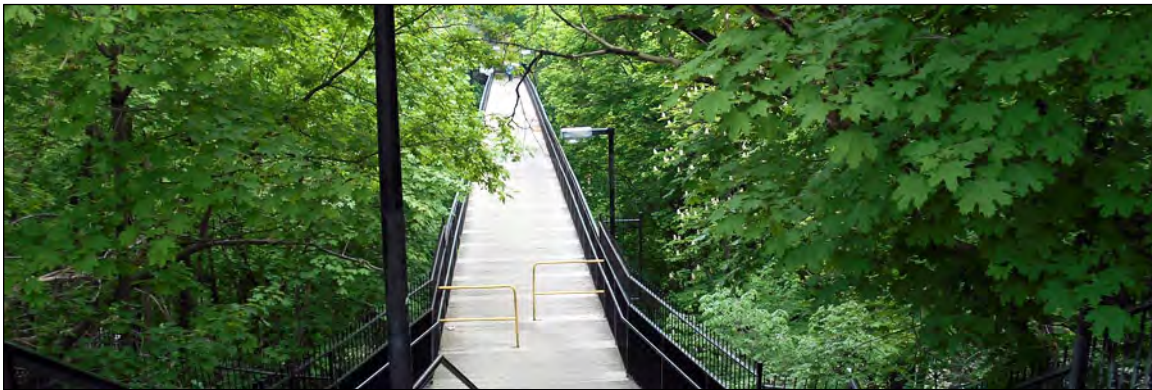


**CULTURAL HERITAGE EVALUATION REPORT
GLEN ROAD PEDESTRIAN BRIDGE, STRUCTURE ID 249 &
GLEN ROAD PEDESTRIAN TUNNEL, STRUCTURE ID 288**

**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GLEN ROAD BETWEEN
BLOOR STREET EAST AND DALE AVENUE
CITY OF TORONTO, ONTARIO**



June 2017

**Prepared for:
WSP | MMM Group**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

MMM Group, now WSP Group Limited, retained Unterman McPhail Associates, Heritage Resource Management Consultants to undertake a Cultural Heritage Evaluation Report (CHER) for the Glen Road Pedestrian Bridge, Structure Id 249 and the Glen Road Pedestrian Tunnel, Structure Id 288, on behalf of the City of Toronto. The City of Toronto has initiated a Class Environmental Assessment Study (Class EA) to develop, identify and evaluate options to address the deteriorated condition of the Glen Road Pedestrian Bridge. The Glen Road Pedestrian Tunnel is situated within the study area at the south end of the bridge. The study is being conducted in accordance with Municipal Class Environmental Assessment (Municipal Engineers Association, June 2000, as amended 2007, 2011 and 2015) as a Schedule 'C' project.

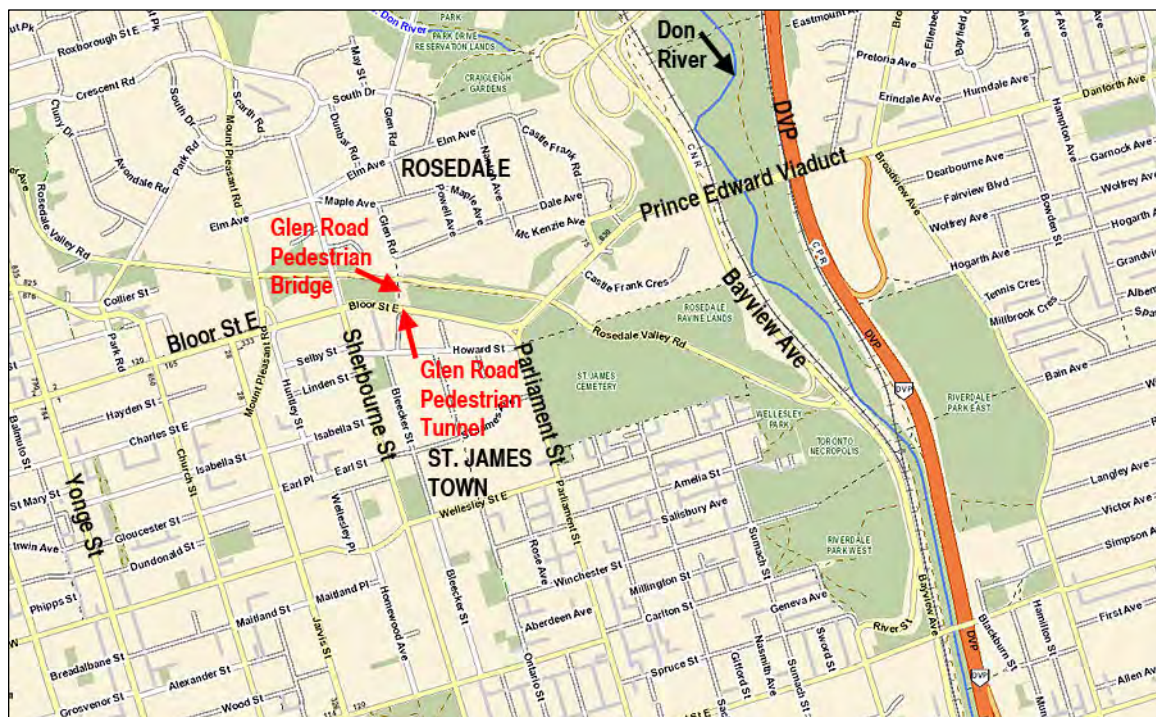


Figure 1. The Glen Road Pedestrian Bridge and the Glen Road Pedestrian Tunnel are located to the north of Bloor Street East and east of Sherbourne Street in the City of Toronto [Interactive Toronto Map, 2015 aerial, as modified].

The Glen Road Pedestrian Bridge is a three-span, steel rigid frame structure with inclined legs and timber deck. It provides pedestrian-only access over the Rosedale Valley Road from Bloor Street East to the south to the Rosedale residential area to the north (**Figure 1**). The City of Toronto undertook the replacement of an earlier bridge located at the same site with the existing structure between 1972 and 1974. Albery, Pullerits, Dickson & Associates Ltd., Consulting Engineers, was responsible for the design of the new bridge. Chapman & Hurst, Architects designed the handrail and lighting systems. Paul Carruthers Construction Co. Ltd. was the general contractor while the Bridge & Tank

Company of Canada Limited provided the structural steel. Subsequently, rehabilitation projects were undertaken in 2001 and 2014.

The Glen Road Pedestrian Tunnel is located at the south end of the pedestrian bridge and permits access under Bloor Street West (**Figure 1**). A grade separation structure, known as the Glen Road Subway, was first introduced at this location in 1918 as part of the construction of the Bloor Viaduct (Prince Edward Viaduct). When the Glen Road Bridge was closed to vehicular traffic in 1950 the Glen Road Subway was converted to a pedestrian tunnel. The Toronto Transit Commission (TTC) introduced a new pedestrian structure at the site in 1964 during the construction of the Bloor-Danforth Subway. There is no record of subsequent repair or rehabilitation projects.

This CHER includes a historical summary of the bridge and tunnel, descriptions of the structures and their setting, evaluations of the cultural heritage value of the bridge and the tunnel, a summary of their cultural heritage value and recommendations. The structures were evaluated using the criteria set out under Ontario Regulation 9/06, which were developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under Section 29 of the *Ontario Heritage Act* (OHA). Ontario Regulation 9/06 describes the three criteria as design value or physical value, historical value or associative value, and contextual value. Historical maps, photographs and drawings are included in Appendix A. Appendix B contains survey forms with current photographs of the structures and their setting. Appendix C has a list of comparable pedestrian structures in the City of Toronto.

Imperial measurements are used in the descriptions of the bridge and the tunnel to maintain consistency with the original design drawings. Metric equivalents are provided in brackets. For the purposes of this report, the Glen Road Pedestrian Bridge and the Glen Road Pedestrian Tunnel are considered to run in a north to south direction.

1.1 Heritage Recognition

Consultation with the City of Toronto confirms the Glen Road Pedestrian Bridge is municipally designated under Part V of the OHA as part of the South Rosedale Heritage Conservation District, By-Law 115-2003, February 7, 2003. The area to the north of the bridge along Glen Road and Dale Avenue is also included in the South Rosedale Heritage Conservation District. To the south of Bloor Street, 2, 6, 8, 10, 12, 14 and 16 Glen Road on the west side of the street and 1, 7 and 9 Glen Road on the east side of the street are designated under Part IV of the OHA. The Glen Road Pedestrian Tunnel is not designated under the OHA and is not included on the Toronto Heritage Register.

2.0 HISTORICAL SUMMARY

2.1 Park Lot 4, City of Toronto and Lot 20, Concession 2 From the Bay, Geographic Township of York

When the City of Toronto was incorporated in 1834 Bloor Street formed the northern boundary between the new municipality and the Township of York. Browne's map (1851) depicts the layout of lots in the vicinity of Bloor Street to the east of Yonge Street (*Appendix A*). The area to the south of Bloor Street in proximity to Glen Road comprised Park Lot 4, which was laid out as part of the survey of Toronto. Lot 20, Concession 2 From the Bay in the Township of York bordered the north side of Bloor Street. Within Concession 2, the first block of lots east of Yonge Street was numbered from Lot 20 in the south to Lot 16 in the north.

Bounded by Queen Street to the south, Bloor Street to the north, Ontario Street to the east and Sherbourne Street to the west, Park Lot 4 was granted on September 4, 1793, to John White, the first Attorney General of Upper Canada.¹ White served from 1791 until his death in 1800. After White's death, his eldest son Charles White acquired Park Lot 4. Charles White then sold the land to Samuel Ridout in 1818. In 1820, Ridout subdivided the lot into three parts and sold the west third to Andrew Mercer and the east third Edward McMahon while retaining the central portion for his family. Mercer sold the west part to Thomas Gibbs Ridout in 1824, and in 1838, Samuel Ridout transferred the centre part to his son Samuel Thomas Ridout. In the following decades, urbanization resulted in the further subdivision of Park Lot 4 and the development of a local road network through the area.

Parliament Street, one of the earliest roads in the area developed as a track to Governor Simcoe's summer residence at Castle Frank. Sherbourne Street was opened between Park Lot 4 and Park Lot 5 to the west in 1845. The route initially terminated at Bloor Street. Howard Street, first known as East Street was laid out through the north part of Park Lots 3 and 4 in 1857. Although Bloor Street was an important concession road it did not extend across the Don Valley in the 19th century as a result of the challenging valley slope in the topography. Early travellers skirted the south side of the Rosedale Ravine along Sherbourne, Howard and Parliament Streets to cross the Don Valley at Winchester Street.

By the 1870s, development in Toronto extended to the edge of the Rosedale Ravine. P.A. Gross' Bird's-Eye view of the City of Toronto (1876) depicts the break in the grid pattern of local streets brought about by the presence of the ravine as well as the differing survey plan in the Township of York (*Appendix A*). Although some streets were laid out in Rosedale to the north of Bloor Street very little development had occurred by this date. Lot 20, Concession 2 From the Bay in the Township of York and Lot 19 to the north

¹ Wendy Smith, The Park Lot Project, Lot 4. Access: --<<http://wendysmithtoronto.com/parklotproject>>

contained 200 acres each and ran east to west from Yonge Street to approximately the Don River. In 1796, Captain George Playter was granted Lot 20, and in 1797, Abraham Lauraway received Lot 19. Large portions of the western parts of Lots 19 and 20 subsequently came into the ownership of members of the Jarvis family, including William Botsford Jarvis (1799-1864), his cousin Samuel Peters Jarvis (1792-1857) and his nephew Edgar John Jarvis (1835-1907). William bought land in the west part of Lot 19 in 1824 and lived in “Rosedale House” on the property with his wife and five children. Sheriff of the Home District and member of the Family Compact, he was also a land speculator and involved in the development of the Village of Yorkville at the junction of Bloor and Yonge Streets. Samuel Peters Jarvis acquired land in Lots 19 and 20, which would later become part of South Rosedale, in the 1830s and 1840s.

Members of the Jarvis family registered plans of subdivision for portions of Lot 20, as well as Lot 19 in 1872 and 1877. A Plan of Part of Rosedale in the Township of York, the property of E.J. Jarvis Esq., dated November 6, 1877, shows the distinctive layout of the residential community with winding streets, irregularly shaped lots and ravines (*Appendix A*). Edgar Jarvis envisioned Rosedale as a prestigious residential neighbourhood. He planted numerous trees, built high-level bridges across the ravines to provide access to the site and constructed two of the first buildings for sale in order to attract an affluent clientele. Jarvis clearly viewed Rosedale as a private enclave. The November 1877 plan notes the right-of-way over the roads was only for property owners and their assignees. A Heritage Toronto plaque located near his first Rosedale home, Glen Hurst on Mount Pleasant, commemorates Edgar John Jarvis’ contributions to the early development of Rosedale.

The November 1877 plan of subdivision depicts Glen Road running between Maple Avenue and the North or Second Rosedale Ravine. To improve access into South Rosedale, the plan shows a proposed new road between Maple Avenue and Howard Street to the south. The roadway was duly constructed with a bridge over the South or First Rosedale Ravine. The new road was also named Glen Road although the route jogged at Maple Avenue to connect with the northern section of the road. Initially the bridge over the Rosedale Ravine was known as the Howard Street Bridge or the Glen Road Bridge.

Rosedale became part of the City of Toronto in a series of amalgamations. The western part of the community within the Village of Yorkville joined Toronto in 1883 while a section of Rosedale bordered by Sherbourne Street, Bloor Street and the North Rosedale Ravine was annexed in 1887. After the annexation of Rosedale, the City of Toronto undertook improvements to the local road network in 1891 that included the extension of Sherbourne Street to the north of Bloor Street and the introduction of a new crossing over the Rosedale Ravine on Sherbourne Street. North Rosedale remained within the Township of York until 1906.

With the completion of the first Glen Road South Bridge and the opening of Glen Road the area began to be developed for residential purposes. To the south of the bridge a series of dwellings were constructed on the west side of the road in the 1880s. Goad's Atlas (1884) depicts four semi-detached houses with detached buildings at the south and the north ends of the row (**Appendix A**). A fifth semi-detached dwelling had been added by 1890 (**Appendix A**). Goad's Atlas (1910) shows the Glenview Apartments at the southwest corner of the bridge (**Appendix A**). The east side of Glen Road remained open land until 1911 when the Roslyn Apartments comprising two buildings were constructed. The rectory of St. Simon the Apostle Church dating to 1906 was moved to its present location at 9 Glen Road in 1922.²

To the north of the bridge no development is depicted on Goad's Atlas (1884) (**Appendix A**); however, Goad's Atlas (1890) indicates residences have been built on Dale Avenue (**Appendix A**). No buildings were constructed on the west side of Glen Road until the 20th century as shown on Goad's Atlas (1910) (**Appendix A**).

In the first part of the 20th century the City of Toronto began to look seriously at constructing a bridge over the Don River Valley to improve east-west communications. The scheme called for the extension of Bloor Street over the valley to connect with Danforth Avenue to the east. Several route options were considered. The successful design comprised three sections – Don, Rosedale and Bloor (**Appendix A**). The Don section between Castle Frank and Danforth Avenue was the most significant as it entailed the construction of the Bloor Street Viaduct, later designated the Prince Edward Viaduct. Construction on the viaduct commenced in 1913 and was completed in 1918. The Rosedale section from Parliament Street to Castle Frank included a bridge over the Rosedale Ravine. The Bloor section provided the extension of Bloor Street along the south side of the Rosedale Ravine to Parliament Street.

The Bloor section of the viaduct required an extensive amount of fill to be placed along the south bank of the ravine and resulted in the demolition of the detached house at 26 Glen Road and the Glenview Apartments at 28-30 Glen Road. As part of the project, a grade separation was provided between the new Bloor Street alignment and Glen Road to maintain access from Howard Street to Rosedale. While some consideration was given to replacing the bridge over the Rosedale Ravine at Glen Road the existing bridge was retained and a wood subway structure was constructed in 1918 to carry Bloor Street over Glen Road. The Goad's Atlas (1924) shows the extension to Bloor Street, identified as the Prince Edward Viaduct, and the modifications to the land uses to the south of the Glen Road South Bridge (**Appendix A**).

² ERA Architects Inc., *Heritage Context Report: Sherbourne Street, Howard Street, Glen Road and Edgedale Road, Toronto* (June 25, 2010, Resubmission #2 dated June 8, 2011 and Resubmission #3 dated December 20, 2012) 12.

The construction of the TTC Bloor-Danforth subway in the 1960s resulted in further changes to the south side of the Rosedale Ravine. By this time the Glen Road South Bridge had been closed to vehicular traffic over the Rosedale Ravine; however, pedestrian access was maintained on the bridge. Access was provided from the bridge, renamed the Glen Road Pedestrian Bridge to the new Sherbourne Station on the TTC Bloor-Danforth line via a new pedestrian tunnel under Bloor Street East. It is reported the subway construction resulted in the demolition of the semi-detached house at 18-20 Glen Road.³ The Bloor-Danforth line officially opened in 1966.

2.2 Glen Road Pedestrian Bridge and Glen Road Pedestrian Tunnel

The first bridge over the Rosedale Ravine was a road bridge related to the opening of South Rosedale for residential development after 1877. This bridge was referred to as both the Howard Street Bridge and the Glen Road Bridge. The first bridge over the south ravine was a wood structure commissioned by Edgar Jarvis. The second bridge, also commissioned by Jarvis, was a high-level iron bridge built in 1882.⁴ The bridge is shown on Goad's Atlas (1884) (*Appendix A*). An iron bridge was also constructed over the North Rosedale Ravine in 1882. To avoid confusion between the two Glen Road bridges, they were distinguished by location as either the Glen Road South or the Glen Road North Bridge, or as the First or Second Bridge north of Bloor. At times, the north bridge was referred to simply as the North Iron Bridge. The two structures were similar in appearance although the Glen Road North Bridge was a significantly longer structure.

The 1882 Glen Road South Bridge comprised eleven spans supported on column bents built up of metal sections. The overall appearance of the plate girder structure was light and airy (*Appendix A*). It had an overall length of 362-ft. 0-in. (110.34 m) and an overall width of 26-ft. 0-in. (7.93 m). Wood sidewalks extended along both sides of the timber deck. The handrail comprised lattice panels set between metal posts. A historical photograph (no date, c.1885-1895) indicates two light standards were provided on the bridge (*Appendix A*). By 1911, a historical photograph depicts a modified lighting scheme with five decorative metal light standards fitted with pendant globes arranged on each side of the bridge (*Appendix A*).

The City of Toronto acquired the Glen Road South Bridge after South Rosedale was annexed in 1887.⁵ After annexation, Edgar Jarvis lobbied the city to compensate him for the bridge⁶ since he had built it at his personal expense. He had not intended it to be dedicated to public use and viewed the bridge as his private property. After considerable

³ Ibid.

⁴ "The Howard Street Bridge", *The Globe and Mail* (March 2, 1889) 13.

⁵ A Report on City of Toronto Bridges and Underpass from August 1968 provides a construction date of 1887 rather than 1882 for the Glen Road South Bridge. This date likely reflects the date the bridge became a Toronto-owned structure and the responsibility of the City.

⁶ The discussion only involved the South Glen Road Bridge as the North Glen Road Bridge remained in the Township of York at that date.

debate Toronto City Council authorized \$10,000 be paid to Jarvis in 1889. During the dispute Jarvis collected bridge tolls and the City of Toronto Directory (1889) notes a tollgate at the south end of the structure.

Bloor Street was extended between 1913 and 1918 and as part of the construction of the Prince Edward Viaduct a grade separation structure was built in 1918 at the south end of the Glen Road South Bridge to carry Bloor Street over Glen Road (**Appendix A**). The subway was described as having a 21-ft. 0-in. (6.4 m) clear roadway width and one 5-ft. 6-in. (1.68 m) sidewalk separated from the roadway by a timber bent. Historical views along Bloor Street show the wood deck of the structure carrying the roadway to the north and streetcar tracks to the south (**Appendix A**). Wood railings enclosed either side of the deck.

The Glen Road Subway was extended 21-ft. 9-in. (6.63 m) to the north in 1931 (**Appendix A**). Drawings depict two new bents at 9-ft. 5 ½-in. (2.88 m) on centre and a 2-ft. 10-in. (0.86 m) sidewalk added to the existing structure. Steel stringers running east to west on top of the cap beams carried a wood plank deck. A new wood railing to match the existing was installed on the sidewalk of the extension. The streetcar tracks on Bloor Street were relocated to the centre of the roadway (**Appendix A**). A clearance of 12-ft. 0-in. (3.66 m) was provided between the underside of the deck structure and Glen Road. The existing wingwalls at the north end of the existing subway were removed and new walls were built.

By 1950, the condition of the Glen Road South Bridge had significantly deteriorated and the City considered closing it. An article in *The Globe and Mail*, dated August 2, 1950, indicates the Glen Road South Bridge was more than 60 years old and had a weight limit of three tonnes.⁷ Council decided to retain the Glen Road South Bridge but close it to vehicular traffic. The closure became effective on Friday, August 25, 1950, at 7:00 a.m.⁸ In 1951, the Glen Road Subway was rebuilt as a pedestrian tunnel, “*the former roadway section being filled with earth fill, the ends were shored up with timber and a broken concrete dry wall face laid in a earth slope*”.⁹

Further changes occurred in the vicinity of Glen Road and Bloor Street with the construction of the Bloor-Danforth Subway. In 1962, the TTC prepared drawings for a new pedestrian tunnel, identified as the Glen Road Passage, as part of the construction of the Sherbourne Station. The concrete box structure was finished in glazed tile and fitted with light fixtures. On January 15, 1963, the TTC awarded a contract in the amount of

⁷ “Rosedale Frets on Fate of 2 Bridges, Bus Plea; Area Depends on Both”, *The Globe and Mail* (August 2, 1950) 5. The article also noted the Glen Road North Bridge had been replaced in 1928 while the Sherbourne Street Bridge dating to 1890 was in poor condition and banned to no buses and any vehicles greater than five tonnes.

⁸ “Display Ad”, *The Globe and Mail* (August 25, 1950) 29.

⁹ Engineering Division, Department of Public Works, City of Toronto, Drawing of the Glen Road Subway under Bloor Street, Pedestrian Subway as Constructed (June 1959).

\$1,014,074 to Dineen Construction Ltd., Toronto for the construction of the Sherbourne Station on the new east-west subway line.¹⁰ The project, which extended from the intersection of Bloor Street East and Sherbourne Street to Glen Road, included the reconstruction of the pedestrian tunnel under Bloor Street at Glen Road and stairways to Bloor Street. The pedestrian structure was completed in 1964. When the Bloor-Danforth Subway opened in 1966, direct access to the Sherbourne Station was located from the south end of the pedestrian tunnel.

The reconstruction of the Glen Road Pedestrian Bridge, initially identified as the Glen Road South Pedestrian Bridge, was scheduled for 1973 in the City's Five Year Capital Works Programme. City Council approved the programme on December 8, 1971. By-law No. 236-73 enacted on August 16, 1972, authorized the reconstruction of the Glen Road Pedestrian Bridge.¹¹

In April 1972, the City of Toronto, through the Commissioner of Public Works, retained the firm of Alberty, Pullerits, Dickson and Associates Ltd., Consulting Engineers, to report on the condition of the bridge structure, the replacement of the structure versus rehabilitation and the need for the structure in consideration of the pedestrian requirements of the area. Although the consulting engineering report presented in October 1972 concluded the most economical solution was to abandon the structure, the Committee on Public Works recommended the reconstruction of the Glen Road Pedestrian Bridge.¹²

Alberty, Pullerits, Dickson and Associates Ltd., Consulting Engineers, was retained to prepare the detailed drawings and specifications for the bridge reconstruction and to carry out the on-site inspection during the construction. Accordingly, design drawings, dated June 1973, were completed. Chapman & Hurst, Architects prepared the design for the handrail and lighting systems.¹³

The Executive Committee opened the Tenders for the Reconstruction of the Glen Road South and Rosedale Valley Road Pedestrian Bridge, Contract No. 59510, on August 1, 1973. The following is a summary of the prices tendered:

- Tender No. 1: Paul Carruthers Construction Ltd., \$268,301.00
- Tender No. 2: Ruliff Grass Limited, \$302,692.00
- Tender No. 3: Kovacs Construction Co. Ltd, \$333,823.00

It was recommended the lowest tender on the project be accepted and a contract be awarded to Paul Carruthers Construction Ltd. in the amount of \$268,301.00.¹⁴

¹⁰ "Two Contracts for Subway are Awarded", *The Globe and Mail* (January 16, 1963) 4.

¹¹ *City of Toronto Council Minutes*, Appendix B, No. 236-73 By-Law (August 16, 1972).

¹² *City of Toronto Council Minutes*, Appendix A, Public Works Report No. 29, 3979 (1972).

¹³ City of Toronto Archives, Fonds 7: Howard Chapman fonds, Series 55: Architectural projects of Howard Chapman, Architect, File 286, Public Works Department, City of Toronto, Shelters, Railings, Lights, Etc., Glen Road South Pedestrian Bridge, 1972-1978.

¹⁴ *City of Toronto Council Minutes*, Appendix A, Executive Committee Report No. 53, 4418 (1973).

The Bridge & Tank Company of Canada Limited, Hamilton Bridge Division, located in Hamilton, Ontario, fabricated the steel for the bridge.¹⁵ The original subcontractor for the handrails, H&K Company Limited, was replaced by Highway Products Sales, 73 Riverside Boulevard, Thornhill. Construction proceeded through 1974 and in May 1975, it was reported the Glen Road Bridge had been completed at a cost of \$282,000.00.¹⁶ By-law No. 1992-0568 was enacted to change the name of the Glen Road Footbridge to the Morley Callaghan Footbridge.¹⁷

2.3 Structure Type

Both the Glen Road Pedestrian Bridge and the Glen Road Pedestrian Tunnel are described as rigid frame structures. In a rigid frame structure, the superstructure and the substructure are rigidly connected to act as a continuous unit. Most frequently constructed of cast-in-place concrete, rigid frame structures can also be built of steel. The bridge is constructed of steel while the tunnel uses reinforced, cast-in-place concrete.

2.3.1 Steel Rigid Frame Structures

The Glen Road Pedestrian Bridge is classified as a steel rigid frame structure with inclined legs. Metal rigid frame bridges were developed at the same time as concrete rigid frame structures in the 1920s; however, they were much less common than their concrete counterparts. They achieved some popularity with American state departments of transportation from the 1920s to the 1950s for spans of about 50 to 200 feet (15 to 61 m). In the Ontario context, rigid frame structures were used extensively on the developing provincial highway system in the same period but the provincial bridges were constructed almost exclusively of concrete. The advent of the computer analysis for complicated design calculations in the 1960s permitted the advancement of steel rigid frame bridge designs. The dramatic designs of this bridge type with slender decks, inclined frame sides or “legs” and no intermediate supports were considered aesthetically pleasing. The inclined leg design was well suited to for river and valley crossings as the angled piers straddled the crossing effectively without the construction of the substructure in the river or valley floor. The Alberta Department of Highways pioneered the inclined-leg bridge design with the construction of the Red Deer Overpass in 1962.¹⁸ Canadian and American bridge engineers adopted the concept for short-span highway structures where aesthetics and economy were important factors.

¹⁵ City of Toronto, Bridge & Tank Company of Canada Limited, Glen Road Pedestrian Bridge, Contract 472, Shop Drawings (November 1973).

¹⁶ City of Toronto Council Minutes, Appendix A, Executive Committee Report No. 24, 2918 (1975).

¹⁷ City of Toronto By-law Register.

Access: --<http://app.toronto.ca/BLSRWEB_Public/BylawSearchPrep.do?searchType=simple> (July 2016).

¹⁸ “Canada pioneers inclined-leg bridge design”, *Engineering and Contract Record* (September 1968) 97.

The Glen Road Pedestrian Bridge uses weathering steel that contains elements that allows it to oxidize and form a protective patina when exposed to the elements. In the United States, the first bridge using this material was constructed on the New Jersey Turnpike in 1964. An early example of the use of weathering steel in an architectural application is the John Deere World Headquarters in Moline, Illinois, designed by Eero Saarinen and also completed in 1964. Weathering steel is typically not painted, thus providing cost savings at the time of construction and for the life of the structure.

2.3.2 Concrete Rigid Frame Box Structure

The Glen Road Pedestrian Tunnel is classified as a concrete rigid frame box structure. In appearance, the tunnel is similar to a four-sided box culvert with a rectangular cross section and fill on top. Concrete rigid frame structures were developed in the 1920s, and in Ontario, they were used extensively for grade separation structures on provincial highways from the first half of the 1930s. Concrete box structures were used in the same period for drainage applications such as culverts. Concrete box structures are ubiquitous in the landscape and are still used today. Initially constructed of cast-in-place concrete, modular precast concrete systems are also popular.

2.4 Bridge Designer/Builder

The firm of Albery, Pullerits, Dickson & Associates Ltd., Consulting Engineers, was responsible for the design of the Glen Road Pedestrian Bridge and supervised the bridge construction on behalf of the City of Toronto. Chapman & Hurst, Architects, prepared the design for the handrail and lighting systems. Paul Carruthers Construction Co. Ltd. was the general contractor and the Bridge & Tank Company of Canada Limited fabricated the steel. Engineers with the TTC undertook the design of the Glen Road Pedestrian Tunnel while Dineen Construction Ltd. was responsible for its construction as part of its Sherbourne Station contract.

2.4.1 Albery, Pullerits, Dickson & Associates Ltd.

The consulting engineering firm of Albery, Pullerits, Dickson & Associates Ltd., Consulting Engineers, with offices in Toronto, Sudbury and Halifax, was formed in 1965. The managing partners comprised President Allan C.R. Albery, M.C., B.A., M.E.I.C., F.I.C.E., F.ASCE, Vice President, Chief Engineer Kalju Pullerits, M.E.I.C and Vice President Malcolm D.H. Dickson, M.A., M.E.I.C., M.I.C.E.

Allan Crofton Rolleston Albery was born in England in 1917 and graduated from the University of Cambridge in Civil Engineering in 1938. He served in the Corps of the Royal Engineers during the Second World War and achieved the rank of major. After the war, Albery joined the firm of Sir Alexander Gibb and Partners, and by 1963, he resided in Toronto and was identified as a Chief Engineer in the firm's Canadian operations. Albery died in Toronto in 1998.

Kalju Pullerits arrived in Canada on board the *Atlanta* on August 19, 1948, with a group of 38 adults and four children escaping from the Communist regime in Estonia. Pullerits with Aino, his wife, and his mother-in-law settled in Montreal. His university education had been interrupted during the Second World War and after his arrival in Canada he studied engineering while working as a draftsman with the Foundation Company of Canada. In 1953, Pullerits became a professional engineer and was promoted to the position of Assistant Chief Engineer of the Foundation Company. Pullerits moved to Toronto with his family in 1958 and assumed the position of Chief Engineer of the Marine Construction.

Malcolm D.H. Dickson was born in Edinburgh, Scotland. He graduated from the University of Cambridge in Civil Engineering in 1943 and served in the Royal Air Force in the Second World War. Dickson later went to work for the firm of Sir Alexander Gibb and Partners, presumably in Canada, as he became a member of the Canadian Institute of Engineers on January 16, 1953. The Association of the Professional Engineers of Ontario *List of Members* (1963) notes Dickson was the Vice President of Newton Dickson & Associates Ltd. with offices on Yonge Street in Willowdale.

Although Albery, Pullerits and Dickson formed a partnership in 1965, they maintained close ties with the firm of Sir Alexander Gibb and Partners. Sir Alexander Gibb and Partners established itself in Canada in 1952 and had offices in Ontario by the 1960s. At that time, the Toronto office was involved in work on the St. Lawrence Seaway and a warehouse terminal in Thunder Bay.¹⁹ In the 1966, Sir Alexander Gibb and Partners partnered with Albery, Pullerits & Dickson to form Gibb, Albery Pullerits & Dickinson. Albery, Pullerits, Dickson & Associates Ltd. with a staff of 75 continued to take on projects under its own name. For large and special projects the firm could rely on the expertise of the much larger firm of Sir Alexander Gibb and Partners.

2.4.2 Chapman & Hurst, Architects

Howard Dennison Chapman (1917-2014) was born in Toronto to architect Alfred Chapman musician Doris Helen Dennison. Chapman studied at the University of Toronto's School of Architecture followed by the Architectural Association School in London. After the Second World War he completed his architectural studies in Toronto in 1948 and entered into private practice. Initially working as a sole practitioner, Leonard [Len] Hurst (1928-1979), who graduated from the University of Toronto in 1954 joined the practice by 1959. Riverdale Hospital (1963) at Broadview Avenue and Gerrard Street was the first major commission of the two-partner firm. After Hurst's death in 1979, Chapman worked with Howard V. Walker on various projects although they did not appear to establish a formal partnership. One project entailed renovations to the Koffler

¹⁹ William McKay, "EIC History & Archives Working Paper 11/2002 Memoir by William McKay", *The Engineering Institute of Canada* (May 2002) 13.

Student Service Centre building initially designed by Alfred Chapman in 1906 as the Toronto Public Reference Library.

2.4.3 Paul Carruthers Construction Co. Ltd.

Paul Carruthers Construction Co. Ltd. was based in the community of Thornhill in Markham. Limited information has been located on the firm. It was active in Ontario in the 1960s and 1970s and was the general contractor for the addition to the courthouse in Bracebridge (1966-67), the construction the Pickering College Arena c1970, work at the Toronto French School (1972) and an addition to the Corbett Creek Water Pollution Control Plant in Whitby (1974). The geographical extent of the company's work, how long it was in business and its contributions to the industry are not known.

2.4.4 Bridge & Tank Company of Canada Limited

Sir John Hendrie established the Hamilton Tools Works in Hamilton, Ontario by 1872, and possibly earlier. Manufacturing machine tools, it became involved in the construction of simple railway bridges, including structures for the Great Western Railway, and was renamed the Hamilton Bridge and Tool Works. The company won its first major contract with the swing bridge over the Burlington Canal for the Hamilton & North Western Railway in 1876.²⁰

William Hendrie Sr. reorganized the firm in 1876; it was renamed, once again, in 1894 becoming the Hamilton Bridge Works Company Limited. After a short period of financial difficulty at this time, the firm was closed. It was sold at auction to J. H. Tilden, who reopened the firm in 1895. The business flourished in the latter part of the 1890s and into the early 20th century, specializing in steel bridge construction, and making steel for the fabrication of buildings and bridges. A significant contract outside the Hamilton area was the Bloor Street Viaduct in Toronto in 1910. Its operations were expanded in 1913 when the company began work on the Canadian Pacific office building in Toronto, one of Canada's first skyscrapers.²¹ Hamilton Bridge Works expanded again during the First World War with the fabrication of parts for the shipbuilding industry. The name was changed to the Hamilton Bridge Company Limited in 1928.²² The company provided steel for the Bank of Commerce Building, Toronto in 1929-1930 and during the Second World War it manufactured armoured vehicles amongst other things.²³ It remained a family company until after the Second World War.

²⁰ J. W. Disher and E.A.W. Smith, *By Design: The Role of the Engineer in the History of Hamilton Burlington Area* (Hamilton: Engineering Interface Inc., 2000) 122.

²¹ Ibid.

²² Hamilton Public Library Digital Collections. Industrial Hamilton: A Trail to the Future, Hamilton Bridge Works (Bridge and Tank Company of Canada).

Access: --<<http://epe.lac-bac.gc.ca/100/205/301/ic/cdc/industrial/bridgeworks.htm>> (July 2016).

²³ Ibid.

The company established some subsidiary companies in the late 1940s and early 1950s. In 1954 the Bridge & Tank Company of Canada Limited took over the assets of the Hamilton Bridge Company and its subsidiaries. The firm continued under the name of Hamilton Bridge and Tank in the early 1980s. Notable bridge projects include: several bridges over the Welland Canal, the Blue Water Bridge, Sarnia, the reconstruction of the Victoria Bridge, Montreal, the Burlington Canal lift bridge, the Burlington Skyway bridge on the Beach Strip over the Canal and the Lion's Gate Bridge, Vancouver.²⁴ The company ceased operation in 1984.

2.4.5 Toronto Transit Commission

Before the conclusion of the Second World War, the TTC was considering the introduction of rapid transit routes to the city. In 1944, the TTC established the Rapid Transit Branch to study the feasibility of high capacity public transport in Toronto. Municipal council approved the introduction of a rapid transit subway beneath Yonge Street between Union Station and Eglinton Avenue in 1946 and the Rapid Transit Branch was responsible for managing the construction from 1949 to 1954. Upon the completion of this work the branch was dissolved; however, a few years later, in 1959, the Subway Construction Branch was established to manage the construction of the Bloor-Danforth-University Subway. The University Subway between Union and St. George stations opened in 1963 and the Bloor-Danforth Subway opened in 1966 between Keele Station in the west and Woodbine Station in the east. In the following years work continued on the line to Islington Station in the west and Warden Station in the east. While construction was still ongoing the TTC decided to extend the line to one more stop in each direction, namely, Kipling in the west and Kennedy in the east. The Subway Construction Branch then turned its focus to extensions to the Yonge-University line between Eglinton and Finch, which was completed in 1973 and between St. George and Wilson, which was known as the Spadina line and was opened in 1978.

The Subway Construction Branch became known as the Engineering and Construction Branch in 1977. It was renamed the Engineering and Maintenance Branch in 1988 but reverted to the Engineering and Construction Branch designation in 1995.

W.E.P. Duncan was the first general manager of the Subway Construction Branch serving from 1959 to 1960. W.H. Paterson, who had headed up the earlier Rapid Transit Branch, became general manager in 1960 and remained in the post until 1973. Walter Howard Paterson was born in Owen Sound in 1891. Upon graduation from Queen's University in Civil Engineering in 1935, he worked as an oil field engineer in Columbia, South America for five years. He returned to Canada to join the army but was not accepted. The Wartime Bureau of Technical Personnel subsequently assigned Paterson to the TTC in 1942. Paterson was appointed Office Engineer on Rapid Transit in 1944, Engineer of Rapid Transit in 1945, Executive Assistant to the Assistant General Manager

²⁴ Disher, 123.

in 1948, Chief Engineer in 1949 and General Manager of the Subway Construction Branch in 1960. Under his leadership, the branch undertook a succession of significant subway construction projects in the city. Subsequent general managers, including John (Jack) T. Harvey (1973-1977), Patrick J. McCann (1977-1980), Stanley T. Lawrence (1980-1988) and Donald J. Morton (1988-1994), served under Paterson and were longstanding employees of the TTC.

During its existence from 1959 to 1977 the Subway Construction Branch comprised the Design Department and the Construction Department. The engineers of the branch designed and oversaw the construction of the rights-of-way and ancillary structures, such as, tunnels, bridges and stations associated with the Yonge-University-Spadina Subway and Bloor-Danforth Subway.

2.4.6 Dineen Construction Ltd.

In 1963, Dineen Construction Ltd. was noted as moderate-sized company with its head office in Toronto. Other projects of the company include a bridge project for the City of Oshawa, the Constellation Hotel on Dixon Road and the Credit River Bridge on the Queen Elizabeth Way for the Ontario Department of Highways.

3.0 CULTURAL HERITAGE LANDSCAPE DESCRIPTION

3.1 Area Context

Much of the historic core of the City of Toronto is located within the Iroquois Sand Plain physiographic region that comprises the former bed of glacial Lake Iroquois. The Iroquois Sand Plain stretches from the old Lake Iroquois shoreline in the vicinity of St. Clair Avenue to the present day Lake Ontario. Between the two shorelines the bed of Lake Iroquois is a slightly sloping plain of clay, silt, sand and till overlaying a base of shale and limestone. The lake built barrier beaches across several waterways including the Don River. The beaches were noted sources of sand and gravel for the early settlers of the area.

The study area lies within the Don River Watershed. The Don River flows from the Oak Ridges Moraine southerly in a meandering path across the Iroquois Sand Plain to Lake Ontario. The river formed a broad valley that was later exploited for rail and road transportation routes. The Don Valley impeded the movement of east-west traffic in Toronto into the 20th century. Along the west side of the valley, a series of tributaries flowed through steep sided ravines to the Don River. Historically, Castle Frank Brook (Brewery Creek or Severn Creek) drained the Rosedale Ravine, the first ravine north of Bloor Street, while Yellow Creek (Rosedale Brook, Silver Creek or Sylvan Creek) drained the Park Drive Reservation Ravine, also known as the North or Second Rosedale

Ravine Rosedale. The waterways currently flow in underground sewers or manmade channels.

The Don River and its tributaries proved attractive for mill development. The Taylor Brothers owned a variety of businesses in the Don Valley including saw, grist and paper mills in the mid 1800s. In 1899, they established a brickyard. In the same period, Joseph Bloor built a mill and a brewery in the Rosedale Ravine to the north of Bloor Street and east of Sherbourne Street while the Severn Brothers established a large brewery and malting operation further up the valley.

Historical maps illustrate the urbanization of the City of Toronto through the 19th century (*Appendix A*). Development within the municipality had reached Bloor Street by the 1870s. The residential subdivision of Rosedale to the north of Bloor Street and east of Yonge Street was laid out in stages in the latter part of the 1800s. While Rosedale was developed privately it quickly became part of the City of Toronto. By the first part of the 20th century Rosedale had been absorbed into the city and formed a distinctive component of the urban fabric.

3.2 Site Description

The Glen Road Pedestrian Bridge is located to the north of Bloor Street East and between Sherbourne Street to the west and Parliament Street to the east in the City of Toronto. The structure spans Rosedale Valley Road, which is located at the base of the Rosedale Ravine, and connects St. James Town community to the south with the Rosedale neighbourhood to the north (*Figure 2*). Glen Road initially extended across the Rosedale Ravine. In 1950, the previous bridge was closed to vehicular traffic and converted to a footbridge. The existing bridge dating to 1974 is a well-used route across the Rosedale Ravine for pedestrians. Although it is posted “No Bicycles” the crossing is also a popular route for cyclists.

A bylaw passed in 1888 authorized the opening of Rosedale Valley Road between Yonge Street and the Don River. The two-lane roadway currently has a posted speed limit of 50 km/h. A sidewalk parallels the south side of the road. The steep sides of the ravine are naturalized with dense vegetation. There are no buildings fronting on Rosedale Valley Road in proximity to the Glen Road Pedestrian Bridge.

At the south end of the Glen Road Pedestrian Bridge, a pedestrian tunnel extends under Bloor Street and stairways provide access to the north and south sides of Bloor Street. Glen Road extends a short distance south from Bloor Street to Howard Street. An entrance to the Sherbourne Station on the TTC Subway Line 2: Bloor-Danforth is provided from Glen Road. In proximity to Sherbourne Street the subway runs underground before emerging on the north side of Bloor Street to traverse the Rosedale Ravine in an enclosed bridge structure in the vicinity of Parliament Street.



Figure 2. An annotated aerial photograph identifies the land uses in proximity to the Glen Road Pedestrian Bridge and Glen Road Pedestrian Tunnel [Interactive Toronto Map, 2015 aerial, as modified].

Residential use comprising a mix of detached, semi-detached and apartment buildings characterize the lands along the southern portion of Glen Road. The area was developed in the late 19th and early 20th centuries. Most of the buildings including 2, 6, 8, 10, 12, 14, 16 on the west of the street and 1, 7 and 9 on the east side of the street are designated under Part IV of the OHA and are included in the City of Toronto Heritage Register.

At the north end of the bridge, the footbridge connects with Glen Road and Dale Avenue in South Rosedale. A plaque erected in 1992 by the Toronto Historical Board, now Heritage Toronto, commemorating Canadian author Morley Callaghan is located in a planted area marking the north access to the bridge. The bridge was officially renamed the Morley Callaghan Footbridge in 1992. Metal fencing at the southeast corner of the bridge was noted as an existing iron fence in 1973.

Residential land use characterizes the South Rosedale area. While plans of subdivision were registered in 1870s, there was not much development in South Rosedale until the 1880s. Buildings on the north side of Dale Avenue were constructed between 1881 and 1900 while those on the west side of Glen Road date to the 1901-1920 period. Redevelopment or severance of large lots resulted in the introduction of low-rise apartment buildings, such as 40 Glen Road and 1A and 21 Dale Avenue into the South Rosedale landscape between 1951 and 1970. The South Rosedale Heritage Conservation District was designated under Part V of the OHA in 2003.

4.0 BUILT HERITAGE RESOURCE DESCRIPTION

The following descriptions of the Glen Road Pedestrian Bridge, Structure Id 249 and the Glen Road Pedestrian Tunnel, Structure Id 288 are based on design drawings (1972 for the bridge and 1962 for the tunnel) and a site visit (May 2016). Rehabilitation drawings (2001) and the *Structural Inspection and Evaluation Report* (MMM Group, November 2014) further inform the discussion of the bridge. Selections of the engineering drawings are included to annotate the description of the structures. Additional drawings are located in Appendix A. Structure survey forms with current photographs of the two structures are found in Appendix B. Appendix C has a list of comparable pedestrian structures in the City of Toronto. Imperial measurements used in this report provide consistency with the original design drawings. The metric equivalents are provided in brackets. For the purposes of this report, the Glen Road Pedestrian Bridge and the Glen Road Pedestrian Tunnel run in a north to south direction.

4.1 Glen Road Pedestrian Bridge, Structure Id 249

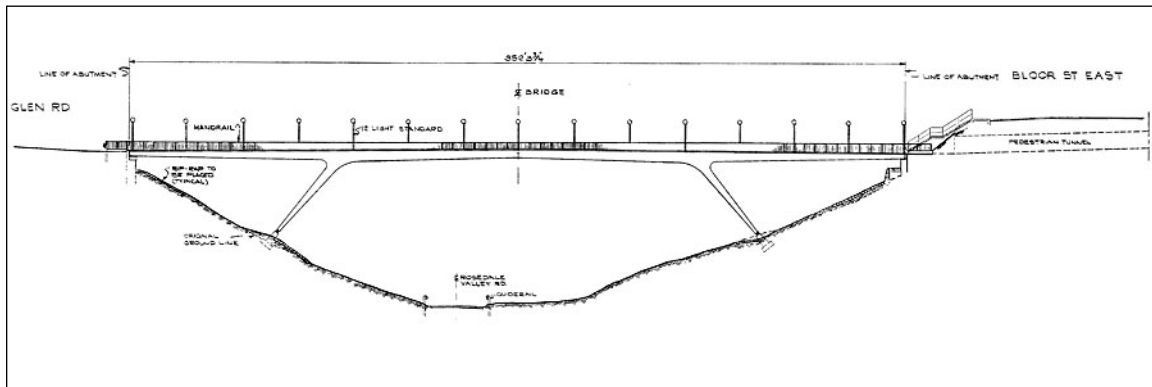


Figure 3. A drawing of the west elevation depicts the general arrangement of the three-span Glen Road Pedestrian Bridge [Albery, Pullerits, Dickson & Associates Ltd., 1973].

The Glen Road Pedestrian Bridge is classified as steel rigid frame structure with inclined legs. In its design, the Glen Road Pedestrian Bridge exhibits clean lines and dramatic simplicity. The tapered inclined legs combined with the variable depth girders give the structure an attractive arch shape over the Rose Dale Valley Road (*Figure 3*).

The structure uses weathering steel for the inclined piers and girders. The three-span bridge comprises a centre span of 160-ft. 0-in. (48.77 m) over the Rose Dale Valley Road and two end spans of 95-ft. 10 ⁷/₈-in. (29.23 m) each. The bridge has an overall length of 352-ft. 3 ³/₄-in. (107.2 m) between the abutments. The bridge deck is set approximately 70-ft. (21 m) above the valley floor.

The substructure comprises reinforced cast-in-place concrete abutments and inclined steel girder legs (piers), also referred to as “legs”. The girder legs are built up I-shaped sections of variable depth. They are set on a 50° angle. Transverse beams and lateral

braces formed of hollow steel sections (HSS) connect the girder legs. Typically the transverse beams are 5 x 5 x 0.312 and the lateral braces are 4 x 4 x 0.312.

The width of the bridge contains two steel plate girders of variable depth that are set 9-ft. 6-in. (2.99 m) on centre (**Figure 4**). The variable depth girders create distinctive shallow arch design. HSS transverse beams and lateral braces connect the two girders. The girders support a laminated timber deck, 1 ½-in. (38 mm) by 3 ½-in. (89 mm) on edge. The timber is connected to the girders by means of nailing strips along the length of the girders. The deck has an overall width of 12-ft. 0-in. (3.7 m).

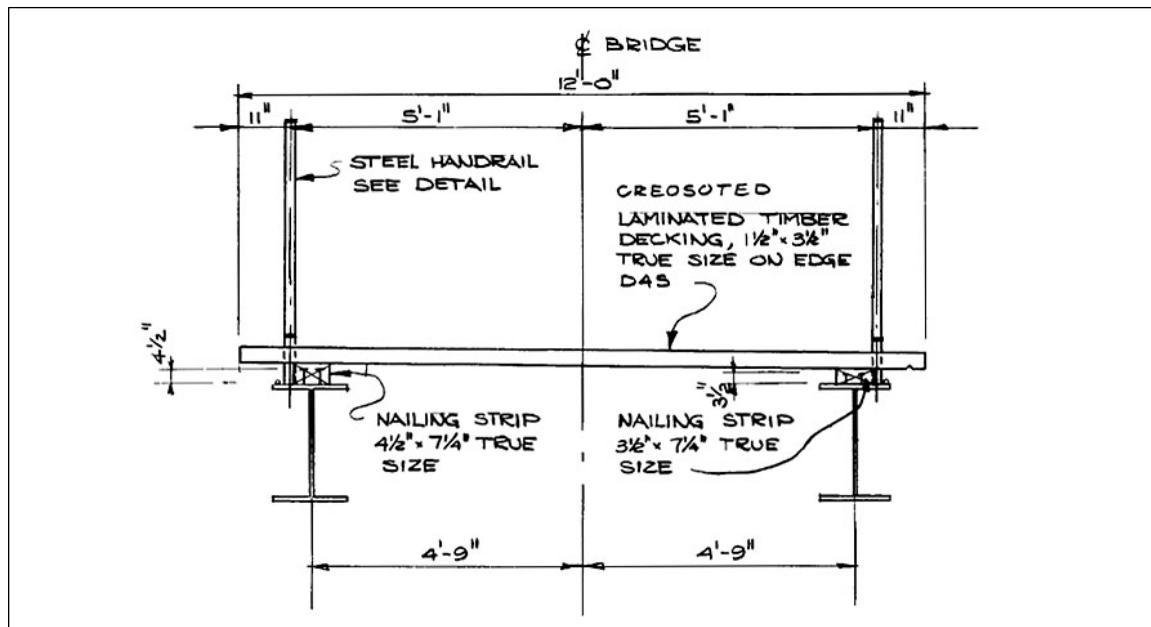


Figure 4. A typical section of the deck shows the relationship of the girders to the decking and handrail [Albery, Pullerits, Dickson & Associates Ltd., 1973].

The Glen Road Pedestrian Bridge is fitted with an open metal handrail system. The railings were located 10-ft. 2-in. (3.10 m) on centre. The handrail had a design height of approximately 4-ft. 0-in. (1.22 m) and comprised panels built up of 2-in. (51 mm) square posts, 5-ft. 0-in. (1.52 m) on centre, 2-in. by ½-in. (51 mm by 13 mm) top and bottom rails bolted to the top and bottom of the posts, respectively and 2-in. by ¾-in. (51 mm by 9.5 mm) balusters set at 4-in. on centre. The drawings (1973) described the posts as HSS 2 x 2 x 25, welded to the girder flange. The bottom rail of the east railing was set 2-in. (51 mm) above the deck and the bottom rail of the west railing was set 3-in. (76 mm) above the deck.

Lighting is provided on the bridge. The General Arrangement drawing (1973) shows 12-ft. (3.66 m) high light standards fitted with glass globes located 50-ft. (15.24 m) on centre, staggered and mounted to the outside of the bridge deck in line with the railing posts. It is not known if this lighting scheme was implemented. The current arrangement

features a staggered pattern of light standards with three on the east side of the bridge and two on the west side. The circular lighting poles are fixed to the outside of the bridge deck and feature rectangular lighting fixtures mounted horizontally at the top of the poles.

4.1.1 Modifications

The Glen Road Pedestrian Bridge underwent an extensive rehabilitation in 2001. The scope of work included replacement of the abutment bearings and pier bearings, localized girder web strengthening, localized brace replacements, addition of intermediate stiffeners along the girders, replacement of the expansion joints, repairs to the retaining wall and the replacement of the concrete stairs. In addition, the timber deck was replaced and the height of the handrail was increased to 4-ft. 6-in. (1.37 m).

Further work was undertaken on an emergency basis from September 2014 to mid January 2015 to strengthen the bridge. Notable areas of corrosion included the interior of the girders, the lateral bracing members connecting the two girders and the gusset plates connecting the horizontal brace members to the girders and girder legs. Metal plates were placed over worn sections of the deck. Parts of the retaining walls were also noted as being in poor condition.

4.1.2 Comparative Analysis

The City of Toronto maintains a large number and variety of pedestrian bridges that provide safe access over roadways, waterways and railway corridors. Engineering & Construction Services, City of Toronto provided a chart with comparative information on the pedestrian bridges within its jurisdiction (*Appendix C*). The chart is exclusive of structures under the responsibility of the Parks Department of the City of Toronto.

The chart identifies 72 pedestrian bridges. Information provided for these structures includes date of construction and number of spans, among other factors. The chart does not include an indication of the structure type, construction material(s), overall length and overall width for many of the bridges. This information gap precludes a comprehensive comparative analysis of the Glen Road Pedestrian Bridge in relation to other pedestrian bridges within the City's jurisdiction.

The identified pedestrian bridges vary in age from 1908 to the present day. Dating to 1973, the Glen Road Pedestrian Bridge is one of numerous such structures built during the expansion of the city in the post Second World War period. In terms of age, the Glen Road Pedestrian Bridge is not considered to be significant within the portfolio of city-owned pedestrian bridges.

The Glen Road Pedestrian Bridge is classified as an inclined leg, steel rigid frame structure with weathering steel components. It is not known whether any other pedestrian bridges in Toronto are comparable in terms of structure type and materials. Within the

province of Ontario steel rigid frame bridges are much less common than concrete rigid frame structures.²⁵ Furthermore, it has been noted steel rigid frame bridges with inclined legs are very rare in the province.²⁶ Only two examples were identified on Ontario provincial highways, namely the Muskoka River (South River) Bridge, completed in 1973 and the Seine River Bridge, completed in 1965. Both are located on Highway 11.

4.2 Glen Road Pedestrian Tunnel, Structure Id 288

The Glen Road Pedestrian Tunnel comprises a concrete box tunnel structure that extends under Bloor Street between Glen Road to the south and the pedestrian bridge to the north (**Figure 5**). Stairways to Bloor Street located at the southeast and northeast corners of the tunnel formed components of the project.

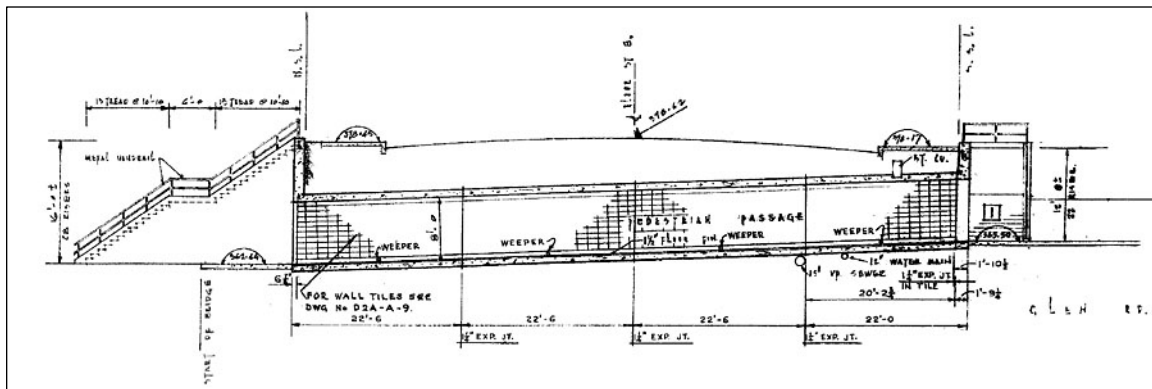


Figure 5. A longitudinal section depicts the pedestrian tunnel or passage under Bloor Street with stairways at either end [TTC, 1962].

The Concrete and Reinforcing Details drawing, Sheet 1 (no date, c1962) notes the concrete box structure for the pedestrian tunnel has rough interior dimensions of 10-ft. 0-in. (3.05 m) wide and 8-ft. 0-in. (2.44 m) high. Its overall length is 87-ft. 8 3/4-in. (26.74 m) with a concrete retaining wall, 1-ft. 9 3/4-in. (552 mm) wide at the south end. From south to north the tunnel slopes downwards on 3.27% grade.

The concrete walls are 10-in. (254 mm) thick on the top and sides and 12-in. (305 mm) thick on the bottom. The box structure is positioned roughly in line with the west wall of the earlier pedestrian subway. Section “A-A” on the Concrete and Reinforcing Details drawing, Sheet 1 depicts the western limits of the existing subway and steel stringers. The drawing notes the existing steel stringers are to be supported from the roof of the box structure. The Finish Detail drawings (1962) depicts the interior walls clad in glazed tiles,

²⁵ Historic Bridges, KH-11 Railway Overpass, CR-87 Bridge.

Access: --<<http://historicbridges.org/bridges/browser/?bridgebrowser=ontario/wellingtonroad87/>> (August 2016).

²⁶ Cameron Bevers, King’s Highway 11, Photographic History of King’s Highway 11, Page 10: Present Day King’s Highway 11 Photographs (Gravenhurst to Huntsville).

Access: --<<http://www.thekingshighway.ca/PHOTOS/Hwy11photos10.htm>> (August 2016).

7 ³/₄-in. (197 mm) high by 1-ft. 3 ³/₄-in. (400 mm) long with a ¹/₄-in. (6.4 mm) mortar joint. Eleven courses of tile are laid in a stack bond pattern above a concrete curb detail. The tunnel floor is finished in cement, 1 ¹/₂-in. (38 mm) thick that slopes slightly to the outside walls. The ceiling retains the rough concrete finish that is painted white. Four light fixtures are mounted in a regular pattern along the ceiling centerline. The finished interior dimensions of the tunnel, as designed, are 9-ft. 6-in. (2.90 m) wide and 7-ft. 10 ¹/₂-in. (2.40 m) from floor to ceiling.

4.2.1 Modifications

There is no record of rehabilitation projects for the Glen Road Pedestrian Tunnel since it was opened in 1964. The concrete portals and wall tiles have been covered in graffiti.

4.2.2 Comparative Analysis

The City of Toronto maintains a large number and variety of pedestrian bridges that provide safe access over roadways, waterways and railway corridors. Engineering & Construction Services, City of Toronto provided a chart with comparative information on the pedestrian bridges within its jurisdiction (*Appendix C*). The chart is exclusive of structures under the responsibility of the Parks Department of the City of Toronto.

The chart identifies 72 pedestrian bridges. Information provided for these structures includes date of construction and number of spans, among other factors. The chart does not include an indication of the structure type, construction material(s), overall length and overall width for many of the bridges. This information gap precludes a comprehensive comparative analysis of the Glen Road Pedestrian Tunnel in relation to other pedestrian bridges within the City's jurisdiction.

The identified pedestrian bridges vary in age from 1908 to the present day. Dating to 1964, the Glen Road Pedestrian Tunnel is one of numerous such structures built during the expansion of the city in the post Second World War period. In terms of age, the Glen Road Pedestrian Tunnel is not considered to be significant within the portfolio of city-owned pedestrian bridges.

The Glen Road Pedestrian Tunnel is classified as a concrete rigid frame box structure. Concrete box structures are common structures types and are still used today. No other notable aspects of technical or scientific merit have been identified for the Glen Road Pedestrian Tunnel.

5.0 CULTURAL HERITAGE VALUE

5.1 Introduction

The criteria for determining cultural heritage value or interest were set out under Ontario Regulation 9/06 made under the OHA, as amended in 2005. These criteria were developed to assist municipalities in the evaluation of properties considered for designation. The regulation states:

“A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

- 1. The property has design value or physical value because it,*
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
 - ii. displays a high degree of craftsmanship or artistic merit,**or*
 - iii. demonstrates a high degree of technical or scientific achievement.*
- 2. The property has historical value or associative value because it,*
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
 - ii. yields, or has the potential to yield , information that contributes to an understanding of a community or culture, or*
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
- 3. The property has contextual value because it,*
 - i. is important in defining, maintaining, or supporting the character of an area,*
 - ii. is physically, functionally, visually or historically linked to its surroundings,**or*
 - iii. is a landmark.”*

Consultation with the City of Toronto confirms the Glen Road Pedestrian Bridge is municipally designated under Part V the OHA as part of the South Rosedale Heritage Conservation District (By-Law 115-2003, February 7, 2003). The Glen Road Pedestrian Tunnel is not designated under the OHA and is not included on the Toronto Heritage Register.

5.2 Evaluation under “Criteria for Determining Cultural Heritage Value or Interest”, Ontario Regulation 9/06

The evaluation criteria set out under Ontario Regulation 9/06 were applied to the Glen Road Pedestrian Bridge, Structure Id 249 and the Glen Road Pedestrian Tunnel, Structure Id 288.

5.2.1 Glen Road Pedestrian Bridge

Design Value or Physical Value

Design or Physical Value	
i. Rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes
ii. Displays a high degree of craftsmanship or artistic merit.	Yes
iii. Demonstrates a high degree of technical or scientific achievement	No

Representative example of a style, type

The Glen Road Pedestrian Bridge is a rare example of a steel rigid frame bridge with inclined legs within the City of Toronto. Rigid frame bridges constructed of either concrete or steel were developed at the same time in the 1920s. In Ontario, metal rigid frame structures were much less common than their concrete counterparts. With the advent of computer analysis for complicated design calculations in the 1960s there was an advancement of steel rigid frame bridge designs. Steel rigid frame structures with inclined legs were well suited to river and valley crossings as the angled piers straddled the crossing effectively without building the substructure in the river or valley floor. Few examples of this bridge type have been identified within the province and no other examples have been located to date within Toronto. Although the original handrail design was modified in 2001, the changes are considered to retain its dominant design character. It is not known whether the existing lightings scheme is original or a later modification.

Displays a high degree of artistic merit

The Glen Road Pedestrian Bridge design exhibits clean lines and dramatic simplicity. Its slender deck, inclined frame sides or “legs” and no intermediate supports contribute to its elegant layout that is aesthetically pleasing. The tapered inclined legs combined with the variable depth girders give it an attractive arch shape over the Rosedale Valley Road.

Demonstrates a high degree of technical or scientific achievement

No aspects of technical merit were identified for the Glen Road Pedestrian Bridge. Therefore, it is concluded it is of little value from a technical or scientific perspective.

Historical Value or Associative Value

Historical or Associative Value	
i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Yes
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	Yes

Direct associations with a theme and a person

Theme

The Glen Road Pedestrian Bridge is directly associated with the settlement history of Rosedale. The introduction of a bridge at Glen Road predates the crossings at Sherbourne Street and Bloor Street and as such, contributes to an understanding of the development history of the area. Edgar J. Jarvis commissioned the first Glen Road Bridge over the Rosedale Ravine to facilitate access to the new residential subdivisions to the north of the Bloor Street. This first bridge, a wood structure, was replaced with a high-level iron bridge in 1882. The 1882 bridge was closed to vehicular traffic in 1950 and remained in use as a pedestrian crossing until the construction of the current bridge on the same alignment in 1973. The continued use of the bridge crossing at this location attests to the importance of the connection across the Rosedale Ravine at Glen Road.

Person

A Toronto Historical Board plaque at the north end of the bridge erected in 1992 commemorates noted Canadian author Morley Callaghan. A nearby resident, Callaghan frequently used the bridge to cross over the ravine. In 1992, the bridge was officially renamed the Morley Callaghan Footbridge under By-law No. 1992-0568. As a result, Callaghan is deemed to have a direct association with the Glen Road Pedestrian Bridge.

Yields information that contributes to an understanding of a community or culture

No aspects of the bridge have been identified that would contribute to an understanding of a community of culture.

Designer/Builder

Albery, Pullerits, Dickson & Associates Ltd., Consulting Engineers was responsible for the design of the Glen Road Pedestrian Bridge and supervised the construction of the bridge on behalf of the City of Toronto. Chapman & Hurst, Architects prepared the design for the handrail and lighting systems. Paul Carruthers Construction Co. Ltd. was awarded the contract for the construction of the Glen Road Pedestrian Bridge while the Bridge & Tank Company of Canada Limited fabricated the steel for the bridge.

Albery, Pullerits, Dickson & Associates Ltd.,

Allan Albery, Kalju Pullerits and Malcolm Dickson formed a partnership in 1965. Albery and Dickson had previously worked in the Canadian offices of the well-known British firm of Sir Alexander Gibb and Partners and the firm retained close ties with Gibb. In the 1966, Sir Alexander Gibb and Partners joined with Albery, Pullerits & Dickson to form Gibb, Albery Pullerits & Dickinson. Albery, Pullerits, Dickson & Associates Ltd. with a staff of 75 worked under its own name but for large and special projects could rely on the expertise of the much larger firm of Sir Alexander Gibb and Partners. Albery, Pullerits, Dickson & Associates Ltd. would be considered a known designer of importance to the engineering community.

Chapman & Hurst, Architects

The project would be considered a modest example of the work of this important Toronto architectural firm.

Paul Carruthers Construction Co. Ltd

The geographical extent of the company's work, how long it was in business and its contributions to the construction industry are indeterminate at this time.

Bridge & Tank Company of Canada Limited

The Bridge & Tank Company of Canada Limited was a well-known and prolific bridge building company. First established in 1872 as the Hamilton Tool Works in Hamilton, the company went through several name changes and reorganizations in its early years. It flourished in the latter part of the 1890s and into the early 20th century, specializing in steel bridge construction, and making steel for the fabrication of buildings and bridges. Hamilton Bridge Works expanded during the First World War with the fabrication of parts for the shipbuilding industry. Notable bridge projects include: several bridges over the Welland Canal, the Blue Water Bridge, Sarnia, the reconstruction of the Victoria Bridge, Montreal, the Burlington Canal lift bridge, the Burlington Skyway bridge on the Beach Strip over the Canal and the Lion's Gate Bridge, Vancouver. The company ceased operation in 1984. The Glen Road Pedestrian Bridge would be considered to a representative example of the work of this important Canadian firm.

Contextual Value

Contextual Value	
i. Is important in defining, maintaining, or supporting the character of an area.	Yes
ii. Is physically, functionally, visually or historically linked to its surroundings.	Yes
iii. Is a landmark.	Yes

Character

Although the bridge is located in the midst of the city the Rosedale Ravine with treed slopes and low-scale residential buildings, the natural environment establishes the character of the immediate area. The pedestrian footbridge with its timber deck and elegant substructure is compatible with the natural environment of the Rosedale Ravine and the historical residential properties along Glen Road.

Linkages

The Glen Road Pedestrian Bridge is physically, functionally, visually, and historically linked to its surroundings. It is located at its original site and maintains important historical and functional connections across the Rosedale Ravine.

Landmark

The Glen Road Pedestrian Bridge is considered to be a symbolic and a physical and landmark within the community. It is a well-known structure to the many pedestrians who cross over the bridge each day. The Glen Road Pedestrian Bridge along with the Mount Pleasant, Sherbourne Street, Bloor Street and TTC subway bridges form a family of structures over the Rosedale Ravine. They are highly visible to the traffic along the Rosedale Valley Road.

5.2.2 Glen Road Pedestrian Tunnel

Design Value or Physical Value

Design or Physical Value	
i. Rare, unique, representative or early example of a style, type, expression, material or construction method.	No
ii. Displays a high degree of craftsmanship or artistic merit.	No
iii. Demonstrates a high degree of technical or scientific achievement	No

Representative example of a style, type

The Glen Road Pedestrian Tunnel is a common example of a concrete box structure within the City of Toronto. No other notable aspects of technical or scientific merit have been identified for the Glen Road Pedestrian Tunnel.

Displays a high degree of artistic merit

The Glen Road Pedestrian Tunnel is a modest, utilitarian structure and is not considered to display a high degree of craftsmanship or artistic merit.

Demonstrates a high degree of technical or scientific achievement

No aspects of technical merit were identified for the Glen Road Pedestrian Tunnel. Therefore, it is concluded it is of little value from a technical or scientific perspective.

Historical Value or Associative Value

Historical or Associative Value	
i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	No
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No

Direct associations with an event

The Glen Road Pedestrian Tunnel is associated with two significant events in the development of the City of Toronto, namely, the construction of the Bloor Viaduct (Prince Edward Viaduct), 1913-1918 and the Bloor-Danforth Subway, 1959-1966. The Bloor Viaduct was of critical importance to the expansion of the city across the Don Valley. The project included the extension of Bloor Street from Sherbourne Street to the Don Valley. Bloor Street was supported on an earth embankment built up along the south side of the Rosedale Ravine. A grade separation structure was introduced at Glen Road to carry Bloor Street over the roadway.

In the post Second World War period Toronto was growing rapidly and the rapid transit subway along Yonge Street, which opened in 1954 proved to be extremely popular. Building on this success, Metropolitan Toronto and the TTC developed proposals for a significant expansion of the system that comprised the University-Bloor-Danforth subway project. The Keele Street to Woodbine Avenue component of the Bloor-Danforth Subway opened on February 25, 1966. As part of the construction of the Sherbourne Station a new pedestrian tunnel was completed under Bloor Street East in 1964.

While the Glen Road Pedestrian Tunnel is associated with both the Bloor Viaduct and the Bloor-Danforth Subway, the existing modest structure is of limited value as a tangible expression of these important events.

Yields information that contributes to an understanding of a community or culture

No aspects of the structure have been identified that would contribute to an understanding of a community of culture.

Designer/Builder

The Subway Construction Branch of the TTC was responsible for the design of the Glen Road Pedestrian Tunnel while Dineen Construction Ltd. was the general contractor.

TTC

The engineers of the Subway Construction Branch of the TTC were responsible for the designs of numerous engineering works, such as tunnels, bridges and stations associated

with subway construction. W.H. Paterson, General Manager between 1960 and 1973 led the branch through a period of significant growth of the subway system in Toronto that included the construction of the Bloor-Danforth line and expansion of the Yonge-University-Spadina line. The Glen Road Pedestrian Tunnel, however, is a modest structure and is not considered to be a good representation or demonstration of the work of the department.

Dineen Construction Ltd.

The influence of the Dineen Construction Ltd. is and its contributions to the construction industry are indeterminate at this time.

Contextual Value

Contextual Value	
i. Is important in defining, maintaining, or supporting the character of an area.	No
ii. Is physically, functionally, visually or historically linked to its surroundings.	Yes
iii. Is a landmark.	No

Character

The Rosedale Ravine with treed slopes and low-scale residential buildings establishes the character of the immediate area of the pedestrian tunnel. Visually, the Danforth-Bloor Subway generally, and the Sherbourne Station specifically, do not play a strong role in the character of the environment in the vicinity of Glen Road. It is concluded the pedestrian tunnel with its concrete box structure and glazed tile finishes is not important in defining, maintaining or supporting the character of the area.

Linkages

The Glen Road Pedestrian Tunnel is physically, functionally, visually, and historically linked to its surroundings. It is located at its original site and maintains important historical and functional connections under Bloor Street.

Landmark

The Glen Road Pedestrian Tunnel is a familiar structure to the many pedestrians who cross through each day; however, it is not a physical or symbolic landmark.

5.3 Summary of Cultural Heritage Value

5.3.1 Glen Road Pedestrian Bridge

It is determined through the application of the “Criteria for Determining Cultural Heritage Value or Interest” under Ontario Regulation 9/06 that the Glen Road Pedestrian Bridge is of cultural heritage value for contextual reasons.

Statement of Cultural Heritage Value

Bridges have played a critical role in the settlement and development of the Rosedale area of the City of Toronto. The existing Glen Road Pedestrian Bridge is the third known structure to provide access to South Rosedale at this location. The continued use of the bridge crossing attests to the importance of the connection across the Rosedale Ravine at Glen Road. The bridge, officially renamed the Morley Callaghan Footbridge in 1992, commemorates the noted Canadian author. The City of Toronto undertook the construction of the existing three-span structure in 1973.

Albery, Pullerits, Dickson & Associates Ltd, a well-known consulting engineering firm based in Toronto, Ottawa and Sudbury, designed the bridge on behalf of the municipality. The Bridge & Tank Company of Canada Limited, a prolific bridge building company supplied the steel.

The Glen Road Pedestrian Bridge is a rare example of a steel rigid frame bridge with inclined legs within the City of Toronto. Steel rigid frame structures with inclined legs were well suited to for river and valley crossings as the angled piers straddled the crossing effectively. The elegant design of this bridge with slender deck, inclined frame sides or “legs” and no intermediate supports is aesthetically pleasing. Few examples of this bridge type have been identified within the province and no other examples have been located to date within Toronto. The bridge has undergone some modifications but retains its original design character. The bridge is a physical and symbolic landmark within the community and acts a gateway to the historic Rosedale community.

Residential buildings along Glen Road to the north and the south of the bridge have been designated under the OHA. It continues to provide vital linkages across the Rosedale Ravine, is a well-known and familiar structure and plays an active role in community life. Views are afforded from the bridge over Rosedale Valley Road and to the structure from the roadway.

Description of Heritage Attributes

Heritage attributes, i.e., character defining elements, of the Glen Road Pedestrian Bridge include, but are not limited to the following details.

Contextual Attributes:

- Tunnel under Bloor Street East providing access to Glen Road, Howard Street and the TTC Bloor-Danforth Subway.
- Stair access to the north and south sides of Bloor Street East.
- Toronto Historical Board plaque to Morley Callaghan located in a planted area at the north end of the bridge.
- Metal fencing at the northeast corner of the bridge and rubble walls at the south end of the bridge.
- Views to and from the bridge.

Design Attributes:

- Three-span, steel rigid frame structure with constructed out of weathering steel components.
- Variable depth girders and tapers inclined legs and no intermediate supports over the valley.
- Attractive arch shape over Rosedale Valley Road.
- Slender deck.
- Timber deck.
- Open panel metal handrail system and lighting.

5.3.2 Glen Road Pedestrian Tunnel

It is determined through the application of the “Criteria for Determining Cultural Heritage Value or Interest” under Ontario Regulation 9/06 that the Glen Road Pedestrian Tunnel is of cultural heritage value for contextual reasons.

Statement of Cultural Heritage Value

A grade separation structure has provided access under Bloor Street at Glen Road since the Bloor Viaduct (Prince Edward Viaduct) was completed in 1918. It was converted to pedestrian use only in 1951 after the Glen Road Bridge was closed to vehicular traffic. The existing tunnel was built in 1964 during the construction of the Bloor-Danforth Subway. The Glen Road Pedestrian Tunnel continues to provide important linkages under Bloor Street, which gives access via the Glen Road Pedestrian Bridge to the South Rosedale community.

The structure has undergone few modifications and exhibits its original form and design character. The Glen Road Pedestrian Tunnel is situated in a historical precinct with several residential buildings along Glen Road to the south of the tunnel designated under Part IV the OHA. The South Rosedale Heritage Conservation District, which is designated under Part V of the OHA, encompasses the area to the north of the tunnel and includes the Glen Road Pedestrian Bridge.

Description of Heritage Attributes

Heritage attributes, i.e., character defining elements, of the Glen Road Pedestrian Tunnel include, but are not limited to the following details.

Contextual Attributes:

- Tunnel access under Bloor Street.
- Stair access to the north and south sides of Bloor Street East.
- Glen Road Pedestrian Bridge.

Design Attributes:

- No design attributes are identified for the Glen Road Pedestrian Tunnel.

6.0 RECOMMENDATIONS

This CHER has determined through the application of the “Criteria for Determining Cultural Heritage Value or Interest” under Ontario Regulation 9/06 that the Glen Road Pedestrian Bridge in the City of Toronto is of cultural heritage value or interest due to its design or physical value, historical or associative value and contextual value (*see Section 5.3.1 Statement of Cultural Heritage Value and 5.3.2 Heritage Attributes*) and is worthy of designation under Part IV of the OHA.

Furthermore, this CHER has determined through the application of the “Criteria for Determining Cultural Heritage Value or Interest” under Ontario Regulation 9/06 that the Glen Road Pedestrian Tunnel in the City of Toronto is of cultural heritage value or interest due to its contextual value (*see Section 5.3.1 Statement of Cultural Heritage Value and 5.3.2 Heritage Attributes*). As a result of the limited scope of its cultural heritage value, it is recommended the Glen Road Pedestrian Tunnel not be considered for designation under Part IV of the OHA. However, the cultural attributes of the tunnel, namely, the access under Bloor Street and the stair access to Bloor Street should be considered within the identified contextual attributes of the Glen Road Pedestrian Bridge.

The City of Toronto has initiated a Class Environmental Assessment Study (Class EA) to develop, identify and evaluate alternative options to address the deteriorated condition of the Glen Road Pedestrian Bridge, Structure Id 249. The study is being conducted in accordance with Municipal Class Environmental Assessment (October 2000, as amended 2007 and 2011) as a Schedule ‘C’ project. The City of Toronto is proposing to rehabilitate the existing bridge or to replace the existing bridge with a new structure at the same site or a new location. Any work undertaken at the bridge site has the potential to impact the Glen Road Pedestrian Tunnel, Structure Id 288, situated within the study area at the south end of the bridge.

Given the identified cultural heritage value of the Glen Road Pedestrian Bridge, it is recommended a Heritage Impact Assessment (HIA) be undertaken in accordance with the *City of Toronto Heritage Impact Statement Terms of Reference* (Updated August 2011).

The intent of the HIA is to assess the impacts of the proposed bridge rehabilitation/replacement project and to develop mitigation strategies to preserve the identified heritage attributes of the existing bridge. A qualified heritage consultant who is in good standing with Canadian Association of Heritage Professionals (CAHP) will undertake the work. The Ministry of Tourism, Culture and Sport's *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006) should be consulted as part of the HIA process.

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S 1-901A: Glen Rd., bridge between Howard St. & Dale Ave., looking s. from Dale Ave., February 1951.

S 1-901B: Glen Rd., bridge between Howard St. & Dale Ave., looking s. under Bloor St. E. February 1951.

S 1-901C: Glen Rd., bridge between Howard St. & Dale Ave., looking s. to Bloor St. E. February 1951.

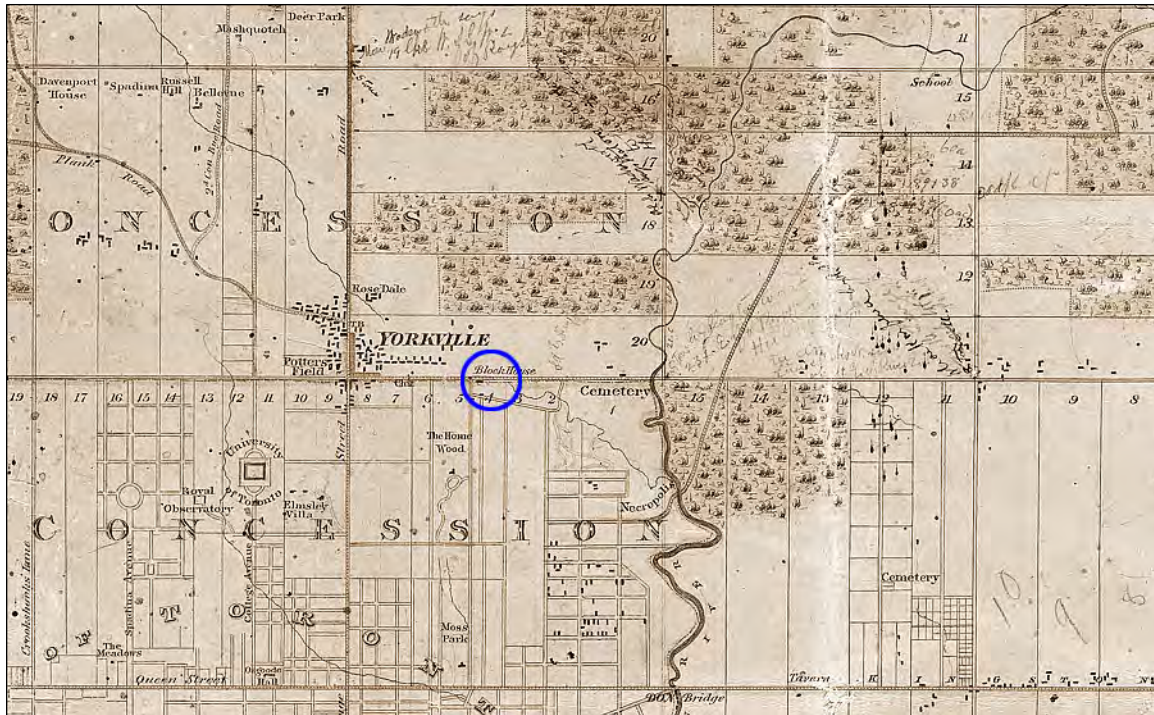
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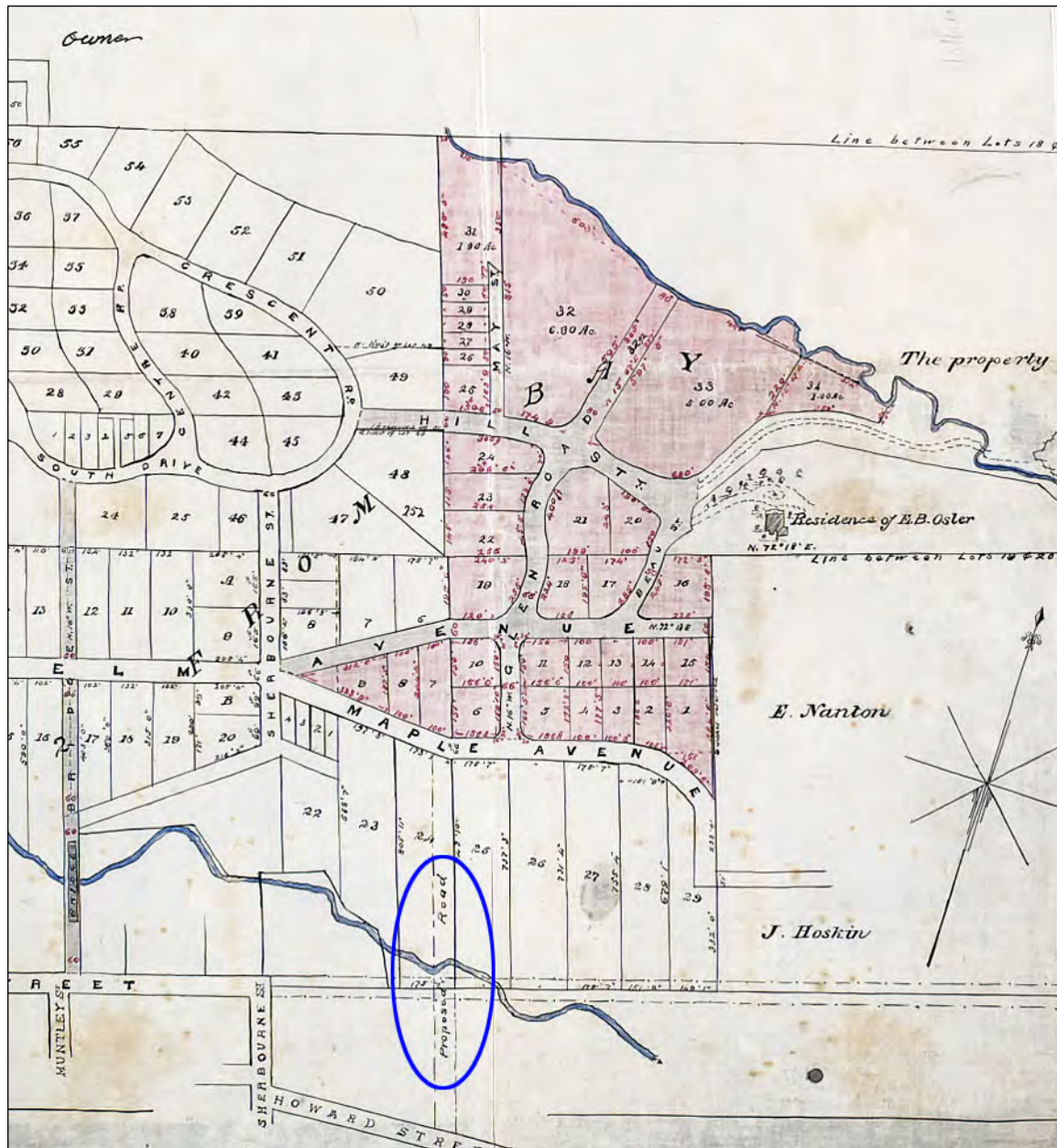
APPENDIX A:
Historical Maps, Photographs
and Drawings



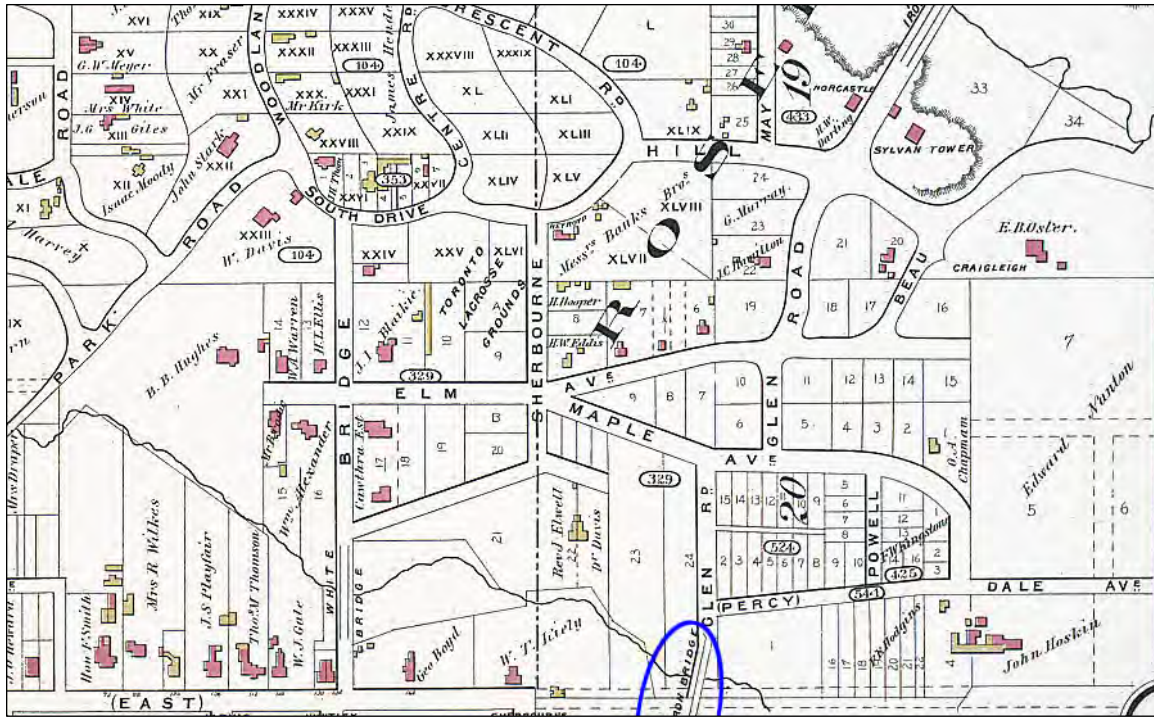
Browne's map (1851) depicts the layout of lots in the City of Toronto (south) and the Township of York (north). The blue circle marks the site of the future Glen Road Bridge.

P.A. Gross' Bird's-Eye view of the City of Toronto (1876) shows the Rosedale Ravine and recently laid out Rosedale neighbourhood. The blue circle marks the site of the future Glen Road Bridge.



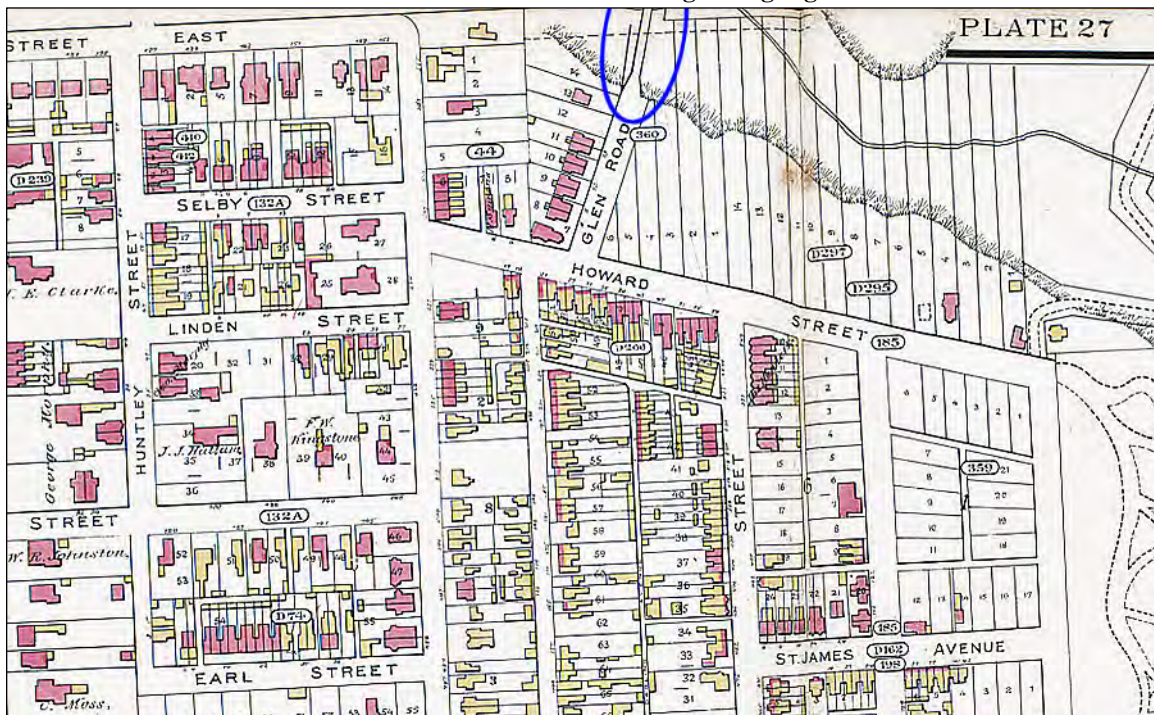


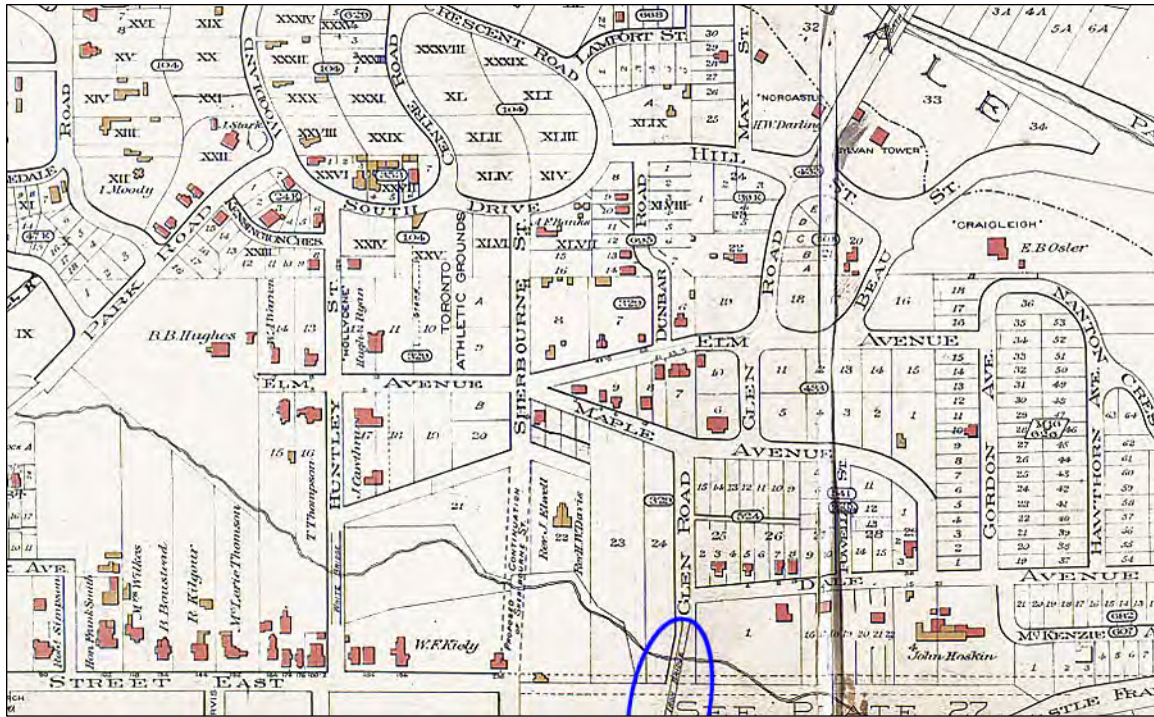
The blue oval highlights a proposed road over the Rosedale Ravine between Howard Street and Maple Avenue on a Plan of Part of Rosedale in the Township of York, property of E.J. Jarvis (November 6, 1877). The route was later designated Glen Road.



Goad's Atlas, Plate 31 (1884) notes an iron bridge on Glen Road over the Rosedale Ravine. The location of the Glen Road Bridge is highlighted in blue.

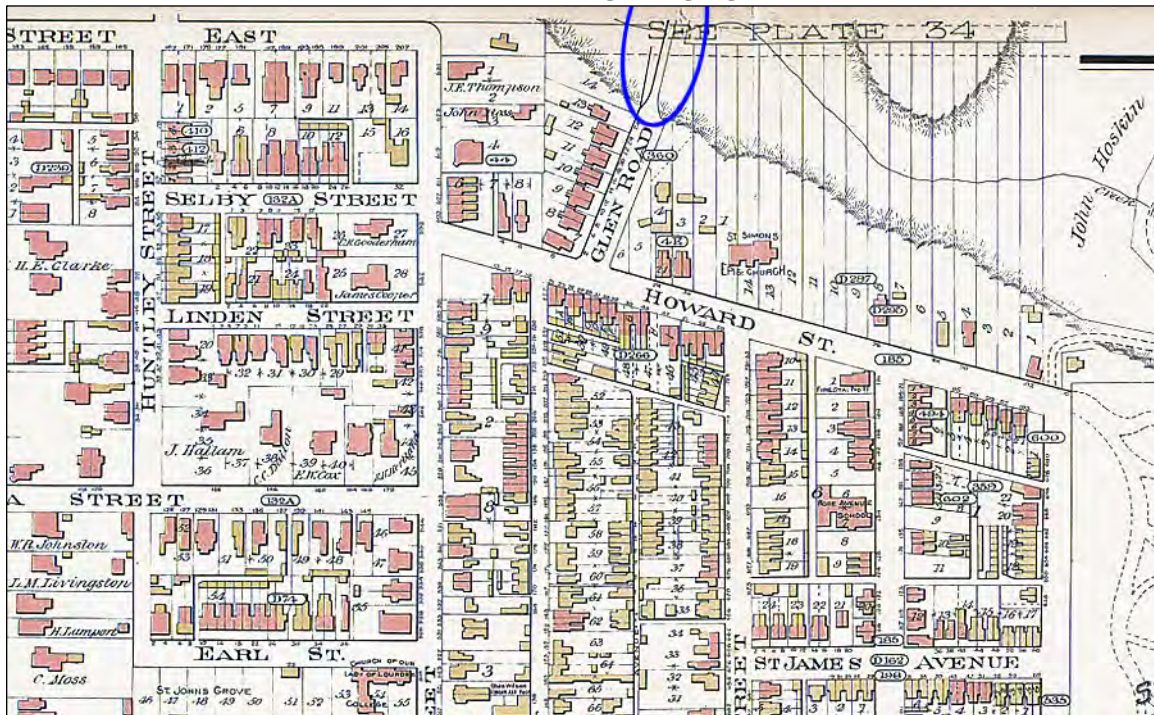
Goad's Atlas, Plate 27 (1884) shows residential development on the west side of Glen Road to the north of Howard Street. The location of the Glen Road Bridge is highlighted in blue.

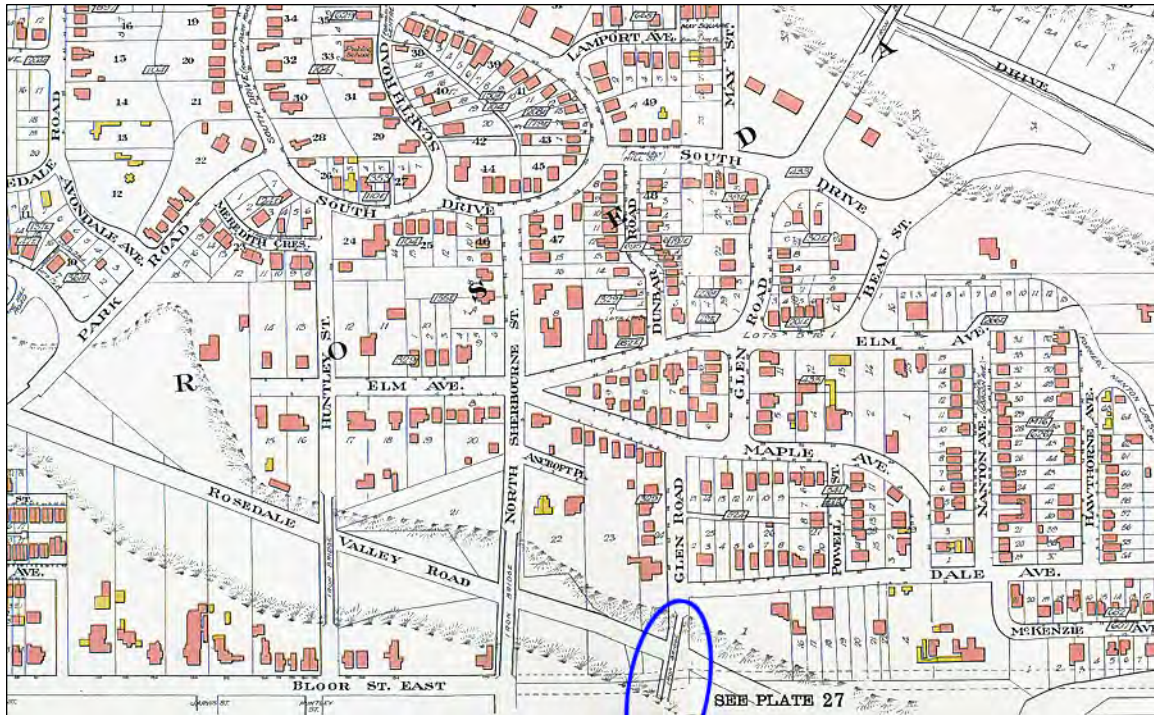




Goad's Atlas, Plate 34 (1890) indicates some residential development has occurred along Dale Avenue to the north of the Glen Road Bridge. The Glen Road Bridge location is highlighted in blue.

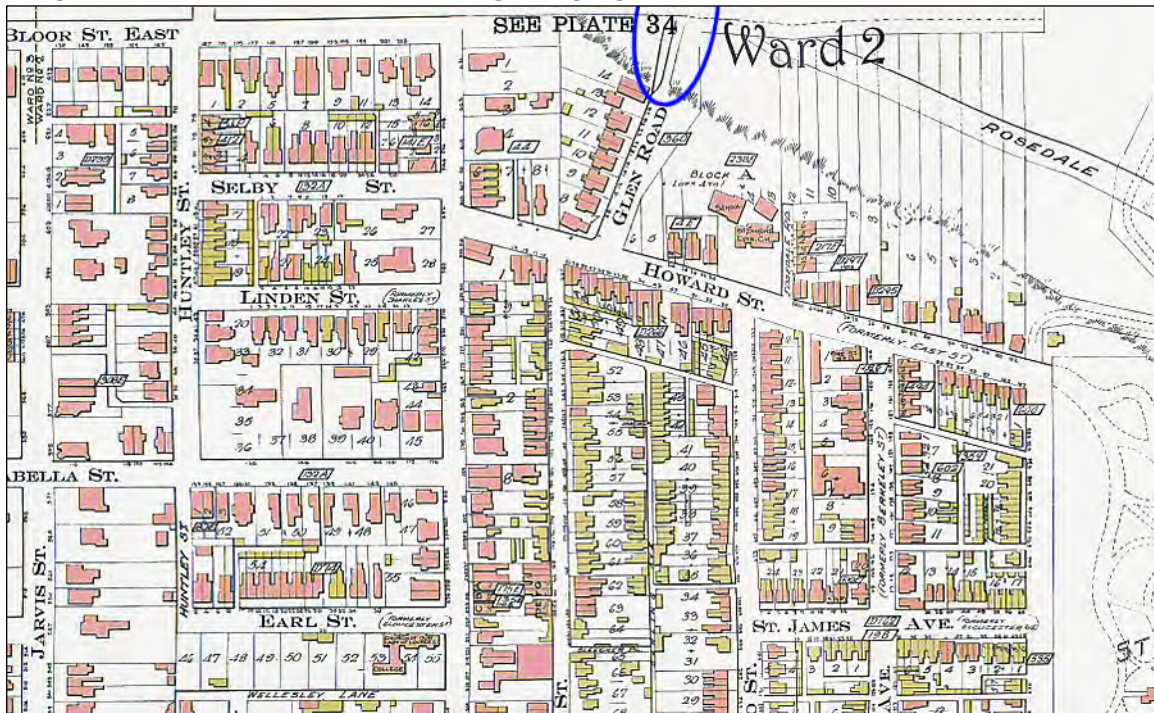
Goad's Atlas, Plate 27 (1890) depicts further construction along Glen Road to the south of the Rosedale Ravine. The location of the Glen Road Bridge is highlighted in blue.

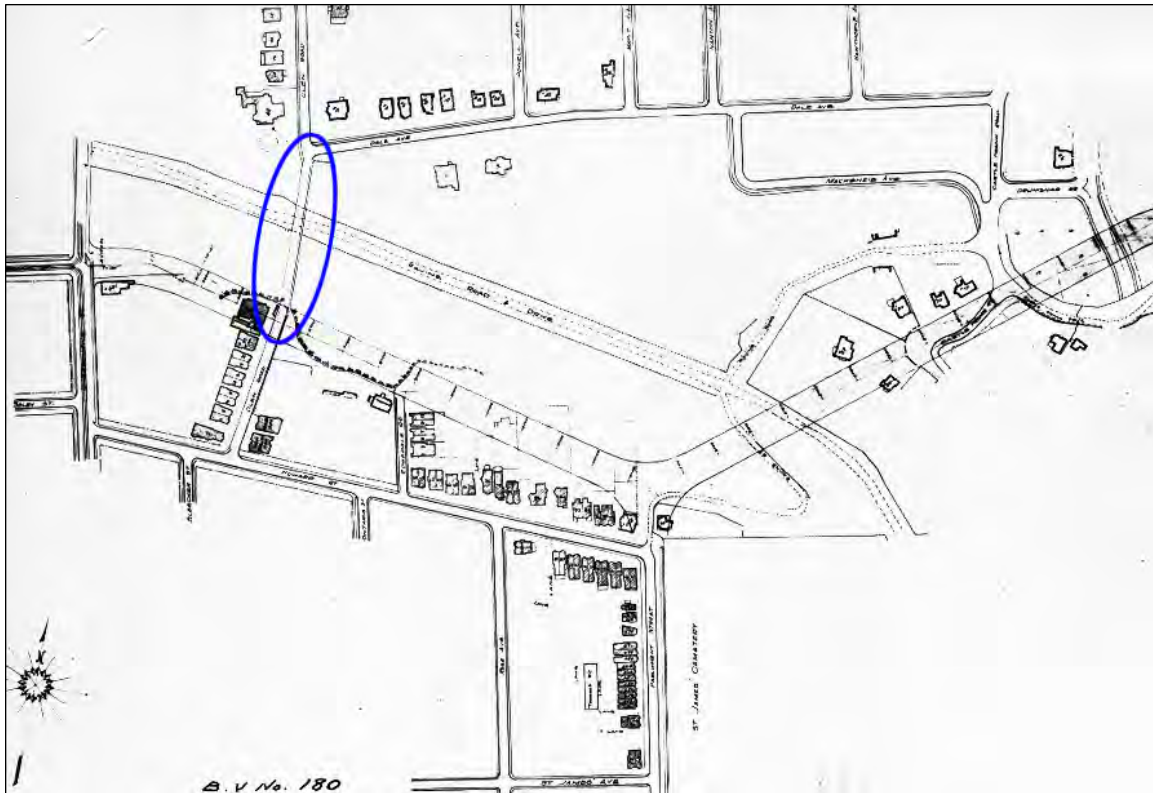




Goad's Atlas, Plate 34 (1910) illustrates the South Rosedale neighbourhood to the north of Bloor Street. The location of the Glen Road Bridge is highlighted in blue.

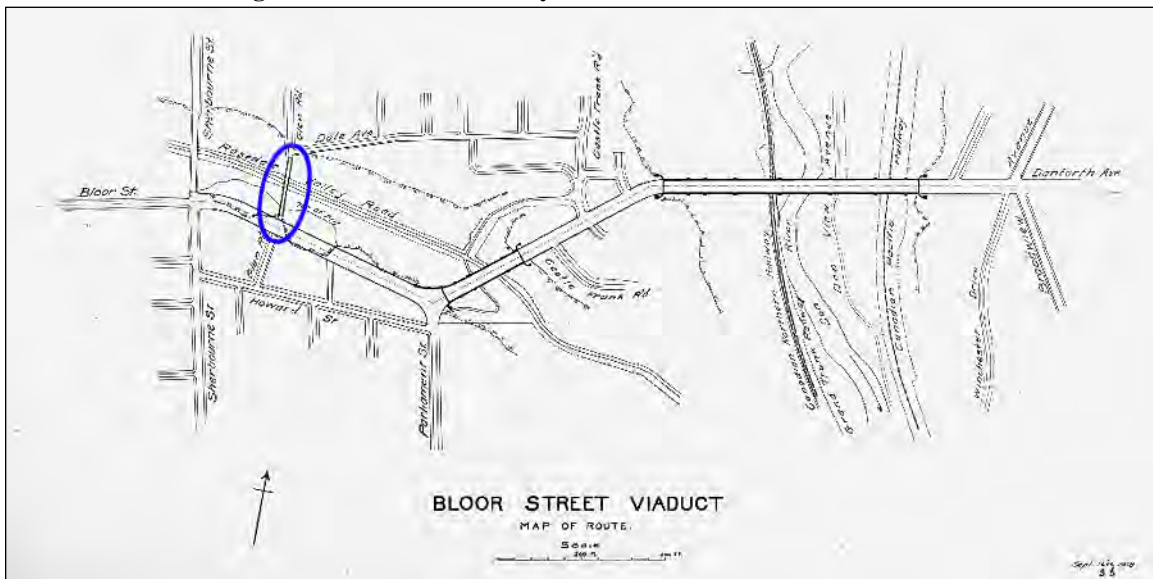
Goad's Atlas, Plate 27 (1910) shows a dense urban environment to the south of the Glen Road Bridge. The location of the Glen Road Bridge is highlighted in blue.

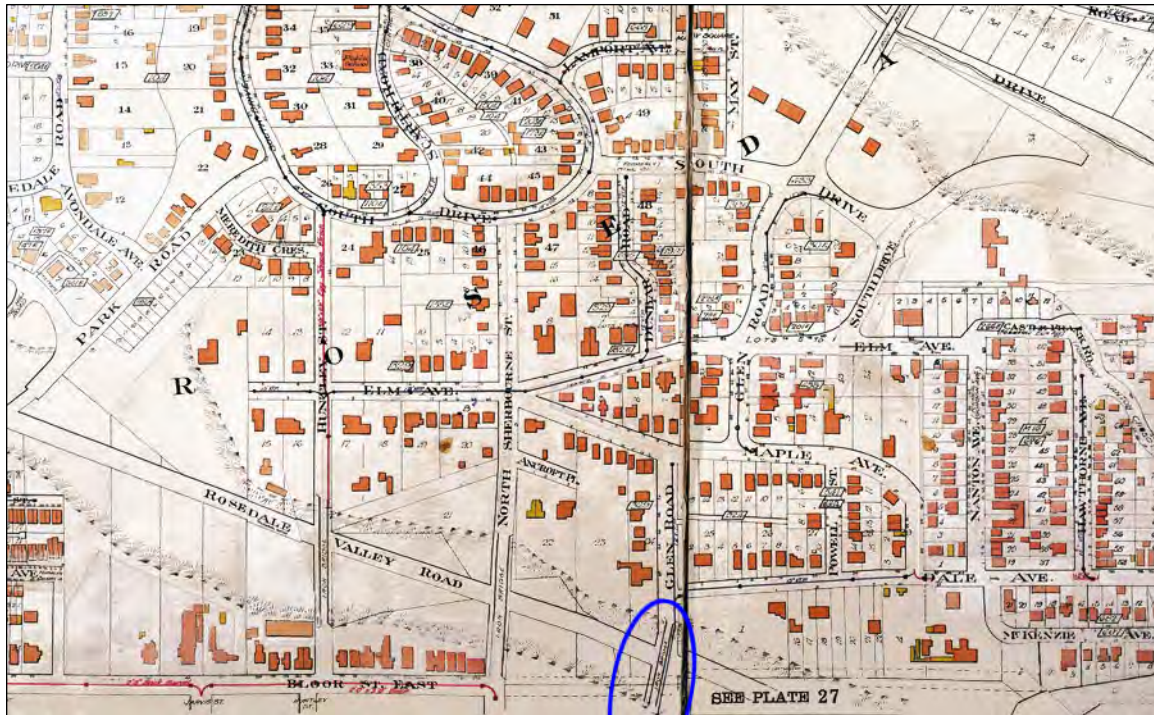




In the first part of the 20th century the City of Toronto developed a plan for the extension of Bloor Street over the Don Valley (CTA, Fonds 200, Series 372, Subseries 10, Item 180, June 4, 1913). The blue oval highlights the location of the Glen Road Bridge and Glen Road Subway.

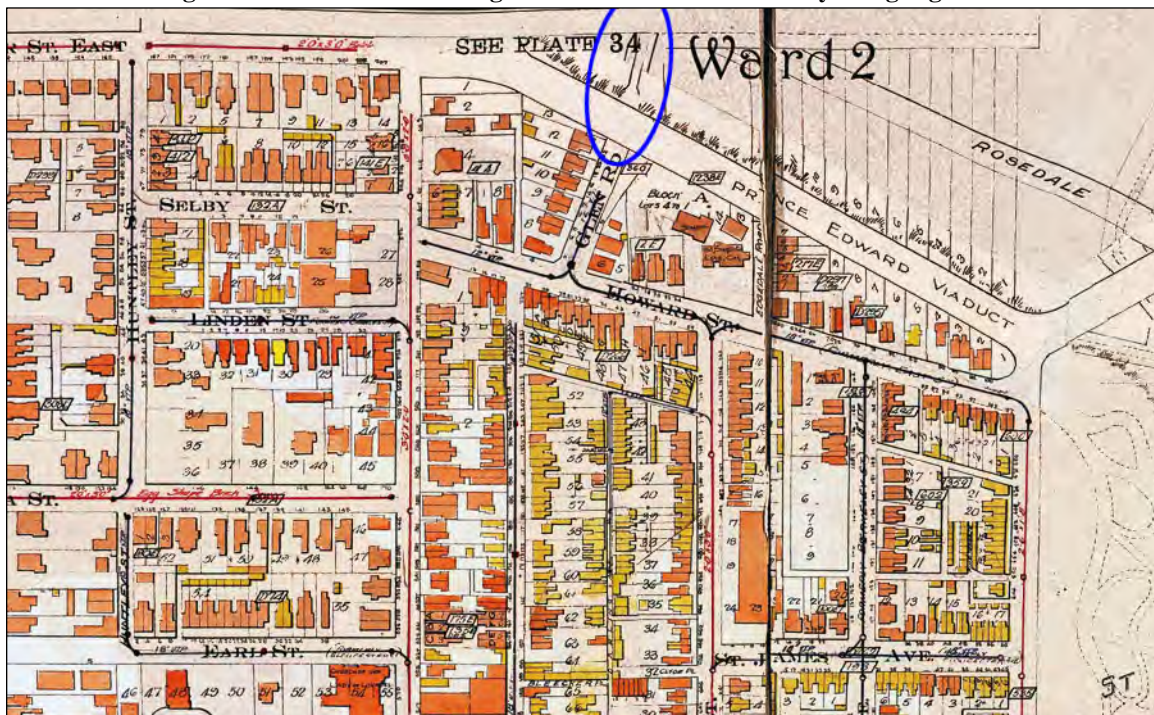
A Map of Bloor Viaduct Route shows the Bloor section along the south of the Rosedale Ravine (CTA, Fonds 200, Series 372, Subseries 10, Item 878, December 1918). The blue oval highlights the location of the Glen Road Bridge and Glen Road Subway.





Goad's Atlas, Plate 34 (1924) shows South Rosedale as a well-developed residential neighbourhood. The location of the Glen Road Bridge is highlighted in blue.

Goad's Atlas, Plate 27 (1924) depicts the completed extension of Bloor Street in the vicinity of the Glen Road Bridge. The location of the bridge and the Glen Road Subway is highlighted in blue.





A view north to Dale Avenue depicts the deck of the South Glen Road Bridge [CTA, Fonds 1478, Item 1, no date, between 1885 and 1895].

A view along Rosedale Valley Road shows the Glen Road Bridge (1st) just north of Bloor Street [CTA, Fonds 1231, Item 1965, April 26, 1915].





A view north across the Glen Road Bridge illustrates the wood sidewalks, the lattice railings and the pendant style street lighting [CTA, Fonds 200, Series 372, Subseries 10, Item 79, March 14, 1913].



A view south from the Glen Road Bridge towards Howard Street records the conditions prior to the extension of Bloor Street [CTA, Fonds 200, Series 372, Subseries 10, Item 78, March 14, 1913].



A view north along Glen Road indicates construction has commenced on the grade separation structure at Bloor Street [CTA, Fonds 200, Series 372, Subseries 10, Item 3038, August 20, 1918].



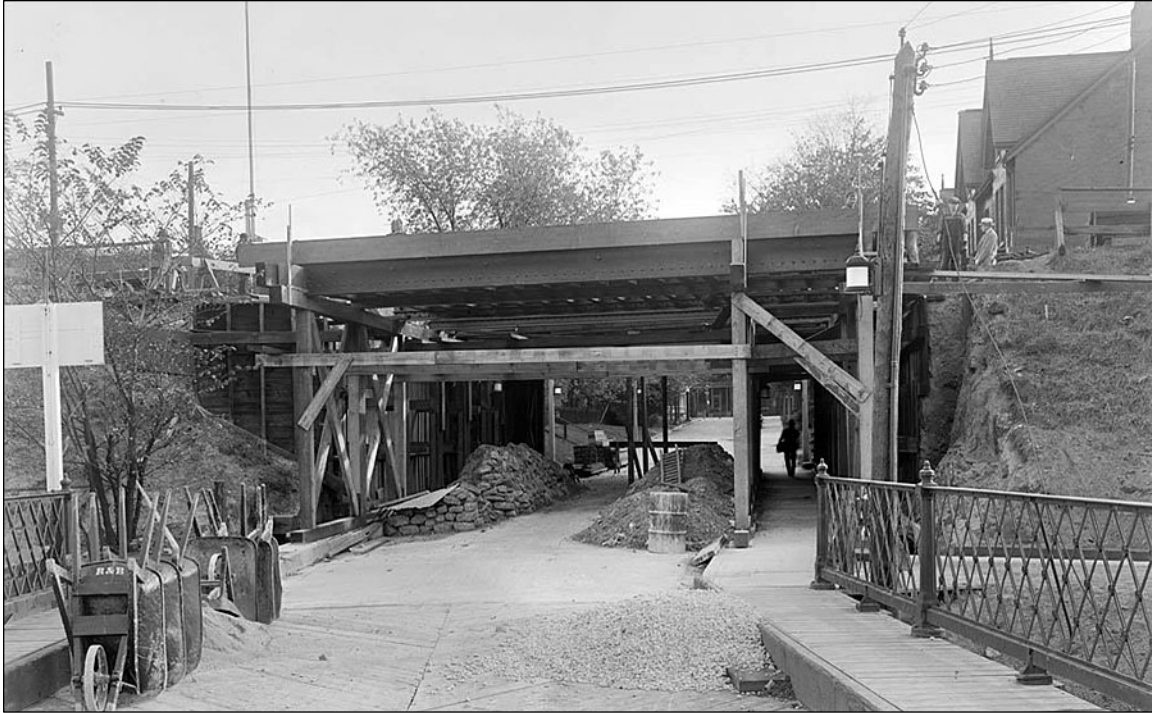
A view south from the Glen Road Bridge depicts the Glen Road Subway at Bloor Street [CTA, Fonds 200, Series 372, Subseries 10, Item 874, November 20, 1918].



A view west towards Sherbourne Street shows the Glen Road Subway under construction [CTA, Fonds 200, Series 372, Subseries 10, Item 875, November 20, 1918].



A wood deck is visible on Bloor Street at the Glen Road Subway. Note the streetcar tracks are located on the south side of the roadway [CTA, Fonds 16, Series 71, Item 8877, September 19, 1931].



The Glen Road Subway was widened with an extension to north in 1931 [CTA, Fonds 200, Series 372, Subseries 84, Item 590, October 13, 1931].



As part of the work in 1931 the streetcar tracks were moved to the centre of the Bloor Street [CTA, Fonds 200, Series 372, Subseries 84, Item 592, October 13, 1931].



A view south across the Glen Road Bridge shows the barriers closing the roadway to vehicular traffic [TRL, Baldwin Collection, S 1-901C, J.V. Salmon, February 1951].



At the Glen Road Subway, the sidewalk to the west remains opens while the roadway is blocked [TRL, Baldwin Collection, S 1-901B, J.V. Salmon, February 1951].



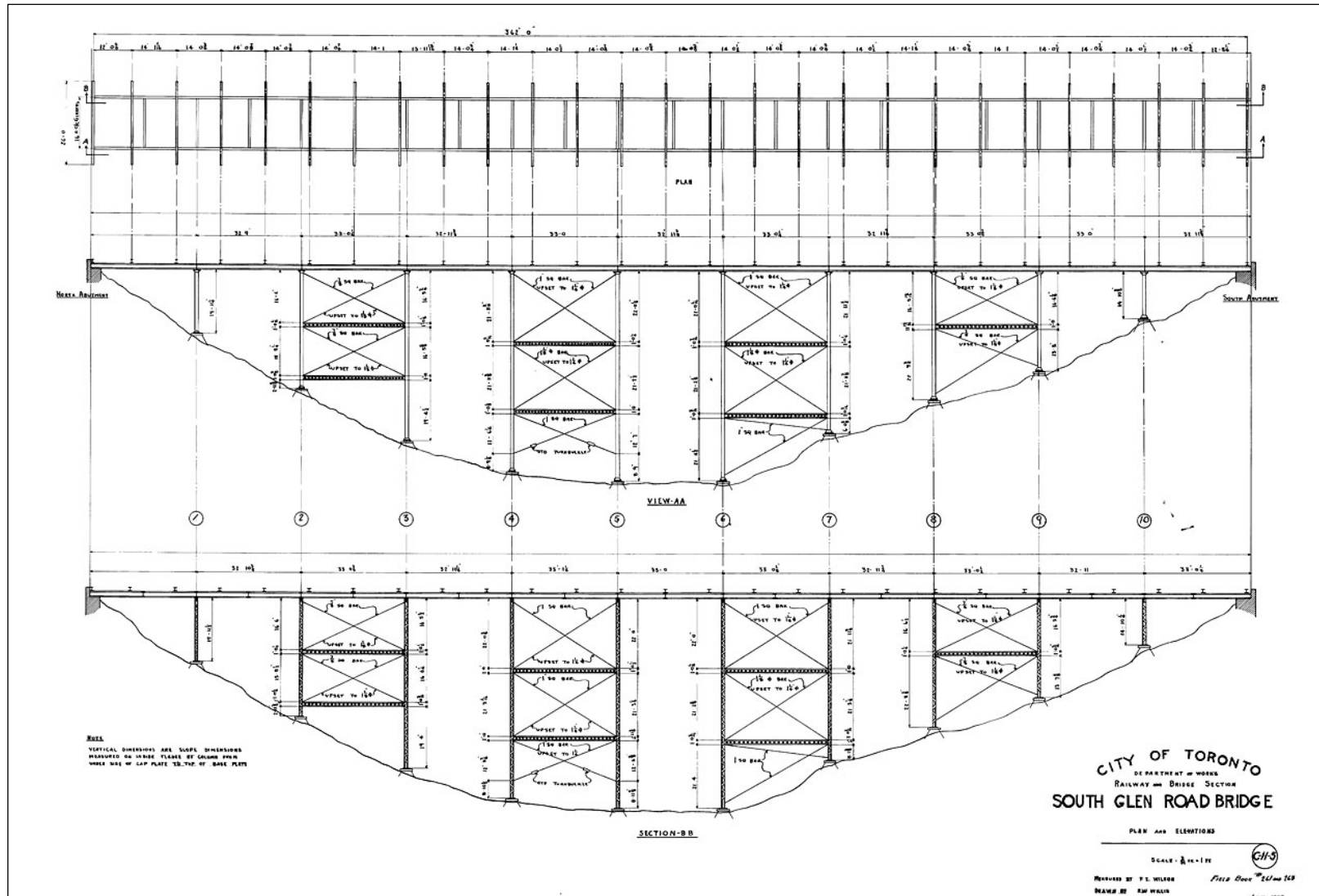
A view northeast from Bloor Street East depicts the Glen Road Bridge after it has been closed to vehicular traffic [TPL, Baldwin Collection, S 1-900, J.V. Salmon, 1952].



Construction is ongoing in this photograph of the Glen Road Pedestrian Tunnel [CTA, Fonds 16, Series 2161, File 425, May 4, 1964].



A view northwest indicates work on the Glen Road Pedestrian is nearing completion. Note the entry to the Sherbourne Station is to the left [CTA, Fonds 16, Series 2161, File 438, May 27, 1964].

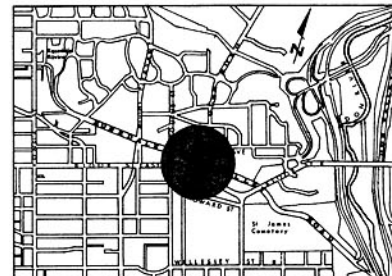


An 'As Built' drawing prepared by the City of Toronto in July 1929 depicts the former South Glen Road Bridge constructed for E. J. Jarvis in 1882.

CITY OF TORONTO DEPARTMENT OF PUBLIC WORKS GLEN ROAD SOUTH PEDESTRIAN BRIDGE OVER ROSEDALE VALLEY ROAD



CONTRACT N° 59510



DRAWING LIST

DRAWING NO.	TITLE
1	EXISTING BRIDGE DETAILS
2	GENERAL ARRANGEMENT
3	LAYOUT OF ABUTMENTS
4	ABUTMENT & BEARING SUPPORT DETAILS
5	BEARING DETAILS
6	LAYOUT OF STEEL GIRDERS
7	DETAILS OF STEEL GIRDERS
8	DECK, HANDRAIL, MISCELLANEOUS & ELECTRICAL DETAILS

**R. M. BREMNER, P. ENG., F. I. C. E.
COMMISSIONER OF PUBLIC WORKS
AND CITY ENGINEER CITY OF TORONTO**



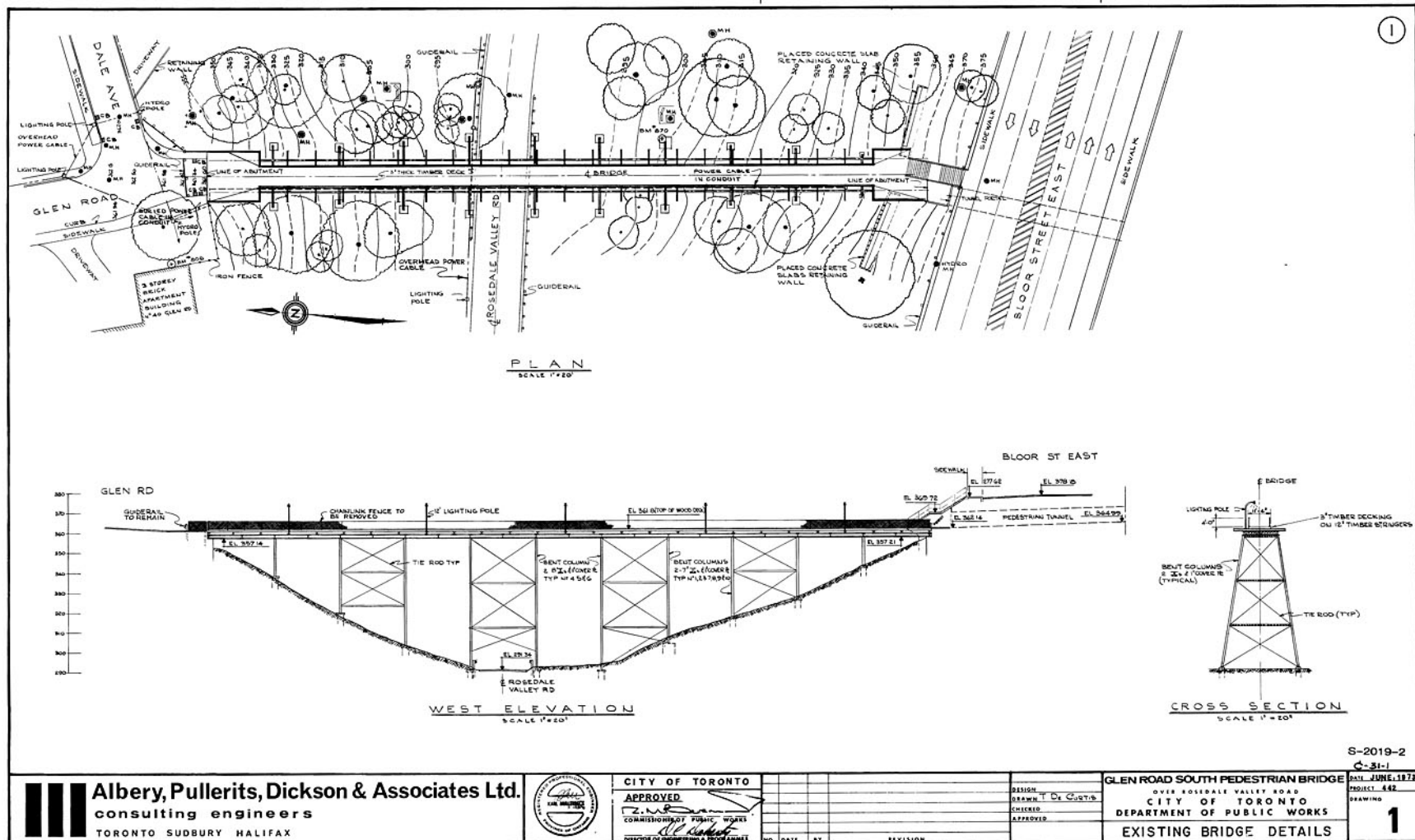
**ALBERY, PULLERITS, DICKSON
AND ASSOCIATES LIMITED**

CONSULTING ENGINEERS toronto : sudbury : halifax

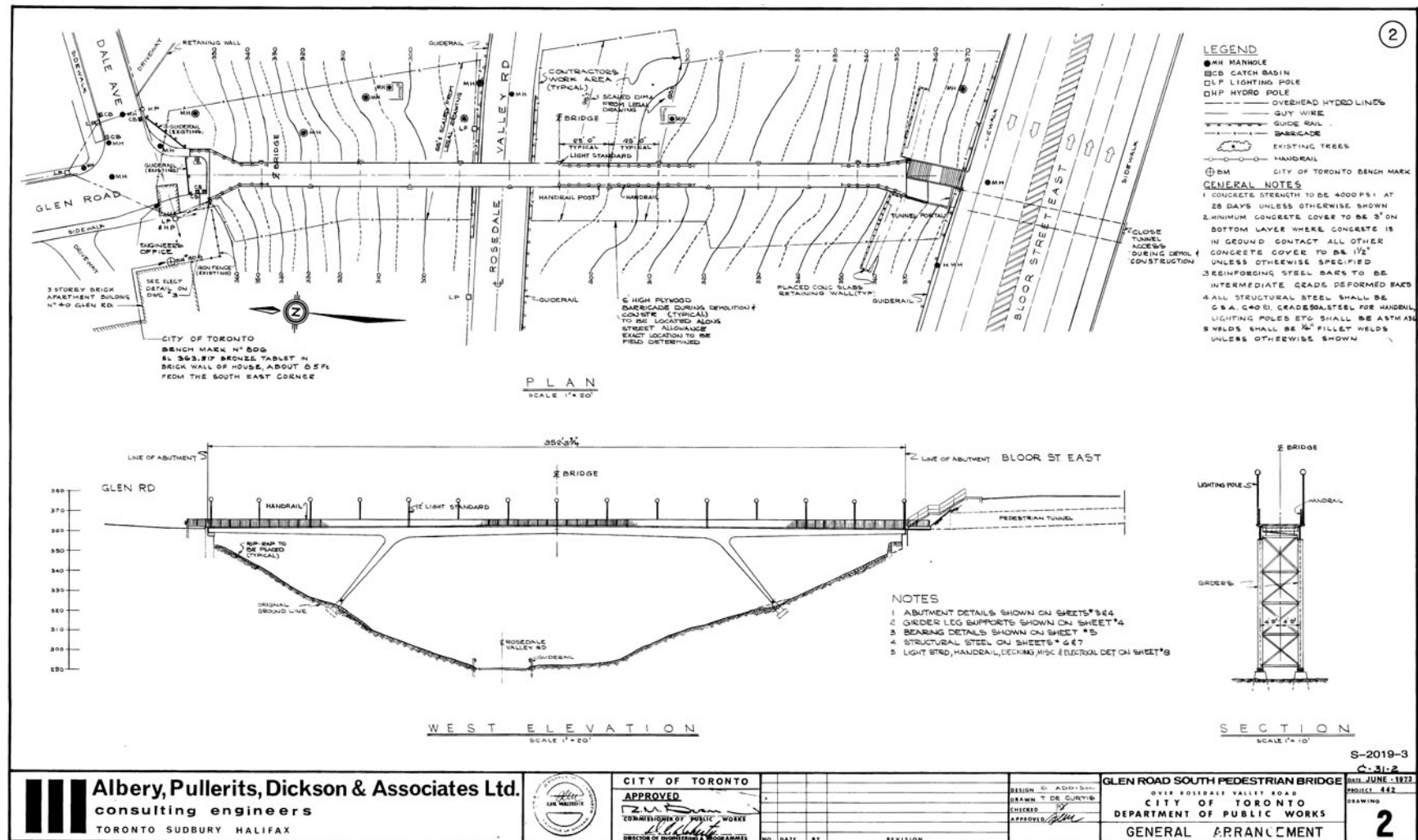
C-31-1

S-2019-1

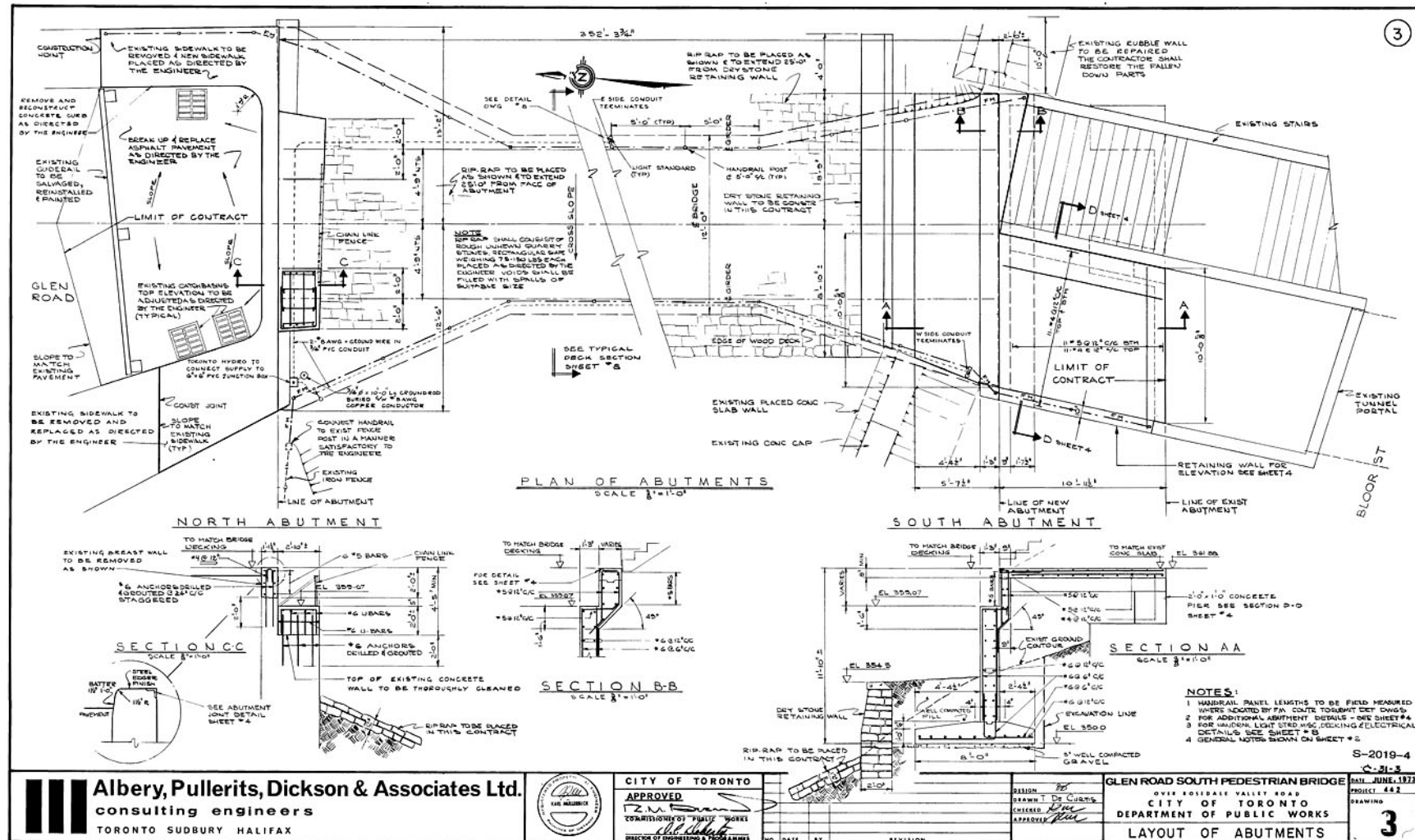
Albery, Pullerits, Dickson & Associates Ltd., Consulting Engineers prepared the design drawings for a new Glen Road South Pedestrian Bridge for the City of Toronto in 1973.



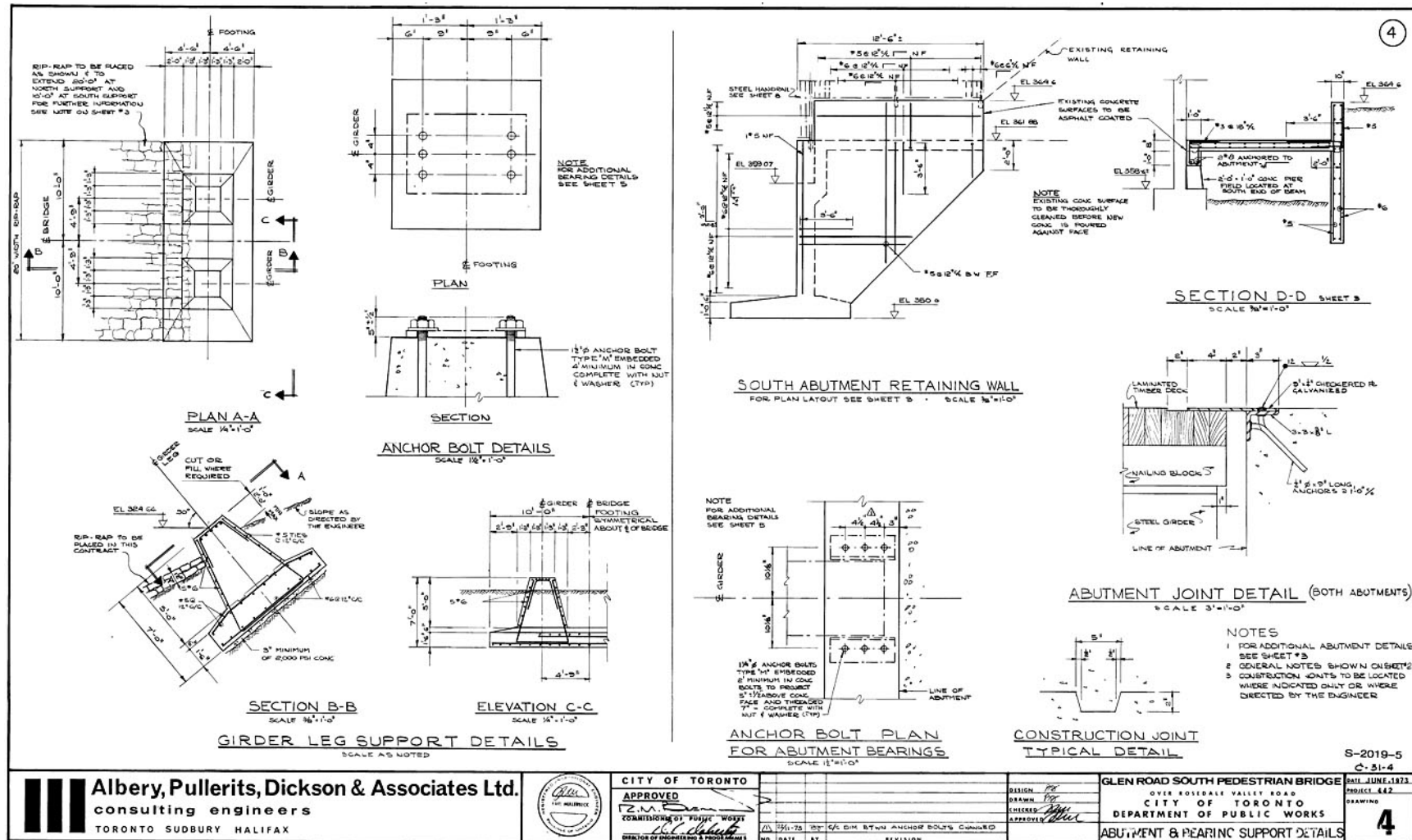
The Existing Bridge Details drawing (1973) included in the set of drawings for the new Glen Road Pedestrian Bridge confirms the 1882 bridge remained in use until it was replaced by the current bridge in 1973.



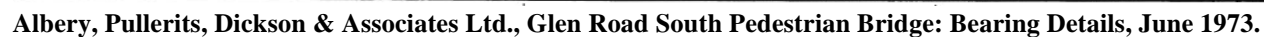
Albery, Pullerits, Dickson & Associates Ltd., Glen Road South Pedestrian Bridge: General Arrangement, June 1973.

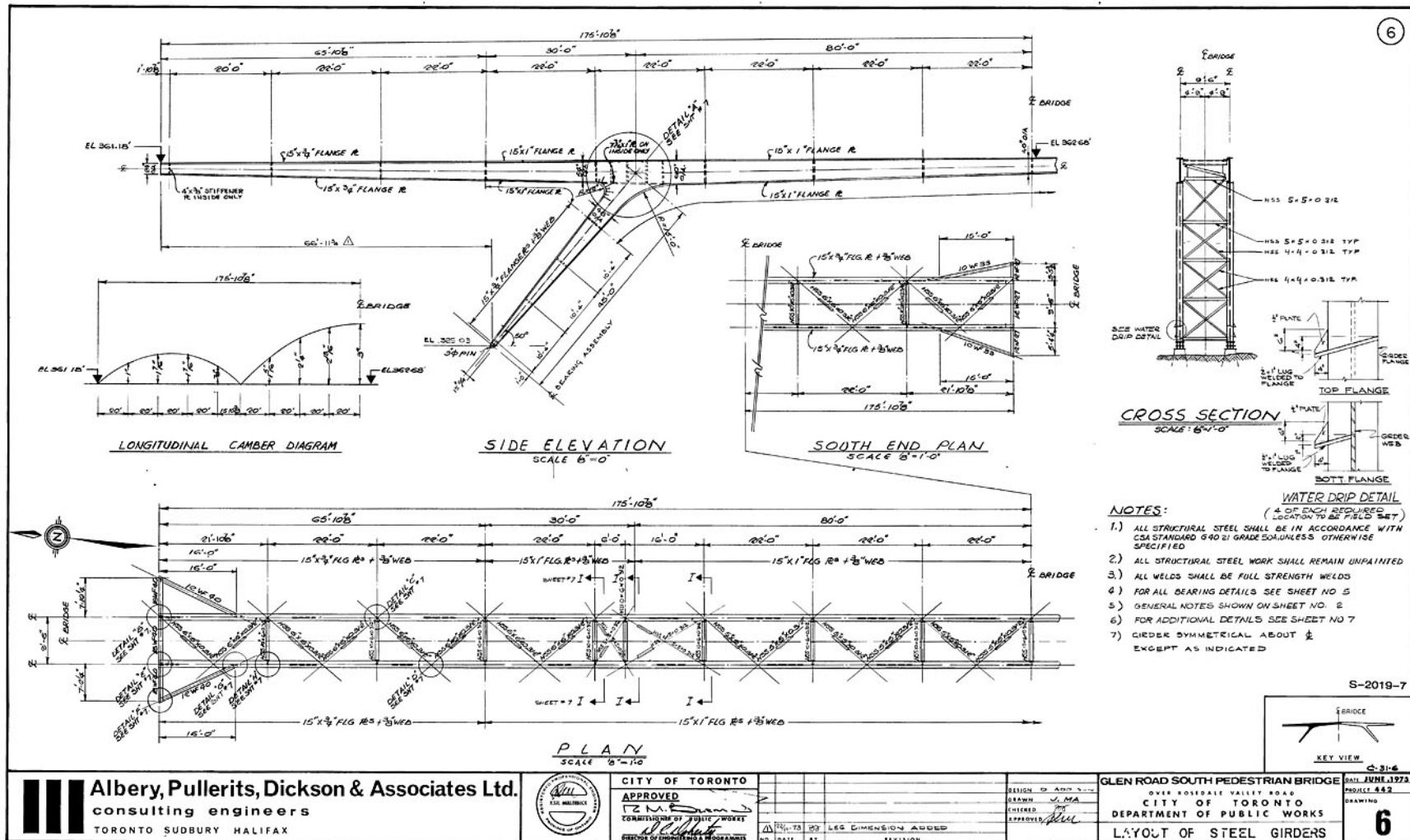


Albery, Pullerits, Dickson & Associates Ltd., Glen Road South Pedestrian Bridge: Layout of Abutments, June 1973.



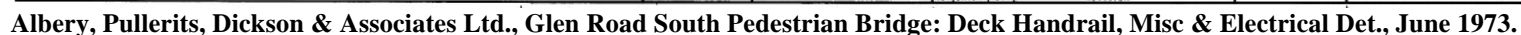
Albery, Pullerits, Dickson & Associates Ltd., Glen Road South Pedestrian Bridge: Abutment & Bearing Support Details, June 1973.





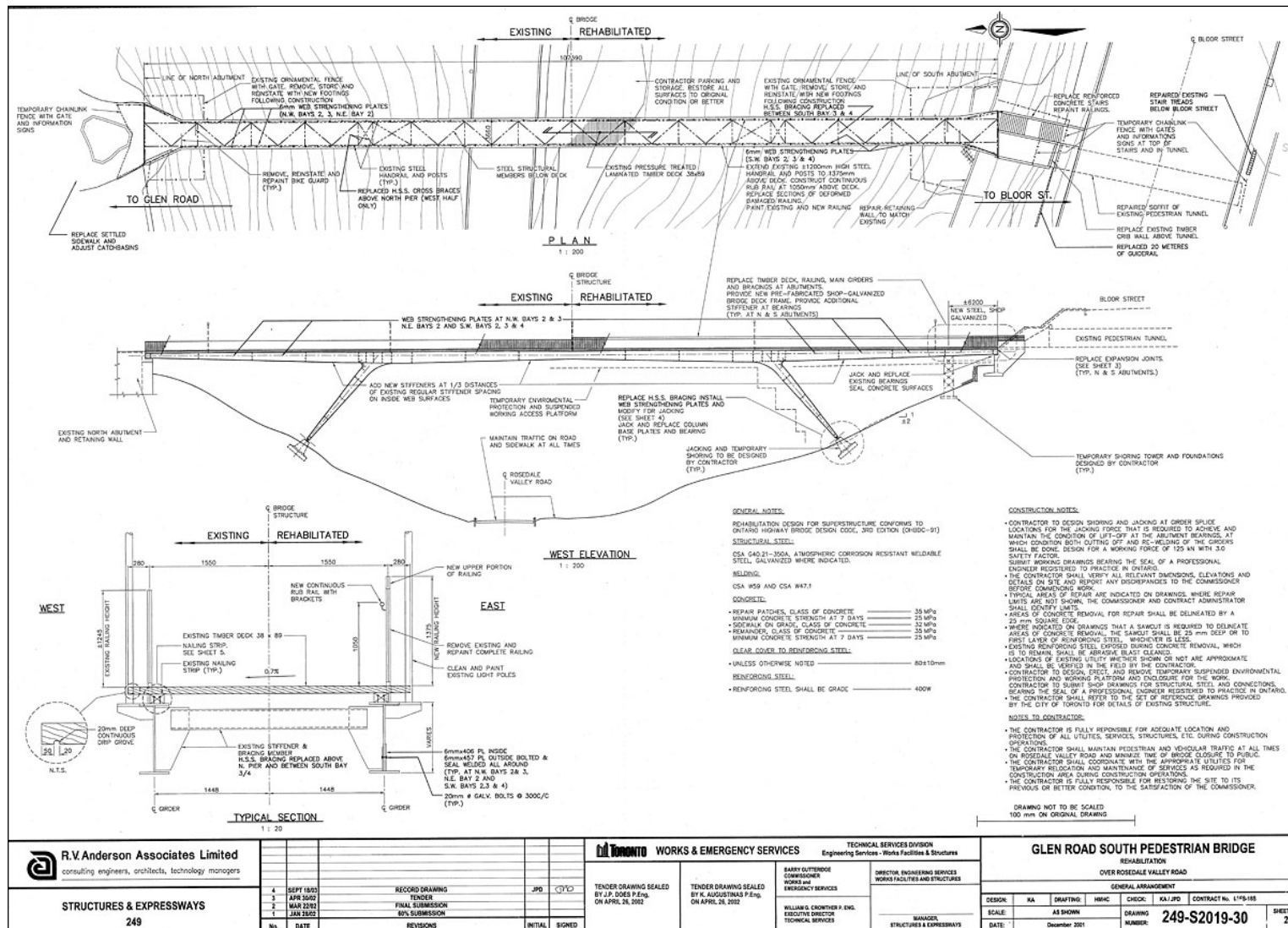
Albery, Pullerits, Dickson & Associates Ltd., Glen Road South Pedestrian Bridge: Layout of Steel Girders, June 1973.



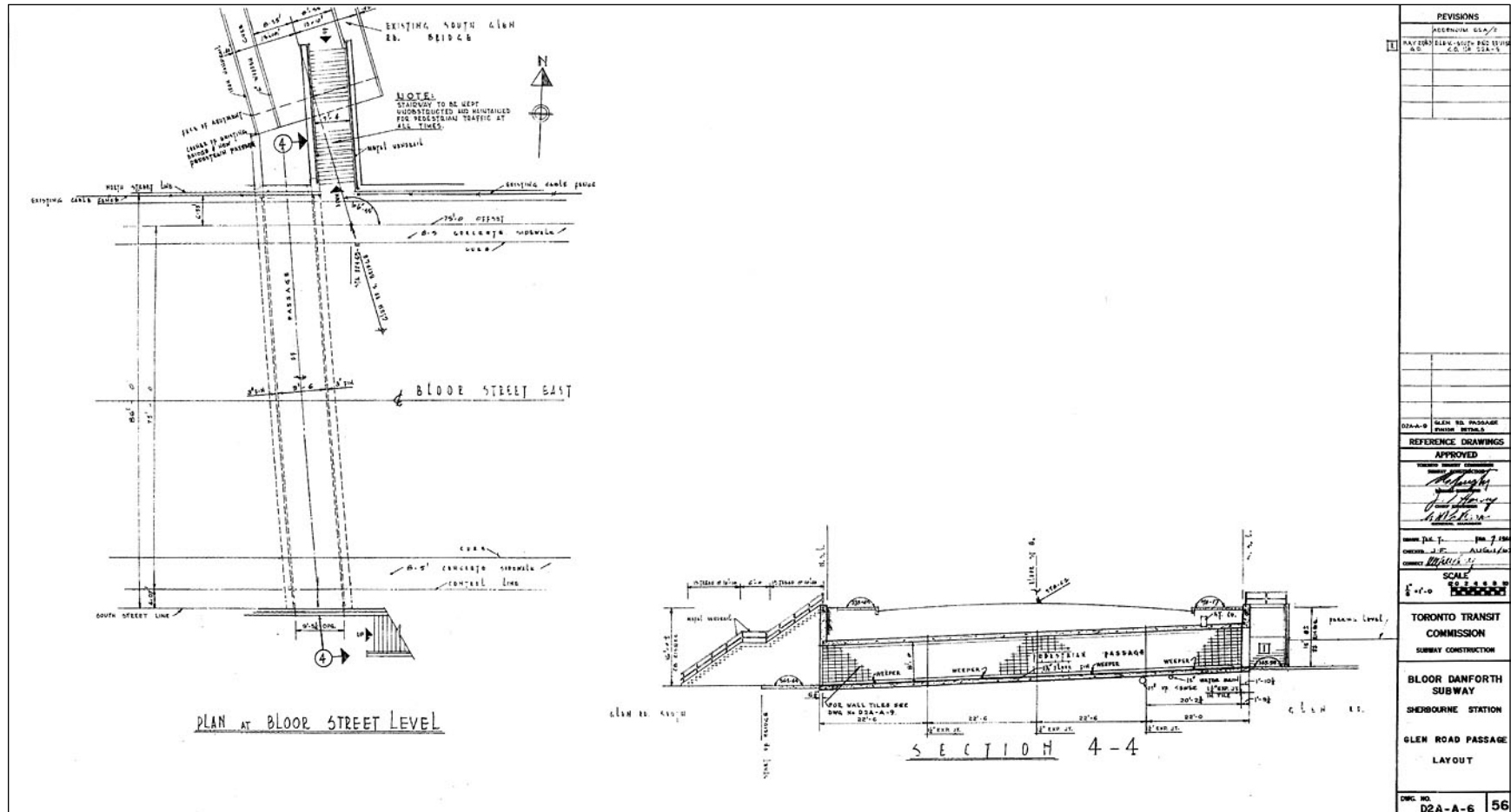


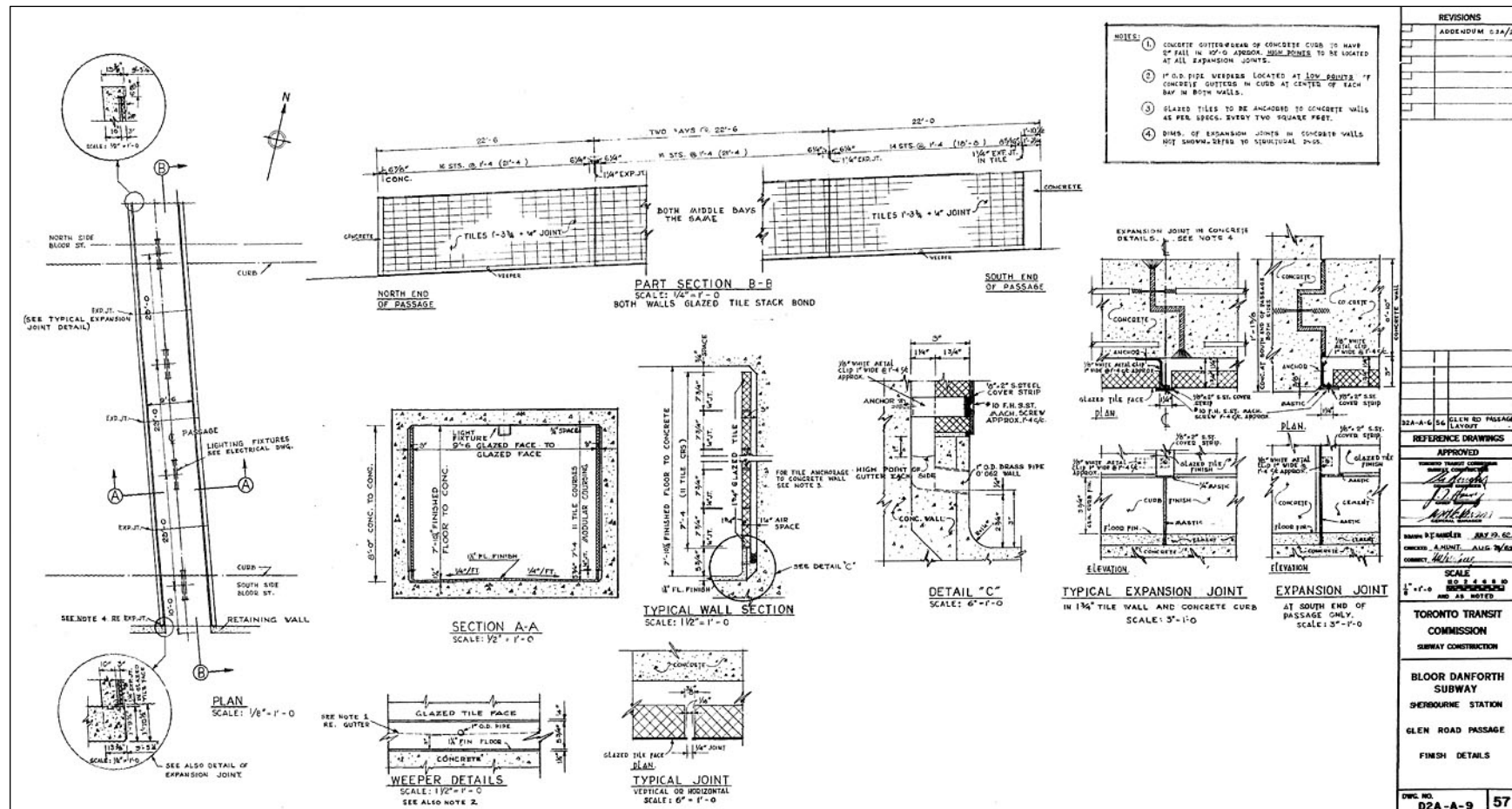
Cultural Heritage Evaluation Report
Glen Road Pedestrian Bridge and Glen Road Pedestrian Tunnel
Class Environmental Assessment Study, Glen Road between
Bloor Street East and Dale Avenue, City of Toronto, Ontario

Appendix A

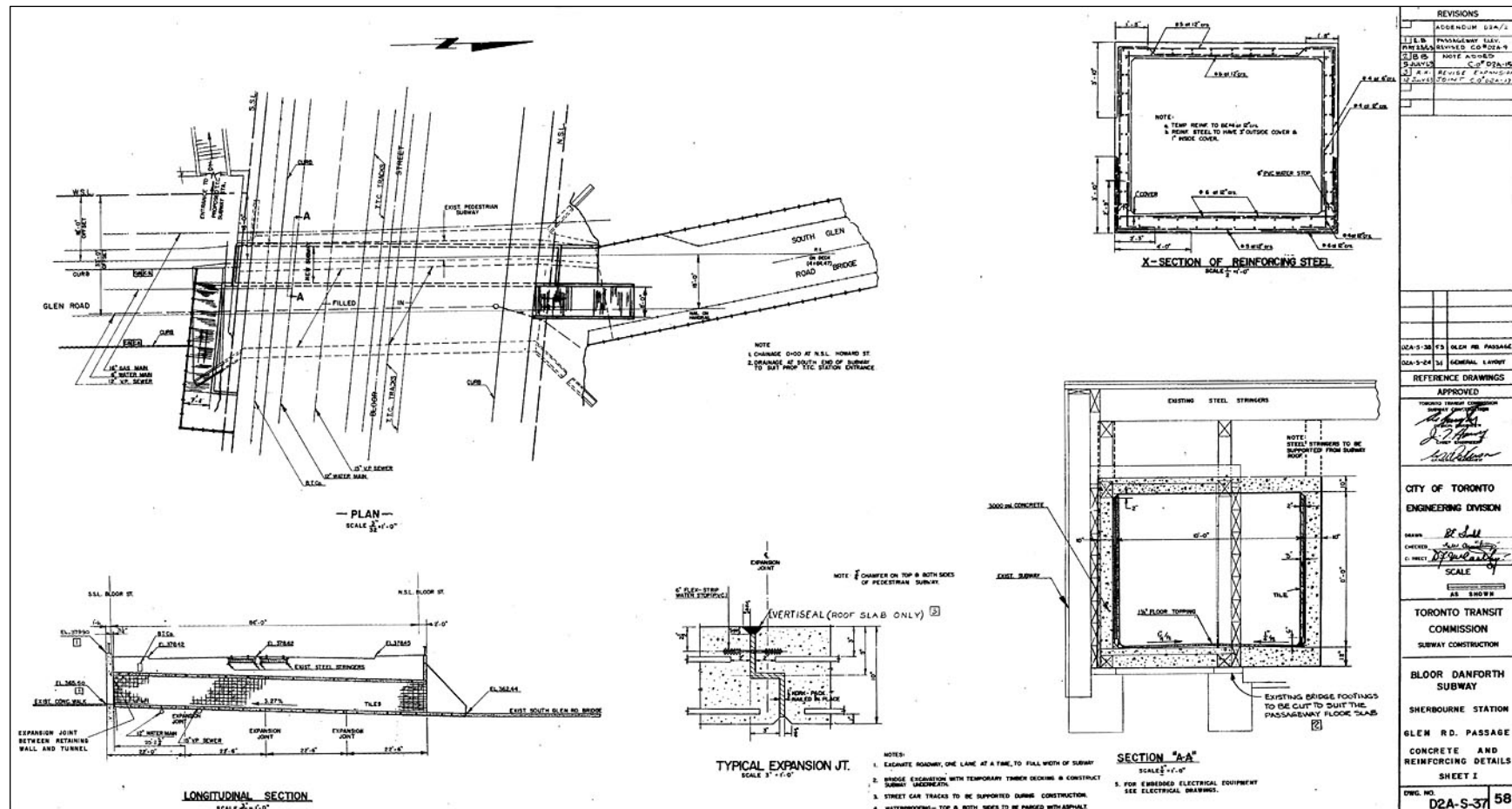


R.V. Anderson Associates Limited, Glen Road South Pedestrian Bridge Rehabilitation: General Arrangement, December 2001.

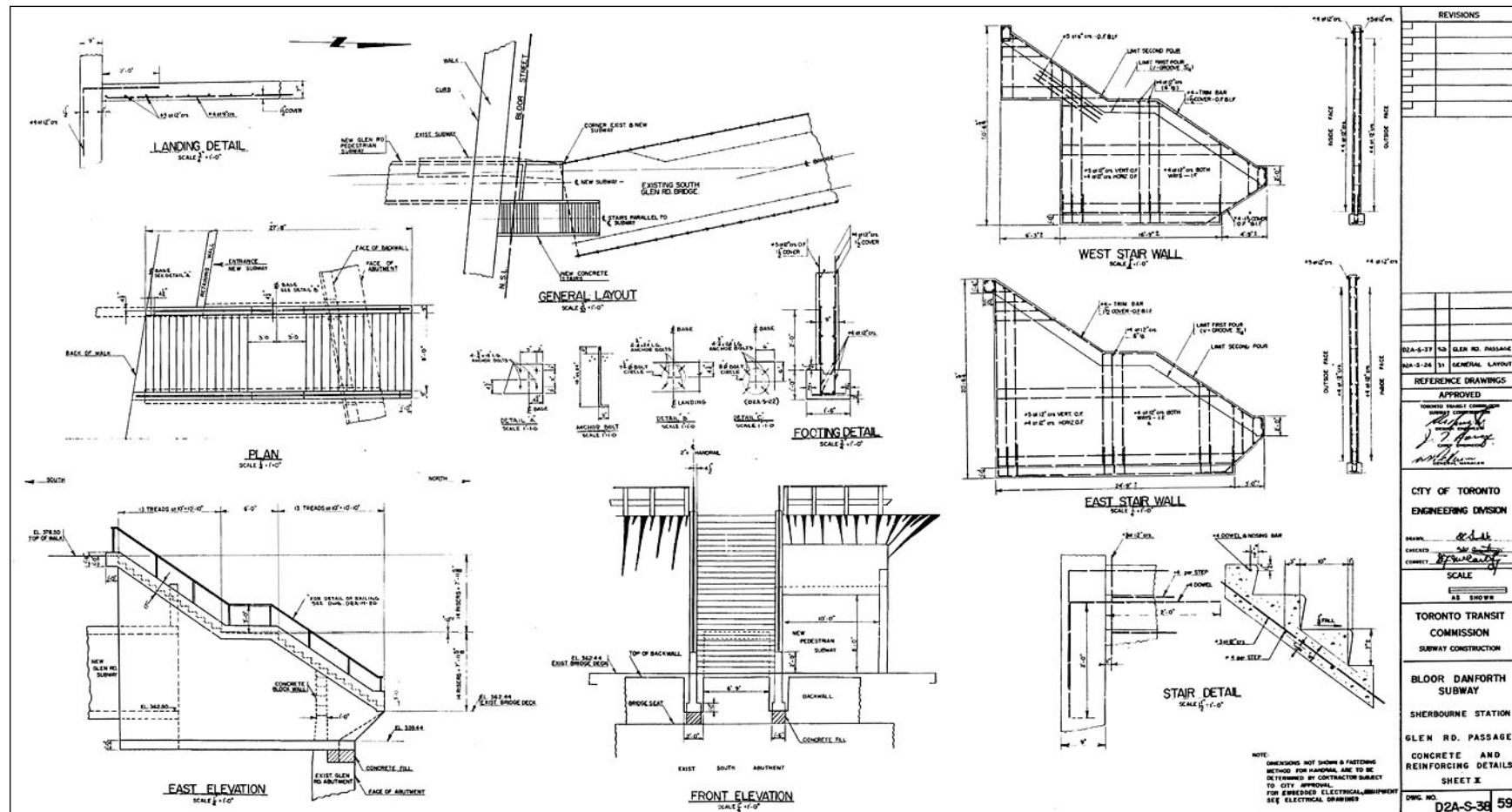




Toronto Transit Commission, Subway Construction: Bloor Danforth Subway, Sherbourne Station, Glen Road Passage, Finish Details, 1962.

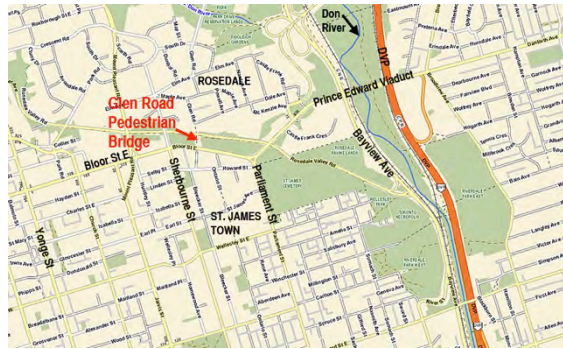


Toronto Transit Commission, Subway Construction: Bloor Danforth Subway, Sherbourne Station, Glen Rd. Passage, Concrete and Reinforcing Details, Sheet 1, no date, c1962.



Toronto Transit Commission, Subway Construction: Bloor Danforth Subway, Sherbourne Station, Glen Rd. Passage, Concrete and Reinforcing Details, Sheet 2, no date, c1962.

APPENDIX B:
Bridge Survey Forms
Glen Road Pedestrian Bridge &
Glen Road Pedestrian Tunnel

BRIDGE NAME: Glen Road Pedestrian Bridge	Recorder: Unterman McPhail Associates & Jean Simonton Heritage Consultant	Ref. No. Structure Id 249
HIGHWAY: Glen Road	Map: Interactive Toronto Map, 2015 aerial, as modified.	Date: 26 May 2016
Lot: _____ Con: _____		
Municipality: City of Toronto		
County / R.M.:		
1:50:000 Map Ref.: 30 M/11 Toronto		
Military Grid Ref.:		
Air Photo Ref.:		
Description: The bridge is located over the Rosedale Valley Road between Bloor Street East to the south and Dale Avenue to the north.		
BRIDGE ENVIRONMENT & USES		
Water/Road/Rail/Other Crossing: The Glen Road Pedestrian Bridge carries foot traffic over Rosedale Valley Road.		
<p>Surrounding Land-Uses & Landscape: Glen Road initially extended across the Rosedale Ravine. In 1950, the previous bridge was closed to vehicular traffic and converted to a footbridge. The existing pedestrian bridge dates to 1973. Rosedale Valley Road was opened between Yonge Street and the Don River in the late 1800s. The two-lane roadway currently has a posted speed limit of 50 km/h. A sidewalk parallels the south side of the road. The steep sides of the ravine are naturalized with dense vegetation. There are no buildings fronting on Rosedale Valley Road in proximity to the Glen Road Pedestrian Bridge. At the south end of the bridge, a pedestrian tunnel extends under Bloor Street and stairways provide access to the north and south sides of Bloor Street. Glen Road extends a short distance south from Bloor Street to Howard Street. An entrance to the TTC Sherbourne Subway Station is provided from Glen Road. Residential uses comprising a mix detached, semi-detached and apartment buildings characterize the lands along the southern portion of Glen Road. Most of the buildings are designated under Part IV of the OHA.. At the north end of the bridge, the footbridge connects with Glen Road and Dale Avenue in South Rosedale. A plaque erected by the Toronto Historical Board in 1992 commemorating Canadian author Morley Callaghan and set in a planted area marks the north access to the bridge. The bridge was officially renamed the Morley Callaghan Footbridge in 1992. Residential land uses characterize the area north of the bridge. Buildings on the north side of Dale Avenue were constructed between 1881 and 1900 while those on the west side of Glen Road date to the 1901-1920 period. Redevelopment resulted in the introduction of low-rise apartment buildings into the South Rosedale landscape between 1951 and 1970. The South Rosedale Heritage Conservation District was designated under Part V of the OHA in 2003.</p>		
<p>Bridge Uses: The bridge is a well-used route across the Rosedale Ravine for pedestrians and cyclists.</p>		
DESIGN		
Materials: Weathering steel and laminated timber deck.		
<p>Construction Techniques: Steel rigid frame structure with inclined legs and timber deck. Substructure: reinforced concrete abutments, two piers, each made up of two inclined steel I-section legs connected by cross bracing and horizontal struts and stack stone retaining walls. Superstructure: laminated timber deck, 1 ½-in. (38 mm) by 3 ½-in. (89 mm) on edge, supported on two steel plate girders, 9-ft. 6-in. (2.99 m) on centre of variable depth.</p>		
Decorative Features: Open panel metal railings and metal light standards with circular posts and rectangular lighting fixtures mounted horizontally at the top of the poles.		
Landscape Quality: A well-known structure in the area and one of five bridges over the Rosedale Ravine between Mount Pleasant Avenue and the Don Valley.		
State of Preservation: The handrail system has been modified; however, the bridge retains its dominant design character.		
Other Comments: Rehabilitated in 2001 and emergency repairs in 2014.		

DIMENSIONS (based on 1973 drawings and 2016 site visit)	
Carriageway Width: 10-ft. 2-in. (3.10 m)	Longest Span: 160-ft. 0-in. (48.77 m) (centre span)
No. of Lanes: One (footpath)	Shortest Span: 95-ft. 10 7/8-in. (29.23 m) (end spans)
Sidewalks: Pedestrian bridge	Overall Length: 352-ft. 3 3/4-in. (107.2 m)
Capacity: Unknown	Overall Width: 12-ft. 0-in. (3.7 m)
No. of Spans: Three	Clearance: 70-ft. (21 m) approximately
HISTORY	
Date Built: Drawings date to June 1973 and bridge was completed in 1974.	
Engineer/Designer: Alberty, Pullerits, Dickson & Associates Ltd, Consulting Engineers, Toronto, Sudbury, Halifax for City of Toronto Department of Public Works.	
Construction Firm: Paul Carruthers Construction Co. Ltd., Bridge & Tank Company of Canada Limited, Hamilton Bridge Division supplied the steel	
Drawings/Specifications: City of Toronto	
Photos: City of Toronto Archives: No photographs were located of the existing bridge.	
<p>Historical Associations:</p> <p>Theme</p> <p>The Glen Road Pedestrian Bridge is directly associated with the settlement history of Rosedale. The introduction of a bridge at Glen Road predates the crossings at Sherbourne Street and Bloor Street and as such, contributes to an understanding of the development history of the area. Edgar J. Jarvis commissioned the first Glen Road Bridge over the Rosedale Ravine to facilitate access to the new residential subdivisions to the north of the Bloor Street. This first bridge, a wood structure, was replaced with a high-level iron bridge in 1882. The 1882 bridge was closed to vehicular traffic in 1950 and remained in use as a pedestrian crossing until the construction of the current bridge on the same alignment in 1973. The continued use of the bridge crossing at this location attests to the importance of the connection across the Rosedale Ravine at Glen Road.</p> <p>Person</p> <p>A Toronto Historical Board plaque at the north end of the bridge erected in 1992 commemorates noted Canadian author Morley Callaghan. A nearby resident, Callaghan frequently used the bridge to cross over the ravine. In 1992, the bridge was officially renamed the Morley Callaghan Footbridge under By-law No.1992-0568. As a result, Callaghan is deemed to have a direct association with the Glen Road Pedestrian Bridge.</p> <p>Previous Bridges: A wood structure on Glen Road over the Rosedale Ravine was built c1878 and was replaced with an iron bridge in 1882. It remained in place until the construction of the existing bridge.</p> <p>Other Comments: The bridge was designated under Part V of the <i>OHA</i> as part of the South Rosedale Heritage Conservation District (By-Law 115-2003, February 7, 2003).</p>	
PROPERTY RIGHTS & RESPONSIBILITIES	
Owner: City of Toronto	Maintenance: City of Toronto
PLANNED UNDERTAKING	
The City of Toronto has initiated a Class Environmental Assessment Study (Class EA) to develop, identify and evaluate alternative options to address the deteriorated condition of the Glen Road Pedestrian Bridge, Municipal Site No. 249. The study is being conducted in accordance with Municipal Class Environmental Assessment (October 2000, as amended 2007 and 2011) as a Schedule 'C' project. The City of Toronto is proposing to rehabilitate the existing structure or replace the existing bridge with a new structure at the same site or a new location.	
GENERAL COMMENTS	

PHOTOGRAPHS



To the south of the Glen Road Pedestrian Bridge, Glen Road remains open to vehicular traffic between Bloor Street East and Howard Street.



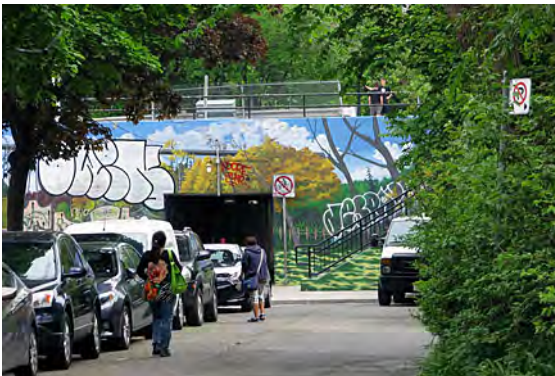
Semi-detached housing that dates to the 1880s lines the west side of Glen Road to the south of the bridge.



The Roslyn Apartments on the east side of Glen Road were constructed in 1911.



An entrance to the TTC Sherbourne Street station on the Bloor Danforth subway is located at the southwest junction of Glen Road and Bloor Street.



A view north along Glen Road shows the pedestrian tunnel under Bloor Street East and a stairway connecting to the street.



The tunnel featuring colourful graffiti provides access to the Glen Road Pedestrian Bridge.

PHOTOGRAPHS



A view south depicts the north tunnel portal and stair leading up to Bloor Street East.



Rosedale Valley Road at the base of the Rosedale Ravine follows a tree-lined route between Park Road and Bayview Avenue.



A small landscaped area with Toronto Historical Board plaque to Morley Callaghan marks the north end of the Glen Road Pedestrian Bridge.



The plaque commemorating Morley Callaghan was erected in 1992. The bridge was officially named the Morley Callaghan Footbridge in 1996.



The residence at 2 Dale Avenue was constructed c1887 for the Robert Darling family.



The apartment building at 40 Glen Road, now a co-op condominium dates to 1957 and was built on the site of a c1910 residence.

PHOTOGRAPHS



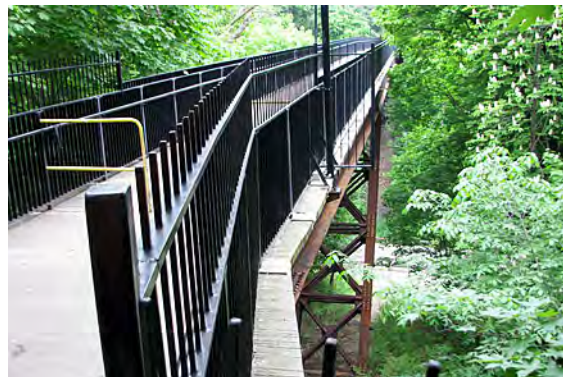
A view south depicts the south concrete abutment with rubble concrete retaining walls.



The south pier comprises two inclined girders connected with transverse beams and lateral braces.



A view of the underside of the bridge shows two girders of weathering steel built up of I-shaped sections, bracing and laminated timber deck.



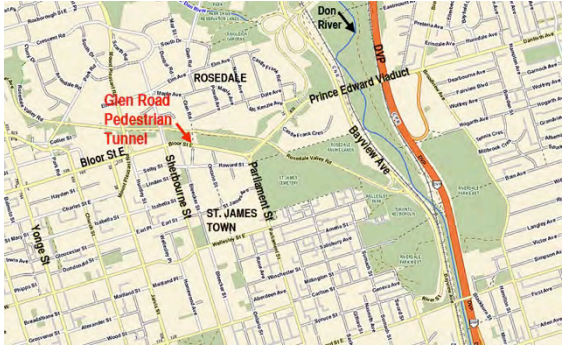
An oblique view of the east side of the bridge depicts the timber deck with open metal panel handrails supported on the steel substructure.



The original open metal handrail system was increased in height during the 2001 rehabilitation of the bridge.



The lighting on the bridge features rectangular light fixtures mounted horizontally on the top of 12-ft. (3.66 m) circular posts.

BRIDGE NAME: Glen Road Pedestrian Tunnel	Recorder: Unterman McPhail Associates & Jean Simonton Heritage Consultant	Ref. No. Structure Id 288
HIGHWAY: Glen Road	Map: Interactive Toronto Map, 2015 aerial, as modified.	Date: 26 May 2016
Lot: Con:		
Municipality: City of Toronto		
County / R.M.:		
1:50:000 Map Ref.: 30 M/11 Toronto		
Military Grid Ref.:		
Air Photo Ref.:		
Description: The tunnel is located under Bloor Street East between Howard Street to the south and the Glen Road Pedestrian Bridge to the north.		
BRIDGE ENVIRONMENT & USES		
Water/Road/Rail/Other Crossing: The Glen Road Pedestrian Tunnel carries foot traffic under Bloor Street East.		
Surrounding Land-Uses & Landscape: Glen Road initially extended across the Rosedale Ravine. When Bloor Street was extended between 1913 and 1918 as part of the construction of the Bloor Viaduct (Prince Edward Viaduct) a grade separation structure was introduced to carry Bloor Street over Glen Road. The Glen Road Subway was converted to pedestrian use in 1951, after the road bridge was closed to vehicular traffic. During the construction of the Bloor-Danforth Subway in the 1960s the TTC built a new tunnel under Bloor Street as part of the design of the Sherbourne Station. An entrance to the subway station is provided from Glen Road to the southwest of the tunnel. Stairways located at the southeast and northeast corners of the tunnel lead to the south and north sides of Bloor Street, respectively. Glen Road extends a short distance south from Bloor Street to Howard Street. Residential uses comprising a mix of detached, semi-detached and apartment buildings characterize the lands along the southern portion of Glen Road. Most of the buildings are designated under Part IV of the OHA. At the north end of the tunnel, the Glen Road Pedestrian Bridge dating to 1974 extends across the Rosedale Ravine and connects with Glen Road and Dale Avenue in South Rosedale. The South Rosedale Heritage Conservation District, which includes the footbridge, was designated under Part V of the OHA in 2003.		
Bridge Uses: The tunnel is a well-used route to the Glen Road Pedestrian Bridge for pedestrians and cyclists.		
DESIGN		
Materials: Reinforced, cast-in-place concrete		
Construction Techniques: Concrete box structure, 10-ft. 0-in. (3.05 m) wide, 8-ft. 0-in. (2.44 m) high and 87-ft. 8 ¾-in. (26.74 m) long with a concrete retaining wall, 1-ft. 9 ¾-in. (522 mm) wide at the south end.		
Decorative Features: The walls are finished in glazed tiles laid in stack bond pattern.		
Landscape Quality: The tunnel is visually unobtrusive. It is, however, a familiar structure to the many pedestrians that use it on a daily basis.		
State of Preservation: The tunnel has undergone few modifications and retains its original form and design character. There is no record of rehabilitation projects at the tunnel.		
Other Comments: From south to north the tunnel slopes downwards on a 3.27% grade.		

DIMENSIONS (based on 1962 drawings and 2016 site visit)	
Carriageway Width: 9-ft. 6-in. (2.90 m)	Longest Span: 87-ft. 8 ¾-in. (26.74 m)
No. of Lanes: One (footpath)	Shortest Span: Not applicable
Sidewalks: Pedestrian tunnel	Overall Length: 89-ft. 6 ½ in. (27.29 m)
Capacity: Unknown	Finished Width: 9-ft. 6-in. (2.90 m)
No. of Spans: One	Finished Height: 7-ft. 10 ½-in. (2.40 m)
HISTORY	
Date Built: Drawings date to 1962 and tunnel was completed in 1964.	
Engineer/Designer: Subway Construction Branch, TTC, Toronto. General Manager, W.H. Paterson; Chief Engineer, J.T. Harvey and Design Engineer (signature illegible) signed the drawings on behalf of the TTC.	
Construction Firm: Dineen Construction Ltd., Toronto	
Drawings/Specifications: City of Toronto	
Photos: City of Toronto Archives, Fonds 16, Series 2161, File 425, Sherbourne Street Station, May 4, 1964 and File 438, Sherbourne Street Station, May 27, 1964.	
<p>Historical Associations:</p> <p>The Glen Road Pedestrian Tunnel is associated with two significant events in the development of the City of Toronto, namely, the construction of the Bloor Viaduct (Prince Edward Viaduct), 1913-1918 and the Bloor-Danforth Subway, 1959-1966. The Bloor Viaduct was of critical importance to the expansion of the city across the Don Valley. The project included the extension of Bloor Street from Sherbourne Street to the Don Valley. Bloor Street was supported on an earth embankment built up along the south side of the Rosedale Ravine. A grade separation structure was introduced at Glen Road to carry Bloor Street over the roadway. In the post Second World War period Toronto was growing rapidly and the rapid transit subway along Yonge Street, which opened in 1954 proved to be extremely popular. Building on this success, Metropolitan Toronto and the TTC developed proposals for a significant expansion of the system that included the University-Bloor-Danforth subway project. The Keele Street to Woodbine Avenue component of the Bloor-Danforth Subway opened on February 25, 1966. As part of the construction of the Sherbourne Station a new pedestrian tunnel was completed under Bloor Street East in 1964.</p>	
<p>Previous Bridges: A wood structure was built to carry Bloor Street over Glen Road in 1918. It was widened in 1931, converted to a pedestrian subway in 1951 and was replaced in 1964 with the existing pedestrian tunnel.</p>	
Other Comments:	
PROPERTY RIGHTS & RESPONSIBILITIES	
Owner: City of Toronto	Maintenance: City of Toronto
PLANNED UNDERTAKING	
<p>The City of Toronto has initiated a Class Environmental Assessment Study (Class EA) to develop, identify and evaluate alternative options to address the deteriorated condition of the Glen Road Pedestrian Bridge, Structure Id 249. The study is being conducted in accordance with Municipal Class Environmental Assessment (October 2000, as amended 2007 and 2011) as a Schedule 'C' project. The City of Toronto is proposing to rehabilitate the existing structure or replace the existing bridge with a new structure at the same site or a new location. Any work undertaken at the bridge site has the potential to impact the Glen Road Pedestrian Tunnel, Structure Id 288 that is situated in the study area at the south end of the bridge.</p>	
GENERAL COMMENTS	

PHOTOGRAPHS



To the south of the Glen Road Pedestrian Bridge, Glen Road remains open to vehicular traffic between Bloor Street East and Howard Street.



A view along Glen Road depicts the pedestrian road at the south end of the roadway at Bloor Street East.



Semi-detached housing that dates to the 1880s lines the west side of Glen Road to the south of the bridge.



The Roslyn Apartments on the east side of Glen Road were constructed in 1911.



The Glen Road Pedestrian Bridge, completed in 1974 is located to the north of the pedestrian tunnel.



The pedestrian bridge extends over Rosedale Valley Road between Bloor Street East to the south and Dale Avenue to the north.

PHOTOGRAPHS



A view south shows the north portal of the Glen Road Pedestrian Tunnel and a stairway connecting to Bloor Street East.



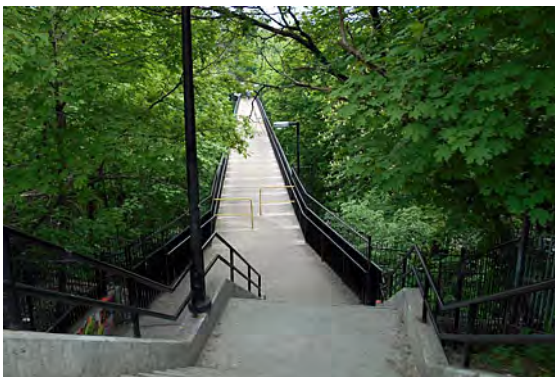
An entrance to the TTC Sherbourne Street station on the Bloor Danforth subway is located at the southwest junction of Glen Road and Bloor Street.



The concrete box structure of the tunnel has a cement floor, concrete ceiling with four light and glazed wall tiles covered with graffiti.



A view south depicts the north tunnel portal and a stairway leading up to Bloor Street East.



A view north shows the stairs leading down from Bloor Street and the connection to the pedestrian bridge.



The Glen Road Pedestrian Tunnel is visually unobtrusive along Bloor Street. The north stairway to the tunnel and bridge is situated to the right.

APPENDIX C:
City of Toronto List of
Comparable Pedestrian Bridges

City of Toronto List of Comparable Pedestrian Bridges (June 2016)

Name1	Type1	ou	Type2	Name2	Location	Built	Super- struc	Type	Spans	Lgth	Width	Max span	Clearan ce
Wallace Street	PED	o	RWY	CNCP	e of Dundas	1908	S	HT	7	92.3	5.05		6.858
at Sherway Drive	PED	o	WAT	Etobicoke Creek	w of the West Mall	1909			1				
Glen Cedar Pedestrian Path	PED	o	OTH	Ravine	.03 km s of Strathearn Rd	1912	S	Truss	5				
at Mill Race	RD/	o	PED	Old Mill Road	0.5 km e of Bloor St.	1916	CIP	R- frame	1	6.3	7.7	5	
Yonge Street	RD/	u	PED	Belt Line	n of St. Clair	1922	S	HB	8	54.8	6.8	13.5	5.00
Woodfield Road	PED	u	RWY	CN Rail	n of Gerrard	1924			1	23.3	3.58		2.286
Lake Shore Blvd	RD/	u	PED	pedestrian	at CNE	1956							
Bayview Avenue	RD/	u	PED	pedestrian	n of Eglinton	1956	C	RF		25.3			4.7
Innes Avenue	PED	o	RWY	CN Rail	w of Caledonia	1956	S	IB	1				
at van Dusen	PED	o	WAT	Mimico Creek	w of Thompson Ave	1956			1				
Don Valley Parkway	RD/	u	PED	pedestrian	at Riverdale	1958	S	IB	7	148.94	4.9	47.5	6.20
F.G.Gardiner Exp.	RD/	u	PED	pedestrian	at Sunnyside	1958	S	IB	8	173.6	2.896	26.6	5.44
n of Emery Circle	PED	o	WAT	Humber Creek	w of the Westway	1958			1				
at Reid Manor	PED	o	WAT	Mimico Creek	e of Royal York	1959			1				
Tara Avenue	PED	o	RWY	CN Rail	.36 km west of Midland Ave	1960							
at Bonneyview	PED	o	WAT	Mimico Creek	n of Lorne, w of Bonnyview	1960			1				
at Elmherst Creek	PED	o	WAT	Renforth Creek	n of Old Burnhamthorpe	1960			1				
Don Valley Parkway	RD/	o	PED	pedestrian (file 402 & 314)	n Eglinton	1961	CPR	ACH	1	53.848	4.572	2.286	
Danforth Avenue	RD/	u	PED	pedestrian	n of Eglinton	1961	S	TT	3	47.5		33.8	9.1

Name1	Type1	ou	Type2	Name2	Location	Built	Super- struc	Type	Spans	Lgth	Width	Max span	Clearan ce
pedestrian	PED	u	RWY	CN Rail	e of DVP	1961	CPR	ACH	1	28.854	4.572	4.572	
at Deanewood	PED	o	WAT	Mimico Creek	east of Deanewood Cres	1961			1				
Don River Blvd.	PED	o	WAT	Don R w branch	.02 km n of Sheppard Ave.	1962	P	TB	1	19.05	2.4384	19.05	
Don Valley Parkway	RD/	u	PED	pedestrian	ramp s of Bloor	1963	C	TB	7	80.528	8.586	15.85	
Bloor Street	RD/	o	PED	pedestrian walkway	at Glen Road	1964	CPR	BOX	1	27.3	3	3	2.438
Mayall Avenue	PED	o	WAT	Black Creek (at Dunreo)	nw of Jane - Wilson	1964	P	IB	6	106.68	2.7432	22.86	
n of Aberfoyle Crescent	PED	o	WAT	Mimico Creek	s of CPR	1967			1				
pedestrian	PED	o	WAT	Mimico Creek	n of CPR	1967			1				
Prairie Drive	PED	o	RWY	TTC subway	n of Danforth	1968							
at Hillavov Drive	PED	o	WAT	Mimico Creek	w of Martin Grove Rd	1969			1				
at Brydon Drive	PED	o	WAT	Berry Creek	north of n end of Brydon Drive	1969			1				
Victoria Park Avenue	RD/	u	PED	pedestrian	at TTC	1970							
s of Dundas Street	PED	o	WAT	Mimico Creek	e of Islington	1970			1				
Timberbank Blvd	PED	o	WAT	watercourse		1970			1				
Stubbswood Sq	PED	o	WAT	watercourse		1970							
Silverstead Drive	PED	o	WAT	watercourse		1970							
Sandhurst Circle	PED	o	WAT	watercourse		1970							
Kennedy Rd N of Hopecrest Dr	PED	o	WAT	watercourse to Maywood Pk		1970			1	16.4	2.5		
Lupin Drive	PED	o	WAT	watercourse Crocus Dr		1970							
Lake Shore Blvd	RD/	u	PED	pedestrian	at CNE	1971			3				

Name1	Type1	ou	Type2	Name2	Location	Built	Super- struc	Type	Spans	Lgth	Width	Max span	Clearan ce
Tapscott Road	RD/	o	PED	pedestrian walkway	.4 km west of Neilsen Rd	1971	C	RF	1	12.2	26.2	12.2	
Lake Shore Blvd	RD/	u	PED	pedestrian	at CNE	1972			3				
Lake Shore Blvd e of Islington Avenue	RD/	u	PED	pedestrian	at Jameson	1972	S	HT	3	51.816	2.7432	22.555 2	5.19
	PED	o	WAT	Humber Creek	s of Dixington Cres	1973			1				
Pineway Blvd.	PED	o	WAT	German Mills Creek	nw of Leslie and Cummer	1973	P	TB	6	128.01 6	3.8862	24.384	
Glen Road	RD/	u	PED	Rosedale Valley Rd	n of Bloor	1974	S	FI	3	107.4	4		22.25
MacLennan Avenue	PED	o	R/R	CP Rail	over Summerhill	1974	P	IB	12	129.6	3		6.858
at Deancourt	PED	o	WAT	Mimico Creek	east of Deanecourt	1974			1				
Humber Blvd. & Louvain St.	PED	o	WAT	Black Creek	.3 km w of Weston Rd.	1975	P	CH	1				
Littleleaf Dr	PED	o	WAT	watercourse to school		1976							
Manor Road	PED	o	RWY	TTC	w of Yonge	1977	S	IB	3	34.28	3.55	15.24	4.42
pedestrian	PED	o	WAT	Elmcrest Creek	s of Burnhamthorpe	1977			1				
pedestrian	PED	o	WAT	Elmcrest Creek	n of Burnhamthorpe	1977			1				
at Echo Valley	PED	o	WAT	Mimico Creek	n of Burnhamthorpe	1977			1				
McCowan Rd N of Providence St	PED	o	WAT	watercourse		1977							
e of Royal York Road	PED	o	WAT	Humber Creek	s of Laggett Ave	1978			1				
at Bloor Street	PED	o	WAT	Elmcrest Creek		1979			1				
Pape Avenue	PED	o	RWY	CN Rail	n of Gerrard	1981	S	TT	11	234.7	2.45	61.7	7.2

Name1	Type1	ou	Type2	Name2	Location	Built	Super- struc	Type	Spans	Lgth	Width	Max span	Clearan ce
Paton Road	PED	u	RWY	CN Rail	e of Symington	1981	C	HT	1	57	3.07		0
McCowan Road	RD/	o	PED	pedestrian	s of Hwy 401	1983							
Bushby Dr Ramp	RD/	u	PED	TTC Walkway	.01 km east of McCowan Rd	1985			1	21.1	4.1		
at Berry Rd. Park	PED	o	WAT	Mimico Creek	w of Berry, w of Prince Edward	1985							
John Street	PED	o	RWY	TTR	s of Front	1988	S	CS	1	63.78	13.25	51.53	7.25
at Elmcrest Creek	PED	o	WAT	Elmcrest Creek	n of Old Burnhamthorpe	1988			1				
Finch Avenue	RD/	u	PED	pedestrian	e of Kipling	1989			1	188	3		5.57
Heath Street	PED	o	OTH	Moore Park Ravine	e of Hudson	1999	S	TT	3	92.1	4	42.67	4.42
Eglinton Avenue	RD/	u	PED	pedestrian	w of Scarlet	1999	S	TT	2	45.5	2.44	45.5	5.52
Mt. Pleasant Road	RD/	u	PED	pedestrian	n of Bloor		S	IB	1	26.7		26.7	4.65
Richmond Street	RD/	u	PED	pedestrian walkway	w of Yonge								
Islington Avenue	RD/	o	PED	pedestrian	s of Eglinton		CPS	PVE	1	37	2.8	2.8	2.2
Bloor Street	RD/	o	PED	pedestrian	w of Hwy 427		C	RF	1		4.6	4.6	
pedestrian	PED	o	WAT	Elmcrest Creek	e of Silvershadow Path				1				