



HERITAGE PRESERVATION SERVICES

Bond Park Bridge nomination form

Please complete this form. Attach additional pages if necessary.

Return to: Heritage Preservation Services
Policy and Research Section
City Planning Division
Toronto City Hall, 2nd Floor, Suite A-17
Toronto, Ontario M5H 2N2
(416) 338-1077, fax (416) 392-1973

1. Nominator:

Name of Nominator: Karl Frank North York Community
Preservation Panel

Address of Nominator: 8 Addison Crescent
Don Mills, On, M3B 1K8

Phone 416-444-8144 _____ daytime
Fax: _____

2. Reasons for Nomination:

2.1 The status of the structure is unclear; there have been threats of demolition, in the context of plans for the Leaside spur line off-road trail.

2.2 The structure is 99 years old (2012) as the attached photograph will attest. (See attached photograph Pic. 3)

2.3 The structure, once an integral part of the original railway line, a vestige of the railway era, and is important in Canada's rail history. (*1)

2.4 It is the only remaining visible structure that points to the fact that Canada's first postwar planned community of Don

Mills derived a large part of its shape / layout due to the existence of the railway lines.(*2) (See attached map, Pic 2)

- 2.5 It has become the gateway / identification to the Bond Park Baseball fields according to some baseball coaches and parents.
- 2.6 Its presence keeps trucks and large number of vehicles from penetrating the valuable park space and neighbourhood.
- 2.7 It is a notable feature for pedestrians and bicycles travelling the new multi-purpose "spur line" south to the Don Trail and north via Scarsdale Road to York Mills Road and the Betty Sutherland Trail.

3. Location / Map

The bridge is located in Ward 25.

The bridge can be reached by entering Bond Street from Leslie Street, travelling east about 50 m past Scarsdale Road. Note that this is the only direct route to Bond Park from the West. The bridge is straddling Bond Avenue. (See attached map.Pic.2)

4. Ownership

The bridge, being an integral part of the Leaside Cutoff, a 100 foot right-of-way, 2.18 miles long, which was purchased by the City of Toronto in late 2001 (Ward 25 Councillor Joanne Flint).

5. Classification

A Railway Bridge

6. Description

The abutments, standard in shape of railway bridges of the 1900 era, are 9.5ft high, concrete slabs.

The 15 ft wide opening is spanned by 6, 2feet high steel beams, spaced to take the weight of the rolling stock such as diesel engines and railcars heavily loaded with cargo. The steel beams are decked with 21 impregnated 8x8inch railway ties, spaced only to leave gaps of 4 inches for drainage. See attached Photographs Pics.4,5,6.

7. Current use

The Bridge and rail line were used by walkers and hikers from the date of closure of the railway in 1999 to the date of the construction of the multi purpose trail. The use of the bridge is currently in-limbo until construction is complete. Protective fencing has been installed.

8. Historical name

Bond Avenue Bridge at the Leaside Cutoff rail line

9. Date of Construction:

The bridge was built in 1912 as embossed on the abutment to the north (see photograph pic.3)

10. History

Canadian Northern Railways constructed the railway line, and called it the Leaside Cutoff. It connected Oriole on the Canadian National Railways Bala Subdivision(**) with Donlands on the CPR Belleville Subdivision(**) The line was originally built so that the Canadian Northern Railway (CNoR) passenger trains could access the CPR North Toronto Station. The CNoR became financially insolvent was followed by the purchase of the CNoR by the CNR in 1918. The CNR used the Oriole spur as its principal Toronto freight interchange with CP until 1999 when it was abandoned. The 2.18 mile Leaside Cutoff opened on February 1, 1918. (See picture 1)

It is unknown why it took 6 years (from 1912 to 1918) until the railway opened. However it was standard practice at the time to construct the abutments of a bridge first before earth was moved to construct the rail bed. Considering construction equipment of the 1918 era, such as trucks and bulldozers as well as the magnitude of the project it would have taken several years. In addition the financial insolvency of the CNoR and final take over by the CNR would have required additional time.

(**)Railway terminology

11. Sources:

Please indicate whether you have consulted the following sources; please attach research information and full references (*list of archives/libraries attached*):

- Land Records (Land Registry Office) Assessment Rolls
- City Directories Goad's Fire Insurance Maps
- Building Permits historical photographs
- secondary sources (*book list attached*)
- other (*1) Mr. Derek Boles, Toronto Railway Historical Association.
(*2) Mr. Macklin Hancock, Planner and Designer of Don Mills.
(*3) Mrs. Joanne Flint, Ward 25 Councillor.

12. Comments:

It is fortunate that I can provide some knowledge, normally not known, about Planning and Design aspects of Don Mills because I have been an associate of Macklin Hancock for many years and have lived in Don Mills for almost 50 years. Hence, my interest is to perpetuate historic facts and preserve the one-of-a-kind historic features in Don Mills.

I have contacted the ward councillor about this nomination, and his/her response was as follows:
She was aware of the proposal and indicated her intention to consult the community.

I am a member of the North York Community Preservation Panel



date:16.09.2011, signature: Karl Frank, BLA, OALA CSLA

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13. Attachments

- | | |
|----------------------|----|
| 1. Presentation text | 2p |
| 2. Photographs | 4p |

Staff Use Only:

Type of Nomination:

- individual inclusion on *City of Toronto Inventory of Heritage Properties*
- group inclusion on *Inventory*
- designation under the *Ontario Heritage Act*
- recognition as part of area
- plaque

date received:

action: