



## The National Trust's 2014 Top Ten Most Endangered Places List

**Heritage Canada The National Trust released its 10th annual Top Ten Most Endangered Places List on July 17, 2014.**

The selection—presented here from the North to the West to the East coasts—was compiled from the results of the National Trust's call for nominations as well as those stories and news items followed throughout the year.

### **Robertson Headframe – Yellowknife, Northwest Territories – TOWERING SYMBOL OF CITY'S GOLD MINING HERITAGE THREATENED**

**The City of Yellowknife is balking at the cost of assuming maintenance of the most prominent symbol of the city's mining heritage.**

#### **Why it matters**

Erected in 1977, the Robertson Headframe is a prominent Yellowknife landmark and the tallest freestanding structure (74 metres) in the Northwest Territories. Located about a kilometre south of the city centre, it is a steel-framed tower sheathed in black and white metal with a distinctive red top. The tower was the signature structure of the Con Mine and housed a hoist for workers and ore that reached depths of almost 2,000 metres. In operation between 1938 and 2003, Con Mine was the first large-scale gold mine in the NWT and the longest lived, producing over 5 million ounces of gold or the equivalent of 10,000 bars. The Con Mine—along with the Giant Mine (1948-2004)—played an integral role in the development of Yellowknife as a modern Northern city. Visible from up to 75 kilometres away, the tower has become a city icon and functions as an important navigational landmark for small aircraft and for boats on Great Slave Lake.



Credit: Jack Danylchuk, Northern Journal

#### **Why it's endangered**

The Con Mine closed in November 2003. Its current owner, Newmount Mining, has been progressively reclaiming the industrial complex with an eye to redevelopment. The company has allocated funds to demolish the tower, but has held off demolition (estimated to cost \$1.6 million) while it looks at alternatives for future use. The City of Yellowknife has been considering taking on responsibility for the tower since the mine's closure, but has not committed due to concerns about the costs of stabilization and maintenance



Credit: Scott Lough

(estimated at \$500,000 over the next decade), liability insurance and environmental remediation. A 2009 pre-feasibility study prepared for the City looked at a variety of options for reuse, including as a geothermal or solar energy plant, a museum of science and technology, or a viewing platform and rock-climbing site for tourists. Newmount Mining set a deadline for a council decision on the tower for fall 2013. The tower does not have a municipal heritage designation.

### **Where things stand**

Public support and media attention for the preservation of the Robertson Headframe continue to grow thanks to a Facebook group and a petition. At a June 30, 2014 city council meeting, the NWT Mining Heritage Society and other heritage advocates again called on the City to commit to preservation of the tower. But council again deferred its decision, asking for more information on environmental remediation costs and the private sector's commitment to maintaining the tower.

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## **Vancouver West Side Character Homes and Gardens – Shaughnessy, Kerrisdale, Point Grey and Dunbar Neighbourhoods, Vancouver, BC – DEMOLITION OF ORIGINAL HOUSING STOCK IN FAVOUR OF “MONSTER” HOUSES DECIMATING AFFORDABLE HOUSING AND CHARACTER OF VANCOUVER NEIGHBOURHOODS**

**Unfavourable zoning, high land prices and investor speculation are turning West Side Vancouver's historic homes into “demo bait.”**

### **Why they matter**

Vancouver's West Side character homes were built with a high degree of craftsmanship using quality materials, including first growth timber. These pre-1940s residences were home to a variety of occupants, from carpenters and teachers to vice-presidents and architects. The loss of so many original houses—some with A- or B-level status on the Heritage Register—erases a tangible link to the city's past and obliterates the character of Vancouver's historic neighbourhoods.

These demolitions have also meant the loss of affordable rental housing, as is the case with the Legg Mansion, an 1899 A-level heritage building slated to be demolished and replaced with a 17-storey luxury tower.



Credit: Vancouver Vanishes

### **Why they're endangered**

According to a 2014 property tax report on new houses by University of B.C. planning professor Andy Yan, 2,243 West Side houses were torn down and replaced over a three-year period, and that figure did not include the already besieged Shaughnessy neighbourhood. Last year alone, over 1,000 demolition permits were approved by the City, with the majority impacting single family homes. Many are being replaced by “monster” houses ranging from 5,000 to 8,000 square feet, which often remain unoccupied.

Unfavourable zoning bylaws that allow for greater height and floor space—turning old houses into “demo bait”—along with very high land prices, and an “investment” mentality have resulted in the demolition of an unprecedented number of West Side character homes and gardens, regardless of their condition.



Credit: Vancouver Vanishes

### Where things stand

With numerous heritage advocacy groups leading the way, there has been a groundswell of protest in Vancouver against the loss of these attractive pre-1940s character homes that define the city’s oldest neighbourhoods. Vancouver’s Character House Network has set up an online petition asking the City to modify its zoning and building code bylaws, which now has close to 4,000 signatures. The group’s Vanishing Vancouver Facebook page (with over 4,000 followers) posts a photo and brief history of a demolished character home in the city almost daily to emphasize the urgency of the issue.

A new municipal housing report for the historic area of Shaughnessy recommends that new regulations be adopted to slow down the demolition of character homes.

In July, the City announced the creation of the Vancouver Affordable Housing Agency to act as a research hub to examine investor speculation and unnecessary vacancies in the housing market.

In the meantime, Vancouver’s character homes continue to come down at an alarming rate.

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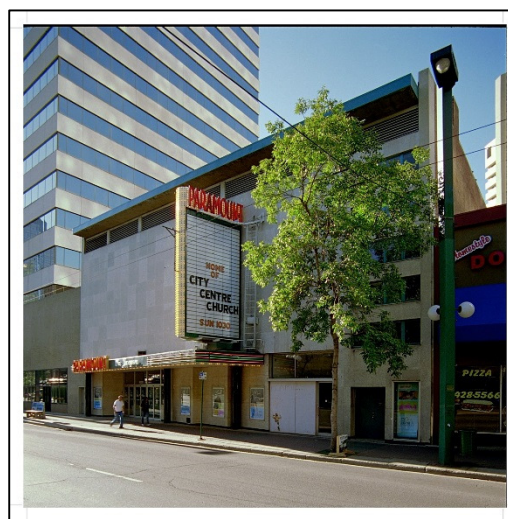
## Paramount Theatre – 10233 Jasper Avenue, Edmonton, Alberta– CURTAINS CLOSING ON DOWNTOWN EDMONTON’S LAST HISTORIC CINEMA

**Development Pressures: Mid-Century Modern gem in the way of yet another tower development.**

### Why it matters

Opened in 1952 in the heart of downtown Edmonton, the 1,750-seat Paramount Theatre was once the largest movie theatre on the Prairies and the finest theatre in the city. Designed by the local architectural firm Stanley and Stanley, it is an excellent example of architecture’s International Style with its restrained design animated by such luxurious materials as Tyndall stone, Italian travertine and black marble.

Prominently located on Edmonton’s main historic commercial street, the Paramount speaks to the city’s transformation following the discovery of oil in nearby Leduc in 1947. As the flagship Famous Players cinema, the Paramount showed first run features, but was also used for Premier Ernest Manning’s regular Sunday morning “Back to



Credit: James Dow





Credit: Nelson Webb

the Bible Hour” radio broadcasts during the 1950s. In 1985, in an effort to compete with multiplexes and home video, the number of seats was reduced to 800 and plush new interior finishes introduced.

The Paramount Theatre is on Edmonton’s Inventory of Historic Resources, which identifies structures of potential heritage interest.

#### **Why it’s endangered**

In 2003, Famous Players closed the Paramount Theatre and sold it two years later to Calgary-based developer, ProCura.

From July 2006 to May 2014, the theatre was leased by the City Centre Church, which used it for Sunday worship services and activities during the week. In 2007, ProCura proposed a 40-storey retail, office and condominium tower for the site. The project was later put on hold because of rising construction costs and soft condo and office space markets. In May 2014 ProCura announced that it was planning to proceed with a 28- to 30-storey apartment building on the site. Demolition of the Paramount and an adjacent low-rise commercial building are part of the plan.

#### **Where things stand**

The City of Edmonton has not yet received an application for a demolition permit or a building permit for the Paramount Theatre site. The announced demolition of the theatre, however, has reignited considerable media and social media interest in the building as well as calls from local heritage advocates who want to see it saved.

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### **Petrie Building – 15 Wyndham Street North, Guelph ON—A CASE OF DEMOLITION BY NEGLECT** **Lack of capital investment leaves a once stunning and unique downtown landmark suffering from neglect.**

#### **Why it matters**

A local landmark, the unique Petrie Building in downtown Guelph, Ontario, was built in 1882 for Alexander Bain Petrie, a local pharmacist and one of the city’s most successful and influential businessmen. Designed by Guelph architect John Day, this four-storey structure boasts an ornate façade of stamped galvanized iron that is further distinguished by a large mortar and pestle pediment. It is one of only three documented buildings in the country erected prior to 1890 with full sheet-metal façades.

Designated by the City of Guelph under Part IV of the *Ontario Heritage Act* in 1990, the building is located within the city’s Community Improvement Plan Area, making it eligible for a number of incentive grants.



Credit: Randy Hobson  
[www.terravistastudios.ca](http://www.terravistastudios.ca)



Credit: Randy Hobson  
www.terravistastudios.ca

### Why it's endangered

The ground floor of the Petrie Building has been occupied by the Apollo Eleven diner since 1976, but the upper floors have remained vacant for some decades. Left unheated with the windows boarded up and rust accumulating on the metal façade, the once stunning structure is becoming a victim of demolition by neglect.

### Where things stand

The launch of the Save the Petrie Building Facebook page in 2011 has helped garner public support to save the structure from further decline, as have public exhibitions at the main library and the involvement of the Architectural Conservancy of Ontario. A local filmmaker has created two shorts, *Demolition by Neglect* and *Petrie-Three lenses on the Petrie Building*, to help raise awareness of its plight.

Located within the city's Community Improvement Plan Area, the building is eligible for façade improvement and feasibility study grants as well as a tax increment-based grant—all created as incentives to help stimulate investment in the downtown and its historic properties.

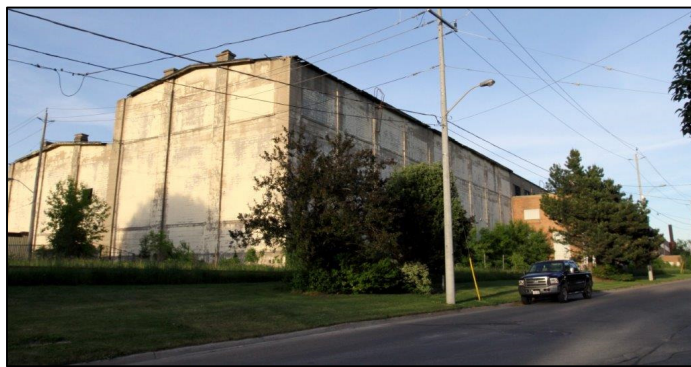
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## Former GTR Locomotive Repair Shops (also known as the Cooper Site) – 350 Downie Street, Stratford, ON – RAILWAY LEGACY OR LOOMING LANDFILL?

**This massive industrial structure may be sent to landfill despite creative suggestions for adaptive reuse.**

### Why it matters

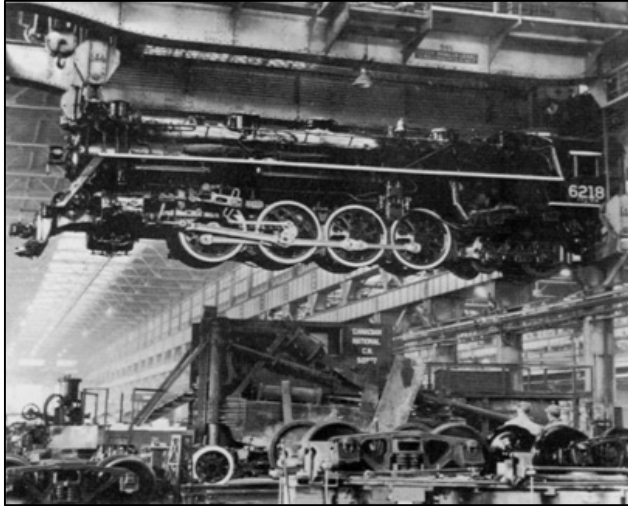
Built in 1909, Stratford, Ontario's GTR (later CNR) locomotive repair shops building is a massive steel and concrete facility that is an exceptional example of its kind in Canada. A prominent structure adjacent to Stratford's downtown, the vacant two-storey building covers close to five of the original 11.4 acres of railway lands, acquired by the City in 2009. An extraordinary industrial site and important cultural heritage asset, it offers a range of development opportunities. And at close to 16,800 sq m (182,000 sq ft) it would be an environmental travesty to send it all to landfill.



Credit: Dean Robinson

A 2012 city-commissioned study by Goldsmith Borgal & Company Ltd. Architects concluded that the site meets the criteria for determining Cultural Merit and is worthy of preservation. The Grand Trunk Railway Site Heritage Committee (a subcommittee of the Stratford Perth Heritage Foundation) is moving ahead with a recommendation to designate parts of the building under the *Ontario Heritage Act*.

In February 2014, the City's Finance and Labour Relations Committee (FLRC) heard a number of presentations, which included revenue-generating uses that would see at least part of the building retained and reused. Creative options for reuse included a steam locomotive museum, ground or multi-storey parking; bus terminal; library or YMCA expansion; sports facility; and university campus expansion (a University of Waterloo satellite campus has been built on part of the railway lands).



Credit: Stratford Perth Heritage Foundation

### Why it's endangered

Although structurally sound, the building appears dilapidated due to the loss of window glass and the deteriorated condition of the more recently added sheet steel cladding.

A report dated October 2013, commissioned by the City to assess options for the future of the site, concluded that demolition and commemoration—rather than adaptive reuse or partial retention—should form the basis of future consideration by city council.

### Where things stand

In May, the FLRC stated that city staff would consider additional public proposals, with or without the building being retained.

City council has deferred a decision on demolition until after a Master Plan for the city's facilities has been completed.

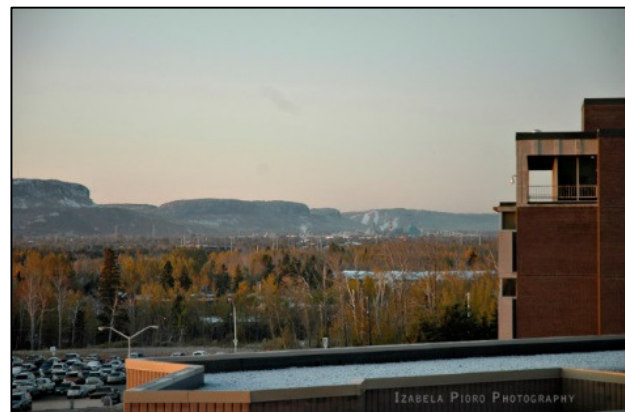
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## Nor'Wester Mountain Range and Loch Lomond Watershed Reserve – Blake Township, Neebing, ON – WIND TURBINES TRUMP CULTURE AND NATURE

**This pristine cultural and natural landscape is the site of a proposed industrial wind turbine development—another potential victim of the provincial government's crusade for renewable energy projects at any cost.**

### Why it matters

The ancient Nor'Wester Mountain Range rises dramatically above Lake Superior and extends southward from the city of Thunder Bay toward the Ontario-Minnesota border. It defines the city's setting and skyline, and is immensely important to the Anishinabe community of the Fort William First Nation (FWFN). Mount McKay ("Thunder Mountain" or *Animikii-wajiw* in Ojibwe) has been a landmark gathering place by the Ojibwe



Credit: SaveTheNorWesters.com



Anishinabeg for many generations. Their presence at this locale long predates the arrival of European traders who established trading posts nearby, first in 1684 during the New France era and again in 1803 with the construction of the North West Company's Fort William. The range provides habitat that is essential to moose, Eastern cougar, and other flora and fauna unique to this provincially important ecosystem, and the Loch Lomond watershed is an important freshwater resource for the region.

The range remains important for cultural, ecological and aesthetic reasons and plays a vital role in the area's recreational and tourism economy.

### **Why it's endangered**

Horizon Wind Inc. is proposing the development of an industrial wind turbine installation called Big Thunder Wind Farm on a portion of the Nor'Wester Mountain Range land owned by the City of Thunder Bay (located between and on the Loch Lomond Watershed, First Nation Traditional Territory and the provincially declared Area of Natural and Scientific Interest). It is a project that would see sixteen 139-metre-high, 32-megawatt wind turbines erected on the Nor'Wester's skyline south of Mount McKay.

FWFN believes the wind farm project will have a deleterious effect on the watershed, on the long-standing cultural heritage values of its people, and on essential habitat.



Credit: SaveTheNorWesters.com

### **Where things stand**

The Nor'Wester Mountain Escarpment Protection Committee (NMEPC) was created in 2009 with the mission to "protect the Nor'Wester Mountain Escarpment from development that has the potential to harm the natural environment and the health of the residents."

Although the project was first conceived in 2005, members of FWFN and Signatories of the Robinson Superior Treaty have expressed concern that the "duty to consult" was not undertaken to their satisfaction by either the proponent company or the Crown.

Despite FWFN's objections, the Renewable Energy Approval (REA) process (established under the *Environmental Protection Act*) proceeded, with the comment period ending in June 2013.

In May 2014, Horizon Wind Inc. filed an application for a judicial review in the Ontario Superior Court of Justice with the aim of compelling the Ministry of the Environment to issue the REA, but the court declined to intervene in the project.

In June 2014, FWFN filed for an injunction against the Ministry of the Environment and other provincial ministries to prevent the Province from allowing activity on its Treaty Lands and from issuing a REA for the Big Thunder Wind Project until a commitment is made to protect their Treaty Rights. Meanwhile, it is reported that Ontario's legal counsel continues to oppose delaying the final approval process or disclosing requested project information on the grounds that it would impede the final project approval decision-making process.

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## Estate of the Pères de Sainte-Croix (Fathers of the Holy Cross), Notre-Dame-du-Bel-Air – Lac Simon, Regional Municipality of Papineau, QC—CULTURAL LANDSCAPE ON TENDERHOOKS

**Property owner circumvents heritage bylaw by making sale of lots contingent upon land severance.**



Credit: HCNT

### Why it matters

Developed as a summer spiritual retreat and education centre by the Canadian Congregation of the Holy Cross in 1933, this 48-acre property on the shores of Lac Simon is an extraordinary cultural landscape. It features a rustic chapel, a prow-shaped Streamline-Moderne-style gallery reminiscent of steamships that once plied local waterways, outdoor Stations of the Cross along a woodland footpath, and an unmarked private cemetery dating to the late 19th century—all surrounded by a mature forest and pristine wetlands. Having attended regular religious services and celebrated marriages and baptisms there for several generations, many area

residents and cottagers have a longstanding attachment to the site.

In January 2013, the estate was designated as a protected heritage site by the municipality under the province's *Cultural Heritage Act* for its architectural, historic, natural and potential archeological values.

### Why it's endangered

In March 2014 the estate was sold to a numbered company in Quebec for \$2.5 million. Two months later, three 7,500 sq m lots were listed for sale at \$345,000 each, contingent on their severance, despite the fact that no approval had been given for the estate to be divided up and developed.

Although the subdivision conforms to the municipality's planning guidelines in terms of lot size, it runs contrary to the municipal bylaw protecting the estate, which clearly states that no one can divide, subdivide, or break up land of the designated heritage property; demolish all or part of a building situated there; or erect any new construction without municipal council approval.

### Where things stand

In June 2014, the Fédération Histoire Québec (FHQ) wrote to the Mayor of Lac Simon asking that the municipal council adhere to the bylaw protecting the estate as stipulated under the *Cultural Heritage Act* and remind the owner that proceeding with subdivision of the estate is prohibited unless approved by council. According to Mayor Maillé, the council has no need to address the issue until an actual offer to purchase is made.



Credit: HCNT



A second letter from FHQ was sent to the Outaouais regional office of the Department of Culture and Communication requesting provincial intervention in order to protect the future integrity of this pristine heritage site.

A detailed proposal identifying the owner's intentions for the site is anticipated.

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## **St. Alphonsus Church – New Victoria Highway, Victoria Mines, NS – COMMUNITY STAVES OFF CHURCH DEMOLITION BY DIOCESE**

**The survival of St. Alphonsus Church depends on the community's fundraising abilities and a Diocese willing to support their efforts.**

### **Why it matters**

Described as one of Cape Breton's most scenic churches, St. Alphonsus Roman Catholic Church sits high on a grassy hilltop overlooking the entrance to Sydney harbour. Since its construction in 1916, its twin spires have served as a landmark from both land and sea. The Atlantic Pilotage Authority of Sydney paid for the construction of one of the spires, and harbour pilots have been using the church for navigational bearings and guidance into the harbour ever since.

Known as "the Stone Church," it was erected to replace a previous building lost to fire, and continues to stand watch over the graveyard where members of the parish, formed in 1853, are buried.



Credit: Donna Marie MacLean

### **Why it's endangered**

The Diocese of Antigonish closed the church in 2007 when it was determined that structural repairs would cost more than \$600,000. After seven more years of neglect, further decay is evident: a broken bell tower window is allowing water infiltration and access to pigeons, and pieces of the façades are falling onto the grass.

Last February, the Diocese put out a tender call for demolition, which also included St. Joseph's Church in New Victoria and St. Agnes' Church in New Waterford.

### **Where things stand**

In March, the Diocese agreed to hold off on the demolition of St. Alphonsus to consider a last-minute proposal brought forward by the Stone Church Restoration Society. The community group would like to see the building restored and converted into a community/tourism facility. Their goal is to purchase the church, which has been valued at \$43,000, and begin work to stabilize the building. An estimated \$300,000 will need to be raised.

In May, Bishop Brian Dunn confirmed that a decree deconsecrating all three churches was in place. A second group, The Save St. Alphonsus Church in Victoria Mines Coalition, which wants to see the church reopen as a parish, has sent a letter of appeal.

Meanwhile, the Stone Church Restoration Society has organized public meetings, and social media and fundraising campaigns are under way. The Diocese agreed to delay its decision on the church's future until the end of October to allow the Society more time to develop a business plan. The Cape Breton Regional Municipality recently agreed to accept donations of \$500 or more on behalf of the Society while it awaits charitable status. As of June 2014, over \$6,000 has been raised.

With purchasing and stabilization/restoration costs estimated at \$300,000, much fundraising work still needs to be done.

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## **Gander International Airport Departures Lounge – 1000 James Blvd., Gander, NL –MID-CENTURY GEM SCHEDULED TO DEPART DUE TO DOWNSIZING**

**The most important modernist room in Canada faces imminent destruction due to high operating costs and low passenger traffic.**



Credit: Des Ryan

### **Why it matters**

Gander Airport officially opened in 1938 and by the 1950s it was one of the busiest international airports in the world. In June 1959, the Canadian government unveiled an upgraded Gander International Airport as part of a nation-wide airport building program to show the world, through its striking architecture, that Canada was a forward-thinking, cosmopolitan nation. The International Departures Lounge was the centerpiece of the airport and is considered by design experts to be the single most important modernist room in Canada, incorporates such

striking elements as a 22-metre mural painted on-site by Kenneth Lochhead, geometric terrazzo floors, and cutting-edge furniture by renowned Canadian and international designers like Robin Bush, Jacques Guillon, and Arne Jacobsen. With the exception of an enclosed glass and aluminium corridor recently added for security reasons, the interior of the terminal's international Departures Lounge is still in its original condition.

### **Why it's endangered**

In April, the airport's operator, Gander International Airport Authority (GIAA), announced that it was pursuing plans to demolish and replace the existing airport structure with a smaller, more energy efficient building tailored to current passenger volumes (100,000 annually). The building covers some 9,850 sq m (106,000 sq ft.), about 6,500 sq m (70,000 sq ft) more space than the GIAA needs. Construction of a new terminal is slated to begin within the next two years. The decision was based on a report commissioned in 2013 to look at three options: (1) renovate the existing terminal and use the International Lounge for primary arrival and departures, removing the 1970s and 80s additions; (2) build a new terminal and retain the existing one for a new function; (3) build a completely new terminal and demolish the existing one.

## Where things stand

The demolition announcement this spring generated a groundswell of support for protecting Gander Airport and attracted national media attention. Heritage organizations including the Association of Heritage Industries Newfoundland and Labrador and the Newfoundland Historic Trust are facilitating discussions between key stakeholders. At the grassroots level, three separate Facebook sites have been launched in support of the airport, and a petition calling for its preservation now has almost 2,000 signatures. Recent media reports say the GIAA is planning to preserve elements of the artwork and some furniture, but the entire terminal is scheduled for demolition.

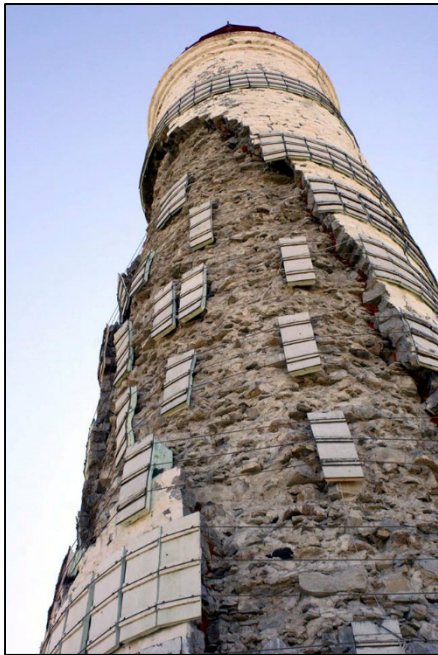


Credit: Des Ryan

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## Federally-owned lighthouses, Canada—HERITAGE LEGISLATION IS NOT ENOUGH

**Federally-owned lighthouses deteriorate despite heritage legislation: Sambro Island, NS; Terence Bay, NS; Gannet Rock, NB; Nottawasaga Island, ON; Main Duck Island, ON; and many more across the country.**



Credit: Nottawasaga Lighthouse Preservation Society

### Why it matters

Lighthouses form an integral part of Canada's identity, culture and history. They are monuments to Canada's proud maritime heritage and important for the economic and social sustainability of the communities they are tied to. In recognition of their value, elected officials, the National Trust, the Nova Scotia Lighthouse Preservation Society and others worked tirelessly to achieve legal protection for them, in the form of the *Heritage Lighthouse Protection Act*. But many of Canada's heritage lighthouses remain at risk.

### Why they're endangered

Lighthouses that are declared "surplus to operational requirements" cannot be protected under the *Heritage Lighthouse Protection Act* unless a group or individual makes a written commitment to take over financial responsibility for them. Most lighthouses are held by the federal Department of Fisheries and Oceans (DFO), and shortly after the Act passed into law, DFO shocked lighthouse advocates by declaring virtually all its lighthouses surplus. This move shifted the responsibility for lighthouse protection almost entirely onto local

communities. While communities have nominated 347 lighthouses for designation, only a small percentage have made proposals to acquire and maintain them—likely because funding is scarce, and also because many are complex, remote structures that need regular investment and special equipment: for



example, Nottawasaga Island (ON), one of only six Imperial towers built in the 1850s; Gannet Rock (NB); and Sambro Island (NS), the oldest operating light in the Americas—all nominated to this year's Endangered List; as well as Cap-des-Rosiers (QC), named in 2013 and Southwest Point (QC) in 2006. This leaves the fate of these lighthouses, unquestionably iconic and historic, in limbo. In some cases, such as the Terence Bay Lighthouse, and the Main Duck Island Lighthouse and Fog Alarm Building, the community is keen and prepared to take on ownership, but will be challenged to fund ongoing maintenance on their own.

### **Where things stand**

In its March 2011 *Report on the Implementation of the Heritage Lighthouse Protection Act*, the Standing Senate Committee on Fisheries and Oceans recommended that the Government of Canada provide seed funding to help launch a comprehensive campaign dedicated to raising funds for the restoration and preservation of Canada's remaining historic lighthouses. The National Trust launched a nation-wide petition in support of this funding call in January 2012 and garnered thousands of signatures from across Canada. In April 2012, it launched an endowed fund providing grants for the repair and conservation of lighthouses on Nova Scotia's Fundy Shore.



Credit: Nova Scotia Lighthouse Preservation Society

Today, the National Trust is working with the Nova Scotia Lighthouse Preservation Society to find a solution to the lighthouse funding crisis in the remainder of that province, with a broader goal to inspire Government investment in the efforts of communities across Canada to reclaim surplus lighthouses.