APPENDIX M

Cultural Heritage Evaluation Report – Sunnyside Pedestrian Bridge
Name of Firm: Archaeological Services Inc. (ASI)

Document Name: Final Cultural Heritage Evaluation Report: Sunnyside Pedestrian Bridge Rev.3

Submittal Date: September 8, 2017

Discipline: Environmental Assessment

Prepared By: John Sleath and Joel Konrad Date: December 23, 2016

Reviewed By: Annie Veilleux Date: September 8, 2017

Approved By: Rebecca Sciarra Date: September 8, 2017

Project Manager

The above electronic signatures indicate that the named document is controlled by GF Canada ULC, and has been:

1. Prepared by qualified staff in accordance with generally accepted professional practice.
2. Checked for completeness and accuracy by the appointed discipline reviewers and that the discipline reviewers did not perform the original work.
3. Reviewed and resolved compatibility interfaces and potential conflicts among the involved disciplines.
4. Updated to address previously agreed-to reviewer comments, including any remaining comments from previous internal or external reviews.
5. Reviewed for conformance to scope and other statutory and regulatory requirements.
6. Determined suitable for submittal by the Project Manager.
## REVISION HISTORY

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<td>Revised report reflecting new information, corrected information, client review comments, etc.</td>
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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.
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) of the Sunnyside Pedestrian Bridge, Mile 3.54 (Lakeshore West rail corridor) 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 Sunnyside Pedestrian Bridge was identified as a Conditional Heritage Property as part of the Cultural Heritage Screening Report completed for this Project. The Sunnyside Pedestrian Bridge is located at Mile 3.54 of the Lakeshore West rail corridor, and is owned by the City of Toronto. The overhead bridge carries pedestrian traffic over the rail corridor.

Part 1 of this CHER provides a description of the potential cultural heritage resource, including a summary of the 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 assessments (Section 5), community input (Section 6), and discussion of cultural heritage value (Section 7). A data sheet for the Sunnyside Pedestrian Bridge is provided in Section 8 and 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 and Heidy Schopf, Cultural Heritage Specialists, and John Sleath, Cultural Heritage Assistant, all of ASI.
1 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) of the Sunnyside Pedestrian Bridge, Mile 3.54 (Lakeshore West rail corridor) 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 Sunnyside Pedestrian Bridge was identified as a Conditional Heritage Property as part of the Cultural Heritage Screening Report completed for this Project.

The objective of this CHER is to provide evidence about reasons 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 Sunnyside Pedestrian Bridge is located at Mile 3.54 of the Lakeshore West rail corridor, and is located in the City of Toronto (Figure 1-1 and Figure 1-2). The bridge is an eight-span, steel plate girder structure that carries pedestrian traffic in a north and south direction over four rail lines, the Gardiner Expressway, and Lakeshore Boulevard West. The bridge is located within one ownership parcel: PIN 21416-0062. The bridge is currently owned and maintained by the City of Toronto.

1.2 Historical Summary

The Sunnyside Pedestrian Bridge is located in part of Lot 34, Broken Front (West of Yonge Street) in the historic Township of York in the former County of York. The bridge is located just southwest of the corner of Roncesvalles Avenue and King Street West (See historical mapping in Section 9.0).

The Sunnyside Pedestrian Bridge was built in 1958 following the construction of the Gardiner Expressway. The Sunnyside Pedestrian Bridge underwent rehabilitation work in 1994 (according to bridge drawings).

1.3 Current Context

The Sunnyside Pedestrian Bridge is located near Sunnyside Beach in the City of Toronto. The general area around the bridge is mixed residential and light commercial to the north, and recreational waterfront trails to the south. The commercial areas feature older, established businesses in two and three storey structures with walk-up apartments. The pedestrian bridge connects the residential area located northeast of Roncesvalles Avenue and King Street West to the Sunnyside Boardwalk and...
Sunnyside beach. The recreational facilities and the Palais Royale to the south of the bridge, and built structures and topiary signs to the north of the bridge are all more than 40 years old. The pedestrian bridge forms an important link to this popular recreational area.

The properties adjacent to the bridge include: the Queensway to the north; a municipal park and sound barrier to the rail line to the northeast and northwest; a recreational complex to the south; and recreational trails and parklands to the southeast and southwest.

Figure 1-1: Location of Sunnyside Pedestrian Bridge study area in the City of Toronto, Ontario (Open Street Map)

Figure 1-2: East elevation of the Sunnyside Pedestrian Bridge
2 Methodology and Sources

2.1 Legislation and Policy Context
This cultural heritage screening 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)
2.2 Approach to Cultural Heritage Evaluation Report


- 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 Heidy Schopf, Cultural Heritage Specialist, on June 15, 2016, to conduct photographic documentation of the subject resource. The assessment was conducted from publicly-accessible areas.
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:

- City of Toronto Archives; and
- 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 (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 and list of Heritage Conservation Districts;
- 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 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 EA 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 20 of this CHER.

Research Limitations

No research limitations were identified.
2.3 Consultation
The City of Toronto Heritage Preservation Services was contacted by email to inquire about the heritage status of the resource as part of the Cultural Heritage Screening Report. Mary MacDonald at the City of Toronto was contacted in January 2016. The Sunnyside Pedestrian Bridge is not currently identified as a cultural heritage resource.

3 Heritage Recognitions

3.1 Municipal
None of the subject properties are currently listed as heritage properties by the City of Toronto and none are designated under Part IV or V of the Ontario Heritage Act.

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

- The Sunnyside Pedestrian Bridges, which is owned by the City of Toronto, is not a Provincial Heritage Property; and
- The subject property has not been commemorated by the Ontario Heritage Trust.

3.3 Federal
The subject resource does not retain heritage recognition at the federal level for the following reasons:

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

4 Adjacent Lands
As identified in the CHSR, the Sunnyside Pedestrian Bridge is adjacent to the Palais Royale at 1601 Lakeshore Boulevard West, which is designated Part IV of the Ontario Heritage Act (By-law 563-84). According to the City of Toronto Official Plan, Schedule 3, a Heritage Impact Assessment is required for any development that occurs adjacent to a property included in the heritage register. The Official Plan defines adjacent as follows:

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 (City of Toronto 2015: 3-19, 3-20).

5 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 Community Input
Heritage Toronto, Sunnyside Historical Society, the Toronto Historical Association, and the Toronto Railway Historical Association were contacted to collect any information relating to the Sunnyside Pedestrian Bridge (Table 6-1). Only a response from the Sunnyside Historical Society had been received at the time of writing.

See Appendix A for questionnaire responses received and Table 6-1 for a list of organizations contacted and a description of information received.

A review of various online sources did not reveal any interest from the community in the potential heritage value of the Sunnyside Pedestrian Bridge.

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<td>Sunnyside Historical Society</td>
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<td>Toronto Railway Historical Association</td>
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7 Discussion of Cultural Heritage Value

7.1 Discussion of Historical or Associative Value

7.1.1 Settlement History

*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 saw mills and two taverns. In 1801, the combined population of York, Etobicoke and Scarborough (also spelled Scarboro) 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 growth is demonstrated in the 1860 Tremaine map (Figure 9-1), which depicts the area surrounding the location of the Sunnyside Pedestrian Bridge. Municipal lots fronting on modern day King Street West form the northern portion of the study area, while the southern portion remains undeveloped agricultural land. King Street West and the rail line are depicted in their extant location, as well as Parkside Drive to the west of the study area.

Continued growth 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. This trend of continual growth is demonstrated in the 1878 Illustrated Historical Atlas Map (Figure 9-2), which clearly depicts the growth experienced by the Town of York represented by increased construction and roadway improvements. The study area vicinity is shown to have undergone considerable residential development with the subdivision of all the former farmland between King Street West and Lake Ontario divided into municipal lots within the community of Parkdale.

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. 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.
The 1903 Fire Insurance Plan (Figure 9-3) shows that the northern portion of the study area retained a residential character into the early twentieth century, with all lands north of King Street divided into municipal lots. The area south of King Street is occupied entirely by the Grand Trunk Railway right of way, and several other ancillary structures including a water works and a toll gate.

The 1923 Fire Insurance Plan (Figure 9-4) depicts the general study area as having undergone significant changes, with improvements to Lakeshore Road and the construction of a grade separated crossing over the rail tracks as part of the Parkdale Grade Separation Project. Other notable changes include the development of a recreational area to the south of the rail line along Sunnyside Beach, including a roller coaster, swimming pavilion, and other structures. GTR’s Sunnyside Station is depicted for the first time in historical mapping, and is located on the southeast corner of Lakeshore Road and King Street West, directly adjacent to the Lakeshore Road Bridge over the rail line.

The 1954 aerial photograph (Figure 9-5) depicts the study area in a similar manner to the 1923 Fire Insurance Map, with the northern area composed of residences and the southern portion consisting of recreational areas. Sunnyside Station is depicted adjacent to the Lakeshore Road Bridge over the rail tracks, and a large TTC streetcar yard is depicted on the northwest corner of Roncesvalles Road and King Street West. Further to the east of the study area, an overhead pedestrian bridge is depicted crossing the rail track in the approximate location of modern day Wilson Park Road, providing access to the recreational facilities on Lake Ontario. Swimming beaches and recreational areas are protected from the wind and waves of the open lake by large breakwalls installed off shore.

The 1992 aerial photograph of the City of Toronto (Figure 9-6) is the first in this series that depicts the extant bridge over the rail line, connecting the residential area adjacent to King Street West with the recreational facilities at Sunnyside Beach. Construction of the Gardiner Expressway in the late 1950s dramatically altered the transportation routes adjacent to the study area. The Gardiner Expressway is depicted along its present alignment, as is Lakeshore Boulevard and King Street West to the north of the study area. The former Lakeshore Road Bridge and the Wilson Street Pedestrian Bridge depicted in earlier mapping were demolished circa 1958 as part of the Gardiner Expressway construction. The extant Sunnyside Pedestrian Bridge was constructed in the location of the former Lakeshore Road Bridge over the rail tracks. Sunnyside Station was retained after the Gardiner Expressway was constructed, but was later demolished between 1965 and 1970 based on a review of aerial photographs.

7.1.2 Significant Themes, Events and/or People

Railway Development

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 & George 1988:13). 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 Canadian National Railways (CNR) (Andreae 1997). The Lakeshore West Corridor was Canada’s busiest railway corridor during the nineteenth and most of the twentieth century (Paterson & George 1988: 15, 24). The Lakeshore West Line was purchased by GO Transit in 1967, and has operated commuter rail service on it to the present. Another notable pedestrian bridge on the Lakeshore West Corridor includes the Drury Lane Bridge in the City of Burlington.

The Parkdale Grade Separation was a large project carried out between 1910 and 1912 to improve the flow of rail and vehicular transportation within the City of Toronto by created grade-separate crossings between the rail lines and roadways. The Parkdale Grade Separation was carried out between Strachan Avenue to Mimico, a distance of approximately six miles and involved the construction of four bridges and nine underpasses (Kennedy 2009; McLeod & McNeil 1979). Former South Parkdale Station was demolished at this time, and Sunnyside Station was constructed nearby to facilitate the change in grade of the rail line.

**Sunnyside Rail Station**

Sunnyside Station was built in 1910 and served as an important passenger station until its closure in 1971. Built by the GTR after the Parkdale Grade Separation Project lowered the rail line below grade, Sunnyside Station was located at street level, with a staircase to access the rail platforms below grade. This station replaced the earlier South Parkdale Station, located nearby at Jameson Avenue. Sunnyside Station was ideally located for passengers to access the Sunnyside amusement area, as well as the electric streetcar network nearby. The station was demolished in 1973 (Old Time Trains 2009).

**Frederick G. Gardiner Expressway**

The Gardiner Expressway was constructed in the downtown core of the City of Toronto between 1955 and 1965 as a main artery linking the Queen Elizabeth Way (QEW) and Highway 427 in the west with the Don Valley Parkway in the east. The Gardiner Expressway was spearheaded (and named in honour of) Frederick G. Gardiner, a City of Toronto Councillor, and consists of at-grade sections as well as large portions that are elevated above grade by steel spans supported by concrete piers.
7.2 Discussion of Design and Physical Value

7.2.1 Physical Characteristics
The Sunnyside Pedestrian Bridge is an eight span, steel plate girder structure with a reinforced concrete deck and reinforced concrete piers and abutments. It carries pedestrian traffic over four rail lines, six lanes of divided traffic on the Gardiner Expressway, and seven lanes of divided traffic on Lakeshore Boulevard West. The bridge measures approximately 175 metres in length and is accessed by a single ramp on the north abutment, a four-tiered ramp in the center, and a two-tiered ramp on the south (Figure 9-14 to Figure 9-27).

The Sunnyside Pedestrian Bridge was constructed in 1958 in association with the Gardiner Expressway construction project, and subsequent realignment of Lakeshore Boulevard West in the same period. Original structural drawings were not made available during this assessment, and so the specifics of the designer, engineer, and construction company are unknown. The pedestrian bridge was constructed in the approximate location of the former road bridge that carried Lakeshore Boulevard (formerly Lakeshore Road) over the rail lines to merge with King Street West. The Lakeshore Boulevard Road Bridge was demolished circa 1958. Also, a pedestrian bridge located at Wilson Park Road, east of the extant Sunnyside Pedestrian Bridge, was demolished as part of the Gardiner Expressway (City of Toronto Council Minutes, 1956, Board of Control Report No. 20, Item 9, pg. 1868-69). Since the demolition of this former bridge, the extant Sunnyside Bridge has been the primary means of accessing the recreational facilities at Sunnyside Beach for local residents in Parkdale. It is not known to have won any awards or received special recognition.

Minor modifications and repairs were conducted in 1994 to replace damaged ramps onto the bridge, and to perform needed concrete repair. These did not significantly alter the original design or function of the bridge (City of Toronto bridge drawings, Figure 9-9 to Figure 9-13).

7.2.2 Comparative Analysis
The Sunnyside Pedestrian Bridge is not outstanding in its construction and is typical of concrete and steel girder pedestrian bridges built during the mid-twentieth century. However, the deck length of the structure, which spans four rail lines and a total of 13 lanes of vehicular traffic, is notable.

The subject bridge is a two-span, concrete beam bridge with a deck length of 175 metres. The structure is the longest pedestrian bridge spanning a Metrolinx Rail right-of-way and the second oldest pedestrian bridge, the oldest of which is the Wallace Avenue Pedestrian Bridge, built in 1907 on the Kitchener rail corridor.
7.3 Discussion of Contextual Value

7.3.1 Description of Setting and Character of the Property and Surroundings
The Sunnyside Pedestrian Bridge spans one of the major vehicular access points to the City of Toronto, and connects a mixed residential/commercial neighbourhood to one of the most popular recreational areas in the city. The area north of the bridge consists of a busy urban intersection, north of which is the established residential community of Parkdale. The area south of the bridge features extensive recreational facilities, including walking/cycling boardwalks, gardens, swimming facilities, and the beaches of Lake Ontario. The Sunnyside pedestrian bridge serves as the link for all the residents in the neighborhoods north of the rail track to experience the popular recreational areas on Lake Ontario, and provides a viewing platform for pedestrians wishing to view the lake and recreation areas from an elevated vantage point.

Palais Royale (Designated Part IV, By-Law 563-84), an event hall, concert venue, and social establishment popularized in the early 1920’s, is located to the immediate southeast of the bridge. This structure, as well as the nearby Sunnyside Bathing Pavilion, is all that remains of the once popular Sunnyside Amusement Park, modeled after New York’s Coney Island (Palais Royale Ballroom 2014).

Adjacent to the northeastern portion of the bridge are hillside topiary signs on the railway embankment. These signs were evaluated separately in an accompanying CHER prepared by ASI (ASI in progress).

7.3.2 Community Landmark
The Sunnyside Pedestrian Bridge is an important circulation route in the Sunnyside neighbourhood. To the local community, the bridge forms an important link from the residences to the north, across the rail lines and roadways to the popular recreational areas on Lake Ontario. Sunnyside beach was a popular destination for users of the Toronto waterfront dating to the late nineteenth century, and it continued to grow in popularity through the early and mid twentieth century with the construction of the Sunnyside Amusement Park. The construction of the Gardiner Expressway in the late 1950s effectively cut the waterfront recreational areas off from the rest of the city, making a pedestrian bridge critical for access to the lake. However, there are other bridges at Parkside Avenue to the west and Dowling Avenue to the east that also provide access to the lakefront.
8 Data Sheet

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9 Figures

9.1 Historic Map Review

Figure 9-1: View of the study area on 1860 historic mapping (Tremaine 1860)

Figure 9-2: View of the study area on 1878 historic mapping (Miles & Co. 1878)
Figure 9-3: View of the study area on the 1903 Fire Insurance Plan (Goad 1903)

Figure 9-4: View of the study area on the 1923 Fire Insurance Plan (Goad 1923)
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Figure 9-5: View of the study area on 1954 aerial photography (Hunting Survey Corporation 1954)

Figure 9-6: View of the study area on 1992 aerial photograph (Toronto Archives 1992)
9.2 Historical Photographs

Figure 9-7: View of the study area in 1912 during the Parkdale Grade Separation Project, with the temporary Sunnyside Station at rear center, looking northeast (Toronto Archives Series 373, Subseries 51, Item 155)

Figure 9-8: View of the study area in 1915, with completed Sunnyside Station at right, and former Lakeshore Road Bridge in rear, looking west (Toronto Archives, Fonds 1231, Item 1041)
9.3 Select Structural Drawings

Figure 9-9: Selected structural drawings showing proposed bridge rehabilitation to be undertaken in 1994
Figure 9-10: Selected structural drawings showing proposed bridge rehabilitation to be undertaken in 1994
Figure 9-11: Selected structural drawings showing proposed bridge rehabilitation to be undertaken in 1994
Figure 9-12: Selected structural drawings showing proposed bridge rehabilitation to be undertaken in 1994
Figure 9-13: Selected structural drawings showing proposed bridge rehabilitation to be undertaken in 1994
9.4 Site Visit Photographs

Figure 9-14: View of central entrance ramp, looking northeast.

Figure 9-15: Bridge deck, looking south.
Figure 9-16: East elevation, looking northwest.

Figure 9-17: East elevation, looking west.
Figure 9-18: East elevation, looking southwest.

Figure 9-19: Panorama of the east elevation, looking west.
Figure 9-20: North entrance, with park at left, looking southwest.

Figure 9-21: North entrance park area, looking southeast.
Figure 9-22: Area to the north of the bridge, looking northeast.

Figure 9-23: Palais Royale (Designated heritage property) adjacent to the study area, looking southeast.
Figure 9-24: Central entrance ramp, looking north.

Figure 9-25: Central entrance ramp, looking south.
Figure 9-26: Steel girders under bridge deck, looking south.

Figure 9-27: West elevation, showing concrete piers, looking north.
10 Chronology

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1855</td>
<td>The Hamilton &amp; Toronto Railway is built and begins service.</td>
<td>Andreae 1997</td>
</tr>
<tr>
<td>1891-1918</td>
<td>Land creation activities in Humber Bay changes the shape and extent of the shoreline</td>
<td>D VHMP.com</td>
</tr>
<tr>
<td>1910-1912</td>
<td>Parkdale Grade Separation Project creates grade-separated crossings for the railway.</td>
<td>Toronto Archives</td>
</tr>
<tr>
<td>1910-1971</td>
<td>Sunnyside GRT Station in operation</td>
<td>Toronto Archives</td>
</tr>
<tr>
<td>1922-1956</td>
<td>Sunnyside Amusement Park begins operations</td>
<td>Palaisroyale.com</td>
</tr>
<tr>
<td>1958</td>
<td>Bridge engineer and construction company are retained, and construction of the subject bridge is completed.</td>
<td>City of Toronto Council Minutes 1958</td>
</tr>
<tr>
<td>1956-1958</td>
<td>Construction of the Gardiner Expressway adjacent to the study area</td>
<td>Review of aerial photographs</td>
</tr>
<tr>
<td>1994</td>
<td>Bridge rehabilitation including ramp and concrete repair.</td>
<td>Giffels Associates Ltd. 1994</td>
</tr>
</tbody>
</table>

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Prepared By: ASI 09-08-2017

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*Report Preparation:*  John Sleath  
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  Joel Konrad

*Graphics:*  Blake Williams, MLitt  
*Geomatics Specialist*

*Report Reviewer:*  Lindsay Graves
APPENDIX A: Cultural Heritage Evaluation Report Sample Questionnaire

Response by:

Name of Organization:

Date:

1. Have you collected any historical information on the property? If yes, please provide a short description of this collection:

2. Is there any local interest in the history of the property relating to:
   a. Historical or Associative Value
   b. Design or Physical Value
   c. Contextual Value
   d. Other

   Please provide additional information regarding your selections above:

3. Do you know whether the lands where the property is located may be valued by the community, including First Nations? If yes, please provide a brief description:

4. Are there any other additional comments that you think are relevant?