Property Name: Humber River Bridge (Lakeshore West Corridor), Toronto

Description of property:

The Humber River Bridge on the Lakeshore West Corridor is a railway bridge crossing the mouth of the Humber River, south of The Queensway and north of Lake Shore Boulevard and the Gardiner Expressway. Originally constructed in 1911 for the Grand Trunk Railway, the bridge incorporated abutments from a Great Western Railway bridge that previously occupied the site.

The Humber River Bridge on the Lakeshore West Corridor is a Provincial Heritage Property.

Cultural Heritage Value:

The Humber River CN Railway Bridge crosses the mouth of the Humber River, south of The Queensway and north of Lake Shore Boulevard and the Gardiner Expressway. Constructed in 1911 for the Grand Trunk Railway, this four-track railway bridge consists of steel plate girders spanning a concrete substructure. Two spans are carried by a central stone pier and abutments, which incorporate portions of the nineteenth century stone abutments that supported the Great Western Railway bridge that previously occupied the site.

The property holds physical value as a unique integration of 19th and early-20th century bridge construction methods and materials. Subsequent modifications to enable the bridge’s ongoing use have not significantly detracted from its integrity and legibility as an amalgam of construction techniques from two distinct periods.

The property holds historical value as the bridge was constructed to carry a portion of the Grand Trunk Railway and it incorporates abutments from a previous Great Western Railway bridge. The Grand Trunk played an important role in Ontario’s development history, and Toronto’s railways connected it to new markets and contributed significantly to its growth and regional dominance.

In terms of contextual value, this bridge contributes to a landscape of bridges and underpasses along the mouth of the Humber River. As an early bridge across this portion of the Humber (integrating portions of an even earlier bridge), it remains important in supporting the character of this area, which is defined by connective infrastructure clustered on the Humber, traversing green space and industrial land. The bridge is physically, functionally, visually, and historically integrated with its surroundings, as it carries track across the Humber River. It is visually connected to Lake Shore Boulevard and The Queensway, and access to the underpass is linked to the Humber River Recreational Trail.
Heritage Attributes:

The heritage attributes essential to the cultural heritage value of the Humber River Bridge on Lakeshore West Corridor are:

- The stone abutments, dating to the mid-to-late nineteenth century, which were constructed as part of a previous bridge on the site, and ultimately incorporated into the subject property’s design;
- The bridge’s steel girder system and concrete substructure, demonstrating engineering techniques of the early-twentieth century;
- The bridge’s central pier, which was considered an engineering accomplishment.

Metrolinx Heritage Property Location:

Humber River Bridge (Lakeshore West Corridor) outlined in red.
Humber River CN Railway Bridge
Cultural Heritage Evaluation Report – Part 1
## CONTENTS

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1 EXECUTIVE SUMMARY

The purpose of this Cultural Heritage Evaluation Report (CHER) – Part 1 is to provide research and analysis of the Humber River CN Railway Bridge as a basis for evaluating the site’s potential heritage significance. An evaluation of the property’s cultural heritage value and subsequent recommendations are contained in Part 2 of this report.

The subject property is a railway bridge crossing the mouth of the Humber River, south of The Queensway and north of Lake Shore Boulevard and the Gardiner Expressway. Constructed in 1911 for the Grand Trunk Railway, the bridge incorporated abutments from a Great Western Railway bridge that previously occupied the site.

The subject property is not currently identified as a Provincial Heritage Property or as a Provincial Heritage Property of Provincial Significance.
INTRODUCTION

2.1 Scope of the Report

With respect to the heritage evaluation of the Humber River CN Railway Bridge at Lakeshore (“the subject property”), Metrolinx has retained ERA Architects Inc. as a Heritage Consultant.

ERA Architects has prepared this Cultural Heritage Evaluation Report (CHER) in accordance with Ontario Heritage Act Regulations 9/06 and 10/06, the Ministry of Tourism, Culture, and Sport’s Standards and Guidelines for the Conservation of Provincial Heritage Properties, and Parks Canada’s Standards and Guidelines.

The purpose of a CHER is to assess built heritage and cultural heritage landscape resources, determine the level of significance, and develop an argument for or against identification as a provincial heritage property. This CHER was undertaken as part of a Metrolinx initiative to evaluate its current and potential properties in accordance with the Standards and Guidelines for the Conservation of Provincial Heritage Properties, and to establish a basis for guiding future capital projects.

2.2 Present Owner Contact

METROLINX

20 Bay Street, Suite 600
Toronto, Ontario M5J 2W3

Rodney Yee, Project Coordinator, GO Transit
rodney.yee@gotransit.com
416.202.4516
3 DESCRIPTION OF PROPERTY

3.1 Site Location
The Humber River CN Railway Bridge at Lakeshore is one of a series of bridges crossing the mouth of the Humber River in what is now the Etobicoke York District. It is located south of The Queensway and north of Lake Shore Boulevard and the Gardiner Expressway. The bridge is accessible via the Humber River Recreational Trail, a paved trail that winds northward from the Humber Bay Bridge to Steeles Road.

3.2 Description of the Structure
Constructed in 1911, this four-track railway bridge consists of steel plate girders spanning a concrete substructure. Two spans are carried by a central stone pier and abutments, which incorporate portions of the nineteenth-century stone abutments that supported the previous bridge in this location. The result is a noteworthy amalgam of bridge construction techniques from two distinct periods.

In Ontario, stone bridge construction generally took place between the 1850s and 1880s. While steel had been a common construction material for Ontario bridges since the 1870s (valued for its strength and low cost), concrete was a relatively novel material among bridges at this time. For example, Ontario’s first concrete tied arch bridge had been constructed only two years prior to the Humber River CN Railway Bridge—and was designed by the same engineer, Frank Barber.1

While the subject bridge has undergone modifications to enable its ongoing use, its nineteenth-century stone abutments and early twentieth-century steel girders with concrete substructure remain relatively intact.

3.3 Current Heritage Recognition
The Humber River CN Railway Bridge is neither listed on the City of Toronto Inventory of Heritage Properties nor designated under the Ontario Heritage Act.

In 1999, the Humber Watershed was designated as a Canadian Heritage River. The Canadian Heritage Rivers System was established in 1984 with the purpose of identifying, conserving, and nationally recognizing rivers with outstanding natural, cultural, and recreational heritage. According to its listing in The Canadian Heritage Rivers System,

The 100 km Humber River has its headwaters in the ancient rock of the Niagara Escarpment and the glacial hills of the Oak Ridges Moraine. It flows placidly through a rich mosaic of Carolinean forests and meadows, past farms and abandoned mills, before meandering through the largest urban area in Canada, metropolitan Toronto. Here, the Humber is in the backyard of more than three million people, a unique river that flows through the most densely populated area of Canada but still retains many of its natural and cultural values.

The Humber River CN Railway Bridge at Lakeshore was identified as a heritage bridge in Crossing the Humber: The Humber River Heritage Bridge Inventory, which was released in 2011 by the Humber Watershed Alliance. The Humber Watershed Alliance is a volunteer task force that was formed in 1997 under the auspices of the Toronto and Region Conservation Authority (TRCA). The Alliance was responsible for the designation of the Humber River as a Canadian Heritage River. According to the 9/06 evaluation form included in the Inventory, the subject property holds design, associative, and contextual value.
3.4 Property Data Sheet

<table>
<thead>
<tr>
<th>Property name</th>
<th>Humber River CN Railway Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal address</td>
<td>n/a</td>
</tr>
<tr>
<td>Municipality</td>
<td>City of Toronto</td>
</tr>
<tr>
<td>Metrolinx/GO Transit Rail Corridor</td>
<td>Lake Shore West</td>
</tr>
<tr>
<td>PIN</td>
<td>076230038, 214160036</td>
</tr>
<tr>
<td>Ownership</td>
<td>Metrolinx</td>
</tr>
<tr>
<td>Date(s) of construction</td>
<td>1911 (with elements from mid-to-late-19th century)</td>
</tr>
<tr>
<td>Date of significant alterations</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Architect/engine/builder</td>
<td>Frank Barber</td>
</tr>
<tr>
<td>Previous owner(s)</td>
<td>Grand Trunk Railway, Canadian National Railway</td>
</tr>
<tr>
<td>Current function</td>
<td>Railway bridge</td>
</tr>
<tr>
<td>Previous function</td>
<td>n/a</td>
</tr>
<tr>
<td>Heritage recognition</td>
<td>n/a</td>
</tr>
<tr>
<td>Local heritage interest</td>
<td>Identified as heritage bridge by Humber Watershed Alliance</td>
</tr>
<tr>
<td>Adjacent lands</td>
<td>n/a</td>
</tr>
</tbody>
</table>
4 HISTORIC RESEARCH

4.1 History of the Structure

Constructed in 1911 for the Grand Trunk Railway (GTR), the subject bridge incorporated stone abutments from a previous bridge on the same site, which had been part of the Great Western Railway. The TRCA’s Humber River Heritage Bridge Inventory dates these building components to c. 1890; because the Great Western extended its line from Hamilton to Toronto in 1855, it is possible that the abutments date to the mid-nineteenth century.

When first announced, the new GTR bridge planned for the mouth of the Humber faced opposition, resulting in an appeal to the Public Works Department.¹ The bridge’s design called for a stone pier at its centre, which some members of the public considered to be an obstruction to navigation along the river. In fact, as The Toronto Daily Star pointed out in January 1911, two piers already existed nearby – beneath Lake Shore Road and beneath the Long Branch Railway – and a sunken pier stood beneath the existing bridge that the subject bridge would replace.² The proposed

¹ The Railway and Marine World. August 1911. P. 759.
The central pier to carry the new bridge was to measure 15 feet wide by 80 feet long. Ultimately, the June 1911 edition of The Railway and Marine World announced approval for “G.T.R. plans of steel work, east and west abutments and centre pier, Humber River bridge, Toronto.”

5 The publication’s October edition provided an update on the construction of the controversial centre pier, which had proven to be an engineering challenge: “The centre pier of the new bridge over the Humber river is approaching completion. The work of building this pier was a difficult one, as a cofferdam 30 ft. deep had to be built before the 65 ft. piles could be driven for the foundation work.”

Shortly after construction, the bridge’s foundations were found to have begun settling, and in 1946 a “helper pier” was constructed adjacent to the east abutment to mitigate future settlement. Other rehabilitation work has been undertaken in the bridge’s history, including a current project to link the helper pier to the east abutment, and perform restorative concrete repairs to the existing central pier and abutments.

4.2 Engineer

Frank Barber (1878-1945) was a prominent civil engineer with a reputation for quality and innovation in his bridge design. His engineering firm was called Barber and Young, and he also acted as the Vaughan Township engineer. While the subject bridge over the Humber River demonstrated Barber’s technical prowess, several bridges elsewhere in the region have been recognized for their particular reflection of Barber’s innovation in bridge design.

His Middle Road Bridge from 1909-1910 is on the Canadian Register of Historic Places, which identifies it as “the first example in Canada and second example of a reinforced concrete truss or tied arch bridge in North America.” In 1917, his Old Mill Bridge demonstrated his advancement of the relatively novel use of concrete in engineering.

The City of Scarborough has identified Sewell’s Road Bridge, a steel suspension bridge for which Barber produced the design and supervised construction in 1912, as “a unique example of its type in Ontario, demonstrating the advances achieved in civil engineering at the time of its construction.” According to historian Elwood Jones, Barber’s Hunter Street Bridge in Peterborough, a

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6 Information provided by Metrolinx.
9 “Sewell’s Bridge Road.” Toronto’s Historical Plaques. Available at: http://torontoplaques.com/Pages/Sewells_Road_Bridge.html

reinforced concrete bridge he began designing in 1918, “was an engineering marvel. Frank Barber, Ontario’s premier bridge builder of his generation, had the vision, imagination, and skill to propel the project.”

4.3 Site Context

The first persons to occupy the area of the subject property were numerous First Nations communities, who navigated the Humber River as a key inland passage and established a route that is commemorated as the Carrying Place Trail. In the seventeenth century, French settlers set up a trading post at the Humber Bay, and eighteenth-century British settlers established early industries at the mouth of the Humber River. Lake Shore Boulevard (then called Lakeshore Road) was surveyed in 1791, and by 1802 a ferry operated across the Humber River. The ferry’s tolls funded a log bridge in 1809, followed by a series of sturdier bridges that included the subject property.

The Great Western Railway was chartered in Ontario in 1834, and the first portion connecting Niagara Falls to Windsor opened in 1853. In 1855, the key connection between Hamilton and Toronto was completed. The Grand Trunk Railway, a former rival, merged with the Great Western Railway in 1882, joining forces to face competition from American railroads. As the GTR network expanded steadily with financing from England, it connected Ontario with Quebec and the northeast United States. However, the Canadian National Railway ultimately absorbed the GTR in 1923 during the process of nationalizing several struggling railways, spurred by the First World War.

The vicinity of the subject bridge underwent another phase of growth in the mid-twentieth century. As major roads were built across the Humber, residential neighbourhoods such as Stonegate and Queensway expanded to the west, and the mouth of the Humber remained a node of infrastructure and passage. The construction of The Queensway between the Humber River and Roncesvalles Avenue took place in the 1950s, coinciding with the construction of the Gardiner Expressway. The portion of the Gardiner between the Humber and Jameson Avenue was in place by 1958. Just

west of the subject bridge, the Humber Treatment Plant began operations in 1960. Toronto’s second largest wastewater treatment facility, this plant continues to serve Etobicoke, York, Toronto, and a portion of North York.16

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15 Laura Kane. “Gardiner Expressway: A brief history of Toronto’s ‘superhighway.’” Toronto Star. 5 February 2014. Available at: https://www.thestar.com/news/gta/2014/02/05/gardiner_expressway_a_brief_history_of_torontos_superhighway.html

16 “Humber Wastewater Treatment Plant.” City of Toronto. Available at: http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=6b2655b89b6fe310VgnVCM10000071d60f89RCRD
5. Left: Goad’s Atlas, 1884
6. Right: Goad’s Atlas, 1890
7. Goad’s Atlas, 1893
8. Left: Goad’s Atlas, 1910
9. Right: Goad’s Atlas, 1913
10. Goad’s Atlas, 1924
5 PHOTOGRAPHIC DOCUMENTATION

11. North elevation of the bridge with earlier abutments visible at left; southern approach along the Humber Recreational Trail
ERA Architects

12. North elevation of the bridge with earlier abutments visible at right; southern approach along the Humber Recreational Trail
ERA Architects
13. East elevation of the abutments visible in Figure 8, demonstrating nature of integration with later material.

ERA Architects

14. Exterior of the bridge; north elevation

ERA Architects
15. Southward view beneath the bridge from the Humber River Recreational Trail
ERA Architects

16. Eastward view of the steel girders and central pier
ERA Architects
17. Detail of steel girder structure
ERA Architects

18. Detail of steel girder structure
ERA Architects
19. South elevation of the bridge
ERA Architects

20. South elevation of the bridge as viewed from beneath Lake Shore Boulevard
ERA Architects
21. South elevation of the bridge as viewed from beneath Lake Shore Boulevard

ERA Architects

22. North elevation of the bridge

ERA Architects
6 COMMUNITY ENGAGEMENT

ERA Architects contacted the Humber Watershed Alliance, a voluntary organization reporting to the Toronto and Region Conservation Authority (TRCA), in May 2016, with questions previously approved by Metrolinx. As of the submission of the revised CHER in January 2017, a response has not been received.
SUMMARY OF RESOURCES

11.1 Project Personnel

PRINCIPAL: MICHAEL McCLELLAND

Michael McClelland OAA, FRAIC is a registered architect with over twenty years of experience. His work covers urban design and heritage planning in addition to building conservation. He is also actively involved in the public promotion of Canada’s architectural heritage. He is a founding member of the Canadian Association of Heritage Professionals (CAHP). Prior to establishing ERA Architects Inc. with Edwin Rowse in 1990, Michael McClelland worked for the Toronto Historical Board, advising on planning, permit and development applications, and on the preservation of City-owned museums and monuments. In 1999 he was awarded a certificate of recognition from the Ontario Association of Architects and the Toronto Society of Architects for his outstanding contribution to the built environment and to the profession of architecture and in 2006 he was made a Fellow of the Royal Architectural Institute of Canada.

PRINCIPAL: GRAEME STEWART

Graeme Stewart has been involved in numerous urban design, cultural planning, conservation and architecture projects with particular focus on neighbourhood design and regional sustainability. Graeme was a key initiator of the Tower Renewal Project. He is also the co-editor of Concrete Toronto: A Guidebook to Concrete Architecture from the Fifties to the Seventies. He is a regular lecturer in the Toronto Area’s Universities and Colleges and has been a sessional instructor at the Daniels Faculty of Architecture at the University of Toronto. Graeme is a founding director of the Centre for Urban Growth and Renewal (CUG+R), an urban research organization formed by ERA and planningAlliance in 2009. In 2010, he was recipient of an RAIC National Urban Design Award for his ongoing research and design work related to Tower Renewal. Graeme has studied architecture in Canada and Germany and received his Master of Architecture from the University of Toronto.

PLANNER: TATUM TAYLOR

Tatum Taylor is a writer and heritage planner with a Master of Science degree in Historic Preservation from Columbia University’s Graduate School of Architecture, Planning, and Preservation. She has produced work for the Pulitzer Center on Crisis Reporting, The Architect’s Newspaper, the New York Preservation Archive Project, and the Architectural Conservancy of Ontario, where she has been an active member of the Executive Committee and currently manages the PreservationWorks program. She also participates on the ICOMOS Canada working group for cultural landscapes, and has published and presented on topics related to cultural landscape theory. At ERA, she specializes in historical research, heritage evaluation, and interpretive planning. She is also the co-editor of The Ward: The Life and Loss of Toronto’s First Immigrant Neighbourhood (Coach House Books 2015).
11.2 List of sources


Goad’s Atlas: 1884, 1890, 1893, 1910, 1913, 1924


Humber Bridge, GTR Locomotive, November 9, 1911. James Salmon City of Toronto Archives. Fonds 1231, Item 1042.

Laura Kane. “Gardiner Expressway: A brief history of Toronto’s ‘superhighway.’” Toronto Star. 5 February 2014. Available at: https://www.thestar.com/news/gta/2014/02/05/gardiner_expressway_a_brief_history_of_torontos_superhighway.html


“Sewell’s Bridge Road.” Toronto’s Historical Plaques. Available at: http://torontoplaques.com/Pages/Sewells_Road_Bridge.html


Humber River CN Railway Bridge
Cultural Heritage Evaluation Report – Part 2

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METROLINX
20 Bay Street, Suite 600
Toronto, Ontario M5J 2W3

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Toronto, Ontario M4Y 1P9
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Project: 14-087-16
Previous Draft Issued: 2016-04-21
Revised: 2017-01-16
Prepared By: GS/TT
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   2.4 Recommendations
3 CONCLUSIONS 6
4 STATEMENT OF CULTURAL HERITAGE VALUE 7
1 EXECUTIVE SUMMARY

The purpose of this Cultural Heritage Evaluation Report (CHER) – Part 2 is to evaluate the heritage significance of the Humber River CN Railway Bridge, based on research and analysis contained in Part 1.

The subject property is a railway bridge crossing the mouth of the Humber River, south of The Queensway and north of Lake Shore Boulevard and the Gardiner Expressway. Originally constructed in 1911 for the Grand Trunk Railway, the bridge incorporated abutments from a Great Western Railway bridge that previously occupied the site.

The subject property is not currently identified as a Provincial Heritage Property or as a Provincial Heritage Property of Provincial Significance.

The Ministry of Tourism, Culture and Sport (MTCS)’s Standards and Guidelines for Conservation of Provincial Heritage Properties, which came into effect on July 1, 2010, lay out the evaluation process and criteria for provincial designation. Based on these provincial guidelines and the evaluation undertaken as part of this study, the subject property meets the criteria for identification as a “Provincial Heritage Property” for its physical, historical, and contextual value, based on the evaluation criteria of OHA Regulation 09/06. With respect to OHA Regulation 10/06, which evaluates for provincial significance, the property does not meet the criteria.

Based on this assessment, it is recommended that Metrolinx/GO Transit proceed with identifying the Humber River CN Railway Bridge as a Provincial Heritage Property.
2 EVALUATION

Tables 2.1 and 2.2 contain the evaluation of the Humber River CN Railway Bridge against criteria as set out in Ontario Heritage Act Regulation 9/06 and Regulation 10/06. According to the provincial guidelines, if the property meets the criteria in Ontario Regulation 9/06, it is a Provincial Heritage Property. If the property meets the criteria in Ontario Regulation 10/06, it is a Provincial Heritage Property of Provincial Significance.

2.1: Evaluation using Ontario Heritage Act Regulation 9/06

1. The property has design value or physical value because it:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;</td>
<td>Yes: the property consists of a unique integration of 19th and early-20th century bridge construction materials and methods. Subsequent modifications to enable the bridge’s ongoing use have not significantly detracted from its integrity and legibility as an amalgam of construction techniques from two distinct periods.</td>
</tr>
<tr>
<td>ii. displays a high degree of craftsmanship or artistic merit, or;</td>
<td>No: the property does not display a high degree of craftsmanship or artistic merit.</td>
</tr>
<tr>
<td>iii. demonstrates a high degree of technical or scientific achievement</td>
<td>No; while the construction of the bridge’s central pier demonstrates a noteworthy execution of a challenging technique, relative to the history of innovation in bridge construction the property does not demonstrate a high degree of technical achievement.</td>
</tr>
</tbody>
</table>
2. The property has historical value or associative value because it:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i.  has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;</td>
<td>Yes: this bridge was constructed to carry a portion of the Grand Trunk Railway between Hamilton and Toronto, and it incorporates abutments from a previous Great Western Railway bridge. Modifications to the bridge have enabled its ongoing use and have not affected its integrity to the point of lessening its associative value. The Grand Trunk played an important role in Ontario’s development history, as its rail network expanded steadily with financing from England and ultimately connected the province with Quebec and the northeast United States. Toronto’s railways - including the GTR line between Toronto and Hamilton, for which this bridge was constructed - connected it to new markets and contributed significantly to its growth and regional dominance.</td>
</tr>
<tr>
<td>ii.  yields, or has the potential to yield information that contributes to an understanding of a community or culture, or;</td>
<td>No: this site does not relate to or represent a specific community or culture, so does not meet this criterion.</td>
</tr>
<tr>
<td>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</td>
<td>No: while the bridge represents the work of Frank Barber, a prominent bridge engineer of his era with a reputation for quality and innovation, additional bridges have been recognized as more representative of his approach; this property does not demonstrate or reflect his work or ideas in a significant way.</td>
</tr>
</tbody>
</table>
3. The property has contextual value because it:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. is important in defining, maintaining, or supporting the character of an area;</td>
<td>Yes: this bridge contributes to a landscape of bridges and underpasses along the mouth of the Humber River, which is accessed by visitors to the Humber River Recreational Trail. An early bridge across this portion of the Humber (integrating portions of an even earlier bridge), it remains important in supporting the character of this area, which is defined by connective infrastructure clustered on the Humber, traversing green space and industrial land.</td>
</tr>
<tr>
<td>ii. is physically, functionally, visually, or historically linked to its surroundings, or;</td>
<td>Yes: this bridge is physically, functionally, visually, and historically integrated with its surroundings. It historically carried track across the Humber River and continues to function as a physical link for rail over the river between the Swansea and Humber Bay areas. It is visually connected to Lake Shore Boulevard and The Queensway, and access to the bridge’s underpass as well as these adjacent underpasses is linked to the Humber River Recreational Trail.</td>
</tr>
<tr>
<td>iii. is a landmark.</td>
<td>No: while the property holds contextual value as a component of the wider landscape, it does not hold value as an individual landmark.</td>
</tr>
</tbody>
</table>
### 2.2: Evaluation using Ontario Heritage Act Regulation 10/06

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. The property represents or demonstrates a theme or pattern in Ontario’s history.</td>
<td>No: the property does not demonstrate a theme or pattern at a provincial level.</td>
</tr>
<tr>
<td>ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario’s history.</td>
<td>No: the property does not yield information that contributes to an understanding of Ontario’s history.</td>
</tr>
<tr>
<td>iii. The property demonstrates an uncommon, rare, or unique aspect of Ontario’s cultural heritage.</td>
<td>No: the property does not demonstrate an uncommon, rare, or unique aspect of Ontario’s cultural heritage.</td>
</tr>
<tr>
<td>iv. The property is of aesthetic, visual, or contextual importance to the province.</td>
<td>No: the property is not of aesthetic, visual, or contextual importance to the province.</td>
</tr>
<tr>
<td>v. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.</td>
<td>No: while the property represents technical achievement, it does not do so at a provincial level.</td>
</tr>
<tr>
<td>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.</td>
<td>No: the property does not have a strong or special association with the entire province or with a particular community.</td>
</tr>
<tr>
<td>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.</td>
<td>No: the property does not have a strong association with a person, group, or organization of provincial significance.</td>
</tr>
<tr>
<td>viii. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.</td>
<td>n/a</td>
</tr>
</tbody>
</table>
2.3 Heritage Policy

Part III of the Ontario Heritage Act requires all provincial ministries and 14 public bodies (listed in Ontario Regulation 157/10) to identify, protect and care for the heritage properties that they own and manage. Their specific responsibilities are set out in the MTCS Standards and Guidelines for Conservation of Provincial Heritage Properties, which came into effect on July 1, 2010, and have the authority of a Management Board of Cabinet directive.

Among their responsibilities, a ministry or prescribed public body must:

- Develop an evaluation process and have it approved by the MTCS.
- Evaluate properties under their ownership and management using the criteria set out under Ontario Regulation 9/06 and 10/06 to determine their cultural heritage value or interest, and whether they are of provincial significance.
- As properties of cultural heritage value or interest are identified, add them to the list of provincial heritage properties maintained by the MTCS.
- Prepare a Strategic Conservation Plan for each provincial heritage property under their ownership and management. The plan must provide guidance on the conservation, maintenance, use and disposal of the property.
- If a property has been determined to be of provincial significance, submit the Strategic Conservation Plan to the MTCS for approval.

2.4 Recommendations

An evaluation of Regulation 09/06 has determined that the Humber River CN Railway Bridge holds physical, historical and contextual value and therefore meets the criteria to be a “provincial heritage property.” With respect to Regulation 10/06, the evaluation has determined that the subject property does not meet the criteria for consideration as a provincially significant heritage property.

It is recommended that Metrolinx/GO Transit proceed with identifying the Humber River CN Railway Bridge as a provincial heritage property.
3 CONCLUSIONS

The historical research conducted for this Cultural Heritage Evaluation Report (Part 1) and the evaluation against Ontario Heritage Act Regulation 9/06 criteria (Part 2) were sufficient to determine that the Humber River CN Railway Bridge is indeed a provincial heritage property on the basis of physical, historical, and contextual value. Based on evaluation against Ontario Heritage Act regulation 10/06 criteria, the property was not found to be a provincial heritage property of provincial significance.

It is recommended that Metrolinx/GO Transit proceed with nominating the property for provincial heritage designation.

Further Reports and Studies

Following provincial designation, a Heritage Impact Assessment (HIA) is required in advance of any work on site, as prescribed by the Ministry of Tourism and Culture’s Standards and Guidelines.
4 STATEMENT OF CULTURAL HERITAGE VALUE

The Humber River CN Railway Bridge crosses the mouth of the Humber River, south of The Queensway and north of Lake Shore Boulevard and the Gardiner Expressway. Constructed in 1911 for the Grand Trunk Railway, this four-track railway bridge consists of steel plate girders spanning a concrete substructure. Two spans are carried by a central stone pier and abutments, which incorporate portions of the nineteenth-century stone abutments that supported the Great Western Railway bridge that previously occupied the site.

The property holds physical value as a unique integration of 19th and early-20th century bridge construction methods and materials. Subsequent modifications to enable the bridge’s ongoing use have not significantly detracted from its integrity and legibility as an amalgam of construction techniques from two distinct periods.

The property holds historical value as the bridge was constructed to carry a portion of the Grand Trunk Railway and it incorporates abutments from a previous Great Western Railway bridge. The Grand Trunk played an important role in Ontario’s development history, and Toronto’s railways connected it to new markets and contributed significantly to its growth and regional dominance.

In terms of contextual value, this bridge contributes to a landscape of bridges and underpasses along the mouth of the Humber River. As an early bridge across this portion of the Humber (integrating portions of an even
earlier bridge), it remains important in supporting the character of this area, which is defined by connective infrastructure clustered on the Humber, traversing green space and industrial land. The bridge is physically, functionally, visually, and historically integrated with its surroundings, as it carries track across the Humber River. It is visually connected to Lake Shore Boulevard and The Queensway, and access to the underpass is linked to the Humber River Recreational Trail.

**Heritage Attributes**

Key elements that define the subject property’s heritage character include:

- The bridge’s siting across the Humber River, accessible by the Humber River Recreational Trail
- The stone abutments, dating to the mid-to-late nineteenth century, which were constructed as part of a previous bridge on the site, and ultimately incorporated into the subject property’s design
- The bridge’s steel girder system and concrete substructure, demonstrating engineering techniques of the early-twentieth century
- The bridge’s central pier, which was considered an engineering accomplishment