

APPENDIX M

Statement of Cultural Heritage Value – Highland Creek Bridge



A Division of METROLINX
Une Division de METROLINX

Metrolinx Heritage Committee – Statement of Cultural Heritage Value

Property Name: Highland Creek Bridge (along Lakeshore East rail corridor)

Description of property:

The Highland Creek Bridge, a railway bridge is located in the eastern part of the City of Toronto at the mouth of the Highland Creek. Specifically, it is situated on the south half of Lot 3, Concession D, in the geographic Township of Scarborough.

The property comprises the railway bridge over the Highland Creek and encompasses the bridge superstructure and substructure, the east and west approaches, and the park setting. The two-span bridge is described as a deck plate girder set stone abutments and pier.

The Highland Creek Bridge is a Provincial Heritage Property.

Cultural Heritage Value:

The Highland Creek Bridge is of cultural heritage value for its design, associative, and contextual values.

The Highland Creek Bridge represents the historical theme of the expansion of railway services in Ontario in the late 19th and early 20th centuries. This was a period of prosperity for railway companies across Canada and in this boom period the GTR took on the task of doubling the track from Montreal to Sarnia via Toronto. The construction of the Highland Creek Bridge was undertaken as part of this project and the double track structure is clearly expressed.

The GTR maintained bridge engineering offices for the design and maintenance of its numerous railway bridges. The designs were completed in-house and the chief engineer was directly responsible for the approval of all the bridge projects. E.P. Hannaford was the chief engineer from 1869-1896 and Joseph Hobson from 1896-1906. Both men made valuable contributions to the advancement of the engineering knowledge and the profession in Canada. The Highland Creek Bridge would be considered to be a good representative example of the work of the GTR engineering office.

The introduction of a second track along the GTR corridor resulted in the construction of a new bridge to replace an earlier four-span structure at the Highland Creek crossing. The design featured a two-span steel lattice girder structure with stone abutments and pier. The 1892 superstructure was replaced with a deck plate structure c1903; however the stone substructure was retained. The Highland Creek Bridge is the oldest surviving example of a railway bridge on the Metrolinx-owned portion of the Kingston Subdivision that comprises the Lakeshore East rail corridor. It is one of small group of railway bridges in Toronto that retains a stone

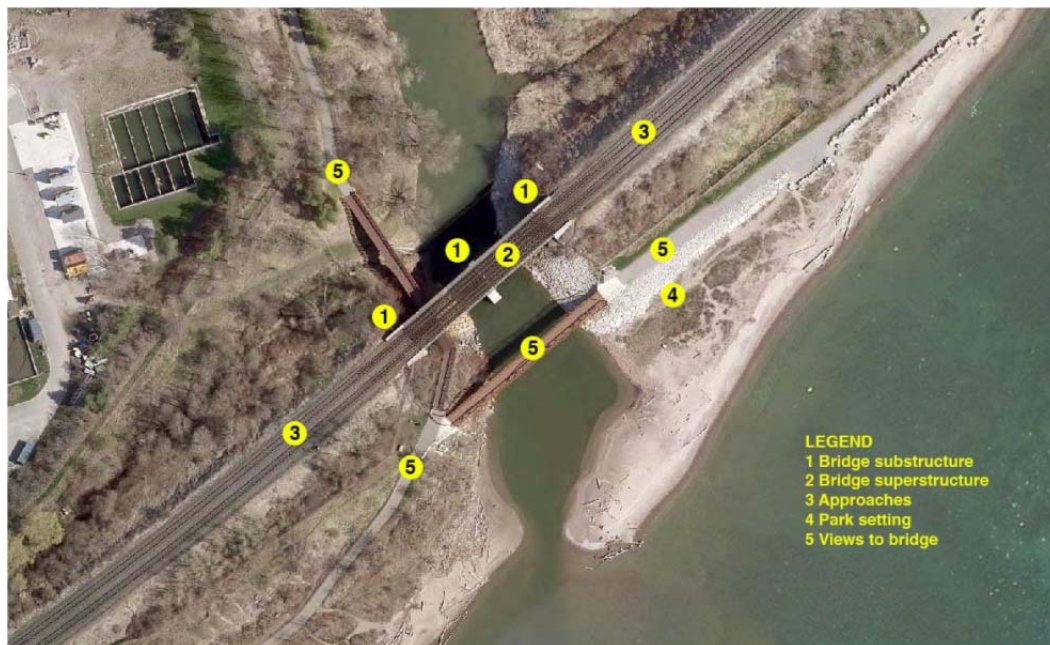
masonry substructure that was characteristic of early railway bridges.

The rail corridor first constructed by the GTR in the mid 1850s is a significant landmark that extends along the shores of Lake Ontario in the southeastern part of Toronto. The Highland Creek Bridge is an integral component of the corridor and through its physical form and materials contributes to the character of the rail line. It is a physical landmark at the mouth of the Highland Creek and is a familiar structure to the many users of the Waterfront and Colonel Danforth Trails. The bridge has continued in use as an active railway bridge for more than 100 years and with its stone substructure and deck plate girder superstructure it is inextricably tied to its surroundings. The Highland Creek Bridge has been maintained and rehabilitated on a regular basis throughout the course of its history. It has undergone some modifications, notably at the centre pier and west abutment, but retains its dominant design character.

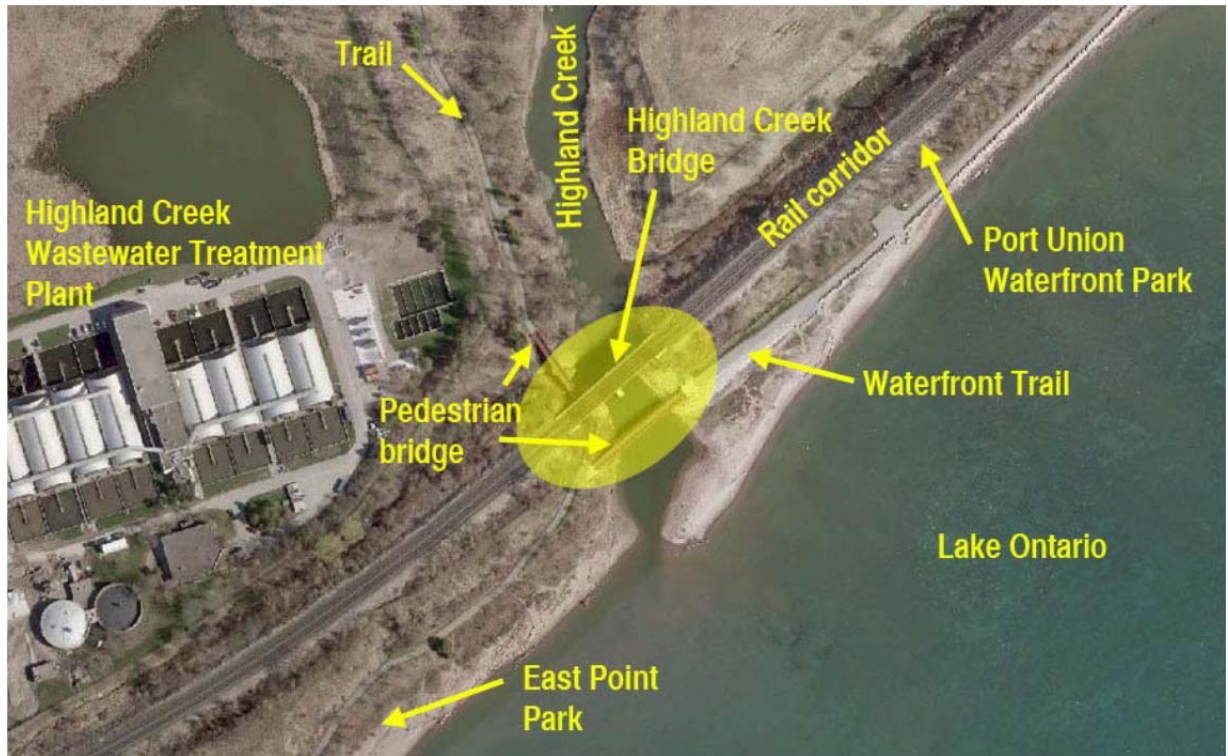
Heritage Attributes:

Heritage attributes, i.e., character defining elements, of the Highland Creek Bridge include, but are not limited to, the following details as identified on the accompanying map:

1. bridge substructure including cut stone abutments and pier with tooled caps;
2. bridge superstructure including deck plate girder structure with walkways on the north side of the north track and the south side of the south track;
3. earth embankment forming the east and west approaches; and
4. park setting with scenic views of Lake Ontario as observed by passengers on trains travelling across Highland Creek Bridge.



Metrolinx Heritage Property Boundaries:



The shaded yellow oval delineates the boundaries of the Provincial Heritage Property [City of Toronto Interactive Maps, 2015, as adapted].