue	No response required.
51	11-Oct-2017		Waste of funds.	<p>I've expressed before that spending scarce City resources to replace a bridge that gets scant usage is not a good use of funds.</p> <p>Nonetheless, it seems the City is willing to keep spending regardless, so be it. I'd rather the money be spent to fight homelessness and other more worthy causes where it can make an impact.</p>	Diceman Oct 19: Thank you response provided.
52	13-Oct-2017		Will notify SRRA members.	Thanks, Jason. We will notify SRRA members.	No response required.
53	17-Oct-2017		Support	I will be unable to attend the meeting on October 24 but will like to advise that I'm in full agreement with the proposed plan - simple, serviceable, and although I do not use the bridge after dark, light standards would make it safer for those who do - nothing fancy, similar to what is there now.	Diceman Oct 19: Thank you response provided.
54	19-Oct-2017		Academic question from student	<p>and I am currently completing my thesis in the Master of Architecture program at Dalhousie University in Halifax. My thesis topic is on the connection between the city, as an urban network, and the ravine system in Toronto. I'm specifically focusing on the Rosedale Valley, and am starting with the area around the Glen Rd. pedestrian bridge. I lived in the area while working in Toronto for the last year, and found the site and condition to be fascinating. The online presentation documents regarding the environmental assessment of the bridge have been really useful for my research so far.</p> <p>I'm wondering if your office has any additional information about the focus area, as well as the valley between Yonge St. and the Don Valley. One feature that I found very interesting was the survey of the natural conditions around the the focus area (see attached image). I'm wondering if this was completed for other parts of the valley as well.</p>	<p>Diceman Oct 23: 'Thank you - response pending'</p> <p>Diceman November 13: I don't think the team will be providing any further public materials about the bridge and tunnel study prior to publishing the final report this winter, date TBC.</p> <p>Have you read and contacted Toronto Ravine Strategy ravinestrategy@toronto.ca</p>

				<p>Additionally, I'm wondering if there are construction documents available for the existing bridge, beyond the elevation and section that is attached.</p> <p>Finally, knowing that the combined sewer beneath the valley floor is beyond the scope of the bridge assessment, I'm wondering if you would be able to direct me towards any city resources the explain how that system is built and functions.</p> <p>Thank you very much for your time, and I appreciate any leads that you might have about uncovering more information about the valley!</p> <p>----</p> <p>I appreciate your assistance. I have looked through the materials available online from the Toronto Ravine strategy, but I have not yet reached out to anyone there. I will definitely do so.</p> <p>Thank you and all the best,</p>	
55	19-Oct-2017		Provide dedicated space for bikes on bridge-tunnel	<p>Hello, Please make sure that bikes are clearly allowed to ride through the new tunnel and bridge. Overall, love the new design - but just was disappointed that there is no signage or lane painting to show bikes are allowed to ride through. Making them get off is just silly like right now people ride, and because pedestrians feel entitled it creates conflicts. If you allow all users, safely, then conflict will be reduced. Thanks!</p>	<p>Diceman Oct 23: 'Thank you - response pending'</p> <p>Diceman Nov 8: Transportation Services has provided the following response to your comments...</p> <p>There is no plan to change the existing prohibition of cycling on the bridge and through the tunnel, which is in effect through City bylaw. That said, the bridge and tunnel are proposed to be widened to 4.8 metres to provide more space for all users.</p> <p>I hope this information meets your needs.</p> <p>Thanks again for contacting the City about the Glen Road Pedestrian Bridge and Tunnel Study.</p>
56	27-Oct-2017		Did not get flyer.	<p>I came across a flyer at 77 Huntley St. giving notice for the Oct. 24, 2017 meeting at St. Paul's concerning the Glen Rd. bridge. I didn't get a flyer at ### Bloor St. East and I wanted to confirm with you that our building was missed in the mailing. If we didn't get the flyers from the city, can you tell me why? If the city did deliver the flyers, did our building get them in bulk and they somehow didn't get distributed?</p>	<p>Diceman Oct 30: I'm sorry to hear you did not see our notice. I have checked our records and can ### Bloor St. East was included in our delivery order to Canada Post. On occasion we do get comments along these lines about people not receiving notices. Our flyers are delivered by Canada Post as Unaddressed Admail, which means they are bundled with other admail AKA "junk mail". As a result these flyers are sometimes recycled by accident, for example, by one member of a house hold before another has seen it. Also, if the mail box has a "no junk mail" type sign on it, Canada Post will refrain from delivering the admail. Other than these reasons, our flyers should be received as per Canada Post's quality service.</p> <p>In any case, you are most welcome to review and comment on the materials from the drop-in event that are online at:</p> <p>www.toronto.ca/glen-rd-ped-bridge</p> <p>Let me know if you have any other questions.</p>
57	29-Oct-2017	Board of Directors at the Kensington Apartments, 21 Dale Avenue	North stairs steep; loitering. Overall support for the project	<p>[To read complete submission, see PDF ID 57]</p> <p>"...stairway from the north side of Bloor Street down to the south end of the bridge... is extreme in its height and steepness." "...installation of a switchback stairway... [as] ...accessibility design considerations to the north side stairway".</p>	<p>Diceman Oct 30: 'Thank you - response pending'</p> <p>Diceman Dec 14: The bridge and tunnel construction work is not anticipated to impact the existing staircases on the north and south side of Bloor Street East. The City will make minor modifications, such as non-slip strips and a centre handrail, to the north staircase. It is expected that these modifications will be done at the time the bridge and tunnel are constructed</p>

					or earlier, if possible. Concerns about personal safety in the pedestrian tunnel have been raised. Widening the tunnel provides the best potential to improve natural surveillance by increasing sightlines around the tunnel. In addition, installation of closed-circuit cameras and other security measures will be considered in the future detail design phase of the project. During detail design, options for improved lighting on the bridge, in the tunnel, and at the approaches, including in the vicinity of the TTC station entrance, will be considered.
58	17-Oct-2017	ENBRIDGE GAS DISTRIBUTION	Not interested	I don't need to be included in this EA.	No response required.
59	23-Oct-2017		Request to discuss	I am now unable to attend the meeting tomorrow. I have some unexpected business meetings yet have some very strong views on the Glen Road pedestrian bridge and tunnel! When can we talk?	Diceman Oct 23: May I suggest you send us your priority questions and comments via email and we can get you appropriate responses from the right team members. I personally am just a public consultation conduit to the technical team.
60	9-Oct-2017		Tunnel height	Can you please advise what the proposed height is for the tunnel?	Diceman Nov 13: 'Thank you - response pending' Diceman Dec 14: The recommended design does not include a change to the existing 2.9 m tunnel height.
61	5-Nov-2017		Comment form	Glen Road footbridge comments	Diceman Nov 13: Received in good order.
62	13-Nov-2017		Support	I think the plans for the bridge and tunnel are fantastic! I totally support it. Thanks for all the work everyone has done. It is really thorough and easy to navigate. I use the bridge to get from Rosedale to Cabbagetown and to the library in St. Jamestown. Good luck with the rest of the process!	Diceman Nov 13: Thank you.