

## Section IV – Ontario Regulation 166/06, As Amended

**TO:** Chair and Members of the Executive Committee  
Friday, October 8, 2021 Meeting

**FROM:** Sameer Dhalla, Director, Development and Engineering Services

**RE:** **APPLICATIONS FOR PERMITS PURSUANT TO ONTARIO REGULATION 166/06, AS AMENDED**  
Development, Interference with Wetlands and Alterations to Shorelines and Watercourses

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### KEY ISSUE

Pursuant to Ontario Regulation 166/06, as amended, written permission from the Authority is required for:

- a) straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;
- b) development, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

A permit may be refused through a Hearing Process, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land is affected.

### RECOMMENDATION

**THAT permits be granted in accordance with Ontario Regulation 166/06, as amended, for the applications which are listed below:**

#### **MAJOR PERMIT APPLICATIONS 10.1 - 10.3 – REGULAR – FOR APPROVAL**

Applications that involved a more complex suite of technical studies to demonstrate consistency with policies; applications that cover a significant geographic area, extensive modifications to the landscape, major infrastructure projects, applications requiring site specific conditions and permissions that extend beyond two years.

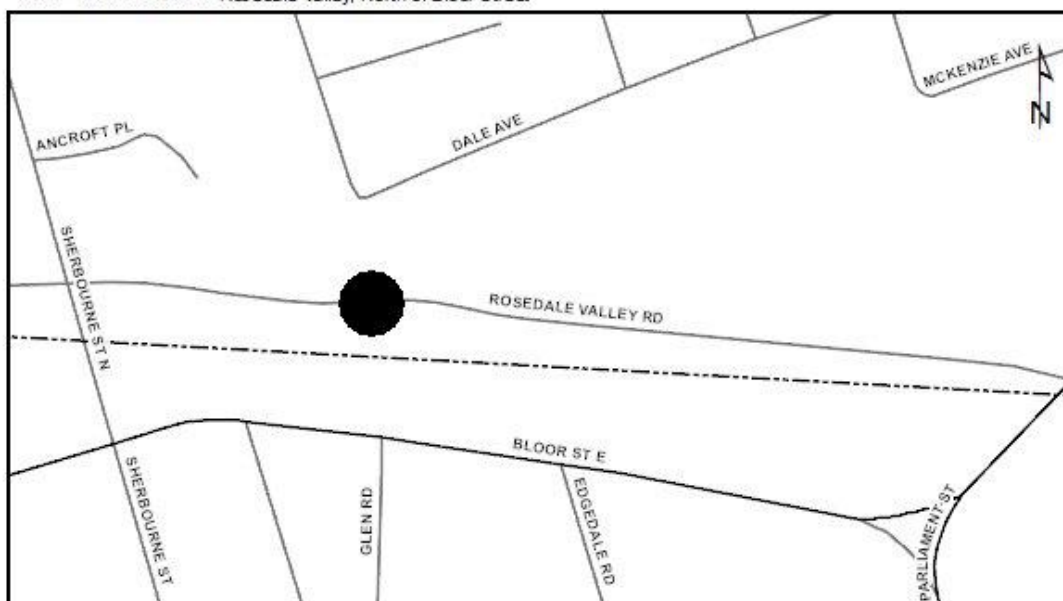
### **CITY OF TORONTO (TORONTO AND EAST YORK COMMUNITY COUNCIL AREA)**

#### **10.1. CITY OF TORONTO**

To construct, reconstruct, erect or place a building or structure, site grade and temporarily or permanently place, dump or remove any material originating on the site or elsewhere within Rosedale Valley, north of Bloor Street, in the City of Toronto (Toronto and East York Community Council Area), Don River Watershed as located on the property owned by City of Toronto. The purpose is to replace an existing pedestrian bridge and tunnel with new structures in the same location as existing and construct a new barrier free pathway within Rosedale Valley, north of Bloor Street, in the City of Toronto.

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MAP LOCATION: Rosedale Valley, North of Bloor Street



The permit will be issued for the period of October 8, 2021 to October 7, 2023 in accordance with the following documents and plans which form part of this permit:

- **Drawing Number: Cover; Glen Road Pedestrian Bridge and Tunnel Crossing;** prepared by the City of Toronto; dated August 2021; received by TRCA on September 1, 2021;
- **Drawing Number 249-S-2019-01; Sheet S-01; Replacement – Br#249 & Br#288, Existing Bridge and Removals;** prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- **Drawing Number 249-S-2019-02; Sheet S-02; Replacement – Br#249 & Br#288, General Arrangement;** prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- **Drawing Number 249-S-2019-03; Sheet S-03; Replacement – Br#249 & Br#288, Proposed Site Access/Work Zone Plan;** prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- **Drawing Number 249-S-2019-04; Sheet S-04; Replacement – Br#249 & Br#288, Environmental Protection Plan;** prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- **Drawing Number 249-S-2019-05; Sheet S-05; Replacement – Br#249 & Br#288, Foundation Layout and Reinforcement - Legs;** prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- **Drawing Number 249-S-2019-06; Sheet S-06; Replacement – Br#249 & Br#288, North Abutment and Wingwalls Layout;** prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;

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- Drawing Number 249-S-2019-07; Sheet S-07; Replacement – Br#249 & Br#288, South Abutment and Wingwalls Layout; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- Drawing Number 249-S-2019-08; Sheet S-08; Replacement – Br#249 & Br#288, S.E. Retaining Wall Layout and Detail; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-S-2019-09; Sheet S-09; Replacement – Br#249 & Br#288, General Arrangement; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-S-2019-10; Sheet S-10; Replacement – Br#249 & Br#288, Barrier Free Access Pathway I; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-S-2019-11; Sheet S-11; Replacement – Br#249 & Br#288, Pathway Foundation & Abutment Layout; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-S-2019-12; Sheet S-12; Replacement – Br#249 & Br#288, Pathway Retaining Wall; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated August 27, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-01; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Site Plan 1 of 4; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-02; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Site Plan 2 of 4; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-03; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Site Plan 3 of 4; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-04; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Site Plan 4 of 4; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-05; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Grading Plan 1 of 1; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-06; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Landscape Planting Plan 1 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-07; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Landscape Planting Plan 2 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;

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- Drawing Number 288-SSC2021-08; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Landscape Planting Plan 3 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-09; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Landscape Planting Plan 3 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-10; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Landscaping Plan 5 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-11; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Details 1 of 3; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-12; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Details 2 of 3; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-13; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Details 3 of 3; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-TP2021-01; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Tree Protection Plan 1 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-SSC2021-TP2; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Tree Protection Plan 2 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-TP2021-03; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Tree Protection Plan 3 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-TP2021-04; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Tree Protection Plan 4 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021;
- Drawing Number 288-TP2021-05; Pedestrian Bridge Replacement – Br#288, Streetscape Design, Tree Protection Plan 5 of 5; prepared by Morrison Hershfield Consultants on behalf of the City of Toronto; dated September 1, 2021; received by TRCA on September 1, 2021.

### **RATIONALE**

The application was reviewed by staff on the basis of the following information:

#### Proposal:

The City of Toronto has proposed to replace the existing Glen Road pedestrian bridge and tunnel with new structures in the same location as existing and implement a new barrier free pathway within Rosedale Valley, north of Bloor Street, in the City of Toronto. The proposed works are in line with a completed Schedule C Municipal Class Environmental Assessment (EA) from 2017 which assessed solutions for the aging pedestrian bridge and tunnel structures. The findings of the completed study identified a preferred alternative that included the bridge and tunnel being replaced in the same location as existing. In addition, through the detailed design process, the City of Toronto has proposed to implement a barrier free pathway on the north side of Bloor Street to connect to the bridge structure and provide a new accessible pedestrian connection.

The existing 107.4 m span Glen Road pedestrian bridge underwent major rehabilitation and emergency repairs in recent years and in 2015, was recommended to be fully replaced in the next 5 to 10 years. The existing bridge is proposed to be replaced with a new bridge containing a 4.8 m wide concrete deck slab with steel girders, inclined legs, leg foundations, and three new spans. The replacement bridge follows the same alignment as existing with the new bridge abutments being advanced 3 m closer to Rosedale Valley at both ends. At each abutment, retaining walls will also be replaced. The existing staircase on the south bridge abutment will be removed and replaced. To complete the bridge replacement work, removal of existing abutments, leg foundations, railings, and bridge deck will be required. Construction work will take place within Rosedale Valley and also at both sides of the bridge structure - from Glen Road at the north and Bloor Street at the south. Roadway protection systems will be used by the contractor for the work on the valley slopes. An access road will be constructed on the north side of Bloor Street to the south bridge abutment.

The existing 26.28 m long reinforced concrete tunnel structure, that provides pedestrian access underneath Bloor Street, will be replaced with a wider reinforced concrete frame box tunnel with a clear span of 4.8 m and a height of 2.5 m. The tunnel provides a major connection between the neighbourhoods on the north side of Rosedale Valley and south side of Bloor Street, near the TTC Sherbourne subway station. The new tunnel will be constructed in stages and will shift from the north side of Bloor Street to south side, through multiple phases of construction. All work will occur within the City of Toronto right of way.

As part of this project, the City of Toronto also decided to investigate opportunities to provide a barrier free access connection to the pedestrian bridge in order to meet the Accessibility for Ontarians with Disabilities Act (AODA) standards. The City of Toronto noted this addition to the project would avoid duplicated disturbances to the ravine slope, would increase support for vulnerable road users and active transportation and would reduce the need for significant shoring/protection to maintain an existing staircase during construction. The City of Toronto went through a detailed design assessment process to define and assess acceptable solutions to the City and stakeholders. Following the assessment of multiple options, the City determined that the acceptable solution was to create an 80 m long barrier free pathway on the west side of the bridge structure, north of Bloor Street. The new access path will be constructed on micropiles and include a 39 m section of retaining wall. To minimize impacts to the natural environment, the access path selected will be elevated to provide vegetation restoration opportunities below the pathway, which was not available among other options assessed. The

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anticipated area of impact to Rosedale Valley will be restored post-construction with a number of native trees and shrubs as identified in planting plans.

### Control of Flooding:

The proposed project is not anticipated to impact flooding, conveyance or storage of floodwaters.

### Pollution:

Erosion and sediment control measures including silt soxx, silt fence, and erosion control blankets will be installed prior to construction and maintained for the entire duration of construction. Erosion and sediment control measures have been provided in accordance with the Erosion and Sediment Control Guide for Urban Construction (2019).

### Dynamic Beaches:

Not applicable.

### Erosion:

No geotechnical/slope stability issues have been identified.

### Conservation of Land:

No in-water works are associated with this project.

### *Plantings*

The proposed project will result in the removal of 127 trees. A total of 406 trees and 1041 shrubs, all native and non-invasive, are proposed to be planted for site restoration. All disturbed areas will be restored with native seed mixes. A cash-in-lieu payment in the amount of \$10,920.00 will also be provided to the City of Toronto Ravines and Natural Feature Protection Group for compensation.

### Policy Guidelines:

This proposal complies with Section 8.9 Infrastructure Policies of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority.

**CFN: 64295 - Application #: 0103/21/TOR**

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**Date: September 24, 2021**