



**UNTERMAN McPHAIL ASSOCIATES**  
HERITAGE RESOURCE MANAGEMENT CONSULTANTS  
540 RUNNYMEDE ROAD  
TORONTO ONTARIO M6S 2Z7  
T 416 766 7333  
F 416 763 4082  
E [umcarubm@pathcom.com](mailto:umcarubm@pathcom.com)

**memorandum** Ms. Katherine Jim, M.Eng. P.Eng  
**m** Project Manager, Transportation Planning  
**to:**  
**from:** Richard Unterman, Principal  
**date:** November 9, 2017  
**re:** Glen Road Pedestrian Bridge and Access Tunnel Technical Memorandum

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Unterman McPhail Associates is retained by WSP Canada as the Cultural Heritage Consultant responsible for the preparation of cultural heritage mitigation recommendations for the new Glen Road Pedestrian Bridge and the Tunnel expansion.

The mitigations actions for the Glen Road Bridge and Tunnel relate to the direct impacts both structures will receive resulting from the bridge replacement and tunnel expansion work proposed by the City of Toronto. The Glen Road Bridge crossing has a history as both an early vehicle transportation crossing and more recently a pedestrian bridge in the community. Vehicular traffic on the bridge was closed permanently on August 25, 1950. The tunnel linking the bridge to the Sherbourne Street Subway entrance is associated with the development and design for the early crossing of the Don River Valley and the Toronto Transit Commission's Bloor-Danforth subway line (Line 2). The pedestrian tunnel was opened in 1966. In 1975, the existing Glen Road Pedestrian Bridge was completed. It was re-named the Morley Callaghan Footbridge in 1996. The north end of the bridge structure is located within the boundary of the South Rosedale Heritage Conservation District. However, it is not identified as a cultural heritage resource attribute with specific conservation management guidelines.

## **Mitigation**

The mitigation actions in this memorandum have been developed in consultation with Mary MacDonald, MA, CAPH, Manager, Heritage Preservation Services (HPS), City of Toronto. As the preferred design for the replacement pedestrian structure has been identified, the following mitigation recommendations are tailored to the replacement bridge and tunnel expansion. Ms. MacDonald has requested the Cultural Heritage Evaluation Report (CHER) be appended to the Technical memorandum detailing mitigation actions.

#### *Replacement Glen Road Pedestrian Bridge*

HPS should be consulted on design of the splay-legged structure for the new Glen Road Pedestrian Bridge.

Railings for the bridge should be open and fabricated in steel to allow continued views of the Rosedale Valley ravine for pedestrians and cyclists. Lighting of the structure at the deck level should be contemporary with the design of the new structure. HPS should be consulted on the railing and lighting design for the new Glen Road Bridge.

Prepare a Cultural Heritage Documentation Report (CHDR). The report will include an historical overview, historical photographs, extant drawings, aerial photography, as-found photography of the structure and the local area context. Copies of the CHDR will be supplied to City of Toronto Archives, the Toronto Reference Library and any other local heritage group or residents association deemed necessary.

The Morley Callaghan Heritage Toronto plaque located in the small garden on the north side of the bridge should be protected and stored during construction.

A commemorative installation recognizing the cultural heritage values of the Glen Road Bridge and Tunnel should be considered for installation to inform local area residents and subway users. Themes to be considered for the plaque include: land subdivision; natural environment; types of bridges constructed over the crossing and dates of completion; and, the construction of the tunnel as part of the TTC Subway and Don River Valley crossing.

#### *Glen Road Tunnel Expansion*

HPS should be consulted on the design of the tunnel structure. It was evaluated under Regulation 9/06 of the *Ontario Heritage Act*. The tunnel is considered to be of local significance.

The expansion of the tunnel should be completed in concrete. Improved contemporary lighting should be considered.

Prepare a Cultural Heritage Documentation Report (CHDR) for the tunnel. The report will include an historical overview, historical photographs, extant drawings, aerial photography, as-found photography of the structure and local area context. Copies of the CHDR will be supplied to City of Toronto Archives, the Toronto Reference Library and any other local heritage group or residents association deemed necessary.

The construction history of the tunnel should be included in the commemorative plaque as stated above.