

GLEN ROAD SOUTH PUBLIC SPACE

GLEN ROAD PEDESTRIAN BRIDGE & TUNNEL PROJECT

Community Meeting



**Artistic concept, all elements not shown*

Agenda

- Introductions
- Project Background and Overview of Project Elements
- Glen Road South Plaza Design
 - Design Overview and Details
 - Sidewalk Extension
 - Personal Security
 - *Pause for Questions/Feedback*
 - Community Garden/Expanded Green Space
 - *Pause for Questions/Feedback*
 - Parking
 - *Pause for Questions/Feedback*
- Construction Schedule
- Next Steps

Background

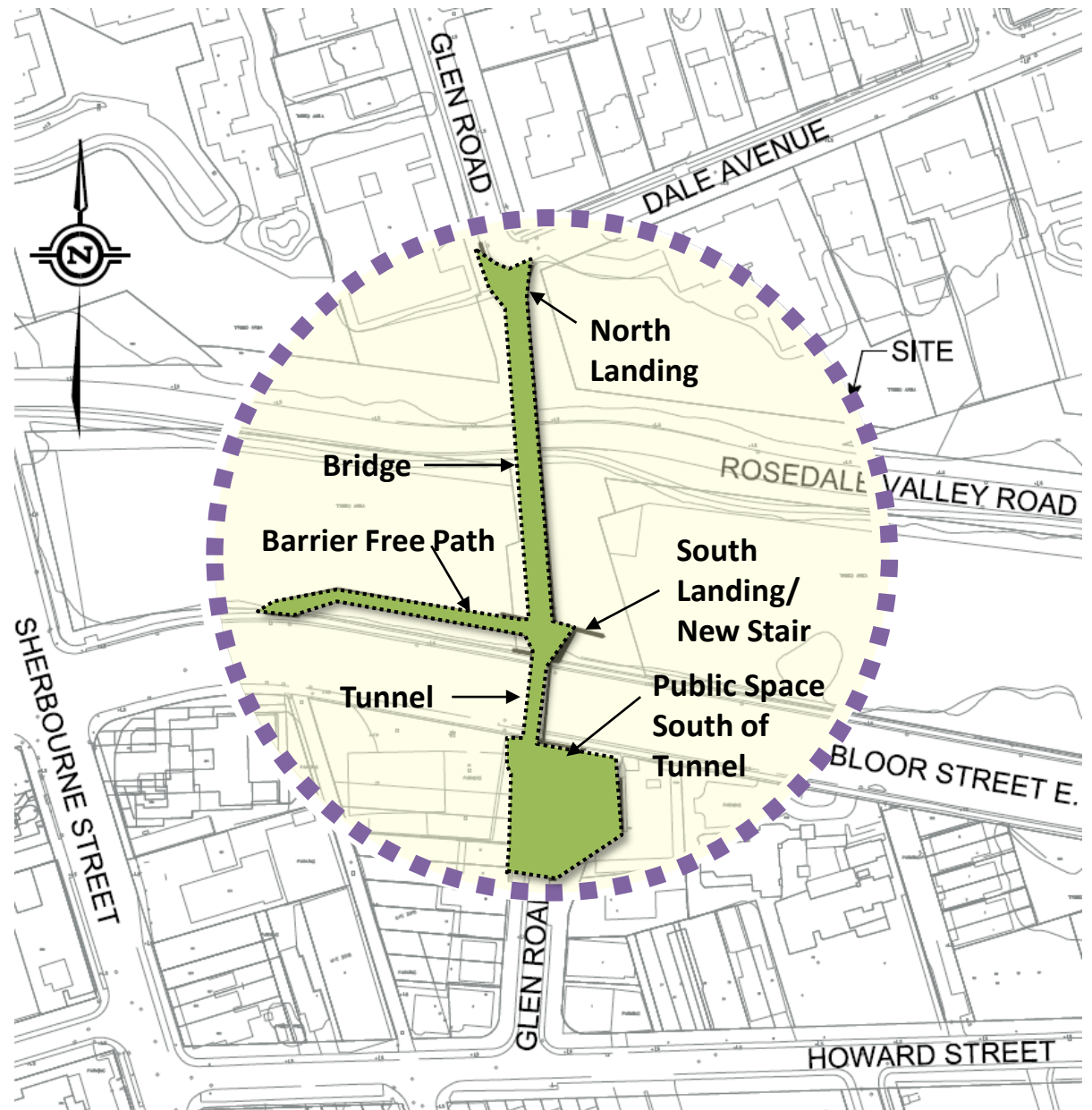
Municipal Class Environmental Assessment (EA), completed December 2017 recommendations:

- The bridge be replaced in the same location with a similar looking structure
- The tunnel be widened to the west and maintain its current alignment
- Identified areas for improved urban design and landscaping: north landing, south landing, and south of tunnel
- A need for a barrier free access to connect Bloor St. East to the bridge

City of Toronto Design Review Panel (July 2017) provided the following feedback to be addressed as part of the detailed design process:

- Improve universal accessibility
- Extend public realm improvements southward
- Slim the bridge structure
- Integrate the tunnel and bridge lighting with the railing
- Provide softer and indirect lighting in the tunnel ceiling
- Create narratives with public art, not as just as graffiti deterrent

Project Scope



Bridge: Existing



- 3 span steel frame structure with laminated timber deck supported by steel plate girders
- 3.7 m width
- Overhead lighting
- Deteriorating condition

Bridge: Proposed



**Artistic rendition*

- 3 steel girder structure with 2 leg system
- 4.8 m width
- Matacryn waterproofed concrete deck - earth tone
- Railings - steel post, aluminum pickets, wood hand rail with LED lighting
- Suicide prevention barriers - angled webnet outer panel with LED lighting

Tunnel: Existing



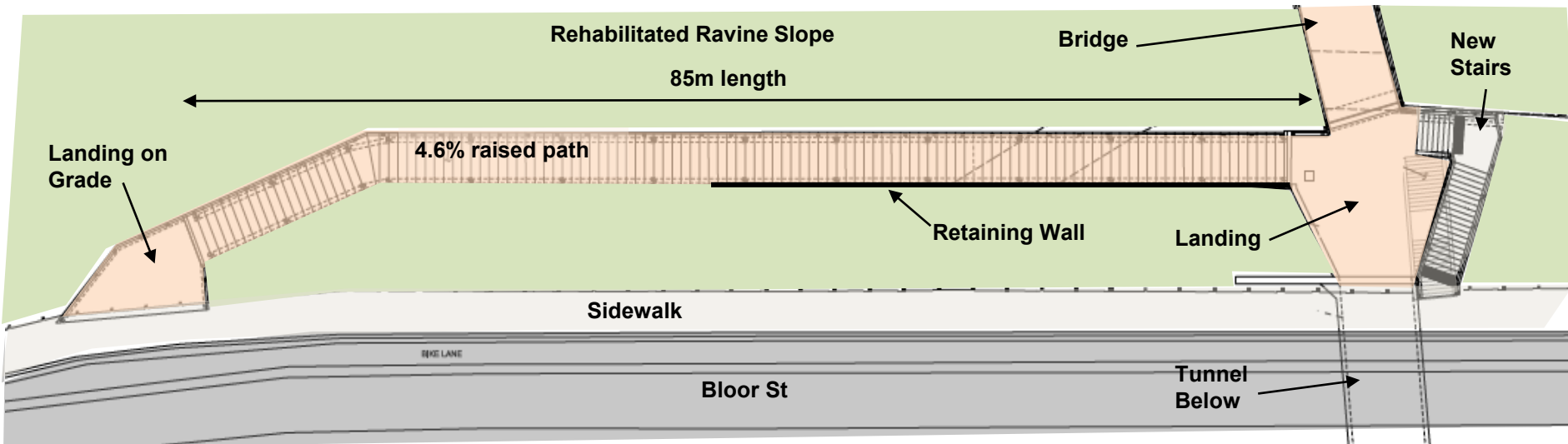
- Width: 3 m
- Height: 2.44 m

Tunnel: Proposed

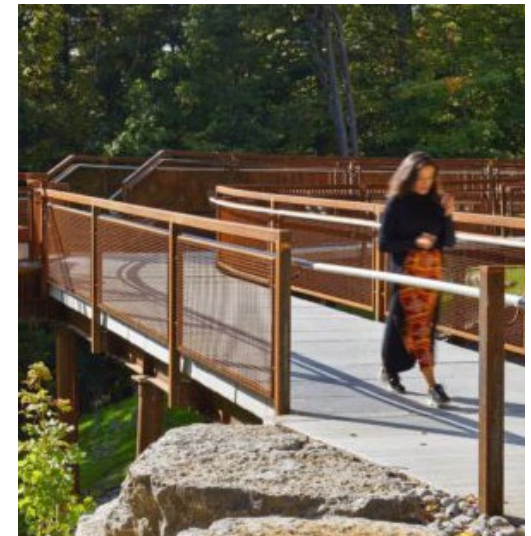


- Widened by 1.8 m to achieve 4.8 m clearway
- Height maintained at 2.5 m
- Strip lighting into ceiling corner – 112.2 degree radius, projected life ~13 years
- Public art formed into interior tunnel walls

Barrier Free Path and Stair Replacement

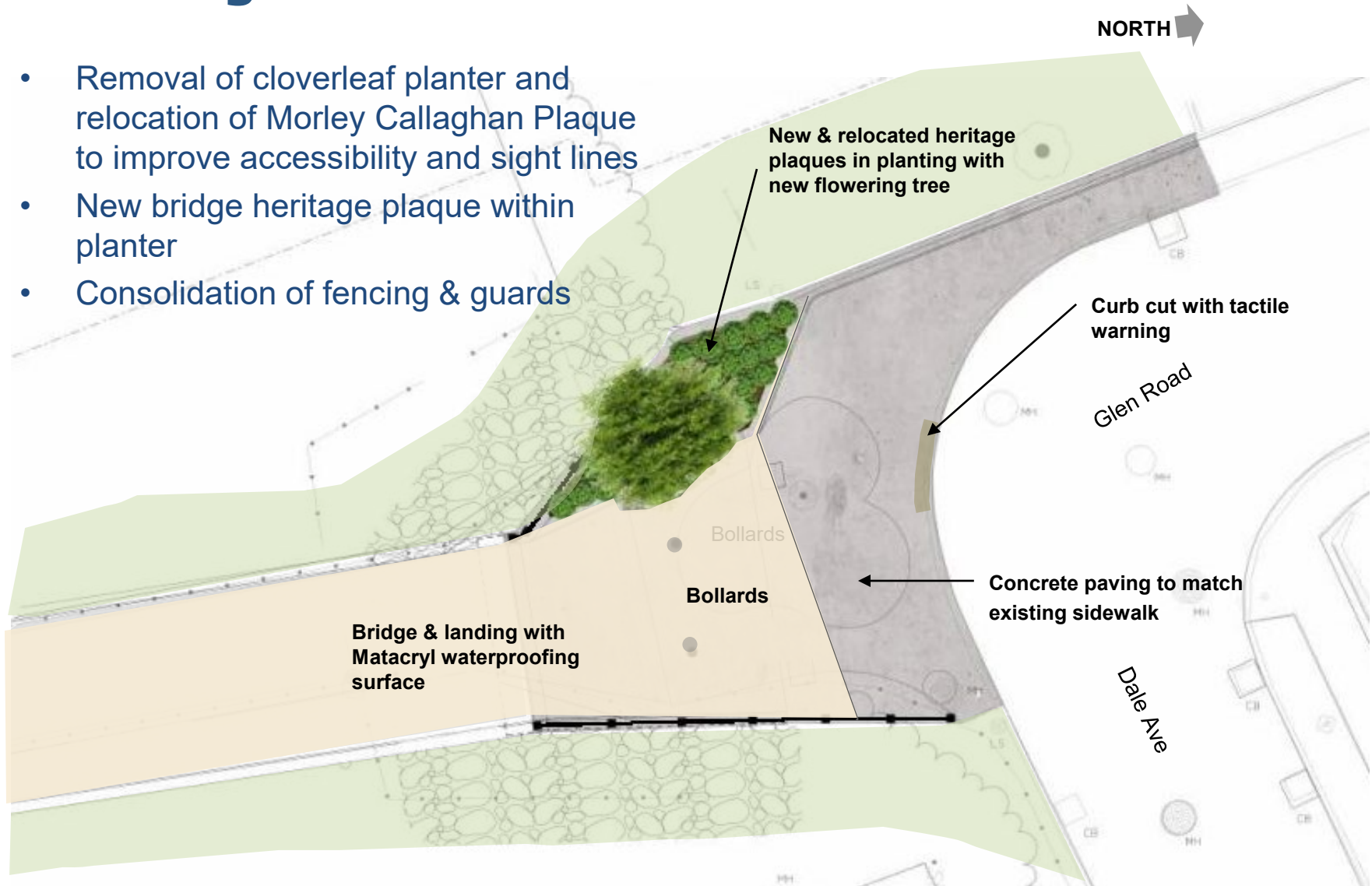


- Elevated path with micropiles foundation and precast concrete decking with retaining walls at southeast
- 3.0m width, 4.6% grade
- Guardrails – metal, dark vertical pickets, LED lighting under handrail
- Landing area increased - improves sight lines, accessibility and user experience
- New staircase meeting current codes



Landing at Glen Rd and Dale Ave

- Removal of cloverleaf planter and relocation of Morley Callaghan Plaque to improve accessibility and sight lines
- New bridge heritage plaque within planter
- Consolidation of fencing & guards



Public Art

Economic Development & Culture (EDC) carried out a public art competition summer 2019. Inuit artist Couzyn Van Heuvelen's art concept was selected - centred around the theme of migration and travel, and referencing Inuit stone cut printmaking techniques and stone carving.



Tunnel Interior

Images of birds cast into concrete wall reference inked stones during the printmaking process.



Tunnel Exterior and Public Space

Metal birds silhouettes on the outer tunnel walls continue the shapes and colors used in Inuit printmaking. Cast sled dog bollards in plaza area.

Glen Road South Public Space - South of Tunnel

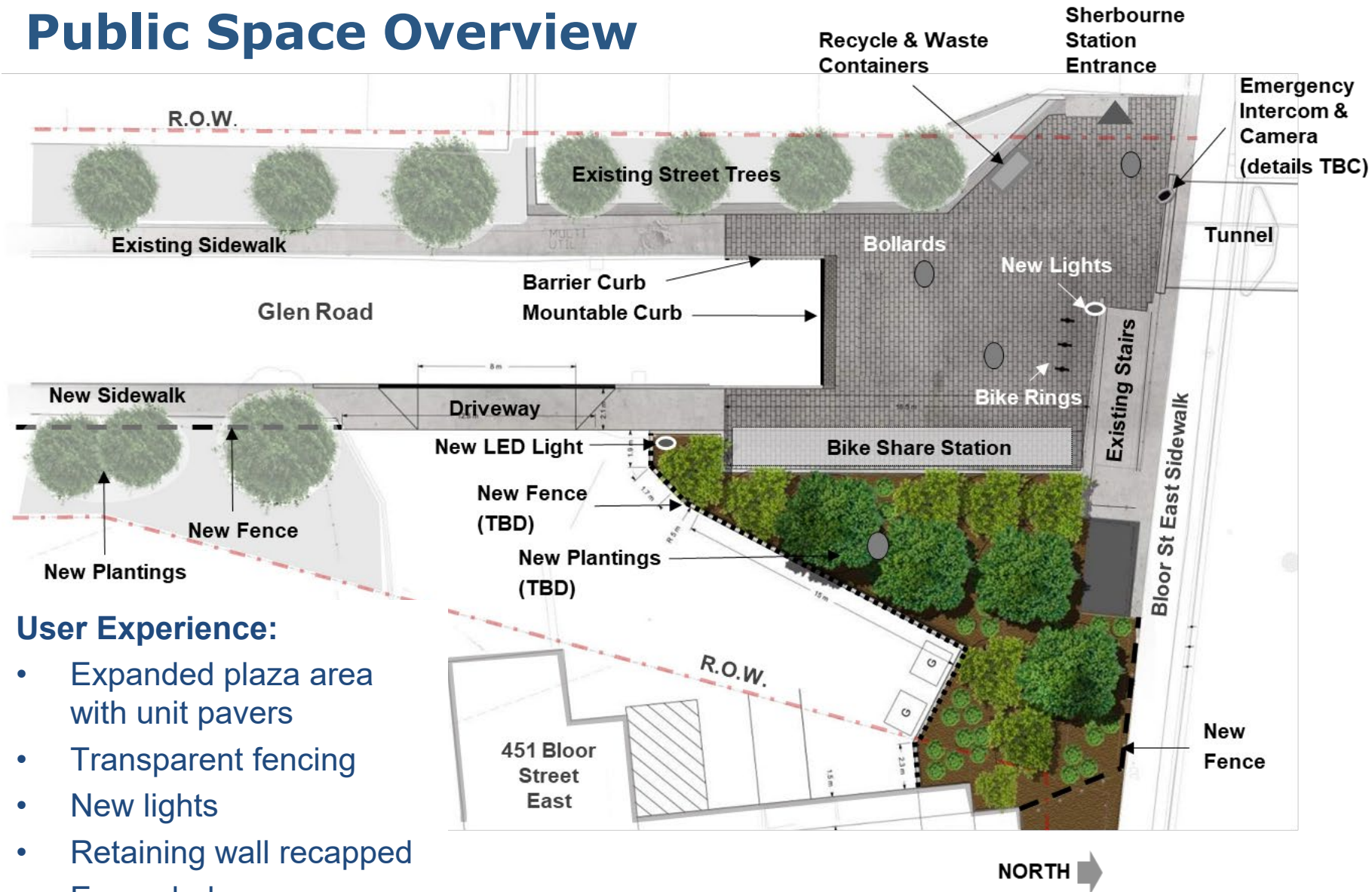
Community feedback, overview, and design details



What We've Heard

- Need for enhanced public safety and concerns with undesirable street activity – site access, better lighting, and no seating features
- Concerns with changes to community garden
- Support for widening of the bridge and tunnel
- Support for cycling connections
- Coordination with impacted properties
- Parking concerns
- Support for accessible paths and sidewalks

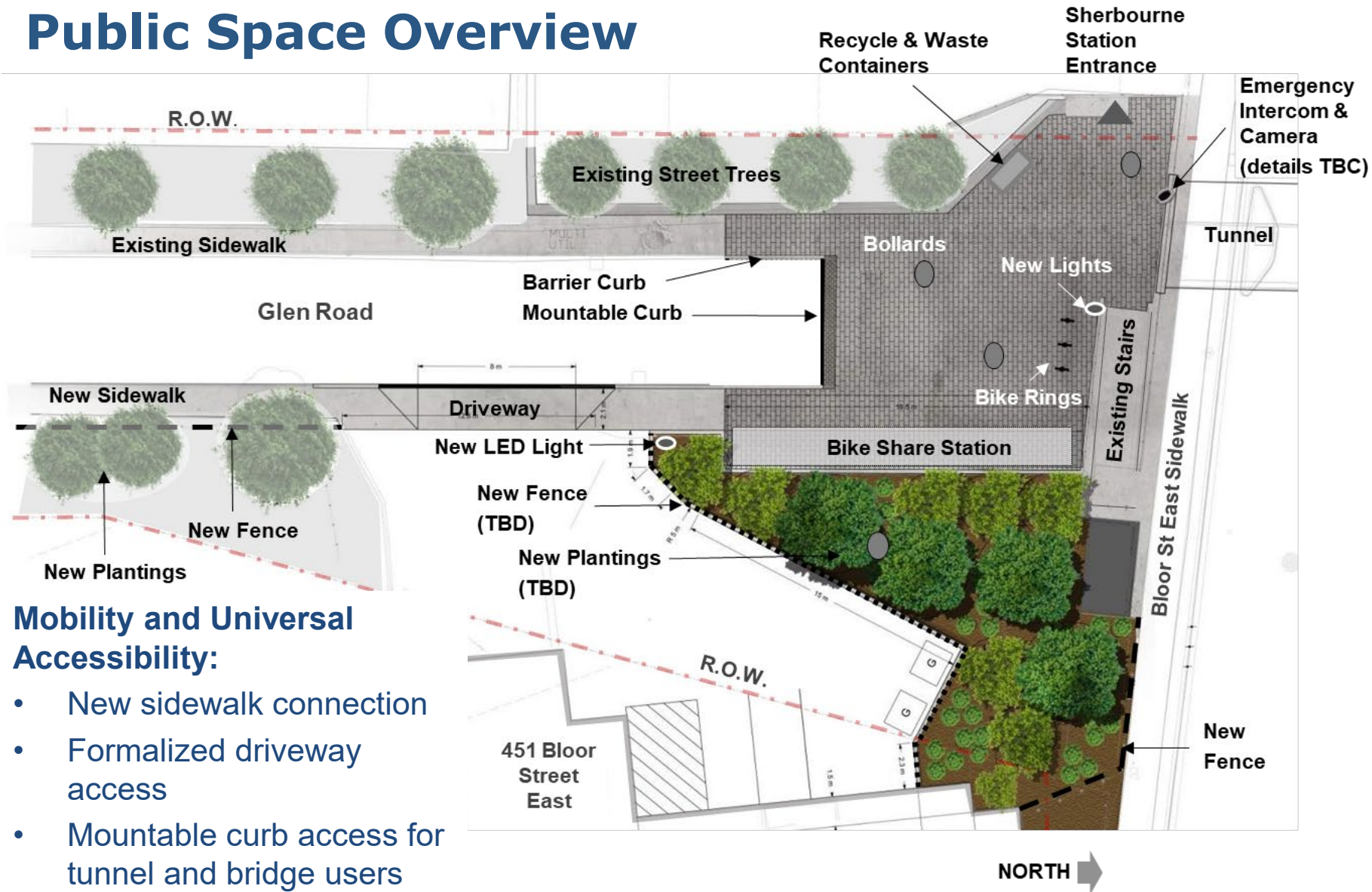
Public Space Overview



User Experience:

- Expanded plaza area with unit pavers
- Transparent fencing
- New lights
- Retaining wall recapped
- Expanded green space

Public Space Overview



Mobility and Universal Accessibility:

- New sidewalk connection
- Formalized driveway access
- Mountable curb access for tunnel and bridge users
- New Bike Share station

Expanded Plaza

To increase accessibility, equitable access and enhance public safety

- Expanded plaza area by ~200 sqm
- Grey pavers



Unilock
website: <https://commercial.unilock.com/products/all-z-products/all/bronte-street-paver/?region=1>

Example of grey pavers

Approximate location of existing curbs

Bike Share and Bike Rings

- Bike share station for up to 23 bikes and one map panel, 18 m by 1.8 m. Within plaza area, in front of planted area
- 3 bike rings

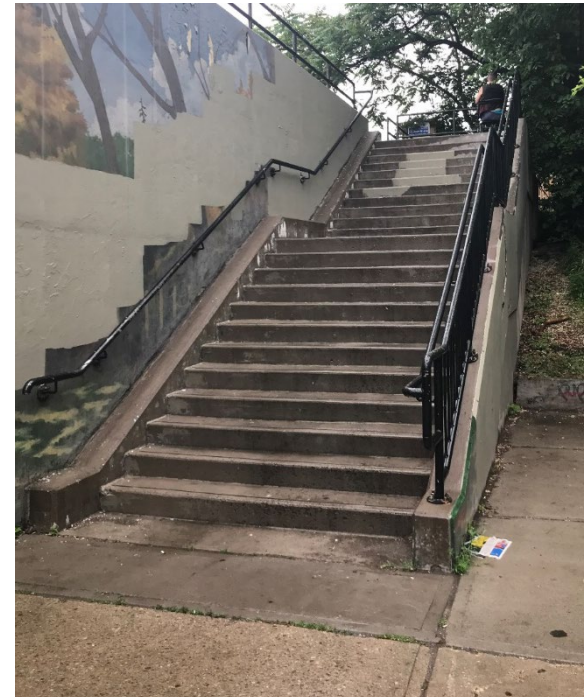


North Wall and Stairs

- Remove and repair deteriorated concrete on north retaining wall
- Standard aluminum railing on retaining wall along Bloor St and above TTC entrance
- Existing stairs to remain



Existing View of North Wall



Existing stairs

West Retaining Wall

- Re-lay stone - horizontal connects level and continuous
- Concrete cap finish



Existing view of west retaining wall and retaining wall above TTC entrance

Lighting



Example of new street lights

New Plaza Lighting:

- Mounted on 30 foot pole with 2 lights – one pointed at the stairs and one pointed on the bike share/paved area
- Projected life ~ 11.4 years

New Tunnel Lighting:

- Strip lighting into ceiling corners
- projected life ~ 13 years

Existing Lighting

- Street lighting at entrance to plaza area – upgrade of bulbs
- Lighting at entrance of Sherbourne Station

Extension of East Sidewalk

Extension of east side walk to increase safety, accessibility and mobility

Impacts:

- Removal of 5 trees
- Removal of existing fence (not identified as a heritage attribute)

Mitigation:

- Planting native trees and shrubs
- Replace fence adjacent to sidewalk, sympathetic design
- Maintain access 9 Glen Rd and 451 Bloor St E

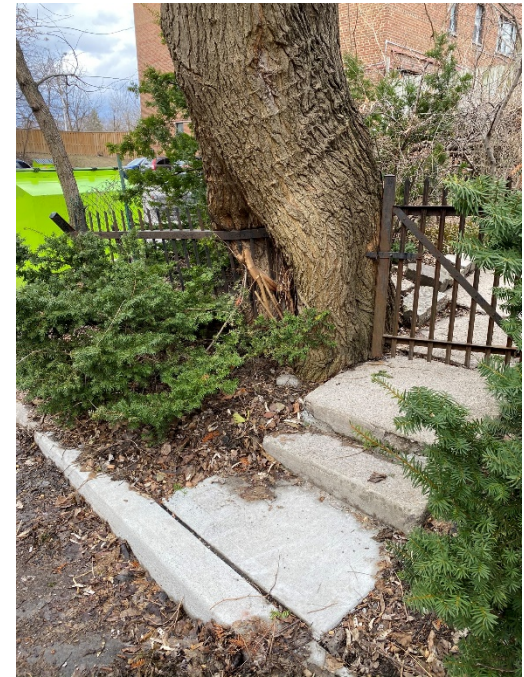


Existing east sidewalk

Extension of East Sidewalk



Existing white mulberry tree

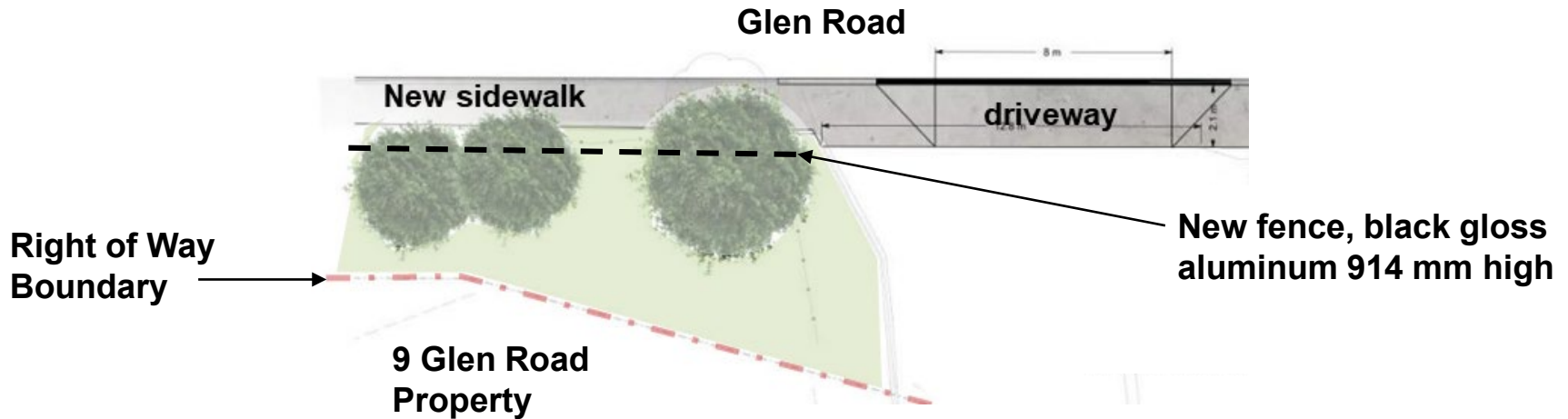


Fence through existing white mulberry tree

White mulberry tree in front of 9 Glen Road

- Assessed by arborist as a potential hazard due to two significant structural weaknesses – in grown fence and included bark (at the junction of the two main co-dominant stems, narrowing the structure of both)
- Invasive to Ontario
- Grading restricts ability to maintain tree and provide universal accessibility

Extension of East Sidewalk



Shrubs:



Brilliantissima



Lead Plant

Trees:



Silver Maples

Grasses:



Karl Foerster

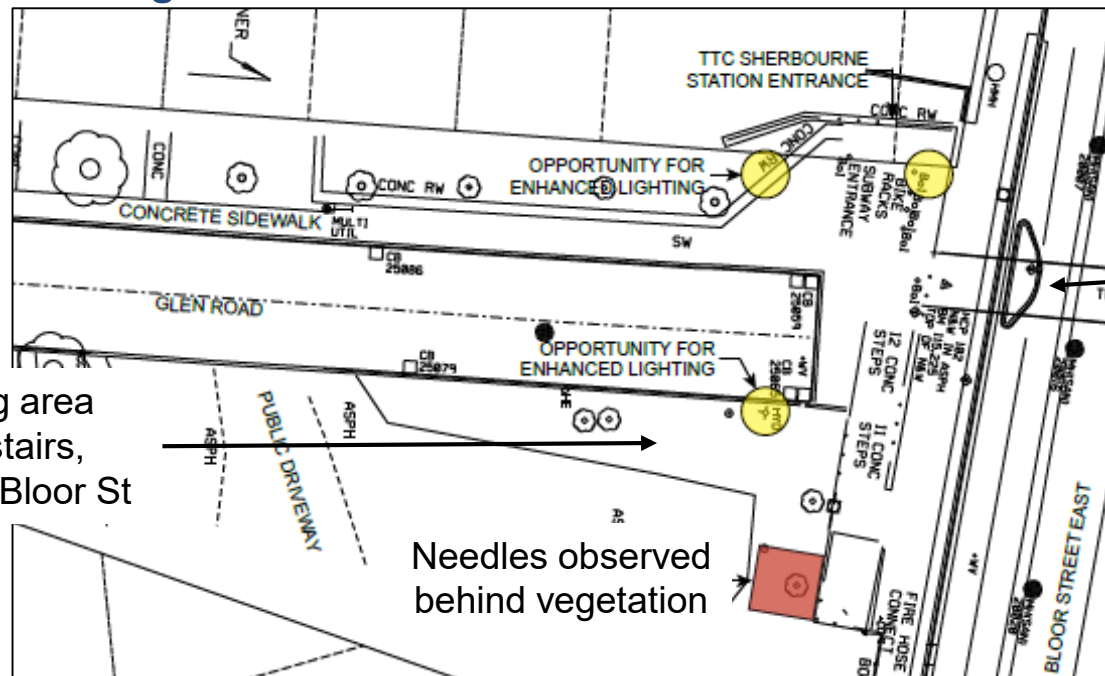
Personal Security

We heard your concerns related to personal security

A *Crime Prevention Through Environmental Design (CPTED)* review was undertaken, including reviewing calls for service from Toronto Police Services. The review identified security issues and recommends 3 core concepts:

- Natural Observation
- Natural Access Control
- Territorial Reinforcement

Existing Conditions



The existing planting area obstructs views to: stairs, parking area of 451 Bloor St

Low lighting in narrow tunnel

Needles observed behind vegetation

Personal Security: Natural Observation

- Enhance sightlines by reducing vegetation in plaza area for clear sight lines to TTC station and existing stairs (from Glen Rd and Bloor St)
- Open plaza area provides greater visibility, including from Bloor Street and Apartment buildings into the plaza area
- Increased pedestrian traffic
- Enhance night lighting in plaza area and tunnel
- Replace wooden fence with black aluminum transparent fence (1.8m high) along Bloor St East by 451 Bloor St East - provides greater sightlines and enhances visibility



Existing conditions, low lighting and blocked sightlines

Personal Security: Natural Access Control

- Using curbing and landscaping to direct foot traffic into a controlled visible area
- Bike share in front of planted area to deter access
- Open plaza area with wider tunnel – providing open access to areas people use as throughways
- Planting dense shrubs along edge to deter access to planted area (TBD following community input)
- Fence along expanded green space (TBD following community input)



Example dense shrub –
Canada Yew



Personal Security: Territorial Reinforcement

- Clarify the designation of the space
- Planting area without seating areas/opportunities
- Increase pedestrian activity (bike share) to enforce ownership of the space by regular use and deter abnormal use
- Addition of public art in along the retaining wall and within the tunnel



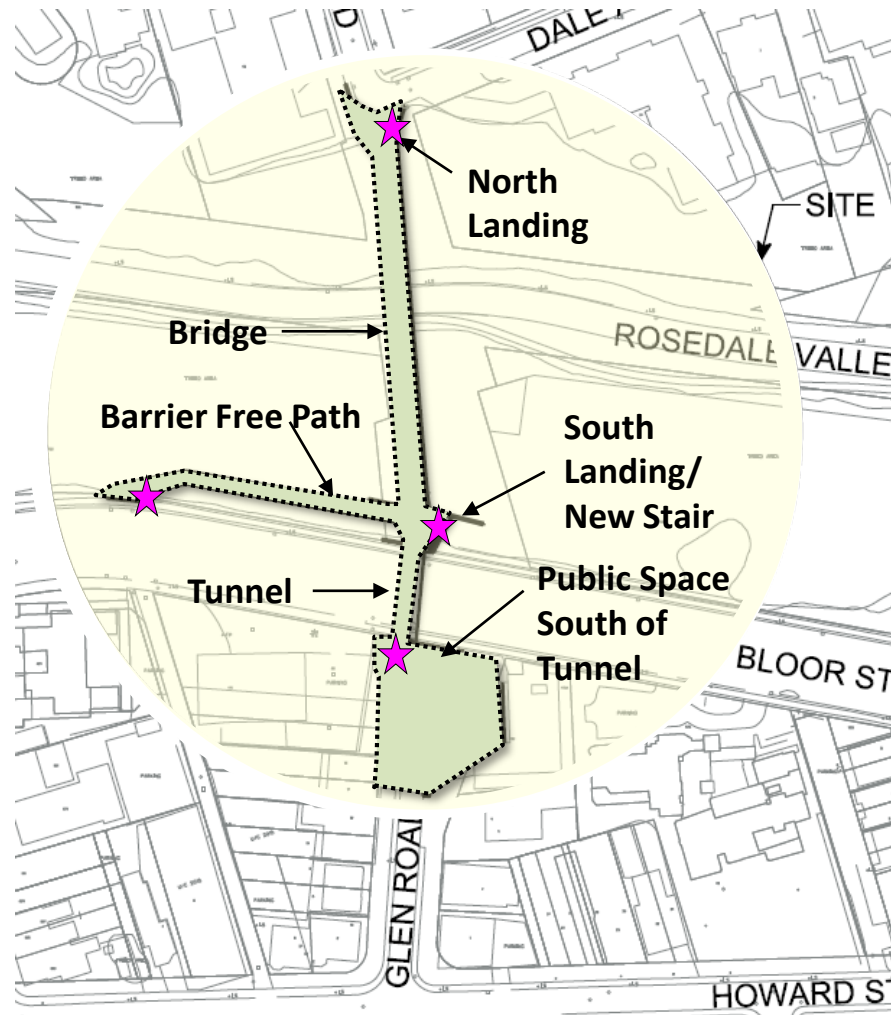
Personal Security: Security Infrastructure

Lighting South of Bloor

- New tunnel strip lighting into ceiling corners
- New pole with 2 lights beside the existing staircase - shining on the stairs, and on the bike share/paved area
- Upgrade of bulbs on existing poles within project area.

Provisions for Security Cameras and Blue Light Duress Station

- Provision CCTV security cameras and emergency voice intercom systems at 4 locations



★ Approximate location of proposed cameras and emergency poles

PAUSE FOR QUESTIONS AND FEEDBACK

1. Are there questions about the elements associated with the Glen Road South Public Space?
2. Are there any questions/feedback about the sidewalk extension and replacement plantings
3. Are there any questions about the CPTED review and findings? Any suggestions to further improve personal security?

Please type your question/comment into the Q&A box or raise your hand to be unmuted to ask a question

Please note we will be discussing the community garden, parking and construction schedule in the next sections

Expanded Green Space

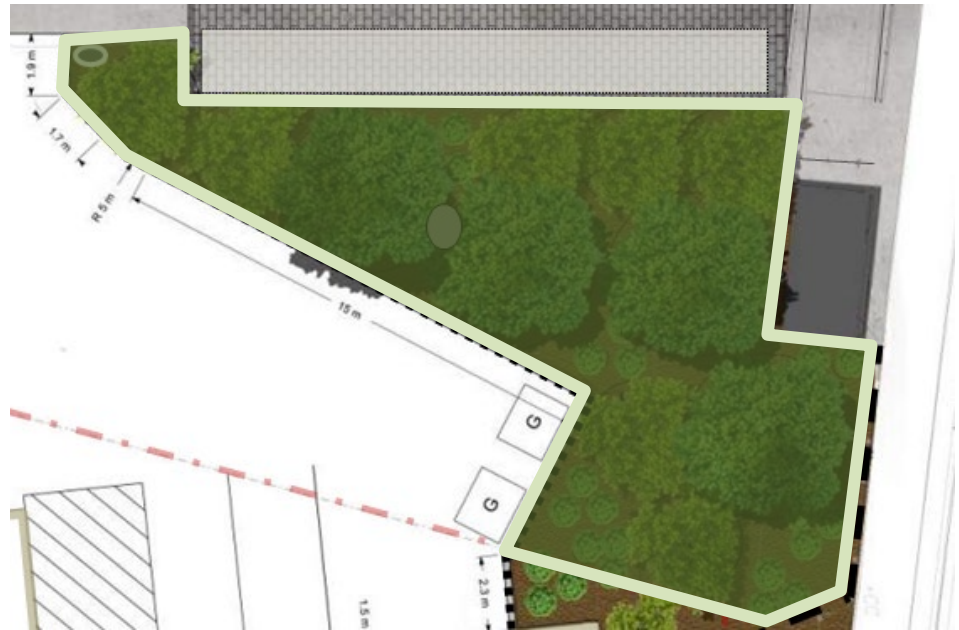
Option 1: Mix of trees, thick shrubs and perennials

- Variety of species and seasonal colours – attractive and ornamental
- Thicker vegetation (reduced sightlines compared to Option 2)
- Shrub species selected to deter access

Option 2: High branching trees and low perennials

- Straight trunks with high branches, and low ground cover perennials
- Fewer trunks
- Greater sightlines and visibility
- Open space

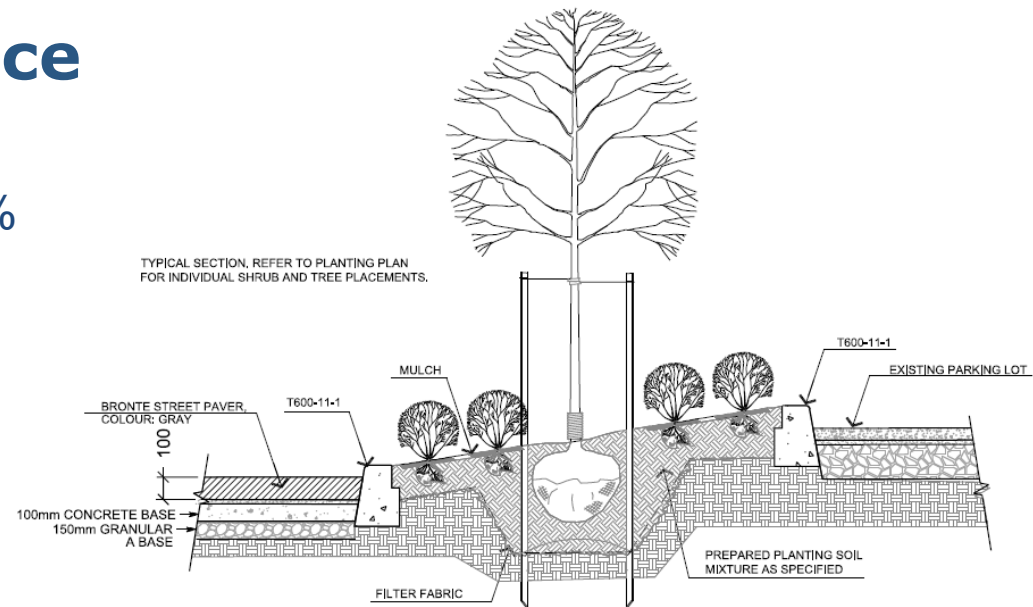
**Seeking community input
on preferred option and
species selection**



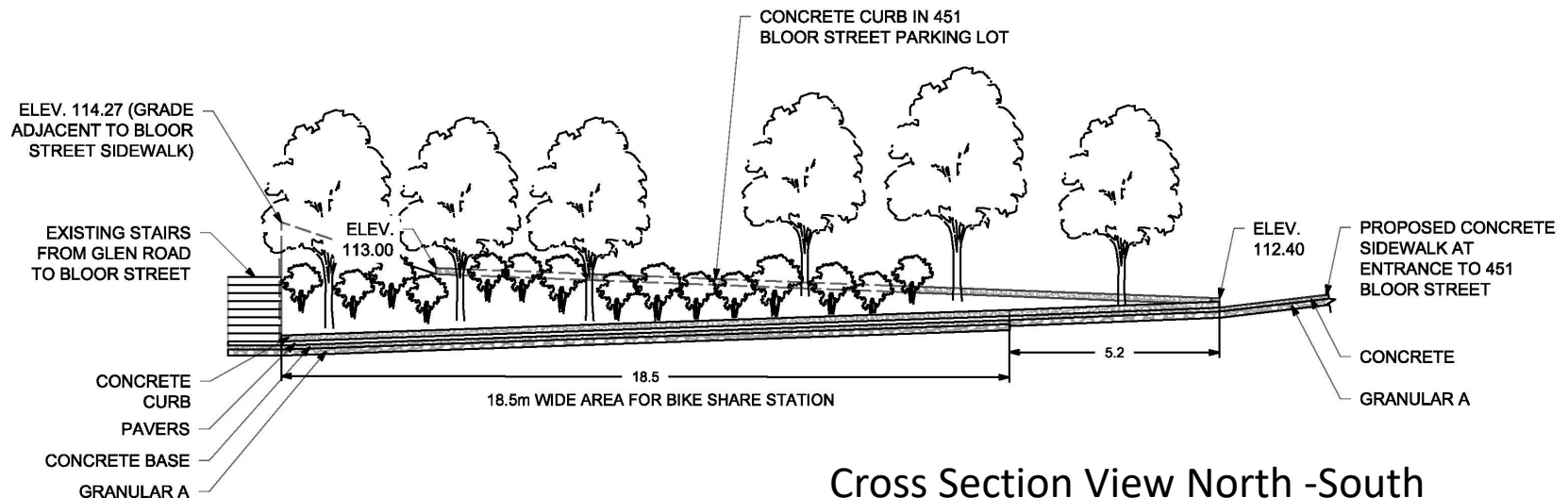
Expanded Green Space

Both Options

- Grade: 2.5% (east-west), and 5% (north-south)
- Size: ~210sqm
- Low concrete curbs between planting area and parking lot/plaza area
- Option to include fencing (along with concrete curb)



Cross Section View East-West



Cross Section View North-South

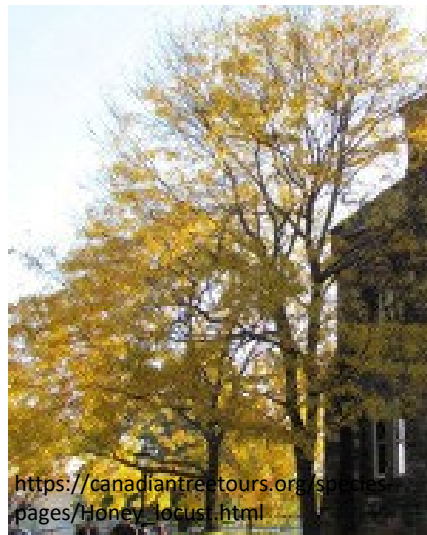
Option 1 Proposed Species: Trees

Species Selection Considerations:

- Native to Ontario
- Provide nesting habitat for song birds
- Provide fruit for wildlife
- Provide shade
- Winter interest
- Bright fall colours
- Are in accordance with CPTED recommendations



Sugar Maple



Honey Locust



Eastern White Pine



Serviceberry

Option 1 Proposed Species: Shrubs & Perennials

Species Selection Considerations:

- Native to Ontario
- Provide nesting habitat for song birds
- Provide fruit for wildlife
- Provide shade
- Winter interest
- Bright fall colours
- Are in accordance with CPTED recommendations



**Brilliantissima
(Red Chokecherry)**



**Allegheny
Blackberry)**



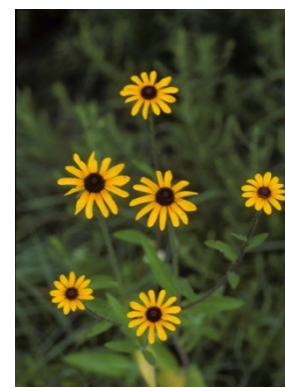
Gray Dogwood



**Black
Raspberry**



Canada Yew



**Black-Eyed
Susan**

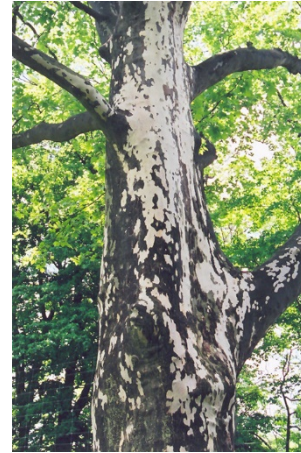


Sweet Fern

Option 2 Proposed Species: Trees

Species Selection Considerations:

- Native to Ontario
- High branching – increased sightlines
- Provide habitat for birds/wildlife
- Provide shade
- Are in accordance with CPTED recommendations



Sycamore



Pin Oak - Green Pillar



Silver Maple



Tulip Tree



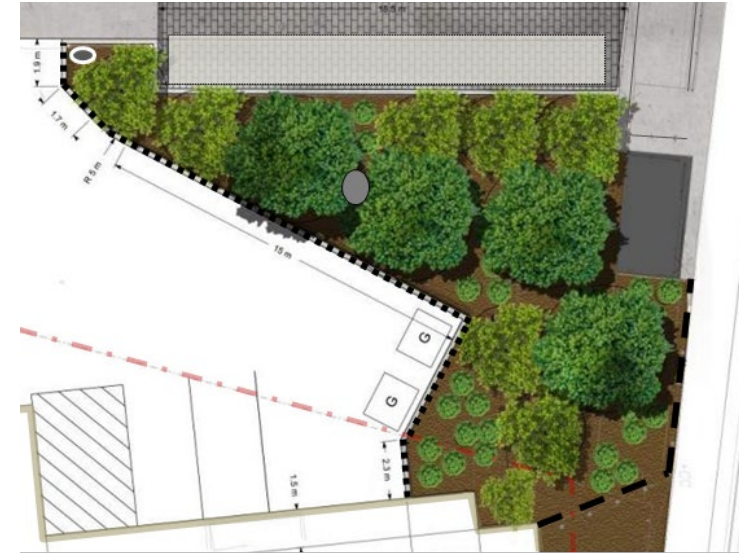
Common Hackberry



Bur Oak

Expanded Green Space: Fencing Options

- Option to provide fencing (along with concrete curb)
- Fence would need to be transparent or short to ensure that it does not obstruct views
- Benefits:
 - acts as a physical barrier to access, delineates private from public space
- Draw backs:
 - may catch street litter (unappealing aesthetics), potential to be damaged, safety concerns



Examples of low fences



Examples of transparent fence

Expanded Green Space: Plaque

- A plaque is located in the existing green space
- Opportunity to add a description/historic plaque back into the public space



Existing plaque

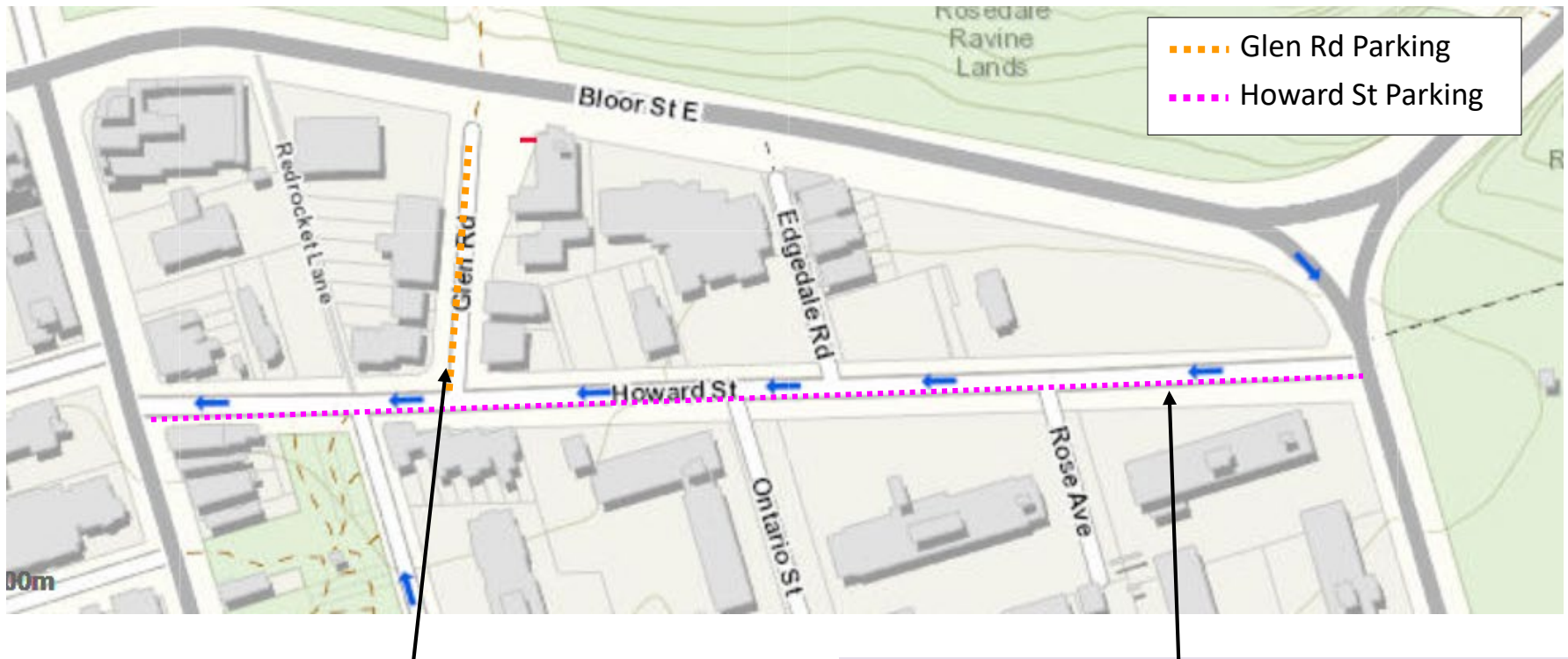
PAUSE FOR QUESTIONS AND FEEDBACK

1. Are there questions about the expanded green space?
2. Are there any questions/feedback about the two proposed options?
3. Are there any questions/feedback about the proposed species? Are there any species missing you feel should be included?
4. Is there any feedback regarding the potential to fence the green space?
5. Is there any feedback regarding the existing plaque?

Please type your question/comment into the Q&A box or raise your hand to be unmuted to ask a question

Please note we will be discussing parking and construction schedule in the next sections

Parking Existing Conditions



Glen Road

East Side- parking is prohibited at all times
West Side- permit parking from 12:01am-7:00am daily, all other times max of 3 hours.
Parking permits are street specific (only Glen Rd addresses): 14 spaces, 5 permits issued

Howard St

North side – parking is prohibited at all times
South side – permit parking from 12:01-7:00 am, paid parking other times.
7H permit – available to Glen Rd, Howard St, and Edgedale Rd addresses: 41 spaces, 11 permits issued

Changes to Parking

Extension of the plaza area south to improve public realm space and enhanced security

Impacts:

- Removal of 3 parking spots along Glen Road
- Reduction of parking spots (5 to 6) at 451 Bloor Street East Parking Lot



Parking existing conditions and approximate expanded plaza area

Mitigation:

- Addition of Bike Share Station to encouraging bike to transit
- Parking permits available:
 - Glen Rd street specific: 11 spaces and 5 permits issued (includes the removed 3 spots)
 - Along Howard Street - 41 spaces and 11 permits issued
- Potential to amend parking regulation on Glen Rd
 - decrease parking time without a permit to 1 hour (pending community support)

PAUSE FOR QUESTIONS AND FEEDBACK

1. Are there questions about the changes to parking?
2. What is your feedback regarding a potential change to the parking time limit on Glen Rd for those without a parking permit?

Please type your question/comment into the Q&A box or raise your hand to be unmuted to ask a question

Please note we will be construction schedule and next steps in the next section

Anticipated Construction Schedule

Bridge and Tunnel

- Commencing fall 2021 with tree removals, construction of access roads and removal of bridge
- Construct bridge, tunnel, north staircase, and barrier free access path between spring 2022 and fall 2023
- There will be a winter shutdown between each December and April
- Overall: 2 years

Glen Road South Public Space

- Estimated to commence 2023
- 1 -2 months

Next Steps

July 8 -26 2021

Community feedback on Glen Rd South Public Space Design

Summer 2021

Incorporate feedback and finalize design

Summer- Fall
2021

Permits, approvals and tender

Late Summer
2021

Public Meeting for full project

Fall 2021

Construction contract award

Late Fall 2021

Construction commences (north of Bloor St/pedestrian bridge)

Thank You

Feedback Forms

Fill out the Glen Road South Public Space feedback form available on the website or email your comments directly to contact below.

An email with the expanded green space feedback form will be emailed to those who registered, if you would like to receive this and did not register please email the contact below.

Please provide feedback forms and comments by **July 26 2021**

Contact:

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Senior Public Consultation Coordinator

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Email: jason.diceman@toronto.ca

toronto.ca/glen-rd-ped-bridge