



Corporate Report

Report from Planning and Building Services, Planning Services

Date of Report: September 28, 2015

Date of Meeting: November 16, 2015

Report Number: PBS-287-2015

File: 10.64.144

Subject: Recommendation of the St. Catharines Heritage Permit Advisory Committee (SHPAC) and St. Catharines Heritage Advisory Committee (SCHAC)
Regarding Proposed Demolition of Pavilion in Lakeside Park (9 Main Street)

Recommendation

That Council approve the Heritage Permit application to demolish the Pavilion in Lakeside Park (9 Main Street), subject to the following condition:

1. That consideration be given to preserving original existing wooden columns and using them for interpretive purposes, preserving the partially buried steps on the west side of the building, and orienting the “new build” in the same general location as the existing pavilion. FORTHWITH

Summary

The purpose of this application is to enable the demolition of the existing pavilion in Lakeside Park. The proposed works require a demolition permit and, as such, a Heritage Permit from Council as well. The lands are located north of the Port Dalhousie Commercial Core and south of Lake Ontario (see Location Plan attached as Appendix 1). Photographs of the existing pavilion are attached as Appendix 2. The application is being recommended for approval with the condition noted in the Recommendation section of this report.

Background

In December 2003, the Port Dalhousie Heritage District designation received final approval from the Ontario Municipal Board. The District is one of the largest heritage districts in Ontario. The District has the natural boundaries of Lake Ontario and Martindale Pond, and the south western boundary runs variously along Corbett Avenue, Johnston Street and Shelley Avenue.

The Ontario Heritage Act (OHA) requires that Council approval be obtained for new construction, additions to existing structures and demolition within a Heritage District. The St. Catharines Heritage Permit Advisory Committee (SHPAC) was appointed in May 2015 to review applications and provide advice to Council to facilitate this process. Previously, the Port Dalhousie Heritage District Advisory Committee (PDHDAC) provided this advisory role from 2004 to early 2015.

The St. Catharines Heritage Advisory Committee (SCHAC) has also been consulted since the future of the pavilion is connected with the overall Lakeside Park and Port Dalhousie enhancements as part of the Lakefront Enhancement Strategy. This is a matter of interest to both committees.

By-law 2004-277 delegated the approval of heritage permits to the Director of Planning and Building Services, but this authorization does not include the approval of demolitions as is being proposed through this application.

In accordance with the Ontario Heritage Amendment Act, 2005 when a heritage permit to demolish is applied for, Council may give the applicant:

- (a) the permit applied for;
- (b) notice that the Council is refusing the application for the permit or;
- (c) the permit applied for, with terms and conditions attached.

If Council refuses the permit or approves the permit with conditions attached, the owner of the property may appeal the decision to the Ontario Municipal Board. Lakeside Park is owned by Her Majesty the Queen (HMQ) as represented by the Minister of Fisheries and Oceans. The City leases the lands from HMQ and undertakes capital projects and operational works in the park.

Lakeside Park

Lakeside Park was established in 1902 by the Niagara, St. Catharines and Thorold Railway on land reclaimed from marsh land and the remnant area of the First Welland Canal. Substantial renovations were made to the park in the early 1920s with the addition of a number of buildings including a covered picnic pavilion. Following its demise as an amusement park in 1969, the park is now part of the Waterfront Trail and marina environment, as well as a component of the municipal parks system. Recent photographs of the pavilion are attached as Appendix 2 to this report.

Lakefront Enhancement Strategy (LES)

The Lakefront Enhancement Strategy (LES) is an initiative led by the Niagara Region intended to provide improved opportunities for the public to experience the lakefront in meaningful ways. The Region provides matching funds for initiatives that are aligned with the LES, such as enhancement of existing lakefront assets. In 2014, the City obtained \$615,000 in funding through the LES for various projects in Lakeside Park and the Port Dalhousie Harbour area, including renovations to the existing washrooms, electrical upgrades, playground replacement, and accessibility improvements. While the pavilion was not included in the LES, application tendering the design and construction of the projects within the park provided an opportunity to take advantage of economies of scale and receive the best prices for construction. As such, inclusion of the pavilion in the tender is intended to maximize the funding opportunities presented by the LES.

Together these projects will revitalize Lakeside Park by increasing accessibility, improving visitor experience and supporting a wider variety of events. These goals align with the Recreation Master Plan that notes the importance of improving waterfront parks by developing and enhancing amenities and infrastructure.

Supporting Reports

The following reports have been prepared for consideration as part of this process. A summary of the conclusions and/or recommendations of those reports are summarized below.

Structural Assessment

The City retained Macdonald Zuberec Ensslen Architects Inc (MZE) to lead the Lakeside Park project. MZE has retained Shoalts Engineering (Mark Shoalts) as part of its team to provide a structural assessment of the pavilion. This assessment also included a heritage narrative intended to determine the age of the structure and changes that have been made to it over the years. Mr. Shoalts has provided two reports, dated July 13, 2015 and September 2, 2015, respectively. They are attached as Appendices 3 and 4 to this report.

Overall, these reports conclude that the pavilion is in poor condition and in need of substantial repairs, the extent of which would necessitate complete dismantling of the structure for rebuilding. It is recommended that it be replaced with a structure that would be more attractive, reduce on-going maintenance, enhance the park setting, and serve park visitors in a more effective and enjoyable manner. Upon the advice of the Heritage Committee, the purpose of the second report (September 2, 2015) was to provide further physical assessment of the pavilion (particularly the roof elements) aimed at establishing the date of construction. The second report concluded that the pavilion was built in the 1960s copying the form and reusing posts from an earlier structure on the site.

Historical Review

Dave Webb, chair of the St. Catharines Heritage Permit Advisory Committee (SHPAC) has provided a report dated August 13, 2015. It is attached as Appendix 5 to this report. The purpose of Mr. Webb's report is to attempt to determine the age and historical integrity of the pavilion. It is not a structural assessment.

This Report provides a historical overview and concludes that the present day pavilion appears to be on the same building footprint and orientation as the original structure. It is strongly recommended that the footprint or outline of the historic pavilion and three concrete steps be preserved as part of any renewal and marking or delineating the historic entrance should be considered. The report includes historic photographs, plans, personal recollections of the building, and evidence of partitions, railings and paint schemes that remain on the structure. This information demonstrates that a form of the pavilion, with significant repairs and some modifications, has been standing on this location since before 1947 and is likely the original structure from the 1921-1925 park renewal period. This report expresses the opinion that the pavilion is the sole building from historic Lakeside Park.

Additional Historical References

Brian Narhi, co-chair of the St. Catharines Heritage Advisory Committee (SCHAC) and vice-chair of the St. Catharines Heritage Permit Advisory Committee (SHPAC), has provided a report dated August 28, 2015. It is attached as Appendix 6 to this report. The

purpose of Mr. Narhi's report is to provide additional historical references related to the Lakeside Park pavilion.

This report provides a historical overview and concludes that the pavilion appears to be the sole remaining structure in its original location. However, significant portions of the building have been lost over the last 40 years, most notably its original wooden floor and the railings which once lined the perimeter of the building. Decayed sections of the wooden support columns have been removed and new timber sections have been spliced in to replace those sections. Its architectural integrity has been greatly impacted because of the removal of some of its original elements. The repair or replacement of these features with unsympathetic building materials and construction methods has further reduced the aesthetic appeal of the pavilion. Should the condition of the structure warrant demolition rather than restoration, it is recommended that the wooden support columns from the original pavilion be salvaged possibly for incorporation into a replacement structure for historical interpretation and that the preservation of the partially buried steps on the west side of the pavilion be considered.

Report

The SCHAC and the SChPAC have both been consulted regarding the demolition of the pavilion in Lakeside Park. While a heritage permit is required for changes to the pavilion, including demolition, the future of the pavilion is connected with the overall Lakeside Park and Port Dalhousie enhancements as part of the Lakefront Enhancement Strategy. This is a matter of interest to both committees.

Prior to formal consultation, staff met on site with Mr. Shoalts and the chairs of the SCHAC and SChPAC on July 27, 2015. The purpose of the site visit was to view the premises.

On August 13, 2015, the SCHAC considered the request for demolition of the pavilion in Lakeside Park. One of the main considerations was the heritage integrity of the structure, including determining the age and chronology of changes to the structure over the years. It was mutually agreed that Mr. Shoalts would re-visit the pavilion, particularly the roof structure, to assist in this determination. Mr. Shoalts revisited the site on August 25, 2015, and carried out further inspection.

At its meeting on September 10, 2015, the SCHAC focused the discussion on whether the pavilion is original or whether it has been extensively reconstructed. The consensus was the latter. The following motion was passed by the SCHAC:

"That the demolition of the pavilion at Lakeside Park may be considered because there is not enough evidence to determine the originality of the structure, subject to the following: That the wooden columns be preserved and used for interpretive purposes, that the partially buried steps on the west side of the pavilion be preserved, and that the "new build" be in the same general location of the existing pavilion."

At its meeting of October 8, 2015, the SCHAC introduced a motion to reconsider this matter. The motion to reconsider was not supported by the required two thirds of members present. As such there was no further discussion on the matter

On September 24, 2015, the SCHPAC also considered the demolition of the pavilion in Lakeside Park. The committee discussed the originality of the structure and the extent of changes that have been made over the years. The consensus was that although there is no definitive information supporting a date of construction and extent of building changes, that the pavilion retains some heritage significance. The restoration work undertaken is considered sympathetic and the overall appearance is similar to the original. The following motion was made by the SCHPAC:

“That the demolition of the pavilion at Lakeside Park may be considered, subject to the following: That the wooden columns be preserved and used for interpretive purposes, that the partially buried steps on the west side of the pavilion be preserved, and that the “new build” be in the same general location of the existing pavilion.”

The motion was not carried.

The following motion was subsequently passed by the SCHPAC:

“Should Council approve the demolition of the pavilion approval should be subject to the following: That the wooden columns be preserved and used for interpretive purposes, that the partially buried steps on the west side of the pavilion be preserved, and that the “new build” be in the same general location of the existing pavilion.”

At its meeting of October 29, 2015, the SCHPAC passed a motion to reconsider this matter. It then passed the following motion:

“That the SCHPAC strongly supports the restoration and adaptive re-use of the pavilion, and urges Council to support the Committee’s rejection of demolition.”

Staff acknowledges the detailed and insightful research and analysis that has been provided by the authors of the various supporting reports and the heritage committees. There is little doubt that there has always been a pavilion in this general location since the early days of Lakeside Park’s history. However, based on a review of city records and past planning, recreation and heritage studies involving Port Dalhousie it should be noted that the actual pavilion receives little to no mention. The St Catharines Local Architectural Conservation Advisory Committee’s study titled “Architectural and Historical Buildings for Designation” in 1978, does not include the pavilion as a structure worthy of designation: structures such as the Montebello Park Pavilion, the Carousel and Port Dalhousie Jail were identified. Likewise, the 1984 Port Dalhousie Harbour Study, does not mention the pavilion in the context of heritage resources that needed to be addressed. In the study, the structures that were discussed as requiring restoration included the jail, the Lockkeeper’s house, and the lighthouses on the east pier. At the

time, this plan was intended to provide a guide for the development and redevelopment of the harbour area: the plan identified the need for a modest face lift for Lakeside Park.

Since the status of the pavilion has garnered considerable discussion, Geophysics GPR International Inc. was requested by the City to perform a geophysical survey of Lakeside Park. The purpose of the investigation was to image material variations in the subsurface and to locate a pre-existing buried pavilion footing. Survey extents are shown in Appendix 7. The survey was performed on October 21, 2015. An initial scan was performed with an EM31, which is a soil conductivity meter that can delineate larger metal objects such as underground tanks, utility lines and other subtler features such as former excavations or groundwater contaminants. A ground penetrating radar system was employed to delineate the location and shape of any targets. All radar data were collected and interpreted at the site. The area scanned consisted of the park area north and east of the parking lot excluding the boardwalk and beach. "Three anomalies were detected. The findings are as follows:

- Two possible utility lines running from a chamber in the middle of the field towards the parking lot, and another running beside the picnic shelter away from the changerooms/washrooms;
- The ground radar scan identified a possible set of former footings offset and underneath the existing picnic shelter;
- Likely a sheet pile wall set back from the water's edge but the exact position is only approximate and not marked."

A key consideration is whether the existing pavilion is comprised of substantial portions of original heritage fabric or whether more recent changes have resulted in the loss of original material and the introduction of more recent fabric. Staff believe that the latter is the case and that construction of a new pavilion would provide opportunities to recognize and interpret the existing structure in generally the same location. The Recommendation contains the condition of approval of demolition aimed at realizing these opportunities.

The demolition of the existing pavilion and replacement with a new structure is part of the LES as outlined previously in this report.

Financial Implications

Not applicable.

Alignment to Strategic Plan

Economic sustainability objectives will be enhanced/achieved through:

- Enabling participation in joint funding opportunities provided through the Lakefront Enhancement Strategy (LES) to improve Lakeside Park.

Social sustainability objectives will be enhanced/achieved through:

- Allowing for a comprehensive and cohesive approach to improving Lakeside Park in a connected manner.

Cultural sustainability objectives will be enhanced/achieved through:

- Interpretation of the existing pavilion and orientation of a "new build".

Conclusion

The OHA requires that the respective heritage advisory committee be consulted prior to Council making a decision on a demolition permit application in a heritage district. In this regard, the SCHAC and the SCHPAC have been consulted with respect to the proposed demolition of the pavilion at Lakeside Park. The City's Official Plan (The Garden City Plan) and the Port Dalhousie Heritage District Guidelines for Conservation and Change encourage the retention and preservation of heritage buildings versus demolition. It is recognized that Lakeside Park including the pavilion is part of the Port Dalhousie Heritage District. However, in this instance, the extent of changes made to the pavilion over the years has compromised its intrinsic heritage value. A new build that sensitively remembers the actual pavilion of the 1920s will better serve the community and everyone using the park in a way that will complement the heritage fabric of the Port Dalhousie Heritage District.

Planning and Building Services recommends that demolition of the pavilion be granted with conditions aimed at highlighting interpretive heritage elements of the existing structure and surroundings as well as the orientation of the replacement pavilion structure.

Prepared by:

Kevin Blozowski, MCIP, RPP
Planner I

Submitted by:

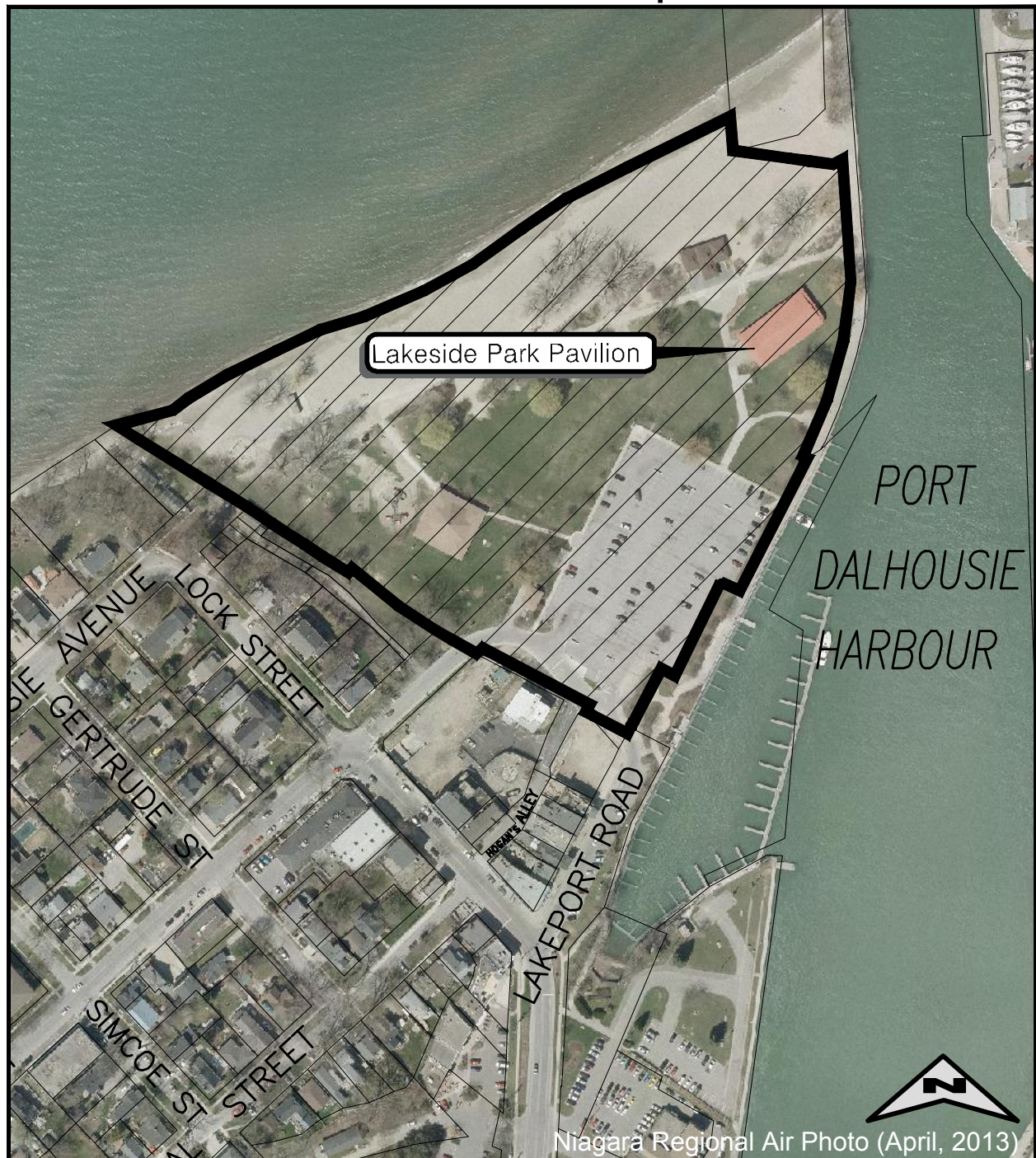
Judy Pihach, MCIP, RPP
Manager of Planning Services

Approved by:

James N. Riddell, M.PL., MCIP, RPP
Director, Planning and Building Services

Location Map

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 Subject Lands

9 Main Street

File: 10.64.144N5

Appendix 2 – Images of the Lakeside Park Pavilion

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Figure 1 View from parking lot



Figure 2 West façade



Figure 3 South façade



Figure 4 North façade



Figure 5 East façade



Figure 6 Pavilion interior



Figure 7 Support detail



Figure 8 Support and ceiling detail



Figure 9 Pavilion interior



Figure 11 Support column detail



Figure 10 Support column detail

July 13, 2015

Structural Assessment

Picnic Pavilion, Lakeside Park, Port Dalhousie



Lakeside Park Picnic Pavilion

As part of the consultant team working on the enhancements to Lakeside Park, Mark Shoalts, P.Eng, CAHP, conducted further site review of the picnic pavilion in Lakeside Park to assess its structural adequacy. Its heritage significance was established in a previous report and confirmed by further research; the conclusions are outlined below. This report deals primarily with the present structural condition and the feasibility of bringing the existing structure up to acceptable standards for stability and durability.

Summary

The existing picnic pavilion at Lakeside Park is in poor condition and is in need of substantial repairs, the extent of which would necessitate complete dismantling of the structure for rebuilding. As a very large pavilion it is underutilized even though it occupies a prominent place in the park. The heritage value of the structure is minimal and its condition is poor; it is recommended that it be replaced with a structure which would be more attractive, reduce ongoing maintenance, enhance the park setting, and serve park visitors better.

Lakeside Park

Lakeside Park is within the boundaries of the Port Dalhousie Heritage Conservation District, and is subject to the Port Dalhousie Heritage Conservation District Guidelines adopted by St. Catharines in 2001. Specifically, the plan states:

In all cases the following guiding principles should be consulted:

- Historical architectural and landscape features and building materials should be maintained and enhanced.
- Any proposed change to a heritage property should be based upon a clear understanding of the particular problem with the building or site. Wherever possible proposed alterations should be based on a sound knowledge of the building type, materials and form.
- Contemplated work should attempt to limit wherever possible extremes of over-enthusiasm, replacing too much; cleaning too well; or adding inappropriate historic detailings or building fabric.
- “Quick fix”, “maintenance free” and “magic remedies” should be avoided as they may be simply ineffectual or at worst may be capable of causing irreparable damage to a significant building.

The area of Lakeside Park had long been a popular beach in the late 1800s, and Lakeside Park was formally established in 1902 by the Niagara, St. Catharines, and Thorold Railway. They leased federal beach land and over time built numerous amenities including concession booths, change houses, pavilions, and rides. CNR took over N S & T in 1920, and upgraded and expanded the facilities to include a grandstand and additional bleachers, a 3,000 seat covered pavilion, and a relocated Looft carousel. No dimensions are known for the pavilion however to be described as “3000 seat” it must have been at least 15,000 square feet and possibly bigger.

By 1945 there were more rides, a funhouse, games, refreshment stands, mini-golf, bicycle & paddle boat rental, a swimming pool, and a dance pavilion, however by this time CNR wished to divest itself of amusement park holdings and offered the park for sale. No buyers were found and the park continued to be operated by CNR.

Following a fire in 1949, ferry service from Toronto was discontinued, which contributed to a large decline in the number of patrons. CNR sold Lakeside Park to its manager, Sid Brookson, in 1960, who ran it with diminishing fortunes until 1969-70 when it finally closed. The City of St. Catharines took over the park in 1970, and the carousel was purchased through private fundraising and given to the City on the conditions of preservation and continued operation. Although no records exist, it is almost a certainty that the City built the present picnic pavilion soon after assuming ownership and control of the park.

Numerous buildings were demolished in the 1970s, and the dance pavilion burned in 1974.

In 1981, the carousel was relocated into a new building, resulting in the circumstance that all of the structures in the park were built by the City of St. Catharines post-1970 ¹. The present pavilion is certainly not the picnic pavilion visible in one clear undated historic photograph of the park.



Lakeside Park Picnic Pavilion, undated photograph

Heritage Value

The Standards and Guidelines for the Conservation of Historic Places in Canada provides the following definitions:

Historic Place: a structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

Heritage Value: the aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present and future generations. The heritage value of a historic place is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

Character-defining Element: the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of a historic place, which must be retained to preserve its heritage value.

¹ Information compiled from various sources including

http://www.exploringniagara.com/places_to_explore/parks_beaches/lakeside_park_beach.html

<http://cec.chebucto.org/ClosPark/Lakeside.html> <https://www.niagarawoodcarvers.ca/carousel/history.html>

<http://www.nflibrary.ca/nfplindex/results.asp?sk=browse&q=295&key=239&start=1&pp=160&db=5>

Lakeside Park is an historic place within the meaning of the Standards and Guidelines. The heritage value of the park is embodied in many character-defining elements, one of which is the existence of picnic pavilions. The Port Dalhousie Heritage Conservation District Study Heritage Assessment Report, commissioned by the City of St. Catharines in 2000, is an in-depth report on the heritage value of Port Dalhousie generally and various parts of it specifically. The report deals with sport, recreation, and open space areas, and the pavilion does not merit a mention in this section. The pavilion is mentioned in passing in the description of the park, but it is not singled out for any particular attention despite the fact that it is the largest structure in the park. The authors of the PDHD study do not appear to have done any research on the present structure, so it is not possible to determine if they had any opinion on its value. They may have ignored it because they realized that the present picnic pavilion is in fact an early 1970s structure built after the decline of the private park and the incorporation of it into the City's park system. It was an inappropriate replacement of other earlier, more sympathetically sized and configured picnic pavilions. This pavilion detracts from the sense of place and the spatial configuration of the park. It was an attempt to create a structure to accommodate large numbers of visitors without sufficient understanding or consideration of the way that the visitors would use the pavilion. It was also presumably decided that one large structure would be easier to maintain than multiple smaller structures, however this has not proven to be the case. The present pavilion is underutilized because of its configuration and appearance, it is an ongoing nuisance because of bird nesting and fouling, and it is in need of extensive structural repairs.

Pavilion Description

The Lakeside Park picnic pavilion is a typical open pavilion consisting of an asphalt paved floor with round concrete piers supporting wooden columns carrying built-up wooden trusses & purlins and a low pitched Dutch gabled metal roof. The pavilion is approximately 52'-4" X 108' outside the wood columns with a 5' wide overhang on the sides and 6'-8" overhang on the ends, for a total of approximately 7,560 sq. ft. under roof. The framing is arranged in a regular grid of seven 15'-8" bays with three 8x8 columns spaced 25'-6" apart in each frame except the ends, which have four columns spaced 17' apart. The 27 columns all have 4x6 knee braces in 4 directions for lateral stability and for support of the wide overhang. The east and west ends of the building have a 6'-8" wide hipped eave supported by additional columns with knee braces, and a gable at the line of the columns. There are built-up wood trusses spanning north-south, with 2x10 purlins running east-west, and 1x6 T&G sheathing and agricultural metal roofing applied to the purlins. Originally the underside of the roof structure was exposed, however at some point 2x6 ceiling joists and a ceiling of 1x2 slats spaced approximately 1 ½" apart were added. The intent of the ceiling appears to have been to reduce bird nesting, however if anything it has made the problem worse.

The concrete piers, most of which appear original and unaltered, were formed with spiral paper concrete forms. Sonotube was invented in the United States approximately 1960, and introduced to Canada some years later. The piers cannot be any earlier than the mid-1960s. Although the concrete piers could have been replaced under an older structure, the cast-in-place anchor straps do not appear to have been disturbed leading to the conclusion that the piers are original to the building. The concrete repairs on the few piers that have been altered are easy to detect.

The pavilion lumber and hardware have an appearance consistent with the decade of approximately 1965 to 1975. There are both square and hexagonal nuts and bolt heads in evidence, both of which could be original hardware. Lags in some undisturbed steel straps anchoring the posts to the piers have hexagonal heads, and although hardware is easily changed, making it an uncertain determinant of age, it is unlikely that lags were replaced in otherwise undisturbed posts and brackets. Prior to 1960, square heads were the norm for steel bolts. Standard commonly available bolts and nuts changed from square to hexagonal through the 1960s and because of the time lag in using up older hardware stock, square heads were still fairly common into the early 1970s.

The original 8x8 Douglas fir posts and the 4x6 fir braces are square cornered, as would be the case if they were purchased today; fir in these sizes is generally custom milled to order from larger stock. The dimensional lumber used for the purlins is typical stock 2x10, presumably spruce although the dark brown opaque stain makes it difficult to identify without removing some surface. This lumber has the eased corners typical of softwood framing lumber produced from the 1960s to present.

The floor is asphalt paving, in fair condition but poorly graded so that meltwater and driven rain pools in various areas.

Existing Structural Condition

The original 8x8 Douglas fir wood columns were anchored to the 16" diameter concrete piers with two cast-in-place steel straps and steel lag bolts and the bases of the wood posts were poured into the top of the piers. This created a pocket that held moisture, resulting in the bottoms of the posts rotting off. A second consequence of the pockets was the retention of water that froze and split the top of the concrete.



Eleven columns have previously been repaired with spliced-in lower sections of pressure-treated 8x8 and five columns are badly in need of repair. Eight broken piers have been repaired with varying success, eight require repair, and the balance appear to be adequate however the presence of the recess in the top of the piers is a poor detail that should be corrected to eliminate future problems. None of the repaired columns have adequate fastening of the new wood pieces to the remaining section of wood post. All column splices must be straightened and retrofitted with hardware for proper stability, and all but seven of the original columns require wood repairs at the bases.

The columns carry built-up wood beams, and are braced with wood knee-braces to the beams and to the built-up trusses. There have been 2x4 pieces scabbed onto both posts and beams in various locations to reinforce deteriorated connections. Water has run down the braces and rotted the joints where they remained wet.



The top of some posts have rotted as well, presumably from previous roof leaks since there does not appear to be any leakage at present. Some braces had deteriorated to the point that they were replaced, using 2 - 2x6 instead of 1 - 4x6 as should have been done.



Lags to hold the replacement braces are located between the plies, rendering them ineffective.

There are extra braces inserted into the ends to help support an extremely wide overhang, however the braces are at so low a pitch and poorly fastened as to be essentially useless.

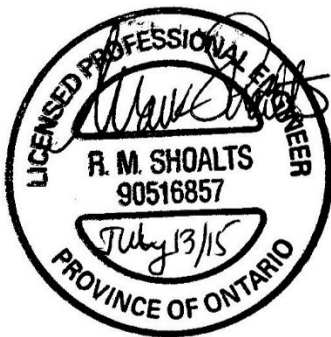


The built-up roof trusses are inadequately sized and fastened. They have sagged badly and require jacking up back into alignment and reinforcement with new trusses sistered onto the existing ones. The multiple small members of the original trusses, beams, and braces were very attractive to birds for nesting. The addition of a slat ceiling exacerbated the problem, contrary to its intent. Not only is the fouling from the birds unsightly and unsanitary, the nesting materials contribute to holding moisture in vulnerable areas of the structure and either cause or increase the deterioration of the connections.

Conclusions and recommendations

The picnic pavilion in Lakeside Park is in worse condition than appears from a purely visual inspection. Although the author of this report carried out only minimal physical intervention, serious flaws were detected in elements that appeared to be sound. A hand-held awl was easily inserted to the full depth of its blade in the base of 5 columns. It was also inserted into several braces and roof beams. The structure's original fabric has been altered through repairs, some of which have been moderately successful and some of which have created further problems. Improper attachment of splices to the columns has allowed them to bend out of alignment with wind stresses, which has created further issues with the roof settling and flattening. This has allowed increased snow loading, which exacerbates the problems. The structure essentially requires a complete overhaul, to the extent that the only practical method of achieving this would be to dismantle it, salvage the reusable materials, and rebuild the pavilion using the salvaged and new material. The metal roofing has reached its service life. The previously repaired columns should all be replaced with full-length sections, as should the original columns and braces that have deteriorated. The material that is salvageable consists of standard mill-run dimensional lumber. One caveat of reusing salvaged lumber is that its grading must be visible or confirmed. The roof structure has been stained with a dark brown opaque stain, obliterating any grading stamps and making it extremely difficult to determine the grade of the lumber. At 15'-8" span, the purlins are at their maximum so it is important to confirm their suitability for reuse. The built-up trusses are undersized and improperly fabricated, with insufficient fasteners and

cannot be reused for structure. If only minor work were being contemplated on the pavilion, the building code does not compel one to confirm the structural adequacy of all components; the fact of continued satisfactory service is sufficient. In this case, there has not been satisfactory service from much of the structure, and a substantial renovation triggers the requirement to confirm all parts of the structure. The concrete piers should have footings which can only be confirmed by excavation, and this excavation along with the present poor grading of the asphalt slab would necessitate the replacement of the paved floor as well. The value of this very extensive work is questionable when the only materials that may be salvageable are products readily available today at any lumber yard. In our opinion, removal and replacement of the pavilion is the recommended course of action.



Mark Shoalts, P.Eng., CAHP

September 2, 2015

Further Physical Assessment of the Picnic Pavilion, Lakeside Park, Port Dalhousie

Background

The author of this report has produced two previous reports on the Picnic Pavilion at Lakeside Park. There remains some uncertainty about the age of the structure and its relationship to various other picnic pavilions noted in descriptions of the park and visible in photographs. A report produced by David Webb of the former Port Dalhousie Heritage Advisory Committee contains two photographs that show a pavilion remarkably similar to the existing pavilion, and evidence of ghosting on some columns that may indicate alterations to the existing pavilion. This prompted a request for further investigation. The undersigned visited the pavilion with Harald Ensslen of MZE Architects on August 25th, 2015 to explore the roof structure further. City of St. Catharines staff removed three sections of the slatted ceiling, and an electric scissor lift was used to access the underside of the roof structure. Mark Shoalts returned to the site for further investigation on August 27th and 29th as well. The following report details the findings. This report does not reiterate the history of the park and its pavilions as they have been well documented in previous reports. This report deals only with the actual physical evidence of the existing structure and how it relates to photographic evidence of previous pavilions. Most recollections and descriptions of pavilions at the park are of little or no value. For example, repeated in numerous places is the statement that there was a 3000 seat pavilion in the park, yet there is not one single photograph or map of the park showing a structure anywhere near the size necessary to seat 3000 people. The location of the present pavilion is the location of as large a structure as is shown on any map or in any photograph, and as can be clearly seen in the 1929 movie shot by Denton Massey it seated at most 300 people.

Executive Summary

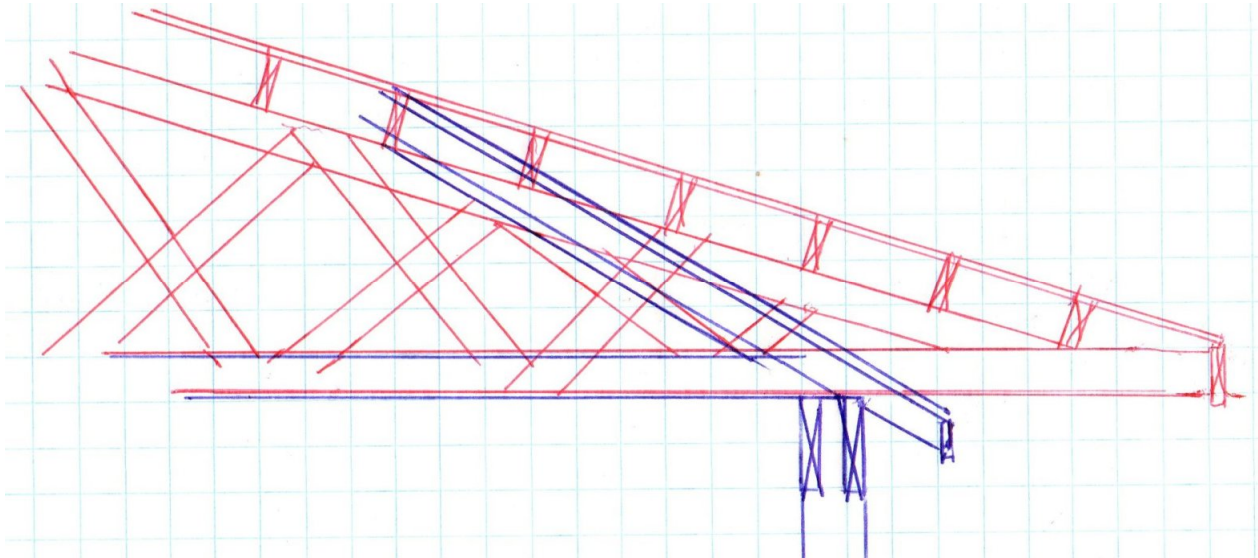
Despite some marked similarities between the existing picnic pavilion and a picnic pavilion visible in two historical photographs and a 16mm movie shot in 1929, there is physical evidence which is incompatible with the conclusion that the existing picnic pavilion is the pavilion visible in these images. The existing pavilion roof has not been altered in any appreciable way other than with the replacement of the roofing material and the addition of some braces on the ends. The roof structure exists today as it was built. The foundations are indisputably post 1960, and likely post 1970. The present roofing material is only the second covering ever installed on the roof decking. The present dark brown opaque stain is the only finish coating ever applied to the trusses, purlins, and roof decking, and it was applied with spray equipment. While it is not impossible that this is true of a building more than 60 years old, it is unlikely in the extreme. The reasonable conclusion is that the pavilion was built in the 1960s at the earliest, copying the form and reusing posts from the earlier structure on the site.

Assessment

Some items in David Webb's report deserve comment at the outset, while others will be dealt with later. Figure 2 in the report is this photograph of the park entrance with a pavilion in the background.



The caption describes it as the present pavilion without extended eaves. The pavilion in the photograph is not the present pavilion. It is not possible to extend the eaves of a building without lowering the fascia, which also lowers the ceiling level. The present pavilion ceiling is flush with the bottom chord of the trusses and the top of the braces throughout and the bottom chords of the trusses extend through the fascia. They have not been spliced and the roof plane has not been altered so it is not possible that it is the same pavilion as shown in the photograph of the entrance. This does not mean that the pavilion is not old, it simply means that this photograph is not of this pavilion.



Mr. Webb has carefully examined ghosting in the paint layers on various posts and some mortices in one line of posts and concluded that all of the missing items were correctly located and aligned, indicating that the posts have not been moved from their original locations. However, there is missing ghosting on a number of posts, there is no ghosting at all on braces where there should be, and the mortices are not in fact in alignment whether measured down from the braces or up from the foundations. At best this indicates some movement and replacement of heritage fabric.

The existing roof trusses, purlins, and decking were made with new material, first assembled in the present configuration, and unaltered to today with the exception of minor repairs. The material is standard dressed dimensional lumber with square corners, indicative of a pre-1970 date. The vast majority of braces are also new material in their original locations. Most of them are square-edge, dressed 4x6 which is not a standard lumberyard item but is readily available. With the exception of a couple of easily detected replacements, the braces are nailed and bolted into the trusses and beams and could not be relocated without leaving obvious signs. One brace made of 2 – 2x6 instead of 1 – 4x6 and highlighted in our previous report as a replacement, is in fact an original brace. It is nailed to the ridge purlin and the nails have been clinched, however the bottom end is lagged with a hex head lag and it does not fit the mortice in the post.



There are also 4x6 braces that do not fit the post mortices.



The braces in the east end of the building should show ghosting of the partitions visible in the Figure 6 photograph in the Webb report and visible in the Massey movie, if they existed when the partitions were in place. However, the braces are not visible in the movie, and it is not possible that they were added into the structure after the partitions were removed since the trusses were built with the braces in place.





The ghosting on the posts shows material fastened to them to just below the height of the braces, with no ghosting above that line however the 1929 movie shows a full height enclosure with no visible braces.



The northeast corner post shows ghosting of a possible partition in the paint, however the Massey movie shows an enclosure on the east than that would be very unlikely to have had a partition at the line of the posts. The addition extends only 5' beyond that point.



The truss bottom chords extend out through the fascia. The end grain is exposed to the weather in a very vulnerable position, where roof water constantly drips over them. This makes them very prone to decay, however the existing truss ends are in quite good condition. It is very unlikely that a 1920s structure would show this state of preservation with no finish applied to the wood until a sprayed-on stain was done. The ends of the trusses are not visible in the movie shots.



The existing ceiling of 2x6 joists and 1x3 slats is relatively new and can be disregarded as far as heritage fabric is concerned. The brown stain on it is a different colour than that on the rest of the roof structure, and the slats were installed with 16 gauge air nailer brads.



The trusses, purlins, and roof decking have had only one coat of finish, and it was spray-applied. This is most easily seen where a wood block was removed to install a ceiling joist.



This is also visible where the spray onto the end gables was stopped by some remaining roofing along the bottom edge of the vertical T&G siding.



The roll roofing was installed on the end roofs before the vertical T&G was installed, making it self-flashing. The roll roofing was removed to install the present metal roofing, however the strip behind the siding remains. It was originally red.

The 1x6 T&G roof decking shows no nail penetrations through the underside.



The top side of the decking shows only one set of nail holes under the existing metal roofing.



Roll roofing has a life expectancy of approximately 10 years. It was definitely installed on this building because traces of it remain. The existing agricultural prefinished steel roof is at most 40 years old, possibly only 30 years. It was installed with screws, which was uncommon before the late 1970s. It is inconceivable that an 80 year old building has had only one bituminous roll roof and one metal roof.

Conclusions

The existing picnic pavilion in Lakeside Park is the same size and shape as the historical pavilion visible in several old images and a movie. The existing posts give every appearance of being from the original pavilion, both from the finishes and from their configuration. The roof structure is very similar to the appearance of the historical images, however certain elements make it extremely unlikely that the roof is of sufficient age to be the original pavilion. It seems most likely that the present pavilion is a reconstruction on the original site using some original material.

Mark Shoalts, P.Eng., CAHP

Introduction

The purpose of this study is to attempt to determine the age and historic integrity of the old picnic pavilion located in Lakeside Park, in order to assist the Mayor and Councillors of the City of St Catharines, City Staff, and volunteer members of heritage committees in making recommendations and decisions on the future of this structure. This report is not a structural assessment, and is a follow up to the July 13, 2015 Structural Assessment of the pavilion by engineer Mark Shoalts, and to a staff meeting with Mr. Shoalts, Staff and the chairs of both heritage committees on July 21, 2015.

The methodology of this study has been to closely examine the structure in comparison with surviving historic photographs and maps. An effort has been made to identify original building features, old re-purposed material, and modern material alterations and repairs. The cultural landscape surrounding the building has also been examined, as well as information revealed by the layers of paint, and markings on the older pillars. Information gleaned from “ghost” outlines of partitions and railings has been particularly helpful.

Historical Background and Significance

Lakeside Park developed as a recreational facility after 1901, when the N. S. & T. (Niagara, St Catharines and Toronto) electric rail line was extended to Port Dalhousie and the Park. The N. S. & T. Railway and Navigation companies initially owned the property. The park was a short steamboat ride from Toronto, and tourists could continue on to other destinations, such as Niagara Falls and Buffalo. Canadian National Railways became involved in 1920, and a decision was made to redevelop, expand and upgrade existing facilities. Swampy land was filled and drained, the size of the park increased, and a new range of buildings constructed to replace the older wood, canvas and tent facilities. Midway and food concessions were upgraded to meet CNR standards. An upscale restaurant called

LAKE SIDE PARK LOCATION MAP 1929 Lake Ontario

Map features include:

- Rides:** Merry-Go-Round, Aeroplane Swing Ride, Archer, Row Boats, Bicycle Boats.
- Buildings:** Bathrooms Pavilion, Dancing Pavilion, Shelter, Amis Bldg., Grand Stand, Bleachers, Priority Seed, Ferry Waiting Room.
- Other:** Entrance, Midway, Lake Side 2 Inn, Canal, Ferry.

The map is drawn on a grid of numbers 1 through 127.

Figure 1 shows a 1929 map of Lakeside Park. The picnic shelter is listed as two structures: #23 and #25. The former is described as “the main covered pavilion with hardwood floor—kept well oiled.” The stepped-in addition on the east end of the structure (building #25) appears in some early postcards of the park. It was

a cafeteria and Swedish bakeshop in 1929, and housed various restaurant cafeteria concessions over the years. It appears in a 1934 aerial photograph. This addition certainly no longer exists. According to his daughter and grandson, Sidney Brookson removed the restaurant by the mid 1960's, leaving an open sided picnic shelter in place. (Sidney Brookson worked at the park beginning in 1928, became the resident manager from 1932 to 1949, and owned the attraction from 1950-1970. His children and grandchildren lived in the park until 1970. The Brookson family understands that the pavilion was the first structure built just before 1921, and was used to shelter lumber and other supplies and equipment involved in the park renovations).

In addition to the main picnic shelter, three long picnic table shelters are shown on the plan west of the entrance. (#13, #15, #17). These shelters had gravel flooring, and were less attractive than the main picnic pavilion. Photographs show that later concession stands were constructed south of the main picnic shelter as well.

The main picnic shelter was built at an angle to conform to the north-east alignment of the N. S. & T. electric rail terminal. The main entrance gate, located next to the Administration building ran between the picnic shelters and the main picnic pavilion. This entrance helped manage the crowds of holiday makers arriving in large numbers from the steamships and the railway. The bleachers (building # 29) were also oriented along the rail tracks. Most other park buildings are aligned with the beach and lakefront or below the Lock St bluff along present day Gary Road.

For this study, the beach or lake side of the pavilion will be referred to as "north," and the harbour side as "east."

The present day shelter and some modern pathways retain this alignment. There is a clear opportunity to better commemorate the old amusement park by retaining the footprint of the picnic shelter and identifying the old entrance. Interpretive signage or even a reconstruction of the gate and artwork could be considered.



Figure 2 Photo of old entranceway showing pavilion without extended eaves.

Lakeside Park is historically significant as an example of an early Great Lakes beach tourism attraction, and because of its association with the early steamship travel and with the N. S. & T. railway. It is an early Niagara tourist attraction. It is also associated with and contains cultural resources from the first three Welland Canals. Shipwrecks, including those of the USS Hamilton and USS Scourge lie nearby.

Lakeside Park was the location of massive Emancipation Day Picnics, from 1924-1951. The event, still quite large in the 1950's and 1960's continued in the park and city afterwards. The event is described in Dennis Tourbin's book The Port Dalhousie Stories. Dennis Brookson has fond memories of the 1960's picnics. Held in August each year, the event marked the important anniversary of the 1833 Emancipation Act which abolished slavery in the British Empire.

Emancipation day events began in 1834, and events were recorded in St Catharines as early as 1835 and 1838.

The massive Lakeside Park events, known as “The Big Picnic,” were unprecedented in scale. At its peak, as many as 8,000 people from Toronto, Rochester, Niagara Falls and Buffalo NY attended. People came from as far away Windsor and Detroit. In her book, Emancipation Day: Celebrating Freedom in Canada, Natasha L. Henry writes: “The Big Picnic at Lakeside Park, Port Dalhousie, was one of the grandest Emancipation Day affairs in the country. During its peak, it was the premier African-Canadian social event in Ontario and a prime example of the cultural life of the Black community.”

Clearly the 1921/25 picnic pavilion played a role in this important event. If the present day structure predates 1951, it may well be worthy of preservation.

Assessment—Historic Photographs



Figure 3 is an undated photo from Mark Shoalts report of a structure thought to be the picnic pavilion. The posts are similar to the present structure, however the roof is completely different. This steeper roof could not be easily altered to resemble the present structure. The posts appear to be padded or set on above-grade piers. It is not certain that this building has a floor as noted in the 1929 plan. It seems to be a different shape than the structure in the 1929 plan. This structure may be a pre-1921-25 renewal period picnic structure or some other building. Images of early wooden park buildings have survived, including what may be a travelling carousel structure, and other buildings. Christine Aloian's book, A History Outline of Port Dalhousie, 1650-1960 shows a circa 1910 "Refreshment Stand," that is similar to the building in Mr. Shoalts report.

Figure 4

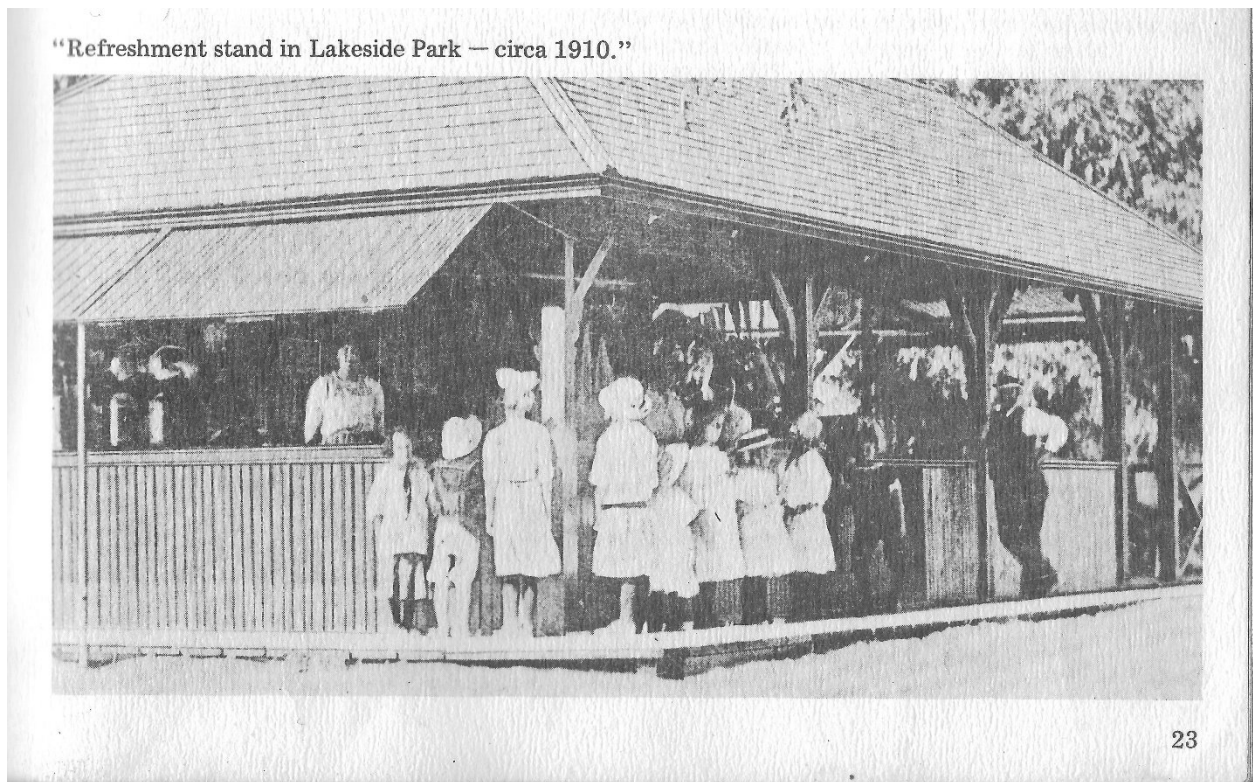




Figure 5 is a June 1947 photo of the flooded Lakeside Park entrance, published in the St Catharines Standard at the time. Young men are using a paddleboat in the flooded park. (Paddleboats were first introduced to the park after 1933). The image shows the administration building at the right, and behind it, the west end of the picnic pavilion. The roof line and gable end appear to be the same as the present structure, although the roof eaves below the gable may have been extended on the present day structure, and additional long brackets have been installed to support this. The building appears to be aligned on the same orientation as the present day structure. A railing and one of two entrances on the west end of the building are also visible. Storm surges periodically flooded parts of Lakeside Park. The 1947 inundation was the worst recorded instance.



Figure 6 is an excellent photograph of the west end of the picnic pavilion. Many features of the building are visible. It is from the estate of local St Catharines Standard photographer Frank Hogan, and is owned by Mr. Dennis Brookson, the grandson of Sidney Brookson, the CNR manager and later owner of Lakeside Park. Dennis grew up in the park in the 1960's.

The photograph is not dated, but on the left and rear of the pavilion, Lakeside Park buildings, including the Lakeside Inn, an upscale restaurant, are visible. This shows that the photograph must predate the demolition of the amusement park structures that took place from 1970-1971 after under city management. Dennis Brookson indicates that the Lakeside Inn was demolished by Sid Brookson in the 1960's. The restaurant cafeteria operating on the east end of the structure is called "The Blue Note." Blue notes are mostly associated with jazz music, and to a lesser extent with blues music. The Blue Note Record Label began in 1939. The design of the sign seems to support a 1940's or 1950's date. Dennis Brookson and his mother state that The Blue Note Restaurant was in business in the mid to late 1950's and early 1960's. It was operated by Mr. Bruce Anthony. As noted, the pavilion restaurant was removed from the picnic pavilion in the mid 1960's.

A number of cafeteria restaurants operated from this structure, including “Paul’s Restaurant” in the 1940’s, according to recollections posted on the Vintage Port Dalhousie Facebook page, confirmed by the Brookson family members. Paul’s Restaurant was rather upscale, where men wore jackets and ties for evening dinners before and after dances. In the Blue Note photograph, a full partition wall with a serving counter on the south end can be seen, along with a server.

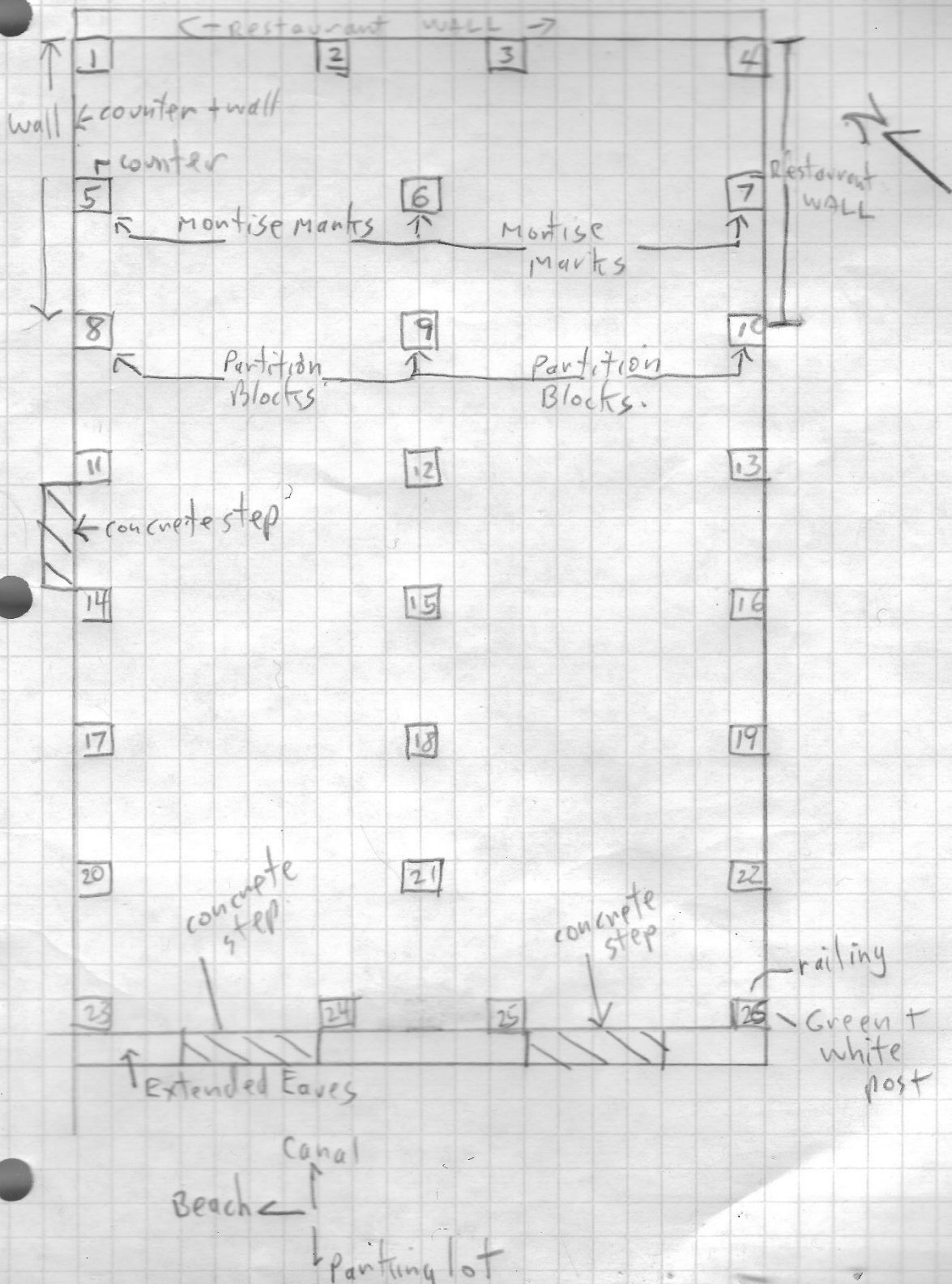


The pitch of the gable end roof appears to be the same as that of the present structure. **(Figure7)** The lower eaves appear to have been extended on the present building, and extra braces have been spiked and bolted to the end posts. Close study of the Blue Note photograph reveals that each end is supported by a range of 4 posts creating three bays. The gap between the two inner posts is shorter than the gap between the outer posts and their neighbours. A railing is visible on the center bay and on the ends. The top of the railing is just partially visible on the north side of the building. Short newel posts support the railing next to the entrance openings on the western end. Although there is some sun

fading on the photo, close study reveals that the lower ends of the posts below the railing are painted a darker colour than the upper sections of the posts. This paint scheme is documented in the recollections of Mr. Sid Brookson cited in Dorothy Turcotte's book Port Dalhousie Shoes & Ships & Sealing Wax. This dark and light shade combination is visible in many early Lakeside Park photos. Each year the park buildings were scraped and painted, initially by CNR steamship crews, and subsequently by park staff. Green and White were the official CNR colours used in the park.

The Blue Note photograph shows that the interior posts do not follow the three bay pattern set by the gable end wall posts. Instead only three rows of posts run from east to west: along the north and south walls, and along the centre of the building. This creates a more open interior space. The posts in the east-west rows are evenly spaced, unlike the gable end wall posts. This pattern, and the presence of four angled support roof brackets on each post is identical to the present building. **(Figure 8)**

2015 LAKESIDE PARK PICNIC PAVILION (NOT TO SCALE)



The present day structure has posts set on, and into raised concrete piers obviously formed in more modern (post 1960) Sonotube forms. The Blue Note photograph shows a raised wooden deck—clearly the “oiled hardwood floor” mentioned on the 1929 map. Dennis Brookson indicated that his grandfather held his 80th birthday in the pavilion, and that the wooden floor survived for a number of years under city management. A single stone or concrete step can also be seen in the photograph at the two entrance openings in the railing. The round nosing at the top of the deck is visible above the step, as are small ventilation holes that have been drilled in the facing board below the floor. The posts were likely set into the ground, with or without concrete, and the floor framing would have provided added support for them. Alternately, the posts could have been set on a framework of sill beams below the deck. The posts or sill beams were very likely treated with coal tar creosote, used extensively by CNR and other railways as a preservative for railway sleepers. CNR would have extensive experience with this preservation method, and certainly had experienced staff and facilities to prepare the wood in this manner.

The Blue Note photograph shows a picnic shelter building with an identical arrangement of posts and roof knee braces supporting a very similar roof with the same pitch as the existing structure. It is on the same location as the present structure. The Blue Note photograph pre-dates the demolition of the park buildings, from 1970-1971, and the demolition of the Lakeside Inn in the early to mid-1960's. It seems unlikely that if the picnic pavilion had been demolished, a replacement pavilion would have the same structure and roof pitch on the same location. With the removal of the N. S. & T. electric rail lines, a replacement pavilion would likely have been repositioned to face the beach, along with the other buildings. A more likely explanation is that the historic picnic shelter was repaired, the roof eaves extended, a metal roof installed, the deck and framing removed, and rotted post ends cut off and supported by cast Sonotube concrete piers.

Assessment-- Cultural Landscape

The present day pavilion appears to be on the same building footprint and orientation as the original structure. While the deck has been removed and the surface covered with asphalt, there is a rounded concrete edging surrounding the

paving that may be part of the original decking. More significantly, two concrete pads along the west foundation are present in the same location as the stone/concrete entrance steps that appear in the Blue Note photograph. They mirror the entrance gaps in the west end railing perfectly. **(Figure 9)** These concrete pads serve no present day purpose, and are almost certainly the original steps to the wooden deck, now sunken, or footings for the same. A third identical concrete step or footing is located at the center bay of the north wall. This would indicate a logical entrance to the historic pavilion from the beach and dance hall nearby.

Figure 9



It is strongly recommended that the footprint or outline of the historic pavilion, and the three concrete steps be preserved as part of any renewal, and marking or delineating the historic entrance be considered.

Assessment—Posts and Paint

14 of the 26 posts appear to be old or original. All posts have had the bases cut and are now mounted on above-grade Sonotube concrete piers. Old material posts are set into the Sonotube concrete. **(Figure10)**



Later pressure treated post replacements are bolted on or above the tops of the piers. **(Figure11)** This may suggest an ongoing repair program, or two repair cycles.



One additional old post has a half lap splice repair using old material. This may be an old repair, or it may be only visible instance of old material being added to the structure. The lower section does not have the paint shadows of the full restaurant exterior wall clearly visible above. This repair must have occurred after the pavilion restaurant was removed by the mid 1960's. **(Figure12)**



Nine posts have partial replacements with pressure treated material extending upwards from the concrete piers to roughly one foot below the knee roof bracing on the posts. Old material seems to be used above the knee bracing. Two posts are complete pressure treated replacements with old bracing material attached.

The pressure treated replacement post sections are slightly dimensionally smaller than the old material, and easily identified by the visible incising marks on surfaces. (These incising marks were used in the pressure treating process beginning in the 1950's). This material has been painted grey from the concrete piers to the knee bracing. The braces and posts above this point are painted or stained a dark brown colour. All old posts are overpainted grey. Most paint finishes are chipped and worn, and the paint layers easily examined without physical intervention. All pressure treated posts are painted grey, some with a white undercoat or primer. One pressure treated post has a light green coloured wood surface visible in places, evidently the CCA (Chromated Copper Arsenate) used in wood treatment.

On the other hand, old posts along the exterior walls in the west cafeteria seating space show layers of green and white paint below layers of gray paint. The dark green paint is present from the top of the concrete piers to a point 42" from the asphalt. White paint is visible above that point to the point of the knee braces.

(Figures 13-14)





Even where the grey paint is intact, the green/white paint lines on the exterior posts are visible. The paint lines are at the same level, which would not necessarily be the case if salvaged wood was used to build the structure. This suggests that the building was painted in official CNR park colours on the exterior posts, and this matches the historical record and the Blue Note photograph. Interior posts appear to have been painted white, and none of them have pressure treated repairs. The posts in the restaurant area are mostly painted white or green, and several show a blue paint layer. The green/white scheme appears to break down in the (non-public) restaurant space.

Even more significant, paint layers on surviving old posts on the exterior show the shadow outlines of the hand railing that surrounded the picnic seating space, with the exception of the three entrances noted earlier. The tops of the hand rails line up with the tops of green paint on the posts. All railing profiles are identical, and could even be reproduced. **(Figure 15)** No hand rail “ghost” outlines are out of place—none face inwards or outwards, and all are at the same level. This suggests a high degree historical integrity to the structure. These handrails match those seen in historic photographs, figures 5 and 6.



On the east end of the building, paint lines on one bay on the east corner of the north wall reveals a railing, possibly for a concession serving counter directly from the restaurant to the outdoors. Analogous to a modern fast food drive through window, it would make sense to have such an added serving window facing the dance hall and the beach.

Old exterior posts on the east or restaurant end have paint lines showing the outline of a full exterior wall running between the posts, as high as the knee braces, enclosing the restaurant space. **(Figure 16)**



The interior partition wall with the serving counter seen in the Blue Note photograph has also left traces: 2" x 4" blocks are spiked below the knee braces on a north-south row of posts. These either supported or were part of a frame partition wall. **(Figure 17)**



A second north-south range of posts has shallow horizontal rectangular mortise joints cut into them, all in the same location, at the same height. **(Figure 18)** This may represent an earlier or later counter not present in the Blue Note restaurant era, or perhaps the support for a work or serving table or storage rack system inside the restaurant.



These blocks and mortise marks all line up in the same direction, at the same level, suggesting that the beams have been in this location when the restaurant was in operation. If this building had been assembled out of salvaged materials, one would expect to see evidence of previous use: repaired mortise joints and other markings, paint shadows and lines that do not correspond with historic photographs and the historical record.

Upper Roof Framing

Mark Shoalts' report covers details of the upper framing. He observed some rounded edge (modern) purlins in this location. Due to health concerns, no one has entered the space above the lath ceiling now serving as a massive bird nesting space. It is very difficult to examine the roof structure from the ground through the filth encrusted gaps in the lath ceiling. This wooden lath ceiling was evidently installed as a bird barrier, but it was poorly installed: wide gaps, and the failure to repair vandalism damage has allowed birds to gain access to the space, creating an unsightly mess above picnickers.

If the newer purlins are located at the east or west ends of the structure, they may have been part of the suggested extension of the eaves at this point. They may also represent a roof repair. Closer examination could determine if modern material has been used throughout the attic and roof. The fact that most posts appear to be older material above the old knee braces suggests that there is significant amount of surviving original roof framing. Overall, the roof very closely resembles the 1940's and 1950's photographs in this report.

Conclusion

Historic photographs, plans, highly credible personal recollections of the building, and the evidence of partitions, railings and paint schemes that remain on the structure demonstrates that this building, with significant repairs and some modifications, has been standing on this location since before 1947, and it is likely the original structure from the 1921-1925 park renewal period. It is the sole surviving building from historic Lakeside Park.

Draft prepared by David Webb 13 August, 2015. Notes and Bibliography to follow in final version.

Additional Historical References Related to the Lakeside Park Pavilion.

Researched by: Brian K. Narhi

Researched for: SCHAC

Date: August 28, 2015.

The roots of Lakeside Park may be traced back to 1884, when the St. Catharines, Grimsby and Toronto Navigation Company established a ferry service between Toronto and Port Dalhousie. Early ferry service was provided by side- or paddlewheel ships known as the *Empress of India* and the *Garden City*. In 1896, the *Lakeside* (owned by the Lakeside Navigation Company) joined the fleet, as well as the *Lincoln*. The *Lakeside* was in turn later replaced by the *Dalhousie City* in 1911. The Northumberland began to provide service in 1920.

Passengers could disembark at Port Dalhousie, or continue along up the old canal as far as the Welland Vale at “Lock Two Hill.” In order to provide improved service for passengers, the Niagara, St. Catharines and Toronto Railway (popularly known as the “NS&T”), purchased the assets of the St. Catharines, Merritton and Thorold Street Railway Company in 1898.¹ Rail service down the west bank of the Twelve Mile Creek to Port Dalhousie was opened in 1901. Visitors from Toronto could then easily transfer from ship to a streetcar “in Port,” and continue on to St. Catharines, Thorold and Niagara Falls. Some visitors crossed the lake simply to enjoy a day at the beach, and the newspapers reported thousands of visitors at the beach as early as May 1892. Sand to enlarge the beach could be shipped in by rail once the streetcar system was operational. Serious development of the park as a destination in itself began in 1902 (Liz Fleming, “Here Comes Port Dalhousie,” *WUN* Aug. 1985 p. 27; Christine Ross, “Port Historical,” *Dalhousie Peer*, Dec. 1998 pp. 10-11.)

Vintage photographs and postcards showed that the NS&T tracks entered Lakeside Park from the south-west, and ran along the edge of the park in a north-easterly direction to the dock or wharf located on the west side of the canal just slightly to the south of the present day pavilion. A postcard titled “*Landing at Port Dalhousie, Ont.,*” and mailed in June 1907, showed streetcars filled with passengers from the *Garden City*. There was very little development seen in the adjacent portions of the park, and the present pavilion had not been constructed by that point.

A slightly later postcard, titled “*Harbour, Port Dalhousie, St. Catherine’s Ont.,*” showed a view north from Lock 2 of the Second Canal towards the lake. The site of the pavilion contained no buildings at that time, although the large “dancing pavilion” to its north side on the lakeshore had been built by that date.

Another postcard, titled “*Lakeside Park, Port Dalhousie,*” was printed and sold by the Niagara Central Railway. This tinted photograph showed a view across the park looking north-east. The NS&T line is clearly discerned, as well as an open sided shed directly north of the tracks. The middle distance of the view showed the large “sports field,” with spectators watching what appears to be a baseball game which was in progress. The main part of the park then possessed none of its later attractions, such as the grand stand, bleachers, rides, midway, and the dance and picnic pavilions. This postcard was mailed in September 1915.

The first attractions in the park were temporarily housed under tents, but eventually “people began to think that they could make money there, so they began to put up permanent buildings” (Aloian 1979:21.)

¹ The predecessors of this company had provided limited horse-drawn streetcar service since the 1870s, and electrified service since 1887.

An undated postcard titled “*Entrance to Lakeside Park, Port Dalhousie, Ont.*” showed that the carousel was located at the east end of the park, on the north or lake side of the streetcar tracks, near the site of the present pavilion. The carousel remained at that particular location until about 1919. A few buildings are visible in the background, partly obscured by trees, showing that the park was gradually evolving.

An aerial view of the harbour and park was shot from the Michigan side of the canal, looking north-west, by McCarthy Aero-Services. This photo is undated, but the company is known to have been in business between 1919 and 1921. The site of the present pavilion was vacant, undeveloped land when this view was taken.

The size of the park was eventually increased to about 12 acres during the early 1920s. Familiar attractions such as the midway, rides and concession stands, baseball diamond, and water slide were added to the park during the early 1920s when it was under the joint management of the Canadian National Railways and Canadian Railway News. An account of the proposed “Alterations at Lakeside Park” was published in the *St. Catharines Standard* on April 24, 1919. Photographs in the Petrie collection at the Niagara Falls Library suggests that the grandstand and bleachers adjacent to the sports field had been built prior to the picnic pavilion.

The picnic pavilion clearly dates from this second period of major park expansion, and is a post-1920 construction. The pavilion was clearly shown, in some detail, in silent 16 mm. motion picture footage, shot by Denton Massey in the summer of 1929. The pavilion provided a sheltered dining area for visitors to the park. The main difference between the pavilion of that era, as filmed by Massey, and the present day, has been the loss of the enclosed area and the small ell at the rear or east end of the structure. As noted by David Webb, this housed the “Swedish Bake Shop” in 1929, “Paul’s Restaurant” during the 1940s (operated by one Paul [Patino? Patina?]), and the “Blue Note” restaurant during the 1950s. The enclosed part of the building was removed by the manager, Sid Brookson, during the mid-1960s. The pavilion has also lost its original wooden floor, and the railings which partially enclosed the sides of the structure have also been removed.

An aerial view showed Lakeside Park fully developed, at the peak of its prosperity, during the mid-1950s. By that time, the park contained a total of 58 buildings. In this shot, the pavilion is clearly visible with the three “picnic table shelters” immediately in front of them (ie, on the west side.)

The popularity and attendance of the park began to wane during the 1960s. The issue was exacerbated, in the opinion of Sid Brookson, due to the presence of sewage being dumped directly into the Twelve Mile Creek further upstream. Brookson instituted legal proceedings against the City of St. Catharines on account of this “pollution,” and in 1969 he was awarded \$25,000 in damages and the park was taken over by the city. Brookson continued to operate a food concession for another season, until the park was finally closed on September 4, 1970.

In November 1969, an auction sale of the moveable park chattels and memorabilia was held under the auspices of Paul’s Auctions by Paul Pasmore. A second sale was scheduled, when the

buildings were to be auctioned. It is not known whether any of the buildings were sold at that time (“Lakeside Park Memorabilia to be Auctioned,” *St. Catharines Standard*, Nov. 28, 1969.)

Francis Petrie, reporting for the Niagara Falls Review, noted that demolition of the buildings within the park had commenced, but that the fate of the dance hall and carousel “are still to be determined. These two buildings are mute reminders of an era now ended” (Petrie, “Lean Days Come to Lake Park Where Hundreds Once Played,” *Niagara Falls Review*, June 13, 1970.)

It was later reported that “the city bulldozed the buildings, and only the dancehall and merry go round was left.” The dancehall was subsequently destroyed by fire in December 1971. It was then noted that “today it [the carousel] is the only memento of the park that still stands” (Jim Blundell & John White, “Pavilion, Paper Mill Hit in Rash of Fires Here,” *St. Catharines Standard*, Dec. 20, 1971; J. Frank Hogan, *The Peninsula Pen*, Nov. 24, 1973 pp. 8-9.)

The *Standard* reported in December 1972 that the area around Lakeside Park and the harbour would be redeveloped. An aerial view of the harbour was printed which clearly showed the pavilion in its present location (“Port Harbour Development Planned,” *St. Catharines Standard*, Dec. 6, 1972 p. 9; “The Renaissance of Port Dalhousie,” *WUN* July 1982 pp. 15-21.)

The *Standard* reported that during the course of a few years, the city “has demolished the buildings one by one, and dumped the scrap into the old dry docks at Rennie Park” (Andrew Lundy, “Historic Shack Bites the Sand,” *St. Catharines Standard*, Oct. 30, 1990, p. 9.)

Conclusions.

The pavilion located in Lakeside Park appears to be the sole remaining structure in its original location. Constructed by the CNR sometime ca. 1920-21, the building functioned as a covered seating area for park restaurant patrons. The building ceased to function as a restaurant during the mid-1960s following the removal of the enclosed area and the rear ell on its eastern side. Since that time, the pavilion has been utilized as a covered seating area. Significant portions of the original building have been lost during the last forty years, most notably its original wooden floor and the railings which once lined the perimeter of the building. Decayed sections of the wooden support columns have been removed, and new timber sections have been spliced in to replace those sections. The floor has been replaced with a poured concrete pad, and the columns either rest upon concrete pillars or have been set directly into concrete pillars formed using Sonotube. The eaves or over-hang may have been extended, in order to provide additional shelter. Although the pavilion dates from the “glory days” of the park, its architectural integrity has been greatly impacted upon due to the removal of some of its original elements. The repair or replacement of these features with unsympathetic building materials and construction methods has further reduced the aesthetic appeal of the pavilion, even though the restoration work was probably carried out using acceptable, “best practices” during the 1970s. Should the physical condition of the structure warrant its demolition rather than a full and proper restoration, it is recommended, 1) that wooden support columns from the original pavilion should be identified

and salvaged---possibly for incorporation into a replacement structure for historical interpretation of the site. Efforts should be made to replicate the white and green colours originally employed on the columns as closely as possible; and 2) preservation of the partially buried concrete steps on the west side of the pavilion, in order to serve as a permanent record of the location of the westerly façade of the pavilion.



GEOPHYSICS GPR INTERNATIONAL INC.

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October 28, 2015

Our File: T15819

Anthony Martuccio, P.Eng.
Design & Construction Engineer
City of St. Catharines
50 Church Street
St. Catharines, ON
L2R 7C2

RE: Geophysical Survey conducted at Lakeside Park, St. Catharines, Ontario.

Dear Mr. Martuccio:

Geophysics GPR International Inc. was requested by the City of St. Catharines to perform a geophysical survey at the above address. The purpose of the investigation was to image material variations in the subsurface and to locate a pre-existing buried pavilion footing. Survey extents are shown in Figure 1. The survey was performed on October 21, 2015.

An initial scan was performed with an EM31, which is a soil conductivity meter that can delineate larger metal objects such as underground tanks, utility lines and other subtler features such as former excavations or groundwater contaminants. The data were recorded with a Geonics EM-31 MK2 terrain conductivity meter (EM-31). The EM-31 data along with the data point's position was collected every second. The operator, Tom Westerblom, collected data along traverses with spacing between lines of 5m. Additional details regarding the operating principle and the type of information that can be gleaned from the data can be found in the attached fact sheet. There is also the colour plots for the Quadrature (conductivity) and In-phase (magnetic susceptibility) data sets.

A ground penetrating radar system was employed to delineate the location and shape of any targets. All radar data were collected and interpreted at the site. All radar data were generated in real time and interpreted on a colour monitor. The positions of any detected targets were determined from the radar image and marked on the ground. A 400 MHz antenna was used for this survey. This particular antenna is most appropriate for relatively shallow depth penetration and resolution of pipes, tanks, voids and shallow stratigraphy in the upper 2 meters.

The area scanned consisted of the park area north and east of the parking lot excluding the boardwalk and beach.

Three anomalies were detected. The findings are as follows:



- Two possible utility lines running from a chamber in the middle of the field towards the parking lot, and another running beside the picnic shelter away from the changerooms / washrooms.
- The ground radar scan identified a possible set of former footings offset and underneath the existing picnic shelter.
- Likely a sheet pile wall set back from the water's edge but the exact position is only approximate and not marked.

Both anomalies are plotted on the included anomaly plot with their approximate dimensions.

I hope everything is to your satisfaction. If you have any questions please do not hesitate to call.

Sincerely,



Milan Situm, P.Geo.
Manager



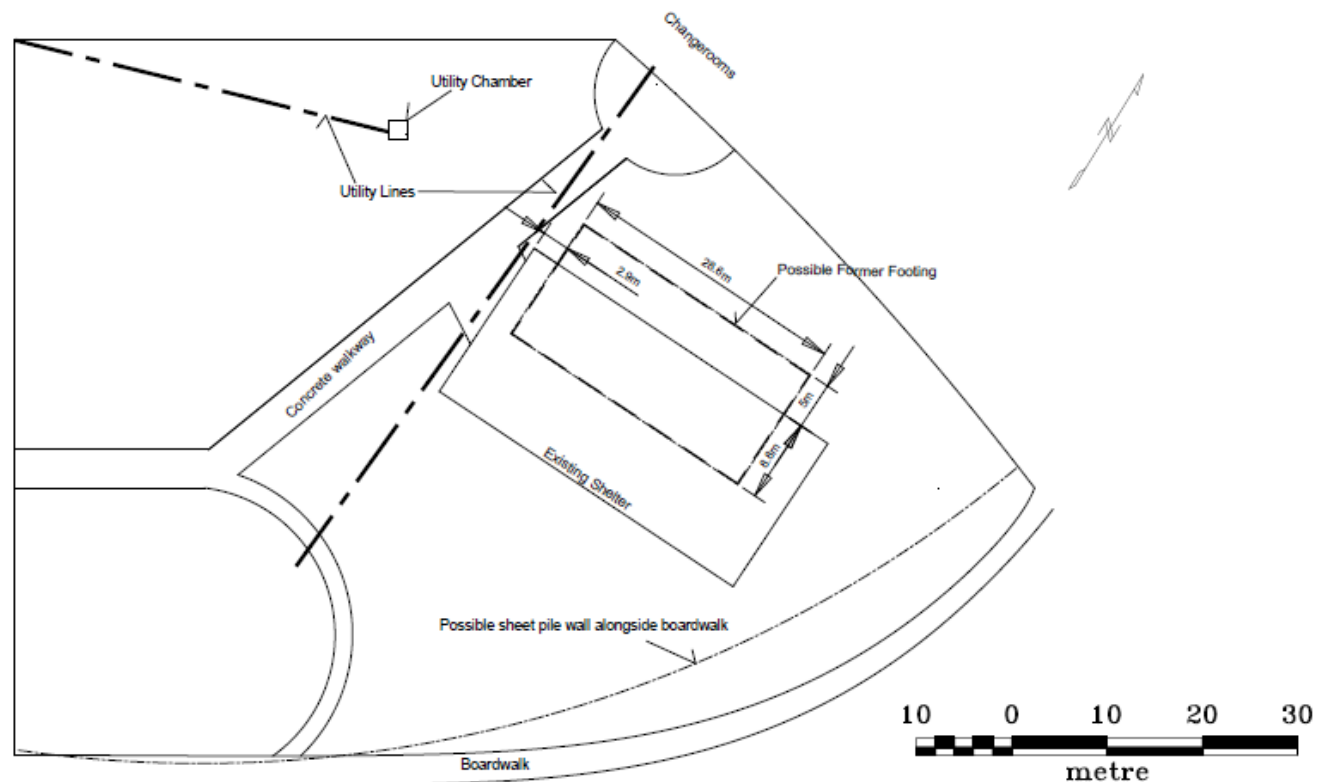
Attached:
Anomaly map
EM31 Inphase and Quadrature maps
EM31 fact sheet





Figure 1: Lakeside park EM31 Survey Extents





Notes:

See also EM31 inphase and quadrature data

City of St. Catharines

Lakeside Park Anomaly Map

St. Catharines, Ontario

Oct 21, 2015

Our File: T15819

Geophysics GPR International Inc

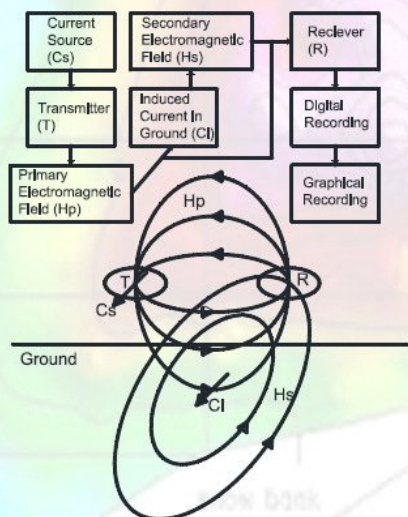


GROUND CONDUCTIVITY METER EM31-MK2

A ground conductivity meter is an instrument that measures and records changes within ground conductivity or resistivity. Unlike traditional conductivity meters, EM31 does not require any contact with the ground. This inductive method is only possible through imparting an alternating current to a transmitter coil near Earth's surface, where a magnetic field is produced. This magnetic field will induce small currents in the underlying strata and produce a secondary magnetic field; both magnetic fields are detected by a receiver coil, resulting in an interpretable two phase colour image of the surveyed area: ground conductivity (quad-phase) and magnetic susceptibility (in-phase).



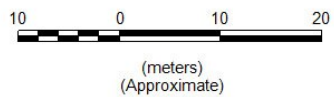
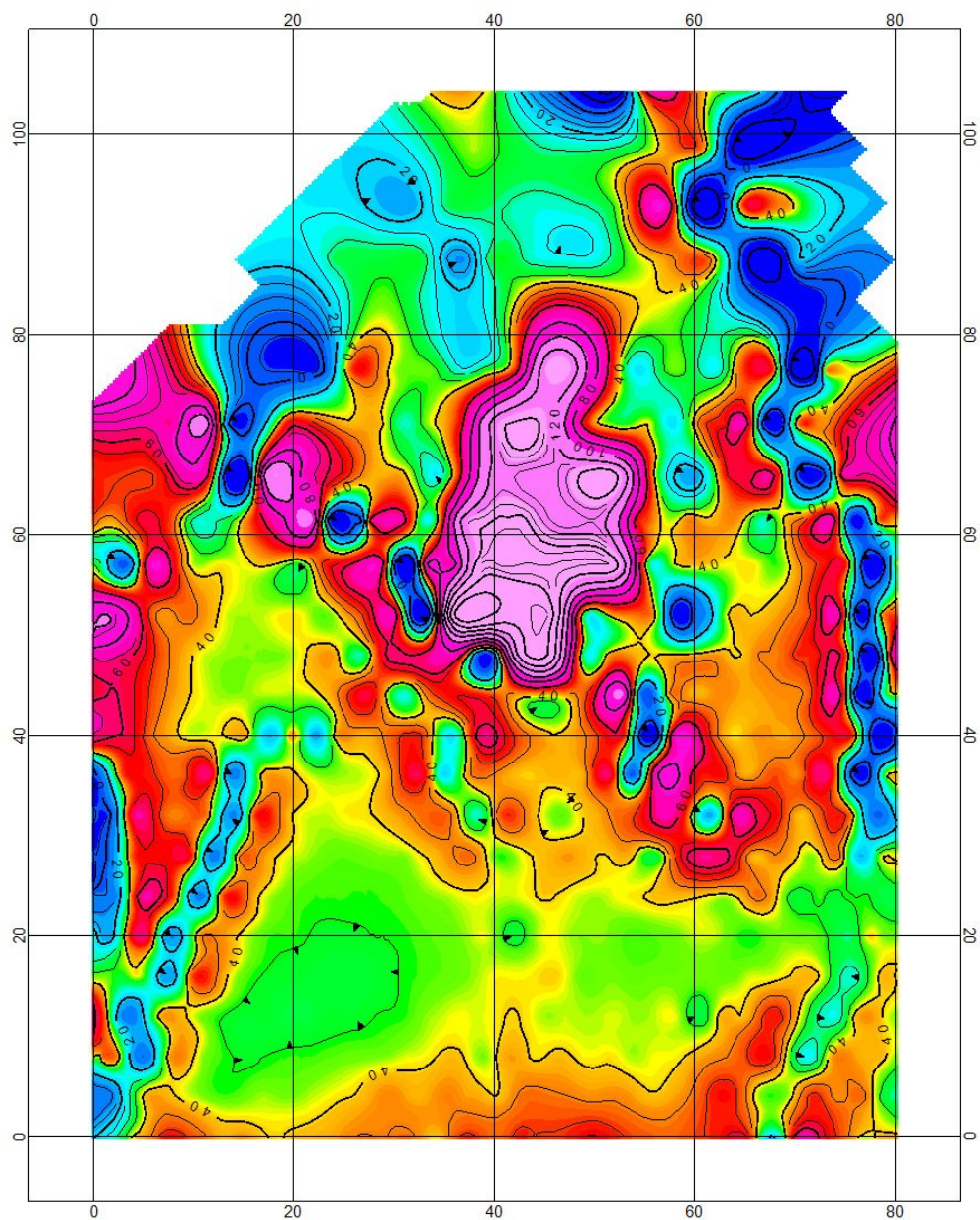
The effective depth is determined by the intercoil spacing (distance between the receiver coil and the transmitter coil). The EM-31 has an intercoil spacing of 3.66 m producing an effective investigation depth of approximately 6 m. Although the terrain conductivity value read by the instruments is an average conductivity over the effective depth of the survey, materials in the upper 2.5 m have a stronger weighting.



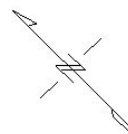
Principles of Ground Conductivity Meter

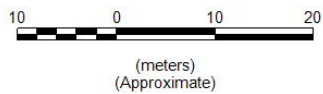
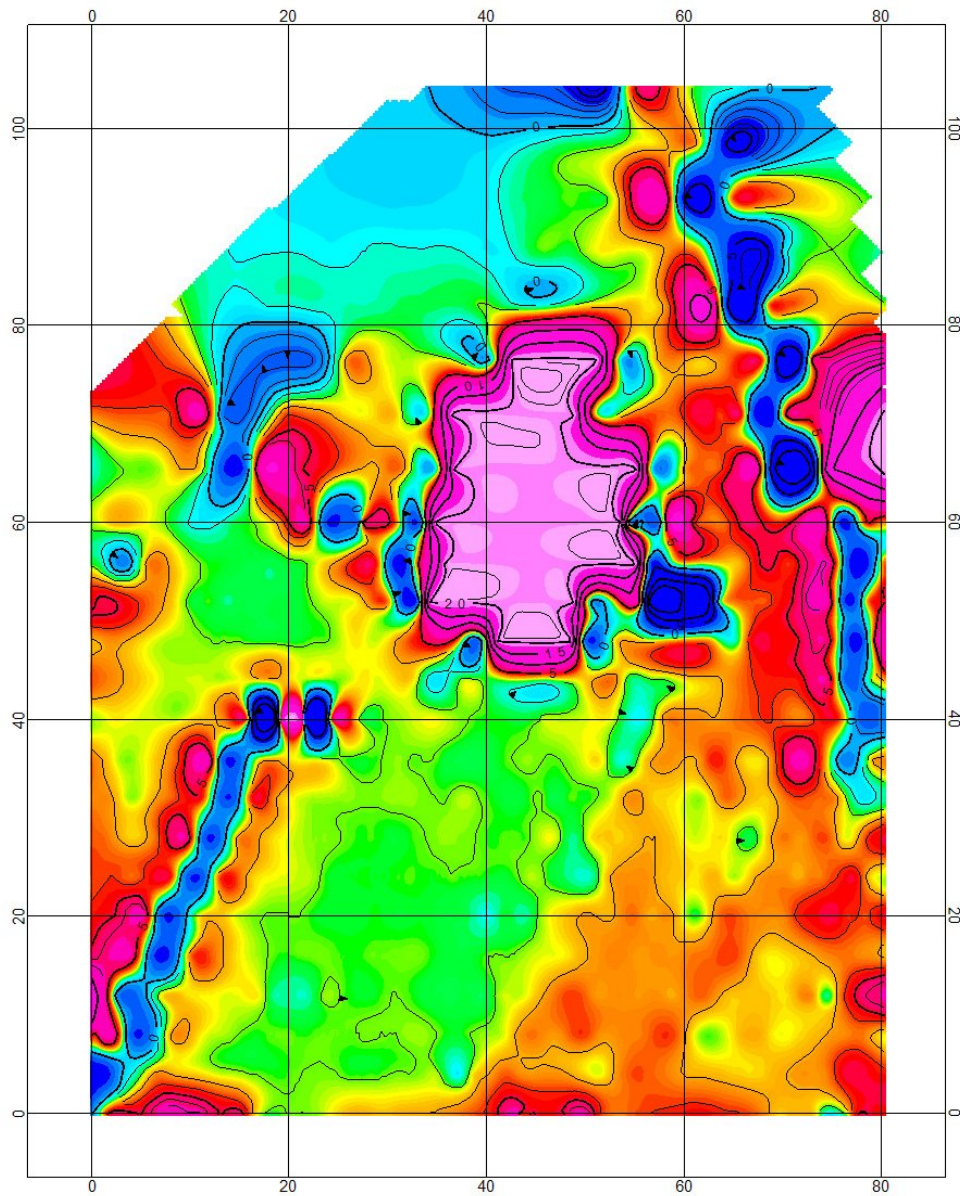
Features

- Surveys at walking speed
- Effective investigation depth of ~6 meters.
- Survey in continuous real-time mode
- Detection of gravel, voids in carbonate rocks, regions of permafrost, metallic conductors, pipes.
- General geological mapping (soil type, fault, etc)
- Maps bedrock topography, terrain conductivity, pollution plumes in groundwater, buried infrastructure (foundations, storage tanks, utilities)
- High resolution in conductivity.
- Precision within $\pm 5\%$ at 20mS/m



Lakeside Park
St. Catharines, Ontario
EM-31 Quadrature Data Plot





Lakeside Park
St. Catharines, Ontario
EM-31 Inphase Data Plot

