

The background image shows a busy transit station. In the foreground, several people are walking, including a woman in a polka-dot dress and a woman in a grey hoodie. In the middle ground, a person is using a bicycle, and another is on a wheelchair. A red and white train is visible at the platform. The station has a sign that reads "PARK LAWN STATION". The entire image is overlaid with a semi-transparent dark teal filter.




## APPENDIX D Cultural Heritage Report

**Lakeshore Development Inc.  
Park Lawn GO Station**

**Cultural Heritage Report: Existing Conditions and Preliminary Impact  
Assessment**

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2021-12-17	0	M. Brand	L. Graves, MA (CAHP)	M. Alexander	Final Report
<b>Signatures</b>					
<b>Date</b>	<b>Rev.</b>	<b>Prepared By</b>	<b>Checked By</b>	<b>Approved By</b>	<b>Status</b>
<b>HATCH</b>					



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### Appendix A

Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

### Appendix B

Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

## Glossary of Terms and Acronyms

ASI:	Archaeological Services Inc.
BHR	Built Heritage Resource
CHER:	Cultural Heritage Evaluation Report
CHL:	Cultural Heritage Landscape
CNR:	Canadian National Railways
Developer:	Lakeshore Development Inc.
EA:	Environmental Assessment
EPR:	Environmental Project Report
GTR:	Grand Truck Railway
GWR:	Great Western Railway
HIA:	Heritage Impact Assessment
HTR:	Hamilton & Toronto Railway Company
IBC:	Initial Business Case
MHSTCI:	Ministry of Heritage, Sport, Tourism and Culture Industries
PHP:	Provincial Heritage Properties
TPAP:	Transit Project Assessment Process

## Project Personnel

<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP <i>Senior Cultural Heritage Specialist   Senior Project Manager, Cultural Heritage Division</i>
<i>Project Coordinator:</i>	Katrina Thach, Hon. BA <i>Archaeologist   Project Coordinator, Environmental Assessment Division</i>
<i>Report Preparation:</i>	Michael Brand, PhD <i>Associate Archaeologist   Technical Writer and Researcher, Environmental Assessment Division</i>
	Laura Wickett, Hon. BA <i>Cultural Heritage Technician   Technical Writer and Researcher - Cultural Heritage Division</i>
<i>Graphics Preparation:</i>	Adam Burwell, MSc <i>Archaeologist   Geomatics Specialist, Operations Division</i>
<i>Report Reviewer:</i>	Lindsay Graves

## Qualified Persons Involved in the Project

*Lindsay Graves, MA, CAHP*

*Senior Cultural Heritage Specialist | Senior Project Manager - Cultural Heritage Division*

The Senior Project Manager for this Cultural Heritage Report is Lindsay Graves (MA, Heritage Conservation), Senior Cultural Heritage Specialist and the Environmental Assessment Coordinator for the Cultural Heritage Division at Archaeological Services Inc. (ASI). She was responsible for day to day project management activities, including scoping of research activities and site surveys and drafting of study findings and recommendations. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of above ground cultural heritage resources. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfil Class EA processes and has served as Project Manager for over 100 heritage assessments during her time at ASI. Lindsay is a member of the Canadian Association of Heritage Professionals.

*Michael Brand, PhD*

*Associate Archaeologist | Technical Writer and Researcher*

The Cultural Heritage Assistant for this project is Michael Brand (PhD, Archaeology), who is responsible for preparing and contributing to research and technical reporting. Michael works in the Environmental Assessment Division and has over 20 years experience in heritage consulting and academic archaeology in Ontario, British Columbia and the Yukon. Michael has strong technical writing and historical research skills and experience writing reports for ASI.

*Laura Wickett, BA (Hon.), Dipl. Heritage Conservation*

*Cultural Heritage Analyst | Project Manager - Cultural Heritage Division*

The field work for this project was undertaken by Laura Wickett (BA (Hon.), Diploma Heritage Conservation), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division at ASI. Trained in the theoretical and technical aspects of heritage conservation, Laura has five years' experience working in the field of cultural heritage resource management. She began working in ASI's Cultural Heritage Division as a Cultural Heritage Technician in 2017, providing support for a range of cultural heritage assessment reports, including Cultural Heritage Resource Assessments, Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Secondary Plan assessments. She has also contributed to Heritage Conservation District studies, Cultural Heritage Landscape inventories and Heritage Register reviews.



## Executive Summary

Hatch was retained to undertake an Environmental Assessment (EA) for the Park Lawn GO Station (“the Project”) on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible.

The purpose of this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) is to describe the existing conditions of the Project Study Area and present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs) within the Project Study Area. This Cultural Heritage Report follows the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Sample Tables and Language for Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under TPAP for Proponents and their Consultants (MHSTCI, 2019)

The research for this Cultural Heritage Report was completed by Michael Brand, Associate Archaeologist and Technical Writer, under the project direction of Lindsay Graves, MA, CAHP, Senior Project Manager and Senior Cultural Heritage Specialist, both of ASI.

The results of background historical research and field review revealed a Project Study Area with both an urban and rural land use history dating back to the early nineteenth century. The results of this assessment have identified one potential BHR adjacent to the Project Study Area. No direct or indirect impacts to BHR 1, the Christie Water Tower, are anticipated.

Based on the results of this Cultural Heritage Report, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to the identified BHR.
2. Should future work require an expansion of the Project Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on heritage resources.
3. This report should be submitted by the proponent to heritage staff at the City of Toronto, the MHSTCI, and any other relevant stakeholder with an interest in this project.

## 1. Introduction

Lakeshore Development Inc. (“the Developer”) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto (“the Project”). Hatch was retained by the Developer to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental effects of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

The proposed Project will include:

- Two side platforms (north and south);
- Pick-up and drop off (PUDO);
- Secure bike parking and covered bicycle parking;
- Two-storey main station building (south of tracks);
- Two-storey secondary station building (north of tracks);
- Landscaping and paving around the north Station building;
- Pedestrian tunnel (under tracks) between the two Station buildings;
- Widening of the existing Park Lawn rail bridge;
- Maintenance and Metrolinx staff parking spaces;
- A pavilion with elevator and stairs north of the rail corridor and a sloped walkway south of the rail corridor, both west of Park Lawn Road;
- Protection for the future island platform;
- Electrification enabling work; and
- Signal work.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) including frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

As a component of the EA, this Cultural Heritage Report has been prepared to document the existing conditions and assess the potential effects of the new GO Station on cultural heritage resources. This Report includes a summary of the existing conditions, potential effects and appropriate mitigation measures with respect to cultural heritage.

## 2. Locator Map

The Park Lawn GO Station (Figure 2-1) will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto. The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station.

The Project Study Area for the cultural heritage assessment scope of work is indicated in Figure 2-1. The cultural heritage assessment is concerned with the Project Study Area footprint and adjacent properties within 50 metres, and will support its recommendations through desktop analysis and field review.

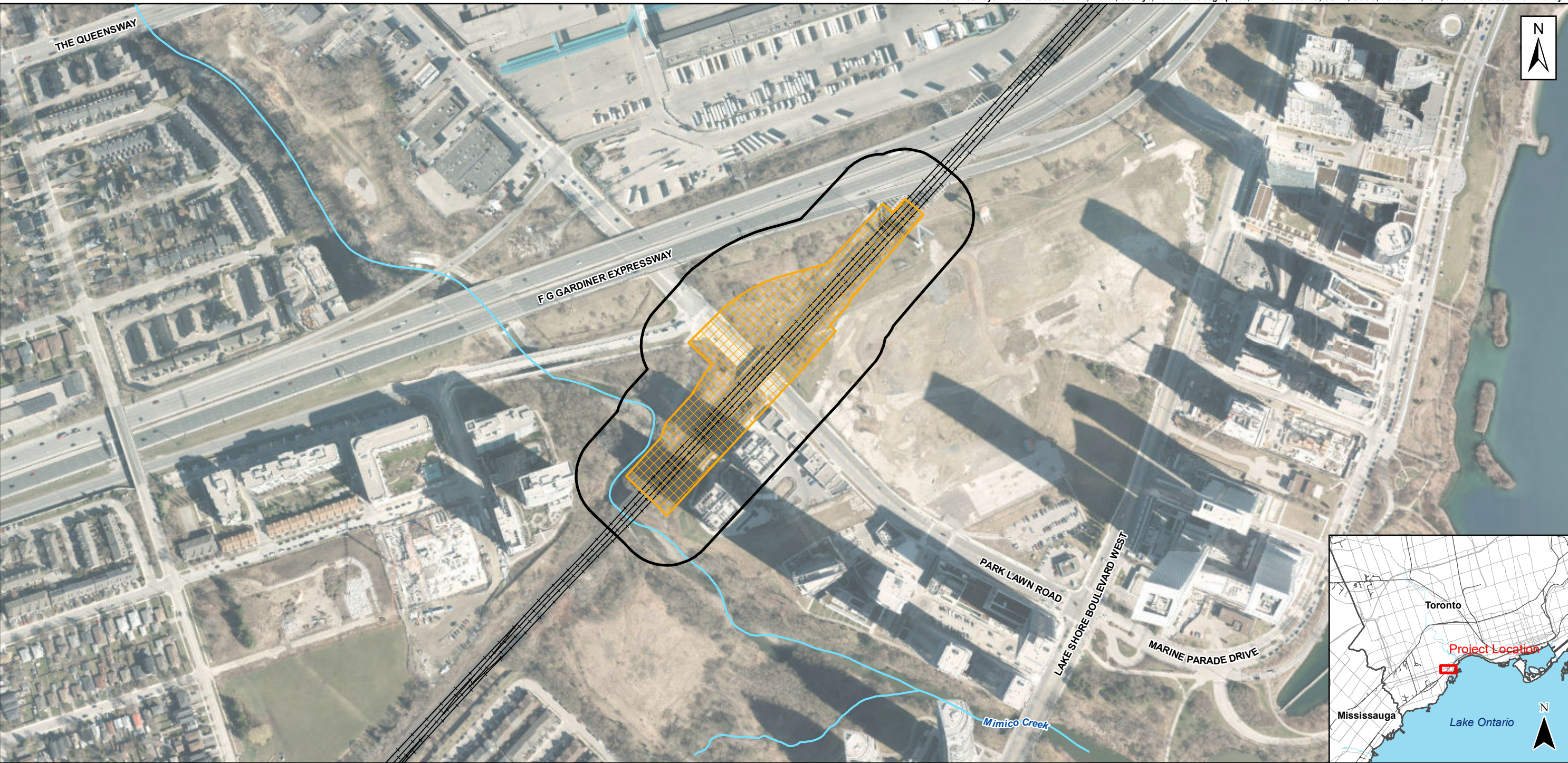
The Project Study Area boundaries are defined by those lands highlighted in Figure 2-1, including the approximate footprint with an additional 50 metre buffer to ensure all potential or known BHRs and CHLs are considered as best possible.

This is based on currently available information and to allow for slight variations which might occur in the proposed Project footprint through the development of the Preliminary Station Design.







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**LEGEND**

	Proposed Project Footprint (approximate)
	Study Area - 50 Metres
	Railway
	Permanent Watercourse

- NOTES**
1. Coordinate system - UTM NAD 1983 Zone 17N
  2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.
  3. Station Footprint Based on Preliminary Station Design



<b>Project:</b> Park Lawn GO Station	
<b>Figure Title:</b> Cultural Heritage Report – Study Area	
<b>Prepared By:</b> 	<b>Date:</b> December 17, 2021
<b>Version:</b> PL.CH.100-1	<b>Review:</b> 
<b>Figure:</b> 2-1	



## 3. Methodology

The following section provides an overview of the methodology followed to collect and document cultural heritage information within and adjacent<sup>1</sup> to the Project Study Area. This report follows the MHSTCI Sample Tables and Language for Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under TPAP for Proponents and their Consultants (MHSTCI, 2019).

### 3.1 Legislative and Policy Context

The analysis throughout this cultural heritage assessment addresses BHRs and CHLs under various pieces of legislation and their supporting guidelines which are outlined in this section.

#### 3.1.1 ***Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (Transit Projects Regulation) under the Environmental Assessment Act (MOE, 2014)***

This cultural heritage assessment considers BHRs and CHLs in the context of improvements to specified areas, pursuant to O. Reg. 231/08 and the *Ontario Environmental Assessment Act* (Ministry of the Environment, 1990).

The TPAP is defined in sections 6-17 in O. Reg. 231/08, and provides a series of relevant provisions and definitions. The TPAP Guide (MOE, 2014) includes provisions to consider when the proposed project may have a negative impact on a matter of provincial importance, which is defined as follows (MOE, 2014):

“...a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest...”

The TPAP Guide further notes that identification and assessment of potentially impacted BHRs, CHLs, and protected heritage properties are relevant in determining if a matter is of ‘provincial importance’ (MOE, 2014). It should be noted that the TPAP Guide acknowledges that a BHR, CHL, or protected heritage property does not necessarily need to meet criteria set out under Regulation 10/06 of the *Ontario Heritage Act* to be considered of ‘provincial importance’.

The MHSTCI is charged under Section 2 of the *Ontario Heritage Act* (MHSTCI, 1990) with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario. MHSTCI has prepared MHSTCI Sample Tables and Language for “Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment” and Environmental Project Reports (EPR) under TPAP for Proponents and their

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<sup>1</sup> The definition of “adjacent” contained in the City of Toronto Official Plan is: Adjacent: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.



Consultants (MHSTCI, 2019) to provide draft guidance for cultural heritage existing conditions and preliminary impact assessment under TPAP.

### 3.1.2 **Ontario Heritage Act (1990)**

As mentioned above, the MHSTCI is charged under Section 2 of the *Ontario Heritage Act* (MHSTCI, 1990) with the responsibility to determine policies, priorities and programs for the conservation, protection, and preservation of the heritage of Ontario. In addition to EA-specific guidelines, the MHSTCI has also published Standards and Guidelines for Conservation of Provincial Heritage Properties (Standards and Guidelines hereafter) under Part III.1 of the *Ontario Heritage Act* (Ministry of Tourism and Culture, 2010). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. As a prescribed public body, Metrolinx has obligations under the Standards and Guidelines (Ministry of Tourism and Culture, 2010) to identify, protect, maintain and use applicable properties<sup>2</sup> in a manner that respects their cultural heritage value(s).

The Standards and Guidelines (Ministry of Tourism and Culture, 2010) provide a series of definitions which were considered during the course of completing this cultural heritage assessment and include:

A provincial heritage property is defined as the following (Ministry of Tourism and Culture, 2010):

“Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.”

A provincial heritage property of provincial significance is defined as the following (Ministry of Tourism and Culture, 2010):

“Provincial heritage property that has been evaluated using the criteria found in *Ontario Heritage Act* Ontario Regulation 10/06 and has been found to have cultural heritage value or interest of provincial significance.”

A built heritage resource is defined as the following (Ministry of Municipal Affairs and Housing, 2020):

“...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers”.

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<sup>2</sup> The Standards and Guidelines apply to properties owned or occupied by ministries and prescribed public bodies, and where they are entitled to make alterations.

A cultural heritage landscape is defined as the following (Ministry of Municipal Affairs and Housing, 2020):

“...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms”.

### **3.1.3 *Planning Act ( Ministry of Municipal Affairs and Housing, 1990) and Provincial Policy Statement (PPS) (Ministry of Municipal Affairs and Housing, 2020)***

The *Ontario Planning Act* ( Ministry of Municipal Affairs and Housing, 1990) and related Provincial Policy Statement (Ministry of Municipal Affairs and Housing, 2020) issued under Section 3 of the *Planning Act*, include a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act*, and of relevance to this project, is to integrate matters of provincial interest into provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including a commission or agency of the government, carry out their responsibilities. A provincial interest of particular relevance to this project from a cultural heritage perspective is (Ministry of Municipal Affairs and Housing, 2020):

2.(d) the conservation of features of significant architectural, cultural, historical, archeological or scientific interest.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, Wise Use and Management of Resources, in which the preamble states that “Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6 Cultural Heritage and Archaeology makes the following relative provisions:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance

are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (Ministry of Municipal Affairs and Housing, 2020) .

### 3.2 Approach to Assessment for Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report addresses above-ground BHRs and CHLs over 40 years old. Use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of BHRs and CHLs (MHSTCI, 2016). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly less than 40 years old, this does not preclude the resource from retaining heritage value.

In the course of the cultural heritage assessment, all potentially affected BHRs and CHLs are subject to inventory. Short form names are usually applied to each resource type. Examples include, but are not limited to: barn, residence, bridge, culvert, and neighbourhood CHL.

Background historical research, which includes consultation of primary and secondary source material and historic mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in the Study Area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. For the purposes of this study, the following sources were consulted: nineteenth-century mapping; nineteenth-century local historical accounts (Boulton, 1805); (Robinson, 1885); (Smith, W. H, 1846) twentieth-century mapping; and community histories.

To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies were consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during this stage of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

Finally, site visits were conducted to confirm the location and integrity of previously identified BHRs and CHLs, and to identify potential heritage resources not previously recognized.

Several investigative criteria were utilized during the data gathering phase to appropriately identify Cultural Heritage Resources. These investigative criteria were derived from provincial guidelines including the Ontario Heritage Toolkit (MHSTCI, 2006) and O. Reg. 9/06 and O. Reg 10/06 of the *Ontario Heritage Act*), definitions, and past experience.

### 3.3 Data Collection

Desktop data collection was undertaken which included a review of primary and secondary source material within a 50 metre buffer around the Project Study Area footprint, and immediately adjacent to the Project Study Area. More specifically, known or potential BHRs

and CHLs were identified through a review of municipal, provincial, and federal heritage inventories, and through agency data collection.

The objective of this exercise was to:

- present an inventory of known and potential BHRs and CHLs; and
- to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted.

### **3.3.1 Background Information Review**

In order to identify existing BHRs and CHLs within and adjacent to the Project Study Area, the following resources were consulted as part of this Cultural Heritage Report:

1. Previously conducted reports received from Metrolinx:
  - System-wide
    - GO Rail Network Electrification TPAP Cultural Heritage Screening Report (ASI, 2017)
  - Lakeshore West Corridor:
    - OnCorr Due Diligence Project – Lakeshore West Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, City of Mississauga, Halton Region, City of Hamilton and City of Niagara Falls (ASI, 2020a)
    - Cultural Heritage Evaluation Report (CHER) of Seven Bridges, Lakeshore West Rail Corridor, Toronto (ASI, 2020b)
2. Other previous or ongoing projects that overlap with the Project Study Area:
  - 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road Heritage Impact Assessment (HIA), Toronto (ERA Architects Inc, 2019)
3. Primary and Secondary Sources Available from Open-Data Sources:
  - Historical maps (including historical atlases, topographic maps, and aerial photography);
  - Available historical photographs;
  - Secondary source local histories;
  - Transit Toronto and GO Transit Websites;
  - The inventory of Ontario Heritage Trust easements<sup>3</sup>;
  - The Ontario Heritage Trust's Ontario Heritage Plaque Guide, an online, searchable database of Ontario Heritage Plaques<sup>4</sup>;
  - Ontario's Historical Plaques website<sup>5</sup>;

<sup>3</sup> Reviewed on 25 March, 2020 (<http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties>)

<sup>4</sup> Reviewed 25 March, 2020 (<https://www.heritagetrust.on.ca/en/index.php/online-plaque-guide>)

<sup>5</sup> Reviewed 27 March, 2020 ([www.ontarioplaques.com](http://www.ontarioplaques.com))

- Toronto's Historical Plaques website<sup>6</sup>;
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases<sup>7</sup>;
- Parks Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels<sup>8</sup>;
- Parks Canada's Directory of Federal Heritage Designations, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses<sup>9</sup>;
- Canadian Heritage River System. The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage<sup>10</sup>;
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites<sup>11</sup>;

#### City of Toronto:

- Official Plan (City of Toronto, 2019)<sup>12</sup>;
- Inventory of Heritage Properties<sup>13</sup>;
- Heritage Register Map<sup>14</sup>;

#### Ministry of Heritage, Sport, Tourism and Culture Industries:

- List of any properties within and adjacent to the Study Area that have been identified, designated or otherwise protected under the *Ontario Heritage Act* in the MHSTCI's list of Provincial Heritage Properties (PHP's);

#### Ontario Heritage Trust:

- List of properties within and adjacent to the Project Study Area that have been commemorated by the Ontario Heritage Trust and/or have an Ontario Heritage Trust easement;

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<sup>6</sup> Reviewed 27 March, 2020 (<http://torontoplaques.com>)

<sup>7</sup> <http://vitacollections.ca/ogscollections/2818487/data?grd=3186> and

<sup>8</sup> <http://www.historicplaces.ca/en/pages/about-apropos.aspx>

<sup>9</sup> [http://www.pc.gc.ca/apps/dfhd/search-recherche\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)

<sup>10</sup> <http://chrs.ca/the-rivers/>

<sup>11</sup> <http://whc.unesco.org/en/list/>

<sup>12</sup> Reviewed 27 March, 2020 ([https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA\\_Compiled-3.0.pdf](https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA_Compiled-3.0.pdf))

<sup>13</sup> Reviewed 27 March, 2020 (<https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/>)

<sup>14</sup> Reviewed 27 March, 2020 (<http://cot-planning.maps.arcgis.com/apps/PanelsLegend/index.html?appid=a90bf1e72b694db5a4892dc6b170688d>)



### 3.3.2 Agency Data Collection

Following Metrolinx approval, the Ontario Heritage Trust, the MHSTCI, and the City of Toronto were contacted by Hatch via email to describe the scope of the project and submit heritage data requests. A summary of agency data requests and information received is recorded in Table 3-1.

**Table 3-1: Results of Agency Data Collection**

Contact Name/ Position	Date(s) of Communications	Description of Information Received
Ms. Karla Barboza, Team Lead(A), Heritage Heritage Planning Unit Programs and Services Branch Ministry of Heritage, Sport, Tourism and Culture Industries	April 3 and 6 2020	The MHSTCI responded to say that to date, there are no properties within or adjacent to the Study Area that have been designated by the Minister, and there are no PHPs within or adjacent to the Study Area.
Kevin De Mille Heritage Planner, Ontario Heritage Trust Kevin.demille@heritagetrust.on.ca	April 3 and April 7 2020	The Ontario Heritage Trust confirmed that they do not have any conservation easements or Trust-owned properties within or adjacent to the Study Area.
<b>Heritage Preservation Services</b> c/o Yasmina Shamji Toronto City Hall 100 Queen Street West 17th floor, East Tower Toronto ON M5H 2N2	January 22 and March 30 2020	No response received at the time of report writing.

### 3.4 Approach to Preliminary Impact Assessment

To assess the preliminary impacts of the proposed infrastructure improvements on identified BHRs and CHLs in the Project Study Area, identified resources were considered against a range of possible impacts as outlined by the MHSTCI (MHSTCI, 2019). Impacts may be positive or negative, direct or indirect, and may affect the property’s potential cultural heritage value or interest. Additional factors such as the scale or severity of the impact, whether any changes are temporary or permanent, and if the alterations are reversible or irreversible, should be considered.

The MHSTCI (MHSTCI 2019:10) states that “a direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property”.

Examples of such impacts include, but are not limited to:

- removal or demolition of all or part of any heritage attribute
- removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e., non-contributing buildings)

- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security
- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features
- change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest
- continuation or intensification of a use of the property without conservation of heritage attributes

The MHSTCI (MHSTCI 2019:10) states that “an indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes”.

Examples of such impacts include, but are not limited to:

- shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- vibration damage to a structure due to construction or activities on or adjacent to the property
- alteration or obstruction of a significant view of or from the property from a key vantage point
- the MHSTCI (2019:11) states that “positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes”. Examples of such impacts include, but are not limited to:
  - changes or alterations that are consistent with accepted conservation principles, such as those articulated in MHSTCI's Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada
  - adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value of interest
  - public interpretation or commemoration of the heritage property

Where any identified above-ground BHRs and CHLs may be affected by direct or indirect impacts, appropriate mitigation measures were developed. Mitigation is the process of minimizing or avoiding anticipated negative impacts to BHRs and CHLs. This may include, but is not limited to, such actions as avoidance, monitoring, protection, relocation, completing a CHER, a HIA, and documentation report, or employing suitable measures such as landscaping, buffering, or other forms of mitigation, where appropriate.

Where properties will be directly affected, the Cultural Heritage Report will recommend a CHER. If sufficient detail can be provided within the Cultural Heritage Report to identify and mitigate potential direct impacts, a CHER may not be necessary. CHERs will also not be required for previously evaluated properties where the heritage attributes have already been identified. Where properties are indirectly impacted, appropriate mitigation measures will be developed and presented in this Cultural Heritage Report.

## 4. Thematic History

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the Study Area, including a general description of the current understanding of Indigenous and Euro-Canadian settlement and land use.

Historically, the Project Study Area is located near the historic village of Mimico, in Etobicoke Township, in the County of York.

### 4.1 Indigenous Land Use and Settlement

Southern Ontario has a cultural history that begins approximately 11,000 years ago. The land now encompassed by the former townships which make up the Study Area has a cultural history which begins approximately 10,000 years ago and continues to the present. Table 4-1 provides a general summary of the history of Indigenous land use and settlement of the area<sup>15</sup>.

**Table 4-1: Outline of Southern Ontario History and Lifeways**

Period	Archaeological/ Material Culture	Date Range	Lifeways/ Attributes
<b>PALEO-INDIAN PERIOD</b>			
Early	Gainey, Barnes, Crowfield	9000-8500 BCE	Big game hunters
Late	Holcombe, Hi-Lo, lanceolate	8500-7500 BCE	Small nomadic groups
<b>ARCHAIC</b>			
Early	Nettling, Bifurcate-base	7800-6000 BCE	Nomadic hunters and gatherers
Middle	Kirk, Stanley, Brewerton, Laurentian	6000-2000 BCE	Transition to territorial settlements

<sup>15</sup> While many types of information can inform the precontact settlement of the Project Study Area, this summary table provides information drawn from archaeological research conducted in southern Ontario over the last century. As such, the terminology used in this review related to standard archaeological terminology for the province rather than relating to specific historical events within the region. The chronological ordering of this summary is made with respect to two temporal referents: BCE – before Common Era and CE – Common Era.

Period	Archaeological/ Material Culture	Date Range	Lifeways/ Attributes
Late	Lamoka, Genesee, Crawford Knoll, Innes	2500-500 BCE	Polished/ground stone tools (small stemmed)
<b>WOODLAND PERIOD</b>			
Early	Meadowood	800-400 BCE	Introduction of pottery
Middle	Point Peninsula, Saugeen	400 BCE-CE 800	Incipient horticulture
Late	Algonkian, Iroquoian	CE 800-1300	Transition to village life and agriculture
	Algonkian, Iroquoian	CE 1300-1400	Establishment of large palisaded villages
	Algonkian, Iroquoian	CE 1400-1600	Tribal differentiation and warfare
<b>POST-CONTACT PERIOD</b>			
Early	Huron, Neutral, Petun, Odawa, Ojibwa	CE 1600-1650	Tribal displacements
Late	Six Nations Iroquois, Ojibwa	CE 1650-1800s	
	Euro-Canadian	CE 1800-present	European settlement

The Project Study Area is within Treaty 13, or the Toronto Purchase. In 1787, representatives of the Crown met with members of the Mississaugas at the Bay of Quinte to negotiate the sale of lands along the shore of Lake Ontario near the Town of York, the seat of the colonial government. Due to disputes over the boundaries, a new agreement was signed on August 1, 1805, in which the Mississaugas ceded to the Crown 250,830 acres of land. Both the 1787 Purchase and its 1805 Indenture are known as Treaty 13. The Mississaugas claimed that the Toronto Islands and other lands were not part of the purchase, and a land claim settlement was reached for these areas in 2010 (Mississaugas of the Credit First Nation 2017; Mississauga of the New Credit First Nation 2001).

## 4.2 Township Survey and Settlement

### 4.2.1 York Township

The history of York Township as a territorial division began in 1791 when Augustus Jones surveyed the township. The first land patents were granted in 1796 and by 1813 all of the township lands had been parcelled. By 1802, the township, bounded by the Humber River and Etobicoke Township to the west and sharing a border with Scarborough Township to the east, had a grist mill, two sawmills and two taverns. In 1801, the combined population of York, Etobicoke and Scarborough Townships and the Town of York numbered only 678 but by 1840 the population of York Township numbered more than 5,000 and an economic boom during the 1850s helped to triple the population. This required the growing urban area to stretch its northern limits from Queen Street to Bloor Street. Outside of the core of the city, especially north along Yonge Street, Yorkville (above Bloor) was a prosperous village and some Torontonians settled between Bloor and Eglinton as new street railway services improved suburban to urban access.

In its first 30 years, York Township (as differentiated from the Town of York) was a rolling and well wooded countryside. The centre of the township was present day Yonge Street and Eglinton Avenue or Eglinton Village. Eglinton Avenue, which was surveyed as the township's baseline, was at that time known as Baseline Road, and the crossroads community had a number of services including four hotels and a Masonic Hall. Yonge Street was settled on both sides and one mile south of Eglinton Avenue, the Davis family ran a pottery business (in the community later known as Davisville). A large number of suburban residences were constructed along the Davenport Ridge, an early Aboriginal trail. Villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s. The annexation of East Toronto occurred in 1908.

The evolution of the city continued at an even greater pace through the late nineteenth and early twentieth centuries, with the consolidation of rail systems and the growth of numerous industrial and commercial operations within the city limits and along the rail corridors. Urban planning became more coordinated in the twentieth century, and a move toward more spatial control was made in 1904 with legislation that controlled non-residential land use in the city. This was soon applied to residential areas, as municipal officials attempted to alleviate certain kinds of congestion and undesirable overlap. The development of internal urban transport also promoted a wider spread community and the establishment of discrete business and residential districts.

Throughout the rest of the city, economic prosperity and urban opportunity drew people to various parts of the city to live and work. Industrial districts followed the railway lines, and new immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912, and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fueled the construction of new office towers – a total of 14 between 1922 and 1928. Increased automobile use necessitated improvements to local roads and crossings.

Few new buildings were constructed during the 1930s depression, and unemployment remained high until the war economy lifted companies up and out of their downturns. Before the war ended, a post-war reconstruction plan was put together for the city, and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city's density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded.

#### **4.2.2 Etobicoke Township**

The land which comprises the former Township of Etobicoke was alienated by the British from the native Mississaugas by provisional treaty number 13, known as the "Toronto Purchase," dated at the Bay of Quinte on September 23, 1787. Due to certain irregularities contained in the original document, this purchase was confirmed by a second treaty dated August 1, 1805.



Between 1784 and 1792, this part of Southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec.

The first township survey was undertaken by Alexander Aitken in 1788. Abraham Iredell continued the survey work in 1795. Additional surveys of the township were made in 1798, by William Hambly, and by Samuel Wilmot in the winter of 1811. The reserve at the mouth of the Humber was surveyed by H.J. Castle in January 1838, and the road allowances were resurveyed in 1857.

The first “legal” settlers did not occupy their lands until the early years of the nineteenth century. Many of the early land grants along the township “front” were assigned to disbanded soldiers from the Queen’s Rangers. This was due to the fact that the Upper Canadian government wished to settle seasoned veterans in the township. These men would serve as a buffer, and would be called upon to defend the provincial capital from any possible armed invasion from the west (Mika, N; Mika, H, 1977); (Winearls, 1991), (Armstrong, 1985).

The Township was named using a European corruption of a Mississauga word, Wah-do-bekaung. The etymology for this word was provided by Augustus Jones, an early provincial surveyor, as “the place where the alders grow.” The name was also sometimes spelled as “Atobicoake” and “Ytobicoke.” Some old maps rendered it as “Toby Cook,” which raised speculation about the possibility that the township honoured an early settler who bore this name (Gardiner 1899:218; Rayburn 1997:115). Mimico is said to have been derived from another Mississauga word, Omimeca, signifying “place of wild pigeons.” It was said that large flocks of migratory passenger pigeons used to feed in the fields along the Mimico Creek (Currell, 1967); (Hayes, 1974), (Mika, N; Mika, H, 1981).

The township comprised part of the East Riding of York in the Home District which, between 1792 and 1800, was administered from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded in 1850, by the United Counties of York, Peel and Ontario. Ontario and Peel were elevated to separate county status in 1851-52 (Canada, 1891) (Armstrong, 1985) (Jonasson, 2006). In 1805, it was noted that the Humber River flowed through this township, which contained the government sawmills. The Humber was an important carrying place trail. It was observed that “the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues” (Boulton, 1805). The river was also described by nineteenth century writers as being particularly rich in salmon. In 1846, Etobicoke was described as “a well settled township,” with good land. The soil near the lake was sandy and timbered mainly in pine, but the quality of the land improved further back where the forests contained principally hardwood. The Humber was described as an “excellent mill stream.” The township then contained five grist mills and nine saw mills. The value of realty within the township increased dramatically during the second quarter of the nineteenth century (Smith, W. H, 1846) (Smith, W. H, 1851)

### 4.2.3 *Mimico*

Mimico fronts Lake Ontario, and became part of Etobicoke in 1967. Etobicoke was established in 1792, and surveying of the township was undertaken at various times until 1838 (Mika, N; Mika, H, 1981).

The first inhabitants of Mimico were Richard Wilson and Robert Gray, but they did not remain. In the 1850s, plans were made to develop Mimico as a model town. A few Toronto businessmen purchased land along the new railway line. The land was divided into lots that were auctioned off. The area to the north of the railway, however, was still farmland (Currell, 1967).

Mimico did not succeed as a model village. Few of the lots were sold and fewer were occupied. According to Harvey Currell's *The Mimico Story* the village failed for two reasons. The lesser important reason was the collapse of the land speculation boom, caused by the depression at the end of the Crimean War. The more important reason was that Mimico was too far from Toronto to be a commuter village. People were not willing to travel to Toronto, and there were not enough jobs in Mimico (Currell, 1967).

In the 1890s, the Toronto and Mimico Electric Railway and Light Co. formed. This enabled people to commute to the city, and in 1897, Mimico was incorporated as a police village. By 1917, Mimico gained town status (Currell, 1967); (Mika, N; Mika, H, 1981).

The town became noted for its brickyards and market gardens, while hotels and picnic gardens catered to visitors. Some Torontonians built spacious summer homes in the town (Mika, N; Mika, H, 1981).

The Project Study Area is located towards the eastern limits of the Town of Mimico. The lands in this vicinity were slated for development as a residential neighbourhood in the 1850s. However, these plans did not come to fruition and instead, the area was sold as larger rural parcels in the second half of the nineteenth century. A brickyard was established to the southeast of the Project Study Area in the 1880s, and operated until the 1920s. Following the brickyards, this area served recreational purposes as a campground/resort area. In the late 1940s, the lands southeast of the Project Study Area were consolidated and the Christie Lakeshore Bakery established. The Bakery operated until 2013, and the factory demolished in 2018 (ERA Architects Inc, 2019).

## 4.3 **Summary on the Development of the Lakeshore West Rail Corridor**

The Lakeshore West rail corridor follows the tracks initially laid in 1855 from Toronto to Hamilton by the Hamilton & Toronto Railway Company (HTR). The HTR company was established by Sir Allan MacNab and a number of other investors, with additional financial support from England, and a charter was granted in 1852. Construction on the line began in 1853. The line was initially leased to the Great Western Railway (GWR), who in turn supplied railway stations along the corridor (Paterson & George, D, 1988). Extending from downtown Toronto, the rail line passed through Mimico, Port Credit, Clarkson, Oakville, Bronte, Burlington, and finally Hamilton. In 1871, the HTR amalgamated with the GWR, and in 1882

the GWR amalgamated with the Grand Trunk Railway (GTR). In 1920, control of the GTR was assumed by the Canadian Government and three years later, in 1923, the GTR was amalgamated with Canadian National Railways (CNR) (Andreae, 1997).

The Lakeshore West rail corridor was built along the Lake Ontario shoreline, on level terrain formerly located at the bottom of glacial Lake Iroquois. While the route presented few engineering obstacles, two of note include the two wooden trestles built to span the Twelve and Sixteen Mile Creek Valleys.

Each valley is over 150 metres wide and 38 metres deep. Also significant is the Credit River and associated flood plains. While just as wide, the Credit River Valley is not as high and as such, extensive filling and low trestle work led to a smaller bridge (Paterson & George, D, 1988). The wooden trestle bridges were replaced by the GWR with stone and iron structures around the 1880s.

Between 1910 and 1920, the GTR undertook a grade separation project that lowered the railway tracks and required the construction of overhead structures for all north-south roads in the Parkdale area, including Dufferin Street, Dunn Avenue, Jameson Avenue, and Dowling Avenue. In total, the project eliminated thirteen level crossings (McLeod & McNeil, M, 1979)

The Lakeshore West rail corridor was Canada's busiest railway corridor during the nineteenth and most of the twentieth century (Paterson & George, D, 1988). GO service along the Lakeshore West rail corridor began in 1967. Initial service included stops at stations built in Mimico, Long Branch, Port Credit, Clarkson, Oakville, Bronte, and Burlington. These stations were all built prior to 1967 as a three-year experiment in commuter rail travel (Garcia & Bow, 2018). A third track was added to the north side between Mississauga and Oakville in 2007.

## **4.4 Review of Historical Mapping**

### **4.4.1 Nineteenth-Century Mapping**

The 1860 Tremaine's Map County of York Canada West and the 1878 Illustrated Historical Atlas of the County of York were reviewed to determine the potential for the presence of historical resources in the Study Area during the nineteenth century (Figures 4-1 and 4-2).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historical mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins

of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Tremaine's 1860 map of the County of York shows the Project Study Area along the Hamilton and Toronto Railway. Mimico Station is shown on the line located southwest of the Study Area. The surrounding area to the north and east is predominantly a rural landscape. The map shows a dense survey of lots located west and southwest of the Study Area. There are no structures indicated in proximity to the Project Study Area in 1860. The 1877 Illustrated Historical Atlas identifies the rail line as the GWR. The lands surrounding the Project Study Area remain largely unchanged. One structure is shown north of the northeast end of the Study Area, east of Park Lawn Road.



Figure 4-1: Study Area on the Tremaine's Map of the County of York (Tremaine, 1860)





Figure 4-2: Study Area on the Illustrated Historical Atlas of the County of York (Miles & Co, 1878)

#### 4.4.2 Twentieth-Century Mapping

In addition to nineteenth-century mapping, topographic mapping, fire insurance maps and aerial photographs from the twentieth century were examined. This report presents topographic maps from 1909, 1949, a fire insurance map from 1924, and the aerial photograph from 1954 (Figures 4-3 to 4-6). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during each period.

The early twentieth century topographic maps indicate that lands surrounding the Project Study Area continue to be relatively rural in character. The 1909 topographic map identifies the railway as the GTR. The map shows two structures, one on either side of the Project Study Area, along the west side of Park Lawn Road, and indicates the presence of a brick yard near the northeast end of the Project Study Area. In 1918, a bridge or overpass was added to Park Lawn Road for the rail crossing. Fire insurance plans from 1924, show Sydenham Street extending west from Park Lawn Road back toward the rail corridor, with six structures present along its length. On the 1927 topographic map the rail line is identified as being operated by both the CNR and the GTR.

Sydenham Street appears on the 1942 topographic map for the first time, and a highway in the current place of the Gardiner Expressway is shown. The brick yard located near the northeast end of the Project Study Area on previous maps is no longer shown on the 1942 map. On the 1949 topographic map a large structure associated with the Mr. Christie factory is shown where

the brick yard was formerly located. A small road is shown from Park Lawn Road to this structure. The 1954 aerial photographs depict the Study Area in a similar context to the mid-twentieth century mapping, although development has started on the west side of Mimico Creek in proximity to the Project Study Area.

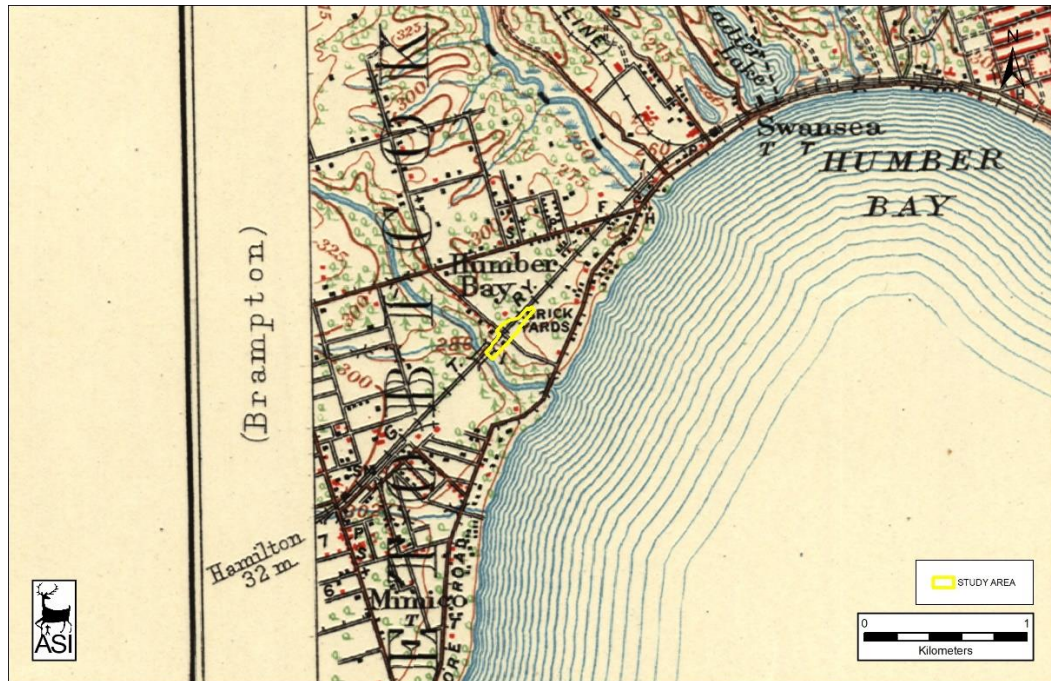


Figure 4-3: Study Area on the 1909 Topographic Map (Department of Militia and Defence, 1909)



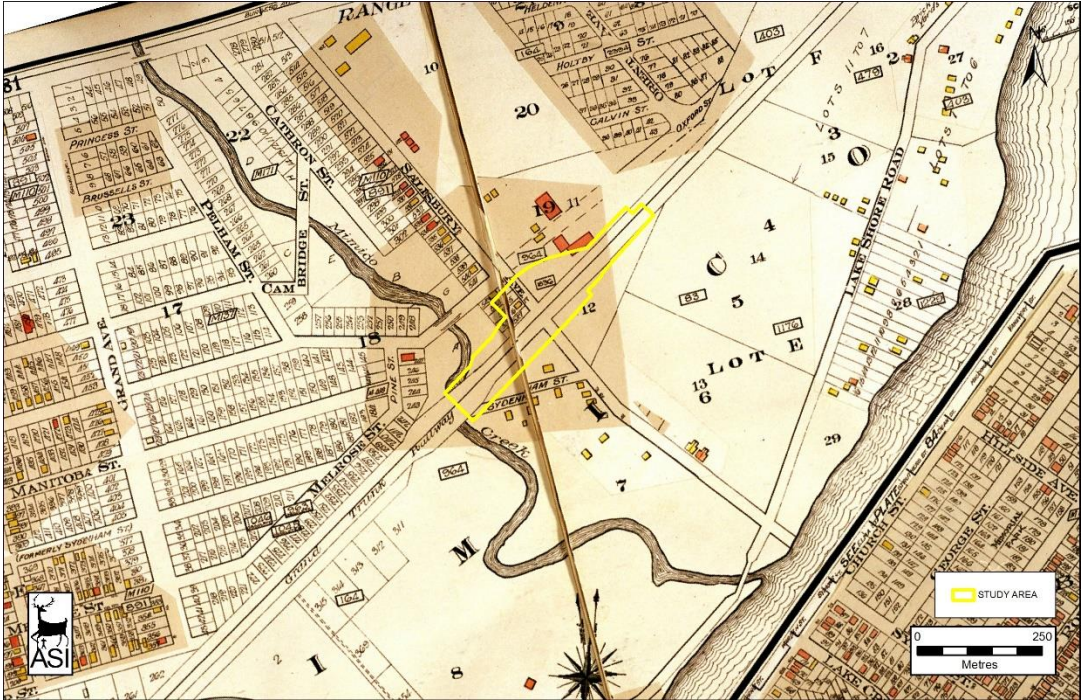


Figure 4-4: Study Area on the 1924 Toronto Fire Insurance Plan (Goad, 1924)

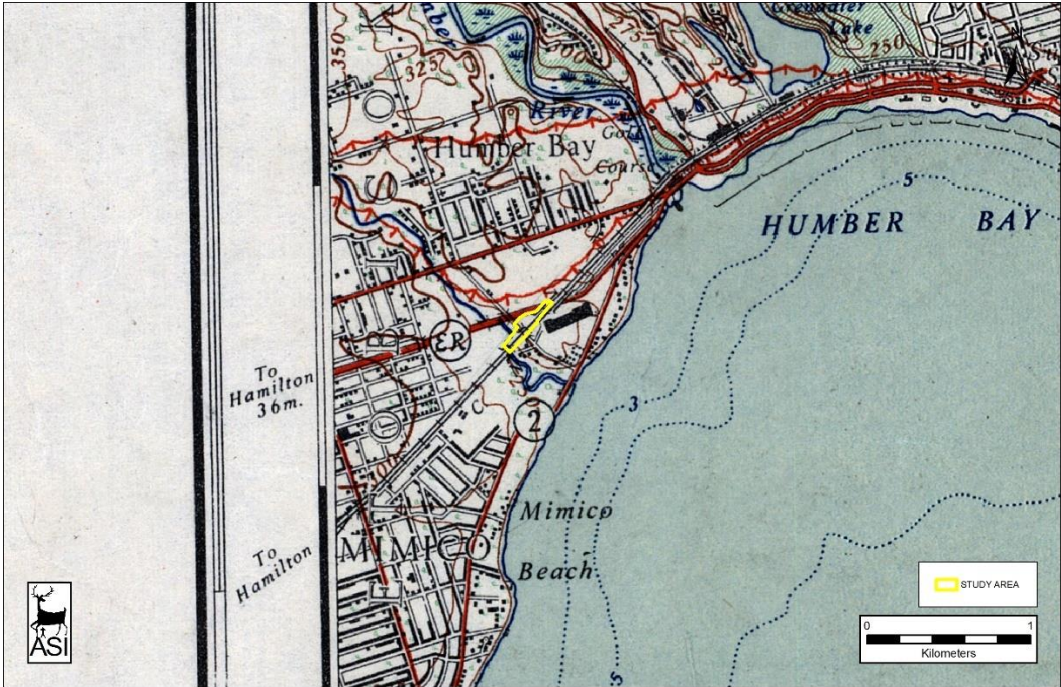


Figure 4-5: Study Area on the 1949 Topographic Map (Department of National Defence 1949)



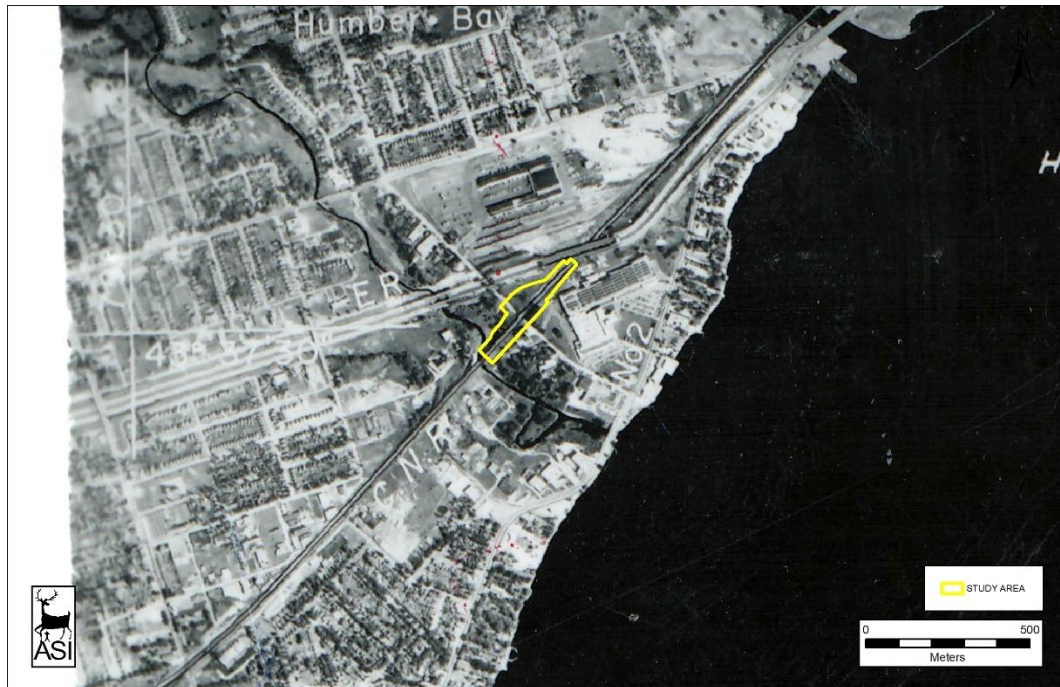


Figure 4-6: Study Area on the 1954 Aerial Photograph (Hunting Survey Corporation Limited, 1954)

## 5. Existing Conditions

### 5.1 Field Review

A field review of the Project Study Area was undertaken by Laura Wickett, of ASI, on April 3, 2020 to document the existing conditions from the public right-of-way. The Project Study Area is in the City of Toronto and focuses on the proposed Project Footprint and 50 metre buffer. The Study Area is generally located in an urban context, south of the Gardiner Expressway, along the Lakeshore West rail corridor and on both sides of Park Lawn Road. The existing conditions are described below and captured in Plates 1 – 6. Identified BHRs and CHLs are discussed in Section 5.2, described in Appendix A, and are mapped in Appendix B of this report.

The area located west of Park Lawn Road features Mimico Creek, which crosses the western limits of the Project Study Area generally in a northwest-southeast alignment. The banks of Mimico Creek are mostly covered with trees and shrubs. Modern condominiums are located to the northwest and southeast of Mimico Creek, within the 50 metre buffer of the Study Area.

The area located east of Park Lawn Road and north of the rail corridor is undeveloped, and generally covered in sparse vegetation. The Lakeshore West rail corridor approaches the Gardiner Expressway on an angle and passes underneath the expressway at the very east end of the Project Study Area. The former Mr. Christie Factory site is located on the south side of



the rail corridor. With the exception of the water tower, the buildings associated with this factory have been removed and the site is being prepared for new development.



**Plate 1: View north along Park Lawn Road towards rail corridor.**



**Plate 2: View south toward condominium towers on west side of Park Lawn Road.**



**Plate 3: View looking east toward former Mr. Christie Factory Site. Note the water tower.**



**Plate 4: View looking south at Mimico Creek and west end of Study Area.**



**Plate 5: View east towards the undeveloped area between the rail corridor and expressway**



**Plate 6: View looking north to expressway along Park Lawn Road from the rail corridor.**

## 5.2 Summary of Known or Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the review of available municipal, provincial, and federal data, and the results of project consultation, there is one previously identified potential BHR within and/or adjacent to the Project Study Area. The Christie Water Tower was previously identified in a HIA Report of the lands associated with the former Mr. Christie Factory Site (ERA Architects Inc, 2019).

A portion of the Project Study Area was assessed for known or potential BHRs and CHLs during the GO Rail Network Electrification TPAP (2017) and the OnCorr Due Diligence Project (2019-2020). During the course of these assessments, the railway bridge over Mimico Creek, located at the west end of the Project Study Area, was identified as requiring further heritage evaluation for cultural heritage value or interest. A CHER was prepared and finalized in early 2020 which confirmed that the Mimico Creek Bridge at Mile 5.95 does not have cultural heritage value or interest (ASI, 2020b). The Gardiner Expressway Bridge over Lakeshore West rail corridor at Mile 5.68 was also identified as a potential BHR and required further heritage evaluation for cultural heritage value or interest. A CHER was prepared and finalized in 2016 which confirmed that the Gardiner Expressway Bridge at Mile 5.68 does not have cultural heritage value or interest (ASI Archaeological Services Inc., 2016).

Based on the results of the background research and field review, one potential BHR was identified adjacent to the Project Study Area (see Table 5-1). More information on this property is presented in Appendix A and mapping is provided in Appendix B of this report.

**Table 5-1: Inventory of Known or Potential Built Heritage Resources and Cultural Heritage Landscapes**

Reference Number	Type of Property	Location	Ownership	Results of Heritage Assessment
BHR-01	Water tower	Former Mr. Christie Factory Site	Private	Previously Identified (ERA Architects Inc, 2019). <sup>16</sup>

## 6. Preliminary Impact Assessment

Field review confirmed the location of one BHR adjacent to the Project Study Area, and assisted in the identification of potential cultural heritage value and heritage attributes, and allowed for the assessment of potential/anticipated impacts of the proposed infrastructure improvements on the identified BHR. No direct or indirect impacts have been identified (Table 6.1).

<sup>16</sup> In October 2021, ERA Architects Inc. communicated to Hatch that the City of Toronto has determined that the Christie Water Tower is NOT considered a heritage property, and they have chosen not to list the structure on the Toronto Heritage Register or designate it under Part IV of the *Ontario Heritage Act*.

**Table 6-1: Identified Built Heritage Resources and Cultural Heritage Landscapes, Preliminary Impact Assessment, and Recommended Mitigation Measures**

Reference Number	Type of Property	Location	Heritage Recognition	Preliminary Impact Assessment	Mitigation Measures
BHR-01	Water Tower	The Christie Water Tower is located in the northern limits of the former Mr. Christie Factory Site; approximately 55 metres east of the eastern limits of the Project Footprint. <sup>17</sup>	Previously Identified (ERA Architects Inc, 2019).	No direct impacts or indirect impacts are anticipated. Given that the water tower is over 50 metres from the project footprint, no vibration impacts from construction activities are anticipated. In addition, the Park Lawn GO Station will not impact views to the water tower from the Gardiner Expressway or the Lakeshore West rail corridor. The Christie Water Tower will likely be relocated within the former Mr. Christie Factory Site as part of a redevelopment project.	No further work is required.

## 7. Community Engagement

Additional engagement with the community was undertaken in June 2021 through submission of this report to the Toronto and Region Conservation Authority and the City of Toronto. Two comments were received from the City of Toronto, recognizing the Christie Water Tower, as a built heritage resource, as noted in ERA’s HIA (2019). No comments were received related to required edits to the Cultural Heritage Report.

This report was submitted to the MHSTCI for review in January 2021. Comments were received in February 2021. Feedback and comments were used to refine the findings and report. The report was submitted again to MHSTCI in August and October 2021. Comments were received in October 2021 and were used to refine this report.

Consultation with the public regarding the cultural heritage component of the new Park Lawn GO Station project has been undertaken during a series of Public Meetings: Public Meeting #1 in July 2020 and Public Meeting #2 in August / September 2021. No comments pertaining to cultural heritage were received during either Public Meeting.

<sup>17</sup> According to the HIA (ERA Architects Inc. 2019) the former Mr. Christie Factory Site will be redeveloped: “The Christie Water Tower is proposed to be retained, relocated and incorporated into a planned neighbourhood as a key component of the Site’s interpretation program.”

Refer to Section 6 of the EPR for additional detail regarding stakeholder and public feedback received through public consultation.

## 8. Results and Mitigation Recommendations

The results of background historical research and field review revealed a Project Study Area with both an urban and rural land use history dating back to the early nineteenth century. The results of this assessment have identified one potential BHR adjacent to the Project Study Area. No direct or indirect impacts to BHR 1, the Christie Water Tower, are anticipated.

Based on the results of this Cultural Heritage Report, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified BHRs.
2. Should future work require an expansion of the Project Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on heritage resources.
3. This report should be submitted by the proponent to heritage staff at the City of Toronto, the MHSTCI, and any other relevant stakeholder with an interest in this project.



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# **Appendix A**

## **Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes**

**Reference Number**

BHR 1

**Property Type**

Water Tower

**Address or Location**

2150 Lake Shore Boulevard West

**Level of Heritage Recognition**

Previously Identified as a potential built heritage resource in a Heritage Impact Assessment Report (ERA Architects Inc. 2019)

**Property Description**

The Christie Water Tower at the former Mr. Christie Factory site is located at the northern end of the former factory site. The water tower is composed of a steel tank supported by four circular columns/legs with concrete footings and horizontal and diagonal bracing. A water pipe extends from the ground to the tank in the middle of the four columns. The water tower features the familiar red and white Christie branding and is considered a remnant industrial artifact from the former factory at this site.

**Description of Potential Cultural Heritage Value or Interest and Heritage Attributes****Historical:**

- The water tower was built around the same time as the factory, installed in 1949-1950
- Retains historical associations with Christie, Brown & Co., an important employer in the Humber Bay community for over 60 years

**Design:**

- The Heritage Impact Assessment Report (ERA Architects Inc. 2019) described it as a “unique structure” with familiar red and white Christie branding

**Context:**

- Identified as a remnant industrial artifact from the demolished Christie Lakeshore Bakery
- It is a highly visible structure from all directions, particularly from the Gardiner Expressway and Lakeshore West rail corridor, and is considered to be a landmark

## Photos



Looking east towards the water tower on the former Mr. Christie Factory site.

# **Appendix B**

## **Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes**





Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



## APPENDIX D2

- **Cultural Heritage Evaluation Report – Lakeshore West Rail Corridor, Oakville Subdivision (2020)**
- **Cultural Heritage Evaluation Report – GO Rail Network Electrification TPAP (2016)**
- **2150 Lake Shore Heritage Impact Assessment Report (2021)**

**CULTURAL HERITAGE EVALUATION REPORT:  
GARDINER EXPRESSWAY OVERHEAD, MILE 5.61  
LAKESHORE WEST RAIL CORRIDOR**

**GO RAIL NETWORK ELECTRIFICATION TPAP**

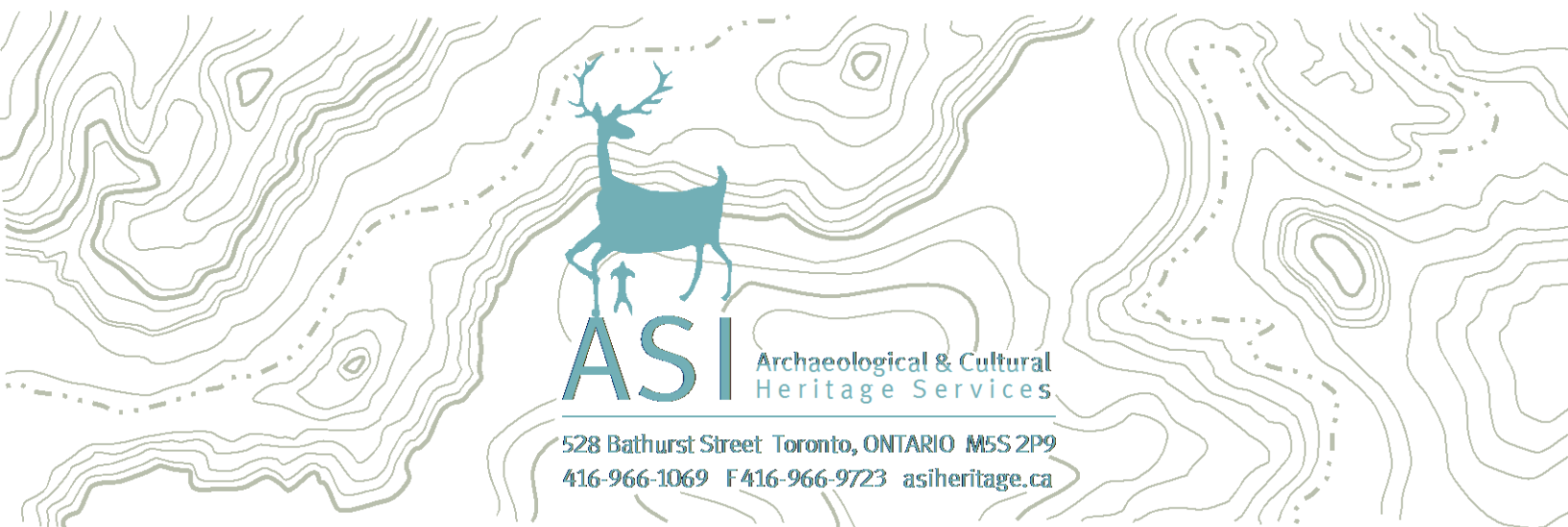
**CITY OF TORONTO, ONTARIO**

Prepared for:

**Morrison Hershfield**  
181 Bay Street, Suite 3200  
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ASI File: 15EA-038

August 2016





## **REPORT DISCLAIMER**

NOTWITHSTANDING the results and recommendations presented in this study, Archaeological Services Inc. notes that no cultural heritage assessment, no matter how thorough or carefully completed, can necessarily identify every property and/or structure that has not been previously identified as a known or potential cultural heritage resource. Cultural heritage assessments for transportation related projects are limited to the public right-of-way, and as such, potential cultural heritage resources on private property may be screened from view by vegetation and/or other barriers. In the event that a potential cultural heritage resource is found during subsequent construction activities, the consultant cultural heritage specialist and approval authority should be immediately notified.



**CULTURAL HERITAGE EVALUATION REPORT:  
GARDINER EXPRESSWAY OVERHEAD, MILE 5.61  
LAKESHORE WEST RAIL CORRIDOR**

**GO RAIL NETWORK ELECTRIFICATION TPAP**

**CITY OF TORONTO, ONTARIO**

**EXECUTIVE SUMMARY**

ASI was contracted by Morrison Hershfield on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) and Cultural Heritage Evaluation Recommendation Report (CHERR) for the Gardiner Expressway Overhead on the Lakeshore West rail corridor as part of the GO Rail Network Electrification Transit Project Assessment Project (TPAP). Metrolinx is undertaking a TPAP study under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings* for electrification of the GO Rail Network. The Gardiner Expressway Overhead was identified as a Potential Provincial Heritage Property as part of the Cultural Heritage Screening Report completed for the GO Rail Network Electrification TPAP.

The Gardiner Expressway Overhead is located at Mile 5.61 of the GO Transit Lakeshore West rail corridor, and is owned by the City of Toronto. The bridge was built in 1974 and carries the Frank G. Gardiner Expressway over the Lakeshore West rail corridor, between Brookers Lane and Park Lawn Road, in the City of Toronto.

Part 1 of this CHER provides a description of the potential cultural heritage resources, including a summary of its historical and current context (Section 1), a description of methodology and sources (Section 2), existing heritage recognition of the resource (Section 3), a description of adjacent lands (Section 4), summary of previous archaeological assessment (Section 5), community input (Section 6), and discussion of cultural heritage value (Section 7). A data sheet is provided in Section 8 and all figures, including mapping and photographs, are provided in Section 9. Part 2 of this CHER contains the Recommendations Report which presents the evaluation tables outlining criteria set out in Ontario Regulations 9/06 and 10/06 and recommended outcome of the evaluation.

The CHER was conducted by Joel Konrad, Cultural Heritage Specialist, ASI.



## PROJECT PERSONNEL

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<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP <i>Cultural Heritage Specialist Assistant Manager, Cultural Heritage Division</i>
<i>Cultural Heritage Specialist:</i>	Joel Konrad, PhD <i>Cultural Heritage Specialist</i>
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<i>Project Administration:</i>	Carol Bella, Hon. BA <i>Research Archaeologist Administrative Assistant</i>
<i>Report Preparation:</i>	Joel Konrad
<i>Graphics:</i>	Blake Williams, MLitt <i>Geomatics Specialist</i>
<i>Report Reviewer:</i>	Lindsay Graves



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## 1.0 INTRODUCTION

ASI was contracted by Morrison Hershfield on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) and Cultural Heritage Evaluation Recommendation Report (CHERR) for the Gardiner Expressway Overhead, located on the Lakeshore West rail corridor (Mile 5.61), as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP). Metrolinx is undertaking a Transit Project Assessment study under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings* for electrification of the GO Rail Network. The purpose of the Project is to convert the GO Network from diesel to electric power. The Gardiner Expressway Overhead was identified as a Potential Provincial Heritage Property as part of the Cultural Heritage Screening Report completed for this Project.

The objective of this CHER is to provide evidence as to why the subject resource may be of cultural heritage value or interest, and identify the physical elements that contribute to its heritage value. Research for this CHER was conducted under the senior project management of Lindsay Graves, Assistant Manager of the Cultural Heritage Division, ASI.

### 1.1 Description of Property

The Gardiner Expressway Overpass is located at Mile 5.61 of the GO Transit Lakeshore West rail corridor, and is located in the City of Toronto (Figures 1 and 2). The structure is a two-span, precast, prestressed concrete girder bridge that carries eastbound and westbound Gardiner Expressway Traffic over four rail lines and located with the following ownership parcel: PIN 07623-0036. The bridge is currently owned and maintained by MTO.

### 1.2 Historical Summary

The Gardiner Expressway Overpass is located on Lot 3, Concession 3, in the historic Township of Etobicoke, County of York. The bridge is situated adjacent to the historic village of Mimico, which was established as a model community in the 1850s, though the plan was not fully realized. However, population in the village increased over the second half of the nineteenth century and by 1917 the settlement gained town status.

The Gardiner Expressway Overpass was built in 1974 with no record of major rehabilitation.

### 1.3 Current Context

The Gardiner Expressway Overpass is located along the Gardiner Expressway in the City of Toronto, approximately 850 metres southwest of the Humber River and 500 metres northwest of Humber Bay. The area around the bridge is characterized by the rail corridor, the Ontario Food Terminal to the north, and the former Mr. Christie's Bakery to the south.





Figure 1: Location of study area in the City of Toronto, Ontario

Source: (c) Open Street Map contributors, Creative Commons



Figure 2: South elevation of the Gardiner Street Bridge.

## 2.0 METHODOLOGY AND SOURCES

### 2.1 Legislation and Policy Context

This cultural heritage evaluation considers cultural heritage resources in the context of improvements to specified areas, pursuant to Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (Transit Projects Regulation) and the Ontario *Environmental Assessment Act* (EAA 1990). Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006). Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways such as loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The TPAP is defined in sections 6-17 in Ontario Regulation 213/08: Transit Projects and Metrolinx Undertakings, and provides a series of relevant provisions and definitions. The TPAP Guide (January 2014) includes provisions to consider when the proposed project may have a negative impact on a matter of provincial importance, which is defined as follows (2014: 2):

...a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest...

The TPAP Guide further notes that identification and assessment of potentially impacted built heritage resources, cultural heritage landscapes, and protected heritage properties are relevant in determining if a matter is of ‘provincial importance’ (2014: 10). It should be noted that the TPAP Guide acknowledges that a built heritage resource, cultural heritage landscape, or protected heritage property does not necessarily need to meet criteria set out under Regulation 10/06 of the *Ontario Heritage Act* to be considered of ‘provincial importance’.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under other various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
  - *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
  - *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
  - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
  - *Ontario Heritage Tool Kit* (MCL 2006)



- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*

This assessment was also guided by the *Metrolinx Interim Cultural Heritage Management Process* (Metrolinx 2013b), the *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2014); and the City of Toronto *Terms of Reference for Heritage Impact Statements* (August 2011).

## 2.2 Approach to Cultural Heritage Evaluation Report

The scope of a Cultural Heritage Evaluation Report (CHER) is guided by the Ministry of Tourism, Culture and Sport's *Ontario Heritage Toolkit* (2006) as well as the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (2014). Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

A site visit was conducted by Joel Konrad, Cultural Heritage Specialist, ASI, on 10 August 2016 to conduct photographic documentation of the subject resource. The assessment was conducted under the supervision of a flagging professional coordinated by Metrolinx.

Using background information and data collected during the site visit, the cultural heritage resource is evaluated using criteria contained within Regulation 9/06 and 10/06 of the *Ontario Heritage Act*. The two criteria sets share a requirement to fully understand the history, design and associations of all cultural heritage resources of the property. The following differences between the two sets of criteria should be noted (Metrolinx 2014: 12):

- Regulation 9/06 requires a consideration of the community context
- Regulation 10/06 requires a consideration of the provincial context

### 2.2.1 List of Key Sources and Research Limitations

#### *Key Sources*

Background historical research, which includes the consultation of primary and secondary source documents, photos, and historic mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in a study area. In addition, on-site archival research was undertaken at the following libraries and archives to build upon information gleaned from other primary and secondary materials:





- Toronto Archives
- City of Toronto Reference Library
- Archives of Ontario

Where available, comprehensive bridge inventories were consulted for comparative analysis purposes to determine the potential design value of the subject bridge. The Metrolinx Master Bridge List (August 31, 2015) recording information such as bridge name, location, construction date, material, bridge type, number of spans and overall bridge length, was provided by Metrolinx and utilized for comparative purposes. Additional sources were considered for comparative analysis where relevant.

Available federal, provincial and municipal heritage inventories and databases were also consulted to obtain information about the property. These included:

- The City of Toronto's Inventory of Heritage Properties;
- The Ontario Heritage Trust's *Provincial Plaque Program* database;
- Park's Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses; and
- Park's Canada's *Canada's Historic Places* website: a searchable on-line register that provides information on historic places recognized for their heritage value at the local, provincial, territorial and national levels.

Previous consultant reports associated with potential above-ground cultural heritage resources and archaeological resources within and/or adjacent to the GO Rail Network Electrification TPAP included the following:

- Cultural Heritage Screening Report: GO Rail Network Electrification TPAP (ASI 2016)

A full list of references consulted can be found in Section 11 of this CHER.

### *Research Limitations*

No research limitations were identified.

## **2.3 Consultation**

Consultation with the Ontario Heritage Trust, the Ministry of Tourism, Culture, and Sport (MTCS), and heritage staff at the City of Toronto regarding the subject properties took place as part of the Cultural Heritage Screening Report (ASI 2016).

An additional email was sent to Heritage Preservation Services on 19 August 2016 to confirm that the subject bridge is not currently recognized as a heritage structure by the City of Toronto. No reply has been received at the time of report submission.





### **3.0 HERITAGE RECOGNITIONS**

#### **3.1 Municipal**

The subject resource is not identified on the City of Toronto's Inventory of Heritage Properties.

#### **3.2 Provincial**

The subject resource does not retain heritage recognition at the provincial level for the following reasons:

- The property is owned by the MTO, it has not previously been identified as a Provincial Heritage Property and is not on the Ontario Heritage Bridge List; and
- The property has not been commemorated by the Ontario Heritage Trust.

#### **3.3 Federal**

The subject resources do not retain heritage recognition at the federal level for the following reasons:

- The property does not contain a Federal Heritage Building; and
- The property is not a National Historic Site.

### **4.0 ADJACENT LANDS**

The Gardiner Expressway Overhead is not adjacent to any known heritage properties.

### **5.0 SUMMARY OF ARCHAEOLOGICAL ASSESSMENTS**

The Stage 1 Archaeological Assessment for the GO Rail Network Electrification TPAP is currently underway (ASI, in progress). Once completed, this report will provide information about archaeological potential in the study area.



## 6.0 COMMUNITY INPUT

A number of stakeholder groups were contacted and asked to complete a questionnaire to collect any information relating to the Gardiner Expressway Overhead in the City of Toronto. See Appendix A for questionnaire responses received and Table 1 for a list of organizations contacted and a description of information received. At the time of writing, no responses were received from those contacted, and therefore no concerns regarding the heritage value or local community interest were identified.

In addition, a review of various online sources did not reveal any interest from the community in the potential heritage value of the Gardiner Expressway Overhead.

<b>Contact</b>	<b>Organization</b>	<b>Contact Information</b>	<b>Date(s) of Communications</b>	<b>Description of Information Received</b>
	Toronto Railway Historical Association	255 Bremner Blvd, Unit 15	3 June 2016	No information received at the time of report writing.
	Heritage Toronto	157 King Street East, 3rd Floor	3 June 2016	No information received at the time of report writing.
	Toronto Historical Association	P.O. Box 67, 260 Adelaide St. E.	3 June 2016	No information received at the time of report writing.

## 7.0 DISCUSSION OF CULTURAL HERITAGE VALUE

### 7.1 Discussion of Historical or Associative Value

#### 7.1.1 *Settlement History*

##### *Township of Etobicoke*

The land which comprises the former Township of Etobicoke was alienated by the British from the native Mississaugas by provisional treaty number 13, known as the “Toronto Purchase,” dated at the Bay of Quinte on September 23, 1787. Due to certain irregularities contained in the original document, this purchase was confirmed by a second treaty dated August 1, 1805. Between 1784 and 1792, this part of Southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec.

The first township survey was undertaken by Alexander Aitken in 1788. Abraham Iredell continued the survey work in 1795. Additional surveys of the township were made in 1798, by William Hambly, and by Samuel Wilmot in the winter of 1811. The reserve at the mouth of the Humber was surveyed by H.J. Castle in January 1838, and the road allowances were resurveyed in 1857.

The first “legal” settlers did not occupy their lands until the early years of the nineteenth century. Many of the early land grants along the township “front” were assigned to disbanded soldiers from the Queen’s Rangers. This was due to the fact that the Upper Canadian government wished to settle seasoned veterans in the township. These men would serve as a buffer, and would be called upon to defend the provincial capital from any possible armed invasion from the west (Mika 1977:694; Winearls 1991:497-498; Armstrong 1985:143).

The Township was named using a European corruption of a Mississauga word, *Wah-do-bekaung*. The etymology for this word was provided by Augustus Jones, an early provincial surveyor, as “the place where the alders grow.” The name was also sometimes spelled as “Atobicoake” and “Ytobicoke.” Some old maps rendered it as “Toby Cook,” which raised speculation about the possibility that the township honoured an early settler who bore this name (Gardiner 1899: 218; Rayburn 1997:115). Mimico is said to have been derived from another Mississauga word, Omimeca, signifying “place of wild pigeons.” It was said that large flocks of migratory passenger pigeons used to feed in the fields along the Mimico Creek (Currell 1967:18-19; Heyes 1974:48; Mika 1981:674).

The township comprised part of the East Riding of York in the Home District which, between 1792 and 1800, was administered from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded in 1850, by the United Counties of York, Peel and Ontario. Ontario and Peel were elevated to separate county status in 1851-52 (12 Vic. c. 81; *IndianTreaties* vol. 1:32-35; Armstrong 1985:143; Jonasson 2006:191-209). In 1805, it was noted that the Humber River flowed through this township, which contained the government sawmills. The Humber was an important carrying place trail. It was observed that “the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues” (Boulton 1805:48). The river was also described by nineteenth century writers as being particularly rich in salmon (Smith 1851:16). In 1846, Etobicoke was described as “a well settled township,” with good land. The soil near the lake was sandy and timbered mainly in pine, but the quality of the land improved further back where the forests contained principally hardwood. The Humber was described as an “excellent mill stream.” The township then contained five grist mills and nine saw mills. The value of realty within the township increased dramatically during the second quarter of the nineteenth century (Smith 1846:57; Smith 1851:17-18).



The 1878 *Illustrated Historical Atlas* (Figure 3) depicts the study area as a rural, agricultural area in the second half of the nineteenth century. While the area was well populated at that time, the study area was not located within a significant settlement. The rail corridor is represented as well as the general alignment of present day Lakeshore Boulevard.

Topographic mapping from 1909 (Figure 4) indicates that settlement had increased along Lakeshore Boulevard, with a Brick Yard located to the south of the subject bridge. Little had changed by the 1934 (Figure 5), though increased settlement is notable to the north and west of the study area.

Aerial photography dating to 1947 (Figure 6) depicts the Queen Elizabeth Way (QEW) crossing the rail corridor within the study area. Two bridges, completed by 1939, carried two lanes each of QEW traffic over the rail corridor. No further development appears to have occurred immediately adjacent to the study area.

Substantial commercial development occurred by 1962 (Figure 7), however, by which time the Ontario Food Terminal and the Mr. Christie's Bakery had been constructed to the north and south of the original QEW bridges. Generally, both commercial and residential development in the area increased dramatically between 1947 and 1962.

Aerial photography dated to 1973 (Figure 8) indicates that construction had begun on the subject bridge, with the pillars to the north outlined clearly. However, no further development appears to have occurred in the area at that time. By 1975 (Figure 9), the original bridge had been removed and the subject bridge completed, with substantial improvements to the QEW and surrounding infrastructure. The photography reveals that tracks were laid beneath the north span of the subject bridge, where the dirt access road now exists. These tracks had been removed by 1989 (Figure 10) and the gravel access road established.

### *Settlement at Mimico*

Mimico fronts Lake Ontario and became part of Etobicoke in 1967. Etobicoke was established in 1792, but remained Indian lands for several years. The surveying of the township was undertaken at various times until 1838 (Mika, eds 1980:674).

The first inhabitants of Mimico were Richard Wilson and Robert Gray, but they did not remain. In the 1850s plans were made to develop Mimico as a model town. A few Toronto businessmen purchased land along the new railway line. The land was divided into lots that were auctioned off. The area to the north of the railway, however, was still farmland (Currell 1967:20, 44-45).

Mimico did not succeed as a model village. Few of the lots were sold and fewer were occupied. According to Harvey Currell's *The Mimico Story* the village failed for two reasons. First, the depression at the end of the Crimean War led to the collapse of the land speculation boom. Second, Mimico was too far from Toronto to be a commuter village. People were not willing to travel to Toronto, and there were not enough jobs in Mimico (Currell 1967: 45).

In the 1890s, the Toronto and Mimico Electric Railway and Light Co. was formed. This enabled people to commute to the city, and in 1897, Mimico was incorporated as a police village. By 1917, Mimico gained town status (Currell 1967:54, Mika eds.1980:674).

The town became known for its brickyards and market gardens, with hotels and picnic gardens that catered to visitors. Some Torontonians built spacious summer homes in the town (Mika eds. 1980: 675).



### **7.1.2 Significant Themes, Events and/or People**

#### *Railway Development*

The Lakeshore West rail corridor follows the tracks initially laid in the mid 1850s from Toronto to Hamilton by the Hamilton & Toronto Railway Company (H&TR). The H&TR was established by Sir Allan MacNab and a number of other investors, with additional financial support from England, and a charter was granted in 1852. Construction on the line began in 1853 and was completed in 1855 (Colin Churcher 2016). The line was initially leased to the Great Western Railway (GWR), who in turn supplied railway stations along the corridor and constructed the GWR branch between Hamilton and Toronto (Paterson & George 1988:13). Given that the GWR was headquartered in Hamilton, mileage started in Hamilton. Extending from Hamilton, the first train stations were as follows (Reynolds 2011):

- Hamilton, Stuart St. (Mile 0.00);
- Bronte (Mile 13.33);
- Oakville (Mile 17.57);
- Clarkson (Mile 22.82);
- Lorne Park (Mile 23.89)
- Port Credit (Mile 25.84);
- Mimico (Mile 32.26); and
- Sunnyside (Mile 35.18).

By the 1870s, there were five trains running daily between Toronto and Hamilton (Hicks 2006). Locomotives were now powered by coal rather than wood, and air brakes had been developed which allowed for trains to attain greater speeds. By 1872, iron rails were being replaced by the more resilient steel rails, greatly improving safety standards and reducing expenses. It was also around this time that the H&TR was absorbed into the GWR and the single track between Hamilton and Toronto became known as the Toronto Branch. Other lines constructed by, or purchased by, the GWR included: The Galt & Guelph Railway; the London & Port Sarnia Railway; and the Canada Air Line Railway (Reynolds 2011).

In 1882, the Grand Trunk Railway (GTR) merged with the GWR. Track mileage was reversed at this time, with Union Station in Toronto now at Mile 0.00. In the late 1890s the GTR began the double track program along the Toronto Branch rail corridor.

Due to financial difficulty, control of the GTR was assumed by the Canadian Government in 1919 and by 1923, the GTR was amalgamated with Canadian National Railways (CNR) (Andreae 1997). The CNR continued to operate freight and passenger trains along the Lakeshore West rail corridor on a regular basis, making this one of the busiest rail corridors in Canada. By the 1950s, automobiles and highways were replacing trains and railways as the preferred mode of transportation, which meant that it was becoming economically unviable for the CNR to continue passenger services. The following decades saw the introduction of GO Transit commuter rail service, beginning in May of 1967, and the creation of VIA Rail Canada by the federal government to ensure the continuity of intercity passenger train services (VIA Rail n.d.).

#### *Gardiner Expressway Bridge*

As vehicular traffic increased during the 1930s, a plan was devised to convert the Middle Road, running west from Toronto, into a new highway corridor. Construction on the New Middle Road Highway was completed between 1932 and 1937, with the complete section between Toronto and Hamilton opened in





the summer of 1937. While the highway proved an important infrastructural development for the province, the name did not reflect the corridor's importance. A planned Royal Visit by the sitting monarch of England, King George VI and his Wife Queen Elizabeth (The Queen Mother), inspired the dedication of the highway to the Royal Consort.

The subject bridge was built in 1974 as part of improvements to the QEW. The current bridge replaced two earlier bridges, constructed by 1939, that carried two eastbound and two westbound lanes of QEW vehicular traffic over the Lakeshore West rail corridor. These earlier bridges retained arched metal light standards with the letters "ER" (Elizabeth Regina) integrated into the design. Together, these earlier bridges served as the gateway to the QEW and, to mark the importance of the highway, a monument was situated between the two bridges. Designed by architect W.L. Summerville and sculpted by Frances Loring and Florence Wyle, the monument consisted of a 40-foot column with a stylized lion at its base. Although the bridges were removed and replaced with the current bridge in 1974, the monument was retained and now rests in Sir Casimir Gzowski Park adjacent to Humber Bay (Bevers 2016). By the late 1990s, the stretch of highway between the Humber River and the 427 had been downloaded to the City of Toronto and was thus incorporated into the existing Gardiner Expressway.

### *Prestressed, Precast Concrete Bridge Construction*

Prestressed, precast concrete girder bridges were introduced as a cost-effective alternative to steel. The method was adopted in Canada during the 1950s after it proved successful in Europe and the United States (Fowler 2000). Notable bridges, such as the Champlain Bridge spanning the St. Lawrence and the Kinnaird Bridge over the Columbia River, were built during the late 1950s and early 1960s, demonstrating that prestressed, precast concrete could be effectively adapted to the Canadian landscape (Fowler 2000). Precast, prestressed concrete structures, including bridges, became commonly used in the 1970's as a means of quickly and efficiently creating consistent and structurally sound designs with the most economical means possible. By precasting components with prestressed concrete, a means to increase the strength with tensioning cables, engineers were able to contract the work to large factories where supply and quality control could be highest. Also, precasting components reduced the amount of formwork needed for pouring components in situ (Sanabra-Loewe and Capella-Llovera 2014, Podolny 1979).

## **7.2 Discussion of Design and Physical Value**

### **7.2.1 Physical Characteristics**

The following description of the Gardiner Expressway Overhead is based on the original design drawings, historical photographs, site visit, inspection reports, rehab drawings, and bridge inventory. The following drawings were available for review:

- Plans for Bridge No. 5, Department of Highways, Ontario, 1970; and
- Bridge Inspection Report, Metrolinx, 2013.

The Gardiner Expressway Overhead was constructed in 1974 to carry nine lanes of generally east-west Gardiner Expressway traffic over four tracks of the GTR's Toronto Branch. The Metrolinx Master Bridge List indicates that the bridge is a two-span bridge with a multi-column concrete pier comprised of 18 panels separating the spans. The rail corridor passes under the generally southeast span and a dirt access road passes under the northwest span. The structure features precast concrete girder construction with a single, multi-column pier and poured concrete abutments. The multi-column pier design is reflected in the



abutment extensions that, like the pier, extend beyond the bridge deck. The concrete, I-Beam girders are connected by non-load bearing metal trusses which appear to have been added after the construction of the structure. The bridge retains a tangent alignment, crossing the rail corridor at a pronounced skew. The bridge retains an asphalt deck and concrete barriers which appear to have replaced an earlier metal guardrail system.

### *Modifications*

According to available documentation provided by Metrolinx, no substantial modifications have been undertaken since the construction of the structure in 1974. However, the non-load bearing metal trusses attached to some of the concrete girders on the bridge's soffit appears to have been added sometime after the construction. In addition, the original metal railing system indicated on the bridge plans has been replaced with a concrete barrier system.

### *Existing Conditions*

According to a 2013 Bridge Inspection Report (Metrolinx 2013), the 1974 structure carrying the Gardiner Expressway in both directions over the Metrolinx rail corridor is generally in fair condition. The bridge deck and superstructure are recorded as being in good condition, while the abutments are recorded as being in "fair" condition, with minor spalling on both abutments. No future work is recommended for the bridge.

## **7.2.2 Comparative Analysis**

The two-span, 1974 Gardiner Expressway Overhead is comprised of precast, prestressed concrete girder construction. The Metrolinx Master Bridge List indicates the MTO owns the property and thus the MTO Structural Inventory for Central Region was consulted to complete a comparative analysis. However, no bridge named "Gardiner Expressway Overhead" exists on list and no other CNR overheads along the QEW match the construction date. As such, the bridge will be compared with existing CPCI Girder Bridges crossing along the QEW as well as those on the Metrolinx Master Bridge List.

The bridge is recorded as 128 feet long (39 metres) in the Metrolinx Master Bridge List, with individual spans of 49 feet (15 metres) and 79 feet (24 metres). Precast, prestressed concrete girder bridges were introduced in Canada in the 1950s and quickly became a preferred type of bridge construction in Ontario. This type of bridge is typically used to span highways and railroads across the province.

According to the MTO Structural Inventory, there are 33 CPCI Girder Bridges along the QEW. The oldest of these bridges, the Niagara Street Underpass, was built in 1964, ten years before the construction of the Gardiner Expressway Overpass, which is the eleventh oldest bridge owned by the MTO along the original QEW corridor. The Sixteen Mile Creek Bridge is recorded as the longest CPCI Structure, measuring 184 metres in length (603 Feet). The Gardiner Expressway Overhead retains the 28<sup>th</sup> longest deck length of the bridges reviewed. Therefore, the subject bridge does not significant for its age or length in the context of MTO owned CPCI structures along the QEW corridor.

According to a review of the Metrolinx Bridge Inventory (2015), there are 19 other precast, prestressed truss railway bridges over Metrolinx rail corridors. Out of these bridges, the Gardiner Expressway bridge is the fifth oldest, with the Markham Road Overpass, built in 1961, being the oldest. The subject bridge also retains the shortest total length, at 128 feet, with the longest bridge identified as the Islington Avenue Bridge, with an overall length of 1,617 feet. In addition, the Gardiner Expressway Overhead retains the



sixth longest individual span at 79 feet, with the Islington Avenue Bridge retaining the longest individual span at 273 feet.

The bridge design is attributed to Registered Professional Engineer D. R. Gluppe. A review of the DHO Annual Reports for the mid to late 1960s, the MTO Library Online Catalogue, and internet search did not reveal any information about this engineer. D. R. Gluppe is also associated with the design a number of other bridges in Ontario, such as the Thousand Island Parkway Underpass and the Highway 137 Overpass at Highway 401. The designs for the Gardiner Expressway Overhead date to 1970 and the bridge was completed in 1974.

Based on this review, the subject bridge is not considered to be the oldest example of a precast, prestressed concrete girder bridge, nor is it significant in terms of individual span length or overall bridge length.

### **7.3 Discussion of Contextual Value**

#### ***7.3.1 Description of Setting and Character of the Property and Surroundings***

The Gardiner Expressway Overhead is located approximately 800 metres to the southwest of the Humber River and 450 metres northwest of Lake Ontario. The Ontario Food Terminal is located adjacent to the subject bridge, located to the north, and the property provides access to the gravel maintenance road passing under the bridge to the northwest of the tracks. The former Mr. Christie's Bakery is located directly south of the bridge, with the Mr. Christie's water tower approximately 50 metres to the southeast of the subject bridge. Thus, the bridge is located within a generally industrial local landscape that supports the character of the rail corridor.

#### ***7.3.2 Community Landmark***

Limited access to the current bridge as well as limited visibility of the structure precludes the subject bridge from being a community landmark.



**8.0 DATA SHEET**



<b>Property Name:</b>	Gardiner Expressway Overhead
<b>Municipal Address:</b>	Mile 5.61
<b>Municipality:</b>	City of Toronto
<b>Metrolinx/GO Transit Rail Corridor:</b>	Lakeshore West
<b>PIN:</b>	07623-0036
<b>Ownership:</b>	Ministry Of Transportation, Ontario
<b>Date of Construction:</b>	1974
<b>Date of Significant Alterations:</b>	N/A
<b>Architect/Designer/Builder:</b>	Department of Highways, Ontario
<b>Previous Owner(s)/Occupant(s):</b>	N/A
<b>Current Function:</b>	Bridge
<b>Previous Function(s)</b>	N/A
<b>Heritage Recognition/Protection:</b>	None
<b>Local Heritage Interest:</b>	None
<b>Adjacent Lands:</b>	There are no adjacent heritage properties



## 9.0 FIGURES

### 9.1 Historic Map Review



Figure 3: View of the study area on 1878 historic mapping

Source: Miles & Co, 1878



Figure 4: View of the study area on 1909 Topographic Mapping

Source: NTS Sheet 34, 1909







Figure 5: View of the study area on 1934 Topographic Mapping

Source: NTS Sheet 34, 1931



Figure 6: View of the study area on 1947 aerial photography

Source: Toronto Archives 1947





Figure 7: View of the study area on 1962 aerial photography

Source: Toronto Archives 1962



Figure 8: View of the study area on 1973 aerial photography

Source: Toronto Archives 1973



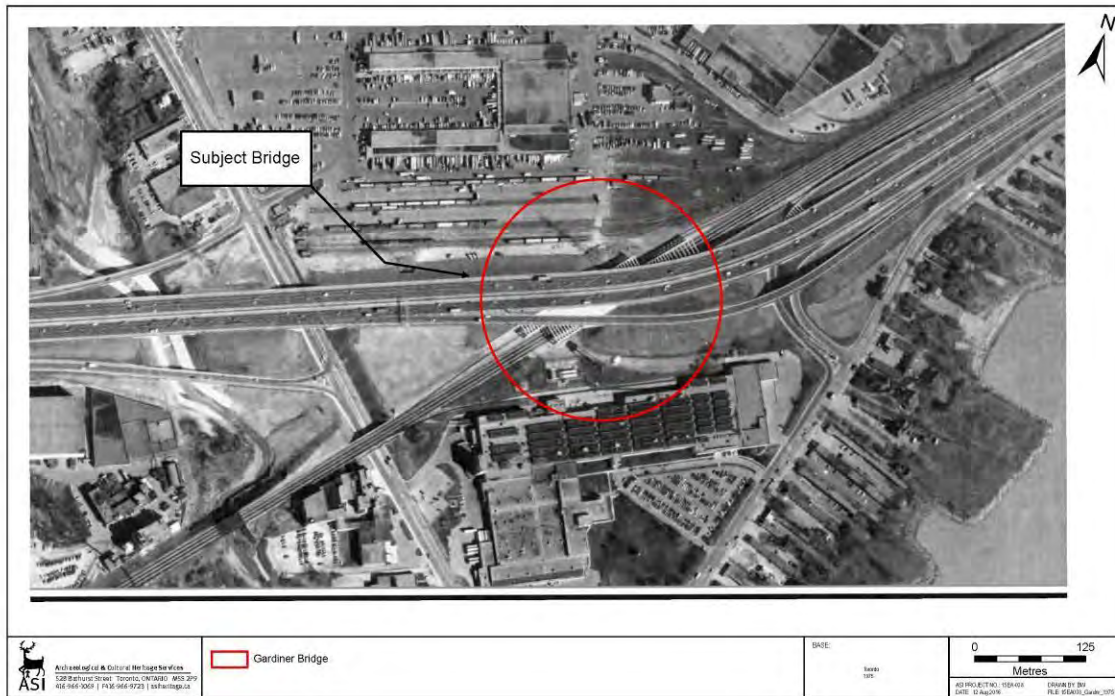


Figure 9: View of the study area on 1975 aerial photography

Source: Toronto Archives 1975

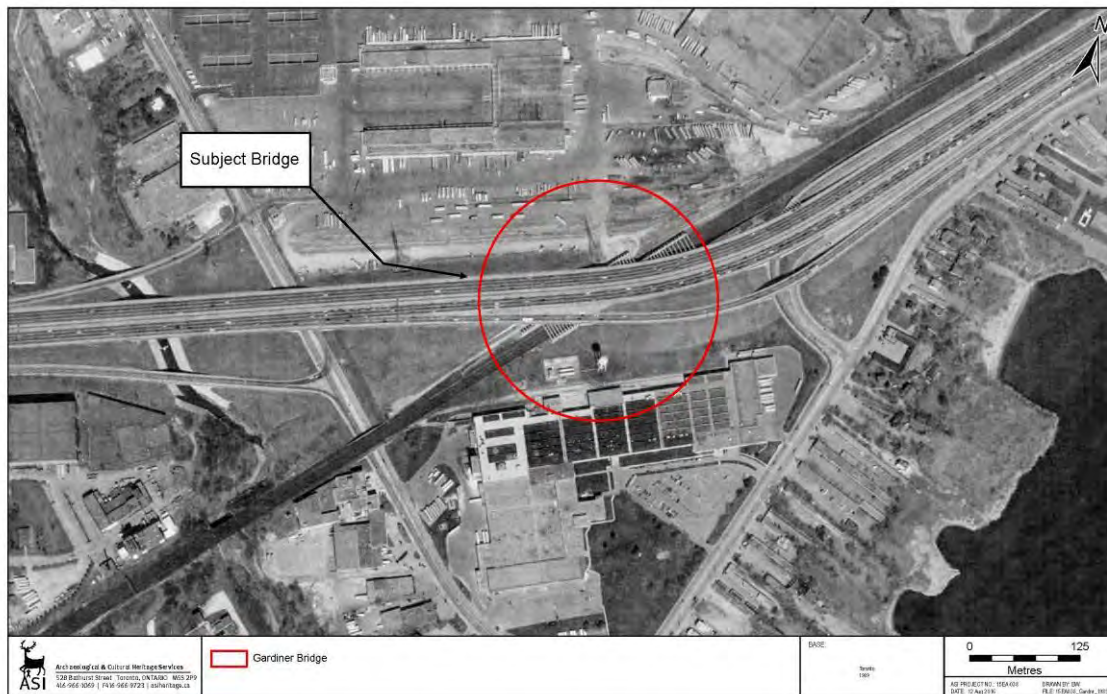
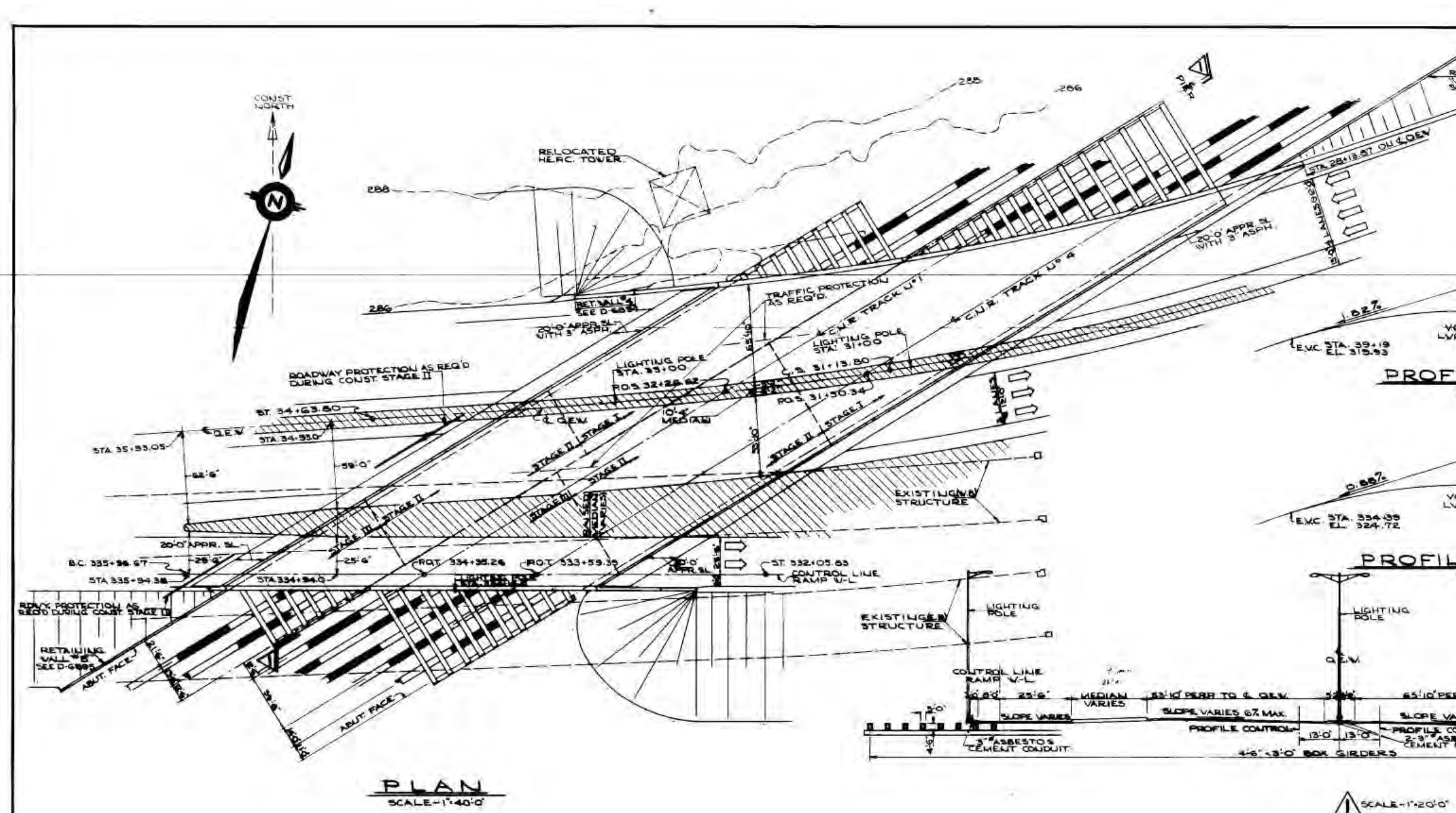


Figure 10: View of the study area on 1989 aerial photography

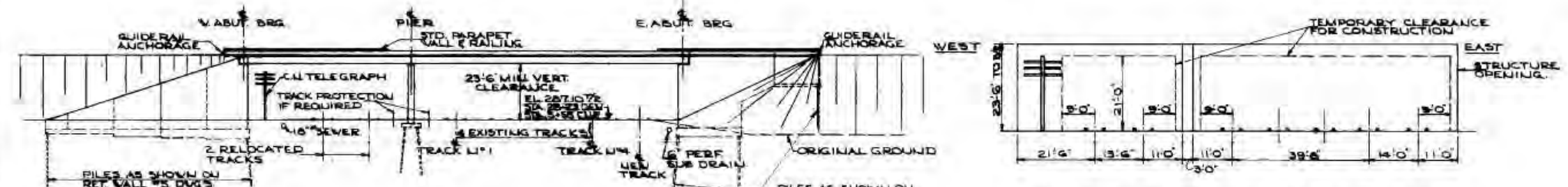
Source: Toronto Archives 1989



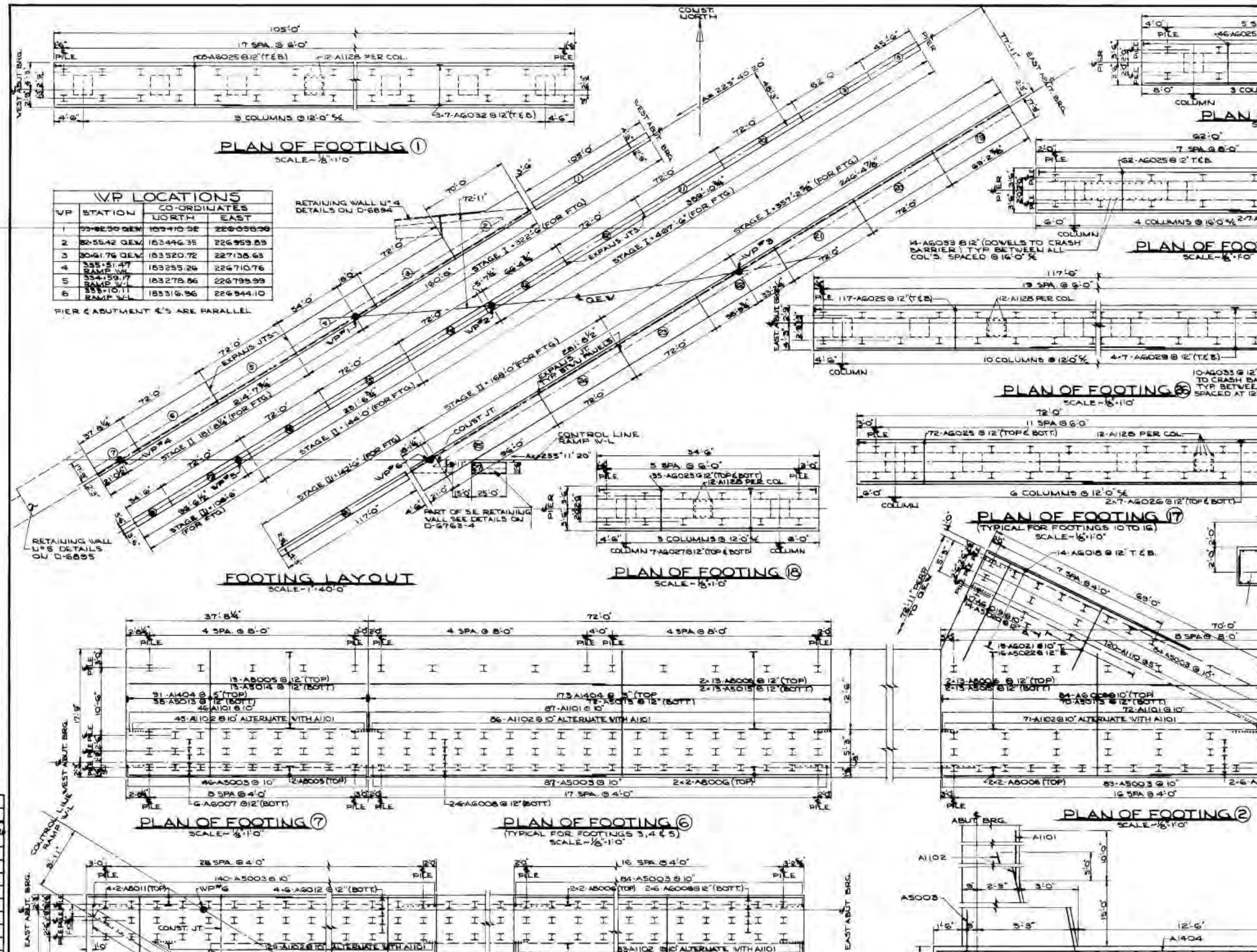
## 9.2 Select Structural Drawings



PRINT RECORD		
NO.	FOR	DATE
4	PL	01/01/00



LIST OF DRAWINGS	
D-6763-1	GENERAL
2	BORE HOLES
3	FOOTING
4	EAST ABUTMENT
5	WEST ABUTMENT
6	PIER DECK
7	BOX GIRDER
8	DECK DECK
9	DECK DECK
10	DECK DECK
11	PARAPET WALL



PRINT RECORD

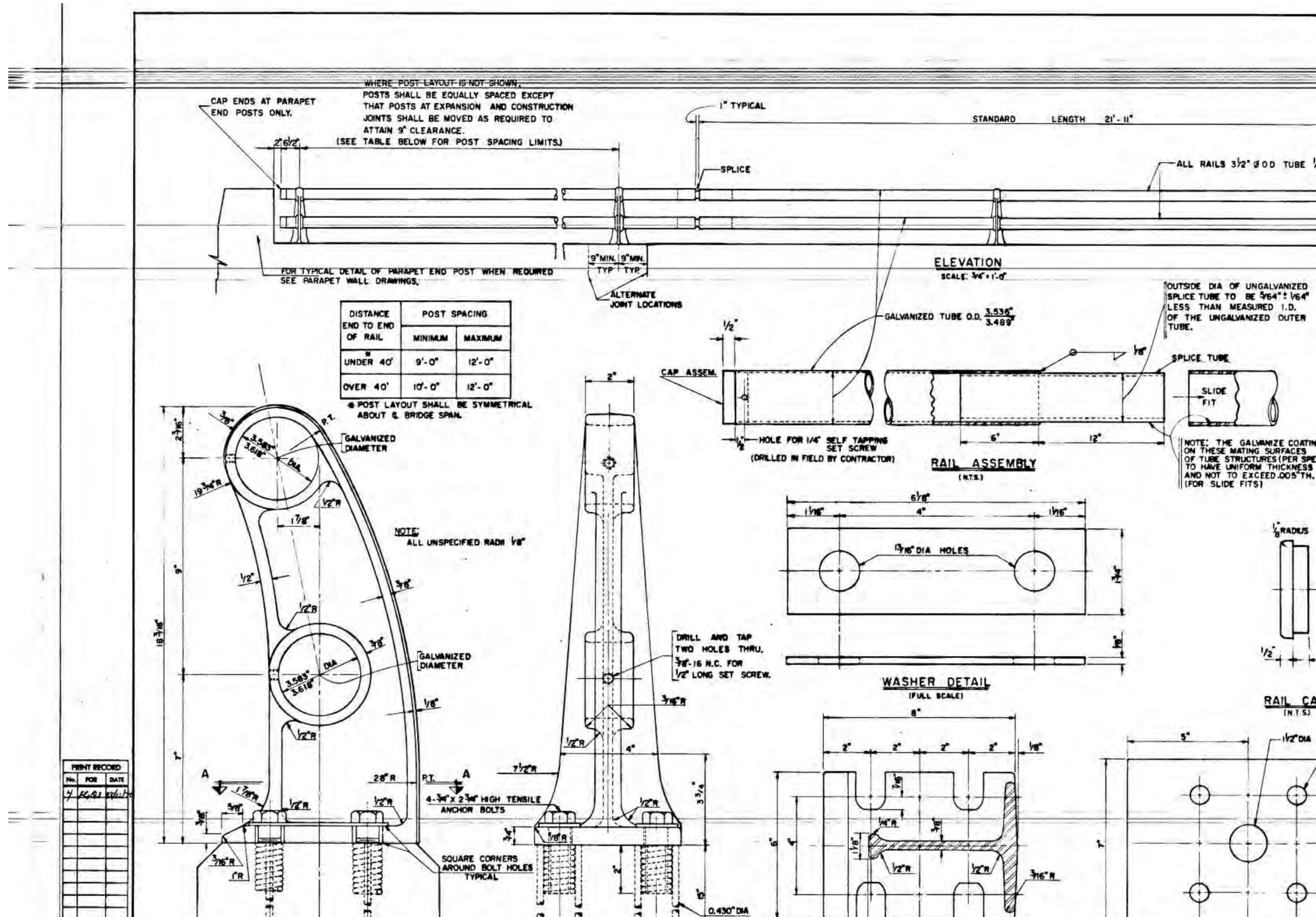
NO.	FOR	DATE
4	ECR	10/1/01















### 9.3 Site Visit Photographs



Figure 17: View of west elevation, looking east.



Figure 18: View toward west concrete columns, looking east.



Figure 19: View of columns extending from northwest abutment, looking north.



Figure 20: View towards southeast abutment, looking south.





Figure 21: Detail of the concrete beams supporting the bridge deck.



Figure 22: Detail of drainage system on the northwest abutment.



Figure 23: View of concrete columns comprising the single pier, looking west.



Figure 24: View of the concrete columns extending east from the single pier, looking east.





Figure 25: View toward the replaced light standard on the subject bridge.



Figure 26: View of the railway corridor approaching the bridge to the west, looking west.

## 10.0 CHRONOLOGY

<b>Date</b>	<b>Event</b>	<b>Reference</b>
1855	The Great Western Railway begins service	Andreae 1997
1923	The railway is widened to include three tracks by 1923.	Department of Defense
1930s	Original QEW Bridges built and lion monument erected.	Bevers 2016
1974	Original Bridges demolished and lion monument removed.	Bevers 2016
1974	Gardiner Expressway Overhead constructed	Department of Highways, Ontario, Original Drawings, 1970; Aerial Photography, 1975



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**CULTURAL HERITAGE EVALUATION REPORT:**

**SEVEN BRIDGES: PARKSIDE DRIVE BRIDGE (MILE 3.89), COLBORNE LODGE DRIVE BRIDGE (MILE 4.17), ELLIS AVENUE BRIDGE (MILE 4.54), WINDERMERE AVENUE BRIDGE (MILE 4.70), GARDINER ON-RAMP FROM RIVERSIDE DRIVE (MILE 4.90), FORMER QUEEN STREET BRIDGE (MILE 5.15), AND MIMICO CREEK BRIDGE (MILE 5.94)**

**LAKESHORE WEST RAIL CORRIDOR, OAKVILLE SUBDIVISION  
CITY OF TORONTO, ONTARIO**

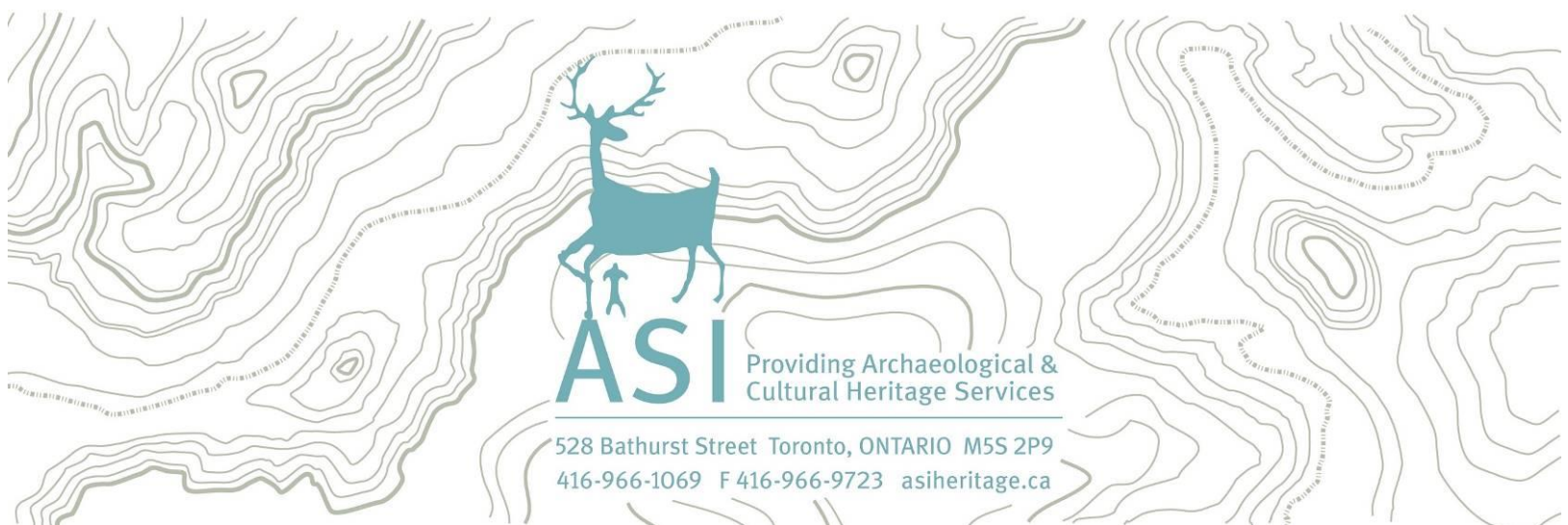
**FINAL REPORT**

Prepared for:

**Gannett Fleming Inc.**  
200 Bay Street, South Tower Suite 1600  
Toronto, ON M5J 2J3

20CH-005

February 2020 (Revised April 2020)



## CULTURAL HERITAGE EVALUATION REPORT:

**SEVEN BRIDGES: PARKSIDE DRIVE BRIDGE (MILE 3.89), COLBORNE LODGE DRIVE BRIDGE (MILE 4.17), ELLIS AVENUE BRIDGE (MILE 4.54), WINDERMERE AVENUE BRIDGE (MILE 4.70), GARDINER ON-RAMP FROM RIVERSIDE DRIVE (MILE 4.90), FORMER QUEEN STREET BRIDGE (MILE 5.15), AND MIMICO CREEK BRIDGE (MILE 5.94)**

**LAKESHORE WEST RAIL CORRIDOR, OAKVILLE SUBDIVISION  
CITY OF TORONTO, ONTARIO**

### EXECUTIVE SUMMARY

ASI was contracted by Gannett Fleming on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for seven bridges along the Lakeshore West rail corridor in the City of Toronto. These bridges include the Parkside Drive Bridge (Mile 3.89), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94), all of which carry the Oakville Subdivision of the Lakeshore West rail corridor. This CHER is part of the OnCorr Due Diligence Project for the Lakeshore West rail corridor. To date, ASI has completed a gap analysis for portions of the GO Transit Network to determine which properties in the OnCorr Project study area require assessment for cultural heritage value. A Cultural Heritage Assessment Report was subsequently undertaken to assess these gaps for known or potential cultural heritage resources (ASI 2020). These bridges were identified as potential cultural heritage resources in the *OnCorr Due Diligence Project – Lakeshore West Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, City of Mississauga, Halton Region, City of Hamilton and City of Niagara Falls, Ontario* prepared by ASI in 2020, and as such, a CHER is required to determine if the bridges have cultural heritage value or interest under Ontario Regulation 9/06 and 10/06 (ASI 2020a). This report satisfies this requirement.

Based on the results of this CHER, the Parkside Drive Bridge (Mile 3.89), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94), do not meet Ontario Regulation 9/06 and Ontario Regulation 10/06. The following provides a brief overview of each bridge and the results of this CHER.

The Parkside Drive Bridge (Mile 3.89) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx and the City of Toronto. The two-span through plate girder structure was built in 1911 to carry rail traffic in a west-east direction over Parkside Drive. The Parkside Drive Bridge (Mile 3.89) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that the Parkside Drive Bridge (Mile 3.89) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Parkside Drive Bridge (Mile 3.89) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Parkside Drive Bridge (Mile 3.89) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

The Colborne Lodge Drive Bridge (Mile 4.17) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx and the City of Toronto. The two-span through plate girder structure



was built in 1911 to carry rail traffic in a northeast-southwest direction over Colborne Lodge Drive. The Colborne Lodge Drive Bridge (Mile 4.17) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that Colborne Lodge Drive Bridge (Mile 4.17) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Colborne Lodge Drive Bridge (Mile 4.17) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Colborne Lodge Drive Bridge (Mile 4.17) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

The Ellis Avenue Bridge (Mile 4.54) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx and the City of Toronto. The two-span through plate girder structure was built in 1911 to carry rail traffic in a northeast-southwest direction over Ellis Avenue. The Ellis Avenue Bridge (Mile 4.54) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that the Ellis Avenue Bridge (Mile 4.54) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Ellis Avenue Bridge (Mile 4.54) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, Ellis Avenue Bridge (Mile 4.54) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

The Windermere Avenue Bridge (Mile 4.70) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx and the City of Toronto. The two-span through plate girder structure was built in 1911 to carry rail traffic in a northeast-southwest direction over Windermere Avenue. The Windermere Avenue Bridge (Mile 4.70) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that the Windermere Avenue Bridge (Mile 4.70) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Windermere Avenue Bridge (Mile 4.70) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Windermere Avenue Bridge (Mile 4.70) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx and the City of Toronto. The two-span through plate girder structure was built in 1911 to carry rail traffic in a northwest-southeast direction over Gardiner Expressway on-ramp from Riverside Drive. The Gardiner On-Ramp from Riverside Drive (Mile 4.90) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that the Gardiner On-Ramp from Riverside Drive (Mile 4.90) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Gardiner On-Ramp from Riverside Drive (Mile 4.90) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Gardiner On-Ramp from Riverside Drive





(Mile 4.90) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

The Former Queen Street Bridge (Mile 5.15) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx. The four-span through plate girder structure was built in 1911 to carry rail traffic in a northeast-southwest direction over former alignment of Queen Street. The Former Queen Street Bridge (Mile 5.15) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that the Former Queen Street Bridge (Mile 5.15) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Former Queen Street Bridge (Mile 5.15) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Former Queen Street Bridge (Mile 5.15) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

The Mimico Creek Bridge (Mile 5.95) of the Lakeshore West rail corridor is located in the City of Toronto and is owned by Metrolinx. The single-span deck plate girder and deck truss structure that was built in 1911 to carry rail traffic in a northeast-southwest direction over the Mimico Creek. The Mimico Creek Bridge (Mile 5.94) was evaluated using *Ontario Regulations 9/06 and 10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto and the Province of Ontario. This evaluation determined that the Mimico Creek Bridge (Mile 5.94) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Mimico Creek Bridge (Mile 5.94) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Mimico Creek Bridge (Mile 5.94) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

This CHER was conducted by Kirstyn Allam, Hon. BA, Cultural Heritage Assistant, and James Neilson, MES (Planning), Cultural Heritage Specialist, under the project direction of Lindsay Graves, MA, CAHP, Senior Project Manager and Senior Cultural Heritage Specialist, all of ASI. The CHER provides a description of the potential cultural heritage resources, including a summary of historical and current context (Section 1.0), a description of methodology and sources (Section 2.0), existing heritage recognition of the resources (Section 3.0), a description of adjacent lands (Section 4.0), summary of previous archaeological assessment (Section 5.0), community input (Section 6.0), and discussion of cultural heritage value (Section 7.0 - 9.0). Section 10.0 provides a heritage evaluation using the criteria set out in Ontario Regulation 9/06 and 10/06. Data sheets are provided in Appendix A; mapping and photographs are provided in Appendix B; an inventory of comparative bridges is provided in Appendix C; and a chronology of the study areas is provided in Appendix D.



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## 1.0 INTRODUCTION

ASI was contracted by Gannett Fleming on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for seven bridges along the Lakeshore West rail corridor in the City of Toronto. These bridges include the Parkside Drive Bridge (Mile 3.98), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94), all of which carry the Oakville Subdivision of the Lakeshore West rail corridor. This CHER is part of the OnCorr Due Diligence Project for the Lakeshore West rail corridor. To date, ASI has completed a gap analysis for portions of the GO Transit Network to determine which properties in the OnCorr Project study area require assessment for cultural heritage value. A Cultural Heritage Assessment Report was subsequently undertaken to assess these gaps for known or potential cultural heritage resources (ASI 2020). These bridges were identified as potential cultural heritage resources in the *OnCorr Due Diligence Project – Lakeshore West Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, City of Mississauga, Halton Region, City of Hamilton and City of Niagara Falls, Ontario* prepared by ASI in 2020, and as such, a CHER is required to determine if the bridges have cultural heritage value or interest under Ontario Regulations 9/06 and 10/06 (ASI 2020a). This report satisfies this requirement.

### 1.1 Historical Summary

The seven subject bridges are historically located in the City of Toronto, formerly in the County of York. The bridges were constructed in the 1910s to carry the former Grand Trunk Railway (GTR) over municipal roadways at grade-separated crossings in the City of Toronto. These bridges are not original structures to the former GTR rail corridor, however they are original structures to the grade-separation projects which took place in the City of Toronto in the early twentieth century. These projects were undertaken to increase public safety in the face of population growth and increased rail activity in the City of Toronto.

#### 1.1.1 Parkside Drive Bridge (Mile 3.89)

The Parkside Drive Bridge (Mile 3.89) of the Lakeshore West rail corridor is a two-span through plate girder structure and according to the Metrolinx Bridge Inventory, was built in 1911<sup>1</sup> to carry rail traffic in a west-east direction over Parkside Drive. The bridge designs were approved by Howard Kelley, Chief Engineer with the GTR. The bridge builder is unknown. According to available documentation, the Parkside Drive Bridge (Mile 3.89) was rehabilitated in 1968 and 1985.

#### 1.1.2 Colborne Lodge Drive Bridge (Mile 4.17)

The Colborne Lodge Drive Bridge (Mile 4.17) of the Lakeshore West rail corridor is a two-span through plate girder structure and was built in 1911 to carry rail traffic in a northeast-southwest direction over Colborne Lodge Drive. The bridge was designed by an unknown engineer with the GTR and built by the Canadian Bridge Company Limited. According to available documentation, the Colborne Lodge Drive Bridge (Mile 4.17) was rehabilitated in 1998.

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<sup>1</sup> The Metrolinx Bridge Inventory records a 1918 construction date. However, based on historic photographs and original bridge drawings, this is believed to be an error. It was likely built in 1911 along with the other overhead structures in this area.





### **1.1.3 Ellis Avenue Bridge (Mile 4.54)**

The Ellis Avenue Bridge (Mile 4.54) of the Lakeshore West rail corridor is a two-span through plate girder structure was built in 1911 to carry rail traffic in a northeast-southwest direction over Ellis Avenue. The bridge designs were approved by Howard Kelley, Chief Engineer with the GTR. The bridge builder is unknown.

### **1.1.4 Windermere Avenue Bridge (Mile 4.70)**

The Windermere Avenue Bridge (Mile 4.70) of the Lakeshore West rail corridor is a two-span through plate girder structure was built in 1911 to carry rail traffic in a northeast-southwest direction over Windermere Avenue. The bridge was designed by an unknown engineer with the GTR and built by the Canadian Bridge Company Limited.

### **1.1.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)**

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) of the Lakeshore West rail corridor is a two-span through plate girder structure was built in 1911 to carry rail traffic in a northwest-southeast direction over the Gardiner Expressway on-ramp from Riverside Drive. The designer and builder of the bridge are unknown. According to available documentation, the Gardiner On-Ramp from Riverside Drive (Mile 4.90) was rehabilitated in 1994 and 2013.

### **1.1.6 Former Queen Street Bridge (Mile 5.15)**

The Former Queen Street Bridge (Mile 5.15) of the Lakeshore West rail corridor is a four-span through plate girder structure was built in 1911 to carry rail traffic in a northeast-southwest direction over the former alignment of Queen Street<sup>2</sup>. The bridge designs were approved by Howard Kelley, Chief Engineer with the GTR. The bridge builder is unknown. According to available documentation, the Former Queen Street Bridge (Mile 5.15) was rehabilitated in 1949 and 2007.

### **1.1.7 Mimico Creek Bridge (Mile 5.94)**

The Mimico Creek Bridge (Mile 5.94) of the Lakeshore West rail corridor is a single-span deck plate girder and deck truss structure that was built in 1911 to carry rail traffic in a northeast-southwest direction over the Mimico Creek. The designer and builder of the bridge are unknown. According to available documentation, the Mimico Creek Bridge (Mile 5.94) was rehabilitated in 1926, 1966, and 1985.

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<sup>2</sup> The bridge is identified as a beam span bridge in the Metrolinx Bridge Inventory (Metrolinx 2019), however, following field review, it has been categorized as a through plate girder.





Figure 1: Location of subject bridges in the City of Toronto, Ontario

(CC-BY-SA ESRI Street Maps)





## 1.2 Description of Property

### 1.2.1 Parkside Drive Bridge (Mile 3.89)

The Parkside Drive Bridge (Mile 3.89) of the Lakeshore West rail corridor is in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the north and the Gardiner Expressway to the south (Figure 2).



Figure 2: Parkside Drive Bridge (Mile 3.89), facing southeast.

### **1.2.2 Colborne Lodge Drive Bridge (Mile 4.17)**

The Colborne Lodge Drive Bridge (Mile 4.17) of the Lakeshore West rail corridor is located in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the north and the Gardiner Expressway to the south (Figure 3).



Figure 3: Colborne Lodge Drive Bridge (Mile 4.17), facing north.



### 1.2.3 Ellis Avenue Bridge (Mile 4.54)

The Ellis Avenue Bridge (Mile 4.54) of the Lakeshore West rail corridor is located in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the northwest and the Gardiner Expressway to the southeast (Figure 4).



Figure 4: Ellis Avenue Bridge (Mile 4.54), facing southwest.

### 1.2.4 Windermere Avenue Bridge (Mile 4.70)

The Windermere Avenue Bridge (Mile 4.70) of the Lakeshore West rail corridor is located in the City of Toronto in an urban context. To the north of the bridge is an apartment building, a residential development to the northwest, and the Gardiner Expressway to the south (Figure 5).



Figure 5: Windermere Avenue Bridge (Mile 4.70), facing southwest.

### **1.2.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)**

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) of the Lakeshore West rail corridor is located in the City of Toronto in an urban context. To the west and north are hydro corridor and the Gardiner Expressway to the south (Figure 6).



Figure 6: Gardiner On-Ramp from Riverside Drive (Mile 4.90), facing northwest.



### 1.2.6 Former Queen Street Bridge (Mile 5.15)

The Former Queen Street Bridge (Mile 5.15) of the Lakeshore West rail corridor is located in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the north and the Gardiner Expressway to the south (Figure 7).



Figure 7: Former Queen Street Bridge (Mile 5.15), facing southwest.



### **1.2.7 Mimico Creek Bridge (Mile 5.94)**

The Mimico Creek Bridge (Mile 5.94) of the Lakeshore West rail corridor is located in the City of Toronto in an urban context. To the west and east of the bridge are apartment buildings and to the north and south of the bridge is the greenspace surrounding Mimico Creek (Figure 8).



Figure 8: Mimico Creek Bridge (Mile 5.94), facing southeast.

## 2.0 METHODOLOGY AND SOURCES

### 2.1 Legislation and Policy Context

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways such as loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and/or their setting.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under other various pieces of legislation and their supporting guidelines:

- *Ontario Heritage Act* (Ministry of Heritage, Sport, Tourism and Culture Industries 1990 Chapter O.18) and several guidelines and reference documents prepared by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI):
  - Standards and Guidelines for Conservation of Provincial Heritage Properties (MHSTCI 2010)
  - Ontario Heritage Tool Kit (MHSTCI 2006)
- *Planning Act* (Government of Ontario 1990 Chapter P.13) and the 2014 *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing 2014)

This assessment was also guided by the Interim Cultural Heritage Management Process (Metrolinx 2013), and the Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (Metrolinx 2016).

### 2.2 Approach to Cultural Heritage Evaluation Reports

The scope of a CHER is guided by the Ministry of Heritage, Sport, Tourism and Culture Industries' Ontario Heritage Tool Kit (MHSTCI 2006) as well as the Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (Metrolinx 2016). Generally, CHERs include the following components:

- A general description of the history of the study areas as well as detailed historical summaries of property ownership and building(s) development;
- A description of the cultural heritage landscapes and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Site visits to each of the subject bridges was conducted on 29 January 2019 by Alanna Martini, Associate Archaeologist | Field Director, ASI. The weather conditions were sunny with intermittent cloudy periods



which permitted suitable lighting conditions for assessment and photography. The site visits included photographic documentation of the subject resources and adjacent lands.

Using background information and data collected during the site visits, the cultural heritage resources are evaluated using criteria contained within *Ontario Regulation 9/06* and *10/06* of the *Ontario Heritage Act*. The two criteria sets share a requirement to fully understand the history, design and associations of all cultural heritage resources of the properties. The following differences between the two sets of criteria should be noted (Metrolinx 2016:12):

- *Ontario Regulation 9/06* requires a consideration of the community context; and
- *Ontario Regulation 10/06* requires a consideration of the provincial context.

## 2.3 List of Key Sources and Research Limitations

### 2.3.1 Key Sources

Background historical research, which includes the consultation of primary and secondary source documents, photos, and historic mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in the study areas. In addition, archival research was undertaken at the following libraries and archives to build upon information gleaned from other primary and secondary materials:

- City of Toronto Public Library<sup>3</sup>
- Toronto Archives<sup>4</sup>
- Archives of Ontario<sup>5</sup>
- Library and Archives Canada<sup>6</sup>

The Metrolinx Bridge Inventory (Metrolinx 2019) contains information such as bridge location, material, dimensions, and type under Metrolinx ownership, and was utilized for comparative analysis purposes. Additional sources were considered for comparative analysis where relevant (Section 8.2). Available federal, provincial, and municipal heritage inventories and databases were also consulted to obtain information about the property. These included:

- The City of Toronto Heritage Properties Interactive Mapping <sup>7</sup>

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<sup>3</sup> The Toronto Public Library has a Local History collection, including archival records. Consulted 10 to 14 February 2020 at: <https://www.torontopubliclibrary.ca/>

<sup>4</sup> Consulted 10 to 14 February 2020 at: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/>

<sup>5</sup> Consulted 10 to 14 February 2020 at: [http://ao.minisisinc.com/scripts/mwimain.dll?get&file=\[ARCHON\]search.htm](http://ao.minisisinc.com/scripts/mwimain.dll?get&file=[ARCHON]search.htm)

<sup>6</sup> Consulted 10 to 14 February 2020 at: <http://www.collectionscanada.gc.ca/lac-bac/search/arch>

<sup>7</sup> Consulted 4 February 2020 at: <http://cot-planning.maps.arcgis.com/apps/PanelsLegend/index.html?appid=a90bf1e72b694db5a4892dc6b170688d>



- The City of Toronto's Bridge and Structure Interactive Map<sup>8</sup>
- The Ontario Heritage Trust's databases available online: Ontario's Places of Worship Inventory; Ontario Heritage Act Register (Part IV and Part V Designations); Plaque Database; and Conservation Easement Inventory<sup>9</sup>
- Parks Canada's Directory of Federal Heritage Designations, an on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada n.d.)
- Parks Canada's Historic Places website, a searchable on-line register that provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada n.d.)

Previous consultant reports associated with potential above-ground cultural heritage resources and archaeological resources within and/or adjacent to the subject bridges in the City of Toronto included the following:

- *Final OnCorr Due Diligence - Cultural Heritage Gap Analysis: Lakeshore West Corridor* (ASI 2019)
- *OnCorr Due Diligence Project – Lakeshore West Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, City of Mississauga, Halton Region, City of Hamilton and City of Niagara Falls, Ontario* (ASI 2020a)
- *Stage 1 Archaeological Assessment of 36 Park Lawn Road, Part of Lot 7, Registered Plan 83 City of Toronto, Formerly the Township of Etobicoke, County of York* (ASI 2009)
- *The Western Waterfront Master Plan, City of Toronto, Ontario Stage 1 Archaeological Resource Assessment* (ASI 2008)

### **2.3.2 Research Limitations**

OSIM reports were requested for the writing of this report but were not available or provided at the time of report submission which limited the descriptions of the subject bridges and their rehabilitation.

Additional information regarding the subject bridges was requested from the City of Toronto but was not available at the time of report submission.

Original structural drawings were available for some, but not all of the bridges. Further, the engineers and builders responsible for designing and constructing some of the structures are unknown, which limits the historical description of the structures and the understanding of contextual significance within the City of Toronto.

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<sup>8</sup> Consulted 4 February 2020 at <https://www.toronto.ca/city-government/data-research-maps/maps/bridge-and-structure-condition/>

<sup>9</sup> Consulted 10 February 2020 at: <https://www.heritagetrust.on.ca/en/pages/tools/>





### **3.0 HERITAGE RECOGNITIONS**

#### **3.1 Municipal**

The Parkside Drive Bridge (Mile 3.89), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94) are not listed as heritage properties or designated under Part IV or V of the *Ontario Heritage Act* by the City of Toronto.

#### **3.2 Provincial**

The Parkside Drive Bridge (Mile 3.89), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94) are not subject to heritage recognition at the provincial level for the following reasons:

- The subject resources, which are maintained by Metrolinx, are not Provincial Heritage Properties; and
- The subject resources have not been commemorated by the Ontario Heritage Trust.

#### **3.3 Federal**

The Parkside Drive Bridge (Mile 3.89), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94) are not subject to heritage recognition at the federal level for the following reasons:

- The properties do not contain a Federal Heritage Building; and
- The properties do not contain a National Historic Site.



#### 4.0 ADJACENT LANDS

The Parkside Drive Bridge (Mile 3.89) is adjacent<sup>10</sup> to one property that is listed<sup>11</sup> on the City of Toronto's Heritage Register:

- 71 The Queensway, Parkdale Pumping Station, c. 1940; adjoining service building c. 1952; listed by the City of Toronto, adopted by City Council on February 1, 2, 3 2005 (See Appendix E for Listing Report)

The Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (Mile 4.54), Windermere Avenue Bridge (Mile 4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94) are not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.

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<sup>10</sup> The definition of "adjacent" contained in the City of Toronto Official Plan is: Adjacent: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.

<sup>11</sup> According to the City of Toronto, "Listed" properties are those that not designated by the City of Toronto under the Ontario heritage Act, but are believed to be of cultural heritage value or interest (<https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/>). As per Section 3.1.5 of the City of Toronto Official Plan, new development, construction or public works adjacent to a property on the heritage register must ensure that the adjacent property will be conserved and the integrity of the adjacent property's cultural heritage value and attributes will be retained.



## 5.0 SUMMARY OF ARCHAEOLOGICAL ASSESSMENTS

The *Stage 1 Archaeological Assessment Metrolinx OnCorr Non-Priority Works – Lakeshore West Corridor Various Lots and Concessions (Former Townships of York and Etobicoke, County of York; Former Townships of Toronto, County of Peel; Former Township of Trafalgar and Nelson, County of Halton; Former Township of Barton and Saltfleet, County of Wentworth; Former Township of Stamford, County of Welland) City of Toronto, City of Mississauga, Town of Oakville, City of Burlington, City of Hamilton and City of Niagara Falls, Ontario* is currently in draft form (ASI 2020b). This report provides information about archaeological potential in the study area.



## 6.0 AGENCY DATA COLLECTION

Agency data collection was undertaken as part of the *OnCorr Due Diligence Project – Lakeshore West Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, City of Mississauga, Halton Region, City of Hamilton and City of Niagara Falls, Ontario* prepared by ASI in 2019, and follow up data requests were submitted as part preparation for this CHER. Heritage staff at the City of Toronto and relevant agencies were contacted through email in October and November 2019 and January 2020, to confirm the presence of previously identified cultural heritage resources in the study area, and to inquire if there are any ‘in progress’ Part IV or Municipal Heritage Register properties in the study area. See Table 1 for a list of organizations contacted and a description of information received. To date, no concerns regarding the heritage value or local community interest were identified for any of the seven structures.

This CHER should be submitted to the City of Toronto for review and comment.

Table 1: Results of Agency Data Collection

Contact	Organization	Contact Information	Date(s) of Communications	Description of Information Received
Julia Murnaghan	City of Toronto	<a href="mailto:Julia.Murnaghan@toronto.ca">Julia.Murnaghan@toronto.ca</a>	14-Jan-20 Week of 27-Jan-20 Week of 7-Feb-20	Though the property at 71 The Queensway is adjacent to the Parkside Drive Bridge (3.89), the response from the City of Toronto did not mention any properties recognized by the City of Toronto within or adjacent to the subject bridges.
Karla Barboza Team Lead, Heritage	Ministry of Heritage, Sport, Tourism and Culture Industries	Karla.Barboza@ontario.ca	31-Oct-19	Response confirmed that there are no properties designated by the Minister and no provincial heritage properties within or adjacent to the study area.
Kevin De Mille Heritage Planner	Ontario Heritage Trust	Kevin.DeMille@heritagetrust.on.ca	25-Oct-19	Confirmed that the OHT does not have any conservation easements or Trust-owned properties within or adjacent to the study area.



## 7.0 DISCUSSION OF HISTORICAL OR ASSOCIATIVE VALUE

### 7.1 Settlement History

#### 7.1.1 *York Township and the City of Toronto*

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls for Great Lakes traffic and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

Between 1784 and 1792, this part of southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec. Augustus Jones undertook the first township survey for York in 1791, when the base line, corresponding to present day Queen Street, was established (Winearls 1991:591; Firth 1962:11). The Township comprised part of the East Riding of York in the Home District, which, between 1792 and 1800, was administered from Niagara. York was planned to be the unofficial capital of Upper Canada in the winter of 1796. It was not, however, until February 1798 that it was selected as the “seat of Government on mature deliberation” by the Duke of Portland. On January 1, 1800, the Home District was elevated into a separated administrative district from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded by the United Counties of York, Peel, and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-52 (Firth 1962:24-47; Armstrong 1985:143).

The Town of York was incorporated as the City of Toronto on March 6, 1834. The etymology of ‘Toronto’ is most likely related to the Toronto passages (ASI 2007). It is thought to be derived from the Mohawk word *tkaronto* which means “where there are trees standing in the water” or from the Huron-Wendat word *toronton* meaning “place of meetings”/ “place of plenty.” Late seventeenth and early eighteenth century French sources refer to Lake Simcoe as *Lac Taronto*, which is thought to be on account of the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (NRCAN 2007). By 1670, Lake Simcoe is also found labeled on a number of early French maps as *Lac de Taronto* and in 1686, the Humber carrying place was known as the *Passage de Taronto*. In turn, that river became known as *Riviere Taronto*. On the other hand, Nicolas Perrot, a seventeenth-century explorer, interpreter, and fur-trader, used Toronto in his memoirs to apply to the old Huron country evacuated in 1650. He also noted that Toronto was used by Cadillac in a letter at the turn of the seventeenth century and by the remnant populations of the exiled Hurons, Petuns and Neutrals as the name of the region from which they had been expelled fifty years before by the Iroquois.

In its first thirty years, York Township (as differentiated from the Town of York) was a rolling and well wooded countryside. The centre of the township was present day Yonge Street and Eglinton Avenue or Eglinton Village. Eglinton Avenue, which was surveyed as the township’s baseline, was at that time known as Baseline Road, and the crossroads community had a number of services including four hotels and a Masonic Hall. Yonge Street was settled on both sides and one mile south of Eglinton the Davis family ran a pottery business (in the community later known as Davisville). A large number of suburban residences were constructed along the Davenport Ridge, an early Indigenous trail. Other villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and



Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s.

The evolution of the city continued at an even greater pace through the late nineteenth and early twentieth centuries, with the consolidation of rail systems and the growth of numerous industrial and commercial operations within the city limits and along the rail corridors. Urban planning became more coordinated in the twentieth century, and a move toward more spatial control was made in 1904 with legislation that controlled non-residential land use in the city. This was soon applied to residential areas, as municipal officials attempted to alleviate certain kinds of congestion and undesirable overlap. The development of internal urban transport also promoted a wider spread community and the establishment of discrete business and residential districts.

Throughout the rest of the city, economic prosperity and urban opportunity drew people to various parts of the city to live and work. Industrial districts followed the railway lines, and new immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912, and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fueled the construction of new office towers – a total of 14 between 1922 and 1928. Increased automobile use necessitated improvements to local roads and rail crossings.

Few new buildings were constructed during the 1930s depression, and unemployment remained high until the war economy lifted companies up and out of their downturns. Before the Second World War ended, a post-war reconstruction plan was put together for the city, and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city's density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded. With largescale immigration in the postwar period, Toronto's population continued to grow, as did its place as an economic, social, and cultural hub. Toronto is Ontario's capital city and Canada's largest municipality (ASI 2020c).

### **7.1.2 Review of Historic Mapping**

The 1878 *Illustrated Historical Atlas of the County of York* (Figure 9; Appendix B) was reviewed to determine the historical setting of the subject bridges in the nineteenth century. It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference regarding the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The 1878 *Illustrated Historical Atlas* depicts the location of the subject bridges along the Toronto Branch of the GWR following its present alignment. The bridges are not depicted on the map, however, several of the historic roadways are illustrated on the map. The Great Western Railway (GWR) passes through an urban context and the settlements of Parkdale and Mimico, High Park is also illustrated on the map to the north of the rail corridor.

In addition to nineteenth-century mapping, historic topographic mapping, photographs, and aerial images from the twentieth century were examined. This report presents maps and photographs from 1900, 1910 – 1912, 1914, 1924, 1928, 1947, 1951, 1953, 1955 – 1957, c. 1960, 1967, 1992 (Appendix B).



Photographs from the early twentieth century show several of the bridge locations as at-grade crossings along the rail line. From 1910 to 1929, the GTR undertook a grade separation projects and many level crossings became bridge overpasses carrying the roadway underneath the rail line. The 1924 topographic map (Figure 10) depicts the rail line as the Canadian National Railways (CNR) east of the Humber River and the GTR as west of the Humber River. According to the bridge inventory, all of the subject bridges have been constructed by this time.

Aerial photography from 1947 and 1967 (Figure 11 and Figure 12) depicts each of the bridges in their current location. The 1967 aerial depicts the Former Queen Street Bridge (Mile 5.15) as no longer carrying the rail line over Queen Street West, as it had been re-routed into the Queensway. Both the Queensway and the Gardiner Expressway were built in the mid-twentieth century, their development is evident in the two aerials. The aerials also depict the continued growth and urbanization of the City of Toronto. The 1992 aerial photography (Figure 13) depicts the bridges in their present context.

## **7.2 Railway Transportation and the Lakeshore West Rail Corridor**

The Lakeshore West rail corridor follows the tracks initially laid in 1855 from Toronto to Hamilton by the Hamilton & Toronto Railway Company (HTR). The HTR company was established by Sir Allan MacNab and a number of other investors, with additional financial support from England, and a charter was granted in 1852. Construction on the line began in 1853. The line was initially leased to the GWR, who in turn supplied railway stations along the corridor (Paterson and George 1988). Extending from downtown Toronto, the rail line passed through Mimico, Port Credit, Clarkson, Oakville, Bronte, Burlington, and finally Hamilton. In 1871, the HTR amalgamated with the GWR, and in 1882 the GWR amalgamated with the GTR. In 1920, control of the GTR was assumed by the Canadian Government and three years later, in 1923, the GTR was amalgamated with the CNR (Andreae 1997).

The Lakeshore West rail corridor was built along the Lake Ontario shoreline, on level terrain formerly located at the bottom of glacial Lake Iroquois. While the route presented few engineering obstacles, two of note include the two wooden trestles built to span the Twelve and Sixteen Mile Creek Valleys. Each valley is over 150 m wide and 38 m deep. Also significant is the Credit River and associated flood plains. While just as wide, the Credit River Valley is not as high and as such, extensive filling and low trestle work led to a smaller bridge (Paterson and George 1988). The wooden trestle bridges were replaced by the GWR with stone and iron structures around the 1880s.

The Lakeshore West rail corridor was Canada's busiest railway corridor during the nineteenth century and most of the twentieth century (Paterson and George 1988). GO service along the Lakeshore West rail corridor began in 1967. Initial service included stops at stations built in Mimico, Long Branch, Port Credit, Clarkson, Oakville, Bronte, and Burlington. These stations were all built prior to 1967 as a three-year experiment in commuter rail travel (Garcia and Bow 2018). Between 2010 and 2013, Metrolinx acquired three segments of the Oakville Subdivision from the CNR, between Toronto and Burlington.

### **7.2.1 Early Rail Bridge Building in Ontario**

The first railway bridges to be built in England were stone arch bridges in the eighteenth and nineteenth centuries. The first stone arch bridge in North America was built in 1829 by the Baltimore and Ohio railroad at Gwynns Falls, Maryland, with a span of 280 m. By the time railway bridges were under construction in Ontario, during the 1850s, iron truss bridges supporting plate girders above had become



the preferred railway bridge design as they were stronger and cheaper than stone arch bridges. However, the vast majority of railway bridges built in Ontario in the 1850s were wooden trestle bridges given the lower cost and availability of wood as a raw material (Brown 2013).

By the 1890s, steel was becoming the material of choice when constructing bridges given that it was less expensive and more durable than its wood and wrought iron predecessors. Steel truss structures were very common by 1900, as were steel girder bridges. The use of concrete in constructing bridges was introduced at the beginning of the twentieth century, and by the 1930s, it was challenging steel as the primary bridge construction material in Ontario.

In Ontario, railway bridges were first built to span natural obstacles, such as rivers and valleys. As the population increased and communities prospered, railway bridges were built to span other railways and to carry roads over, or under, the railroads. In the early twentieth century, many at-grade rail crossings were eliminated through the construction of overhead bridges (ASI 2017).

### **7.2.2 Steel Plate Girder Bridges**

Beam or girder technology was commonly used for bridge construction in Ontario. This bridge type is comprised of girders, members placed perpendicular to the ford, supported by abutments and piers, when necessary. Simple girder bridges were constructed in the nineteenth century out of wood to support rail, pedestrian, and vehicular traffic primarily across water obstacles. At the turn of the twentieth century, steel beams were introduced and were supported by stone and then concrete abutments and piers. However, the large, rolled steel girders were difficult to transport and thus more costly. Plate girders afforded an economic and logistical solution as they consisted of smaller steel segments that could be put together on site (Cleary 2007). This type of bridge consists of a series of solid members that run longitudinally for the length of the span, with additional bracing between the parallel members for support. The plate girder bridge typically consists of I-beams made up from separate structural steel plates. Early steel plate bridges were connected by rivets and bolts, while later designs were welded. Plate girder also known as beam span bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings (Cleary 2007).

When a road or rail line is carried on top of the girders, the bridge is called a deck plate girder bridge. When the road or rail line passes between girders, the structure is called a through plate girder bridge (Cleary 2007).

### **7.2.3 Truss Bridge Construction**

Steel truss structures were very common by 1900, as were steel girder bridges. After WWI the increase in personal vehicles meant that stronger bridges were necessary. The Pratt truss and the Warren truss dominated the early twentieth-century and were typically used for spans up to 400 feet (Comp and Jackson 1977).

Early truss bridges were commonly made from a series of straight steel bars. In general, most steel truss bridges were constructed at the turn of the twentieth century. The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. The Pratt truss was the reverse design from the Howe truss, patented by William Howe in 1840. The Pratt has diagonals and verticals in tension. The Pratt trusses prevalent from the 1840s through to the early twentieth century were initially manufactured as





a combination wood and iron but were later constructed as iron only. The Pratt type successfully survived the transition to iron construction and the second transition to steel. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries.

A pony (half-through) truss bridge consists of a deck between the top of and bottom chords with no top lateral bracing. These bridges required less labour and material to erect than through trusses and were subsequently more cost effective. However, due to a lack of added stability, these bridges were suitable only for shorter spans. The pony truss became popular in the early twentieth century, though their popularity waned with the widespread adoption of concrete as a primary building material by the 1930s.

#### **7.2.4 The Canadian Bridge Company Limited**

Colborne Lodge Drive (Mile 4.17) and Windermere Avenue Bridge (Mile 4.70) were fabricated and erected by the Canadian Bridge Company Limited. The Canadian Bridge Company Limited was founded by Francis McMath, a third-generation civil engineer from St. Louis, Missouri. He worked with the Detroit Bridge & Iron Works before establishing the Canadian Bridge Company in 1900 in Walkerville, Ontario. He remained president until 1922, with Willard Pope serving as vice president and chief engineer. In 1923, the company became a subsidiary of the United States Steel Corporation, and in 1937, it was sold to Dominion Steel and Coal Corporation (DOSCO). It operated as a division of DOSCO until 1962, when it was dissolved. Under the direction of McMath and Pope, the Canadian Bridge Company fabricated steel road and rail bridges across Canada including the notable Quebec Bridge in 1917 (a joint venture with the Dominion Bridge Company), the Lethbridge Viaduct, the St. Louis Bridge in Saskatchewan, the Little Current Swing Bridge, and the High Level Bridge in Edmonton (Disher and Smith 2001).

#### **7.2.5 Howard Kelley, Chief Engineer, GTR**

Howard G. Kelley was chief engineer for the GTR between 1907 and 1911. He was chief engineer during the grade separation project in Toronto and he oversaw and approved the plans for overhead bridges and subways constructed in the 1910s. In 1911, he was promoted to Vice President for GTR Construction, Operating and Maintenance. He would eventually go on to become President of the GTR between 1917 and 1922 (THA 2014).

#### **7.2.6 Grade Separation Project in Toronto**

Between 1910 and 1920, the GTR undertook a grade separation project that required the construction of grade separation structures for all north-south roads in the in the Parkdale area. Overhead bridges were built at Dufferin, Dunn, James and Dowling Avenues, where the tracks were lowered. Subways were built at the remaining crossings. This proved to be a significant engineering project for the GTR and the City of Toronto. In total, the project eliminated thirteen level crossings (McLeod and McNeil 1979). These are (THA 2014):

- Dufferin Street (bridge replaced)
- Dunn Avenue (bridge extant)
- Jameson Avenue (bridge replaced)
- Dowling Avenue (bridge replaced)
- Queen Street West – Sunnyside (bridge replaced)



- Indian Road (Parkside - bridge extant) – Addressed in this report
- Howard Park (Colborne Lodge - bridge extant) – Addressed in this report
- Ellis Avenue (bridge extant) – Addressed in this report
- Windermere Avenue (bridge extant) - Addressed in this report
- Jane Street (Riverside/Gardiner Onramp - bridge extant) – Addressed in this report
- Queen Street West (former) (bridge extant) - Addressed in this report
- Trafalgar (status undetermined)
- Church Street (status undetermined)



## **8.0 DISCUSSION OF DESIGN AND PHYSICAL VALUE**

### **8.1 Physical Characteristics**

#### **8.1.1 Parkside Drive Bridge (Mile 3.89)**

The Parkside Drive Bridge (Mile 3.89) is located along the Lakeshore West rail corridor approximately 69 m southeast of the Queensway and Parkside Drive in the City of Toronto. The Parkside Drive Bridge (Mile 3.89) (sometimes referred to as the Indian Road Bridge) was constructed in 1911<sup>12</sup>, according to the designs approved by Chief Engineer Howard Kelley of the GTR (Grand Trunk Railway 1911a). The Parkside Drive Bridge (Mile 3.89) was rehabilitated in 1968 and 1985 (Metrolinx 2019). No other information regarding rehabilitations was available at the time of report submission. The bridge was designed and built to carry four rail lines over Parkside Drive. Photographic plates (Plate 1 to Plate 24) and historic photographs are provided in Appendix B.

The Parkside Drive Bridge (Mile 3.89) is a two-span steel through plate girder structure resting on reinforced concrete abutments and a single bent that has five steel columns with “X” bracing, that was originally constructed to carry the GTR over Parkside Drive. Steel through plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries four rail tracks in a west-east orientation over Parkside Drive.

According to the Metrolinx Bridge Inventory and the General Plan drawing (Metrolinx 2019; Grand Trunk Railway 1911a), the Parkside Drive Bridge (Mile 3.89) measures 72’ (21.94 m) in length. The superstructure features riveted cast steel wall plate and corrugated ballast plate girders with a concrete ballasted bridge deck. The bridge ties are 7” x 9” x 8.5’ along the bridge deck. The superstructure also features transverse and longitudinal steel beams and other structural steel elements that are joined with rivets. The superstructure rests on elastomeric bearings on top of reinforced concrete abutments. At the base of the bent is a concrete wheel guard. The bridge has a cast iron handrail along both elevations.

There is a concrete sidewalk on either side of Parkside Drive. There is a 14’ road clearance under the bridge to the roadway. The road width between the spans is 28’ 3”. There is vegetation growth along the wingwalls and at the bearing seats.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.1 will compare the bridge to other bridges of its type within the Metrolinx system.

#### **8.1.2 Colborne Lodge Drive Bridge (Mile 4.17)**

The Colborne Lodge Drive Bridge (Mile 4.17) is located along the Lakeshore West rail corridor approximately 52 m south of the intersection of the Queensway and Colborne Lodge Drive in the City of

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<sup>12</sup> The Metrolinx Bridge Inventory records a 1918 construction date. However, based on historic photographs and original bridge drawings, this is believed to be an error. It was likely built in 1911 along with the other overhead structures in this area.



Toronto. The Colborne Lodge Drive Bridge (Mile 4.17) (sometimes referred to as Howard Park Road Bridge) was constructed in 1911 by the Canadian Bridge Company Limited, according to the designs of an unknown engineer with the GTR (Grand Trunk Railway 1911b).<sup>13</sup> Although unable to confirm, the plans for this bridge were likely approved by Chief Engineer Howard Kelley of the GTR. The bridge was rehabilitated in 1998 (Metrolinx 2019). No other information regarding rehabilitations was available at the time of report submission. Photographic plates (Plate 25 to Plate 39) and historic photographs are provided in Appendix B.

The Colborne Lodge Bridge (Mile 4.17) is a two-span through plate girder structure resting on reinforced concrete abutments and a single bent that has five steel columns with “X” bracing, that was originally constructed to carry the GTR over Colborne Lodge Drive. Steel through plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries four rail tracks in a northeast-southwest orientation over Colborne Lodge Drive.

According to the Metrolinx Bridge Inventory and the Erection Diagram (Metrolinx 2019; Grand Trunk Railway 1911b), the Colborne Lodge Drive Bridge (Mile 4.17) measures 66’ (20.11 m) in total length. The superstructure features riveted corrugated ballast plate girders with a concrete ballasted bridge deck. The ties along the bridge deck are 7” x 9” x 8.5’. The superstructure also features transverse and longitudinal steel beams and other structural steel elements that are joined with rivets. Some of the steel elements have been joined with bolts. The superstructure rests on elastomeric bearings on top of reinforced concrete abutments. The bridge has a steel handrail along both elevations.

There is a concrete sidewalk on either side of Colborne Lodge Drive. There is a 14’ road clearance under the bridge to the roadway. The road width between the spans is 30’. The clearance sign is only on the right track (north) side over the southbound lanes.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.2 will compare the bridge to other bridges of its type within the Metrolinx system.

### **8.1.3 Ellis Avenue Bridge (Mile 4.54)**

The Ellis Avenue Bridge (Mile 4.54) is located along the Lakeshore West rail corridor approximately 62 m southeast of the intersection of the Queensway and Ellis Avenue in the City of Toronto. The Ellis Avenue Bridge (Mile 4.54) was constructed in 1911, according to the designs approved by Chief Engineer Howard Kelley of the GTR (Grand Trunk Railway 1910). No other information regarding rehabilitations was available at the time of report submission. The bridge was original designed and built to carry five tracks over Ellis Avenue. Photographic plates (Plate 40 to Plate 50) and historic photographs are provided in Appendix B.

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<sup>13</sup> The Canadian Bridge Co. Ltd. Erection Diagram for the GTR Grade Separation Project for Jane Street (now the Gardiner On-ramp crossing) were provided. A note on the drawings indicate this also applies to the Colborne Lodge crossing.





The Ellis Avenue Bridge (Mile 4.54) is a two-span steel through plate girder structure resting on reinforced concrete abutments and a single bent that has six steel columns with “X” bracing, that was originally constructed to carry the GTR over Ellis Avenue. Steel through plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries four rail tracks in a northeast-southwest orientation over Ellis Avenue.

According to the Metrolinx Bridge Inventory and the General Plan drawing (Metrolinx 2019; Grand Trunk Railway 1910), the Ellis Avenue Bridge (Mile 4.54) measures 66’ (20.11 m) in total length. The superstructure features riveted corrugated ballast plate girders with a concrete ballasted bridge deck. The ties along the bridge deck are 7” x 9” x 8.5’. The superstructure also features transverse and longitudinal steel beams and other structural steel elements that are joined with rivets. Some of the steel elements have been joined with bolts. The superstructure rests on elastomeric bearings on top of reinforced concrete abutments. The bridge has a cast iron handrail along both elevations.

There is a concrete sidewalk on either side of Ellis Avenue. There is a 4.2 m clearance sign on the north elevation. There is vegetation and tree growth on right track (north) side of deck and behind wingwalls.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.3 will compare the bridge to other bridges of its type within the Metrolinx system.

#### **8.1.4 Windermere Avenue Bridge (Mile 4.70)**

The Windermere Avenue Bridge (Mile 4.70) is located along the Lakeshore West rail corridor approximately 153 m southeast of the intersection of the Queensway and Windermere Avenue in the City of Toronto. The Windermere Avenue Bridge (Mile 4.70) was constructed in 1911 by the Canadian Bridge Company Limited, according to the designs approved by Chief Engineer Howard Kelley of the GTR (Grand Trunk Railway 1911c).<sup>14</sup> No other information regarding rehabilitations was available at the time of report submission. The bridge was originally designed and built to carry six tracks over Windermere Avenue. Photographic plates (Plate 51 to Plate 67) and historic photographs are provided in Appendix B.

The Windermere Avenue Bridge (Mile 4.70) is a two-span through plate girder structure resting on concrete abutments that was originally constructed to carry the GTR over Windermere Avenue. Steel through plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries four operational rail tracks in a northeast-southwest orientation over Windermere Avenue.

According to the Metrolinx Bridge Inventory and the Erection Diagram (Metrolinx 2019; Grand Trunk Railway 1911c), the Windermere Avenue Bridge (Mile 4.70) measures 66’ (20.11 m) in total length. The superstructure features riveted corrugated ballast plate girders with a concrete ballasted bridge deck.

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<sup>14</sup> The GTR Ellis Avenue General Plan drawings are noted to also apply to the Windermere Avenue bridge, except that the Ellis Avenue Bridge carried five tracks, whereas Windermere Avenue Bridge originally carried six tracks.



The ties along the bridge deck are 7" x 9" x 8.5'. The superstructure also features transverse and longitudinal steel beams and other structural steel elements that are joined with rivets. Some of the steel elements have been joined with bolts. The superstructure rests on elastomeric bearings on top of reinforced concrete abutments. The bridge has a cast iron handrail along both elevations.

There is a concrete sidewalk on either side of Windemere Avenue. There is a 14' road clearance under the bridge to the roadway. The road width between the spans is 30'. The clearance sign is only on right track (north) side over SBL. There is vegetation and tree growth on right track (north) side of deck and behind wingwalls.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.4 will compare the bridge to other bridges of its type within the Metrolinx system.

### **8.1.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)**

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is located along the Lakeshore West rail corridor approximately 337 m southeast of the intersection of Ripley Avenue and South Kingsway in the City of Toronto. The Gardiner On-Ramp from Riverside Drive (Mile 4.90) was constructed in 1911 as the Jane Street bridge by the Canadian Bridge Company Limited, according to the designs of an unknown engineer with the GTR (Grand Trunk Railway 1911b).<sup>15</sup> Although unable to confirm, the plans for this bridge were likely approved by Chief Engineer Howard Kelley of the GTR. The structure was rehabilitated in 1994 and 2013 (Metrolinx 2019). No other information regarding rehabilitations was available at the time of report submission. Photographic plates (Plate 68 to Plate 83) and historic photographs are provided in Appendix B.

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is a two-span steel through plate girder structure resting on concrete abutments that was originally constructed to carry the GTR over South Kingsway. Steel through plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries four rail tracks in a northwest-southeast orientation over two lanes of southeast bound Gardiner Expressway on-ramp vehicular traffic.

According to the Metrolinx Bridge Inventory (Metrolinx 2019), the Gardiner On-Ramp from Riverside Drive (Mile 4.90) measures 66' (20.11 m) in total length. The superstructure features riveted corrugated ballast plate girders with a concrete ballasted bridge deck. The ties along the bridge deck are 7" x 9" x 8.5'. The superstructure also features transverse and longitudinal steel beams and other structural steel elements that are joined with rivets and bolts. The superstructure rests on elastomeric bearings on top of concrete abutments. The bridge has a cast iron handrail along the north elevation and a steel handrail along the south elevation.

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<sup>15</sup> The Canadian Bridge Co. Ltd. Erection Diagram for the GTR Grade Separation Project for Jane Street (now the Gardiner On-ramp crossing) were provided. A note on the drawings indicate this also applies to the Colborne Lodge crossing.



There is a concrete sidewalk on either side of the Gardiner On-Ramp from Riverside Drive. There are two clearance signs on the RT (north) side over SBL, under both spans. There is vegetation and tree growth on RT (north) side of deck and behind wingwalls. There is a concrete median along the roadway.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.5 will compare the bridge to other bridges of its type within the Metrolinx system.

#### **8.1.6 Former Queen Street Bridge (Mile 5.15)**

The Former Queen Street Bridge (Mile 5.15) is located along the Lakeshore West rail corridor approximately 594 m northeast of the intersection of the Queensway and High Street in the City of Toronto. The Former Queen Street Bridge (Mile 5.15) was constructed in 1911, according to bridge designs approved by Howard Kelley Chief Engineer of the GTR and was rehabilitated in 1949 and 2007 (Metrolinx 2019). No other information regarding rehabilitations was available at the time of report submission. The bridge was original designed and built to carry two lines of track. A review of aerial photography suggests it the bridge was expanded during the 1949 rehab, and also corresponds to when the bridge came into disuse as Queen Street West was rerouted around this time. Photographic plates (Plate 84 to Plate 94) and historic photograph are provided in Appendix B.

The Former Queen Street Bridge (Mile 5.15) is a four-span through plate girder structure resting on reinforced concrete abutments and three steel bents, each bent has five steel columns with a steel cap; that was originally constructed to carry the GTR over Queen Street. Steel through plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries four rail tracks in a northeast-southwest orientation over the former alignment of Queen Street.

According to the Metrolinx Bridge Inventory (Metrolinx 2019), the Former Queen Street Bridge (Mile 5.15) measures 72' (21.94 m) in total length. The superstructure features riveted corrugated ballast plate girders with a concrete ballasted bridge deck. The ties along the bridge deck are 7" x 9" x 8.6'. The superstructure also features transverse and longitudinal steel beams and other structural steel elements that are joined with rivets. The steel bents rest on concrete pile footings.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.6 will compare the bridge to other bridges of its type within the Metrolinx system.

#### **8.1.7 Mimico Creek Bridge (Mile 5.94)**

The Mimico Creek Bridge (Mile 5.94) is located along the Lakeshore West rail corridor approximately 471 m northwest of the intersection of Lake Shore Boulevard West and Park Lawn Drive in the City of Toronto. The Mimico Creek Bridge (Mile 5.94) was constructed in 1911 (the bridge's original drawings



were not obtained and therefore the builder of the bridge is unknown) and was rehabilitated in 1926, 1966, and 1985 (Metrolinx 2019). No other information regarding rehabilitations was available at the time of report submission. The bridge features three adjacent superstructures all resting on shared reinforced concrete abutments. Track 1 is carried by a deck plate girder, Track 2 and 3 are carried by a deck truss, and Track 4 is carried by a deck plate girder. The bridge carries four tracks of the Oakville Subdivision. No data regarding the material, type and construction dates of earlier structures at this water crossing was found during the course of research. Photographic plates (Plate 95 to Plate 106) and historic photographs are provided in Appendix B.

The Mimico Creek Bridge (Mile 5.94) is a single-span deck plate girder and deck truss structure resting on reinforced concrete abutments that was originally constructed to carry the GTR over Mimico Creek. Steel deck plate girder bridges were commonly constructed on rail lines and roadways due to their durability (see Section 7.1.5) and are considered ubiquitous on rail corridors that were operational into the twentieth century. The structure currently carries one rail track in a northeast-southwest orientation over Mimico Creek.

According to the Metrolinx Bridge Inventory (Metrolinx 2019), the Mimico Creek Bridge (Mile 5.94) measures 100' (30.48 m) in total length. The superstructure features riveted steel plate girders with a bridge deck of timber ties. Track 1 has an open deck with 86 10" x 12" x 13' long ties; Track 2 and 3 feature 84 10" x 12" x 13' long ties; and Track 4 also has an open deck with 86 10" x 12" x 13' ties. The superstructure also features transverse and diagonal steel beams and other structural steel elements that are joined with rivets. The superstructure rests on bearings of an unknown type on top of reinforced concrete abutments.

The bridge is a typical example of its type, though it is not exemplary in any way that would make it a representative example. Furthermore, it does not exhibit any elements of its design that would contribute to the bridge being considered a rare or unique type, expression, material or construction method. Section 8.2.7 will compare the bridge to other bridges of its type within the Metrolinx system.

## 8.2 Comparative Analysis

The Metrolinx Bridge Inventory (Metrolinx 2019) was consulted for the purposes of comparative analysis. According to available documentation, there are a total of 465 bridges on the Metrolinx Bridge Inventory including 56 steel through plate girder structures that are on the Metrolinx Bridge Inventory, 17 of which are on the Oakville subdivision. A further 57 deck plate girder bridges are on the Metrolinx Bridge Inventory, 16 of which are on the Oakville subdivision. There are also six deck truss bridges within the Metrolinx Bridge Inventory, all of which are on the Oakville subdivision. A list of bridges used in comparative analysis is provided in Appendix C.

Steel plate girder bridges with cast-in-place concrete abutments were commonly constructed to carry both railways and roadways due to their low cost, ease of construction, and readily-available construction materials. Through plate girder, deck plate girder, and steel beam structures are considered ubiquitous on rail lines that were operating through the twentieth century as they were commonly used to replace aging nineteenth-century structures. This is evident within the Metrolinx system where these types of structures make up 26% of the bridges within the system, ahead of





reinforced concrete slab bridges (21%) and beam span bridges (17%). As such, none of the bridges in this report are considered rare examples of their type, expression, material or construction method.

The bridges identified in this report have collectively been constructed as part of the GTR/City of Toronto Grade Separation Project in the 1910s (though the Mimico Creek Bridge (5.94) was constructed as part of this set, it was built to cross Mimico Creek and not for grade separation purposes). Four of the bridges are identical in design with two spans and a length of 20.11m. Both the Parkside Bridge and Former Queen Street Bridge had identical lengths of 21.94m but each had a different number of spans. All of the bridges apart from the Ellis Avenue Bridge (Mile 4.54) and Windermere Avenue Bridge (Mile 4.70) were known to have had rehabilitation work completed. More detail about each bridge is provided and how they compare to bridges throughout the Metrolinx system can be found below. Factors considered are the age and size of each structure, as these are indicators of whether a structure is early, rare or unique within its structure type.

### **8.2.1 Parkside Drive Bridge (Mile 3.89)**

The Parkside Drive Bridge (Mile 3.89) is a two-span steel through plate girder structure resting on reinforced concrete abutments that measures 72' in length (21.94 m) in total length. The subject bridge was constructed in 1911 and was rehabilitated in 1968 and 1985 (Metrolinx 2019).

Based on available documentation (Appendix C) the Parkside Drive Bridge (Mile 3.89) is the 21<sup>st</sup> longest example of a steel through plate girder structure in the comparative sample of through plate girder bridges within the Metrolinx Bridge Inventory. The longest steel through plate girder structure is the Leslie Street Bridge (Mile 11.86) of the Bala subdivision within the City of Toronto with an overall length of 594 ft (181 m). With regards to the number of spans, the two spans of the Parkside Drive Bridge (Mile 3.89) ties for fifth with nine other bridges. The Don River Bridge (Mile 8.5) of the Bala subdivision has the most spans in the comparative sample with eight. The subject bridge is not significant in terms of size.

The Parkside Drive Bridge (Mile 3.89), constructed in 1911, is tied for the fifth oldest bridge with seven others in the comparative sample with the Queen Street West Railway Bridge (Mile 2.46) of the Weston subdivision and the Queen Street West Railway Bridge (Mile 2.33) of the Galt subdivision, both constructed 1897, being the oldest in the comparative sample. The subject bridge is not an early example of its type, expression, material, or construction method when compared to other examples.

Based on a review of all available data for the Parkside Drive Bridge (Mile 3.89), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.

### **8.2.2 Colborne Lodge Drive Bridge (Mile 4.17)**

The Colborne Lodge Drive Bridge (Mile 4.17) is a two-span steel through plate girder structure resting on reinforced concrete abutments that measures 66' (20.11 m) in total length. The subject bridge was constructed in 1911 and was rehabilitated in 1998 (Metrolinx 2019).

Based on available documentation (Appendix C) the Colborne Lodge Drive Bridge (Mile 4.17) is the 23<sup>rd</sup> longest example of a steel through plate girder structure in the comparative sample. The longest steel through plate girder structure is the Leslie Street Bridge (Mile 11.86) of the Bala subdivision within the City of Toronto with an overall length of 594 ft (181 m). With regards to the number of spans, the two



spans of the Colborne Lodge Drive Bridge (Mile 4.17) ties for fifth with nine other bridges. The Don River Bridge (Mile 8.5) of the Bala subdivision has the most spans in the comparative sample with eight. The subject bridge is not significant in terms of size.

The Colborne Lodge Drive Bridge (Mile 4.17), constructed in 1911, is tied for the fifth oldest bridge with seven others in the comparative sample with the Queen Street West Railway Bridge (Mile 2.46) of the Weston subdivision and the Queen Street West Railway Bridge (Mile 2.33) of the Galt subdivision, both constructed 1897, being the oldest in the comparative sample. The subject bridge is not an early example of its type, expression, material, or construction method when compared to other examples.

Based on a review of all available data for the Colborne Lodge Drive Bridge (Mile 4.17), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.

### **8.2.3 Ellis Avenue Bridge (Mile 4.54)**

The Ellis Avenue Bridge (Mile 4.54) is a two-span steel through plate girder structure resting on reinforced concrete abutments that measures 66' (20.11 m) in total length. The subject bridge was constructed in 1911 (Metrolinx 2019).

Based on available documentation (Appendix C) the Ellis Avenue Bridge (Mile 4.54) is the 23<sup>rd</sup> longest example of a steel through plate girder structure in the comparative sample. The longest steel through plate girder structure is the Leslie Street Bridge (Mile 11.86) of the Bala subdivision within the City of Toronto with an overall length of 594 ft (181 m). With regards to the number of spans, the two spans of the Ellis Avenue Bridge (Mile 4.54) ties for fifth with nine other bridges. The Don River Bridge (Mile 8.5) of the Bala subdivision has the most spans in the comparative sample with eight. The subject bridge is not significant in terms of size.

The Ellis Avenue Bridge (Mile 4.54), constructed in 1911 is tied for the fifth oldest bridge with seven others in the comparative sample with the Queen Street West Railway Bridge (Mile 2.46) of the Weston subdivision and the Queen Street West Railway Bridge (Mile 2.33) of the Galt subdivision, both constructed 1897, being the oldest in the comparative sample. The subject bridge is not an early example of its type, expression, material, or construction method when compared to other examples.

Based on a review of all available data for the Ellis Avenue Bridge (Mile 4.54), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.

### **8.2.4 Windermere Avenue Bridge (Mile 4.70)**

The Windermere Avenue Bridge (Mile 4.70) is a two-span steel through plate girder structure resting on concrete abutments that measures 66' (20.11 m) in total length. The subject bridge was constructed in 1911 (Metrolinx 2019).

Based on available documentation (Appendix C) the Windermere Avenue Bridge (Mile 4.70) is the 23<sup>rd</sup> longest example of a steel through plate girder structure in the comparative sample. The longest steel through plate girder structure is the Leslie Street Bridge (Mile 11.86) of the Bala subdivision within the



City of Toronto with an overall length of 594 ft (181 m). With regards to the number of spans, the two spans of the Windemere Avenue Bridge (Mile 4.70) ties for fifth with nine other bridges. The Don River Bridge (Mile 8.5) of the Bala subdivision has the most spans in the comparative sample with eight. The subject bridge is not significant in terms of size.

The Windemere Avenue Bridge (Mile 4.70), constructed in 1911, is tied for the fifth oldest bridge with seven others in the comparative sample with the Queen Street West Railway Bridge (Mile 2.46) of the Weston subdivision and the Queen Street West Railway Bridge (Mile 2.33) of the Galt subdivision, both constructed 1897, being the oldest in the comparative sample. The subject bridge is not an early example of its type, expression, material, or construction method when compared to other examples.

Based on a review of all available data for the Windemere Avenue Bridge (Mile 4.70), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.

### **8.2.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)**

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is a two-span steel through plate girder structure resting on concrete abutments that measures 66' (20.11 m) in total length. The subject bridge was constructed in 1911 as the Jane Street Bridge and was rehabilitated in 1994 and 2013 (Metrolinx 2019).

Based on available documentation (Appendix C) the Gardiner On-Ramp from Riverside Drive (Mile 4.90) is the 23<sup>rd</sup> longest example of a steel through plate girder structure in the comparative sample. The longest steel through plate girder structure is the Leslie Street Bridge (Mile 11.86) of the Bala subdivision within the City of Toronto with an overall length of 594 ft (181 m). With regards to the number of spans, the two spans of the Gardiner On-Ramp from Riverside Drive (Mile 4.90) ties for fifth with nine other bridges. The Don River Bridge (Mile 8.5) of the Bala subdivision has the most spans in the comparative sample with eight. The subject bridge is not significant in terms of size.

The Gardiner On-Ramp from Riverside Drive (Mile 4.90), constructed in 1911, is tied for the fifth oldest bridge with seven others in the comparative sample with the Queen Street West Railway Bridge (Mile 2.46) of the Weston subdivision and the Queen Street West Railway Bridge (Mile 2.33) of the Galt subdivision, both constructed 1897, being the oldest in the comparative sample. The subject bridge is not an early example of its type, expression, material, or construction method when compared to other examples.

Based on a review of all available data for the Gardiner On-Ramp from Riverside Drive (Mile 4.90), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.



### **8.2.6 Former Queen Street Bridge (Mile 5.15)**

The Former Queen Street Bridge (Mile 5.15) is a four-span through plate girder structure resting on concrete abutments that measures 72' (21.94 m) in total length. The subject bridge was constructed in 1911 and was rehabilitated in 1949 and 2007 (Metrolinx 2019).

Based on available documentation (Appendix C) the Former Queen Street Bridge (Mile 5.15) is the 21<sup>st</sup> longest example of a through plate girder structure in the comparative sample. The longest steel through plate girder structure is the Leslie Street Bridge (Mile 11.86) of the Bala subdivision within the City of Toronto with an overall length of 594 ft (181 m). With regards to the number of spans, the four spans of the Former Queen Street Bridge (Mile 5.15) makes it the third most spans, tied with nine other bridges. The Don River Bridge (Mile 8.5) of the Bala subdivision has the most spans in the comparative sample with eight. The subject bridge is not significant in terms of size.

The Former Queen Street Bridge (Mile 5.15), constructed in 1911, is tied for the fifth oldest bridge with seven others in the comparative sample with the Queen Street West Railway Bridge (Mile 2.46) of the Weston subdivision and the Queen Street West Railway Bridge (Mile 2.33) of the Galt subdivision, both constructed 1897, being the oldest in the comparative sample. The subject bridge is not an early example of its type, expression, material, or construction method when compared to other examples.

Based on a review of all available data for the Former Queen Street Bridge (Mile 5.15), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.

### **8.2.7 Mimico Creek Bridge (Mile 5.94)**

The Mimico Creek Bridge (Mile 5.94) is a single-span deck plate girder and deck truss structure resting on reinforced concrete abutments that measures 100' (30.48 m) in total length. The subject bridge was constructed in 1911 and was rehabilitated in 1926, 1966, and 1985 (Metrolinx 2019).

Based on available documentation (Appendix C) the Mimico Creek Bridge (Mile 5.94) is the 24<sup>th</sup> longest example of a deck plate girder structure in the comparative sample and the fourth longest deck truss structure in the comparative sample. The longest deck plate girder structure is the CP Don Branch (Mile 4.03) of the Bala subdivision is the longest bridge of this type at 1137.5 ft (347 m). The longest deck truss structure is the Bronte Creek Bridge (Mile 25.87) of the Oakville subdivision. With regards to the number of spans, the single span of the Mimico Creek Bridge (Mile 5.94) makes it the tenth most spans for a deck plate girder structure and fourth most spans for a deck truss structure in the comparative sample. The CP Don Branch (Mile 4.03) has the most spans with 13 for deck plate girder bridges and the Bronte Creek Bridge (Mile 25.87) has the most with six for deck truss bridges. The subject bridge is not significant in terms of size.

The Mimico Creek Bridge (Mile 5.94), constructed in 1911, is the fifth oldest bridge in the comparative sample of deck plate girder structures, with seven bridges constructed in 1903 tying for the oldest deck plate girder railway bridge (Highland Creek -N Bridge, Highland Creek -S Bridge [Kingston Subdivision; Credit River -T2 Bridge, Credit River -T3 Bridge, Fourteen Mile Creek -T2 Bridge, Fourteen Mile Creek -T3 Bridge, Sheldon Creek East -T2 Bridge [Oakville Subdivision]). Of the deck truss structures, the Mimico Creek Bridge (Mile 5.94) is the fourth oldest bridge in the comparative sample with three bridges tying





for oldest deck truss bridge (Cross Avenue/16 Mile Creek Bridge -T2, Cross Avenue/16 Mile Creek -T3 Bridge, and Bronte Creek -T2 Bridge). The subject bridge is not an early example of its type, expression, material, or construction method.

Based on a review of all available data for the Mimico Creek Bridge (Mile 5.94), the date of construction, size or type of bridge does not make it a significant rare, unique or early example of a bridge of its type.



## **9.0 DISCUSSION OF CONTEXTUAL VALUE**

### **9.1 Description of Setting and Character of the Property and Surroundings**

#### **9.1.1 *Parkside Drive Bridge (Mile 3.89)***

The Parkside Drive Bridge (Mile 3.89) is located along the Lakeshore West rail corridor approximately 69 m southeast of the intersection of the Queensway and Parkside Drive in the City of Toronto. The structure currently carries four rail tracks over Parkside Drive. The bridge is in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the north and the Gardiner Expressway to the south.

The Parkdale Pumping Station and an adjoining service building at 71 the Queensway, a listed heritage property with the City of Toronto are immediately east of the Parkside Drive Bridge (Mile 3.89).

#### **9.1.2 *Colborne Lodge Drive Bridge (Mile 4.17)***

The Colborne Lodge Drive Bridge (Mile 4.17) is located along the Lakeshore West rail corridor approximately 52 m south of the intersection of the Queensway and Colborne Lodge Drive in the City of Toronto. The structure currently carries four rail tracks over Colborne Lodge Drive. The bridge is within a transportation corridor with the Queensway to the north and the Gardiner Expressway to the south.

The Colborne Lodge Drive Bridge (Mile 4.17) is not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.

#### **9.1.3 *Ellis Avenue Bridge (Mile 4.54)***

The Ellis Avenue Bridge (Mile 4.54) is located along the Lakeshore West rail corridor approximately 62 m southeast of the intersection of the Queensway and Ellis Avenue in the City of Toronto. The structure currently carries four rail tracks over Ellis Avenue. The bridge is in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the northwest and the Gardiner Expressway to the southeast.

The Ellis Avenue Bridge (Mile 4.54) is not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.

#### **9.1.4 *Windermere Avenue Bridge (Mile 4.70)***

The Windermere Avenue Bridge (Mile 4.70) is located along the Lakeshore West rail corridor approximately 153 m southeast of the intersection of the Queensway and Windermere Avenue in the City of Toronto. The structure currently carries four rail tracks over Windermere Avenue. The bridge is in the City of Toronto in an urban context. To the north of the bridge is an apartment building, a residential development to the northwest, and the Gardiner Expressway to the south.

The Windermere Avenue Bridge (Mile 4.70) is not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.



### **9.1.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)**

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is located along the Lakeshore West rail corridor approximately 337 m southeast of the intersection of Ripley Avenue and South Kingsway in the City of Toronto. The structure currently carries four rail tracks over the Gardiner on-ramp. The bridge is in the City of Toronto in an urban context. To the west and north are hydro corridor and the Gardiner Expressway to the south.

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.

### **9.1.6 Former Queen Street Bridge (Mile 5.15)**

The Former Queen Street Bridge (Mile 5.15) is located along the Lakeshore West rail corridor approximately 594 m northeast of the intersection of the Queensway and High Street in the City of Toronto. The structure currently carries four rail tracks over the former alignment of Queen Street. The bridge is in the City of Toronto in an urban context. The bridge is within a transportation corridor with the Queensway to the north and the Gardiner Expressway to the south.

The Former Queen Street Bridge (Mile 5.15) is not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.

### **9.1.7 Mimico Creek Bridge (Mile 5.94)**

The Mimico Creek Bridge (Mile 5.94) is located along the Lakeshore West rail corridor approximately 471 m northwest of the intersection of Lake Shore Boulevard West and Park Lawn Drive crossing Mimico Creek in the City of Toronto. The structure currently carries four rail tracks over Mimico Creek. The bridge is in the City of Toronto in an urban context. To the west and east of the bridge are apartment buildings and to the north and south of the bridge is the greenspace surrounding Mimico Creek.

The Mimico Creek Bridge (Mile 5.94) is not adjacent to any heritage properties, including those listed by the City of Toronto or designated under Part IV or Part V of the *Ontario Heritage Act*.

## **9.2 Community Landmark**

### **9.2.1 Parkside Drive Bridge (Mile 3.89)**

The Parkside Drive Bridge (Mile 3.89) is located along the Lakeshore West rail corridor, spanning Parkside Drive in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.



### **9.2.2 Colborne Lodge Drive Bridge (Mile 4.17)**

The Colborne Lodge Drive Bridge (Mile 4.17) is located along the Lakeshore West rail corridor, spanning Colborne Lodge Drive in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered a community landmark.

### **9.2.3 Ellis Avenue Bridge (Mile 4.54)**

The Ellis Avenue Bridge (Mile 4.54) is located along the Lakeshore West rail corridor, spanning Ellis Avenue in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered a community landmark.

### **9.2.4 Windermere Avenue Bridge (Mile 4.70)**

The Windermere Avenue Bridge (Mile 4.70) is located along the Lakeshore West rail corridor, spanning Windermere Avenue in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered a community landmark.

### **9.2.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)**

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) located along the Lakeshore West rail corridor, spanning the Gardiner On-Ramp from Riverside Drive in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered a community landmark.

### **9.2.6 Former Queen Street Bridge (Mile 5.15)**

The Former Queen Street Bridge (Mile 5.15) is located along the Lakeshore West rail corridor in the City of Toronto. The bridge does not span any cross-streets. The bridge is part of a transportation corridor that consists of the Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway





feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered a community landmark.

### **9.2.7 Mimico Creek Bridge (Mile 5.94)**

The Mimico Creek Bridge (Mile 5.94) is located along the Lakeshore West rail corridor, spanning Mimico Creek in the City of Toronto. The bridge is part of a transportation corridor that consists of the Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered a community landmark.



## 10.0 EVALUATION

### 10.1 Parkside Drive Bridge (Mile 3.89)

The evaluation of the Parkside Drive Bridge (Mile 3.89) using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 2 and Table 3). The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.

#### 10.1.1 Ontario Regulation 9/06

Table 2: Evaluation of the Parkside Drive Bridge (Mile 3.89) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	The Parkside Drive Bridge (Mile 3.89) is a two-span steel through plate girder structure resting on reinforced concrete abutments and a single bent that has five steel columns with "X" bracing, that was originally constructed to carry the GTR over Parkside Drive. The bridge was constructed in 1911 by an unknown builder, though the bridge designs were approved by Howard Kelley, Chief Engineer with the GTR. According to available documentation, the Parkside Drive Bridge (Mile 3.89) was rehabilitated in 1968 and 1985.  Through plate girder bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age, size, or type. Further, the Parkside Drive Bridge (Mile 3.89) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials.  Furthermore, this structure is a typical example of its type, though it does not exhibit any qualities that would make it a representative example of a through plate girder bridge.
ii. displays a high degree of craftsmanship or artistic merit; or	N	The subject bridge is a common example of a through plate girder structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	N	The subject bridge is a two-span structure in an easily-accessible urban setting constructed from common materials, and does not demonstrate a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	Though the bridge is historically associated with the GTR/City of Toronto Grade Separation Project, a major engineering project undertaken in the 1910s to eliminate 13 at-grade rail crossings, the project had a more significant impact in



		downtown Toronto and not in the suburban areas of the city. As such, the importance of this project in this area is not significant.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx/City of Toronto. As this bridge is a common type of bridge structure, it is not anticipated to have the potential to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the City of Toronto, the bridge is a utilitarian bridge and is not a highly-influential or significant example of their work.
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<b>Response (Y/N)</b>	<b>Analysis</b>
i. is important in defining, maintaining or supporting the character of an area;	N	This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	Though this structure is visually, functionally and historically linked to the Lakeshore West rail corridor and to its surroundings its link is not considered significant as the impact of this project in suburban Toronto would not have been as significant as the impact it had on the downtown.
iii. is a landmark.	N	The Parkside Drive Bridge (Mile 3.89) is located along the Lakeshore West rail corridor, spanning Parkside Drive in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.

### 10.1.2 Ontario Regulation 10/06

Table 3: Evaluation of the Parkside Drive Bridge (Mile 3.89) - Ontario Regulation 10/06

Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.1.3 Recommended Outcome of Evaluation

The Parkside Drive Bridge (Mile 3.89) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Parkside Drive Bridge (Mile 3.89) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Parkside Drive Bridge (Mile 3.89) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.





## 10.2 Colborne Lodge Drive Bridge (Mile 4.17)

The evaluation of the Colborne Lodge Drive Bridge (Mile 4.17) using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 4 and Table 5). The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.

### 10.2.1 Ontario Regulation 9/06

Table 4: Evaluation of the Colborne Lodge Drive Bridge (Mile 4.17) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	<p>The Colborne Lodge Drive Bridge (Mile 4.17) is a two-span through plate girder structure resting on reinforced concrete abutments and a single bent that has five steel columns with “X” bracing, that was originally constructed to carry the GTR over Colborne Lodge Drive. The bridge was designed by an unknown engineer with the GTR and built by the Canadian Bridge Company Limited in 1911. Although unable to confirm, the plans for this bridge were likely approved by Chief Engineer Howard Kelley of the GTR. According to available documentation, the Colborne Lodge Drive Bridge (Mile 4.17) was rehabilitated in 1998.</p> <p>Through plate girder bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age, size, or type. Further, the Colborne Lodge Drive Bridge (Mile 4.17) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials.</p> <p>Furthermore, this structure is a typical example of its type, though it does not exhibit any qualities that would make it a representative example of a through plate girder bridge</p>
ii. displays a high degree of craftsmanship or artistic merit; or	N	<p>The subject bridge is a common example of a through plate girder structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.</p>
iii. demonstrates a high degree of technical or scientific achievement.	N	<p>The subject bridge is a two-span structure in an easily-accessible urban setting constructed from common materials, and does not demonstrate a high degree of technical or scientific achievement.</p>
2. The property has historical value or associative value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. has direct associations with a theme, event, belief, person, activity,	N	<p>Though the bridge is historically associated with the GTR/City of Toronto Grade Separation Project, a major engineering project undertaken in the 1910s to eliminate 13 at-grade rail crossings, the project had a more significant</p>

organization or institution that is significant to a community;		impact in downtown Toronto and not in the suburban areas of the city. As such, the importance of this project in this area is not significant.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx. As this bridge is a common type of bridge structure, it is not anticipated to have the potential to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the City of Toronto, the bridge is a utilitarian bridge and is not a highly-influential or significant example of their work.
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. is important in defining, maintaining or supporting the character of an area;	N	This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	Though this structure is visually, functionally and historically linked to the Lakeshore West rail corridor and to its surroundings its link is not considered significant as the impact of this project in suburban Toronto would not have been as significant as the impact it had on downtown.
iii. is a landmark.	N	The Colborne Lodge Drive Bridge (Mile 4.17) is located along the Lakeshore West rail corridor, spanning Colborne Lodge Drive in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.

**10.2.2 Ontario Regulation 10/06**

Table 5: Evaluation of the Colborne Lodge Drive Bridge (Mile 4.17) - Ontario Regulation 10/06

<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield



Ontario Heritage Act Criteria	Response (Y/N)	Analysis
		information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.2.3 Recommended Outcome of Evaluation

The Colborne Lodge Drive Bridge (Mile 4.17) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Colborne Lodge Drive Bridge (Mile 4.17) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Colborne Lodge Drive Bridge (Mile 4.17) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

### 10.3 Ellis Avenue Bridge (Mile 4.54)

The evaluation of the Ellis Avenue Bridge (Mile 4.54) using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 6 and Table 7). The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.



### 10.3.1 Ontario Regulation 9/06

Table 6: Evaluation of the Ellis Avenue Bridge (Mile 4.54) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	The Ellis Avenue Bridge (Mile 4.54) is a two-span steel through plate girder structure resting on reinforced concrete abutments and a single bent that has six steel columns with "X" bracing, that was originally constructed to carry five tracks of the GTR over Ellis Avenue. The Ellis Avenue Bridge (Mile 4.54) was constructed in 1911, according to the designs approved by Chief Engineer Howard Kelley of the GTR.  Through plate girder bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age, size, or type. Further, the Ellis Avenue Bridge (Mile 4.54) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials.  Furthermore, this structure is a typical example of its type, though it does not exhibit any qualities that would make it a representative example of a through plate girder bridge
ii. displays a high degree of craftsmanship or artistic merit; or	N	The subject bridge is a common example of a through plate girder structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	N	The subject bridge is a two-span structure in an easily-accessible urban setting constructed from common materials, and does not demonstrate a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	Though the bridge is historically associated with the GTR/City of Toronto Grade Separation Project, a major engineering project undertaken in the 1910s to eliminate 13 at-grade rail crossings, the project had a more significant impact in downtown Toronto and not in the suburban areas of the city. As such, the importance of this project in this area is not significant.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx. As this bridge is a common type of bridge structure, it is not anticipated to have the potential to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder,	N	The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the



designer or theorist who is significant to a community.		City of Toronto, the bridge is a utilitarian bridge and is not a highly-influential or significant example of their work.
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<b>Response (Y/N)</b>	<b>Analysis</b>
i. is important in defining, maintaining or supporting the character of an area;	N	This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	Though this structure is visually, functionally and historically linked to the Lakeshore West rail corridor and to its surroundings its link is not considered significant as the impact of this project in suburban Toronto would not have been as significant as the impact it had on downtown.
iii. is a landmark.	N	The Ellis Avenue Bridge (Mile 4.54) is located along the Lakeshore West rail corridor, spanning Ellis Avenue in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.

### 10.3.2 Ontario Regulation 10/06

Table 7: Evaluation of the Ellis Avenue Bridge (Mile 4.54) - Ontario Regulation 10/06

<b>Ontario Heritage Act Criteria</b>	<b>Response (Y/N)</b>	<b>Analysis</b>
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative,



Ontario Heritage Act Criteria	Response (Y/N)	Analysis
scientific achievement at a provincial level in a given period;		technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.3.3 Recommended Outcome of Evaluation

The Ellis Avenue Bridge (Mile 4.54) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Ellis Avenue Bridge (Mile 4.54) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Ellis Avenue Bridge (Mile 4.54) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

## 10.4 Windermere Avenue Bridge (Mile 4.70)

The evaluation of the Windermere Avenue Bridge (Mile 4.70) using the criteria set out in Ontario Regulations 9/06 and 10/06 are presented in the following sections (Table 8 and Table 9). The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.

### 10.4.1 Ontario Regulation 9/06

Table 8: Evaluation of the Windermere Avenue Bridge (Mile 4.70) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	The Windermere Avenue Bridge (Mile 4.70) is a two-span through plate girder structure resting on concrete abutments that was originally constructed to carry the GTR over Windermere Avenue. The Windermere Avenue Bridge (Mile 4.70) was constructed in 1911 by the Canadian Bridge Company Limited, according to the designs approved by Chief Engineer Howard Kelley of the GTR.  Plate girder bridges proliferated throughout the mid-twentieth century and were commonly used to support



		<p>railways in both urban and rural settings. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age, size, or type. Further, the Windermere Avenue Bridge (Mile 4.70) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials.</p> <p>Furthermore, this structure is a typical example of its type, though it does not exhibit any qualities that would make it a representative example of a through plate girder bridge</p>
ii. displays a high degree of craftsmanship or artistic merit; or	N	<p>The subject bridge is a common example of a deck through plate girder structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.</p>
iii. demonstrates a high degree of technical or scientific achievement.	N	<p>The subject bridge is a two-span structure in an easily-accessible urban setting constructed from common materials, and does not demonstrate a high degree of technical or scientific achievement.</p>
<b>2. The property has historical value or associative value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	<p>Though the bridge is historically associated with the GTR/City of Toronto Grade Separation Project, a major engineering project undertaken in the 1910s to eliminate 13 at-grade rail crossings, the project had a more significant impact in downtown Toronto and not in the suburban areas of the city. As such, the importance of this project in this area is not significant.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	<p>The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx/City of Toronto. As this bridge is a common type of bridge structure, it is not anticipated to have the potential to yield information that contributes to an understanding of a community or culture.</p>
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	<p>The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the City of Toronto, the bridge is a utilitarian bridge and is not a highly-influential or significant example of their work.</p>
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. is important in defining, maintaining or supporting the character of an area;	N	<p>This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.</p>
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	<p>Though this structure is visually, functionally and historically linked to the Lakeshore West rail corridor and to its surroundings its link is not considered significant as the impact of this project in suburban Toronto would not have been as significant as the impact it had on downtown.</p>



iii. is a landmark.	N	The Windermere Avenue Bridge (Mile 4.70) is located along the Lakeshore West rail corridor, spanning Windermere Avenue in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.
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#### 10.4.2 Ontario Regulation 10/06

Table 9: Evaluation of the Windermere Avenue Bridge (Mile 4.70) - Ontario Regulation 10/06

Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.



Ontario Heritage Act Criteria	Response (Y/N)	Analysis
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.4.3 Recommended Outcome of Evaluation

The Windermere Avenue Bridge (Mile 4.70) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Windermere Avenue Bridge (Mile 4.70) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Windermere Avenue Bridge (Mile 4.70) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

## 10.5 Gardiner On-Ramp from Riverside Drive (Mile 4.90)

The evaluation of the Gardiner On-Ramp from Riverside Drive (Mile 4.90) using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 10 and Table 11) The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.

### 10.5.1 Ontario Regulation 9/06

Table 10: Evaluation of the Gardiner On-Ramp from Riverside Drive (Mile 4.90) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	<p>The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is a two-span steel through plate girder structure resting on concrete abutments that was originally constructed to carry the GTR over South Kingsway. The Gardiner On-Ramp from Riverside Drive (Mile 4.90) was constructed in 1911 as the Jane Street bridge by the Canadian Bridge Company Limited, according to the designs of an unknown engineer with the GTR. Although unable to confirm, the plans for this bridge were likely approved by Chief Engineer Howard Kelley of the GTR. According to available documentation, the Gardiner On-Ramp from Riverside Drive (Mile 4.90) was rehabilitated in 1994 and 2013.</p> <p>Plate girder bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings. Further, the Gardiner On-Ramp from Riverside Drive (Mile 4.90) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age or type.</p>

		Furthermore, this structure is a typical example of its type, though it does not exhibit any qualities that would make it a representative example of a through plate girder bridge
ii. displays a high degree of craftsmanship or artistic merit; or	N	The subject bridge is a common example of a deck through plate girder structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	N	The subject bridge is a two-span structure in an easily-accessible urban setting constructed from common materials, and does not demonstrate a high degree of technical or scientific achievement.
<b>2. The property has historical value or associative value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	Though the bridge is historically associated with the GTR/City of Toronto Grade Separation Project, a major engineering project undertaken in the 1910s to eliminate 13 at-grade rail crossings, the project had a more significant impact in downtown Toronto and not in the suburban areas of the city. As such, the importance of this project in this area is not significant.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx/City of Toronto. As this bridge is a common type of bridge structure, it is not anticipated to have the potential to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the City of Toronto, the bridge is a utilitarian bridge and is not a highly-influential or significant example of their work.
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. is important in defining, maintaining or supporting the character of an area;	N	This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	Though this structure is visually, functionally and historically linked to the Lakeshore West rail corridor and to its surroundings its link is not considered significant as the impact of this project in suburban Toronto would not have been as significant as the impact it had on downtown.
iii. is a landmark.	N	The Gardiner On-Ramp from Riverside Drive (Mile 4.90) is located along the Lakeshore West rail corridor, spanning the Gardiner On-Ramp from Riverside Drive in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is a well-known within the City of Toronto. However, the bridge itself is not



		particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.
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### 10.5.2 Ontario Regulation 10/06

Table 11: Evaluation of the Gardiner On-Ramp from Riverside Drive (Mile 4.90) - Ontario Regulation 10/06

Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.5.3 Recommended Outcome of Evaluation

The Gardiner On-Ramp from Riverside Drive (Mile 4.90) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Gardiner On-Ramp from Riverside Drive (Mile 4.90) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Gardiner On-Ramp from Riverside Drive (Mile 4.90) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

## 10.6 Former Queen Street Bridge (Mile 5.15)

The evaluation of the Former Queen Street Bridge (Mile 5.15) using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 12 and Table 13). The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.

### 10.6.1 Ontario Regulation 9/06

Table 12: Evaluation of the Former Queen Street Bridge (Mile 5.15) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	<p>The Former Queen Street Bridge (Mile 5.15) is a four-span through plate girder structure resting on reinforced concrete abutments and three steel bents, each bent has five steel columns with a steel cap; that was originally constructed to carry two lines of the GTR over Queen Street. The Former Queen Street Bridge (Mile 5.15) was constructed in 1911, according to bridge designs approved by Howard Kelley Chief Engineer of the GTR. According to available documentation, the Former Queen Street Bridge (Mile 5.15) was rehabilitated in 1949 and 2007.</p> <p>Plate girder bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age, size, or type. Further, the Former Queen Street Bridge (Mile 5.15) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials.</p> <p>Furthermore, this structure is a typical example of its type, though it does not exhibit any qualities that would make it a representative example of a through plate girder bridge.</p>
ii. displays a high degree of craftsmanship or artistic merit; or	N	<p>The subject bridge is a common example of a deck through plate girder structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.</p>



iii. demonstrates a high degree of technical or scientific achievement.	N	The subject bridge is a four-span structure in an easily-accessible urban setting constructed from common materials, and does not demonstrate a high degree of technical or scientific achievement.
<b>2. The property has historical value or associative value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	Response (Y/N)	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	Though the bridge is historically associated with the GTR/City of Toronto Grade Separation Project, a major engineering project undertaken in the 1910s to eliminate 13 at-grade rail crossings, the project had a more significant impact in downtown Toronto and not in the suburban areas of the city. As such, the importance of this project in this area is not significant.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx. It is not considered to be a significant landmark or structure in the community, and as such, does not have the potential to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the City of Toronto, the bridge is a utilitarian bridge and is not a highly-influential or significant example of their work.
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	Response (Y/N)	Analysis
i. is important in defining, maintaining or supporting the character of an area;	N	This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	Though this structure is visually, functionally and historically linked to the Lakeshore West rail corridor and to its surroundings its link is not considered significant as the impact of this project in suburban Toronto would not have been as significant as the impact it had on downtown.
iii. is a landmark.	N	The Former Queen Street Bridge (Mile 5.15) is located along the Lakeshore West rail corridor in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.

### 10.6.2 Ontario Regulation 10/06

Table 13: Evaluation of the Former Queen Street Bridge (Mile 5.15) - Ontario Regulation 10/06

Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.6.3 Recommended Outcome of Evaluation

The Former Queen Street Bridge (Mile 5.15) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Former Queen Street Bridge (Mile 5.15) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject structure within the provincial context. As such, the Former Queen Street Bridge (Mile 5.15)



should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.

### 10.7 Mimico Creek Bridge (Mile 5.94)

The evaluation of the Mimico Creek Bridge (Mile 5.94) using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 14 and Table 15). The following evaluations have been prepared in consideration of data regarding the design, historical/associative, and contextual values in the City of Toronto.

#### 10.7.1 Ontario Regulation 9/06

Table 14: Evaluation of the Mimico Creek Bridge (Mile 5.94) - Ontario Regulation 9/06

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	<p>The Mimico Creek Bridge (Mile 5.94) is a single-span deck plate girder and deck truss structure resting on reinforced concrete abutments that was originally constructed to carry the GTR over Mimico Creek. The bridge features three adjacent superstructures all resting on shared reinforced concrete abutments. Track 1 is carried by a deck plate girder, Track 2 and 3 are carried by a deck truss, and Track 4 is carried by a deck plate girder. The Mimico Creek Bridge (Mile 5.94) was constructed in 1911 (the bridge's original drawings were not obtained and therefore the builder of the bridge is unknown). According to available documentation, the Mimico Creek Bridge (Mile 5.94) was rehabilitated in 1926, 1966, and 1985.</p> <p>Plate girder and deck truss bridges proliferated throughout the mid-twentieth century and were commonly used to support railways in both urban and rural settings. Based on a review of comparative structures (Section 8.2), the subject bridge is not significant in terms of age, size, or type. Further, the Mimico Creek Bridge (Mile 5.94) is a common bridge type, constructed with steel and cast-in-place concrete, both common early twentieth-century construction materials.</p> <p>Based on a review of the available data, the Mimico Creek Bridge (Mile 5.94) is not a rare, unique, representative, or early example of a steel through plate girder or deck truss structure.</p>
ii. displays a high degree of craftsmanship or artistic merit; or	N	<p>The subject bridge is a common example of a deck through plate girder and deck truss structure and does not display a greater than industry standard for the time in either its material, tooling, or assembly. Accordingly, there is no evidence of exemplary craftsmanship or artistic merit in the design or construction of this structure. The subject bridge does not meet this criterion.</p>
iii. demonstrates a high degree of technical or scientific achievement.	N	<p>The subject bridge is a single-span structure in an easily-accessible urban setting constructed from common materials,</p>

		and does not demonstrate a high degree of technical or scientific achievement.
<b>2. The property has historical value or associative value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	The subject bridge does not meet this criterion. The bridge was constructed in 1911 for the GTR, though not part of the grade separation project that guided rail development along the City's western shoreline in the early part of the century. Furthermore, while the GTR was an important railway company in the City of Toronto, the bridge does not have a strong association with the company.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject bridge is one of many bridges constructed on the Lakeshore West corridor, and currently owned by Metrolinx. As this bridge is a common type of bridge structure, it is not anticipated to have the potential to yield information that contributes to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	The subject bridge does not meet this criterion. While the bridge was built by the GTR, who were significant within the City of Toronto, the bridge is a utilitarian bridge and is not a reflection of the company's work.
<b>3. The property has contextual value because it:</b>		
<i>Ontario Heritage Act Criteria</i>	<i>Response (Y/N)</i>	<i>Analysis</i>
i. is important in defining, maintaining or supporting the character of an area;	N	This bridge is not significant to defining, maintaining or supporting the character of its surroundings. The subject bridge does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	The Mimico Creek Bridge (Mile 5.94) does not meet this criterion. Though the Mimico Creek Bridge (Mile 5.94) is a physical and functional element of the Lakeshore West corridor, the bridge is one of a number of bridges used to eliminate at-grade crossings along the Lakeshore West line. As such the link between the bridge and the Lakeshore West corridor is common and not particularly significant.
iii. is a landmark.	N	The Mimico Creek Bridge (Mile 5.94) is located along the Lakeshore West rail corridor in the City of Toronto. The bridge is part of a transportation corridor that consists of The Queensway, Lakeshore West rail corridor, Gardiner Expressway and Lake Shore Boulevard West. This corridor is a high-traffic corridor and is well-known within the City of Toronto. However, the bridge itself is not particularly prominent. Furthermore, the bridge is not considered to be a gateway feature or to act as a significant physical or contextual division between neighbourhoods or streetscapes. As such, the bridge is not considered to be a significant community landmark.

### 10.7.2 Ontario Regulation 10/06

Table 15: Evaluation of the Mimico Creek Bridge (Mile 5.94)-Ontario Regulation 10/06

Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject bridge is associated with railway development and improvements along the Lakeshore West rail corridor. However, the structure does not strongly or overtly evoke this theme at the provincial level.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	The subject bridge is one of a number of steel plate girder structures located on the Lakeshore West rail corridor. This type of structure is common on the provincial level, and the subject bridge does not have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The subject bridge does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. Many of these rail bridges were built, and many remain in the province.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The subject bridge does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The subject bridge does not meet this criterion. Based on the available data, the bridge does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject bridge does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject bridge does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and	N	The subject bridge is associated with the Lakeshore West rail corridor and GTR. However, this association is not considered to be strong or special. The subject bridge does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Toronto (an incorporated municipality), therefore, Criterion 8 does not apply.

### 10.7.3 Recommended Outcome of Evaluation

The Mimico Creek Bridge (Mile 5.94) does not meet the criteria outlined in *Ontario Regulation 9/06*, which considers the subject structure within the community context. Further, the Mimico Creek Bridge (Mile 5.94) does not meet the criteria within *Ontario Regulation 10/06*, which considers the subject





structure within the provincial context. As such, the Mimico Creek Bridge (Mile 5.94) should not be considered a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance.



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1911b Grand Trunk Railway Toronto Grade Separation Middle Division 16th District Mile 4.17 Erection Diagram.

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c1928 *Ellis Avenue looking north under CNR Bridge*.

c1960 *Lake Shore Boulevard at Windemere Avenue*.

1900 *Ellis Ave., n. of Lakeshore Blvd. W., looking n.*

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1928 *Ellis Avenue looking south to bridge*.





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1914a *Lakeshore Road east at Parkside Drive*.

1914b *Lakeshore Road - Parkside Drive East*.

1951 *Parkside Drive looking north from Lakeshore Road (no neg. On microfilm #145 and #146 are both #146)*.

1955a *(The) Queensway, looking south at Colborne Lodge Drive during construction*.



1955b *Kingsway South, looking south at construction of The Queensway.*

1955c *Kingsway South, looking north to C.N.R. bridge.*

1956a *(The) Queensway, looking e. from e. of High St. towards Lakeshore Blvd. W., during construction.*

1956b *(The) Queensway, looking west from east of Humber R., showing construction of bridge over Humber R.*

1956c *(The) Queensway, bridge over Humber R., looking s.w.*

1957a *Parkside Drive, looking n. from Lakeshore Rd., showing Gardiner Expressway bridge over Parkside Drive.*

1957b *Lakeshore Blvd. W., looking n.w. at Kingsway South, showing construction of Gardiner Expressway bridge over Kingsway South.*

1957c *Kingsway South, looking n. from Gardiner Expressway.*

1957d *Gardiner Expressway, looking w. at Kingsway South, during construction.*

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**APPENDIX A: DATA SHEETS**



**Parkside Drive Bridge (Mile 3.89)**

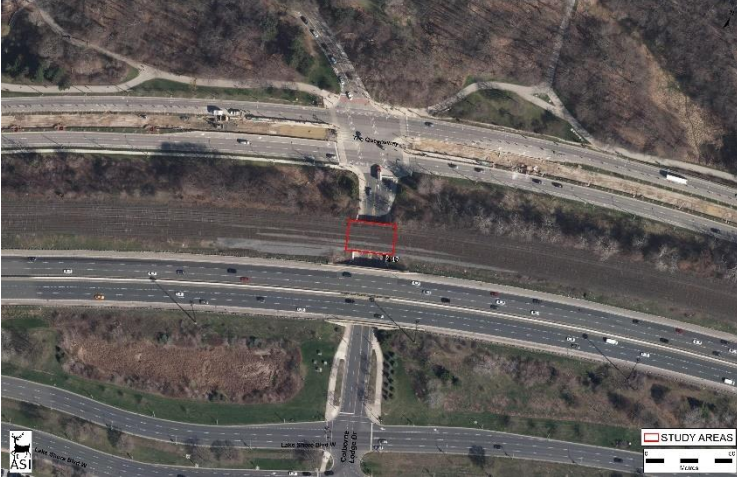

Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Parkside Drive Bridge (Mile 3.89)
Municipal Address:	n/a
Location and Datum:	-79.45385932, 43.63922389
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx 100% and City of Toronto 100%
Date of Construction:	1911
Date of Significant Alterations:	1968 and 1985
Architect/Designer/Builder:	Designs approved by Howard Kelley, Chief Engineer with the GTR; builder unknown.
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified

Adjacent Lands:	71 The Queensway, Parkdale Pumping Station, c. 1940; adjoining service building c. 1952; listed by the City of Toronto, adopted by City Council on February 1, 2, 3 2005
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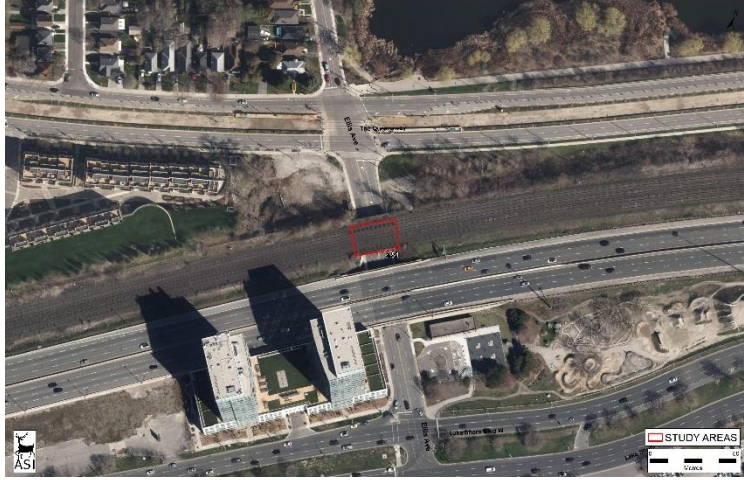





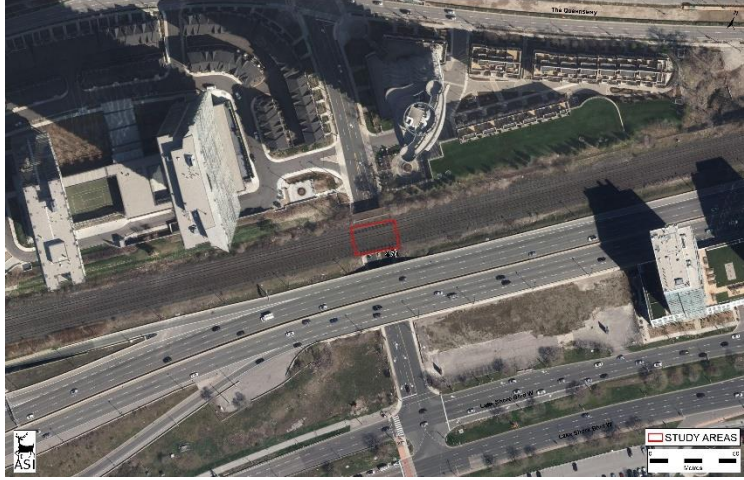

**Colborne Lodge Drive Bridge (Mile 4.17)**

Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Colborne Lodge Drive Bridge (Mile 4.17)
Municipal Address:	n/a
Location and Datum:	-79.45929579, 43.63905415
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx 100% and City of Toronto 100%
Date of Construction:	1911
Date of Significant Alterations:	1998
Architect/Designer/Builder:	Designed by an unknown engineer with the GTR; builder is unknown.
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified

**Ellis Avenue Bridge (Mile 4.54)**

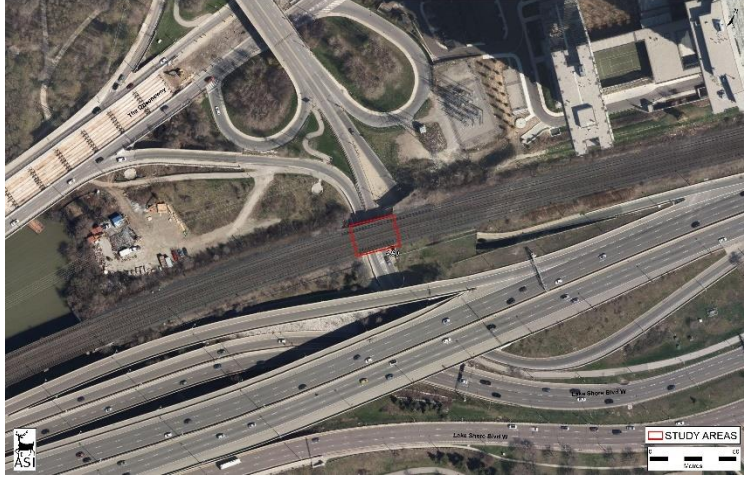

Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Ellis Avenue Bridge (Mile 4.54)
Municipal Address:	n/a
Location and Datum:	-79.46603659, 43.63729186
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx 100% and City of Toronto 100%
Date of Construction:	1911
Date of Significant Alterations:	n/a
Architect/Designer/Builder:	Bridge designs were approved by Howard Kelley, Chief Engineer with the GTR; builder is unknown.
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified

**Windermere Avenue Bridge (Mile 4.70)**



Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Windermere Avenue Bridge (Mile 4.70)
Municipal Address:	n/a
Location and Datum:	-79.46889048, 43.63604825
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx 100% and City of Toronto 100%
Date of Construction:	1911
Date of Significant Alterations:	n/a
Architect/Designer/Builder:	Designed by an unknown engineer with GTR; built by the Canadian Bridge Co. Ltd.
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified



**Gardiner On-Ramp from Riverside Drive (Mile 4.90)**



Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Gardiner On-Ramp from Riverside Drive (Mile 4.90)
Municipal Address:	n/a
Location and Datum:	-79.47226293, 43.63453744
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx 100% and City of Toronto 100%
Date of Construction:	1911
Date of Significant Alterations:	1994 and 2013
Architect/Designer/Builder:	Unknown
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified

**Former Queen Street Bridge (Mile 5.15)**

Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Former Queen Street Bridge (Mile 5.15)
Municipal Address:	n/a
Location and Datum:	-79.47600625, 43.63223906
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx
Date of Construction:	1911
Date of Significant Alterations:	1949 and 2003
Architect/Designer/Builder:	Bridge designs were approved by Howard Kelley, Chief Engineer with the GTR. Constructed by A.E. Rule Ltd.
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified



**Mimico Creek Bridge (Mile 5.94)**

Field	Property Data
Aerial photograph indicating location of resource and property boundaries:	
Current photograph of resource:	
Property Name:	Mimico Creek Bridge (Mile 5.94)
Municipal Address:	n/a
Location and Datum:	-79.48681648, 43.62395215 (T1); -79.48688372, 43.62398537 (T2/T3); -79.48693649, 43.62402564 (T4)
Municipality:	City of Toronto
Metrolinx/GO Transit Rail Corridor:	Lakeshore West; Oakville Subdivision
PIN:	Unknown
Ownership:	Metrolinx
Date of Construction:	1911
Date of Significant Alterations:	1926, 1966, 1985
Architect/Designer/Builder:	Unknown
Previous Owner(s)/Occupant(s):	GTR and CNR
Current Function:	Rail bridge
Previous Function(s)	n/a
Heritage Recognition/Protection:	None identified
Local Heritage Interest:	None identified
Adjacent Lands:	None identified

## APPENDIX B: FIGURES

### Historical Mapping







Figure 9: The locations of the bridges along the Lakeshore West corridor overlaid on the 1878 *Illustrated Historical Atlas of the County of York*.

Source: *Illustrated Historical Atlas of the County of York* (Miles & Co. 1878)







Figure 10: The locations of the bridges along the Lakeshore West corridor overlaid on the 1924 Goad's Fire Insurance maps.

Source: Plates 53 – 59, 81, and 83 (Goad 1924)





Figure 11: The locations of the bridges along the Lakeshore West corridor overlaid on the 1947 aerials.

Source: (City of Toronto 2018)



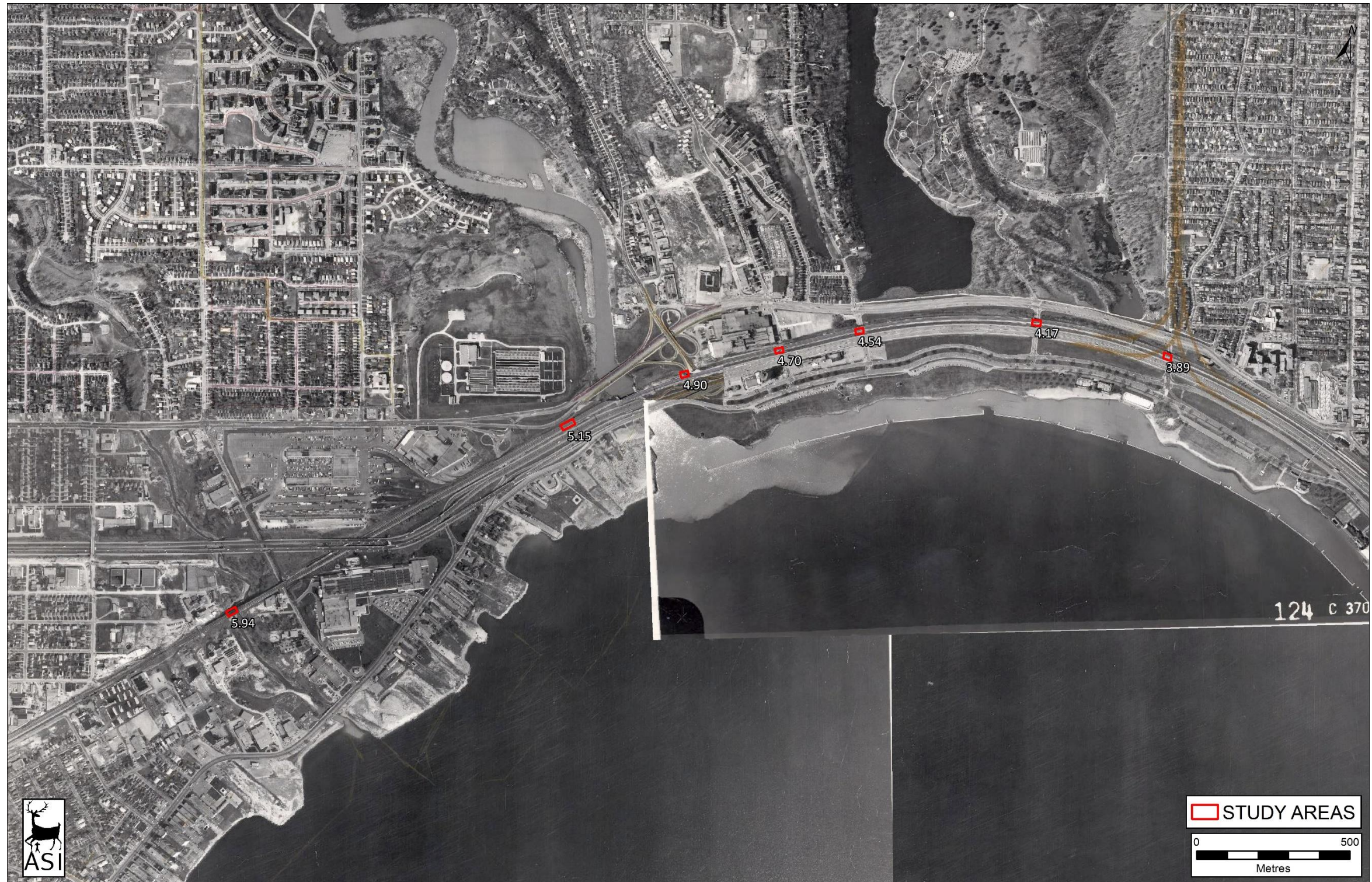


Figure 12: The locations of the bridges along the Lakeshore West corridor overlaid on the 1967 aerials.

Source: (City of Toronto 2018)



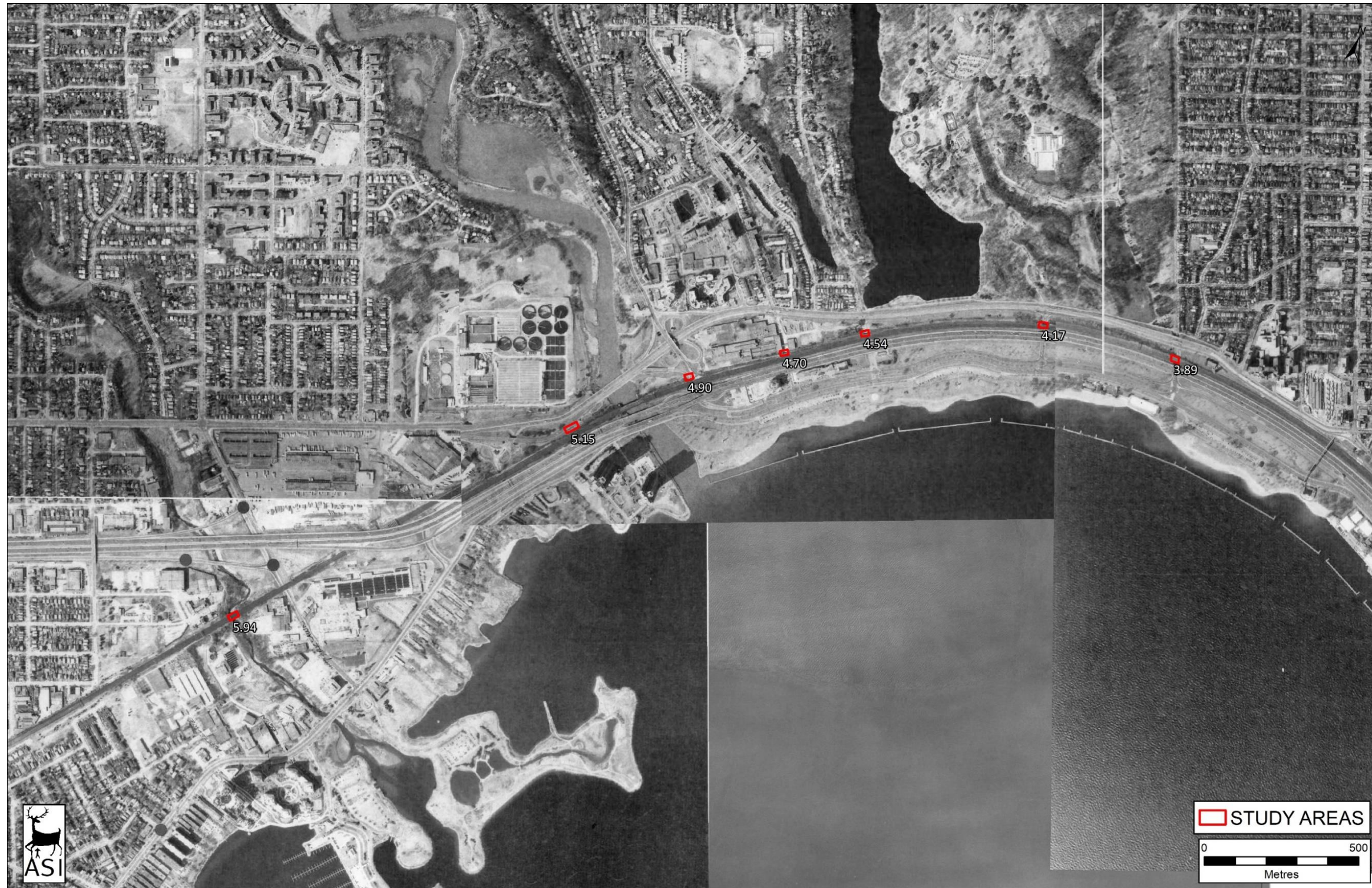


Figure 13: The locations of the bridges along the Lakeshore West corridor overlaid on the 1992 aerials.

Source: (City of Toronto 2018)



## Historical Photographs



**Parkside Drive Bridge (Mile 3.89)**



Figure 14: Photograph showing rail crossing at Parkside Drive in 1910 (Salmon 1910a).



Figure 15: Photograph showing rail crossing Parkside Drive in 1912 (Salmon 1912).





Figure 16: Photograph showing rail crossing Parkside Drive in May 1914 (Salmon 1914a).



Figure 17: Photograph showing rail crossing Parkside Drive in September 1914 (Salmon 1914b).



Figure 18: Photograph showing rail crossing Parkside Drive in September 1951 (Salmon 1951).



Figure 19: Photograph showing rail crossing Parkside Drive in September 1957 (Salmon 1957a).



**Colborne Lodge Drive Bridge (Mile 4.17)**



Figure 20: Photograph showing rail crossing at Colborne Lodge Drive (Salmon 1910b).



Figure 21: Photograph showing railway at Colborne Lodge Drive (N.A. 1911).





Figure 22: Photograph showing railway over Colborne Lodge Drive (Salmon 1955a).

**Ellis Avenue Bridge (Mile 4.54)**



Figure 23: Photograph showing the rail crossing at Ellis Avenue (N.A. 1900).



Figure 24: Photograph likely showing rail bridge over Ellis Avenue (N.A. 1928).



Figure 25: Photograph showing the Ellis Avenue Bridge (Mile 4.54) (N.A. c1928).

**Windermere Avenue Bridge (Mile 4.70)**



Figure 26: Photograph showing the Windermere Avenue Bridge (Mile 4.70) (N.A. c1960).



**Gardiner On-Ramp from Riverside Drive (Mile 4.90)**



Figure 27: Photograph showing the Gardiner On-Ramp from Riverside Drive (Mile 4.90) (Salmon 1955b).



Figure 28: Photograph showing the bridge at the Gardiner On-Ramp from Riverside Drive (Mile 4.90) (Salmon 1955c).



Figure 29: Photograph showing the Gardiner On-Ramp from Riverside Drive (Mile 4.90) (Salmon 1957b).

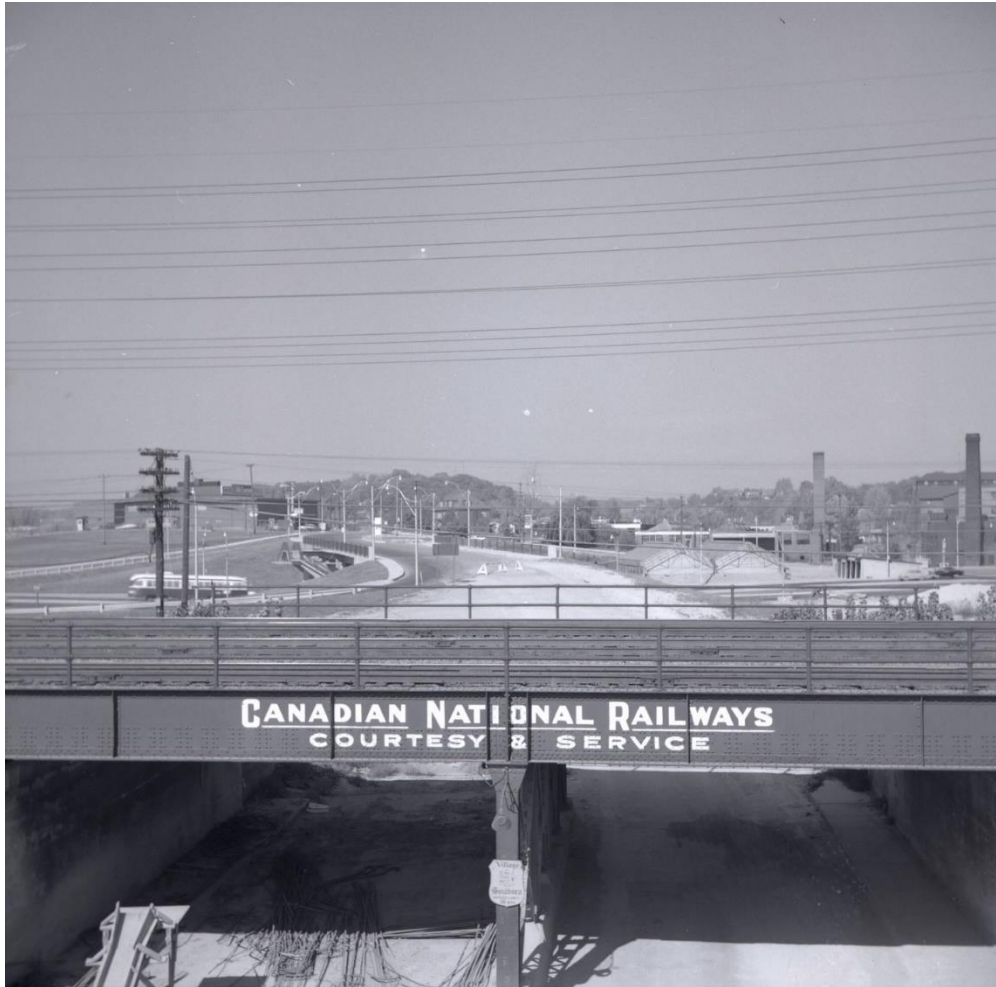


Figure 30: Photograph showing the Gardiner On-Ramp from Riverside Drive (Mile 4.90) (Salmon 1957c).

**Former Queen Street Bridge (Mile 5.15)**



Figure 31: Photograph showing the Former Queen Street Bridge (Mile 5.15) in the distance (Salmon 1956a).





Figure 32: Photograph showing the Former Queen Street Bridge (Mile 5.15) in the far right of the picture (Salmon 1956c).



Figure 33: Photograph showing the Former Queen Street Bridge (Mile 5.15) in the left of the photograph (Salmon 1956b).



Figure 34: Photograph showing the Former Queen Street Bridge (Mile 5.15) in the right of the photograph (Salmon 1957d).

## **Structural Drawings of the Subject Bridges**





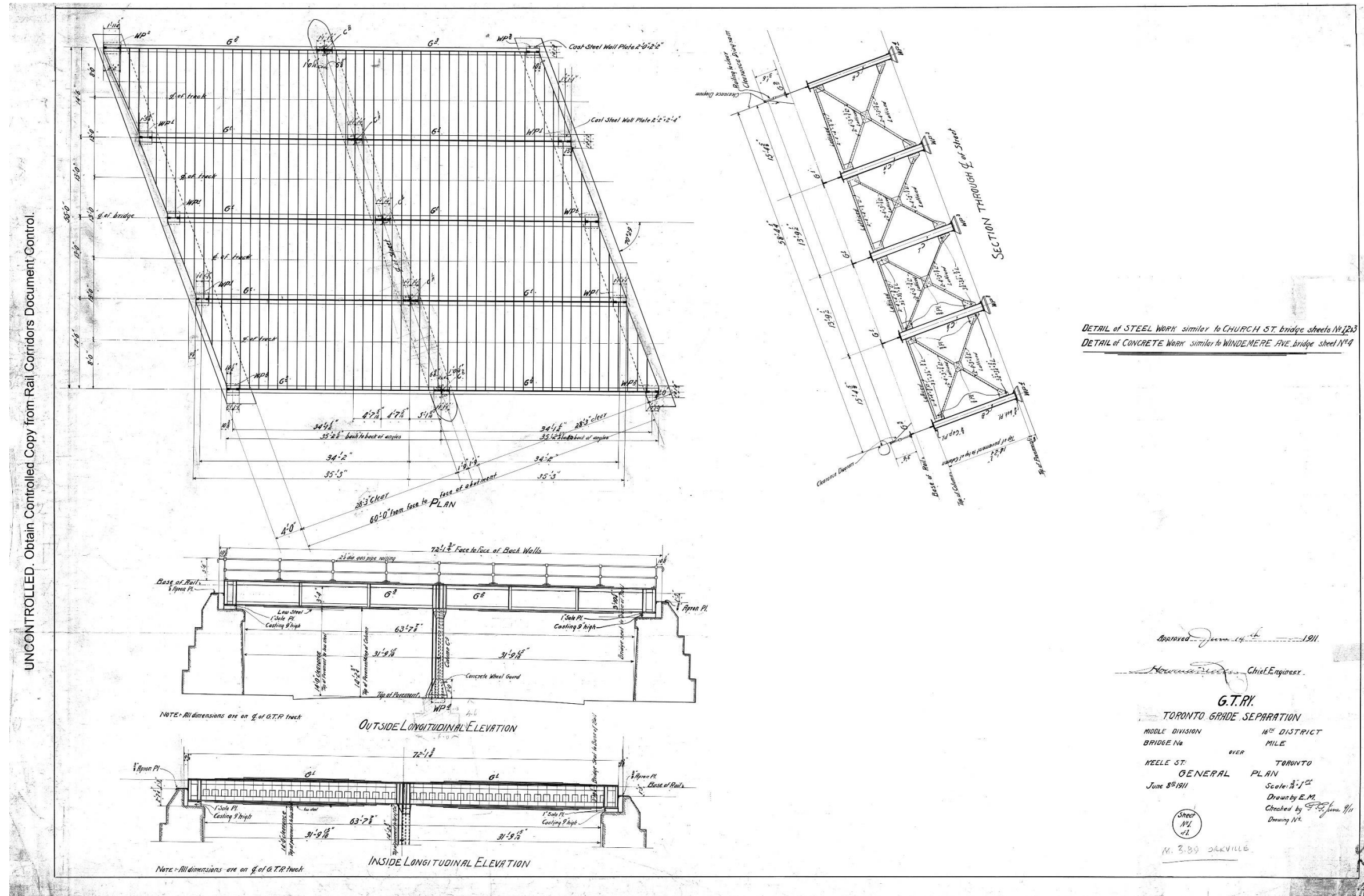


Figure 35: General drawing for the Parkside Drive Bridge (Mile 3.89) (Grand Trunk Railway 1911a).







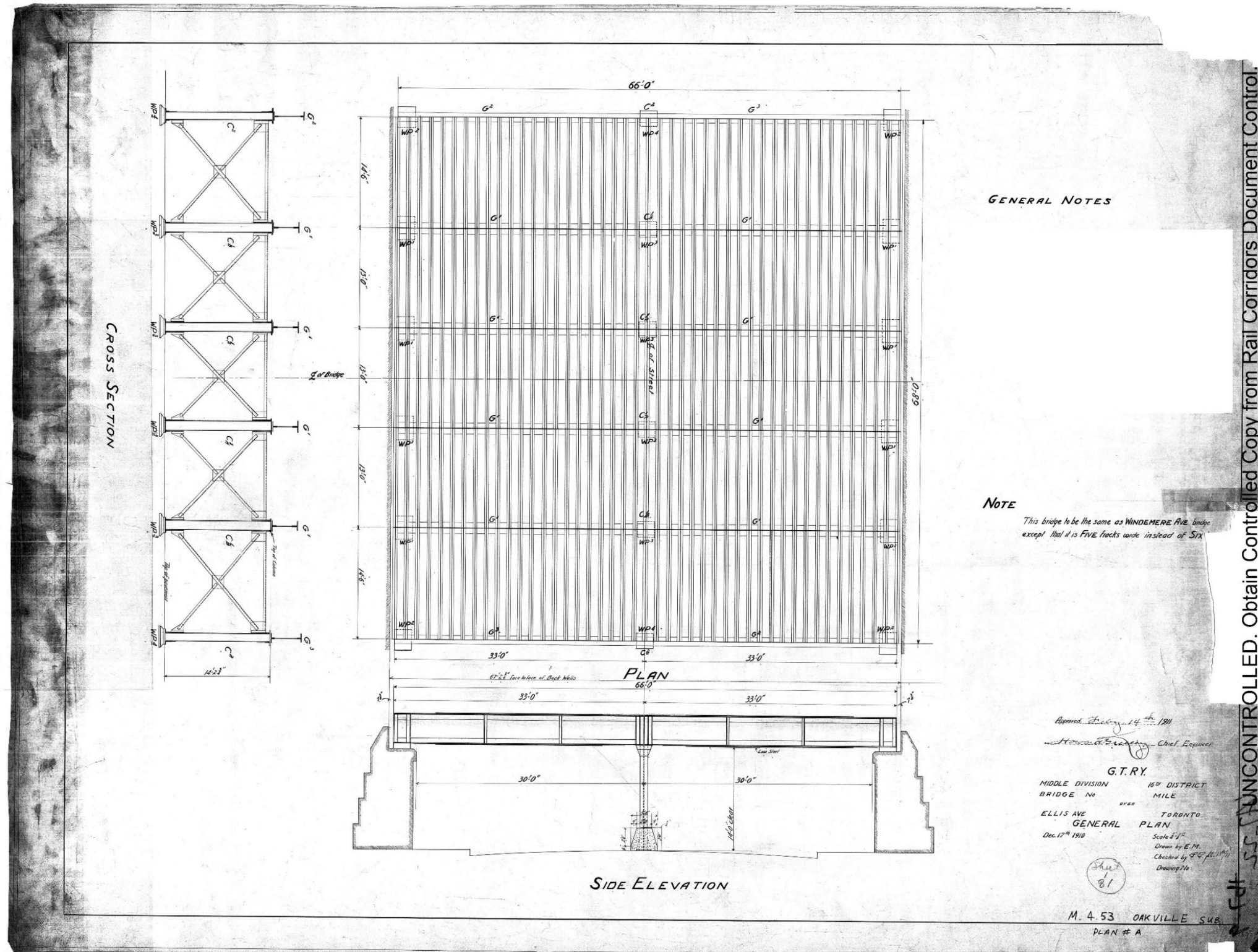


Figure 37: General plan for the Ellis Avenue Bridge (Mile 4.54) (Grand Trunk Railway 1910)



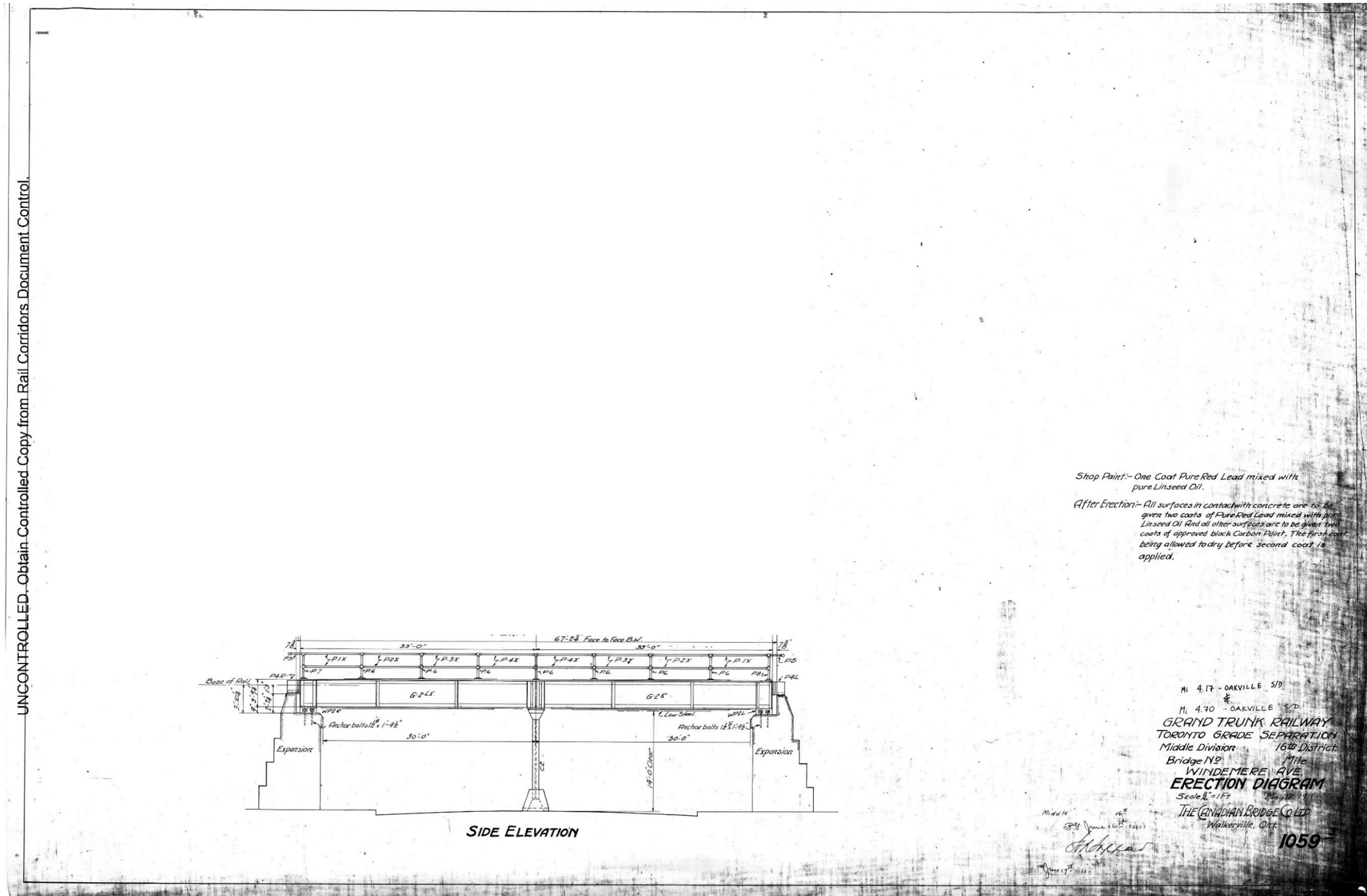


Figure 38: Erection diagram for the Windermere Avenue Bridge (Mile 4.70) (Grand Trunk Railway 1911c)



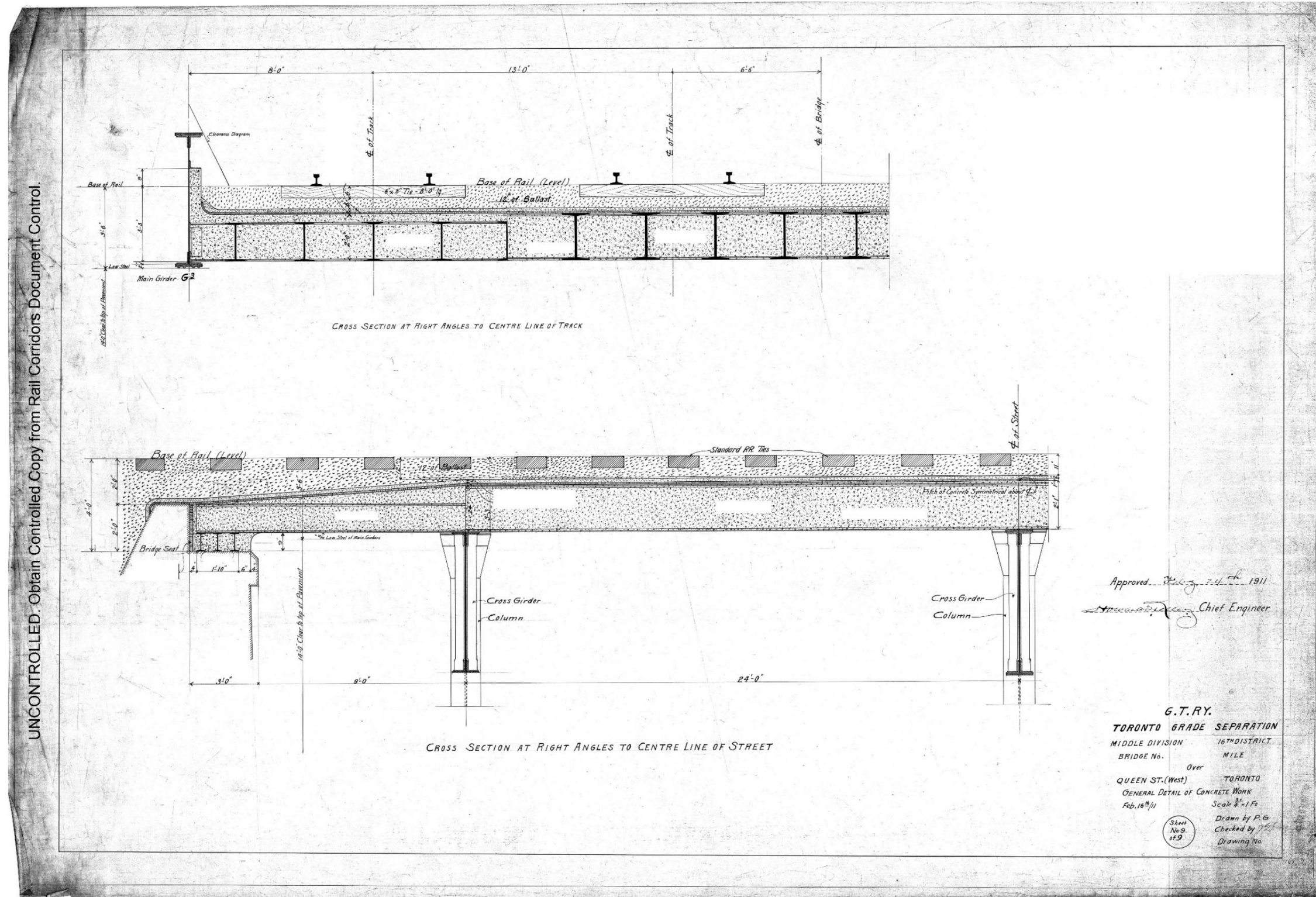


Figure 39: General detail of concrete work for the Former Queen Street Bridge (Mile 5.15) (Grand Trunk Railway 1911d)



**Parkside Drive Bridge (Mile 3.89) Photographic Plates**



Plate 1: Parkside Drive Bridge (Mile 3.89) north elevation, looking south.



Plate 2: View of the area adjacent to the bridge to the north, on the western side between the rail corridor and the Queensway, looking west.



Plate 3: Western bridge abutment, looking southwest.



Plate 4: Parkside Drive Bridge (Mile 3.89) northern elevation, looking south southwest.



Plate 5: Eastern bridge abutment, looking south.



Plate 6: View of the area adjacent to the north of the bridge on the eastern side, looking southeast.





Plate 7: North elevation of Parkside Drive Bridge (Mile 3.89), looking west southwest.



Plate 8: Eastern bridge abutment, looking south.



Plate 9: Detail of the steel column and wheel guard, looking west southwest.





Plate 10: Western bridge abutment, looking west.



Plate 11: View of area north of the Parkside Drive Bridge (Mile 3.89), looking west northwest.



Plate 12: View of the Queensway bridge north of Parkside Drive Bridge (Mile 3.89), looking northwest.



Plate 13: View of transverse and longitudinal beams and riveted connections.



Plate 14: View of "X" bracing and concrete wheel guard.



Plate 15: View of eastern abutment and concrete sidewalk along Parkside Drive, looking northwest





Plate 16: Detail of bridge bearings.



Plate 17: View of Gardiner Expressway bridge south of the Parkside Drive Bridge (Mile 3.89), looking north.



Plate 18: View of Parkside Drive south of the bridge, looking north.



Plate 19: South elevation of the Parkside Drive Bridge (Mile 3.89), looking northeast.



Plate 20: Eastern abutment, looking northeast.



Plate 21: View of Parkside Drive north of the bridge, looking northeast.





Plate 22: Concrete sidewalk and Parkside Drive on the western side, looking southeast.



Plate 23: View of vegetation growth adjacent to the bridge on the western side north of the bridge, looking southwest.



Plate 24: View of construction staging area north of the bridge on the eastern side, looking southeast.

**Colborne Lodge Drive Bridge (Mile 4.17) Photographic Plates**



Plate 25: Colborne Lodge Drive and the Queensway north of the bridge, looking southeast.



Plate 26: Colborne Lodge Drive Bridge (Mile 4.17) north elevation, looking southeast.



Plate 27: Detail of eastern abutment, looking southeast.





Plate 28: Detail of western abutment and embankment, looking southwest.



Plate 29: Northern elevation of the bridge.



Plate 30: Detail of "X" bracing and bridge bearings on top of bracing.



Plate 31: Detail of the bridge bearing resting on concrete abutment.

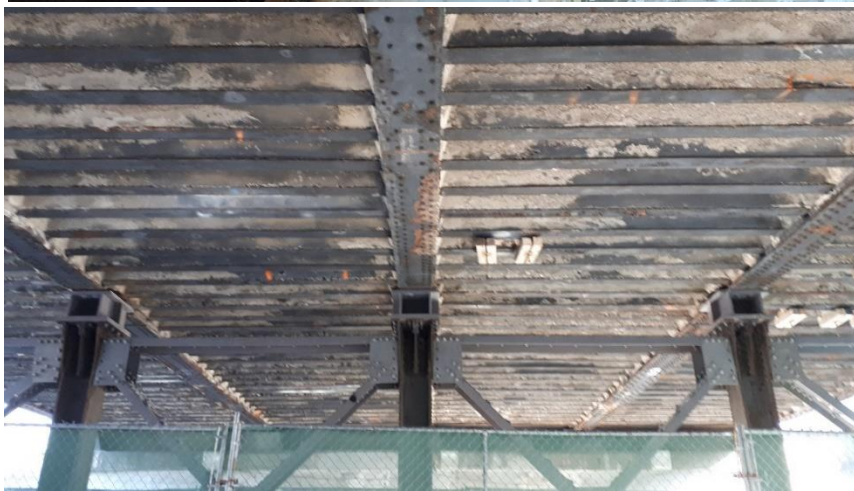


Plate 32: Detail of transverse and longitudinal beams.



Plate 33: Detail of western abutment.





Plate 34: Southern bridge elevation, looking northeast.



Plate 35: Colborne Lodge Drive south of the bridge, looking south.



Plate 36: View of concrete sidewalk along Colborne Lodge Drive.



Plate 37: Eastern abutment, looking north.



Plate 38: Eastern abutment, looking south.



Plate 39: Vegetation growth adjacent to the rail line.



**Ellis Avenue Bridge (Mile 4.54) Photographic Plates**



Plate 40: Ellis Avenue south of the bridge, looking north.



Plate 41: Southern bridge elevation, looking north.



Plate 42: Detail of eastern abutment, looking northeast.



Plate 43: Detail of transverse and longitudinal beams.



Plate 44: Detail of eastern abutment and bridge bearing.



Plate 45: Northern bridge elevation, looking southwest.





Plate 46: Western abutment and embankment, looking southeast.



Plate 47: Ellis Avenue and the Queensway north of the bridge.



Plate 48: Detail of bridge bearing and handrail.



Plate 49: Detail of bearings on top of “X” bracing.



Plate 50: Ellis Avenue south of the bridge, looking south.



**Windermere Avenue Bridge (Mile 4.70) Photographic Plates**



Plate 51: Windermere Avenue north of the bridge, looking south.



Plate 52: Looking to the area adjacent to the bridge on the western side.



Plate 53: Northern bridge elevation, looking southwest.



Plate 54: Eastern abutment, looking south.



Plate 55: View of the area adjacent to the bridge, eastern side.



Plate 56: Western bridge abutment, looking west.





Plate 57: Windemere Avenue north of the bridge, looking north.



Plate 58: Detail of "X" bracing, bearings, and steel beams.



Plate 59: Western bridge abutment, looking west.



Plate 60: Southern bridge elevation, looking northwest.



Plate 61: Eastern bridge abutment, looking north.



Plate 62: Detail of the bracing and the concrete wheel guard.





Plate 63: Detail of bridge bearing.



Plate 64: Area adjacent to the bridge with the Gardiner Expressway on the right.



Plate 65: Northern bridge elevation, looking southeast.



Plate 66: Northern bridge elevation, looking southeast.



Plate 67: View of vegetation growth adjacent to the bridge.



**Gardiner On-Ramp from Riverside Drive (Mile 4.90) Photographic Plates**



Plate 68: View of South Kingsway, towards the bridge.



Plate 69: Bridge for the Gardiner off-ramp.



Plate 70: Northern bridge elevation, looking southeast.



Plate 71: View of bridge bearing and steel handrail.



Plate 72: Detail of "X" bracing and western abutment.



Plate 73: Detail of bearing on top of bracing.





Plate 74: Detail of bearing and eastern abutment.



Plate 75: Southern bridge elevation, looking northwest.



Plate 76: Detail of bracing, concrete wheel guard and median.





Plate 77: Western bridge abutment, looking northwest.



Plate 78: View of rail line over the Gardiner On-Ramp from Riverside Drive (Mile 4.90).



Plate 79: Eastern bridge abutment.



Plate 80: Western bridge abutment.



Plate 81: View of rail line over the bridge.



Plate 82: Detail of the steel handrail.





Plate 83: View of rail line looking southwest.



**Former Queen Street Bridge (Mile 5.15) Photographic Plates**



Plate 84: Northern bridge elevation, looking southwest.



Plate 85: Detail of steel elements.



Plate 86: Western bridge abutment.



Plate 87: Detail of the bridge on top of the abutment.



Plate 88: Detail of riveted connections.



Plate 89: Detail of view under the bridge of the former alignment of Queen Street.





Plate 90: Detail of longitudinal steel beams.



Plate 91: Area adjacent to the bridge between Gardiner Expressway.



Plate 92: Detail of concrete pile footing.





Plate 93: Detail of eastern abutment.



Plate 94: Southern bridge elevation.



**Mimico Creek Bridge (Mile 5.94) Photographic Plates**



Plate 95: Mimico Creek.



Plate 96: Rail line and bridge over Mimico Creek.



Plate 97: Rail line, looking west.





Plate 98: Vegetation growth adjacent to the bridge.



Plate 99: Northern bridge elevation, looking south.



Plate 100: Detail of eastern bridge abutment.





Plate 101: Detail of bridge bearing, east abutment, from the north.



Plate 102: Detail of the bridge superstructures, north side.



Plate 103: Detail of transverse, diagonal, and longitudinal steel beams, looking east.



Plate 104: View of east abutment from the south.



Plate 105: Detail of deck truss and bridge soffit.



Plate 106: View of open deck.

## APPENDIX C: INVENTORY OF COMPARATIVE BRIDGES





Metrolinx Through Plate Girder Bridges (Metrolinx 2019)

Object Code	Bridge	Spans	Year Built	Length (ft)
<b>Bala Subdivision</b>				
42467	Railway Bridge; Bala; 6.4; West Don River (5)	1	1905	60
42465	Railway Bridge; Bala; 4.92; Don River (2)	1	1905	100
42464	Railway Bridge; Bala; 4.7; Don River (1)	1	1905	110
42482	Railway Bridge; Bala; 11.86; Leslie St.	6	1912	594
42473	Railway Bridge; Bala; 8.5; Don River (7)	8	1976	252
<b>Galt Subdivision</b>				
42516	Railway Bridge; Galt; 2.33; Queen St. W. - S	1	1897	97
42528	Railway Bridge; Galt; 4.45; Dupont St.	2	1905	80
42529	Railway Bridge; Galt; 4.45; Dupont St. - Future South	4	1925	74
42525	Railway Bridge; Galt; 3.81; Bloor St. W. - Future South	4	1925	70
42527	Railway Bridge; Galt; 4.45; Dupont St. - Vacant	4	1925	74
42523	Railway Bridge; Galt; 3.81; Bloor St. W. - N	4	1925	70
42515	Railway Bridge; Galt; 2.33; Queen St. W. - N	1	1980	97
<b>GO Subdivision</b>				
42530	Railway Bridge; GO; 0.35; CN York Sub	1	1986	131
<b>Guelph Subdivision</b>				
42579	Pedestrian Bridge; Guelph; 48.26	3	1900	90
42584	Railway Bridge; Guelph; 48.94; Wilson St. - Main	1	1911	54
42583	Railway Bridge; Guelph; 48.94; Wilson St. - Siding	1	1911	54
42565	Railway Bridge; Guelph; 32.59; 22nd Side Rd.	3	1912	99
42586	Railway Bridge; Guelph; 48.98; Gordon St. / Norfolk St. - Main	1	1966	75
42585	Railway Bridge; Guelph; 48.98; Gordon St. / Norfolk St. - Siding	1	1966	75
<b>Kingston Subdivision</b>				
42627	Railway Bridge; Kingston; 327.01; Danforth Ave. SB	2	1924	160
42642	Railway Bridge; Kingston; 331.3; Logan Ave.	1	1961	122
42628	Railway Bridge; Kingston; 327.01; Danforth Ave. NB	2	2010	206.63
<b>Newmarket Subdivision</b>				
42683	Railway Bridge; Newmarket; 28.5; Yonge St. (Hwy. No. 11)	1	1908	132
42662	Railway Bridge; Newmarket; 5.86; Rogers Rd.	1	1924	73
42659	Railway Bridge; Newmarket; 4.87; Davenport Rd.	1	1957	80
42672	Railway Bridge; Newmarket; 14.23; Hwy. No. 7	1	1963	88
42648	Railway Bridge; Newmarket; 2.46; Queen St. W. - E	1	1987	97
42670	Railway Bridge; Newmarket; 13.1; CN York Sub	1	2006	115.5
<b>Oakville Subdivision</b>				
42711	Railway Bridge; Oakville; 4.17; Colborne Lodge Dr.	2	1911	66
42712	Railway Bridge; Oakville; 4.54; Ellis Ave.	2	1911	66
42713	Railway Bridge; Oakville; 4.7; Windermere Ave.	2	1911	66



<b>42715</b>	<b>Railway Bridge; Oakville; 4.9; Gardiner On-Ramp from Riverside Dr.</b>	<b>2</b>	<b>1911</b>	<b>66</b>
<b>42720</b>	<b>Railway Bridge; Oakville; 5.15; Queen St. (Formerly)</b>	<b>4</b>	<b>1911</b>	<b>72</b>
42729	Railway Bridge; Oakville; 6.77; Royal York Rd. - T1-3	2	1911	60
<b>42710</b>	<b>Railway Bridge; Oakville; 3.89; Parkside Dr.</b>	<b>2</b>	<b>1918</b>	<b>72</b>
42728	Railway Bridge; Oakville; 6.77; Royal York Rd. - T4-6	2	1949	72
42707	Railway Bridge; Oakville; 2.85; Jamieson Ave.	1	1963	74
42699	Railway Bridge; Oakville; 1.57; Strachan Ave.	1	1980	108
42797	Railway Bridge; Oakville; 26.71; Sheldon Creek East - T1	1	1989	30
42801	Railway Bridge; Oakville; 27.45; Sheldon Creek - T2	1	1990	34
42802	Railway Bridge; Oakville; 27.45; Sheldon Creek - T3	1	1990	34
42800	Railway Bridge; Oakville; 27.45; Sheldon Creek - T1	1	1990	34
42784	Railway Bridge; Oakville; 24.18; Fourteen Mile Creek - T1	1	1992	45
42703	Railway Bridge; Oakville; 2.38; Dufferin St. SB	1		
42706	Railway Bridge; Oakville; 2.69; Dunn Ave. SB	1		
<b>USRC West Subdivision</b>				
42833	Pedestrian Bridge; USRC West; 0.4	1	1988	171
<b>Weston Subdivision</b>				
42871	Railway Bridge; Weston; 2.46; Queen St. W. - GS	1	1897	97
42874	Railway Bridge; Weston; 2.79; Brock Ave. - T3/T4	4	1914	94
42873	Railway Bridge; Weston; 2.79; Brock Ave. - T1/T2	4	1914	94
42877	Railway Bridge; Weston; 3.96; Bloor St. W. - T1/T2	4	1924	74
42878	Railway Bridge; Weston; 3.96; Bloor St. W. - T3	4	1925	70
42878	Railway Bridge; Weston; 3.96; Bloor St. W. - T3	4	1925	70
42869	Railway Bridge; Weston; 2.46; Queen St. W. - T2	1	1977	97
42870	Railway Bridge; Weston; 2.46; Queen St. W. - T3	1	1977	97
42868	Railway Bridge; Weston; 2.46; Queen St. W. - T1	1	1977	97
42649	Railway Bridge; Newmarket; 2.46; Queen St. W. - W	1	1987	97

Metrolinx Deck Plate Girder Bridges (Metrolinx 2019)

<b>Object Code</b>	<b>Bridge</b>	<b>Spans</b>	<b>Year Built</b>	<b>Length (ft)</b>
<b>Bala Subdivision</b>				
42471	Railway Bridge; Bala; 7.4; Don River (6)	1	1905	80
42458	Railway Bridge; Bala; 2.26; Dundas St. E.	4	1911	380
42493	Railway Bridge; Bala; 14.8; East Don River (11)	5	1921	246
42489	Railway Bridge; Bala; 12.9; Don River (10)	7	1921	318
42463	Railway Bridge; Bala; 4.03; CP Don Branch	13	1928	1137.5
42476	Railway Bridge; Bala; 8.94; CP Belleville Sub	3		
<b>Belleville Subdivision</b>				



42505	Railway Bridge; Belleville; 209.34; Dundas St. E.	4	1911	380
GO Subdivision				
42535	Railway Bridge; GO; 3; Church St. - N	3	1986	333
42536	Railway Bridge; GO; 3; Church St. - S	3	1986	333
Guelph Subdivision				
42563	Railway Bridge; Guelph; 31.75; 6th Line Rd.	1	1904	48
42580	Railway Bridge; Guelph; 48.5; Woolwich St. N.	7	1905	487
42594	Railway Bridge; Guelph; 58.7; Grand River	4	1912	412
42572	Railway Bridge; Guelph; 41.05; Eramosa River	8	1913	540
42592	Railway Bridge; Guelph; 56.14; Shantz Station Rd.	1	1989	36
Kingston Subdivision				
42609	Railway Bridge; Kingston; 318.5; Highland Creek - N	2	1903	178
42610	Railway Bridge; Kingston; 318.5; Highland Creek - S	2	1903	178
42647	Railway Bridge; Kingston; 332.15; Don River	2	1926-2006	212
42617	Railway Bridge; Kingston; 323.19; Eglinton Ave. E. - T3	2	1962	282
42615	Railway Bridge; Kingston; 323.19; Eglinton Ave. E. - T1	2	1962	282
42616	Railway Bridge; Kingston; 323.19; Eglinton Ave. E. - T2	2	1962	282
Newmarket Subdivision				
42697	Railway Bridge; Newmarket; 61.14; Cox Mill Rd.	2	1912	168
42686	Railway Bridge; Newmarket; 32; East Holland River	1	1912	34
42687	Railway Bridge; Newmarket; 33.7; Holland River	1	1912	66
Oakville Subdivision				
42749	Railway Bridge; Oakville; 13.27; Credit River - T2	3	1903	270
42750	Railway Bridge; Oakville; 13.27; Credit River - T3	3	1903	270
42785	Railway Bridge; Oakville; 24.18; Fourteen Mile Creek - T2	1	1903	45
42786	Railway Bridge; Oakville; 24.18; Fourteen Mile Creek - T3	2	1903	45
42798	Railway Bridge; Oakville; 26.71; Sheldon Creek East - T2	1	1903	30
42716	Railway Bridge; Oakville; 5.02; Humber River - T1	2	1911	200
42719	Railway Bridge; Oakville; 5.02; Humber River - T4	2	1911	200
42717	Railway Bridge; Oakville; 5.02; Humber River - T2	2	1911	200
42718	Railway Bridge; Oakville; 5.02; Humber River - T3	2	1911	200
<b>42726</b>	<b>Railway Bridge; Oakville; 5.94; Mimico Creek - T4</b>	<b>1</b>	<b>1911</b>	<b>100</b>
<b>42724</b>	<b>Railway Bridge; Oakville; 5.94; Mimico Creek - T1</b>	<b>1</b>	<b>1911</b>	<b>100</b>
42737	Railway Bridge; Oakville; 9.82; Etobicoke Creek - T3	2	1923	184
42709	Pedestrian Bridge; Oakville; 3.54	8	1958	571.5
42794	Railway Bridge; Oakville; 25.87; Bronte Creek - T1	6	1989	552
42777	Railway Bridge; Oakville; 21.71; Cross Ave. / 16 Mile Creek - T1	5	2007	490
42748	Railway Bridge; Oakville; 13.27; Credit River - T1	3	2008	268.5
Uxbridge Subdivision				
42852	Railway Bridge; Uxbridge; 56; CP Belleville Sub	3	1953	155





Weston Subdivision				
42889	Railway Bridge; Weston; 6.4; Black Creek - T3	3	1905	228
42913	Railway Bridge; Weston; 9.6; Humber River - T3	9	1906	603
42911	Railway Bridge; Weston; 9.6; Humber River - T1	9	1906	603
42912	Railway Bridge; Weston; 9.6; Humber River - T2	9	1906	603
42914	Railway Bridge; Weston; 9.6; Humber River - T0	9	1906	603
42936	Railway Bridge; Weston; 13.7; Mimico Creek - N	1	1973	68
42936	Railway Bridge; Weston; 13.7; Mimico Creek - N	1	1973	68
42936	Railway Bridge; Weston; 13.7; Mimico Creek - N	1	1973	68
42935	Railway Bridge; Weston; 13.7; Mimico Creek - NS	1	1973	68
42937	Railway Bridge; Weston; 13.7; Mimico Creek - S	1	1973	68
42893	Railway Bridge; Weston; 6.45; Black Creek Dr. - T3	4	1974	292
42890	Railway Bridge; Weston; 6.4; Black Creek - CN/CP	3	2012	228
42894	Railway Bridge; Weston; 6.45; Black Creek Dr. - T0	4	2012	292
42887	Railway Bridge; Weston; 6.4; Black Creek - T1	3	2012	228
42888	Railway Bridge; Weston; 6.4; Black Creek - T2	3	2012	228
42891	Railway Bridge; Weston; 6.45; Black Creek Dr. - T1	4	2012	292
42892	Railway Bridge; Weston; 6.45; Black Creek Dr. - T2	4	2012	292

Metrolinx Deck Truss Bridges (Metrolinx 2019)

Object Code	Bridge	Spans	Year Built	Length (ft)
Oakville Subdivision				
42778	Railway Bridge; Oakville; 21.71; Cross Ave. / 16 Mile Creek - T2	5	1900	485
42779	Railway Bridge; Oakville; 21.71; Cross Ave. / 16 Mile Creek - T3	5	1900	485
42795	Railway Bridge; Oakville; 25.87; Bronte Creek - T2	6	1900	552
42796	Railway Bridge; Oakville; 25.87; Bronte Creek - T3	6	1902	552
42738	Railway Bridge; Oakville; 9.82; Etobicoke Creek - T1/T2	2	1903	184
<b>42725</b>	<b>Railway Bridge; Oakville; 5.94; Mimico Creek - T2/T3</b>	<b>1</b>	<b>1911</b>	<b>100</b>



## APPENDIX D: CHRONOLOGY



Date	Event	Reference
1855	HTR began laying tracks for the Lakeshore West rail corridor.	(Paterson and George 1988)
1871	HTR amalgamated with GWR.	(Paterson and George 1988)
1882	GWR amalgamated with GTR.	(Paterson and George 1988)
1910	Grade separation projects began within the City of Toronto.	(Paterson and George 1988)
1911	Parkside Drive Bridge (Mile 3.89), Colborne Lodge Drive Bridge (Mile 4.17), Ellis Avenue Bridge (4.54), Windermere Avenue Bridge (4.70), Gardiner On-Ramp from Riverside Drive (Mile 4.90), Former Queen Street Bridge (Mile 5.15), and Mimico Creek Bridge (Mile 5.94) were constructed.	(Metrolinx 2019)
1920	Control of the GTR was assumed by the Canadian government.	(Paterson and George 1988)
1923	GTR was amalgamated with the CNR	(Paterson and George 1988)
1926	Mimico Creek Bridge (Mile 5.94) was rehabilitated.	(Metrolinx 2019)
1949	Former Queen Street Bridge (Mile 5.15) was rehabilitated.	(Metrolinx 2019)
1966	Mimico Creek Bridge (Mile 5.94) was rehabilitated.	(Metrolinx 2019)
1967	GO service began along the Lakeshore West rail corridor.	(Garcia and Bow 2018)
1968	Parkside Drive Bridge (Mile 3.89) was rehabilitated.	(Metrolinx 2019)
1985	Parkside Drive Bridge (Mile 3.89) and Mimico Creek Bridge (Mile 5.94) were rehabilitated.	(Metrolinx 2019)
1994	Gardiner On-Ramp from Riverside Drive (Mile 4.90) was rehabilitated.	(Metrolinx 2019)
1998	Colborne Lodge Drive Bridge (Mile 4.17) was rehabilitated.	(Metrolinx 2019)
2007	Former Queen Street Bridge (Mile 5.15) was rehabilitated.	(Metrolinx 2019)
2013	Gardiner On-Ramp from Riverside Drive (Mile 4.90) was rehabilitated.	(Metrolinx 2019)





**APPENDIX E: ADJACENT PROPERTIES –CITY OF TORONTO LISTING REPORTS**



**Consolidated Clause in Toronto and East York Community Council Report 1, which was considered by City Council on February 1, 2 and 3, 2005.**

**9**

**Inclusion on the City of Toronto Inventory of  
Heritage Properties -  
71 The Queensway (Parkdale Pumping Station)  
(Parkdale-High Park, Ward 14)**

*City Council on February 1, 2 and 3, 2005, adopted this Clause without amendment.*

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**The Toronto and East York Community Council recommends that City Council adopt the staff recommendations in the Recommendations Section of the report (October 4, 2004) from the Commissioner, Economic Development, Culture and Tourism.**

Purpose:

This report recommends that the property at 71 The Queensway (Parkdale Pumping Station) be included on the City of Toronto Inventory of Heritage Properties.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that:

- (1) City Council include the property at 71 The Queensway (Parkdale Pumping Station) on the City of Toronto Inventory of Heritage Properties; and
- (2) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Background:

Owned by the City of Toronto, the property is an important feature on The Queensway, where it is viewed from the street and the lakefront to the south. Staff have evaluated the property and determined that it merits inclusion on the City of Toronto Inventory of Heritage Properties.

### Comments:

A location map (Attachment No. 1) and photographs (Attachment No. 2A-B) are attached.

### Reasons for Listing

The property at 71 The Queensway (Parkdale Pumping Station) is recommended for inclusion on the City of Toronto Heritage Properties for its cultural resource value or interest. The Parkdale Pumping Station is comprised of a water tower, dating to the early 1940s, and an adjoining service building (circa 1952). Located on the south side of The Queensway, between Sunnyside Avenue and Parkside Drive, the Parkdale Pumping Station is architecturally significant as a good example of a civic building dating to the World War II era. With its distinctive water tower, the property is a highly visible neighbourhood feature.

The heritage attributes of the water tower and service building are found on the exterior walls and roofs. Both structures are clad in red brick and feature stone detailing.

The cylindrical water tower rises approximately four stories from a stone base. The shaft is divided vertically by twelve pilasters with stone capitals. The pilasters are linked, top and bottom, by stone band courses, and the roof has a metal railing.

The service building is placed directly north of the water tower where it faces north onto The Queensway. The main two-storey building is extended to the south by a single-storey wing. A narrow stone cornice marks the flat roof. A central frontispiece and a series of brick pilasters with stone trim organize the principal (north) façade. The frontispiece rises two stories where is topped by a broken pediment with stone trim. A flat-headed window opening is placed in the second storey beneath a stone plaque. At the base of the frontispiece, the main entrance is centred in an enclosed porch where a stone surround is surmounted by the City of Toronto crest. On either side of the entry, strip windows are separated by panels and surmounted by corbelled brickwork. A vehicular access doorway, two window openings and a chimney mark the east elevation, while the west wall displays ventilation openings and a single window opening in the second storey. The south wing has flat-headed window openings (some have been altered).

### Conclusions:

It is recommended that City Council include the property at 71 The Queensway (Parkdale Pumping Station) on the City of Toronto Inventory of Heritage Properties.

### Contact:

Rita Davies, Executive Director of Culture  
Tel: 416-397-5323; Fax: 416-392-5600; E-mail: rdavies@toronto.ca

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**The Toronto and East York Community Council also submits the communication (November 18, 2004) from the Toronto Preservation Board:**

**Recommendation:**

The Toronto Preservation Board recommended to the Toronto and East York Community Council that City Council adopt the staff recommendations in the Recommendations Section of the report (October 4, 2004) from the Commissioner of Economic Development, Culture and Tourism.

**Background:**

The Toronto Preservation Board at its meeting held on November 18, 2004, considered a report (October 4, 2004) from the Commissioner of Economic Development, Culture and Tourism.

**Recommendations:**

It is recommended that:

- (1) City Council include the property at 71 The Queensway (Parkdale Pumping Station) on the City of Toronto Inventory of Heritage Properties; and
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

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(Copies of the Location Map and Photographs in the report (October 4, 2004) from the Commissioner Economic Development, Culture and Tourism were forwarded to all Members of the Toronto and East York Community Council with the agenda for its meeting on January 18, 2005, and copies are on file in the City Clerk's Office.)

Need to add Cover page

# 2150 LAKE SHORE HERITAGE IMPACT ASSESSMENT

2150 - 2194 - LAKE SHORE  
BOULEVARD WEST  
23 PARK LAWN ROAD  
TORONTO





1957 aerial photograph of the Site and surroundings (City of Toronto Archives, annotated by ERA).

Project # 17-290-03  
Prepared by PE / SI / EA

COVER PAGE: 2150 Lake Shore Boulevard  
West (ERA 2019).

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# EXECUTIVE SUMMARY

## Background

This Heritage Impact Assessment (HIA) has been prepared as a component of a combined Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application resubmission (‘the application’) for the properties at 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road (‘the Site’).

The HIA evaluates the Master Plan for the Site. It represents an update on two previous versions, submitted in September 2019 and May 2020 respectively.

## Cultural Heritage Value

This HIA finds that the Site contains the following elements of cultural heritage value:

- Design value associated with the existing commercial bank building at 2194 Lake Shore Boulevard West;
- Association with Christie, Brown & Co., a significant institution in the Humber Bay community;
- Association with broader themes of Toronto’s waterfront history: industrial production, and leisure, recreation and public use;
- A physical, visual, functional and historical relationship to the key transportation routes adjacent to the site: the Gardiner Expressway, the Canadian National Rail corridor, and Lake Shore Boulevard West; and,
- Landmark value via the Water Tower.

While there is some remnant built heritage fabric that conveys this value, much of the historic built form has been lost. Other elements of value are intangible, and cannot be conveyed through building conservation strategies.

## Proposed Development: The Master Plan

The proposed Master Plan includes the establishment of new roadways, a plan for 15 new high-rise buildings, two new plazas (Station Square, and Park Lawn Gardens), a galleria, two potential schools, two daycares, a community recreation centre, library, community agency space, the public Boulevard Square Park, and a large neighbourhood park.

The Water Tower is now proposed to be conserved within Station Square.



The commercial bank building at 2194 Lake Shore Boulevard West is proposed to be replaced with a building with a pedestrian-scaled streetwall at the northeast corner of Park Lawn and Lake Shore.

The Master Plan responds to components of the City’s draft Secondary Plan, which include a new GO transit station on Site, and a major new relief road (‘Street A’) for the Gardiner Expressway which would run along the Site’s north edge. The regrading and infrastructure work associated with the construction of Street A will necessitate the temporary removal of the Water Tower.

***While there is some remnant built heritage fabric that conveys this value, much of the historic built form has been lost.***

***Other elements of value are intangible, and cannot be conveyed through building conservation strategies.***



## Conservation Strategy

Because the Site's cultural heritage value is largely intangible, ERA's recommended conservation approach is the development of a robust interpretation program for the Master Plan lands.

The proposed interpretation program is intended to communicate the Site's intangible cultural heritage value, through the use of diverse media on and off the Site.

The Water Tower is proposed to be retained and restored, with placemaking / branding signage consistent with its historic use for advertising, and relocated to Station Square as a key component of the Site's interpretation program. Relocation is proposed in order to conserve the Water Tower's value amid a changed context and setting. Its current location has not been identified as a heritage attribute.

The May 2020 submission proposed to relocate the Water Tower to the neighbourhood park, but this has since been deemed infeasible as the City of Toronto's Parks, Forestry and Recreation department requires that the Water Tower not be located on future parkland.

The Station Square location was deemed similarly appropriate in a Relocation Analysis conducted by ERA (see Appendix C), which reviewed three proposed locations for heritage conservation, provision for views, and potential for placemaking.

***The Water Tower is proposed to be retained and relocated to Station Square in order to conserve its value amid a changed context and setting.***

***The appended Relocation Analysis reviews three proposed locations for heritage conservation, provision of views, and potential for placemaking.***

## Site-Wide Interpretation Program

The interpretation program considers various media (e.g. sculptural art pieces, sidewalk inlays, panels, murals, oral history projects, interpretive public realm design) to conserve and convey the stories of the Site's four key historical themes:

- Natural systems and resources;
- Key transportation routes;
- Industrial production and employment on site; and,
- Leisure, recreation and public uses on the waterfront.

Ideas for interpretation program elements are explored in Section 8.1.2 of the HIA. Collaboration between the applicant, the City of Toronto, and local community members is necessary in order to implement the interpretation program.

## Recommendations

ERA recommends that this HIA be followed by two subsequent studies/plans:

- A Conservation Plan specific to the Water Tower; and,
- An Interpretation Plan outlining specific on- and off-site interpretation strategies, with reference to all four of the Site's historic themes identified in this report.

***The recommended conservation approach is a robust interpretation program for the Master Plan lands.***





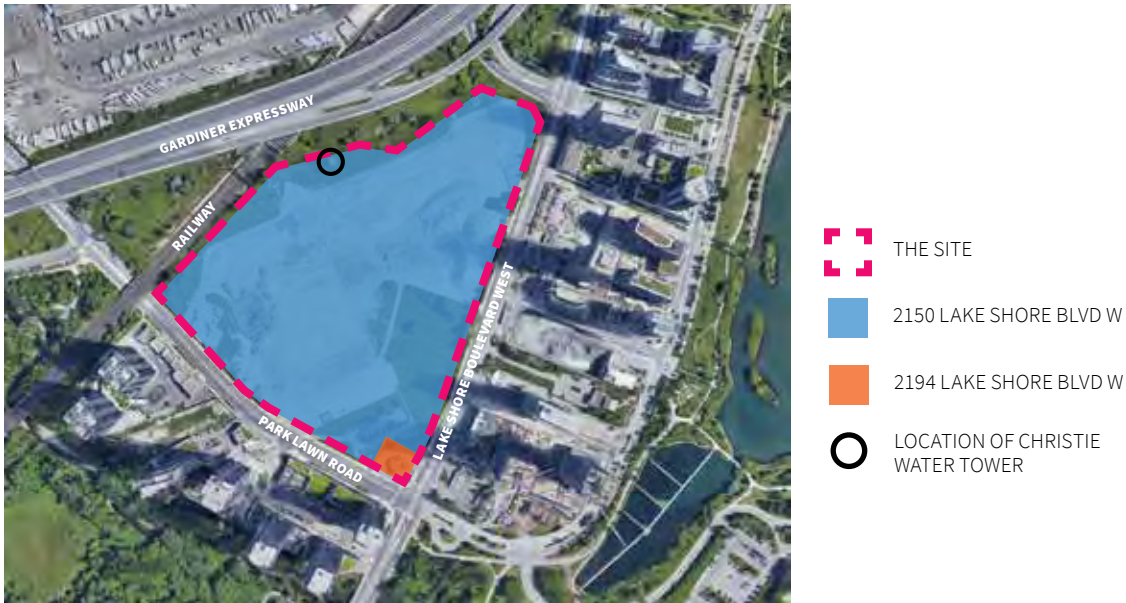
HERITAGE IMPACT ASSESSMENT | 2150 & 2194 LAKE SHORE BOULEVARD  
WEST, TORONTO



# 1 INTRODUCTION

## 1.1 Scope of the Report

ERA Architects Inc. (ERA) have been retained by First Capital (Park Lawn) Corporation and 2253213 Ontario Limited ('the Owners') to act as a heritage consultant for the Master Plan being developed for the properties at 2150 -2194 Lake Shore Boulevard West and 23 Park Lawn Road ("the Site"), and their surroundings.



The Site and properties within it, overlaid onto a contemporary aerial photograph (Google Maps, annotated by ERA).

The purpose of an HIA, according to the City of Toronto's HIA Terms of Reference, is to evaluate the proposed development in relation to cultural heritage resources and recommend an approach to the conservation of the heritage value of these resources.

This HIA evaluates the Master Plan in relation to the Site's cultural heritage value and any heritage attributes that convey that value.

This report was prepared with reference to the following:

- City of Toronto Terms of Reference for Heritage Impact Assessments (2014);
- Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value or Interest;
- Ontario Heritage Tool Kit;
- Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada (2010);
- Provincial Policy Statement (2020); and,
- City of Toronto Official Plan (2019).

Previous page: Rendered view from within the proposed neighbourhood (Allies and Morrison LLP, 2020).



## 1.2 Site Description and Context

The Site comprises the majority of the area bounded by Park Lawn Road (west), Lake Shore Boulevard West (south), the Canadian National Rail corridor (north), and by on-and-off ramps for the Gardiner Expressway (northeast). The Site is comprised of two properties: 2150 and 2194 Lake Shore Boulevard West. 2150 Lake Shore Boulevard West is also known as 23 Park Lawn Road.

There are currently two structures on the Site:

- The Water Tower, at 2150 Lake Shore’s north edge, a remnant industrial artefact from the demolished Christie Lakeshore Bakery; and,
- A BMO Bank of Montreal branch in a single-storey commercial building located at 2194 Lake Shore Boulevard West, at the northeast corner of Lake Shore Boulevard West and Park Lawn Road.

The Site’s immediate context consists of a range of uses, including:

- North: the Ontario Food Terminal and other low-rise commercial uses, with residential uses beyond;
- East: a highway exit route and mixed-use and residential towers;
- South: mixed-use residential towers and a waterfront trail and park;
- West: mixed-use towers.



Property data map showing 2150 Lake Shore Boulevard West in blue and 2194 Lake Shore Boulevard West in orange (City of Toronto, 2014, annotated by ERA).



BMO Bank of Montreal (ERA 2019).



The Water Tower (ERA 2019).



Aerial view, showing the Site in orange (Google Maps, annotated by ERA).



Axonometric view, showing the Site in orange (Google Maps, annotated by ERA).



### 1.3 Context Photos



Northbound view across the Site, with the Gardiner Expressway behind the Water Tower (ERA, 2019).



View into the Site (right) while driving eastbound along the Gardiner Expressway (Google Streetview, 2019).





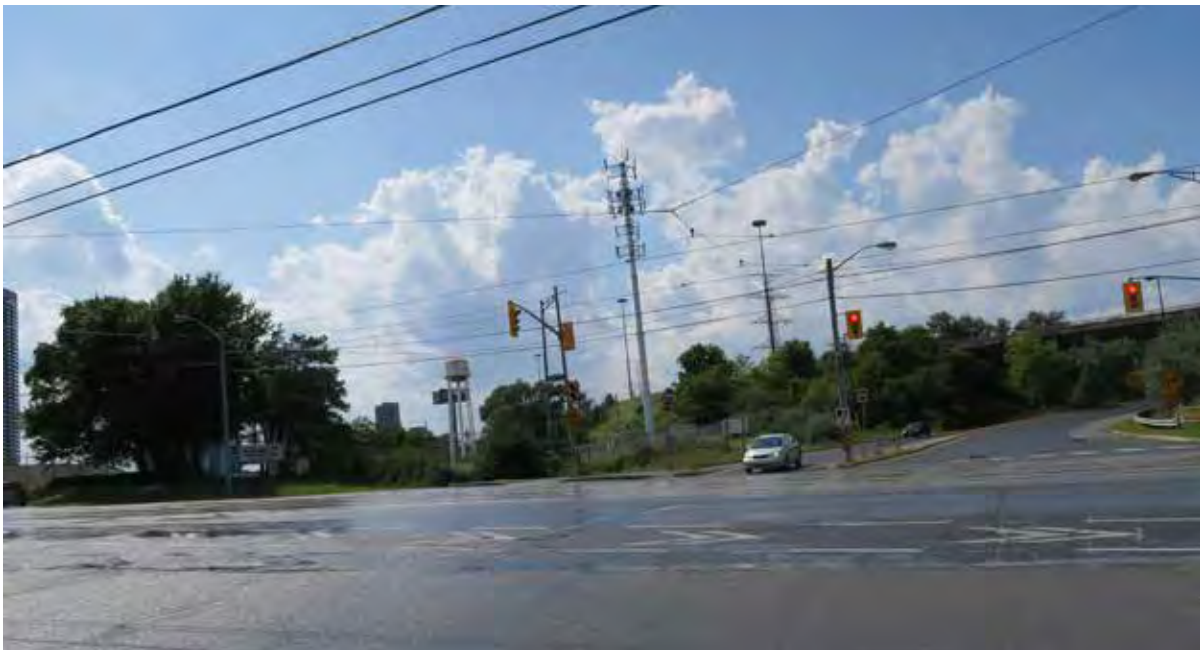
View to the Site (left) while driving westbound along the Gardiner Expressway (Google Streetview, 2019).



View of adjacent properties along Lake Shore Boulevard West, southeast of the Site (ERA, 2019).



Northward view from the corner of Park Lawn and Lake Shore of the bank building on the Site at 2194 Lake Shore Boulevard West (ERA, 2019).



View of the eastern portion of 2150 Lake Shore Boulevard West and the highway exit bordering the Site, from the south side of Lake Shore Boulevard West (ERA, 2019).

## 1.4 Existing Heritage Status

The Site does not include any properties listed on the City of Toronto Heritage Register or designated under Parts IV or V the *Ontario Heritage Act*.

On November 15, 2016, Etobicoke York Community Council adopted a request for City staff to evaluate the Water Tower for potential inclusion on the City of Toronto's Heritage Register. No further action has been taken at this time.

## 1.5 Adjacent Heritage Resources

The Site is not adjacent to any properties designated under Parts IV or V the *Ontario Heritage Act*, nor listed on the City of Toronto's Heritage Register.

## 1.6 Protected Views

Map 7A of the City of Toronto Official Plan (OP) illustrates the views from the public realm described within Schedule 4 of the OP. Skyline views are identified in Schedule 4, and enumerated with blue arrows throughout Map 7A.

The viewpoint for 1b is adjacent to the Site. The view is described as follows:

*Gardiner Expressway (eastbound) at Humber Bay Shores – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the eastbound lanes of the Gardiner Expressway at the bend just past Park Lawn. The view is across Jean Augustine Park and is framed by buildings in Humber Bay Shores.*



Map 7A of the City of Toronto Official Plan with the Site annotated in orange (City of Toronto, annotated by ERA).



## 2 SITE HISTORY

### 2.1 Pre- and Early Contact History (to 1791)

Archaeological evidence suggests that Toronto has been home to indigenous peoples since at least the 15th century. An ancient indigenous trail ran south of the Site along what is now Lake Shore Boulevard West, connecting the area to a greater network of trails, including the Toronto Carrying Place on the east side of the Humber River.

To the west of the Site, the mouth of Mimico Creek was a favoured nesting ground for passenger pigeons, which may have provided an important food source for indigenous groups.

In 1787, Euro-Canadian colonial administrators signed the controversial Toronto Purchase with the Mississaugas of the Credit River, which they understood to permit permanent Euro-Canadian settlement of the area.

Shortly after the signing of the Toronto Purchase, Lieutenant-Governor John Graves Simcoe ordered the survey of the lands, dividing them into concession lots for settlers, institutions, and members of the Family Compact.

The lands north of the Site were forested with high quality timber and were reserved for the King's Mill along the Humber. In 1791, Simcoe ordered the survey of Lake Shore Boulevard West to provide a connection between lakefront settlements.



The Toronto Carrying Place Trail along the Humber River. The Site is located to the west (left) of the River, and trails passed adjacent to and through the Site to connect to the Toronto Carrying Place pictured here (C.W. Jeffreys, 1933).



A westward view along the water's edge of the mouth of the Humber River and the waterfront beyond, circa 1870 (Toronto Public Library).



An 1860s sketch of two passenger pigeons by William Pope (Toronto Public Library).

## 2.2 Early Subdivisions and Settlement (1791-1880s)

In 1795, Lieutenant-Governor John Graves Simcoe reserved over 4,000 acres of land in Etobicoke for settlement by members of the Queen's Rangers who had fought for the British in the recent American Revolution. The Governor hoped to secure an army proximate to York (now Toronto) in case of American invasion. Settlement was slow to develop in the area.

The Site and nearby lands were given to Dr. John Gamble, a surgeon with the Queen's Rangers. His son John William Gamble inherited the lands and in 1823 he settled on the west bank of Mimico Creek and constructed a sawmill near the present crossing of the railway bridge. The mill had limited success due to the unreliable water flow of the Mimico Creek, and Gamble relocated to Vaughan Township in 1843.

In 1855, the Toronto & Hamilton Railway was built, and served routes in southwestern Ontario. A station was constructed west of Mimico Creek. The Site was integrated into an 1850s subdivision, planned in response to the Mimico rail station, called Mimico Estates. Real estate developer J. Lukin Robinson appears to have owned the Site and surrounding lands, and began to advertise the subdivision as a commuter suburb for working class immigrants. The subdivision did not succeed as planned in the 1850s, and the Mimico Estate lots, including those on Site, were sold as larger rural parcels through the later part of the 19<sup>th</sup> century.

The expansion of light rail transit westward along Lake Shore Boulevard in the early 1890s fostered an awareness of the area as an accessible place, with residential, recreational and industrial potential on the Site and its surroundings.

In 1895, the Site and its area were subdivided again, creating four separate lots on Site that would remain as distinct parcels until their eventual assembly in 1946 by Christie, Brown & Co.

As locals and Toronto-based businessmen began to discover that the Site's soil composition would support brickmaking in the 1880s, rental accommodations were introduced throughout the Site. Two duplexes were established along Salisbury Avenue (today's Park Lawn Road) north of Lake Shore, and six wood-frame residences established near the Site's east end.



Plan of the Town of Mimico, 1890, by Charles Goad. Site highlighted in blue. The town lots pictured to the west would be occupied in earnest beginning in the early 1900s (City of Toronto Archives, annotated by ERA).



The Toronto & Mimico Electric Railway, later the Toronto & York Radial Railway, enabled easier access to the Site and surroundings from Toronto, and ultimately fostered its residential, recreational and industrial development (Toronto Public Library, c. 1891).

## 2.3 Industrial Development: Brickmaking on Site (1880s-1920)

The first known brickyard on the Site was operated by local entrepreneur George Armstrong and a Toronto-based partner, John Maloney. Operations began in the 1880s, and may have attracted the notice of brickmakers based elsewhere. Richard West, a Mimico brickmaker, purchased multiple lots in the area, and leased these lots and eventually sold them to Henry Butwell, a brickmaker based around today's Christie Pits Park. Butwell opened a Humber Bay expansion site, and sent his sons to manage and operate the yards.

The clay on the Site was mild and sandy, with the upper part burning to red brick while the lower gray coloured clay burned to white or gray brick. In a 1906 report released by the Bureau of Mines, the process of brick making on the Site was described in the following way:

“Both these clays are dug in separate heaps and allowed to slake. They are then wheeled to Martin machines, dried in an open hack yard, and are burned with wood in the ordinary way in open-shed scoved kilns.”

By 1906, the Butwell brickyard was producing 2,000,000 bricks per year and the Maloney & Armstrong brickyard was producing over 800,000. By 1913, Toronto's brickmaking Price family was attracted to the area, and purchased the lot immediately north of the railway and Site for the Price Cummings Brick Co. All three brickyards on and near the Site were partially or fully owned by Toronto residents, but operated by Humber Bay locals living on the Site's worker housing, or nearby.

The Butwell brickyard, the largest operation of the three, moved twice from its original location on Site at the intersection of Salisbury (now Park Lawn) and Lake Shore: first to a Lake Shore lot immediately east of the Site, and then to the end of Davidson Crescent, just north of the Site and rail corridor.



Butwell's Humber Bay brick yard circa 1908 (City of Toronto Archives).



Henry Butwell and employees at Butwell's brick yard circa 1908 (City of Toronto Archives).



Butwell brick kilns, likely at Davidson Crescent (n.d., Humber Bay the Way We Were: 1900-1950).



## 2.4 Leisure and Recreation: Motor Tourism on Site (1920s-1940s)

While tourist uses were well established east of the Site at the mouth of the Humber River as early as the 1850s, the Site itself is most closely associated with a later wave of motor tourism.

In the 1920s, a concerted effort to improve highway quality and promote automobile use ushered in a wave of motor tourism and campgrounds in southern Ontario. Lake Shore Boulevard West served as a connection between lakefront communities, and residents on the Site took notice of this new trend.

Between 1919-1921, the majority of the lands comprising the Site had been purchased by the Hydro-Electric Power Commission of Ontario (“HEPCO”). This may have been especially conducive to the establishment of camping grounds on this largely open space, the brickyards having closed between 1917-1920.

In the late 1920s, Frederick Groves was living with his family in the southernmost semi-detached unit on Site, on Salisbury Avenue (now Park Lawn Road). He established the Salisbury Camp as early as 1928, which featured cabins for motor tourists.

Early 1930s city directories also include the Homewood Tourist Camp and the Palace Cabins on the Site. In the mid-1930s, the Brown Derby Restaurant was operating on Site as a gambling joint, and local historians have recalled an underground tunnel that would allow patrons to evacuate when police visited the premises. These establishments cement the Site’s history as truly mixed-use, incorporating residential, recreational and industrial phases that often overlapped.



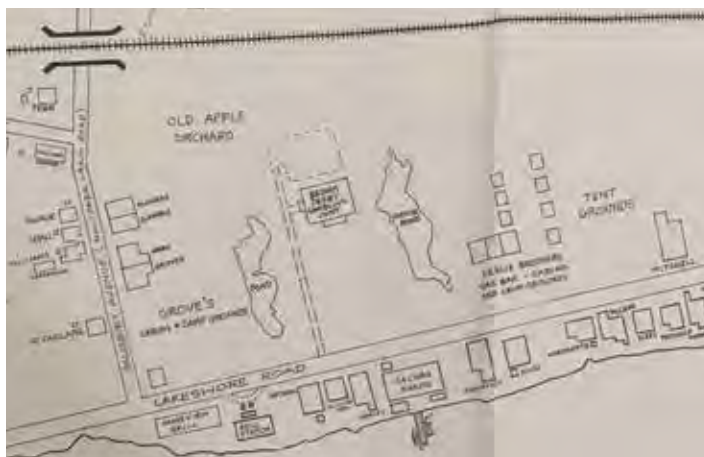
Visitors at Frederick Groves’ Salisbury Camp cabins on site in the 1920s (Courtesy of Montgomery’s Inn).



Salisbury Ave (Park Lawn Rd) entrance to Salisbury Camp off Lake Shore Road, 1928 (Toronto Archives).



In the interwar period, the waterside “motel strip” was concurrently emerging, as residents established cabins and later motor hotels on their waterfront lots (Chuckman’s Toronto Nostalgia Blog, c. 1940s).



Left: A circa 1935 local history map that conveys the general use of the Site as a recreational camp ground in the interwar period (Humber Bay, the Way We Were).

## 2.5 Industrial Development: Christie Lakeshore Bakery (1949-2013)

In 1946, the Site was consolidated and sold to Christie, Brown & Co, an industrial confectionery with a national reputation for excellence. The company was established a century earlier when William Mellis Christie opened a bakery in downtown Toronto with his father-in-law. It expanded over the next two decades and in 1868, Christie partnered with Alexander Brown to establish Christie, Brown & Co.

In 1872-74, their operations expanded to a factory in downtown Toronto between Adelaide, Frederick, George and King Streets. By the 1880s, Christie, Brown & Co. became the largest cookie and cracker maker in Canada, with one-fifth of Toronto's bakery workers employed by the company. Christie died in 1900, and in the 1920s his family sold the company to Nabisco, which eventually merged with Kraft.



Trade card bearing the Christie Brown name (Toronto Public Library, circa 1880).



Postcard of Christie Factory at Adelaide and George Streets (Toronto Public Library, 1902).

By the 1940s, the company was looking to expand yet again. In 1946, they purchased the Site at 2150 Lake Shore Boulevard West (then 200 Lake Shore Road). The bakery would transform the Site, operating for over 60 years and employing generations of people from the area.

The new Lakeshore Bakery was built to accommodate a workforce that arrived by automobile. Designed by Toronto-based architecture firm Mathers & Haldenby, the factory was opened in 1950. It was low and expansive to easily move baked goods from production to packaging and storage. The water tower is contemporary to the factory and was painted with the Christie logo between 1950-1982, capitalizing on its visibility from the Gardiner Expressway as an opportunity to advertise to a growing post-war audience of drivers.

The factory evolved over its operative years. An addition to the southwest corner of the original factory was added by 1957 to extend production capacity. A second parking lot was also added at that time. By 1966, another addition was completed at the east of the original factory, likely to extend the storage and shipping capacity of the factory.

The factory remained an important source of employment for the Humber Bay community until its closure in 2012.



Photograph of the Lakeshore Bakery (Toronto Archives, c. 1950).



The production line inside the factory, where workers are making Christie Snowballs (n.d., Christie Yearbook, Toronto Archives).



Aerial photograph of the Lakeshore Bakery (RAIC Journal, Feb 1950).





CHRISTIE, BROWN AND COMPANY, LIMITED

PROUDLY ANNOUNCE THE

*Official Opening*

OF THEIR GREAT NEW

# Lakeshore Bakery

LARGEST MOST MODERN AND  
BEST EQUIPPED IN CANADA

AT 2:30 P.M. TODAY, Monday, October 2, 1950, with provincial, civic and municipal officials and other distinguished guests in attendance, the Honourable Leslie M. Frost, Premier of Ontario, will cut the ceremonial ribbon and formally declare the new bakery officially opened.

Constructed on a 25-acre site between the Queen Elizabeth Way and Lakeshore Drive, at the western entrance to Toronto, this new home of Christie's Biscuits will be the finest and most modernly equipped bakery in Canada. More than three years in the building, this huge bakery will incorporate the most scientifically perfect, most rigidly hygienic production methods known.

Freshened by constant lake breezes, the territory surrounding this great structure will be developed into a park of real beauty; a credit to the community and a fitting impression on Toronto visitors who use this western gateway by either of the main highways or by rail.

From its inception in 1853 and throughout its 97 years of service to Canadians, Christie's has kept pace with Canada's steady growth and increasing prosperity. And we like to think of this, our latest and greatest investment, as a symbol of, or a living monument to, our absolute faith in Canada's future.



Guides will formally conduct groups from 'stem to stern' of our new Bakery. You will see the gleaming, spotless machines that blend, sift, chill and aerate the flour . . . giant spindles and drums that mix the dough . . . rolling and cutting machines, electronically controlled travelling ovens, icing machines, miracle-like packaging machines and other precision equipment. Guides will explain each step in this amazing production line as your tour progresses.

**RETAIL FOOD MERCHANTS:**—We realize it will not be possible for all of you to attend the open house for retailers on Tuesday, October 3rd, and we would like to issue a special invitation for you to visit us anytime. There's an old-fashioned welcome awaiting you at Christie's.

**CHILDREN WILL BE INVITED LATER.**—We all love children; and as we expect thousands of guests on this occasion, we especially request that you should not bring small children because all machinery will be in operation and this measure is taken for their safety. Special arrangements for school organized group tours will be made later.

**CHRISTIE'S BREAD LIMITED,** makers of the delicious bread and cakes sold only in grocery stores, is an affiliate of Christie, Brown and Company Ltd., and shares its justifiable pride in this tremendous accomplishment.

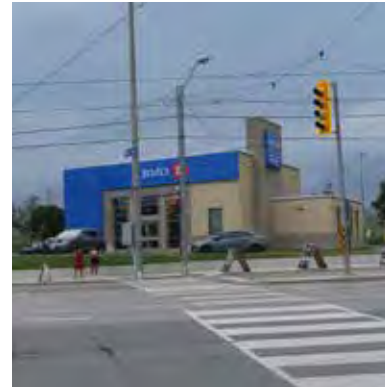


Advertisement printed in the Globe and Mail, October 2, 1950 (ProQuest Historical Newspapers Online, Toronto Public Library)

### Bank of Montreal at 2194 Lake Shore Boulevard West

In 1952, a small square corner lot was severed from the Christie, Brown & Co. property, and conveyed for \$1.00 to the Bank of Montreal. The lot became 2194 Lake Shore Boulevard West, and the existing bank building was constructed that year. The building has been occupied by the Bank of Montreal since its construction.

Further research is required to confirm the building's architect. The building may have been designed by architects Mathers & Haldenby in conjunction with the Christie Lakeshore Bakery, as it bears a design relationship to the now-demolished cookie factory. The building has been occupied by the Bank of Montreal since its construction.



A contemporary northward view of the bank's south and east elevations (ERA 2019).



A 1954 view eastward along Lake Shore Boulevard West, with the bank visible in the background behind the car (Toronto Public Library).



A contemporary westward view of the bank's east elevation (ERA 2019).



A 1966 northward view from the corner of Lake Shore Boulevard West and Park Lawn Road (Chuckman's Toronto Nostalgia blog).

## 2.6 Waterside Residential Development: Humber Bay Shores (2000s-2010s)

The Humber Bay Shores tower neighbourhood has emerged in recent decades adjacent to the Site, to its south and east across Park Lawn Road and Lake Shore Boulevard West.

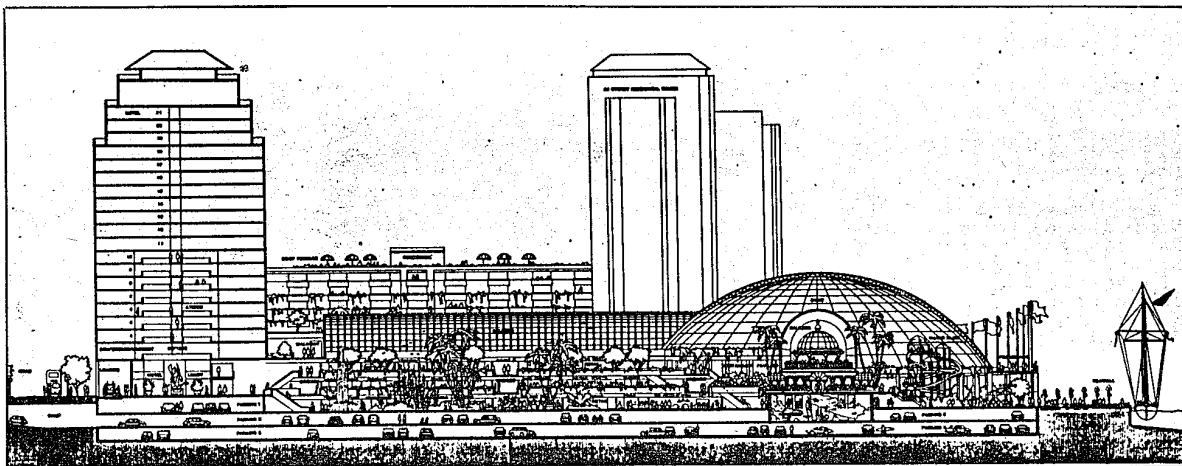
The towers comprising the neighbourhood have largely replaced what was known as the “motel strip”. It emerged in the 1940s and 1950s as waterside residents on Lake Shore Boulevard West’s south side converted their lots to accommodate cabins, and eventually upgraded their cabins sites to motor hotels. Very quickly, however, the “motel strip” fell into decline, likely as a result of the emerging industrial character in the surrounding area.

Redevelopment of the motel strip was contemplated through the 1980s. In 1991, a Secondary Plan was adopted for the area, and in the early 2000s, the Humber Bay Shores neighbourhood began to emerge. The project provided a number of mixed-use towers with retail or office uses in the podiums. Street names such as Shore Breeze Drive or Silver Moon Drive reflect the names of the previous motels south of the Site.

Today, although the towers’ architecture is not widely lauded, the neighbourhood is seen as a successful transition to higher-density residential development along Toronto’s waterfront. The neighbourhood integrates a mix of uses, and is complemented by the expansion and reconfiguration of the waterside lands south of the neighbourhood for public use as Humber Bay Park.



Photograph of Humber Bay Shores sign at Lake Shore Boulevard West, east of the Site (ERA, 2019).



**ON THE WATERFRONT:** Architect’s drawing shows development plan for Etobicoke’s Lakeshore Blvd. motel strip.

This architect’s drawing of a proposal for Humber Bay Shores appeared in the Toronto Star on July 26, 1988 ( ProQuest Historical Newspapers Online, Toronto Public Library).





Rendered view of the proposed development, within the neighbourhood park (Allies and Morrison LLP, 2021).



### 3 ASSESSMENT OF CULTURAL HERITAGE VALUE

#### 3.1 Ontario Regulation 9/06 Evaluation

	<b>Value (quoted from O. Reg. 9/06)</b>	<b>Assessment: 2150 Lake Shore Boulevard West</b>
DESIGN/PHYSICAL VALUE	a rare, unique, representative or early example of a style, type, expression, material or construction method.	n/a
	displays a high degree of craftsmanship or artistic merit.	n/a
	demonstrates a high degree of technical or scientific achievement.	n/a
HISTORICAL/ASSOCIATIVE VALUE	direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	The property has historical value for its association with the institution of Christie, Brown & Co., a major employer in the Humber Bay community for over 60 years. The company opened its Christie Lakeshore Bakery on Site in 1950 and continued to operate until 2012. During that time, the bakery occupied a significant presence in the Humber Bay community  The property also has historical value for its association with the themes of industrial production, and leisure and recreation, along Toronto's waterfront throughout its history.
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	n/a
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	n/a
CONTEXTUAL VALUE	important in defining, maintaining or supporting the character of an area.	n/a
	physically, functionally, visually or historically linked to its surroundings.	The property exhibits contextual value for its physical, visual, functional and historical connection to key regional transportation corridors along Toronto's waterfront (the Gardiner Expressway and Lake Shore Boulevard), which facilitated both industrial and leisure uses on Site over time.
	a landmark.	The property exhibits contextual value through the Water Tower, which is considered a landmark.

	<b>Value (quoted from O. Reg. 9/06)</b>	<b>Assessment: 2194 Lake Shore Boulevard West</b>
DESIGN/PHYSICAL VALUE	a rare, unique, representative or early example of a style, type, expression, material or construction method.	The property exhibits design value as a high-style, representative example of a mid-century modern commercial bank building.
	displays a high degree of craftsmanship or artistic merit.	n/a
	demonstrates a high degree of technical or scientific achievement.	n/a
HISTORICAL/ASSOCIATIVE VALUE	direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	n/a
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	n/a
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The building's architect has not been determined and may require further research.
CONTEXTUAL VALUE	important in defining, maintaining or supporting the character of an area.	n/a
	physically, functionally, visually or historically linked to its surroundings.	n/a. Although the bank building may have historically been linked to the adjacent Christie Lakeshore Bakery, the bank building no longer contributes contextual value as the bakery building has been removed.
	a landmark.	n/a



## 3.2 Draft Statements of Significance

The following draft Statements of Significance have been prepared according to Parks Canada’s *Canadian Register of Historic Places: Writing Statements of Significance (November 2006)*. This document is associated with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, a framework which the City of Toronto has adopted.

The lists of heritage attributes are structured according to its guidance, which states that “each [heritage attribute] must directly relate to a heritage value” to “provide a clear link between the heritage value of the place and its existing features”.

### 3.2.1 2150 Lake Shore Boulevard West

#### Description of the Historic Place

2150 Lake Shore Boulevard West is a 27-acre property comprising the majority of the land between the Gardiner Expressway, the CNR Rail Corridor, Park Lawn Road and Lake Shore Boulevard West.

The property was most recently the site of the Christie, Brown & Co. Lakeshore Bakery, a large-scale industrial confectionery, from 1950 until its closure in 2013 and demolition in 2017. The Christie Lakeshore Bakery Water Tower, installed 1949-1950, is the sole remnant industrial artefact on the Site.

#### Statement of Cultural Heritage Value

##### Historical/Associative Value

The property carries historical value through its association with Christie, Brown & Co, a significant institution in the Humber Bay community between 1950 and 2013. The Christie Lakeshore Bakery was the western expansion site for Christie, Brown & Co, Canada's largest industrial confectionery, in operation in downtown Toronto since 1853. In the 1940s, the company purchased and expanded to two sites outside the downtown core, in response to the growing accessibility of suburban lands driven by the expansion of highway systems to facilitate freight commerce. The Christie Lakeshore Bakery became a major employer in the Humber Bay community, employing multiple generations of local families over six decades. It served not only as a workplace, but as a community institution for neighbourhood residents, hosting social events, fielding company sports teams, and engendering pride and loyalty through in-house promotion programs and recognition of employee contributions. There is intangible historical value associated with the Site for many residents of Humber Bay and the neighbourhoods adjacent.

The property carries additional historical value for its association with two significant themes of Toronto's waterfront history: industrial production, and recreation and leisure. Industrial production began along Toronto's waterfront in response to the key locations of freight commerce routes, beginning with shipping wharves, followed by the introduction of railway systems in the 1850s, built along the waterfront to provide access to existing wharves. The proliferation of the automobile led to highway networks a century later, built along the waterfront as part of a system of highways that would surround

the city of Toronto. All three eras engendered industrial typologies designed to facilitate production and export along these routes. On this property, several brickyards were established at the turn of the 20<sup>th</sup> century, and designed to export bricks along the adjacent rail corridor. In the mid-20<sup>th</sup> century, the Christie Lakeshore Bakery was designed as a low, sprawling industrial facility, with vehicle access points onto the newly-built Queen Elizabeth Way, soon to be the Gardiner Expressway.

Throughout Toronto's history, leisure, recreation and public uses have competed with industrial uses for space along Toronto's waterfront, with varying success depending on the priorities of the day. On this property, the 1920s to 1940s saw the advent of campsites, including tourist cabins and tent grounds, as well as tourism-driven businesses like lakeside BBQ joints and gas bars. The proliferation of the automobile led to an interest in recreational motor vehicle travel, and Lake Shore Road (now Lake Shore Boulevard West) served as a major route for tourist excursions. Municipalities were encouraged to improve their highway systems and establish spaces for camping to facilitate such travel. While this Site did not feature lake frontage, its marshy open space provided ample open land for tourist cabins and tent sites, to complement the lakeside cabin sites (which would soon evolve into the motel strip) across the street on Lake Shore Road.

### Contextual Value

The property carries contextual value for its physical, visual, functional and historical links to the key regional transportation corridors along Toronto's waterfront: the Gardiner Expressway, the Canadian National Railway corridor and Lake Shore Boulevard. Its uses over time have been shaped by the property's adjacency to these corridors, and several industrial artefacts over time, including the square brick brickyard chimneys, the round concrete Christie Lakeshore Bakery chimney, and the Water Tower, have contributed to Toronto's landscape of industrial projections alongside its rail corridors and the Gardiner Expressway.

The property exhibits additional contextual value with the presence of the Water Tower on the Site. The Water Tower is a recognizable, valued feature for both former Christie Lakeshore Bakery employees, who have frequently referenced the water tower in reminiscences of the Bakery, and is an iconic projection along the Gardiner Expressway commuter route. Its landmark quality is conveyed through its distinctive form, its familiar branding, and its visibility both on the Site and from the



Gardiner Expressway. The Water Tower's context and setting, which inform its landmark quality, have evolved over its history, and will continue to evolve into the future.

### Heritage Attributes

Attributes that convey the property's association with Christie, Brown & Co. include:

- The Water Tower, with signage displayed on its tank.\*

Attributes that convey the property's association with significant themes of Toronto's waterfront include:

- The property's adjacency to key transportation corridors: Lake Shore Boulevard West, the Gardiner Expressway, and the Canadian National Rail corridor.

Attributes that convey the property's physical, visual, functional and historical connection to key regional transportation corridors include:

- The property's adjacency to key transportation corridors: Lake Shore Boulevard West, the Gardiner Expressway, and the Canadian National Rail corridor.

Attributes that convey the property's contextual value for the presence of a landmark\*\* (the Water Tower) include:

- The Water Tower's visibility from the Canadian National Railway corridor and the Gardiner Expressway;
- The Water Tower's prominence as a tall industrial projection visible along Toronto's waterfront corridors.

\*Retention of Christie branding on water tower tank may be subject to legal trademark and copyright permissions for the use of the company's logo.

\*\*While the City of Toronto has not described a definition of the term "landmark", ERA finds that landmark qualities are often conveyed through combinations of a feature's views, context, and in certain cases, its silhouette.

### 3.2.2 2194 Lake Shore Boulevard West

#### Description of the Historic Place

2194 Lake Shore Boulevard West is a half-acre rectangular lot located at the northeast corner of Lake Shore Boulevard West and Park Lawn Road. The site consists of a double-height single-storey commercial bank building constructed in buff brick, with stone accenting, circa 1952.

#### Statement of Cultural Heritage Value

The bank building exhibits design value as a representative example of high-style mid-century modern commercial bank building architecture. Its style is conveyed through sleek linearity and unadorned surfaces, a flat roof, and asymmetrical facades. A single element of ornamentation is articulated in a rectangular blank stone facade feature, which projects above the roofline on the east elevation.

The building appears to have been constructed following the Christie Lakeshore Bakery to its north. It bears a design relationship to the now demolished Christie Lakeshore Bakery through its architectural style, fenestration, and use of buff brick cladding and stone accents.

#### Heritage Attributes

- Architectural features that convey the building's mid-century modern style, including:
  - Its form, scale and irregular massing;
  - Its multi-level flat roof;
  - Its rectilinear window openings;
  - Its buff brick cladding;
  - The stone accenting on all building elevations, including along its base and at its openings;
  - Its double-height entrance broken into three bays, and accented with stone surrounds; and,
  - The projecting stone element on its east elevation.



Rendered view of Station Square, looking toward the proposed GO Station (Allies and Morrison LLP, 2020).



## 4 ASSESSMENT OF EXISTING CONDITION

The Site's built character currently consists of two structures: the Water Tower at the north edge of 2150 Lake Shore Boulevard West, and the single-storey bank building at 2194 Lake Shore Boulevard West. Both structures are considered to be in good condition.

The fenestration on the bank building at 2194 Lake Shore Boulevard West has been altered since its construction, with the original windows and double-height entrance glazing replaced. It is assumed that the contemporary BMO signage and blue cladding covers original fabric, but no investigations have been undertaken to determine what exists beneath the BMO signage band.

A condition assessment of the Water Tower was prepared by Carvajal Structural Engineers Inc. in May 2017. The report finds that there are no major structural concerns with the tower, and is attached as Appendix B.



Water Tower (ERA 2019).



Principal (south) elevation of the building at 2194 Lake Shore Boulevard West (ERA 2019).



East elevation of the building at 2194 Lake Shore Boulevard West (ERA 2019).

## 5 POLICY REVIEW

The following documents comprise the policy framework relevant to the heritage resource on Site:

- Ontario’s Provincial Policy Statement, 2020 (the “PPS”);
- City of Toronto Official Plan, 2015 (the “Official Plan”);
- City of Toronto Official Plan, Site and Area Specific Policy 15;
- DRAFT OPA #506: Christie’s Secondary Plan (2020); and,
- DRAFT Christie’s Urban Design and Streetscape Guidelines (2020).

### Provincial Policy Statement, 2020

The PPS is intended to guide planning policy across Ontario’s municipalities. It provides the following framework for the conservation of heritage resources:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The PPS additionally provides the following definition for conservation:

**Conserved:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

The PPS consistently emphasizes the need to conserve heritage resources that are subject or adjacent to development by ensuring that their heritage value is retained, which is achieved through the conservation of the heritage attributes that convey that value.

## Toronto Official Plan, 2019

The City of Toronto Official Plan Chapter 3.1.5: Heritage Conservation provides policies that direct the conservation of heritage resources.

Despite the fact that no properties on or adjacent to the Site are included in the Toronto Heritage Register, the following policies in Chapter 3.1.5 may still be considered relevant to the Site, given its cultural heritage value:

### 3.1.5.2

Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

### 3.1.5.14

Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

### 3.1.5.17

Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

*Adjacent: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law*

*Toronto Official Plan, 2015.*



### 3.1.5.22

Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate conservation options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be conserved.

### 3.1.5.38

Upon receiving information that lands proposed for development may include archaeological resources or constitute an area of archaeological potential, the owner of such land will undertake studies by a licensed archaeologist to:

- a) assess the property in compliance with Provincial Standards and Guidelines for Consulting Archaeologists, and to the satisfaction of the City;
- b) assess the impact of the proposed development on any archaeological resources;
- c) identify methods to mitigate any negative impact that the proposed development may have on any archaeological resources, including methods of protection on-site or interpretation and curating; and
- d) provide to the City a Provincial concurrence letter recognizing the completion of the Archaeological Assessment where one is issued by the Province.

### Site and Area Specific Policy 15

The Site is subject to Site and Area Specific Policy 15: East of Park Lawn Road and North of Lake Shore Boulevard West.

Site and Area Specific Policy 15 provides for the transition of the Site from *Employment Areas* to *Regeneration Areas* and *General Employment Areas*.

Heritage is addressed in policy 4(c):

In addition to the matters identified in Policy 2 of Section 4.7 Regeneration Areas, the area study leading to the Secondary Plan will include: (c) a Heritage Impact Assessment that considers the cultural heritage value of the property, particularly the existing water tower structure.

## DRAFT OPA #506: Christie's Secondary Plan (Aug 26, 2020)

The City of Toronto's draft secondary plan for the former Christie Cookie Factory lands provides policies that will direct the conservation of the Site's tangible and intangible heritage, including:

### 7.19

The design of the public realm and built form will be informed by the site and surrounding areas indigenous and more recent heritage attributes and values that reflect the important historical and cultural use of the site by:

#### 7.19.1

providing street furniture, landscaping, lighting, paving, public art, interpretation materials and other features within the public realm designed to reflect the history of both the site and surrounding area; and

#### 7.19.2

commemorating the Christie, Brown & Co. Bakery formerly situated on the site, through the retention of the existing water tower associated with the bakery, to be visible from the public realm.

### 7.30.2

Public Art will contribute to the character of the Plan Area by facilitating the expression of the area's cultural and natural heritage, including the indigenous history, the history of Toronto's Waterfront, the former industrial use of the site, and Indigenous cultural representation.

### 15.9

Section 37 of the *Planning Act* may be used to secure the following public benefits or contributions prior to the enactment of an implementing Zoning By-law or the removal of a Holding (H) symbol:

#### 15.9.4

Commemoration, refurbishment and/or adaptive re-use of the former Christie, Brown & Co. Bakery water tower.

## DRAFT Christie's Urban Design and Streetscape Guidelines (2020)

The City of Toronto's draft urban design and streetscape guidelines for the former Christie Cookie Factory lands provide direction that will guide the conservation of the Site's tangible and intangible heritage, including:

### 5.2.1

The water tower is a well-known structure and is the only remaining feature of the site associated with the Christie, Brown & Co. industrial bakery activities. The water tower will be retained on site as a commemorative element of the historic former industrial use.

### 5.2.2

It is preferred that the water tower remain in its current, original location in an effort to continue to act as a commemorative marker to travelers along the Gardiner Expressway. If the current location of the water tower cannot be maintained, a new location with continued visibility from the public realm should be explored. Additionally, in an effort to retain the water tower's historic association with the former Christie bakery, the tower will not be used for advertising but will be reverted to its original one-colour painted appearance.

### 5.2.3

An Interpretation Plan will address the site's other industrial connections and should also address other identified themes including natural systems and resources, key transportation routes and leisure and recreation. Initiatives commemorating and/or interpreting the Indigenous history of the area following First Nations engagement and consultation is recommended.





Rendered view of the proposed development, looking west (Allies and Morrison LLP, 2021).





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## 6 DESCRIPTION OF THE PROPOSED DEVELOPMENT

A Master Plan has been prepared to guide the future redevelopment of the Site and surrounding area. The Master Plan responds to the policy direction in the City of Toronto's draft Secondary Plan for the Site and surrounding area.

The proposed development as described in the Master Plan includes:

- Excavation of the Site to provide underground parking garages, site servicing, storage, amenity and loading space;
- 15 high-rise buildings incorporating a mix of uses, one of which would replace the existing commercial bank building at 2194 Lake Shore Boulevard West to establish an active, pedestrian-scaled corner;
- Construction of new roadways, in alignment with those adjacent to the Master Plan area;
- A galleria in the centre of the site, which provides a covered pedestrian street with access to retail, services and amenities;
- A public park at the Site's northeast end, and the public Boulevard Square Park along the Site's southeast edge; and
- Two pedestrian plazas at the Site's northwest end: Station Square, and Park Lawn Gardens. The industrial artefact Water Tower is proposed to be retained and relocated to Station Square as an interpretive installation. Exploration of opportunities for the adaptive reuse of the artefact as an interactive feature may be undertaken as part of a future phase. (See pg. 32)

The Master Plan responds to components of the Secondary Plan, proposes for the Site and surroundings:

- A new GO transit station connected to the existing rail corridor on the Site;
- Replacement of the existing Park Lawn Road entrance/exit to the Gardiner Expressway with Street A at the Site's north edge. The infrastructural work required to construct Street A will necessitate the regrading of the Site and the temporary removal of the Water Tower, which is located immediately adjacent to its planned location.

A Ground Plan of the Master Plan area, by Allies and Morrison LLP, is included on the following page to illustrate the proposal.





Context Plan for the Master Plan area (Allies and Morrison LLP, 2021).



- Station Square
- Gardiner Expressway
- Relocated Water Tower

Portion of Ground Plan, zoomed in on Station Square (Allies and Morrison LLP, 2021, annotated by ERA).



Rendered view of Station Square as seen looking southeast from the GO Station (Allies and Morrison LLP, 2021).

## 7 IMPACT ASSESSMENT

The Master Plan involves a proposed change in land use, which is appropriate for the Site's location at the intersection of two transit corridors, and is reflective of the community's growth in response to transit access. The industrial use of the Site from the 1880s-1910s was historically mixed with residential uses, and briefly replaced by tourist and residential uses in the 1920s - 30s. The reintroduction of residential housing and commercial uses on Site is consistent with the historic condition, and in keeping with the evolving context of the surrounding area.

The proposal seeks to contribute to the conservation of the Site's valued industrial heritage through commemoration and interpretation. The remaining industrial artefact associated with the Christie Lakeshore Bakery, the landmark Water Tower, will be conserved and highlighted in the new development.

The Water Tower is proposed to be relocated, altering its relationship to the Canadian National Rail corridor and the Gardiner Expressway, but maintaining its visibility from both the Rail corridor and the Gardiner Expressway.

The relocation strategy is designed to maintain the Water Tower's prominence, and establish it centrally within the new neighbourhood, with new views to the Water Tower from within the neighbourhood.

The relocation provides the Water Tower with buffer space, away from planned tall buildings. The Water Tower's proposed relocation will conserve the heritage attribute relating to its prominence as a tall industrial projection along the waterfront corridor.

The proposal involves the replacement of the commercial bank building at 2194 Lake Shore Boulevard West. The bank building is proposed to be replaced in order to achieve various urban design goals for the new neighbourhood:

- providing a mixed-use, transit-supportive gateway to the new development;
- providing active frontages; and
- establishing a facade and massing that fits into the planned context for the Site and the existing context nearby.



## 8 CONSERVATION STRATEGY

### 8.1 Conservation Approach

The cultural heritage value of the Site is largely intangible; it is based predominantly in historical associations with the Christie Lakeshore Bakery as a community institution, and in broader associations with significant themes of Toronto's waterfront history. Furthermore, there is little remaining built heritage fabric on Site, as the Christie Lakeshore Bakery building was demolished in 2017.

As a result, **ERA's recommended conservation approach is the development of a robust interpretation program for the Site.** The interpretation program is intended to communicate the Site's intangible cultural heritage value, through the use of diverse media on and off the Site.

The Water Tower is proposed to be retained, relocated, and incorporated into the planned Station Square as a key component of the Site's interpretation program. ERA recommends that a Conservation Plan be developed for the water tower specifically, in parallel with an Interpretation Plan describing the interpretation program for the entire Site.

The interpretation program is proposed to prioritize **two key objectives: the conservation of the Site's heritage attributes, and the interpretation of the Site's historic themes.**

#### 8.1.1 Conservation of Heritage Attributes

The interpretation program developed for the Site will ensure that the Site's heritage attributes are conserved, celebrate and where possible, enhanced.

The Water Tower is proposed to be retained as an industrial artefact with placemaking/branding signage, and adapted as an interpretive installation within a greater Site-wide interpretation program. The use of the Water Tower for signage is consistent with its historic use: at the Christie Factory, it served as not only a functional apparatus, but also as a new opportunity for high-profile advertising to a growing audience of drivers along the Gardiner in the post-war era.

The Water Tower is proposed to be relocated in order to conserve its value. Its conservation approach is explored further on the following two pages.

Other heritage attributes are proposed to be enhanced and celebrated. The Site's adjacency to key transportation corridors, which helps to convey the history of transportation route-based industrial and leisure uses on Site, will be enhanced through the development of a GO transit station on Site, effectively reinstating the connection between the rail corridor and the Site once again.

## CONSERVING THE WATER TOWER AS A HERITAGE ATTRIBUTE

The Water Tower is proposed to be conserved as a heritage attribute of the Site. The conservation approach for the Water Tower should consider how it can best be highlighted and celebrated within a surrounding context that will have sustained dramatic change.

The Water Tower will be temporarily removed from the Site during regrading and the construction of Street A.

As the location of the Water Tower has not been identified as a heritage attribute, we explore whether, and how, the Water Tower could be relocated as part of its conservation strategy upon its return to the Site.

### Option A: No Relocation

Under this option, the Water Tower would be temporarily removed during regrading and construction of Street A and returned following these infrastructural works.

At this time, a building is planned for the current site of the Water Tower. As the location of the Water Tower has not been identified as a heritage attribute, it is not considered necessary to retain the Water Tower in situ from a heritage conservation perspective.

### Option B: Relocate in Close Proximity to Original Location and Gardiner Expressway

The Water Tower would be relocated as closely as possible to its original location, preserving its relationship to the Gardiner Expressway.

While this location would provide the Water Tower with a similar relationship to the Gardiner Expressway, it would be overpowered by its proximity to tall buildings, and would have no open setting in which to be seen as a prominent projection.

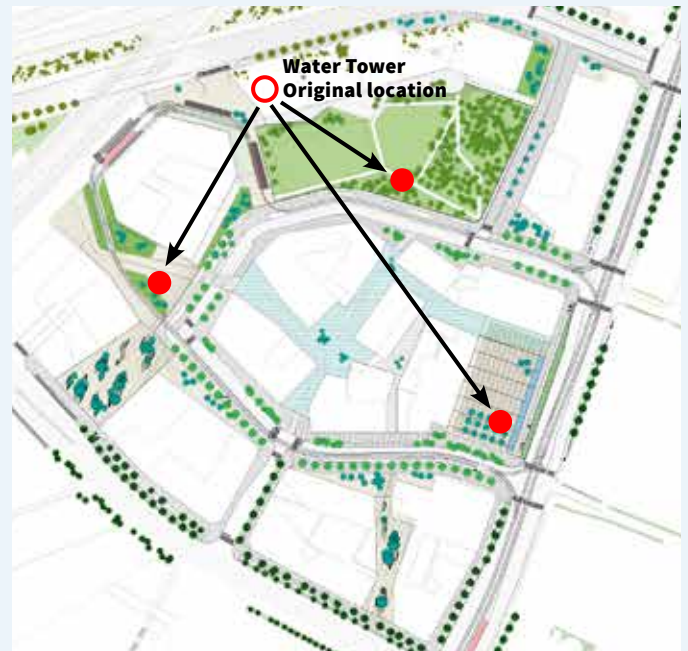


This setting would limit the views of the Tower. Finally, the distance from public activity would limit the Tower's potential for placemaking.

### Option C: Relocate to a Prominent Civic Space in the New Neighbourhood

The Water Tower would be relocated to a prominent civic space in the new neighbourhood.

This option would allow the Tower to continue to convey its value through a prominent presence within the public realm.



### Recommendation

As the location of the Water Tower has not been identified as a heritage attribute, Option C (Relocation to a Prominent Civic Space) is considered to be the most appropriate conservation strategy for the Water Tower.

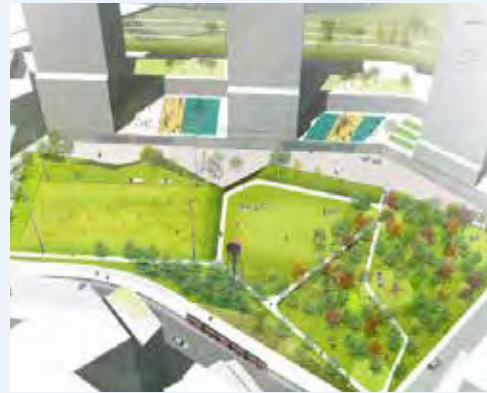
In support of this approach, ERA has prepared a Relocation Analysis to determine the most appropriate civic space for the Water Tower (see Appendix C).

The Relocation Analysis reviews the potential of three proposed locations in the context of heritage conservation, provision of views, and placemaking. A comprehensive View Study is included, as recommended in the October 2019 HIA. The Relocation Analysis is summarized on the following page.

## WATER TOWER RELOCATION ANALYSIS

The Relocation Analysis (included as Appendix C) finds that the Water Tower may be successfully relocated to any of the three civic spaces identified below. The analysis yields a slight preference for relocation within the new Park, which allows for the highest visibility (i.e. most number of views), the retention of views from both the Gardiner Expressway and Lake Shore Boulevard West, and the potential to prioritize the interpretation of the Christie Cookie Factory theme. However, relocation to the Park has been deemed infeasible as the Toronto Parks, Forestry and Recreation department requires that the Water Tower not be located on future parkland. As such, this submission proposes relocation to Station Square instead.

### OPTION 1: PUBLIC PARK



#### Heritage Value

The Water Tower continues to convey its association with the Christie Cookie Factory.

The Water Tower remains visible on Site as a remnant industrial artefact and landmark.

#### Views

This location offers 8 identified views of the Water Tower, compared to the original location's 5.

This location also offers views from Lake Shore Boulevard West and the Gardiner Expressway, but not the Lakeshore GO Line.

This location offers views of similar prominence as the original location (as defined in the appended Relocation Analysis, Section 2.2).



#### Potential for Placemaking

This location does not have any inherent storytelling potential associated with the Christie Cookie Factory or industrial landscape.

It would be possible to prioritize the interpretation of the Christie Cookie Factory history, as the park is not inherently associated with other themes.

This location offers the potential for adaptive reuse as an interactive piece.

### OPTION 2: STATION SQUARE



#### Heritage Value

The Water Tower continues to convey its association with the Christie Cookie Factory.

The Water Tower remains visible on Site as a remnant industrial artefact and landmark.

#### Views

This location offers 5 identified views of the Water Tower, compared to the original location's 5.

This location also offers views from the Gardiner Expressway, but not Lake Shore Boulevard West nor the Lakeshore GO Line.

This location offers views of similar prominence as the original location (as defined in the appended Relocation Analysis, Section 2.2).



#### Potential for Placemaking

This location does not have any inherent storytelling potential associated with the Christie Cookie Factory or industrial landscape.

The theme to be prioritized at this location is the history of key transportation routes adjacent to the site, including Lake Shore, and the QEW.

This location offers the potential for adaptive reuse as an interactive piece.

### OPTION 3: BOULEVARD SQUARE PARK



#### Heritage Value

The Water Tower continues to convey its association with the Christie Cookie Factory.

The Water Tower remains visible on Site as a remnant industrial artefact and landmark.

#### Views

This location offers 3 identified views of the Water Tower, compared to the original location's 5.

This location also offers views from Lake Shore Boulevard West, but not the Gardiner Expressway nor the Lakeshore GO Line.

This location offers views of the same prominence as the original location (as defined in the appended Relocation Analysis, Section 2.2).



#### Potential for Placemaking

This location does not have any inherent storytelling potential associated with the Christie Cookie Factory or industrial landscape.

Themes to be prioritized at this location include recreation and leisure history, and the history of the Lake Shore Road as a key transportation route.

This location offers the potential for adaptive reuse as an interactive piece.



## 8.1.2 Interpretation of Historic Themes

The interpretation program developed for the Site would be designed to convey stories associated with **four key historic themes**:

1. Throughout its history, the Site's uses have been shaped in part by human interaction with the natural resources and systems present on Site.
2. The Site's character and uses have been shaped by its position alongside a series of key regional transportation routes over the course of its history.
3. In its role as a large-scale industrial expansion site on the outskirts of Toronto, the Site supported the workforces in Humber Bay and Mimico, and fostered the economic growth of these communities.
4. The Site forms part of a greater story of Toronto's waterfront as a site for leisure, recreation and public uses over its history.

The interpretation program would incorporate **diverse media to convey these stories**. This could include:

- Sculptural public art pieces;
- Ground-based inlays which might include writing, art and/or mapping;
- Interpretive panels and/or murals in the neighbourhood's planned public squares;
- An oral history project with former Christie Lakeshore Bakery employees to document and recognize this cultural heritage value;
- Interpretative design of the functional public-realm components of the new neighbourhood, including playgrounds structures and gathering places.

The interpretation program might identify certain **public realm locations for the targeted interpretation of certain themes**, for example:

- **Boulevard Square:** the Lake Shore Road as a key historic transportation route; leisure, recreation and public uses along Toronto's waterfront
- **Station Square:** key regional transportation routes; industrial railway-side activity;
- **Public Park:** human interaction with natural resources and systems.

While the Christie Cookie Factory is not inherently associated with any of the planned public realm locations on Site, its history is expected to feature centrally in the future interpretation program. The communication of the Christie Cookie Factory history could be conveyed through diverse interpretive media, including:

- Conservation of the Water Tower structure as an industrial artefact;
- Interpretation of the factory floorplan within the public realm;
- A 'ghost chimney' art installation;
- An oral history project with former Christie Lakeshore Bakery employees.

In the following pages, we explore ideas and precedents for interpretation that could convey each of the four themes that have emerged throughout the Site's history.

Ideas like these are recommended to be incorporated into an upcoming Interpretation Plan for the Site's redevelopment. We recommend that each of the four themes be represented in the Interpretation Plan.

Collaboration between the proponent, the City of Toronto and local community members will be necessary in order to develop a successful Interpretation Plan and implement the proposed program.

## Interpretive media ideas for Theme #1: *Natural Systems & Resources*

- Incorporation of alder trees into the site's landscaping strategy / apple tree plantings at the neighbourhood park, the historic site of an apple orchard;
- An art piece interpreting the grounds abundant with passenger pigeons at Mimico Creek, possibly with an historic quote about their nature or their settlement there, e.g.:

*At other times I have seen them move in one unbroken column for hours across the sky, like some great river, ever varying in hue* - Potawatomi Chief Simon Pokagon, 1895;

- An art piece, at the Park Lawn edge of the site, interpreting the evolution of the watercourse along Mimico Creek, demonstrating its pre- and post-channelization routes, e.g. standing columns in the shapes of the evolved watercourse;
- Interpretive piece showing a cross-section of soil, demonstrating the clay deposits that made brick production possible on site.

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. Standing column interpretation piece. Here, a standing column interpretation of a timeline of Calgary public parks (ERA 2018).
2. A sculptural piece could be used to interpret the passenger pigeon history around the Site (Birds, by artist Jeff Morse, Brea CA. Sourced from Public Art in Public Places).
3. Apple tree interpretation (West Virginia University).
4. A soil cross section could demonstrate clay deposits on Site (by artist Carl Cheng, Museum of Space Information, Redondo Beach CA. Sourced from Public Art in Public Places).





## Interpretive media ideas for Theme #2: *Key Transportation Routes*

- A series of panels in Station Square on the rail and light rail heritage of the Humber Bay area, and particularly the way the arrival of the Toronto & Mimico Electric Railway (later the Toronto & York Radial Railway) brought growth and change in Humber Bay. There is particular relevance to light rail connectivity to and from downtown Toronto on site;
- Reinststate the Somerville, Loring & Wyle “lion monument” as a gateway marker into the site. The lion monument has been moved more than once from its position marker the entrance to the QEW adjacent to the site (first to Sunnyside Park, and now to Casimir Gzowski Park), and currently sits adjacent to a pedestrian trail, with limited public exposure. There is a prime opportunity to reintroduce the monument, near to its original context, as a gateway marker as it was originally intended;
- An interpretive piece along Lakeshore Boulevard West (possibly in Boulevard Square) marking the chronological moments of Lakeshore Road’s evolution: ancient trail, 1791 survey, 1894 introduction of light rail, 1916 paving, 1929 widening, 1962 incorporation into Lakeshore Boulevard - e.g. a timeline inlaid into the ground;
- A standing, eye-catching interpretive art piece along either Lakeshore Boulevard West or as a public contribution along the waterside Humber Bay Park Trail, commemorating the ancient waterside trail used by indigenous peoples pre-dating the 1790s Lakeshore Road - e.g. a standing directional signpost, pointing ‘travellers’ to the Humber River Carrying Place, the village of Teiaiagon, and pre-Contact sites/trails to the west;
- A playground structure interpreting the historic light rail streetcar vehicle. (A playground could be designed to interpret any theme.)

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. An historic light rail car presents an interesting opportunity to be interpreted as a playground structure (Toronto Public Library, 1890s).
2. Consider opportunities for eye-catching contributions to the waterside public trail, to engage travellers at varying speeds (Cleveland Warehouse District, LANDstudio).
3. An example of a timeline inlaid into paving in Tokyo (EARTHSCAPE).
4. The City of Toronto might consider whether there are opportunities to relocate the Somerville, Loring & Wyle lion monument more relevantly to a gateway moment within the Site’s planned public realm (e.g. at Street A), in close proximity to the original location for which it was designed (Toronto Public Library, 1970s restoration at Sunnyside Park).







### Interpretive media ideas for Theme #3: *Industrial Production & Employment*

- Use of brick throughout the development, notably within the ground paving. There may be interesting opportunities for brick street paving on the sites of the historic brickyards, if their specific locations can each be determined;
- Retention of the Water Tower within Station Square, visible from the Gardiner Expressway. Recommended to be retained as a standing industrial artefact and/or interpreted as an art piece;
- Construction of a tall square brickyard “ghost chimney”, in metal or iron, visible along the rail corridor and the Gardiner Expressway as an interpreted industrial relic, projecting along these corridors;
- Recognize and acknowledge community value by: (1) undertaking an oral history project with former employees of the Christie Lakeshore Bakery to document and recognize this valued history, to be published in a document or on a website; and (2) integrating quotes by former employees/stakeholders as inlays in the ground on sidewalks leading to the neighbourhood park - e.g.

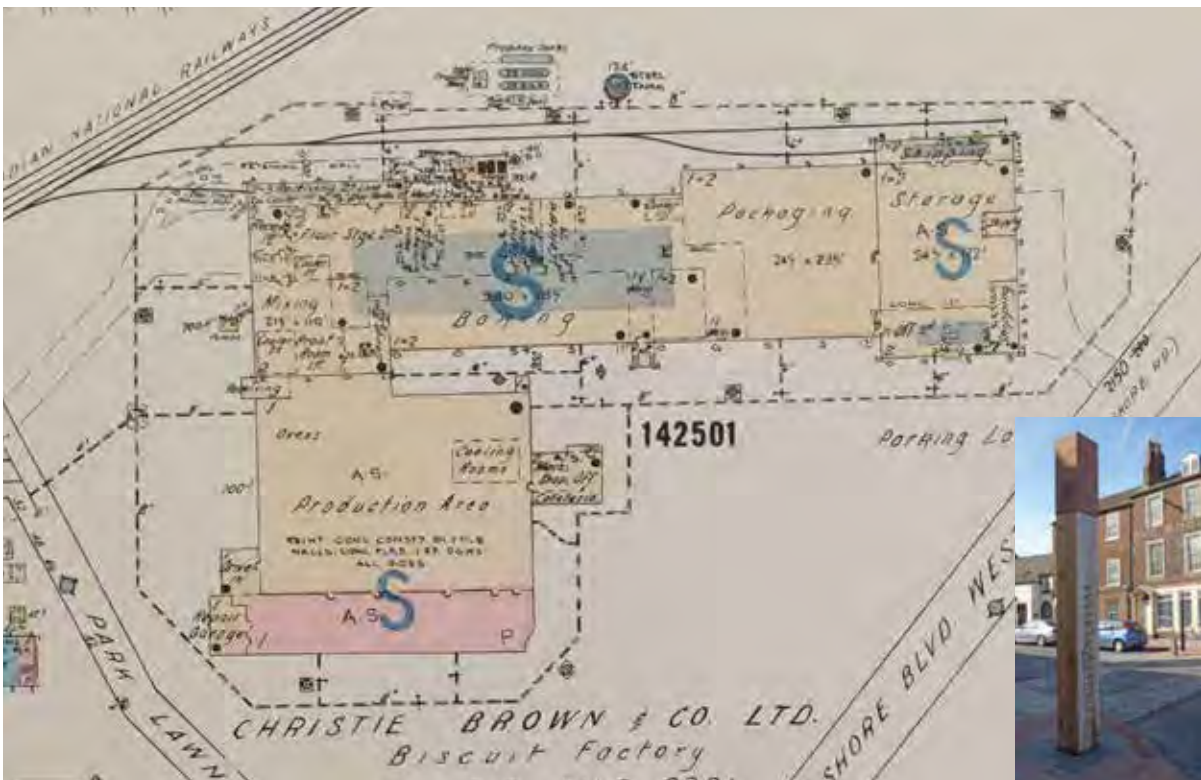
*I remember arriving at the plant and looking at the Christie name on the water tower and thinking how proud I was to be working in a place that made great products by such great people - Peter DiPonio, Lakeshore Bakery employee, 2013*

The Christie Lakeshore Bakery history is the central story that is valued by people within living memory, and there is an opportunity to recognize the history of workers in this community, where generations of residents and families were employed on this site, even as the industrial context is changing;

- Interpretation of the floorplan of the Christie Lakeshore Bakery, providing an opportunity to understand how the modernist factory operated - e.g. a floorplan inlaid into the ground at the neighbourhood park, or “doorways” throughout the public realm marking the real locations of entrances into sections of the factory, with some interpretation at each “doorway” explaining what occurred within that area of the factory.
- Printing of historic brick company signage on wall surfaces along the rail corridor.

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. Interpretation should speak to historic industrial projections along the Gardiner and railway (RAIC Journal Feb 1950).
2. A “ghost chimney” could be interpreted with an approach similar to this planned interpretation for a “ghost spire” in St. Thomas, Ontario (ERA 2018)
3. H. Butwell Brick Yards signage/branding seen on a cart, c. 1900 (Toronto Archives).
4. Brick kiln landscape design inspiration, Taiwan (landezine.com)
5. Consider the interior circulation/floorplan within the Lakeshore Bakery as an opportunity for interpretive moments within the new neighbourhood’s public realm (Large photo: 1962 Fire Insurance Plan of factory, Toronto Public Library. Small photo at bottom right: Sidewalk marker in Carlisle, UK).



### Interpretive media ideas for Theme #4: *Leisure & Recreation*

- Street location and orientation to physically and visually connect the Site to the waterfront, wherever possible;
- Mural reproductions along Lakeshore Boulevard West of nostalgic postcards of either the campgrounds on Site or the motel strip across the street, possibly at Boulevard Square;
- Small inlays of tent or cabin icons along Lakeshore Boulevard at each of the locations of campgrounds and cabin sites, with the name of each site noted in the ground;
- At Boulevard Square, gathering spots (e.g. benches) that are designed to interpret tent shelters or campsite-style gatherings.

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. Consider ways to interpret the tent sites and/or camp sites on the north side of Lake Shore Road, on site, as gathering places in Boulevard Square. (City of Toronto Archives)
2. Consider how tent sites might be interpreted in contemporary fashion, as seen here ([landezine.com](http://landezine.com)).
3. Postcards of motor hotels along Lake Shore Road, immediately south of the site, circa 1940s - 1950s. Consider opportunities to interpret the motel strip in mural form. (Source: Chuckman's Toronto Nostalgia Blog)
4. The Christie Lakeshore Bakery's interior floorplan, circulation and operation areas interpreted with inlays or markers in the public realm, e.g. to mark the doorway between the Mixing room and the Production Area. (Source: 1962 Fire Insurance Plan, Toronto Public Library. Bottom right corner: Sidewalk marker in Carlisle, UK.)
5. Poignant quotes from Christie employee interviews integrated into the sidewalk on the streets leading toward the neighbourhood park. (Source: Poetry in the sidewalk interpreting coal mining heritage in Canmore, AB, TripAdvisor).





## 8.2 Impact Mitigation Strategies

The following mitigation strategies are proposed to address any impact on the Site's tangible cultural heritage value and heritage attributes.

### **Proposal: Construction of tall buildings adjacent to the Water Tower**

A tall office building is proposed to be constructed on the current location of the Water Tower. The building is intended to function as a sound and visual barrier to shelter the new neighbourhood and the planned neighbourhood park from the impact of the adjacent Gardiner Expressway.

In order to ensure that the Water Tower maintains the context and buffer space that contributes to its value as an iconic structure, the Water Tower is proposed to be relocated to the planned Station Square.

A considered alternative would have moved the tower just slightly westward from its original location. While this option would have maintained a similar relationship to the Gardiner Expressway, the Tower would have lacked prominence between the newly constructed mixed-use buildings.

Providing it with a new context and setting, in a planned open space, will allow it to maintain its landmark status with a substantial buffer surrounding the Tower.

### **Proposal: Replacement of 2194 Lake Shore Boulevard West Bank of Montreal building**

The proposal includes the demolition of the bank building at 2194 Lake Shore Boulevard West, and the replacement of that building with a mixed-use and transit-supportive building that animates the corner of Lake Shore Boulevard West and Park Lawn Road.

The existing building is an example of high-style mid-century modern commercial bank building architecture. At the time of its construction, the building bore a design relationship to the Christie Lakeshore Bakery. The area is evolving and since the demolition of the Bakery in 2017, the bank building has been isolated from its previous context.

In recognition of the site's evolution, the replacement of this building with a suitably designed building to reinforce the corner would mitigate the loss of this resource.

**Proposal:** Relocation of the Water Tower further from the Gardiner Expressway and Canadian National Rail corridor

The retention of the Water Tower in situ is not considered to be necessary from a heritage conservation perspective, as the Site’s heritage attributes do not relate to the Water Tower’s exact location, but rather to its relationship to the Gardiner Expressway and Lake Shore Boulevard West.

Furthermore, it is acknowledged that the factors that inform the Water Tower’s landmark quality -in this case, its context and setting- have evolved over the Water Tower’s history, and will continue to evolve in the future.

The loss of the Water Tower’s immediate adjacency to the Gardiner Expressway and its prominence as a tall industrial projection along the Gardiner Expressway is proposed to be mitigated by ensuring that view moments from these corridors to the Water Tower are retained in its new location.

ERA has prepared a comprehensive Relocation Analysis (appended), including a view study of three options for the Water Tower’s relocation within the Site. The Relocation Analysis was developed to better understand what it means to be visible and prominent within the Site, and to ensure that the proposed mitigation strategy would be successful in conserving these attributes.

The proposed relocation to Station Square ensures that views to Water Tower from the Gardiner Expressway and the Canadian National Rail Corridor are conserved (see below). Additional views are also provided to reinforce the Water Tower’s prominence.



Rendered view of the Water Tower at its proposed location in Station Square, as it might be seen driving eastward on the Gardiner Expressway. Note that this view has not been formally modelled. (Allies and Morrison LLP, 2021).



## 9 CONCLUSION

The proposed Master Plan for the Site and its surrounding area involves the construction of mixed-use towers, new roadways, interface with a planned GO transit station, one large public park, and two public squares, one of which would incorporate the retained and relocated Water Tower.

The Master Plan proposes to conserve the tangible and intangible historic fabric of the Site through the development and implementation of a comprehensive, multi-media, Site-wide interpretation program.

As a key component, the interpretation program would involve the adaptation of the existing Water Tower as an interpretive medium, given that as an industrial artefact it is uniquely well positioned to help communicate the stories of the Christie Lakeshore Bakery on Site, as well as the greater theme of historic industrial activity along Toronto's waterfront transportation corridors.

### Recommended Next Steps

ERA recommends that two studies/plans be undertaken as the proposed development moves forward on Site:

- A Conservation Plan specific to the Water Tower; and,
- An Interpretation Plan outlining specific on- and off-Site interpretation strategies, with reference to all four of the Site's historic themes. It is anticipated that some initiatives proposed in the Interpretation Plan may require shared responsibility between partners including the proponent, the City of Toronto and local community organizations.





## 10 PROJECT PERSONNEL

### Philip Evans

Philip Evans is a principal of ERA Architects and the founder of small. In the course of his fourteen-year career, he has led a range of conservation, adaptive reuse, design, and feasibility planning projects. Philip is a professional member of CAHP and a licensed Architect (OAA).

### Samantha Irvine

Samantha Irvine is an associate with the heritage planning team at ERA Architects. She holds a BA in History and Sociology from McGill University, an MA in Historic and Sustainable Architecture from NYU, an MA in Sustainable Urbanism (University of Wales), and a JD from Queen's University.

### Emma Abramowicz

Emma Abramowicz is a project manager and heritage planner at ERA Architects. She holds a Master of Planning in Urban Development from Ryerson University, as well as a Bachelor of Arts (Honours) from Queen's University.



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# 12 APPENDICES

## Appendix A: Master Plan (Context Plan) by Allies and Morrison LLP (2021)



Do not scale from this drawing. The legend dimensions only. Figure dimensions are in millimeters. All dimensions in metric. All dimensions and levels shall be verified on site before proceeding with work. Detailed site work to be carried out in early position and final relationships with the existing and proposed terrain. The Architect shall be notified of any discrepancies. Construction Design elements shown on this drawing pertaining to third components are to be used as a guide for design only. Allies & Morrison LLP is not responsible for any errors caused by the transcription, modification or omission of any information. Allies & Morrison LLP is not responsible for any data for which the contractor shall be responsible for the accuracy or results, other than that for which they were provided by Allies & Morrison LLP for the Client.

REV	DATE	DESCRIPTION	ISSUED
01	05/07/2019	ISSUED FOR CMA APPLICATION	NO
02	05/07/2020	ISSUED FOR SPECIFICATION APPLICATION	NO
03	05/07/2021	ISSUED FOR CMA, ZBA, DPS RESUBMISSION	NO



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Context Plan  
 combined OPA/ZBA/DPS resubmission  
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 SCALE 1 : 2000 @ARCH B

Appendix B:

Visual Assessment of the Water Tower by Carvajal Structural Engineers Inc. (2017)





# **CSE** STRUCTURAL FORENSIC & REHABILITATION SERVICES

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## VISUAL ASSESSMENT

MR. CHRISTIE WATER TOWER  
2150 LAKESHORE BLVD. W  
ETOBICOKE, ON  
M8V 1A3

PREPARED FOR  
FIRST CAPITAL  
BY  
CARVAJAL STRUCTURAL ENGINEERS INC.

  
Professional Engineers  
Alberta-British Columbia-New Brunswick  
Ontario - Nova Scotia - Saskatchewan

MAY, 2017

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**Attention:** Mr. Chad Ropchan  
First Capital Asset Management ULC  
Project Manager  
85 Hanna Avenue, Suite 400  
Toronto, Ontario, M6K 3S3

**File:** 1863.17 – Visual Assessment  
Mr. Christie Water Tower – 2150 Lakeshore Blvd. W, Etobicoke, ON M8V 1A3

As requested, Carvajal Structural Engineers Inc. (CSE) has completed a visual review on the condition of the existing Water Tower (Tower) located at the above captioned site. The following report provides a factual summary of our understanding of work, observations, findings and associated recommendations.

## 1.0 UNDERSTANDING OF WORK

The main objective of our review is to provide First Capital (Client) with a visual review report on the existing condition of the Tower and to recommend remedial measures to be undertaken by the Client.

Our scope of work included the following tasks:

1. Visit the site and perform a Visual Review of the Tower to identify any areas of structural distress and/or concerns.
2. Review the condition of the legs, horizontal braces, diagonal braces, guard rails, platform, tank etc., as accessible, for corrosion or other visible structural concerns and/or performance issues.
3. Review the condition of the welds, as accessible.
4. Review the condition of the suspended concrete slab at grade for cracking, delaminations, spalls etc.
5. Formulate an engineering opinion on the existing condition of the Tower.
6. Prepare a factual report summarizing the observations and conditions found and our associated recommendations.

## 2.0 DESIGN REVIEW LIMITATIONS

Please be advised that any information contained in this report is derived from our field measures and our own field observations. At this time, no existing drawings and/or other information on the existing Tower are available for review by CSE. Any third-party use of this information is restricted since our report incorporates a measure of experience with similar structure. This report is solely provided to First Capital. CSE takes no responsibilities or liabilities for any third-party use of this information. Please note that CSE reserves the right to update our observations, analysis and recommendations should additional relevant information become available.

## 3.0 DESCRIPTION OF STRUCTURE REVIEW

The existing Water Tower is composed of a 20 foot diameter steel tank supported by four (4) equally spaced circular HSS legs. The thickness of the steel tank is approximately 3/8" and the steel columns have 23' diameters. In the middle of the four legs is a 4' diameter water pipe



which extends the full height of the tower. As well, at the centre of the legs at grade level is a suspended concrete slab which houses the pump house below.

Along the height of the tower there are two (2) levels of intermediate horizontal HSS braces between the tower legs, and three (3) levels of diagonal bracing. The diagonal braces are 1 ½" diameter steel rods. There are also three (3) levels of horizontal ties which connect the four column legs to the centre water pipe. The circular HSS legs are anchored to concrete footings with four (4) concrete anchors per leg. No information on the depth of the footings is available.

There is one (1) vertical ladder which extends from grade level to the catwalk, and a second movable ladder attached to the tank which can be moved to rotate around the circumference of the tank.

Attached please find Appendix A which contains drawings of the existing Tower based on our best estimate since access to the water tower above grade was very limited. The following images were obtained from a drone survey of the structure, and provide an elevation view and top view of the Water Tower.



**Water Tower Elevation & Birds Eye Image**

#### **4.0 VISUAL OBSERVATIONS**

A visual review of the Tower was performed by CSE on April 13, 2017 to document any significant concerns with the condition of the Tower. The following paragraphs provide a summary of the significant field observations made. This information should be read in conjunction with the Appendices.



*Legs* – In general the four (4) circular HSS legs were found to be in good condition, with the exception of the bottom of the columns, where some surface level corrosion was observed. Corrosion was documented on the four (4) concrete anchors at each leg as well as the base plates. See Photograph No. 1.

*Diagonal Braces* – Our review revealed that surface corrosion was present on the diagonal braces, at the turnbuckles, gusset plates, bolted connections and closer to the ends of the steel rods. Some localized spots of corrosion were also noted along the length of the rods. See Photographs No.'s 2-3.

*Horizontal Braces & Ties* – The HSS braces appeared to be in good condition with only mild, localized spots of corrosion. However, the horizontal ties between the Tower legs and the water pipe were typically observed to be in relatively poor condition, with medium to high levels of surface corrosion. Corrosion was specifically predominant on the top row of horizontal ties. See Photographs No.'s 4-5.

*Vertical Ladder* – Although it is not a structural component it should be noted that medium levels of surface corrosion were observed on the vertical ladder along its full height, specifically closer to the bottom of the ladder on the ladder rungs. See Photograph No. 6.

*Catwalk & Guards* – The catwalk was found to be in relatively poor condition. Large localized spots of corrosion were documented on the top surface of the steel deck and some areas of peeling paint were noted. As well, the guard rail had a significant amount of corrosion. See Photographs No.'s 7-9.

*Tank* – In general the tank appeared to be in fair condition, and appears to be performing well for its design life. However, it is our understanding that at some point throughout its service life a hole formed in the tank resulting in water leakage. Our observations revealed that the red paint has become discoloured at the top of the tank and the paint is peeling at the underside of the tank. Our review also revealed that the welds appear to be in fair condition, with the exception of some localized corrosion along the second (middle) horizontal line of welds. See Photographs No.'s 10-12.

*Concrete Slab* – The suspended concrete slab a grade level over the pump house was observed to be in poor condition. Concrete spalling was observed as well as significant cracking. At some locations where the concrete had spalled there was also exposed rebar. See Photographs No.'s 13-14.

## **5.0 SUMMARY OF FINDINGS & RECOMMENDATIONS**

In summary, no major structural concerns were identified with the Water Tower taking into consideration that the Water Tower will remain out of service (no water storage). Typical surface corrosion was observed on the structural members, to include the column legs, horizontal and diagonal braces, tank, catwalk and guards. Corrosion of the tank welds was also observed.

As well, the concrete slab above the underground pump house was noted to be in poor condition, with significant cracking, concrete spalling and exposed rebar.

At this time, we are recommending two (2) repair options for the Water Tower, as follows.



**Repair Option No. 1:**

Install scaffolding to completely enclose the Tower. Sandblast clean the entire Tower and repaint to match existing. This option will be the most expensive option but will allow for the complete cleaning (sandblasting of the tanks) and proper re-painting.

**Repair Option No. 2:**

Construct temporary access road so that a boom lift can access the full height of the Tower. Locally clean and repaint corroded areas. This option is less expensive but since the water tower is not enclosed, the cleaning of the steel surface will be limited we will basically only be able to apply a surface coat over many areas showing corrosion.

We are also recommending complete removal and replacement of the suspended concrete slab over the underground pump house. This slab is showing signs of structural damage and will need to be replaced.

We are requesting a meeting with First Capital to further discuss our findings so that the selected repairs option finalized so that repair drawings and specifications can be prepared.

Should you have any questions concerning our findings and recommendations, please do not hesitate to contact the undersigned.

Yours truly,

Claire Miller, E.I.T  
Structural Designer  
Structural Rehabilitation Engineer  
**CSE** Structural Forensic & Rehabilitation Services  
Carvajal Structural Engineers Inc.



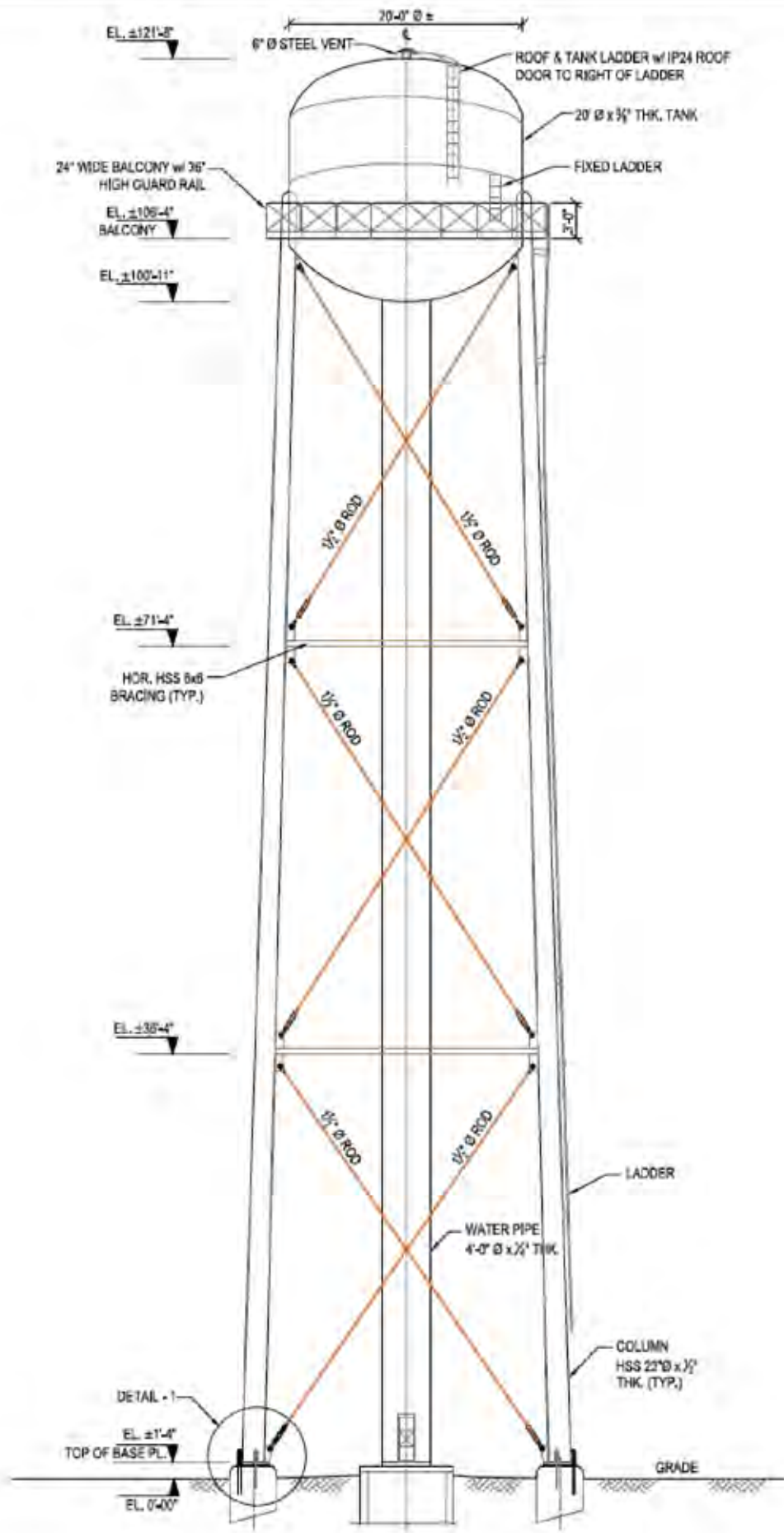
George Carvajal, P. Eng.  
Senior Structural Engineer & Principal  
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**CSE** Structural Forensic & Rehabilitation Services  
Carvajal Structural Engineers Inc.  
BCIN 31226

File: 1863.17  
CC: Chad Ropchan (First Capital), Claire Miller (CSE)



**APPENDIX A**  
**DRAWINGS**



**WATER TOWER ELEVATION**

<b>CSE</b> Structural Forensic & Rehabilitation Services Barrie - 36 Macmillan Crescent, Barrie, (ON) L4N-7H1 Toronto - 605-3500 Ouldrin St., Toronto (ON) M5K 1N2 Phone: 416-876-4357 Fax: 705-725-0943	CLIENT <b>FIRST CAPITAL REALTY</b>	CSE PROJECT NO. & DATE <b>1863.17 - 05/03/2017</b>	DWG. NO. <b>SK-1</b>
	CLIENT PROJECT <b>MR. CHRISTIE WATER TOWER, ETOBICOKE (ON)</b>	DRAWN / CHECKED BY <b>SWJ/C/GC</b>	
	DWG. TITLE <b>TOWER ELEVATION</b>	CARVAJAL STRUCTURAL ENGINEERS - INC.	

**APPENDIX B**  
**PHOTOGRAPHS**



- ▶ Photo ID: CSE001
- ▶ Tower Leg
- ▶ April 13, 2017
- ▶ Problem: Corrosion at Base



**PHOTOGRAPH NO. 1**

- ▶ Photo ID: CSE002
- ▶ Diagonal Brace
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Turnbuckle and Gusset Plate



**PHOTOGRAPH NO. 2**

- ▶ **Photo ID: CSE003**
- ▶ **Diagonal Brace**
- ▶ **April 13, 2017**
- ▶ **Problem: Corrosion on Steel Rod (See Bottom of Photograph)**



**PHOTOGRAPH NO. 3**

- ▶ **Photo ID: CSE004**
- ▶ **Horizontal Brace**
- ▶ **April 13, 2017**
- ▶ **Problem: HSS Typically in Good Condition. No Concerns Expressed.**

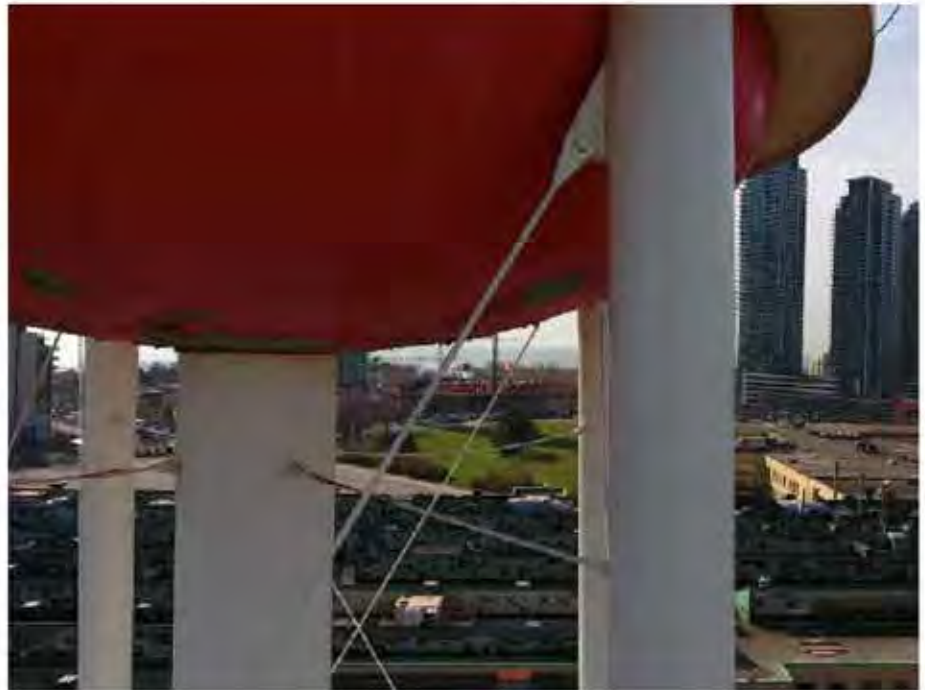


**PHOTOGRAPH NO. 4**





- ▶ Photo ID: CSE005
- ▶ Horizontal Tie
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Horizontal Ties



**PHOTOGRAPH NO. 5**

- ▶ Photo ID: CSE006
- ▶ Vertical Ladder
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Ladder Rungs (Typical for Full Height)



**PHOTOGRAPH NO. 6**



- ▶ Photo ID: CSE007
- ▶ Catwalk
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Steel Deck



**PHOTOGRAPH NO. 7**

- ▶ Photo ID: CSE008
- ▶ Catwalk
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Steel Deck & Peeling Paint



**PHOTOGRAPH NO. 8**

- ▶ **Photo ID: CSE009**
- ▶ **Guards**
- ▶ **April 13, 2017**
- ▶ **Problem: Corrosion on Handrail and other Components of Guard**



**PHOTOGRAPH NO. 9**

- ▶ **Photo ID: CSE010**
- ▶ **Tank**
- ▶ **April 13, 2017**
- ▶ **Problem: Paint Discolouration**



**PHOTOGRAPH NO. 10**



- ▶ Photo ID: CSE011
- ▶ Tank
- ▶ April 13, 2017
- ▶ Problem: Peeling Paint on Underside of Tank



**PHOTOGRAPH NO. 11**

- ▶ Photo ID: CSE012
- ▶ Tank
- ▶ April 13, 2017
- ▶ Problem: Corrosion Along Second Line of Welds



**PHOTOGRAPH NO. 12**



- ▶ **Photo ID: CSE013**
- ▶ **Concrete Slab**
- ▶ **April 13, 2017**
- ▶ **Problem: Concrete Spalling and Exposed Rebar**



**PHOTOGRAPH NO. 13**

- ▶ **Photo ID: CSE014**
- ▶ **Concrete Slab**
- ▶ **April 13, 2017**
- ▶ **Problem: Concrete Spalling & Cracking**



**PHOTOGRAPH NO. 14**

Appendix C:

Water Tower Relocation Analysis by ERA Architects Inc. (2020)

# 2150 LAKE SHORE BLVD W

## **WATER TOWER RELOCATION ANALYSIS**

May 14, 2020



**E R A**



---

PREPARED FOR:

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# EXECUTIVE SUMMARY

## Background

The Water Tower at 2150 Lake Shore is proposed to be retained and relocated in order to conserve its value amid a changed context and setting.

While the Water Tower's visibility from certain locations has been identified as a heritage attribute, *the Water Tower's location has not been identified as a heritage attribute*. Relocation is proposed as a conservation strategy to ensure that the Water Tower continues to be highlighted amid a new context.

This Relocation Analysis explores three prospective options for the Water Tower's relocation within the 2150 Lake Shore Master Plan:

- The Park;
- Station Square; or
- Boulevard Square.

The locations are evaluated according to a set of criteria centred on three objectives:

- the conservation of heritage value;
- the provision for views, and
- the potential for placemaking.

Throughout the analysis, scoring systems and quantitative comparisons are used only for the purpose of understanding locations, and views, in relation to each other. The scores are produced only to foster and inform discussion.

## Heritage Value

Each location is reviewed for its potential to convey the Site's association with the Christie Cookie Factory, and for the Water Tower's continued presence as a remnant industrial artefact and landmark feature.

## Views

Each location is reviewed for its potential to provide a comparable view experience to the original location, including number of views, location of views, and relative prominence of views.

A comprehensive View Study Framework is developed to identify the relative prominence of

views. The Framework is applied to the existing views on Site so they can be compared against the views associated with each proposed location.

The definitions, view typology and criteria set out in this Framework should be subject to review with Heritage Preservation Services to evaluate the Framework's success in characterizing and measuring views at 2150 Lake Shore.

## Potential for Placemaking

The inherent storytelling potential of each location is explored, with consideration to a future Site-wide interpretation program. The evaluation criteria asks whether the Water Tower is compatible as an interpretive installation at each location within this context.

The analysis finds that Boulevard Square may be most appropriate for the interpretation of rec and leisure history along the water, or the interpretation of Lake Shore as an historic transportation route.

The analysis finds that Station Square may be most appropriate for the interpretation of transportation history adjacent to the Site, including the arrival of the railway (1850s), the expansion of light rail along the waterfront (1890s), and the opening of the Queen Elizabeth Way (1939).

The analysis finds that the Park has no inherent historic theme associated with its location or identity, so it could be an appropriate location for the interpretation of other key themes on Site, including the Christie Cookie Factory theme

## Recommendation

The analysis concludes that the Water Tower could be appropriately relocated to any of the three options.

The analysis yields slight preference for relocation to the Park, which offers the highest visibility, views from both the Gardiner Expressway and Lake Shore Boulevard West, and the potential to prioritize the interpretation the Christie Cookie Factory theme.



# 1 INTRODUCTION

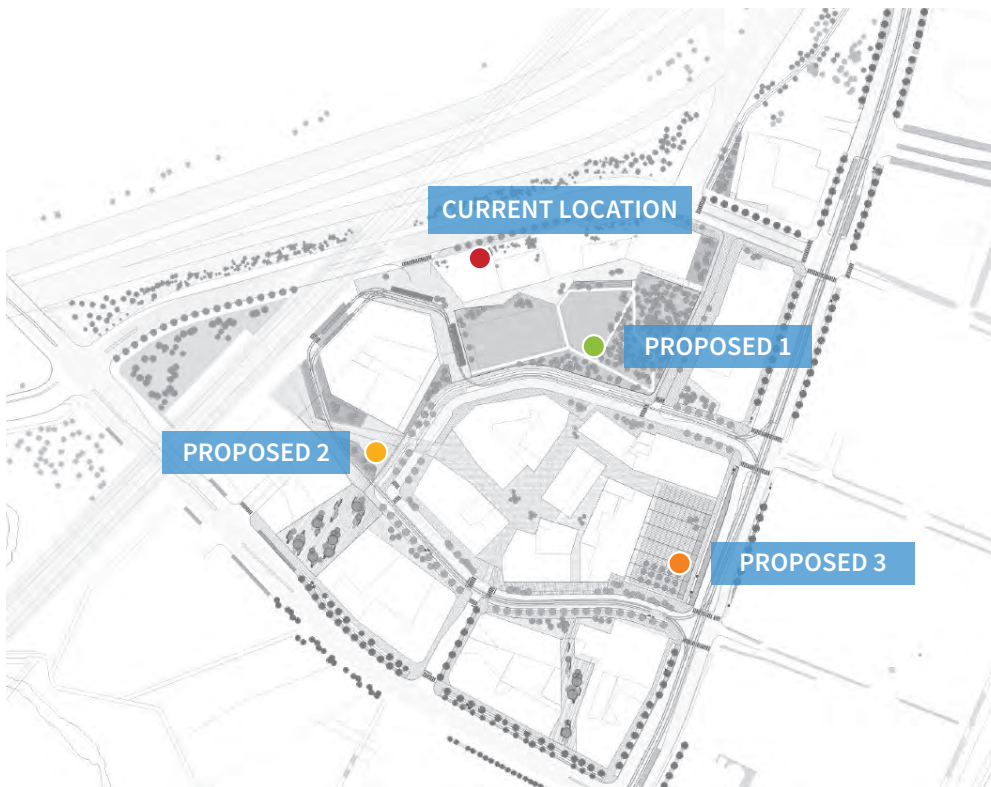
The Water Tower was installed at the northwest edge of 2150 Lake Shore Boulevard West (“the Site”) in 1949-1950, during the construction of the Etobicoke expansion of the Christie Cookie Factory.

Since the factory’s closure and demolition in 2017, the Water Tower exists as the only remaining physical evidence of the Christie Cookie Factory’s history on Site.

The Water Tower is a *remnant artefact of a mid-century industrial landscape*, currently in the process of evolution. With the development of the Humber Bay Shores neighbourhood to the south, and the upcoming redevelopment on Site, this former industrial landscape is slated to evolve as a mixed-use urban neighbourhood.

The Water Tower is also a recognizable object due to its *distinctive form*. Since the 1950s, the Water Tower has stood out on the horizon along Lake Shore Boulevard West, and particularly along the Gardiner Expressway, immediately adjacent.

**The Water Tower is proposed to be relocated within the 2150 Lake Shore Master Plan in order to conserve its value amid a changed context and setting.**



2150 Lake Shore Master Plan, showing the existing location of the Water Tower in red, and the three proposed new locations in green, yellow and orange (Grossmax 2020, annotated by ERA).



Christie's

## 2 EVALUATION CRITERIA

This study establishes an evaluation framework for the relocation of the Water Tower within the Master Plan for the new neighbourhood at 2150 Lake Shore.

The evaluation consists of three categories of analysis, outlined below. Section 2 concludes on page 13 with eight questions designed to evaluate the options for relocation according to these three categories.

### **Heritage Value**

Does the proposed location convey the aspects of the Site's heritage value that are associated with the Water Tower?

### **Views Study**

Does the proposed location offer a parallel view experience of the Water Tower?

### **Potential for Placemaking**

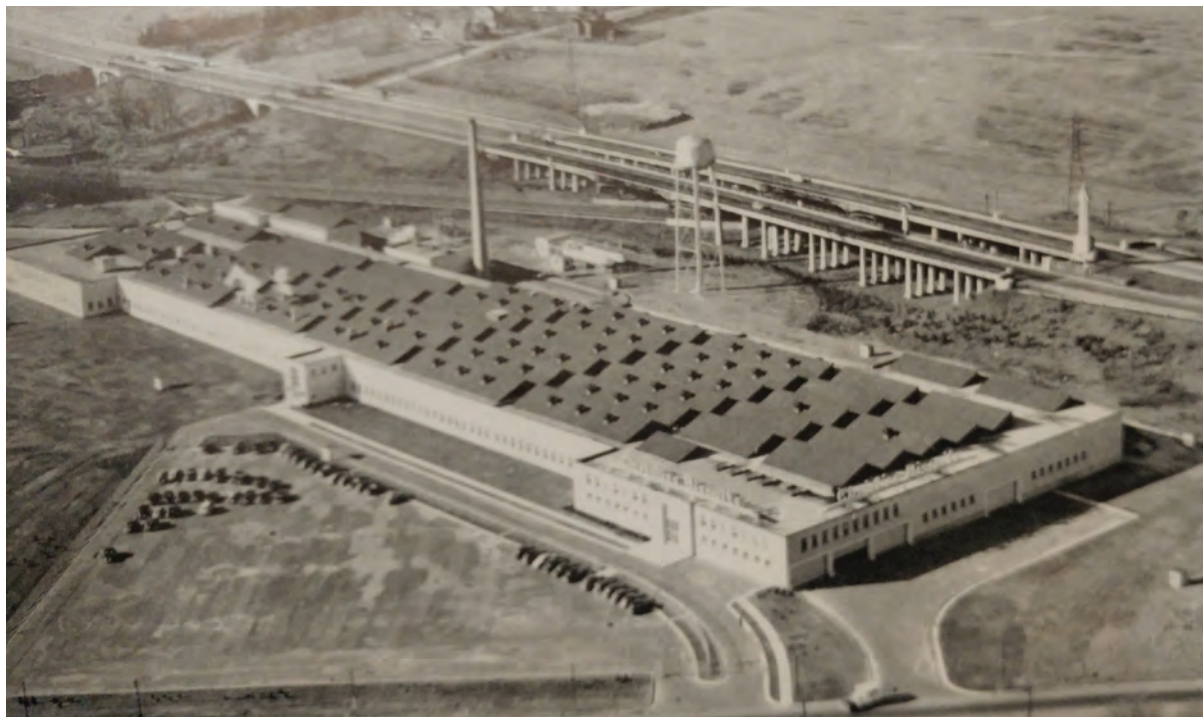
Does the proposed location offer potential for placemaking within the new master-planned community?



## 2.1 Heritage Value

The Water Tower is associated with three aspects of the Site’s heritage value, as described in its draft Statement of Significance (ERA Heritage Impact Assessment dated October 2019, revised May 2020):

1. The Water Tower evokes the Site’s *association with Christie, Brown & Co.*, a major employer in the Humber Bay community for over 60 years.
2. The Water Tower evokes the Site’s *association with themes of industrial production along Toronto’s waterfront* throughout its history. It appears today as a remnant industrial artefact projecting along Toronto’s waterfront corridors.
3. Due to its distinctive form, the Water Tower has also been recognized as a *landmark*.








From top: 1950 newspaper ad (ProQuest Historical Newspapers Database) / 1950 aerial view (RAIC Journal).

## 2.2 Views Study

Five notable views of the Water Tower have been identified as a baseline for this study. These views date to the 70 years during which the Christie Cookie Factory was present on Site.



-  Gardiner Expwy - Westbound  
*1.1km pass-by view*
-  Gardiner Expwy - Eastbound  
*400m pass-by view*
-  GO Train - Eastbound  
*~300m pass-by view*
-  Lake Shore - Westbound  
*200m pass-by view*
-  Lake Shore - Eastbound  
*300m pass-by view*

Views of the Water Tower at its existing location, from when the factory building was intact (Google Maps 2020, annotated by ERA).

In order to determine whether the proposed new location options would offer parallel view experiences, it is necessary to understand the nature of both the existing views and the future views at the proposed locations.

The following five pages lay out a framework for the identification and comparative analysis of prominent views. The framework is then applied to the five factory-era views of the Water Tower on page 11.

# VIEW STUDY FRAMEWORK

Views form a key element of our built environment. In planning and urban design frameworks, they are commonly identified for protection and enhancement.

The views we identify are not all of the same caliber or value.

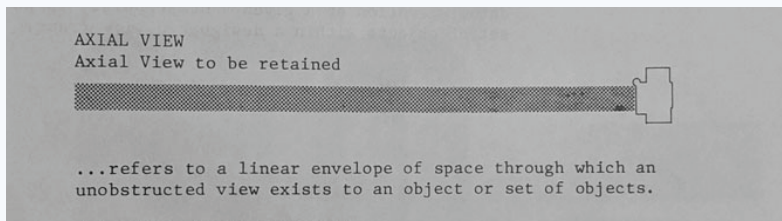
Policy 3.1.5 (45) of the *Toronto Official Plan* identifies three public ceremonial sites of exceptional importance, and describes a higher level of protection for their views, including the conservation of their silhouettes.

This is an important start in acknowledging that views vary in their contribution to the built environment, and thus may merit a range of conservation approaches.

## A History of Views in Toronto: *On Building Downtown (1974)*

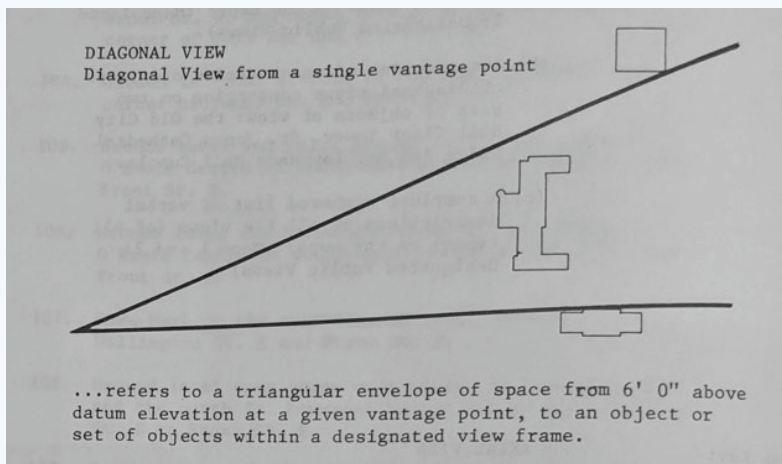
Views were first identified and characterized in Toronto in *On Building Downtown: Design Guidelines for the Core Area - A Report to the City of Toronto Planning Board*, by Baird et al. (1974).

*On Building Downtown* noted that many of Toronto's early landmark buildings had been sited to face south on axes with streets, intentionally creating axial views. These designed views were listed, described, and recommended to be conserved or restored.



### On Building Downtown

Diagrams and definitions for axial and diagonal views. Axial views were recommended to be retained (Baird et al., 1974).





## View Protections in Toronto Today

The views identified in *On Building Downtown* are reflected today in the list of views to be conserved in Schedule 4 of the *Toronto Official Plan*.

Today, many planning documents identify views to be conserved, including Heritage Conservation District Plans like the St. Lawrence HCD Plan (as adopted by Council), Secondary Plans, and Area-Specific Policies like the Port Lands Planning Framework.

These recommendations go beyond designed axial views; they reference **diagonal views, sky views, skyline views, long views,** and other terms that, as of yet, have not been officially defined.

These view descriptions typically **identify a viewpoint** from which the view is seen. This is common practice throughout view studies in other jurisdictions too; designated viewpoints are useful to define the place from which a view must be protected without obstruction.

This approach fails to acknowledge that **many views are dynamic, seen from within a zone.** To date, there is no recognized methodology for the selection of static viewpoints within a broader view zone.

## Objective of this Framework

This view analysis framework has been prepared in the context of the proposed Water Tower relocation at 2150 Lake Shore.

The framework builds on the baseline established in *On Building Downtown* with a **set of definitions** and a **typology of views**. The view typology attempts to address some of the gaps in the existing dialogue around views.

The framework is intended to inform an emerging discussion around approaches to view conservation. Which views must be conserved exactly as they are? Which view experiences can be conserved even through alteration?

It concludes with a set of **criteria for the identification of prominent views**. These criteria are intended to assist in understanding views in relation to each other, and to help inform conservation decisions.

This document lays the groundwork for future studies, which could include a formal guide to views.

# VIEW STUDY FRAMEWORK: DEFINITIONS

For the purposes of this report, ERA has found the following definitions to be helpful in discussing and analyzing views. Some terminology varies in precedent documents, e.g. viewpoint or vantage point, viewshed or view plane, view object or view subject.

**\*Viewpoint:** the singular point from which a static view is seen.

**\*View Zone:** the zone from within which a dynamic view is seen.

-----

**\*View Object:** the subject of the view.

-----

**Viewshed:** the territory emanating from a viewpoint that encompasses the [view object], its foreground, its background, and the lateral areas. (*Canada's Capital Views Protection, 2007*)

**View Corridor:** the linear envelope of space between the viewer and the view object. (*On Building Downtown, 1974*).

-----

**\*Static View:** a view seen from a standstill, at a viewpoint facing the view object.

**\*Dynamic View:** a view seen while the viewer is moving toward or alongside the view object within a view zone. A dynamic view results in multiple perspectives.

-----

**Axial View:** A linear envelope of space through which an unobstructed view exists to a view object. (*On Building Downtown, 1974*)

**Diagonal View:** A triangular envelope of space through which an unobstructed view exists to a view object. (*On Building Downtown, 1974*)

**\*Silhouette:** the outline of a view object seen against a contrasting background (often against sky, trees, or distant buildings).

-----

**\*Intrusion:** an object in the background that projects behind a silhouetted view object.

**\*Obstruction:** an object in the foreground that partially obscures the view object.

-----

**\*Designed View:** a view experience that was intentionally designed, either through the siting of the view object, or through the design of the environment around it.

**\*Incidental View:** a view experience that was not intentionally designed.

-----

\*Definitions proposed by ERA for the purposes of this discussion.

# VIEW STUDY FRAMEWORK: TYPOLOGY

## \*SKYLINE VIEW

- A panoramic view of a combination of view objects (built and/or natural)
- Static or Dynamic

## TERMINUS VIEW

- An axial view through a corridor to a view object
- Static or Dynamic

## \*DESIGNED VIEWPOINT

- A view from a formalized viewpoint toward a view object
- Static

## FRAMED VIEW

- A diagonal view where the view object is closely framed by objects in the foreground
- Static or Dynamic

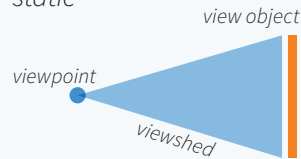
## PASS-BY VIEW

- A diagonal view of the view object on approach
- Dynamic

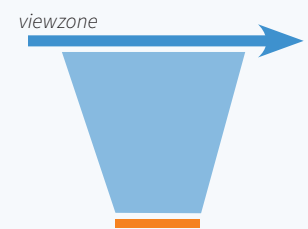
\*Skyline Views and Designed Viewpoints are currently employed in City of Toronto policy documents in the context of view protections.

### SKYLINE VIEW

*static*

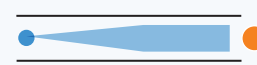


*dynamic*

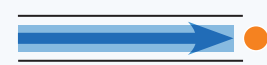


### TERMINUS VIEW

*static*



*dynamic*



### DESIGNED VIEWPOINT

*static*

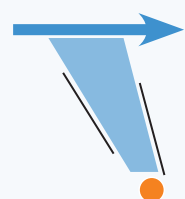


### FRAMED VIEW

*static*

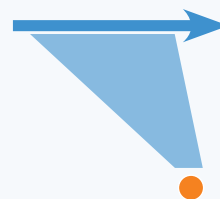


*dynamic*



### PASS-BY VIEW

*dynamic*





# VIEW STUDY FRAMEWORK: CRITERIA

The following seven criteria have been established to assist with the identification of prominent views. They are split into *primary* criteria and *secondary* criteria.

The primary criteria are considered the most important factors in determining if a view is prominent. The highest achievable ‘score’ in this category is 3; each criterion is assigned a value of 1.

## IDENTIFYING PROMINENT VIEWS: PRIMARY CRITERIA

1. Is the view object distinctive due to **superior design** or **rare form**?
2. Is the view object recognized in the collective consciousness as a **public ceremonial site** or a **place of civic importance**?
3. Was the view a **designed view**?

The secondary criteria consider other factors that can influence the prominence of a view. The highest achievable ‘score’ in this category is also 3; each criterion is assigned a total value of 1. (Note that criteria 6 and 7 are never applied together, as 6 is for dynamic views and 7 is for static views.)

## IDENTIFYING PROMINENT VIEWS: SECONDARY CRITERIA

4. Is the view **accessible to a large audience**?
  - Is the viewpoint or view zone located in a **high-traffic area**?
  - Is the viewpoint or view zone accessible by **multiple modes** of transportation?
  - Can the view object be seen globally and locally, from a **wide range of distances or perspectives**?
5. Is the **view object silhouetted against the sky** at the viewpoint (for static views), or at a location in the view zone (for dynamic views)?
6. If dynamic, does the view last for a **significant duration**?
7. If static, is the view object **unobstructed by objects in its foreground** at the viewpoint?

The framework allows for scoring so that views may be benchmarked and understood in relation to each other. The scores exist only to foster discussion; conservation decisions should not be based solely on scores achieved using this framework.

ANALYSIS: PROMINENCE OF THE EXISTING WATER TOWER VIEWS		GARDINER EXPWY WESTBOUND	GARDINER EXPWY EASTBOUND	LAKESHORE GO LINE EASTBOUND	LAKE SHORE BLVD W WESTBOUND	LAKE SHORE BLVD W EASTBOUND
<b>PRIMARY CRITERIA</b>						
1	Is the view object distinctive due to <b>superior design</b> or <b>rare form</b> ?	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)
2	Is the view object recognized in the collective consciousness as a <b>public ceremonial site</b> or a place of <b>civic importance</b> ?	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)
3	Was the view a <b>designed view</b> ?	No	No	No	No	No
<b>TOTAL</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>SECONDARY CRITERIA</b>						
4	Is the view <b>accessible to a large audience</b> ?					
	(a) Is the viewpoint or view zone located in a <b>high-traffic area</b> ?	Yes (major highway)	Yes (major highway)	Yes (daily commuter route)	Yes (arterial road)	Yes (arterial road)
	(b) Is the viewpoint or view zone accessible by <b>multiple modes</b> of transportation?	No (only vehicles)	No (only vehicles)	No (only rail passengers)	Yes (vehicles, pedestrians, streetcar riders)	Yes (vehicles, pedestrians, streetcar riders)
	(c) Can the view object be seen <b>globally and locally</b> , from a <b>wide range of distances and perspectives</b> ?	No	No	No	No	No
5	Is the <b>view object silhouetted against the sky</b> at the viewpoint (for static views), or at a location in the view zone (for dynamic views)?	No	No	No	No	Yes
6	If dynamic, does the view last for a <b>significant duration</b> ?	Yes (1.1km)	Yes (400m)	Yes (~300m)	Yes (200m)	Yes (300m)
7	If static, is the view object <b>unobstructed by objects in its foreground</b> at the viewpoint?	n/a	n/a	n/a	n/a	n/a
<b>TOTAL</b>		<b>1.33</b>	<b>1.33</b>	<b>1.33</b>	<b>1.66</b>	<b>1.66</b>

## 2.3 Potential for Placemaking

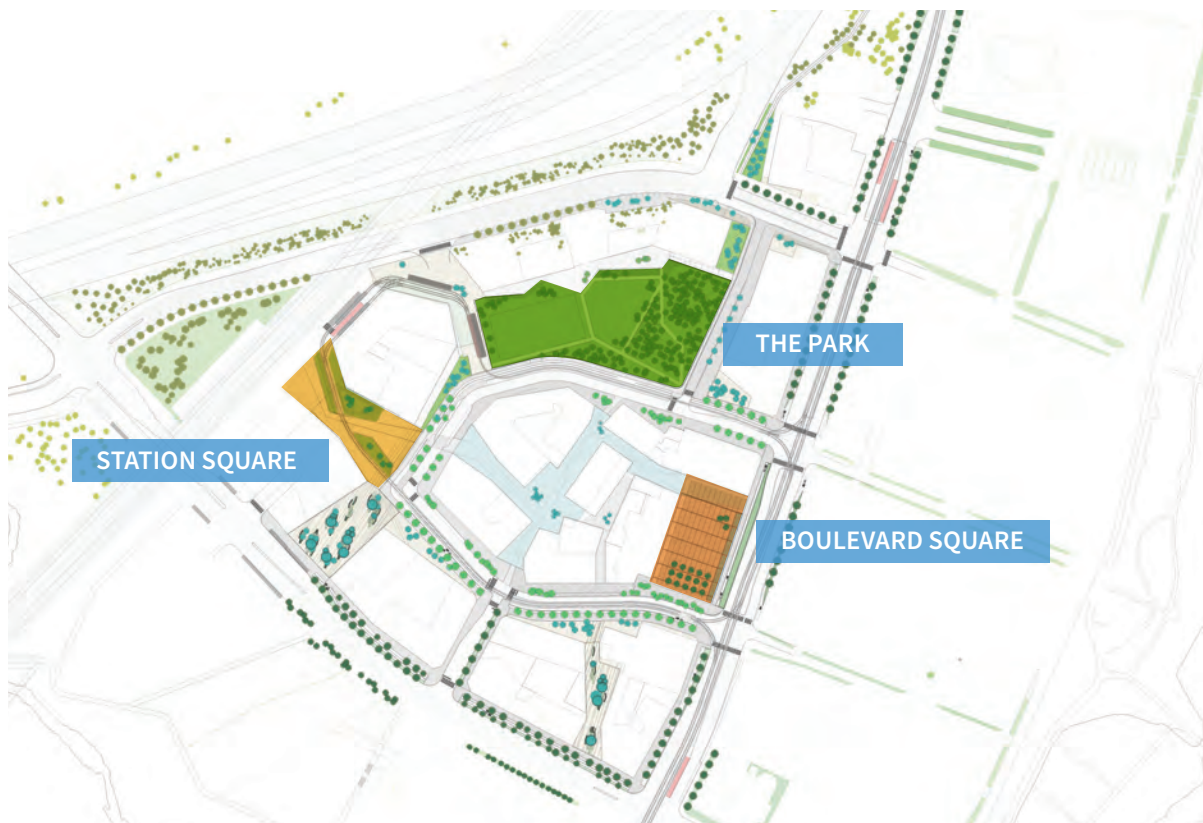
As a distinctive, recognizable object, the Water Tower offers placemaking potential for its future location within the master-planned community.

There are three key places within the 2150 Lake Shore Master Plan where the Water Tower may be relocated:

- **Boulevard Square:** a major civic gathering place along Lake Shore Boulevard West;
- **Station Square:** a commuting hub adjacent to the Park Lawn GO Station; and
- **The Park:** a large neighbourhood public park.

These places may carry inherent potential for storytelling or placemaking, which could be highlighted through the future interpretation program for the 2150 Lake Shore Master Plan as a whole. This storytelling potential is explored in the following pages.

There may also be potential for the adaptive reuse of the Water Tower as an interactive feature, which could further contribute to its potential for placemaking.



The three key 'public' places within the 2150 Lake Shore Master Plan (Grossmax 2020, annotated by ERA).



# BOULEVARD SQUARE



## STORYTELLING POTENTIAL

**History of Rec and Leisure:** early vehicle travel campgrounds, motel strip across the street

**History of Lake Shore Boulevard West:** indigenous portage trail, Upper Canada plank road, 1916 expansion as a highway for early vehicle travel



Hillcrest Motel, Humber Bay. 199 Lake Shore Rd., Toronto 14, Canada. ~SP 41 (Sterling Photo)



Clockwise from top: Rendering of Boulevard Square (Allies & Morrison 2020) / 1924 photo of the campsite on Site (Toronto Archives) / Hillcrest Motel, date unknown (BlogTO).



# STATION SQUARE



## STORYTELLING POTENTIAL

### History of Key Transportation Routes Adjacent to Site

- Pre-1790s: Lake Shore indigenous portage trail
- 1850s: Rail connection and Mimico freight yard drives new towns, local industry
- 1894: Light rail extended along Lake Shore, drives recreation / tourism identity
- 1939: QEW opens adjacent to site



From top: Rendering of Station Square (Allies & Morrison 2020) / 1890s photo of a Toronto & Mimico Electric Rail car (Toronto Public Library) / 1940 entrance to the new Queen Elizabeth Way, marked by the Somerville, Loring & Wyle lion monument (Chuckman's Toronto Nostalgia).

# THE PARK

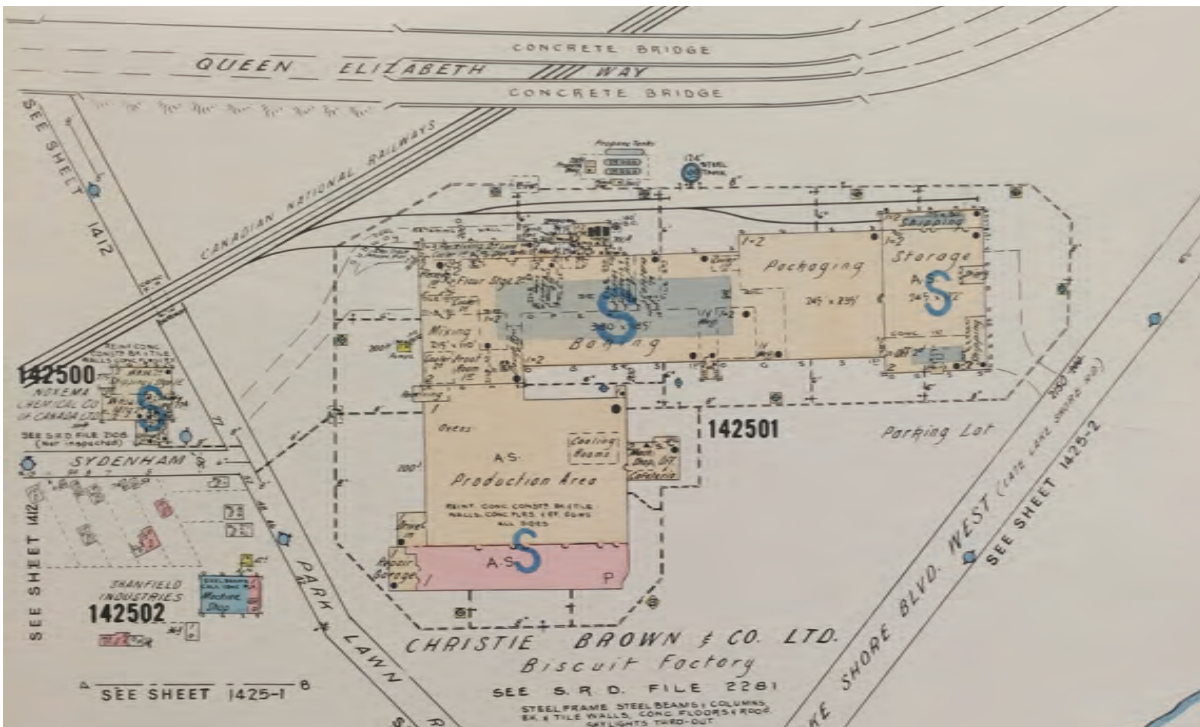


**STORYTELLING POTENTIAL**  
 Other Key Themes, e.g.:

- Christie Cookie Factory
- Brickyards on Site
- Natural Heritage



From top: Rendering of the Park (Allies & Morrison 2020) / 1950 photo of Christie factory (RAIC Journal) / 1962 plan of Christie factory (Toronto Reference Library)





## 2.4 Relocation Evaluation Criteria

The following 8 criteria provide a framework for the evaluation of relocation options for the Water Tower:

### Heritage Value

1. Does the Water Tower continue to **convey its association with the Christie Cookie Factory**?
2. Does the Water Tower **remain visible on Site** as a remnant industrial artefact and a landmark?

### Views Study

3. Does this location offer the **same number of identified views**, at minimum?
4. Does this location offer **views from the same three identified locations** as the original?
5. Does this location offer at least **one identified Water Tower view of similar (or higher) prominence** than the views of the Water Tower at its original location?

\*Note that because the existing views of the Water Tower were not intentionally designed and are of relatively low prominence (as evaluated in Section 2.2), our approach is that they can be conserved and expressed at new locations.

### Potential for Placemaking

6. Does this location have specific storytelling potential associated with the **Christie Cookie Factory** or the evolving **industrial landscape**?
7. Is the Christie Cookie Factory / industrial landscape the **primary theme to be interpreted at this location**?
8. Does this location offer the potential for **adaptive reuse as an interactive piece**?

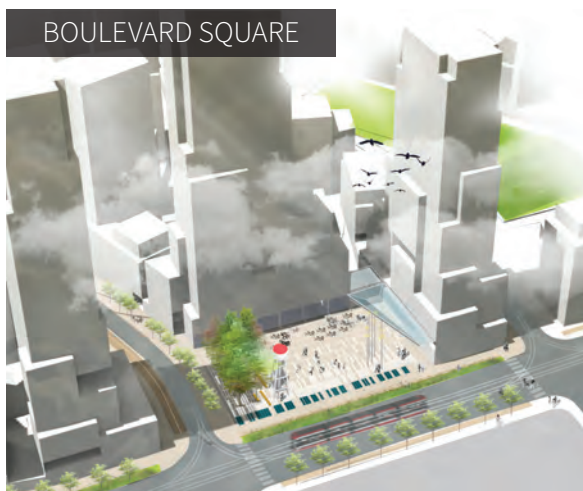
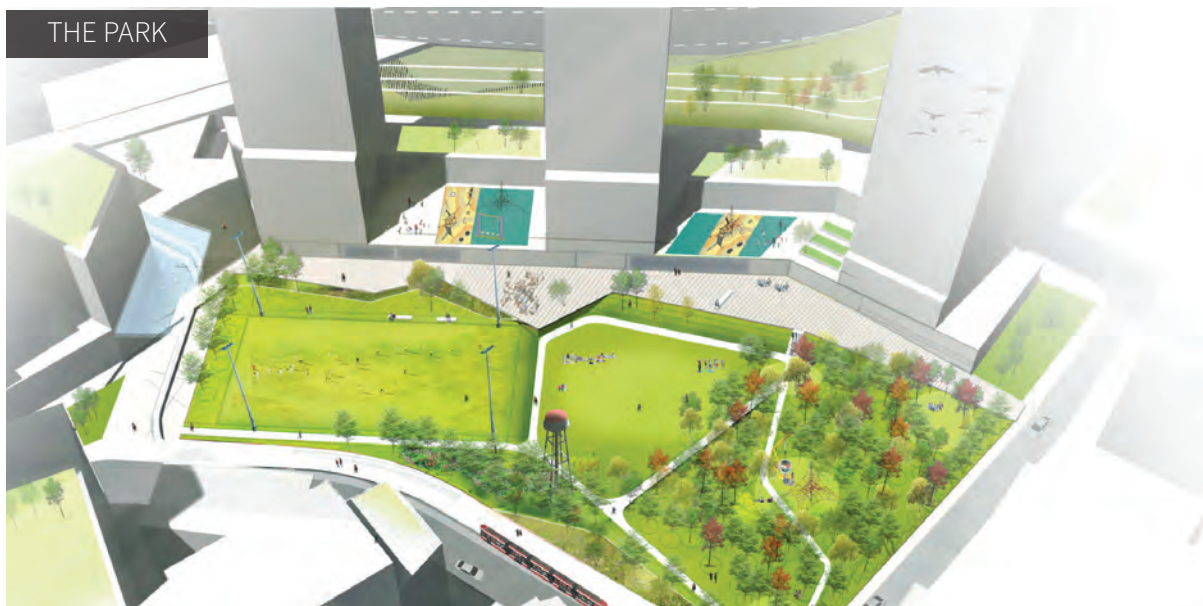


### 3 RELOCATION OPTIONS

The Water Tower is proposed to be relocated to one of three locations within the 2150 Lake Shore Master Plan: the Park, Station Square, or Boulevard Square.

The following section reviews each proposed location for:

- the new water tower views that would be created; the prominence of these views is analyzed according to the seven criteria established in Section 2.2 of this report; and
- the way the new location measures against the eight Relocation Evaluation Criteria established in Section 2.4 of this report. The view analysis described above is applied to respond to the Relocation Evaluation Criteria 3-5.



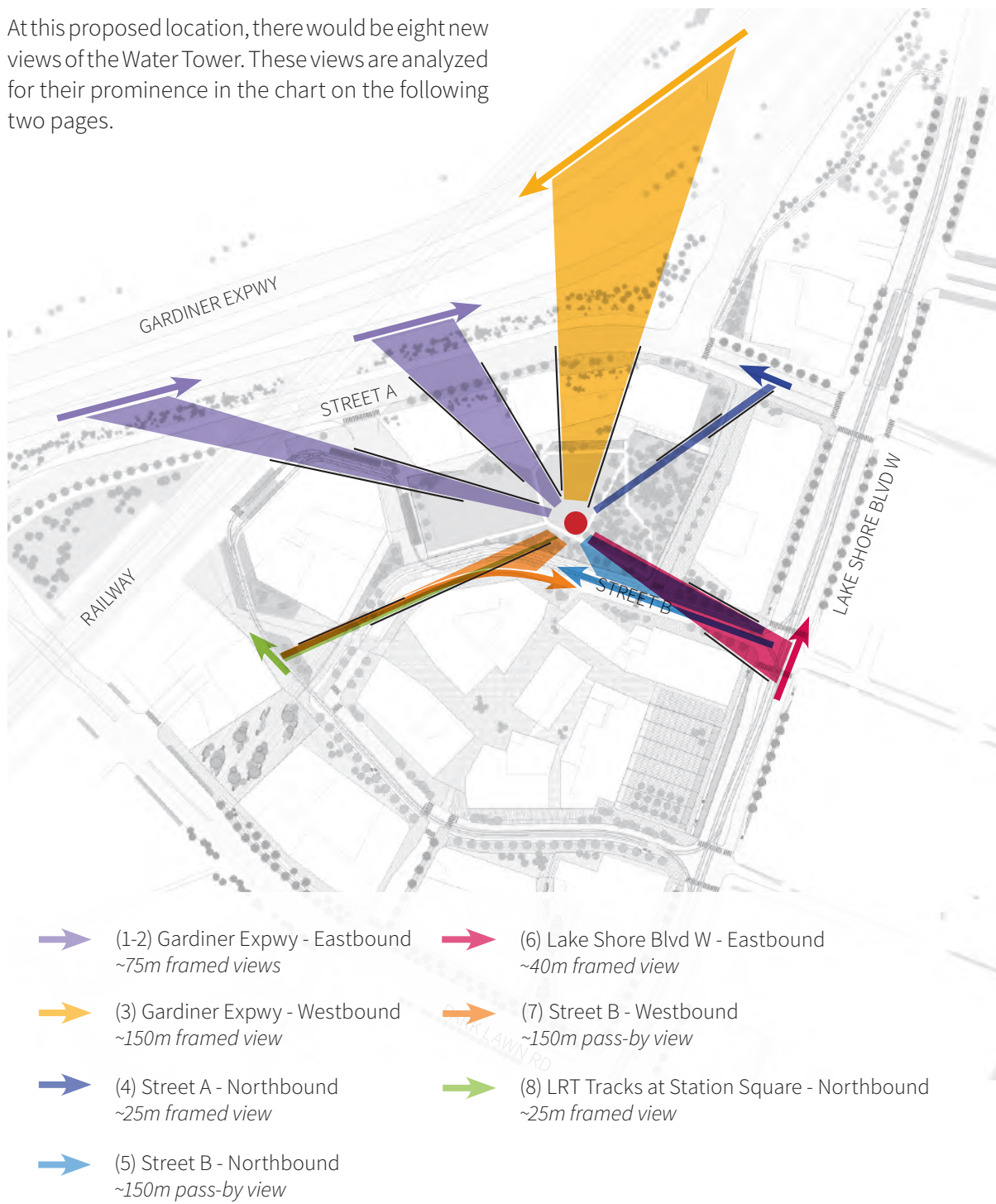
Modelled views of the Water Tower at the three proposed options for relocation (Grossmax 2020).



### 3.1 The Park

#### 3.1.1 Views Study

At this proposed location, there would be eight new views of the Water Tower. These views are analyzed for their prominence in the chart on the following two pages.



Views of the Water Tower at the proposed location, layered onto the master plan (Grossmax 2020, annotated by ERA).

ANALYSIS: PROMINENCE OF THE PROPOSED WATER TOWER VIEWS AT THE PARK (VIEWS 1-5)		(1) GARDINER EXPWY EASTBND (W)	(2) GARDINER EXPWY WESTBND (E)	(3) GARDINER EXPWY EASTBND	(4) STREET A NORTHBND	(5) STREET B NORTHBND
<b>PRIMARY CRITERIA</b>						
1	Is the view object distinctive due to <b>superior design</b> or <b>rare form</b> ?	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)
2	Is the view object recognized in the collective consciousness as a <b>public ceremonial site</b> or a place of <b>civic importance</b> ?	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)
3	Was the view a <b>designed view</b> ?	No	No	No	No	No
<b>TOTAL</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>SECONDARY CRITERIA</b>						
4	Is the view <b>accessible to a large audience</b> ?					No (neighbourhood road)
	(a) Is the viewpoint or view zone located in a <b>high-traffic area</b> ?	Yes (major highway)	Yes (major highway)	Yes (major highway)	No (secondary road)	Yes (vehicles, pedestrians, streetcar riders, cyclists)
	(b) Is the viewpoint or view zone accessible by <b>multiple modes</b> of transportation?	No (only vehicles)	No (only vehicles)	No (only vehicles)	Yes (vehicles, pedestrians)	No
	(c) Can the view object be seen <b>globally and locally</b> , from a <b>wide range of distances and perspectives</b> ?	No	No	No	No	No
5	Is the <b>view object silhouetted against the sky</b> at the viewpoint (for static views), or at a location in the view zone (for dynamic views)?	No	No	No	No	No
6	If dynamic, does the view last for a <b>significant duration</b> ?	No (~75m)	No (~75m)	Yes (~150m)	No (~25m)	Yes (~150m)
7	If static, is the view object <b>unobstructed by objects in its foreground</b> at the viewpoint?	n/a	n/a	n/a	n/a	n/a
<b>TOTAL</b>		<b>0.33</b>	<b>0.33</b>	<b>1.33</b>	<b>0.33</b>	<b>1.33</b>

ANALYSIS: PROMINENCE OF THE PROPOSED WATER TOWER VIEWS AT THE PARK (VIEWS 6-8)		(6) LAKE SHORE BLVD EASTBND	(7) STREET B WESTBND	(8) LRT TRACKS AT STN SQ NORTHBND
PRIMARY CRITERIA				
1	Is the view object distinctive due to <b>superior design</b> or <b>rare form</b> ?	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)
2	Is the view object recognized in the collective consciousness as a <b>public ceremonial site</b> or a place of <b>civic importance</b> ?	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)
3	Was the view a <b>designed view</b> ?	No	No	No
TOTAL		1	1	1
SECONDARY CRITERIA				
4	Is the view <b>accessible to a large audience</b> ?  (a) Is the viewpoint or view zone located in a <b>high-traffic area</b> ?  (b) Is the viewpoint or view zone accessible by <b>multiple modes</b> of transportation?  (c) Can the view object be seen <b>globally and locally</b> , from a <b>wide range of distances and perspectives</b> ?	Yes (arterial road)  Yes (vehicles, pedestrians, streetcar riders)  No	No (neighbourhood road)  Yes (vehicles, pedestrians, streetcar riders, cyclists)  No	No (pedestrian connection)  Yes (pedestrians, streetcar riders)  No
5	Is the <b>view object silhouetted against the sky</b> at the viewpoint (for static views), or at a location in the view zone (for dynamic views)?	No	No	No
6	If dynamic, does the view last for a <b>significant duration</b> ?	No (~40m)	Yes (~150m)	No (~25m)
7	If static, is the view object <b>unobstructed by objects in its foreground</b> at the viewpoint?	n/a	n/a	n/a
TOTAL		0.66	1.33	0.33



### 3.1.2 Relocation Analysis

Achieving 5.66 - 6.66 out of a total of 8 points (the range is dependent on the potential to prioritize Christie Cookie Factory interpretation at the Park), the analysis determines that the Park would be an appropriate option for the Water Tower's relocation.

PUBLIC PARK		
HERITAGE VALUE		
1	Does the water tower continue to <b>convey its association with the Christie Cookie Factory</b> ?	Yes
2	Does the water tower <b>remain visible on Site</b> as a remnant industrial artefact and a landmark?	Yes
HERITAGE VALUE TOTAL		2
VIEW STUDY		
3	Does this location offer the <b>same number of identified views</b> , at minimum?	Yes (8, compared to the original 5)
4	Does this location offer <b>views from the same three identified locations</b> as the original? <i>Each location is worth 1/3 of a point.</i>	Yes (Gardiner Expwy) Yes (Lake Shore Blvd W) No (Lakeshore GO Line)
5	Does this location offer at least one identified <b>view of similar (or higher) prominence</b> than the views of the Water Tower at its original location?	Yes (highest rated view is 2.33 / 8, compared to the original 2.66 / 8)
VIEW STUDY TOTAL		2.66
POTENTIAL FOR PLACEMAKING		
6	Does this location have specific storytelling potential associated with the <b>Christie Cookie Factory</b> or the evolving <b>industrial landscape</b> ?	No
7	Is the Christie Cookie Factory / industrial landscape the <b>primary theme to be interpreted at this location</b> ?	Possible
8	Does this location offer the potential for <b>adaptive reuse as an interactive piece</b> ?	Yes
PLACEMAKING TOTAL		1-2
FULL TOTAL		5.66 6.66

## 3.2 Station Square

### 3.2.1 Views Study

At this proposed location, there would be five new views of the Water Tower. These views are analyzed for their prominence in the chart on the following page.



Views of the Water Tower at the proposed location, layered onto the master plan (Grossmax 2020, annotated by ERA).

ANALYSIS: PROMINENCE OF THE PROPOSED WATER TOWER VIEWS AT STATION SQUARE		(1) STREET B NORTHBOUND	(2) PEDESTRIAN ST EASTBOUND	(3) PARK LAWN RD NORTHBOUND	(4) STREET B WESTBOUND	(5) GARDINER EXPWY EASTBOUND
<b>PRIMARY CRITERIA</b>						
1	Is the view object distinctive due to <b>superior design</b> or <b>rare form</b> ?	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)
2	Is the view object recognized in the collective consciousness as a <b>public ceremonial site</b> or a place of <b>civic importance</b> ?	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)
3	Was the view a <b>designed view</b> ?	No	No	No	No	No
<b>TOTAL</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>SECONDARY CRITERIA</b>						
4	Is the view <b>accessible to a large audience</b> ?					
	(a) Is the viewpoint or view zone located in a <b>high-traffic area</b> ?	No (neighbourhood road)	No (pedestrian connection)	No (secondary road)	No (neighbourhood road)	Yes (major highway)
	(b) Is the viewpoint or view zone accessible by <b>multiple modes</b> of transportation?	Yes (vehicles, pedestrians, streetcar riders, cyclists)	No (only pedestrians)	Yes (vehicles, pedestrians)	Yes (vehicles, pedestrians, streetcar riders, cyclists)	No (only vehicles)
	(c) Can the view object be seen <b>globally and locally</b> , from a <b>wide range of distances and perspectives</b> ?	No	No	No	No	No
5	Is the <b>view object silhouetted against the sky</b> at the viewpoint (for static views), or at a location in the view zone (for dynamic views)?	No	No	No	No	No
6	If dynamic, does the view last for a <b>significant duration</b> ?	Yes (~150m)	No (~100m)	No (~50m)	Yes (250m)	Yes (~150m)
7	If static, is the view object <b>unobstructed by objects in its foreground</b> at the viewpoint?	n/a	n/a	n/a	n/a	n/a
<b>TOTAL</b>		<b>1.33</b>	<b>0</b>	<b>0.33</b>	<b>1.33</b>	<b>1.33</b>



### 3.2.2 Relocation Analysis

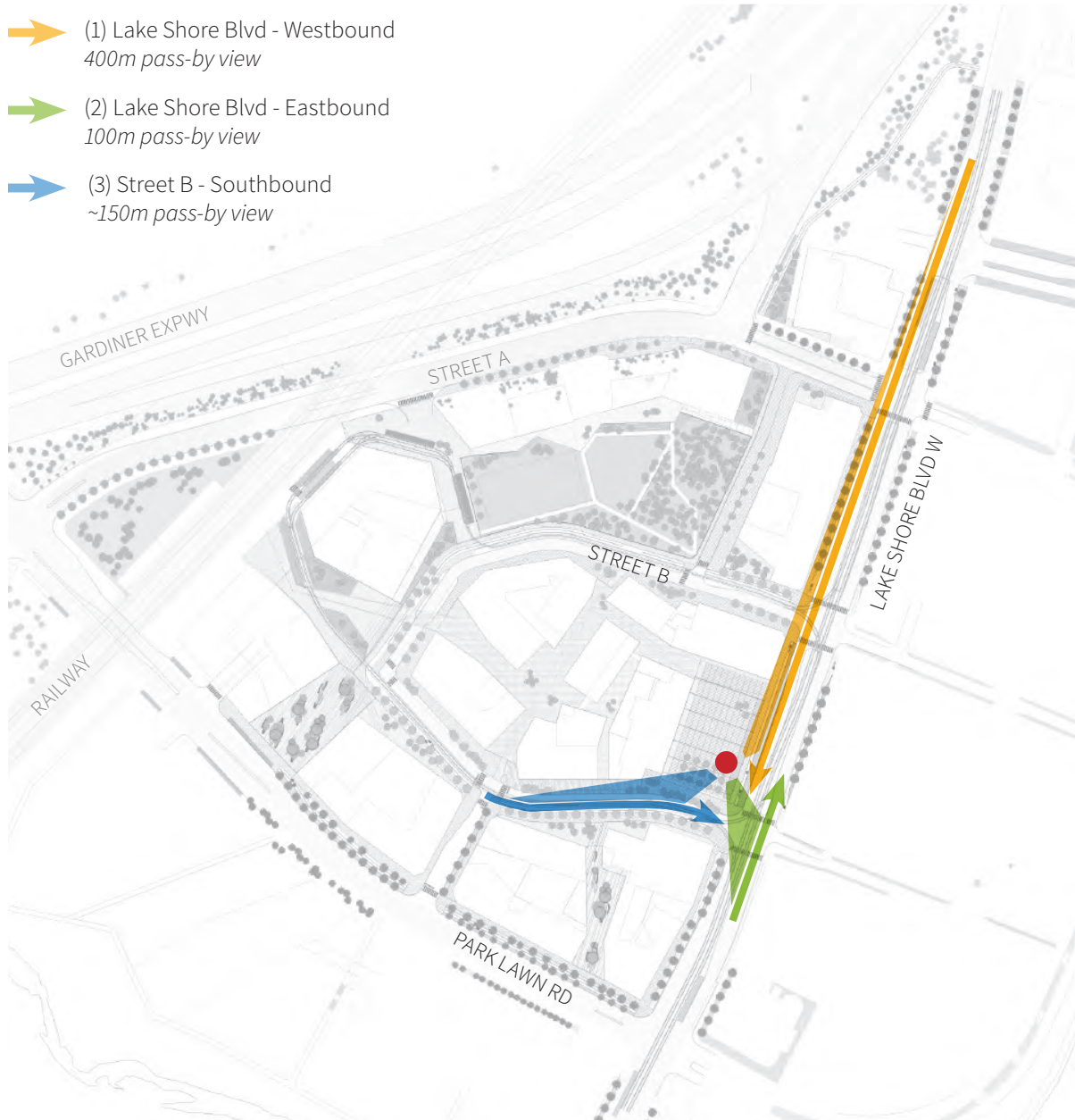
Achieving 5.33 out of a total of 8 points, the analysis determines that Station Square would be an appropriate option for the Water Tower's relocation.

STATION SQUARE		
HERITAGE VALUE		
1	Does the water tower continue to <b>convey its association with the Christie Cookie Factory</b> ?	Yes
2	Does the water tower <b>remain visible on Site</b> as a remnant industrial artefact and a landmark?	Yes
HERITAGE VALUE TOTAL		2
VIEW STUDY		
3	Does this location offer the <b>same number of identified views</b> , at minimum?	Yes (5, compared to the original 5)
4	Does this location offer <b>views from the same three identified locations</b> as the original? <i>Each location is worth 1/3 of a point.</i>	Yes (Gardiner Expwy) No (Lake Shore Blvd W) No (Lakeshore GO Line)
5	Does this location offer at least one identified <b>view of similar (or higher) prominence</b> than the views of the Water Tower at its original location?	Yes (highest rated view is 2.33 / 8, compared to the original 2.66 / 8)
VIEW STUDY TOTAL		2.33
POTENTIAL FOR PLACEMAKING		
6	Does this location have specific storytelling potential associated with the <b>Christie Cookie Factory</b> or the evolving <b>industrial landscape</b> ?	No
7	Is the Christie Cookie Factory / industrial landscape the <b>primary theme to be interpreted at this location</b> ?	No (transportation history)
8	Does this location offer the potential for <b>adaptive reuse as an interactive piece</b> ?	Yes
PLACEMAKING TOTAL		1
FULL TOTAL		5.33

### 3.3 Boulevard Square

#### 3.3.1 Views Study

At this proposed location, there would be three new views of the Water Tower. These views are analyzed for their prominence in the chart on the following page.



Views of the Water Tower at the proposed location, layered onto the master plan (Grossmax 2020, annotated by ERA).

ANALYSIS: PROMINENCE OF THE PROPOSED WATER TOWER VIEWS AT BOULEVARD SQUARE		(1) LAKE SHORE BLVD W WESTBOUND	(2) LAKE SHORE BLVD W EASTBOUND	(3) STREET B SOUTHBOUND
<b>PRIMARY CRITERIA</b>				
1	Is the view object distinctive due to <b>superior design</b> or <b>rare form</b> ?	Yes (rare water tower form)	Yes (rare water tower form)	Yes (rare water tower form)
2	Is the view object recognized in the collective consciousness as a <b>public ceremonial site</b> or a place of <b>civic importance</b> ?	No (industrial water tower)	No (industrial water tower)	No (industrial water tower)
3	Was the view a <b>designed view</b> ?	No	No	No
TOTAL		1	1	1
<b>SECONDARY CRITERIA</b>				
4	Is the view <b>accessible to a large audience</b> ?  (a) Is the viewpoint or view zone located in a <b>high-traffic area</b> ?  (b) Is the viewpoint or view zone accessible by <b>multiple modes</b> of transportation?  (c) Can the view object be seen <b>globally and locally</b> , from a <b>wide range of distances and perspectives</b> ?	Yes (arterial road)  Yes (vehicles, pedestrians, streetcar riders)  No	Yes (arterial road)  Yes (vehicles, pedestrians, streetcar riders)  No	No (neighbourhood road)  Yes (vehicles, pedestrians, streetcar riders, cyclists)  No
5	Is the <b>view object silhouetted against the sky</b> at the viewpoint (for static views), or at a location in the view zone (for dynamic views)?	No	No	No
6	If dynamic, does the view last for a <b>significant duration</b> ?	Yes (400m)	No (100m)	Yes (~150m)
7	If static, is the view object <b>unobstructed by objects in its foreground</b> at the viewpoint?	n/a	n/a	n/a
TOTAL		1.66	0.66	1.33



### 3.3.2 Relocation Analysis

Achieving 4.33 out of a total of 8 points, the analysis determines that Boulevard Square would be an appropriate option for the Water Tower's relocation.

BOULEVARD SQUARE		
HERITAGE VALUE		
1	Does the water tower continue to <b>convey its association with the Christie Cookie Factory</b> ?	Yes
2	Does the water tower <b>remain visible on Site</b> as a remnant industrial artefact and a landmark?	Yes
HERITAGE VALUE TOTAL		2
VIEW STUDY		
3	Does this location offer the <b>same number of identified views</b> , at minimum?	No (3, compared to the original 5)
4	Does this location offer <b>views from the same three identified locations</b> as the original? <i>Each location is worth 1/3 of a point.</i>	No (Gardiner Expwy) Yes (Lake Shore Blvd W) No (Lakeshore GO Line)
5	Does this location offer at least one identified <b>view of similar (or higher) prominence</b> than the views of the Water Tower at its original location?	Yes (highest rated view is 2.66 / 8, compared to the original 2.66 / 8)
VIEW STUDY TOTAL		1.33
POTENTIAL FOR PLACEMAKING		
6	Does this location have specific storytelling potential associated with the <b>Christie Cookie Factory</b> or the evolving <b>industrial landscape</b> ?	No
7	Is the Christie Cookie Factory / industrial landscape the <b>primary theme to be interpreted at this location</b> ?	No (rec + leisure history, Lake Shore Blvd history)
8	Does this location offer the potential for <b>adaptive reuse as an interactive piece</b> ?	Yes
PLACEMAKING TOTAL		1
FULL TOTAL		4.33

## 4 COMPARATIVE ANALYSIS

The Relocation Analyses for the proposed new locations are compared below. With scores ranging from 4.33 to 6.66, all three locations are considered appropriate options for the Water Tower's relocation.

COMPARATIVE ANALYSIS				
RELOCATION OPTIONS		THE PARK	STATION SQUARE	BOULEVARD SQUARE
HERITAGE VALUE				
1	Does the water tower continue to <b>convey its association with the Christie Cookie Factory</b> ?	Yes	Yes	Yes
2	Does the water tower <b>remain visible on Site</b> as a remnant industrial artefact and a landmark?	Yes	Yes	Yes
HERITAGE VALUE TOTAL		2 / 2	2 / 2	2 / 2
VIEW STUDY				
3	Does this location offer the <b>same number of identified views</b> , at minimum?	Yes (8, compared to the original 5)	Yes (5, compared to the original 5)	No (3, compared to the original 5)
4	Does this location offer <b>views from the same three identified locations</b> as the original? <i>Each location is worth 1/3 of a point.</i>	Yes (Gardiner Expwy) Yes (Lake Shore Blvd W) No (Lakeshore GO Line)	Yes (Gardiner Expwy) No (Lake Shore Blvd W) No (Lakeshore GO Line)	No (Gardiner Expwy) Yes (Lake Shore Blvd W) No (Lakeshore GO Line)
5	Does this location offer at least one identified <b>view of similar (or higher) prominence</b> than the views of the Water Tower at its original location?	Yes (highest rated view is 2.33 / 8, compared to the original 2.66 / 8)	Yes (highest rated view is 2.33 / 8, compared to the original 2.66 / 8)	Yes (highest rated view is 2.66 / 8, compared to the original 2.66 / 8)
VIEW STUDY TOTAL		2.66 / 3	2.33 / 3	1.33 / 3
POTENTIAL FOR PLACEMAKING				
6	Does this location have specific storytelling potential associated with the <b>Christie Cookie Factory</b> or the evolving <b>industrial landscape</b> ?	No	No	No
7	Is the Christie Cookie Factory / industrial landscape the <b>primary theme to be interpreted at this location</b> ?	Possible	No (transportation history)	No (rec + leisure history, Lake Shore Blvd history)
8	Does this location offer the potential for <b>adaptive reuse as an interactive piece</b> ?	Yes	Yes	Yes
PLACEMAKING TOTAL		1-2 / 3	1 / 3	1 / 3
FULL TOTAL		5.66 - 6.66 / 8	5.33 / 8	4.33 / 8

## 5 RECOMMENDATION

The Water Tower is proposed to be relocated within the 2150 Lake Shore Master Plan in order to conserve its value amid a changed context and setting.

Given that the Water Tower's location has not been identified as a heritage attribute, this is considered to be an appropriate conservation strategy in order to highlight the Water Tower within its changed context.

This analysis concludes that the Water Tower could be successfully relocated to any of the three civic spaces explored in this document: Boulevard Square, Station Square, or the Park.

The analysis yields a slight preference for relocation to the Park, which allows for:

- the highest visibility (i.e. most number of views);
- the retention of views from both the Gardiner Expressway and Lake Shore Boulevard West;
- the potential to prioritize the interpretation of the Christie Cookie Factory theme.





