CHERRY STREET BRIDGE

HERITAGE IMPACT ASSESSMENT | FEBRUARY 11, 2019

Project #	18-148-01
Prepared by	AP/DE/PP

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Cherry Street Bridge from the north (ERA, 2018).

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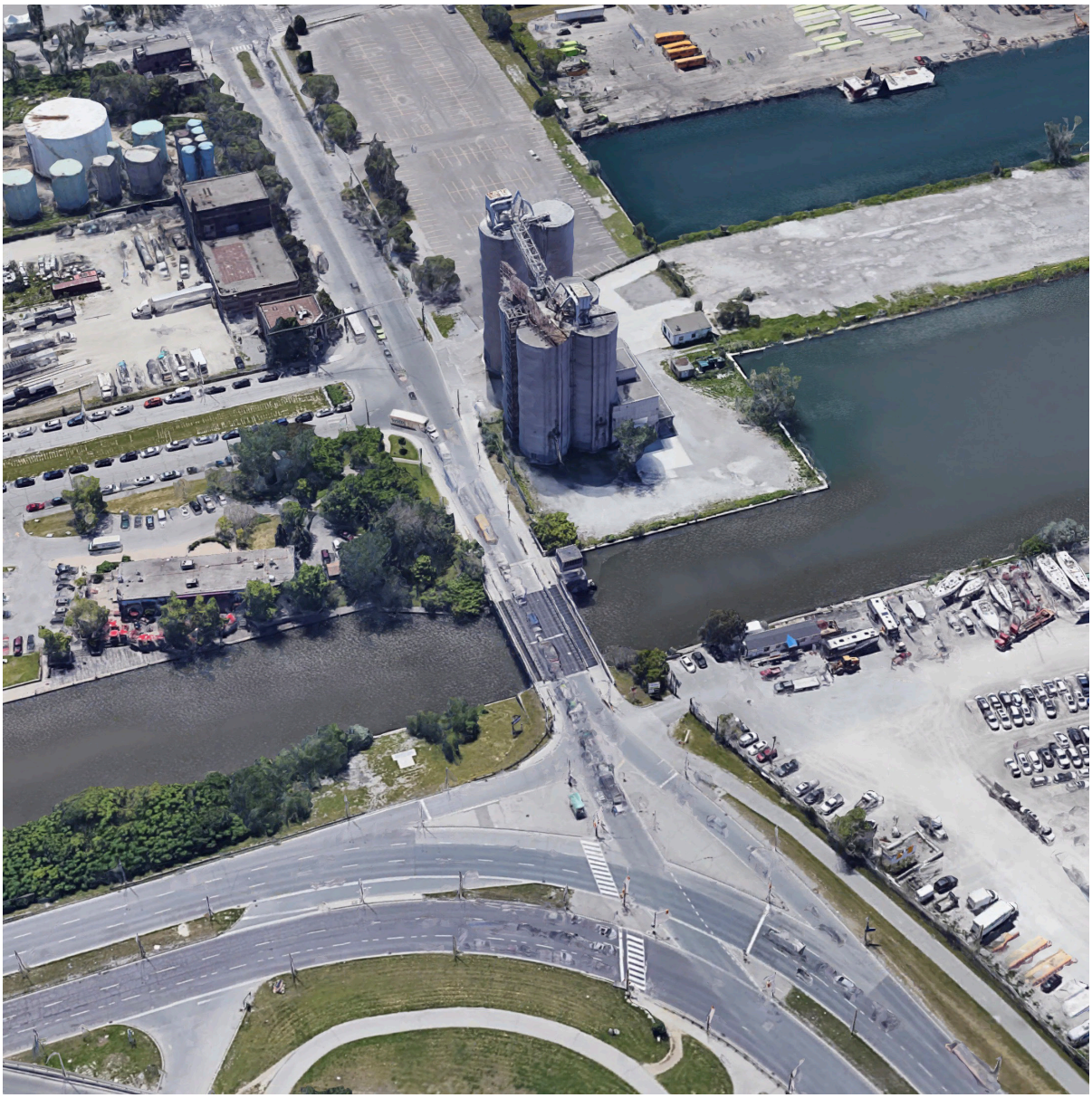

Aerial view of the north Cherry Street bridge and its surrounding environs (Google Earth, 2018).

EXECUTIVE SUMMARY

CONTEXT

ERA Architects Inc. ("ERA") has been retained by Entuitive to prepare this Heritage Impact Assessment ("HIA") for the demolition of the north Cherry Street bridge (the "site"), located south of the intersection of Cherry Street and Lake Shore Boulevard East, in the City of Toronto.

The site contains a bascule bridge constructed in 1968, and an elevated bridge operator's house. The bridge allows marine traffic to travel east-west through the Keating Channel, while also providing vehicular, cyclist and pedestrian access to the Port Lands to the south. The existing bridge replaced an earlier bascule bridge built in 1918, as well as an even-earlier rudimentary wooden drawbridge.

CULTURAL HERITAGE VALUE

ERA has evaluated the subject site using the Provincially-prescribed criteria set out under Ontario Regulation 9/06 ("O. Reg. 9/06" - Criteria for Determining Cultural Heritage Value or Interest).

ERA's assessment indicates that the site has marginal contextual value arising from its connection to a lineage of bridges that have existed in this location over time. However, this limited contextual value does not adequately satisfy the criteria and thus does not generate a compelling rationale for heritage designation. ERA finds that the site does not contain cultural heritage value, and that no conservation strategy is needed.

The site is adjacent to the heritage-Listed Century Coal Company silos at 312 Cherry Street. At its new alignment, the replacement north Cherry Street bridge will also maintain an adjacency to 312 Cherry Street. The proposed alterations will not adversely impact the cultural heritage value of this Listed property.

PROPOSED ALTERATION

The existing 1968 north Cherry Street bridge is proposed to be demolished, and a replacement bridge constructed slightly to the west, at the planned new alignment of Cherry Street.

This scope of work is part of the Port Lands Flood Protection and Enabling Infrastructure Project, an initiative led by Waterfront Toronto to implement various flood protection measures in the Lower Don watershed.

IMPACTS & MITIGATION

There will be no negative heritage impacts arising from the removal of the 1968 north Cherry Street bridge, as it does not possess cultural heritage value. The replacement bridge will be constructed prior to removal of the existing bridge so as not to interrupt access to the Port Lands.

Once complete, the replacement bridge will provide enhanced access to the planned new mixed-use community on Villiers Island, with provision for future Light Rail Transit infrastructure. The new bridge will open up new views and vistas through the revitalized district, while providing enhanced connections between the re-naturalized Don River, Villiers Island, and a new series of integrated parks and open spaces.

CONCLUSION

The proposed alteration will not generate negative heritage impacts on site, or to adjacent heritage properties, and will allow for a key new infrastructure component to proceed in support of various parallel planning initiatives for the Lower Don watershed and Toronto Port Lands.

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1 INTRODUCTION

SCOPE OF THE REPORT

ERA has been retained by Entuitive to prepare this HIA for the removal of the existing north Cherry Street Bridge as part of the ongoing realization of the Port Lands Flood Protection and Enabling Infrastructure Project.

This HIA describes the history of the site and its relationship to the surrounding physical context, assesses its cultural heritage value, describes the proposed site alteration, and identifies impacts and mitigation measures.

This HIA is prepared in accordance with the requirements of the City of Toronto Heritage Impact Assessment Terms of Reference (2014).

Multiple sources of data have been collected, sorted and analyzed for this assessment. Both primary and secondary sources have been consulted, including: historical maps, atlases, aerial photographs, City of Toronto Heritage Preservation Services reports, previous consultants' reports relating to the Port Lands, the City of Toronto Archives, the Toronto Public Library, internet research, and observations from site visits.

PRESENT OWNER CONTACT

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SITE LOCATION AND DESCRIPTION

The north Cherry Street Bridge is located at the northwest gateway to the Toronto Port Lands and traverses the Keating Channel. Constructed in 1968 to replace an older bascule bridge, it is not to be confused with the south Cherry Street Bridge, built in 1930.

The north Cherry Street Bridge is a bascule bridge - a moveable bridge with a counterweight that swings upward to provide passage to marine traffic. It presently accommodates two lanes of two-way north-south vehicular traffic, and has pedestrian walkways on both its east and west sides. An elevated, cantilevered operator's house is located at the southwest corner, accessible by a staircase.

Aerial view of subject site (outlined) and surrounding physical context (Google Earth, 2018; annotations by ERA).

SITE AND CONTEXT PHOTOS

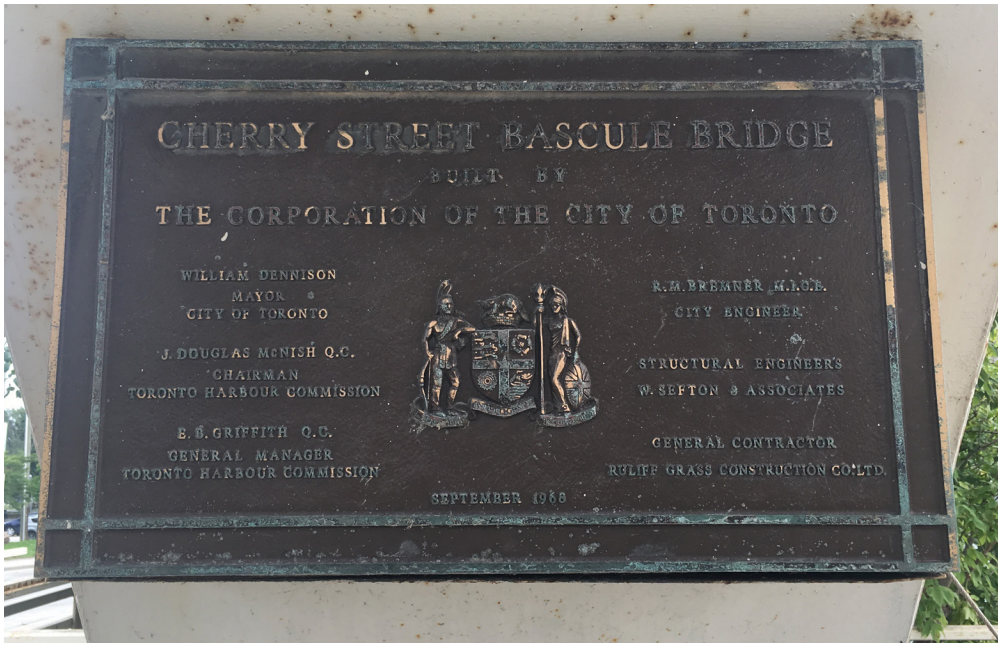
Looking south toward the Bridge (ERA, 2018).

Looking south toward the Bridge and operator's house (ERA, 2018).

Looking north toward the Bridge (ERA, 2018).

Looking southwest toward the Bridge and operator's house (ERA, 2018).

Looking northeast toward the Bridge (ERA, 2018).



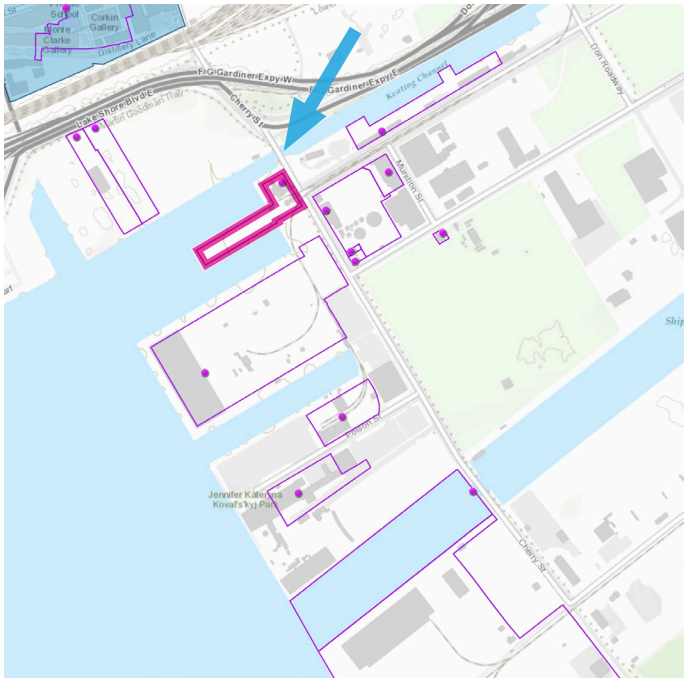
Ceremonial plaque from 1968 identifying key individuals involved in the construction of the north Cherry Street Bridge (ERA, 2018).

HERITAGE CONTEXT

The site is not listed on the Toronto Heritage Register or designated under the Ontario Heritage Act. The site is, however, considered "adjacent" to a Listed heritage property at 312 Cherry Street.

A description of 312 Cherry Street is found in the October 2004 Toronto & East York Community Council Report 8:

> *312 Cherry Street: The Century Coal Company (now Essroc Cement Company) is identified as a significant cultural resource for architectural and contextual reasons. The property is located on the harbour (west) side of Cherry Street opposite the entrance to Villiers Street. The first silos on the site were completed in 1920 for the Century Coal Company, a business that occupied the property for 40 years and was succeeded by the Lake Ontario Portland Cement Company (now Essroc Cement Company). Prominent waterfront landmarks, the silos are among the few structures of this type that survive on Toronto's waterfront. They are important in context with the silos of the Canada Cement Company at 54 Polson Street, a property that was listed on the City of Toronto Inventory of Heritage Properties on June 24, 25 and 26, 2003.*



Toronto Heritage Register Map; arrow pointing to bridge, with adjacent heritage property outlined (City of Toronto, 2018; annotation by ERA)

Century Coal Company silos at 312 Cherry Street (ERA, 2018).

As part of the 2014 Environmental Assessment ("EA") for the Don Mouth Naturalization and Port Lands Flood Protection Project, Unterman McPhail Associates prepared an "Inventory of Cultural Heritage Properties in the Don Mouth Project Study Area". The inventory, which is appended to the EA as Appendix C, identified the north Cherry Street Bridge as a built heritage resource and provided some high-level information, extracted below:

29.	BHR	Transportation	Cherry Street Bridge	Bascule Bridge built in 1968 by City of Toronto' R. M. Bremner City Engineer; W. Sefton & Associates, Structural Engineer; Ruliff Grass Construction Co. Ltd; operator's control booth still in place; historical plaque underneath operator booth; concrete substructure of earlier bridge. A wooden draw bridge located over Don Diversion/Keating Channel at Cherry Street in 1899. Current bridge replaced an earlier steel draw bridges in 1912 and 1932.	

Extract from Appendix C to the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (p. 9) (Unterman McPhail Associates/TRCA, 2014).

Notwithstanding its inclusion in the 2014 Unterman McPhail inventory, the north Cherry Street Bridge was not identified as a heritage resource in subsequent planning studies for the area, including the 2017 Villiers Island Precinct Plan and 2017 Port Lands Planning Framework.

2 BACKGROUND RESEARCH AND ANALYSIS

AREA HISTORY

The present location of the north Cherry Street Bridge, as well as the surrounding area known today as the Toronto Port Lands, is the product of significant human intervention and alteration of the natural landscape.

Originally, these lands were occupied by a wide expanse of marshlands between Toronto Harbour to the west, and Ashbridge's Bay to the east, a place into which the "alluvial disgorgings" of the Don River flowed. Along the south edge of the marsh, a long, narrow, sandy peninsula extended from present day Woodbine Beach westward to Gibraltar Point, without interruption. The peninsula enclosed the Toronto Harbour, then only accessible by the west, until several storms in the mid-1800s severed the peninsula, creating the "eastern gap" and the Toronto Islands.

Ashbridge's Bay in 1904 (City of Toronto Archives).

Prior to the arrival of European settlers in the 1790s, First Peoples used the marsh and peninsula for hunting and fishing, although indigenous occupation of this area was ephemeral and no permanent settlements here were established. When Lieutenant Governor John Graves Simcoe founded the Town of York in 1793, an original 10-block street grid was laid to accommodate urban development in the general area of Front Street East and Berkeley Street. Early residents of York used the sandy peninsula recreationally. A 1799 article in The Provincial Gazette noted:

> "*The long beach of peninsula, which affords a most delightful ride, is considered so healthy by the Indians, that they resort to it whenever indisposed; and so soon as the bridge over the Don is finished, it will be generally resorted to, not only for pleasure, but as the most convenient road to the heights of Scarborough.*"

Cottages on Fisherman's Island, off the sandy peninsula, in 1909 (City of Toronto Archives).

Over time a community of fishers, hunters and trappers emerged along the peninsula. By the 1880s, summer communities had established on Centre Island and Ward's Island, by this time separated from the mainland by the newly-opened eastern gap. Informal squatter settlement on the peninsula continued into the late 1880s until a series of civic planning initiatives for the area spurred local officials to clear the lands in anticipation of new, industrial uses.

Although the peninsula was valued as a place for leisure and recreation over the 1800s, the marshlands were seen as a convenient disposal site for animal waste and industrial effluent. For several decades, George Gooderham kept cattle barns east of the mouth of the Don River, which housed thousands of cows whose manure flowed straight into the marsh. East of Gooderham's barns, a cluster of butchers and tanneries south of modern-day Eastern Avenue similarly contributed to the pollution problem. By the 1890s, tensions between local business owners, area residents, and city officials reached a boiling point, and the specter of a public health crisis prompted a government response to deal with the heinous marsh once and for all.

From the 1850s onward, many plans were put forward to alter the alignment of the Don River and to drain and fill the marshland and Ashbridge's Bay. None of these ambitious schemes came to fruition until in 1893, when City Engineer E.H. Keating proposed a plan (the

Detail from 1893 Barclay, Clarke & Co. Bird's Eye View of Toronto chromolithograph showing Toronto Harbour and the marshlands of Ashbridges Bay (City of Toronto Archives).

"Keating Plan") to dig a 300-foot-wide channel ("Keating Channel") from Toronto Harbour to Lake Ontario via the north edge of Ashbridge's Bay. Under Keating's Plan, Ashbridge's Bay would be dredged, and the fill used to create new land areas to the east, west and north, to be subdivided for industrial and port uses. The Don River was proposed to meet the new channel. It was thought that the east-west flow of water between the harbour and the lake would alleviate the foul conditions of the polluted marsh.

The Keating Plan was not fully implemented as proposed. Although ultimately the Don flowed into the Keating Channel, which extended west and drained into the harbour, the full east-west channel through to Ashbridge's Bay was never realized. The shortened version of the Keating Channel was ultimately dredged to a width of 90 feet, rather than the 300 originally planned.

After the 1893 Keating Plan, the next major planning challenge for the area concerned improving access to the waterfront and deteriorating port facilities that were becoming increasingly severed from the city as a result of numerous railway level crossings. In 1910, the Toronto Board of Trade called for a civic referendum on the replacement of the ineffective Harbour Trust with a new public body to take control over waterfront planning. The referendum, held on January 1, 1911 with the municipal election, overwhelmingly supported the *Toronto Harbour Commissioners' Act*, which led to the appointment of several Toronto

View northeast over the Port Lands in 1930 (City of Toronto Archives).

Harbour Commissioners to produce strategies to mitigate the negative effects of the railway corridor on the city's southern edge.

The 1912 Toronto Harbour Commissioners' Plan contained sweeping recommendations for improving the western and central sections of the waterfront, as well as detailed designs for a "Toronto Harbour Industrial District" which was to be developed for three types of land uses: (1) commercial and dock development; (2) industrial development dedicated to heavy industrial and loft-type manufacturing, and; (3) a 1000-foot-wide park strip along the south edge of the District, spanning from the Eastern Gap to Woodbine Avenue, featuring a 4.25-mile-long bathing beach, a lakefront boulevard system of driveways, bridle paths and walks, and accommodation for aquatic clubs.

The Toronto Harbour Commissioners' Plan resulted in the largest dredging contract in Canadian history being awarded to the Canadian Stewart Company Limited, which commenced large-scale lake filling operations in 1914, filling in an area roughly from Parliament Street in the west, to Leslie Street in the east. The imposition in the 1920s of the Viaduct Agreement and the Viaduct Order finally resulted in the construction of a railway viaduct to elevate train traffic and allow vehicular and pedestrian traffic to flow through underpasses below.

The legacy of the Toronto Harbour Commissioners' Plan is the landform that exists today in the area now known as the Toronto Port Lands. Although several aspects of the Plan never materialized - for example, manufacturing never took off as anticipated and the largest land use became material storage of coal and oil - several key vestiges of the Plan were realized and remain today:

- The Keating Channel, maintained in the 1912 Toronto Harbour Commissioners' Plan for harbour and maritime purposes;
- The 120-metre-wide ship turning basin, large enough to accommodate the biggest ships that traveled through the St. Lawrence Seaway;
- A handful of historic civic and commercial buildings along Cherry Street and Commissioners Street intended to provide ancillary services to the area's industrial users;
- The original street and railway networks, and;
- A strip of parkland across the southern edge of the district, which has evolved since the original 1912 Plan and continues to provide well-used recreational facilities.

SITE HISTORY

As noted by Jeffery Stinson in his 1990 report on the Port Lands:

> "*Use of the area from the earliest times of settlement has depended on bridges to provide convenient crossings over the various outlets of the Don River and the primary connection from the City to the District is still made by a bridge over the Don*" (p. 134).

After the construction of the Keating channel in 1893, a number of primitive bridges were built over the channel including swing bridges which pivoted to allow boat traffic to pass, as well as at least one wooden bridge at Cherry Street.

The first major bridge to the Port Lands was the 1918 north Cherry Street bascule bridge. Early archival photographs portray the immense size of the 1918 bascule bridge, with its steel frame and large above-ground counterweights. In 1930, a second bascule bridge was built further south on Cherry Street over the Ship Channel.

By the mid-1960s, plans were in the works to replace the 1918 bascule bridge with a new bridge, which was constructed and operational by 1968. The comparably simpler form of the 1968 bridge, which exists on the site today, is described by Stinson (1990) as one which:

> "*... apparently, for aesthetic reasons, has gone to remarkable lengths to be non-bridge-like. The counter-balance weight is below ground in a 20-foot-deep pit and the machine room is actually inside the counter weight*" (p. 134).

The 1968 bridge was built on a concrete abutment that encroaches into the south side of the Keating Channel, narrowing the width of the waterway.

The 1968 bridge was a collaboration between City Engineer R.M. Bremner, structural engineering consultant W. Sefton & Associates, and construction contractor Ruliff Grass construction Co. Ltd. A commemorative plaque underneath the Operating House identifies these individuals as well as politicians of the day.

Originally constructed with four traffic lanes - two in each direction - the 1968 bridge was modified by the City in the 1990s and reduced to two traffic lanes to allow for sidewalks on both sides of the bridge.

South Cherry Street Bridge

The south Cherry Street Bridge, still in active operation, survives today as a representative example of a technologically-advanced Strauss Trunion bascule bridge. Built in 1930, the south Cherry Street Bridge was designed by Strauss Engineering Corporation and constructed by the Dominion Bridge Company and the Foundation and Construction Company of Ontario Ltd. It is Listed on the Toronto Heritage Register and is described in the 2017 Port Lands Planning Framework as:

> "*an icon of the Port Lands and marks the entrance to the Ship Channel with its massive concrete counterweights and steel girder design, providing exceptional views north and south along Cherry Street and exceptional placemaking potential* (p. 165)."

South Cherry Street Bridge (Google Earth, 2018).

A steel swing bridge over Keating's Channel, c. 1898 (City of Toronto Archives).

Early wooden bridge over Keating's Channel at Cherry Street, c. 1910 (City of Toronto Archives).

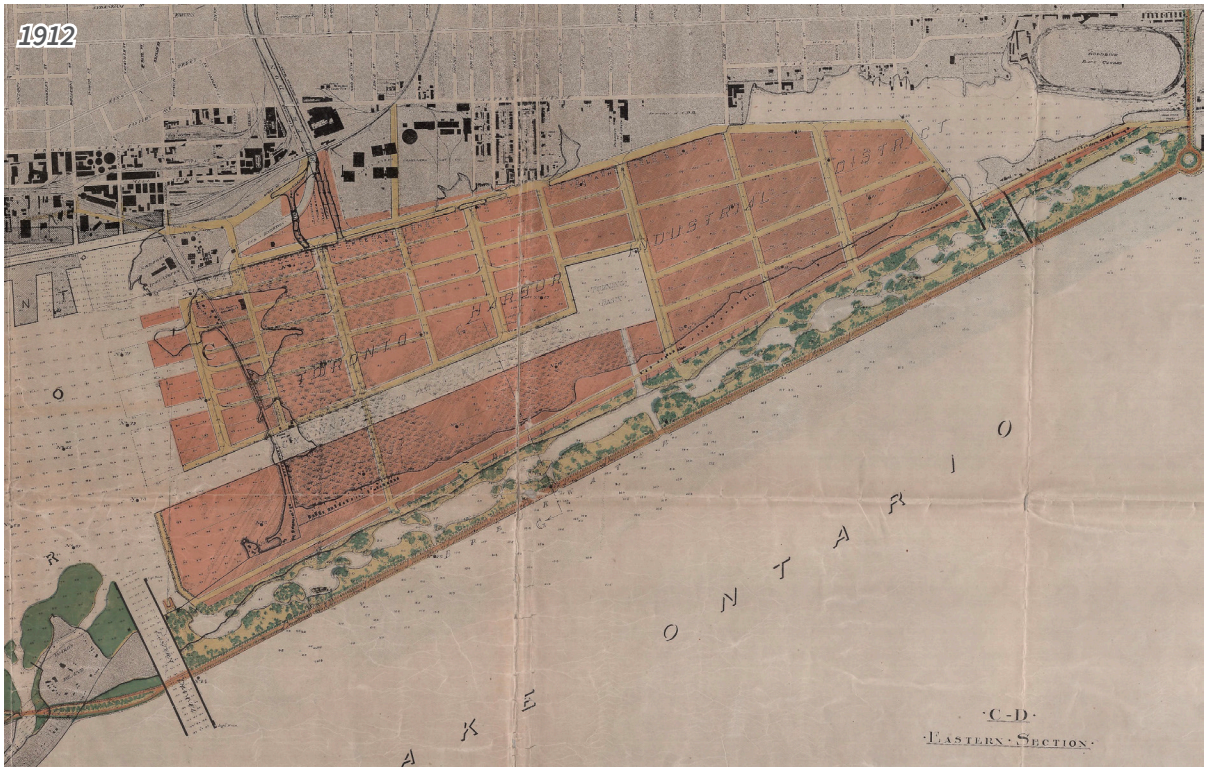
(north) Cherry Street bascule bridge c. 1920 (City of Toronto Archives).

1968 bascule bridge, photos taken in 1976 (City of Toronto Archives).

HISTORICAL MAPPING & AERIAL PHOTOGRAPHS

1818 Phillpotts Plan of York: This map from 1818 shows the meandering path of the Don River into the marshes of Ashbridges Bay, as well as the long sandy peninsula connecting the mainland to Toronto Islands and enclosing the harbour.

1860 Tremaine's Map of the County of York, Canada West. This 1860 map depicts the changing marine geography of the city, most notably the creation of the Eastern Gap that severed the Toronto Islands, as well as the significantly expanding footprint of urban development. The marshes remain a dominant feature between the harbour and Ashbridge's Bay.



Detail from 1912 Toronto Harbour Commissioners Engineering Department - Waterfront Development. This map depicts the planned build-out of the Toronto Harbour Industrial District as provided for in the 1912 Commissioners' Plan, including industrial lands, a ship channel and turning basin, and park-land strip (Toronto Harbour Commissioners with Frederick Law Olmstead, Consulting Landscape Architect).

This aerial photograph shows the extent of development in the Port Lands in 1947. The north part of the district is dominated by tank farms, while the south part of the district remains less developed. The location of the original north Cherry Street bascule bridge is indicated with an arrow.

3 ASSESSMENT OF EXISTING CONDITION

ERA visited the site in August, 2018, to take photographs and observe the general condition of the north Cherry Street bridge.

The bridge remains in active operation to allow boat traffic to pass through the Keating Channel, as well as being one of the primary points of vehicular, public transit, cyclist and pedestrian access to the Port Lands.

General comments concerning the bridge's existing condition are provided below. Note that this assessment is not intended to provide commentary on the structural condition of the bridge.

Operator's house and access stair (ERA, 2018).

Operator's House

The operator's house is elevated on a cantilevered steel structure at the southwest corner of the bridge. The steel has been repainted over the years and has rust staining in many places, including the stair treads, guardrail, and the fins wrapped around the control room. A wooden board is currently covering a missing window.

Steel deck as viewed from the northeast (ERA, 2018).

Bridge Deck

The bridge consists of a steel structure with a metal mesh deck. On the side walkways, an additional finish has been installed over the mesh to provide a smooth surface for cyclists and pedestrians. The deck surface appears to be in fair condition, with no significant deficiencies visible.

Guardrails

The bridge has primary guardrails along its east and west sides, as well as secondary guards separating car traffic from the side walkways. All guards are metal. These guards appear to be in fair condition

The north and south ramps to the bridge also have metal guardrails with rust and chipped paint. Some of the metal components are bent.

Concrete Foundation and Keating Channel Walls

The concrete foundation of the bridge is built into the embankment for the Keating Channel and contiguous with the concrete channel walls. Areas of the foundation display cracks, crumbling, staining and graffiti. Under the bridge, the wood bumper strips on the sides of the Keating Channel exhibit signs of rot and deterioration.

Gates and Fixtures

At the north and south sides of the bridge there are gates to stop car traffic when the bridge needs to be raised. The gates are rusted and have chipped paint.

Various fixtures have been attached to the bridge over time including underside warning lights for boat traffic, conduits, and road signs.

4 ASSESSMENT OF CULTURAL HERITAGE VALUE

As identified earlier, the subject site is not presently subject to any heritage protection. In Ontario, the criteria used to determine a property's eligibility for designation pursuant to the Ontario Heritage Act ("OHA") are set out under Ontario Regulation 9/06 ("Criteria for Determining Cultural Heritage Value or Interest"). The 9/06 criteria identify nine evaluation measures, grouped into three distinct areas of cultural heritage value: (1) design/physical value; (2) historical/associative value, and; (3) contextual value.

ERA has evaluated the north Cherry Street Bridge using the criteria under O. Reg. 9/06. Based on our evaluation, we find that the site does not satisfy any of the prescribed criteria. Various bridges in this location have provided access between the mainland and the Port Lands over time, and the current north Cherry Street bridge is a part of this lineage.

Aside from the fact that a bridge has existed in this location for many years, the existing bridge, built in 1968, is not notable in and of itself and does not meet any of the O. Reg. 9/06 criteria. Unlike the 1918 bridge it replaced, the existing bridge does not maintain the historic relationship between the 1918 and 1930 Strauss Trunion bascule bridges, which acted as north and south gateways to Cherry Street.

The following page contains our 9/06 evaluation of the site. Our evaluation has been informed by the research undertaken for this HIA related to the historical development of the site and its surrounding environs, the lineage of bridges that have existed on the site over the years, and the actors and individuals involved in the planning and construction of the existing bridge.

9/06 EVALUATION

The property has design value or physical value because it:	
(i) is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N/A. The site contains a utilitarian bridge, with an elevated operator's house, that is devoid of any remarkable design expression.
(ii) displays a high degree of craftsmanship or artistic merit;	N/A. The north Cherry Street bridge does not display a high degree of craftsmanship or artistic merit.
(iii) demonstrates a high degree of scientific or technical achievement.	N/A. The north Cherry Street bridge is a common bascule bridge that does not reflect a particularly high degree of technological capability.

The property has historical value or associative value because it:	
(i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N/A. The north Cherry Street bridge replaced several older bridges that existed before it, and has no significant associative value.
(ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	N/A. The north Cherry Street bridge does not have the potential to yield insights into an understanding of a community or culture.
(iii) demonstrates, or reflects the work or ideas of an architect, builder, designer or theorist who is significant to a community.	N/A. The north Cherry Street bridge does not demonstrate or reflect the work or ideas of any architect, builder, designer or theorist who is significant to a community.

The property has contextual value because it:	
(i) is important in defining, maintaining or supporting the character of an area;	N/A. Out of circumstance, the north Cherry Street bridge is a gateway to the Port Lands by virtue of it being one of few such access points, but the bridge itself is not a notable contributor to the area character.
(ii) is physically, functionally, visually or historically linked to its surroundings;	N/A. The physical, functional, visual and historic link of the site to its surroundings is marginal and has been eroded by the removal of the original 1918 bascule bridge, which formed a pair with the surviving 1930 south Cherry Street bridge.
(iii) is a landmark.	N/A. The north Cherry Street bridge is not a landmark.

As indicated above, we find that the site meets none of the nine prescribed O. Reg. 9/06 criteria. The site is not a candidate for designation, and there is no compelling heritage rationale to implement a conservation strategy for the existing bridge.

In light of our finding that the site does not merit designation, no Statement of Significance or Heritage Attributes have been developed.

5 HERITAGE POLICY REVIEW

The following were among the sources reviewed in preparing this HIA:

- Growth Plan for the Greater Golden Horseshoe (2017);
- The Province of Ontario's 2014 Provincial Policy Statement for the Regulation of Development and Land Use;
- The Ontario Heritage Act (R.S.O. 1990);
- City of Toronto Official Plan;
- Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (2014);
- Villiers Island Precinct Plan (2017);
- Port Lands Planning Framework (2017);
- Port Lands Official Plan Amendment, adopted by City Council on December 5, 2017;
- Heritage Impact Assessment Terms of Reference, City of Toronto;
- City of Toronto Heritage Register;
- Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada;
- The Ontario Ministry of Tourism, Culture and Sport's Ontario Heritage Toolkit.

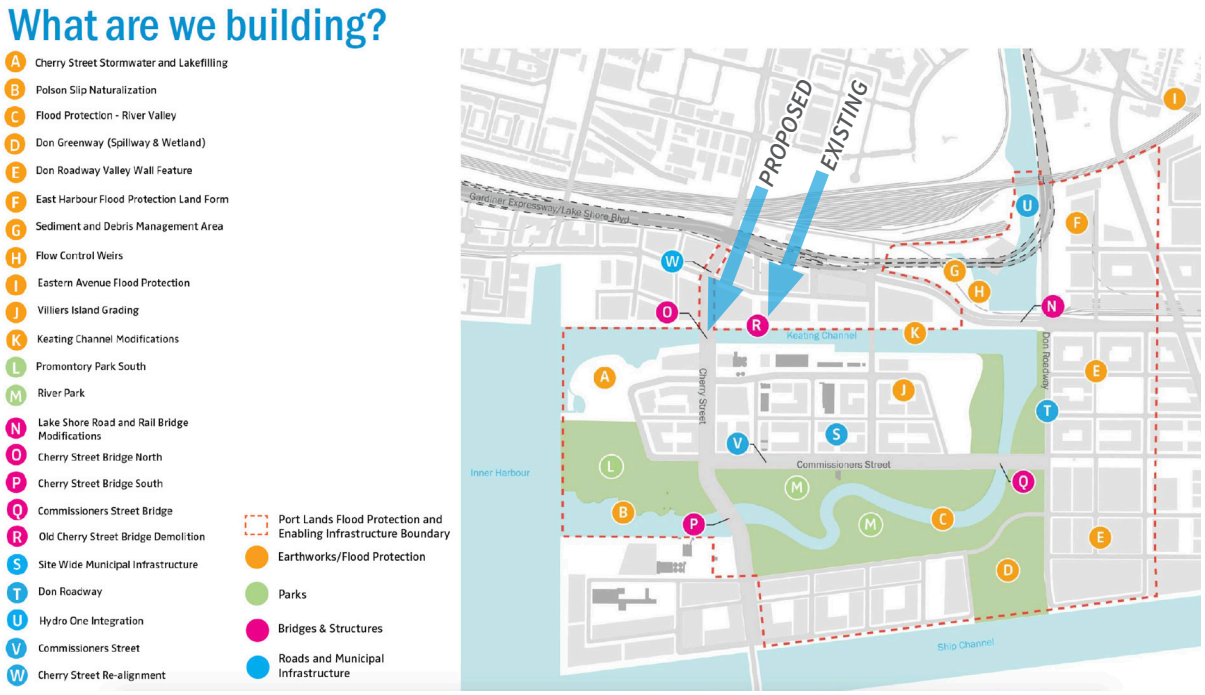
A review of the abovenoted policies germane to this HIA is included with this report as Appendix I.

6 DESCRIPTION OF PROPOSED DEVELOPMENT

The Port Lands Flood Protection and Enabling Infrastructure Project is an initiative led by Waterfront Toronto to implement various flood protection measures in the Lower Don watershed. As part of the broader Port Lands Revitalization, the mouth of the Don River is proposed to be re-naturalized, which will change the physical geography of the Port Lands and create Villiers Island, intended to accommodate a new mixed-use community.

In tandem with these improvements, Cherry Street south of the Gardiner Expressway is proposed to be re-aligned west of its current location, where it will extend south over the Keating Channel, via a new north Cherry Street bridge, onto Villiers Island. The Cherry Street realignment eliminates the need for the continued existence of the 1968 north Cherry Street bridge, which is proposed to be removed, along with the elevated operator's house, as well as the concrete abutment on which the bridge rests. The proposed alterations will take place in a phased manner so that access to the Port Lands is not interrupted; the existing bridge will be removed only after the completion of the replacement bridge at the new Cherry Street alignment.

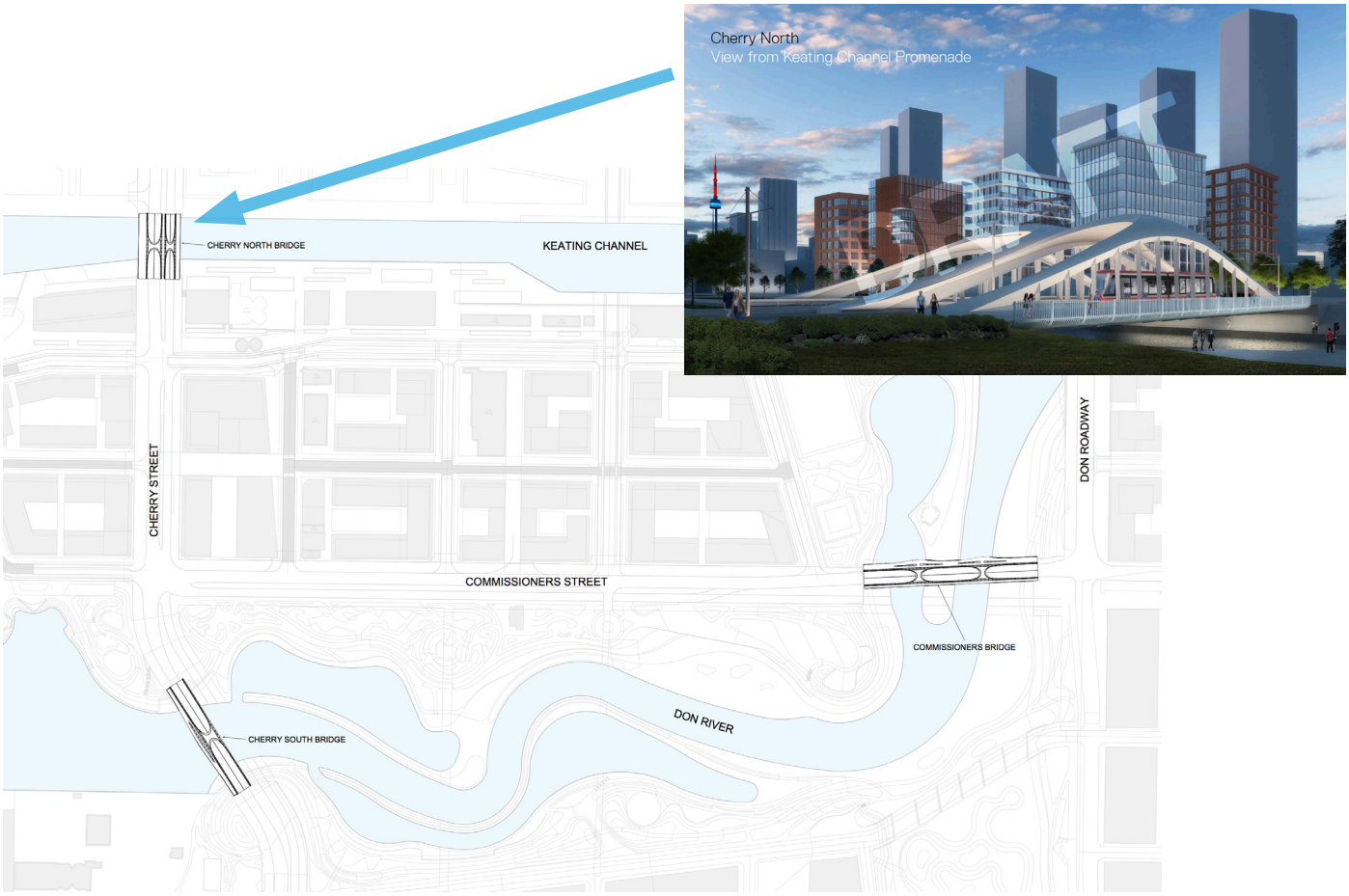
The figure below shows an itemized list and map of the various projects captured within the Port Lands Flood Protection and Enabling Infrastructure Project. The existing north Cherry Street bridge is indicated with an "R", and the proposed new bridge with an "O".



Port Lands Flood Protection and Enabling Infrastructure Project; image extracted from July 25, 2018 presentation to Waterfront Toronto Design Review Panel (Waterfront Toronto/Entuitive/Grimshaw/SBP; annotation by ERA).

The new north Cherry Street bridge is designed to accommodate car traffic in tandem with future Light Rail Transit tracks, pedestrian sidewalks and a bicycle lane. The bridge is of a contemporary arched design that will be repeated with two other new bridges nearby - referred to as the “Cherry South Bridge” and “Commissioners Bridge”. Unlike the existing bascule bridge, the new bridge will be fixed in place as no large-scale boat traffic is planned to pass underneath.

The current design approach has been informed by comments provided by the Waterfront Toronto Design Review Panel (“WTDRP”) at the first schematic design review for the new Port Lands bridges, which took place in April, 2018. At that time, the WTDRP stressed the desire to make the new bridges as transparent as possible to open up new views and vistas through the revitalized district, while providing enhanced connections between the re-naturalized Don River, Villiers Island, and a new series of integrated parks and open spaces.



Site plan from Entuitive 60% Design Development package; rendering from July 25, 2018 presentation to Waterfront Toronto Design Review Panel (Waterfront Toronto/Entuitive/Grimshaw/SBP; annotation by ERA).

7 HERITAGE IMPACTS AND MITIGATION

SITE-SPECIFIC HERITAGE IMPACTS

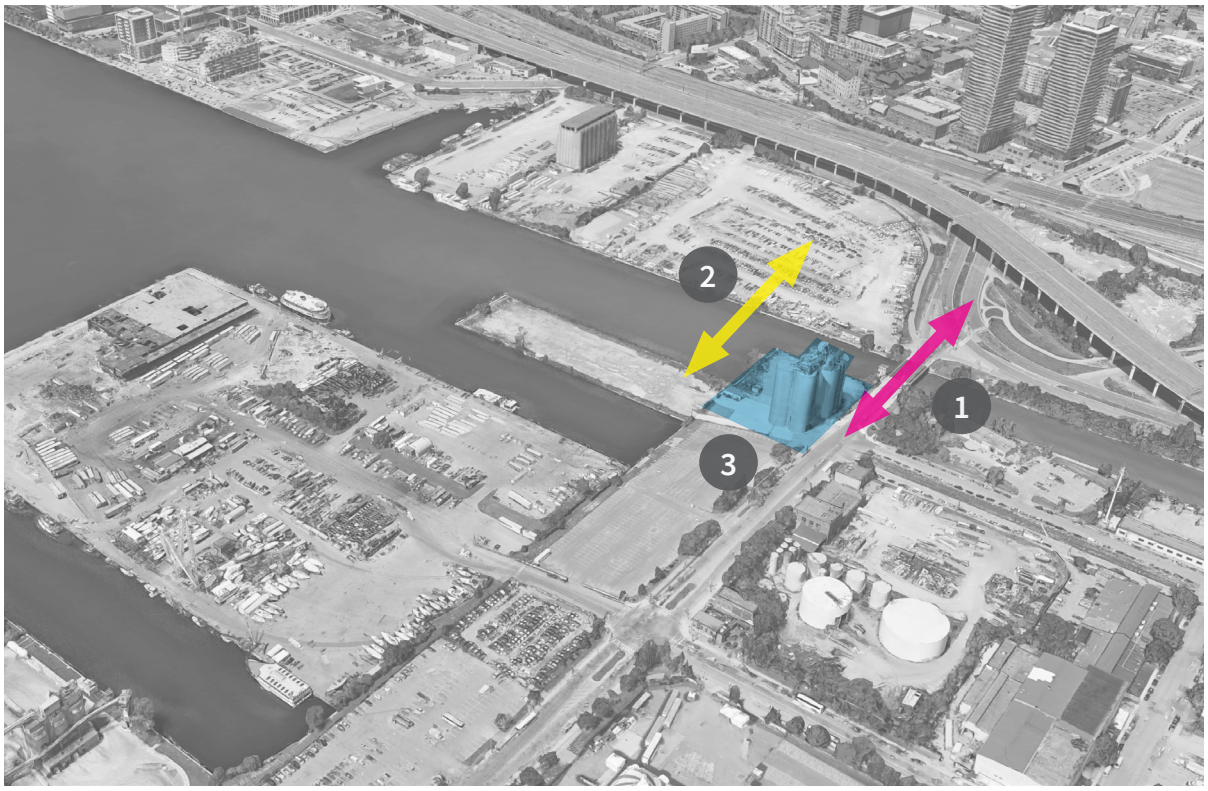
Given ERA's assessment that the site does not possess cultural heritage value, the proposed removal of the north Cherry Street Bridge will not generate an adverse heritage impact. Moreover, there is no net reduction of access to the area given the proposed replacement bridge, which will in fact increase access to the revitalized Port Lands by providing for future Light Rail Transit infrastructure.

The Ontario Heritage Toolkit identifies a range of potential heritage impacts that can result from development or site alteration more broadly, beyond the subject site in isolation. The table below responds to these potential adverse impacts.

Possible Impacts	*Comments*
(1) **Destruction** of any, or part of any, significant heritage attributes or features;	N/A. There are no on-site cultural heritage resources, and the site alteration will not adversely impact the integrity of any adjacent heritage resources.
(2) **Alteration** that is not sympathetic, or is incompatible, with the historic fabric and appearance;	N/A. The proposed alteration will remove the existing north Cherry Street bridge and construct a new one in a more-westerly location at the new Cherry Street alignment.
(3) **Shadows** created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;	N/A. No anticipated impacts.
(4) **Isolation** of a heritage attribute from its surrounding environment, context or a significant relationship;	N/A. The alteration will not isolate any heritage resources or attributes from their respective context.
(5) **Direct or indirect obstruction** of significant views or vistas within, from, or of built and natural features;	N/A. There are no significant views associated with the site. The replacement bridge has been designed to maintain transparency and openness to generate new views and vistas through the re-naturalized Don River watershed and revitalized Port Lands.
(6) **A change in land use** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and	N/A. There is no such change associated with the site.
(7) **Land disturbances** such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.	A significant archaeological assessment has accompanied the planning process for the Port Lands to date, and the alterations outlined in this report will not introduce new potential archaeological impacts.

IMPACT ON ADJACENT HERITAGE PROPERTIES

The site of the existing north Cherry Street bridge is adjacent to the Listed heritage property at 312 Cherry Street, which contains the Century Coal Company silos, described in its listing statement as a prominent waterfront landmark in context with the silos of the Canadian Cement Company at 54 Polson Street. The new north Cherry Street bridge alignment will be located to the west of 312 Cherry Street and will fully conserve this Listed heritage resources. There are no physical or visual impacts associated with the proposed demolition.



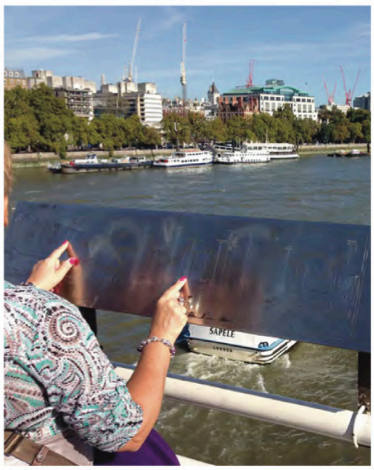
Aerial view of project area (Google Earth, 2018; annotations by ERA).

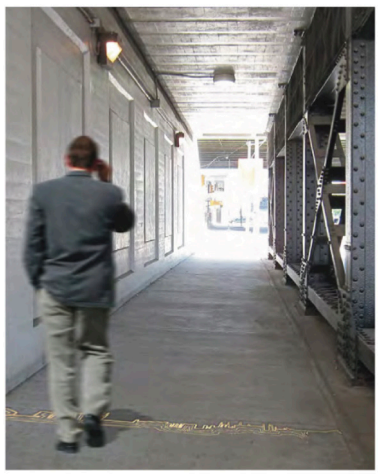
1. Existing north Cherry Street bridge alignment east of 312 Cherry Street.
2. Proposed replacement north Cherry Street bridge alignment west of 312 Cherry Street.
3. Century Coal Company silos at 312 Cherry Street.

8 CONSERVATION STRATEGY

The subject site is not a candidate for heritage designation, and in light of the proposed demolition of the 1968 north Cherry Street bridge, no conservation strategy is identified.

In tandem with the public realm improvements planned for the Keating Promenade under the Villiers Island Precinct Plan, Waterfront Toronto may wish to explore opportunities to install commemorative panels or pavement markings to indicate the original location of the Cherry Street bridge, or other earlier bridge crossings in the general area. Such an installation could evoke imagery of the original 1918 bascule bridge, or early civic planning initiatives such as the 1893 Keating Plan, or the 1912 Harbour Commissioners' Plan.





Upper: Example of interpretive panel in London, UK (ERA); lower: Example of pavement treatment marking the 1910 shoreline at Lower Jarvis Street, Toronto (WEST 8 + DTAH + ERA).

Proposed public realm strategy for Keating Promenade and surrounding environs. Yellow arrow indicates the existing north Cherry Street bridge alignment (Villiers Island Precinct Plan p. 34, Waterfront Toronto / Urban Strategies et. al.; annotation by ERA).

9 CONCLUSION

ERA has evaluated the proposed site alteration in accordance with the requirements of the City of Toronto Heritage Impact Assessment Terms of Reference.

This HIA concludes that the 1968 north Cherry Street Bridge does not possess cultural heritage value. Its demolition will have no adverse heritage impact on the site, and the cultural heritage value and attributes of the adjacent Listed Century Coal Company Silos will be conserved.

10 SOURCES

- City of Toronto Aerial Photographs.
- City of Toronto Archives.
- City of Toronto Heritage Register.
- City of Toronto. Property Data Maps & Open Data.
- City of Toronto. October 26, 27 & 28 2003. Inclusion of Four Properties on the City of Toronto Inventory of Heritage Properties - Port Lands Industrial Area, Central Waterfront. https://www.toronto.ca/legdocs/2004/agendas/council/cc041026/ts8rpt/cl009.pdf.
- Don Mouth Naturalization and Port Lands Flood Protection Project, Appendix C Cultural Heritage Properties. 2007. Unterman McPhail Associates / Toronto & Region Conservation Authority et. al.
- Daily Mail & Empire. July 28, 1896.
- Don Valley Historical Mapping Project. https://maps.library.utoronto.ca/dvhmp/keating.html.
- Goads Atlases of the City of Toronto: Fire Insurance Maps from the Victorian Era. 1884-1924. http://goadstoronto.blogspot.com/.
- Google Maps/Google Earth. 2018.
- Growth Plan for the Greater Golden Horseshoe (2017).
- Historical Maps of Toronto. http://oldtorontomaps.blogspot.com/p/index-of-maps.html.
- The Ontario Heritage Act, R.S.O. 1990.
- The Ontario Ministry of Tourism, Culture & Sport's Ontario Heritage Toolkit.
- Parks Canada Standards & Guidelines for the Conservation of Historic Places in Canada
- Port Lands Planning Framework, Section 4.3 (Cultural Heritage Resources). 2017. City of Toronto, Waterfront Toronto et. al.
- The Province of Ontario's 2014 Provincial Policy Statement for the Regulation of Development and Land Use.
- Stinson, Jeffrey. 1998. The Heritage of the Port Industrial District: A Report for the Toronto Harbour Commissioners. Volume 1.
- Toronto Public Library.
- University of Toronto Map and Data Library. https://mdl.library.utoronto.ca/.
- Villiers Island Precinct Plan. 2017. Waterfront Toronto, Urban Strategies, the City of Toronto, et. al.

11 PROJECT PERSONNEL

ANDREW PRUSS

Andrew Pruss is a Principal with ERA. He has been involved in all aspects of architectural projects ranging from single-family residences and condominiums to institutional, commercial and hotel projects.

DAN EYLON

Dan Eylon is an Associate and Planner with ERA Architects. He received his Master of Arts in Planning from the University of Waterloo after completing a Bachelor of Fine Art at the Ontario College of Art & Design.

PETER PANTALONE

Peter Pantalone is a Planner with ERA Architects. He has a Master of Environmental Studies from the York University Planning Program and is a candidate member of the Ontario Professional Planners Institute.

12 APPENDICES

APPENDIX I Review of Key Heritage Policy

Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan, 2017 is the Province of Ontario's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life.

With the objective of "protecting what is valuable", Section 4.2.7 of the Growth Plan, 2017 states:

> 1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Province of Ontario's 2014 Provincial Policy Statement for the Regulation of Development and Land Use (2014)

The Provincial Policy Statement, 2014 ("PPS") sets out the Ontario government's land use vision for how we settle in our landscape, create our built environment, and manage our land and resources over the long term to achieve livable and resilient communities.

Section 2.6 of the PPS contains policies addressing Cultural Heritage and Archaeology, the most relevant of which include:

> 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 Ontario Heritage Act (R.S.O. 1990)

The Ontario Heritage Act is the statutory legal foundation for heritage conservation in Ontario. Part IV, Section 29 of the OHA authorizes municipalities to enact by-laws to designate properties to protect and conserve their cultural heritage value.

Ontario Regulation 9/06 was passed under the Ontario Heritage Act to identify provincially-mandated Criteria for Determining Cultural Heritage Value or Interest. O. Reg 9/06 sets out 9 criteria under three categories: (1) design/physical value; (2) historical/associative value, and; (3) contextual value.

City of Toronto Official Plan

Chapter 3, Subsection 3.1.5 of the City of Toronto Official Plan (consolidated June 2015) contains policies concerning development on or adjacent to heritage properties.

Policy 2 states:

> *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.

Policy 3 states:

Heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register.

Policy 5 states:

Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

Policy 22 states:

A 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.

Policy 23 states:

A Heritage Impact Assessment will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City.

Policy 26 states:

New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

Policy 32 states:

Impacts of site alterations, developments, municipal improvements, and/or public works within or adjacent to Heritage Conservation Districts will be assessed to ensure that the integrity of the districts' heritage values, attributes, and character are conserved. This assessment will be achieved through a Heritage Impact Assessment, consistent with Schedule 3 of the Official Plan and zoning by-law.

Policy 44 states:

The view to a property on the Heritage Register as described in Schedule 4 will be conserved unobstructed where the view is included on Map 7a or 7b.

Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (2014)

The DMNP EA was prepared to assess the environmental impacts of the proposed revitalization of the mouth of the Don River, including the Keating Channel, into a healthier, more natural river outlet, while providing critical flood protection to 240 hectares of Toronto's eastern waterfront.

As part of the EA, heritage consultant Unterman McPhail was retained to conduct an inventory of heritage resources within the EA project area. This inventory, attached to the EA as Appendix C, identifies the 1968 north Cherry Street bridge as a built heritage resource. Although a description of the bridge is provided, there is no evaluation or rationale presented for including the bridge on the inventory.

Villiers Island Precinct Plan (2017)

The Villiers Island Precinct Plan provides a vision and planning framework to guide the comprehensive development of Villiers Island in Toronto's Port Lands.

Section 3.4 of the VIPP ("Heritage") recognizes the role of Villiers Island in the city's pre-colonial, industrial and post-industrial history, and the importance of the area's industrial, cultural and natural heritage. The VIPP proposes a street and block plan designed to minimize impact on heritage resources and maintain them as focal points.

The subject site is not identified on Figure 54 - Heritage Resources Plan.

Port Lands Planning Framework (2017)

The Port Lands Planning Framework is a comprehensive 50+ year vision for the transformation of the Port Lands from a predominantly industrial district into a vibrant, mixed-use community.

The PLPF is a high-level vision for the area that sets out six "essential elements", seven "transformational moves" and twelve "objectives". It provides a detailed, context-specific framework for the Port Lands to guide precinct planning, zoning by-laws/development permits, and site planning.

Section 4.3 of the PLPF ("Cultural Heritage Resources") describes the intent of the Framework to conserve and showcase heritage resources, while integrating them as actively programmed landmarks that enhance the overall quality of the area.

The subject site is not identified on Figure 45: Built and Cultural Heritage or Figure 46: Heritage Buildings/Structures.

Heritage Impact Terms of Reference, City of Toronto

The City of Toronto Heritage Impact Assessment Terms of Reference (2010) outline the requirements for an HIA, which is intended to evaluate the impact of proposed development or site alteration on cultural heritage resources and to recommend an overall approach to the conservation of the resource.

The HIA Terms of Reference identify when an HIA is required, the rationale for an HIA, as well as required contents and format.

City of Toronto Heritage Register

The City of Toronto Heritage Register is a publicly-accessible register of properties that have been evaluated and determined to have cultural heritage value. The Register includes properties that are designated under Part IV or V of the Ontario Heritage Act, or have been Listed by the municipality.

Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada

The Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, along with international charters and agreements, establish the guiding principles for the conservation of built heritage resources in Canada.

Ontario Heritage Toolkit

The Ontario Heritage Toolkit is a series of guides for municipal councils, municipal staff, Municipal Heritage Committees, land use planners, heritage professionals, heritage organizations, property owners and others, designed to help them understand the heritage conservation process in Ontario.

APPENDIX II Heritage Impact Assessment Terms of Reference (2014)

HERITAGE IMPACT ASSESSMENT
TERMS OF REFERENCE

Study	***Heritage Impact Assessment*** Updated October 2014
Description	A Heritage Impact Assessment (HIA) is a study to evaluate the impact the proposed development or site alteration will have on the cultural heritage resource(s) and to recommend an overall approach to the conservation of the resource(s). This analysis, which must be prepared by a qualified heritage conservation professional, will address properties identified in the City of Toronto's *Inventory of Heritage Properties* (which includes both listed and designated properties) as well as any yet unidentified cultural heritage resource(s) found as part of the site assessment. This study will be based on a thorough understanding of the significance and heritage attributes of the cultural heritage resource(s), identify any impact the proposed development or site alteration will have on the resource(s), consider mitigation options, and recommend a conservation strategy that best conserves the resource(s) within the context of the proposed development or site alteration. The conservation strategy will apply conservation principles, describe the conservation work, and recommend methods to avoid or mitigate negative impacts to the cultural heritage resource(s). Minimal intervention should be the guiding principle for all work. Further, the conservation strategy recommendations will be in sufficient detail to inform decisions and direct the Conservation Plan. Where there is the potential of impacting archaeological resources an Archaeological Assessment will be undertaken as an additional study.
When Required	A HIA is required for the following application types if the property is on the City of Toronto's *Inventory of Heritage Properties*: • Official Plan Amendment • Zoning By-law Amendment • Plans of Subdivision • Site Plan Control A HIA may be required by staff for the following additional application types: • Consent and/or Minor Variance and Building Permit applications for any property included on the City of Toronto's *Inventory of Heritage Properties* • Where properties adjacent to a cultural heritage resource are subject to Official Plan Amendment, Zoning By-law Amendment, Plans of Subdivision, Site Plan Control and/or Consent and/or Minor Variance applications • Heritage Permit applications for any property designated under Part IV (individual) or Part V (Heritage Conservation District) of the Ontario Heritage Act
Rationale	The HIA will inform the review of an application involving a cultural heritage resource(s) included on the City of Toronto's *Inventory of Heritage Properties*. The rationale for the requirement to provide an HIA arises from: the Ontario Heritage Act; Section 2(d) of the Planning Act; Section 2.6.3 of the Provincial Policy Statement (2005); Chapter 103: Heritage, City of Toronto Municipal Code; and Section 3.1.5, Policies 1-13 of the City of Toronto's Official Plan. **Format** The HIA will be broad in scope but provide sufficient detail to communicate the site issues and inform the evaluation of the recommended conservation approach for the cultural heritage resource(s). The study will be submitted in hard copy and PDF format.

	Principles The HIA will apply appropriate conservation principles such as: • The Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* (2003); • Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Historic Properties* (1997); • Ontario Ministry of Culture's *Heritage Conservation Principle's for Land Use Planning* (2007); and • *Well Preserved: the Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* (1988).
Required Contents / Format	The HIA will include, but is not limited to, the following information: **(a) Introduction to Development Site** • A location plan indicating subject property (Property Data Map and aerial photo). • A concise written and visual description of the site identifying significant features, buildings, landscape and vistas. • A concise written and visual description of the cultural heritage resource(s) contained within the development site identifying significant features, buildings, landscape, vistas and including any heritage recognition of the property (City of Toronto's *Inventory of Heritage Properties*, *Ontario Heritage Properties Database*, Parks Canada *National Historic Sites of Canada*, and/or *Canadian Register of Historic Places*) with existing heritage descriptions as available. • A concise written and visual description of the context including adjacent heritage properties and their recognition (as above), and any yet unidentified potential cultural heritage resource(s). • Present owner contact information. **(b) Background Research and Analysis** • Comprehensive written and visual research and analysis related to the cultural heritage value or interest of the site (both identified and unidentified): physical or design, historical or associative, and contextual. • A development history of the site including original construction, additions and alterations with substantiated dates of construction. • Research material to include relevant historic maps and atlases, drawings, photographs, sketches/renderings, permit records, land records, assessment rolls, City of Toronto directories, etc. **(c) Statement of Significance** • A statement of significance identifying the cultural heritage value and heritage attributes of the cultural heritage resource(s). This statement will be informed by current research and analysis of the site as well as pre-existing heritage descriptions. This statement is to follow the provincial guidelines set out in the *Ontario Heritage Tool Kit*. • The statement of significance will be written in a way that does not respond to or anticipate any current or proposed interventions. The City may, at its discretion and upon review, reject or use the statement of significance, in whole or in part, in crafting its own statement of significance (Reasons for Listing or Designation) for the subject property. • Professional quality record photographs of the cultural heritage resource in its present state. **(d) Assessment of Existing Condition** • A comprehensive written description and high quality color photographic documentation of the cultural heritage resource(s) in its current condition.

(e) Description of the Proposed Development or Site Alteration

- A written and visual description of the proposed development or site alteration.

(f) Impact of Development or Site Alteration

- An assessment identifying any impact the proposed development or site alteration may have on the cultural heritage resource(s). Negative impacts on a cultural heritage resource(s) as stated in the *Ontario Heritage Tool Kit* include, but are not limited to:
  - Destruction of any, or part of any, significant heritage attributes or features
  - Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance
  - Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or plantings, such as a garden
  - Isolation of a heritage attribute from its surrounding environment, context or a significant relationship
  - Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features
  - A change in land use (such as rezoning a church to a multi-unit residence) where the change in use negates the property's cultural heritage value
  - Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource, including archaeological resources

(g) Considered Alternatives and Mitigation Strategies

- An assessment of alternative options, mitigation measures, and conservation methods that may be considered in order to avoid or limit the negative impact on the cultural heritage resource(s). Methods of minimizing or avoiding a negative impact on a cultural heritage resource(s) as stated in the *Ontario Heritage Tool Kit* include, but are not limited to:
  - Alternative development approaches
  - Isolating development and site alteration from significant built and natural features and vistas
  - Design guidelines that harmonize mass, setback, setting, and materials
  - Limiting height and density
  - Allowing only compatible infill and additions
  - Reversible alterations

(h) Conservation Strategy

- The preferred strategy recommended to best protect and enhance the cultural heritage value and heritage attributes of the cultural heritage resource(s) including, but not limited to:
  - A mitigation strategy including the proposed methods;
  - A conservation scope of work including the proposed methods; and
  - An implementation and monitoring plan.
- Recommendations for additional studies/plans related to, but not limited to: conservation; site specific design guidelines; interpretation/commemoration; lighting; signage; landscape; stabilization; additional record and documentation prior to demolition; and long-term maintenance.
- Referenced conservation principles and precedents.

(i) Appendices

- A bibliography listing source materials used and institutions consulted in preparing the HIA.

Hyperlinks

- City of Toronto's *Inventory of Heritage Properties* - http://www.toronto.ca/heritage-preservation/heritage_properties_inventory.htm
- *Ontario Heritage Properties Database* - http://www.hpd.mcl.gov.on.ca/scripts/hpdsearch/english/default.asp
- Parks Canada *National Historic Sites of Canada* - http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp
- *Canadian Register of Historic Places* - http://www.historicplaces.ca/en/pages/register-repertoire/search-recherche.aspx
- Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* - http://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf
- Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Historic Properties*- http://www.mtc.gov.on.ca/en/heritage/InfoSheet_8%20Guiding%20Principles.pdf
- Ontario Ministry of Culture's *Heritage Conservation Principle's for Land Use Planning* – http://www.mtc.gov.on.ca/en/heritage/InfoSheet_Principles%20for%20LandUse%20Planning.pdf
- *Ontario Heritage Tool Kit* - -http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml

APPENDIX III *Refer to 60% DD drawings for Bridge Design & Engineering by Entuitive, dated August 16, 2018.*