





IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT THE STUDY AREA

Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
1.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Queen Elizabeth Way (QEW). The QEW, Canada's first superhighway from Toronto to Niagara Falls and Fort Erie, was built as a four-lane highway to relieve traffic congestion and improve international links for American tourists. It was dedicated the Queen Elizabeth Way in 1939, and officially opened in 1940. The QEW crossed the Fourth Welland Canal initially at the Homer Lift Bridge and later at the Garden City Skyway. The Garden City Skyway was completed in 1963. The highway has been widened to six lanes in proximity to the Garden City Skyway.	Commemorated by the Canadian Society for Civil Engineering as a National Historic Civil Engineering Site.	 <p style="text-align: center;">West along the QEW towards the Garden City Skyway showing three westbound lanes and three eastbound lanes, centre median and paved shoulders.</p>
2.	CHL	Transportation: Roadscape	North of QEW, east of Niagara Street to the Welland Canal (Geographic Township of Grantham) City of St. Catharines	Dieppe Road Dieppe Road was constructed as a local service road when the QEW was built through St. Catharines in the late 1930s. The road paralleled the north side of the highway. The road alignment was modified in the vicinity of the Welland Canal in conjunction with the construction of the Garden City Skyway. The road name is associated with the nearby wartime industries and housing.	N/A	 <p style="text-align: center;">East along Dieppe Road to the Garden City Skyway.</p>



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3.	CHL	Transportation: Roadscape	South of QEW, east of Niagara Street to the Welland Canal (Geographic Township of Grantham) City of St. Catharines	Dunkirk Road Dunkirk Road was constructed as a local service road when the QEW was built through St. Catharines in the late 1930s. The road paralleled the south side of the highway to the Welland Canal. The road alignment was modified in the vicinity of the Welland Canal in conjunction with the construction of the Garden City Skyway. The road name is associated with the nearby wartime industries and housing.	N/A	 <p style="text-align: center;">East along Dunkirk Road from the Niagara Street ramp.</p>
4.	BHR	Religious: Church	14 Rolls Avenue, west of Niagara Street and north of the QEW (Lot 15, Concession 5, Geographic Township of Grantham) City of St. Catharines	Sts. Cyril and Methodius Ukrainian Catholic Church Land was purchased on Niagara Street in 1943, and construction commenced in spring of 1944. The completed church was consecrated on January 1, 1950. The church followed a cruciform plan developed by Rev. Philip Ruh who had designed several Byzantine Revival style Ukrainian churches in Ontario and Western Canada. The building features six domes on the roof, decorative masonry and semi-circular openings trimmed with stone. In the 1960s, a residence was built on the grounds.	Designated under Part IV of the OHA.	 <p style="text-align: center;">East to Sts. Cyril and Methodius Ukrainian Catholic Church.</p>



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5.	CHL	Transportation: Roadscape	Niagara Street and QEW (Geographic Township of Grantham) City of St. Catharines	Niagara Street Niagara Street is an early road that historically connected Niagara-on-the-Lake and St. Catharines. It also provided a connection to the road to the City of Hamilton. A swing bridge at Niagara Street was provided over the Third Welland Canal and contributed to the development of the then isolated Facer Street area.	N/A	<p>Aerial view of Niagara Street and the QEW [Google Maps, 2010].</p>
6.	BHR	Transportation: Bridge	Niagara Street and QEW (Lot 15, Concession 5, geographic Township of Grantham) City of St. Catharines	Niagara Street Underpass, MTO Site # 18-108 Completed in 1964, this prestressed concrete beam structure has six spans, 2 at 35-ft., 2 at 50-ft. and 2 at 63-ft. 5-in. The piers are made up of six circular columns and pier caps. The underpass carries Niagara Street over the QEW. It replaced an earlier two span bridge constructed in 1939. The original Niagara Street interchange has been modified.	Structure is 40 years of age and older; unknown if MTO has completed a CHER under the OHBG (2008).	<p>Southeast to the Niagara Street Underpass.</p>


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7.	CHL	Transportation: Canal	Niagara Street to Welland Avenue, south of QEW (Geographic Township of Grantham) City of St. Catharines	Third Welland Canal The Third Welland Canal, known as the New Canal, was constructed between 1872 and 1887. It was replaced with the completion of the Fourth Welland Canal in 1932. The canal crossed Niagara Street just north of the present-day QEW alignment. When the Fourth Canal was constructed, most of the earlier waterway was filled in. Street alignments and open space allude to the former canal.	N/A	 <p>Aerial view showing the Third Welland Canal overlaid on the current street layout [Google Maps, 2010, as modified].</p>
8.	CHL	Residential: Early 20 th Century Subdivision	Encompasses an area bounded by Niagara Street to the west, Dunkirk Road and QEW to the north, Vine Street to the east and Welland Street to the south (Geographic Township of Grantham) City of St. Catharines	Bertram Trapnell and Manning Neighbourhood This residential neighbourhood developed in the 1910s is close to the Third Welland Canal and Niagara Street. The neighbourhood retains the street layout with tree lined boulevards and housing.	N/A	 <p>West along Trapnell Street, a residential roadway between Niagara Street and Vine Street.</p>



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9.	CHL	Residential: World War II Subdivision	Encompasses an area bounded by Niagara Street to the west, Facer Street to the north, Grantham Avenue to the east, and Dieppe Road and QEW to the south (Geographic Township of Grantham) City of St. Catharines	Dieppe Grantham Facer Neighbourhood Wartime Housing Ltd. constructed the Dieppe Grantham Facer neighbourhood to provide housing for labourers in nearby wartime industries during the Second World War. The neighbourhood retains the street layout with tree lined boulevards and housing. The Queen Elizabeth School and Queen Elizabeth Community Centre were located in the area.	The City of St. Catharines Heritage Committee has erected a plaque to commemorate wartime housing neighbourhoods throughout the municipality.	 <p style="text-align: center;">Northwest to the residence at No. 3490 5th Line.</p>
10.	CHL	Residential: World War II Subdivision	Encompasses an area bounded by Welland Avenue to the west, Dunkirk Road and QEW to the north, Grantham Avenue to the east and Plymouth Avenue to the south (Geographic Township of Grantham) City of St. Catharines	Plymouth Lancaster Neighbourhood Wartime Housing Ltd. constructed the Plymouth Lancaster neighbourhood to provide housing for labourers in nearby wartime industries during the Second World War. The neighbourhood retains the street layout with tree lined boulevards and housing. The street names recalled British communities.	The City of St. Catharines Heritage Committee has erected a plaque to commemorate wartime housing neighbourhoods throughout the municipality.	 <p style="text-align: center;">Southwest to the farmhouse at No. 3509 5th Line.</p>



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11.	CHL	Industrial	<p>Encompasses an area north and south of the QEW bounded generally by Grantham Avenue on the west, Welland Avenue to the north, Cushman Road to the east and Eastchester Avenue to the south</p> <p>(Geographic Township of Grantham) City of St. Catharines</p>	<p>Grantham, Welland, Cushman and Eastchester Industrial Area</p> <p>Many industries in St. Catharines shifted production to the war effort during the Second World War, including Foster-Wheeler, Packard Electric and McKinnon Industries, a division of General Motors. The demand for increased industrial production gave the City an economic boom during the war. As plants expanded they were drawn to tracts of land bisected by the QEW and bordered by the Welland Canal. The City of St. Catharines began to develop sites for industrial development in the early 1950s in the Vine Street and Bunting Road area. The hydro transmission corridor was introduced at approximately the same time as part of the industrial area development, and forms part of the associated cultural heritage landscape.</p>	N/A	 <p>Aerial view of the industrial area adjacent the QEW [Google Maps, 2010].</p>



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12.	CHL	Residential: Streetscape	4, 6 and 8 Cushman Road (Lot 9, Concession 7, geographic Township of Grantham) City of St. Catharines	<p>Detached Residences</p> <p>These three houses allude to the former rural residential character of the area prior to the expansion of industrial uses into lands beside the QEW in the second half of the 20th century. The surviving structures are modest, one storey buildings that date to the mid 20th century. Nos. 6 and 8 have been converted to commercial uses while No. 4 appears to remain in residential use.</p> <p><u>Note:</u> This group of residences was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>View northeast of the residential buildings on Cushman Road.</p>
13.	CHL	Religious: Cemetery	480 Queenston Street (Geographic Township of Grantham) City of St. Catharines	<p>Victoria Lawn Cemetery</p> <p>The Town of St. Catharines established the cemetery in 1856. Robert Mundy, landscape gardener, was retained to plan the cemetery and plantings. Originally named St. Catharines Cemetery, it became known as Victoria Lawn after Queen Victoria in the early 1900s. The cemetery expanded in the 1920s through the acquisition of a farm to the north of Queenston Street. This area formed the "New Cemetery".</p>	The Davida Mills Carillon within the cemetery was designated under Part IV of the <i>Ontario Heritage Act</i> in 1994.	 <p>West to the "New Cemetery" from Cushman Avenue.</p>



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14.	BHR	Transportation: Road Bridge	Dunkirk Road at Cushman Road, north of Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Dunkirk Road Bridge (Homer Overpass) This concrete rigid frame structure with standard DHO metal railings was completed in 1939 as part of the initial development of the QEW over Cushman Road. The one span bridge extended 39-ft. (11.9 m). A partial cloverleaf located beside the bridge was removed when the Garden City Skyway was finished in 1963. The bridge is now part of the local road network carrying Dunkirk Road over Cushman Road.	N/A	 <p style="text-align: center;">North to Dunkirk Road Bridge.</p>
15.	CHL	Hamlet	Queenston Street/Queenston Road east and west of 10 Mile Creek (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Homer A community developed along Queenston Road in proximity to the Ten Mile Creek c1795. Loyalist and early settler William Read established a church. The community stretched approximately one mile east and west of Ten Mile Creek and became an important stagecoach stop on Queenston Road. Initially known as Upper Ten Mile, it became known as Homer when a post office opened in 1859. The construction of the Fourth Welland Canal split the village; the building of the QEW in the late 1930s brought new business to the area. The village declined with the completion of the Garden City Skyway in 1963.	N/A	 <p style="text-align: center;">Aerial view of Homer [Google Maps, 2010].</p>


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16.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) City of St. Catharines	Queenston Street Queenston Street forms part of an early transportation route that linked Hamilton to Queenston and Niagara Falls. Historical maps show the adjacent lands well settled in the 19 th century. In 1925, Queenston Street was designated part of King's Highway 8. The QEW ran concurrently with Highway 8 at the Welland Canal from 1940 until the Garden City Skyway was completed in 1963. The Niagara section of Highway 8 was transferred to the regional municipality in the 1970s and renamed Niagara Road 81.	N/A	 <p style="text-align: center;">East along Queenston Street at Homer.</p>
17.	BHR	Residential	508 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Residence The modestly designed detached dwelling is a one storey concrete block structure dating to the 1930s. The hip roof clad in asphalt shingles features a dormer window. An enclosed porch across the north (front) elevation is possibly a later addition. The residence is associated with the historical settlement of Homer.	N/A	 <p style="text-align: center;">Southeast to the residence at 508 Queenston Street.</p>


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18.	BHR	Residential	510 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Residence The modestly designed detached dwelling is a one storey frame structure dating to the 1930s. The front gable roof is clad in asphalt shingles. The stucco detailing of the gable end may indicate the original finish of the building. The walls are clad currently in contemporary vinyl siding. An enclosed porch across the north (front) elevation is possibly a later addition. The residence is associated with the historical settlement of Homer.	N/A	 <p style="text-align: center;">Southeast to the residence 510 Queenston Street.</p>
19.	BHR	Residential	518 Queenston Street (Lot 8, Concession 7, geographic Township of Grantham) City of St. Catharines	Residence The two storey detached residence dating to the latter part of the 19 th century is clad in stucco and has a front gable roof oriented north to Queenston Street. The door and window openings are rectangular. The gable end is highlighted with a diamond-shape opening. A one storey entry porch on the north (front) elevation may be a later addition. A ground floor window on this elevation has been modified. The residence is associated with the historical settlement of Homer.	N/A	 <p style="text-align: center;">Southwest to the residence at 518 Queenston Street.</p>



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20.	BHR	Transportation: Road/Canal Bridge	Welland Canal and Queenston Street. (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Homer Lift Bridge, Bridge No. 4 The bridge carries Queenston Street, Niagara Road 81, over the Fourth Welland Canal. The double-leaf, deck truss bascule bridge with rolling lift was built c1930 to carry Queenston Street and Highway 8 over of the newly constructed Fourth Welland Canal. The concrete parapet and tubular steel railing are later modifications. An operator's control building remains on the bridge. Initially, the QEW crossed the Fourth Welland Canal at the Homer Lift Bridge. The bridge is associated with the development of the Fourth Welland Canal, the QEW and the historical settlement of Homer.	N/A.	 <p>Northwest along the south side of the Homer Lift Bridge with the Garden City Skyway in the background.</p>



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21.	CHL	Transportation: Canal	Runs between Lake Ontario to the north and Lake Erie to the south (geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	<p>Welland Canal The Fourth Welland Canal was constructed from 1913 to 1932. It extends 43 km in length and overcomes a 100 m difference in elevation between Lake Ontario and Lake Erie by means of seven locks and one control lock. The canal has formed part of the St. Lawrence Seaway since 1959.</p> <p>The Welland Canal Parkway was constructed at the time of the Fourth Canal and forms part of the associated cultural heritage landscape. The Welland Canals Parkway Trail was introduced at a later date.</p>	<p>Niagara Regional Council adopted RPPA 6-2012 in 2013 to establish policies to identify, preserve and support significant built heritage resources within the Welland Canal Cultural Heritage Landscape. The Welland Canal Cultural Heritage Landscape is the first identified Cultural Heritage Landscape in Niagara Region.</p> <p>The Welland Canal was proclaimed an outstanding Canadian Engineering Achievement by the Engineering Institute of Canada in 1996 (plaque at Lock 3).</p>	 <p>North along the Fourth Welland Canal and Garden City Skyway from the Homer Lift Bridge.</p>


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22.	BHR	Transportation: Road Bridge	Over the Welland Canal (Lots 7 & 8, Concession 7, geographic Township of Grantham) City of St. Catharines and Town of Niagara-on-the-Lake	Garden City Skyway, MTO Site # 18-111/1 & 2 The Garden City Skyway, initially known as the Homer Skyway, carries the QEW over the Welland Canal. It is a 48-span high-level bridge that is 2.2 km long and 28 m wide. It connects the City of St. Catharines to the west and the Town of Niagara-on-the-Lake to the east. At the crossing of the Welland Canal, the bridge is approximately 40 m high. The bridge was built in 1963, and operated as a toll bridge until 1973. The toll plaza was located at the eastern approach.	Evaluated under the OHBG (Interim January 2008) in 2011, and included on the Ontario Heritage Bridge List.	 View west to the Garden City Skyway, a physical landmark on the QEW.
23.	BHR	Residential	5 Queenston Street (York Road) (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	Residence This two storey, detached frame residence with hip roof and a centre gable was built in the first part of the 20 th century and is associated with the historical settlement of Homer. An historical photograph (1950) depicts a Sunoco sign and gas pumps in front of the building. A neighbouring house has been removed. The structure appears to have been moved back from the roadway and the siding is not original. <u>Note:</u> This BHR was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.	N/A	 South to residential building at 5 Queenston Street (York Road).


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24.	CHL	Religious: Cemetery	Queenston Street (York Road), east of the Welland Canal (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	Homer Cemetery The Homer Cemetery comprises a number of burial markers dating to the late 1700s set in treed and manicured grounds. The cemetery includes the graves of members of Butler's Rangers and the Lincoln Militia of 1812. A stone cairn dedicated to the Homer Episcopal Congregation, 1799 - the first Anglican Church in the District of Nassau and Niagara - was erected in 1937. The cemetery is associated with the historical settlement of Homer.	Included on the Town of Niagara-on-the-Lake's Appendix 1: Register of Non-designated Properties of Cultural Heritage Value or Interest (2010) as a cultural heritage landscape.	 View of the commemorative cairn in the Homer Cemetery.
25.	BHR	Residential	34 Queenston Street (York Road) (Lot 7, Concession 7, geographic Township of Grantham) Town of Niagara-on-the-Lake	Residence The two storey detached brick residence dating to the latter part of the 19 th century has a front gable roof with return eaves and end chimney. A one storey verandah extends across the south (front) elevation. The brick on the principal elevation is laid in a Flemish bond. The door and window openings are rectangular in shape. The window openings feature stone lintels and sills and wood window sash with two over two lights. The upper panes of glass are curved at the top. The building appeared to be vacant in January 2014. The residence is associated with the historical settlement of Homer.	N/A	 View north to the south (front) elevation.


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26.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Taylor Road</p> <p>For part of its length, Taylor Road follows the initial route of the QEW prior to the construction of the Garden City Skyway. The two lane paved road has a posted speed limit of 70 km/h and forms part of the regional road network as Niagara Road 70. It is a service road on the south side of the QEW. There are no structures close to the road within the study area.</p> <p><u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p>View northwest along Taylor Road to the intersection with Queenston Street, Niagara Stone Road and York Road.</p>



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27.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>York Road</p> <p>This two lane road was constructed as part of the Garden City Skyway project. It is part of the regional road network as Niagara Road 81, and a service road along the north side of the QEW. It splits into two divided tracks with a grass median under the east approach of the Skyway. The speed decreases to 60 km/h in proximity to the Niagara Stone Road, Taylor Road, Queenston Street intersection. No structures front onto the road between Niagara Stone Road and Coon Road.</p> <p><u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.</p>	N/A	 <p style="text-align: center;">View west along York Road to the east approach of the Garden City Skyway.</p>



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28.	CHL	Transportation: Roadscape	(Geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Queenston Road/Niagara Stone Road Queenston Road forms part of an early transportation route that linked Hamilton to Queenston and Niagara Falls. To the east of Homer, this road splits into two parts with one part, namely Queenston Road, carrying on to St. Davids, Queenston and Niagara Falls. The second part, Niagara Stone Road, ran to Niagara-on-the-Lake. Historically, the section of Niagara Stone Road under the Garden City Skyway formed a section of Queenston Road. For the purposes of this report, in this location, the Niagara Stone Road is considered to be part of the cultural heritage landscape associated with Queenston Road.</p> <p>Historical maps indicate adjacent lands were well-settled in the 19th century. In 1925, Queenston Road became part of King's Highway 8, which later followed York Road. The Niagara NTS map (1996) notes the route as a "Heritage Highway".</p>	The Niagara NTS map (1996) reference to "Heritage Highway" does not indicate heritage recognition under the OHA.	 <p style="text-align: center;">East along Queenston Road.</p>



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29.	BHR	Residential	49 Queenston Road (Lot 6, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	<p>Residence Built in 1857, the one-and-a-half-storey frame residence has a side gable roof. The three bay front (north) elevation features a central entranceway with sidelights, transom light and a window to either side. A one storey wing extends to the rear. The building has been altered with modern siding and the addition of the dormers.</p> <p>A one storey frame building with side gable roof is located to the southwest of the main house. A residential style entranceway highlighted with entablature, casings, transom light and wood panel door is located off centre on the north elevation. The building appears to be used for storage and the doorway detailing may not be original.</p>	Included on the Niagara-on-the-Lake 2004 Inventory of Heritage Properties, Class C.	 <p style="text-align: center;">Southeast to the residence at 49 Queenston Road.</p>  <p style="text-align: center;">South to a secondary building on the property.</p>



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30.	BHR	Residential	61 Queenston Road (Lot 5, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	Residence The two storey frame residence dates to the late 1800s or early 1900s. The hip roof has a projecting gable in line with the main entry on the north (front) elevation. A verandah extends around the northeast corner of the building. The building has been altered with modern siding.	N/A	 <p style="text-align: center;">South to the residence at 61 Queenston Road.</p>
31.	CHL	Transportation: Roadscape	Lots 4 & 5, Concession 8 Town of Niagara-on-the-Lake	Coon Road Coon Road relates to the initial survey of Grantham Township as the road allowance between Lots 4 and 5. Early 20 th century topographic maps depict the sideroad as an open road allowance through most of Grantham Township. The QEW cut across the road and the road was terminated on either side of the highway. To the north of the QEW, the sideroad only runs from Queenston Road to York Road. It extends to the south of the QEW as Homer Road. No buildings front onto Coon Road. <u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.	N/A	 <p style="text-align: center;">North along Coon Road to Queenston Road.</p>

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32.	BHR	Religious: Church	63 Queenston Road (Lot 4, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	St. George's Homer Anglican Church The present church constructed in the modernist style c1961 is the fourth building of the parish. A cairn erected in 1964 to the north of the church contains the cornerstone and bell from the third church building, 1913-1961.	N/A	 <p style="text-align: center;">Front elevation of St. George's Homer Anglican Church.</p>
33.	CHL	Agricultural	245 Queenston Road (Lot 3, Concession 8, geographic Township of Grantham) Town of Niagara-on-the-Lake	Former Farm Complex Set close to Queenston Road with outbuildings and fields extending to the south, this c1870, one-and-a-half-storey frame residence has a three-bay front (north), a central entranceway with window openings on both sides and a central gable. The entranceway features a shaped hood with brackets, casings and segmental arch shaped transom. The building has been altered with modern siding, new shutters and window <u>Note:</u> This CHL was identified during the January 2014 site review based on the summary of anticipated property impacts provided by MMM Group in December 2013.	Included on the Town of Niagara-on-the-Lake 2004 Heritage Resource Inventory.	 <p style="text-align: center;">Southwest to farmhouse at 245 Queenston Road.</p>

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Site #	Resource Category	Resource Type	Location	Description of Resource	Heritage Recognition	Digital Image
34.	BHR	Public Works: Tourism	393 York Street (Lot 3, Concession 9, geographic Township of Grantham) Town of Niagara-on-the-Lake	Former Travel Centre The Government of Ontario had built a tourist reception centre at Homer Road beside the Toronto-bound lanes of the QEW by the late 1940s. After the construction of the Garden City Skyway, it was replaced with a new facility to the east. The design of the one storey building featuring a projecting flat roof, recessed ribbon windows and decorative stone face walls was inspired by the modernist style. The building was replaced in 1983 with a new travel centre located at 251 York Road. The original building is privately owned and currently operates as a retail outlet.	N/A	 <p style="text-align: center;">West to the former Travel Centre at the QEW.</p>
35.	BHR	Transportation: Road Bridge	Glendale Avenue over the QEW (Lot 2, Concession 9, geographic Township of Grantham) Town of Niagara-on-the-Lake	Glendale Avenue Underpass and Interchange The bridge carries four lanes of Glendale Avenue over the QEW. Completed c1962, the prestressed concrete girder structure has four spans. The piers comprise five circular columns and pier caps. The bridge appears to have undergone a rehabilitation including a new handrail system. The Glendale Avenue interchange provides the first exit point to the east of the Garden City Skyway.	N/A	 <p style="text-align: center;">Northeast to the Glendale Avenue Underpass.</p>