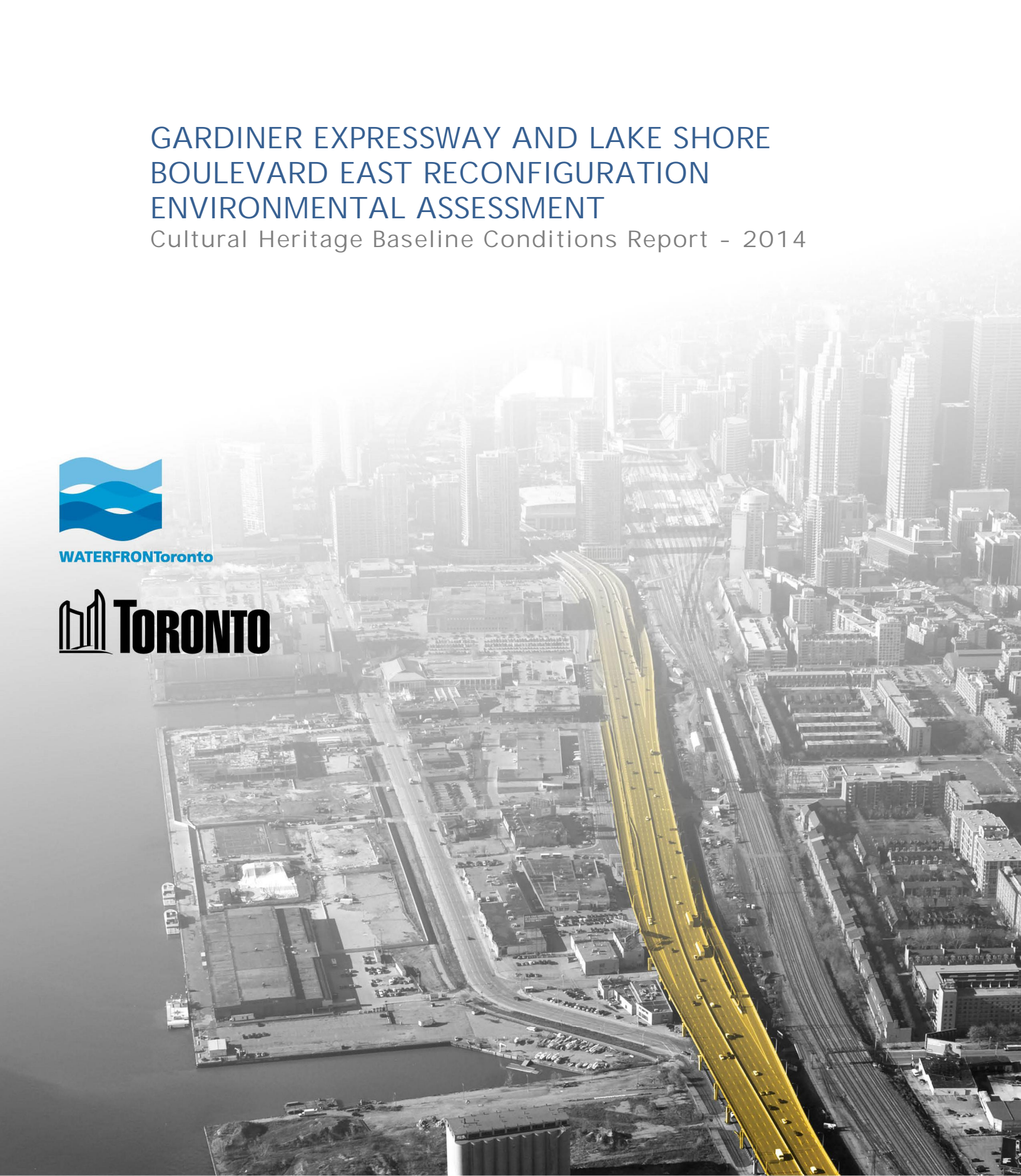


# GARDINER EXPRESSWAY AND LAKE SHORE BOULEVARD EAST RECONFIGURATION ENVIRONMENTAL ASSESSMENT

Cultural Heritage Baseline Conditions Report - 2014



WATERFRONToronto



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## 1.0 INTRODUCTION

This Report entitled *Cultural Heritage Baseline Conditions Report*, has been prepared to document the baseline conditions in the Gardiner Expressway and Lake Shore Boulevard East Environmental Assessment (referred to as the Gardiner East EA) study area.

Waterfront Toronto and the City of Toronto (City) are jointly undertaking an Individual Environmental Assessment (EA) to determine the future of the eastern portion of the elevated Gardiner Expressway and Lake Shore Boulevard from approximately Lower Jarvis Street to approximately Leslie Street (referred to as the Gardiner East EA).

Waterfront Toronto and the City are committed to a fully-integrated study process that consists of:

- 1) An urban design that yields a vision or multiple visions(s) for the future of the area occupied presently by the elevated Gardiner Expressway and Lake Shore Boulevard; and,
- 2) An Individual Environmental Assessment (EA) pursuant to the Ontario *Environmental Assessment Act* (EAA) for proposed changes to the existing Gardiner Expressway and Lake Shore Boulevard.

The Gardiner East EA commenced in 2009 with the preparation of the Terms of Reference (ToR) for the study. The ToR set out the study process to be followed in conducting the Individual EA, including a description of how the public, stakeholders, Aboriginal communities, and agencies will be consulted throughout the process. The ToR is available as Appendix A to the EA Report and was approved by the Minister of the Environment in December 2009.

### 1.1. Purpose of the Baseline Conditions Report

This Report has been prepared to document the cultural heritage baseline conditions in the study area. The Gardiner East EA Study follows a planning approach where environmental constraints or opportunities are considered in the context of the broadly defined environment under the EAA (i.e., the natural environment as well as the social, economic and heritage and other “environments” relevant to the undertaking). This Report will form part of the supporting documentation for the Gardiner East EA Study.

### 1.2. Study Area

In 2009 the study area for the EA was defined in the ToR as the section of the Gardiner Expressway and Lake Shore Blvd East that extends 2.4 km from approximately Lower Jarvis Street to Logan Avenue. Since 2009 this study area has been revised to a slightly greater area in order to capture transition areas to the east and west and the Richmond/Adelaide interchange with the Don Valley Parkway (DVP). The study area now extends from approximately Lower Jarvis Street to approximately Leslie Street. This study area is referred to as the Environmental and Urban Design Study Area. It includes the lands in the vicinity of the section of the Gardiner Expressway and Lake Shore Boulevard East that are being considered for reconfiguration. These are the areas that could potentially experience disruption effects and be transformed through redevelopment opportunities. This is expected to include lands south of King Street to the waterfront. Figure 1 illustrates the study area.



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For the purposes of this report, the precincts and neighbourhoods have been identified based on the location of cultural heritage features. As seen in Figure 1, the precincts and neighbourhoods include: the Old Town of York, St. Lawrence Neighbourhood, Lower Yonge, East Bayfront Precinct, West Don Lands Precinct, Distillery District, Lower Don Lands and North Keating Precinct, Port Lands, and South Riverdale. For the purposes of the Cultural Heritage Baseline Conditions Report certain precincts and neighbourhoods have been grouped (e.g. West Don Lands and Distillery District; the Old Town and St. Lawrence) due to the overlapping cultural heritage features in these areas.

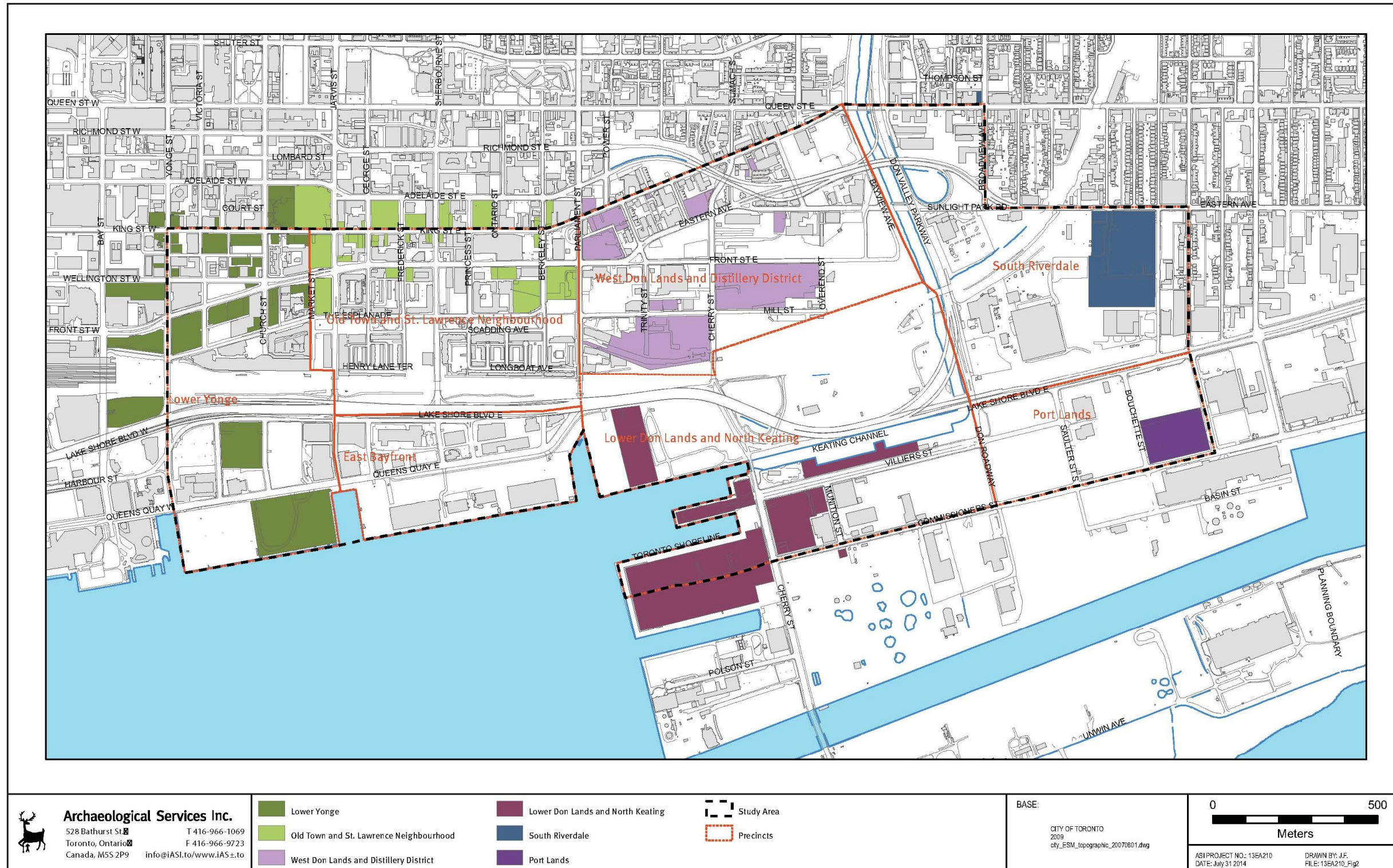
Figure 2 provides an illustration of the cultural heritage resources by precinct and neighbourhood, and identifies the grouped areas.



Figure 1: Study Area



Figure 2: Cultural Heritage Resources by Precinct and Neighbourhood



## 2.0 STUDY METHODOLOGY

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

The results of the data collection for this study are contained in separate tables according to the precinct or neighbourhood in which they are located (Tables 1 to 7).

### 2.1. Data Gaps

There were no data gaps encountered during the course of data collection and research





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### 3.0 DESCRIPTION OF BASELINE CONDITIONS

#### 3.1. Introduction

The following section details the baseline conditions in the study area. The discussion involves brief historical summaries for each precinct and neighbourhood. These are not comprehensive accounts of the land use histories of the areas; rather, they are intended to describe the various agents of change that are represented by known or potential material remains. Most are derived from previous large-scale archaeological planning and management studies, such as the ongoing *Master Plan of Archaeological Resources for the City of Toronto* (ASI et al. 2004), and *Waterfront Toronto's Archaeological Conservation and Management Strategy* (ASI et al. 2008). The historical research conducted for these studies consisted of extensive reviews of secondary sources; minimal original archival research was conducted.

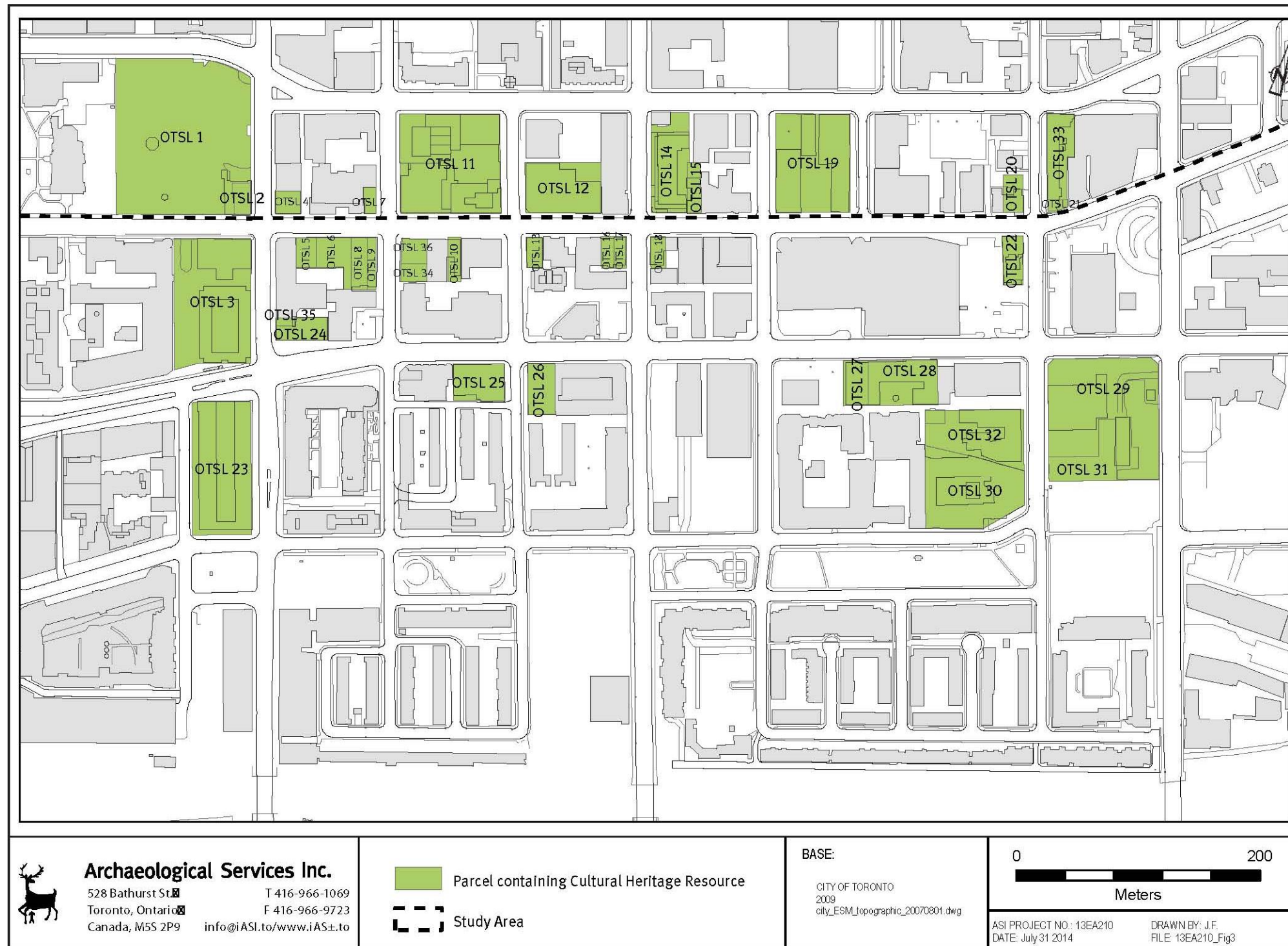
##### 3.1.1. Old Town of York and St. Lawrence Neighbourhood

The Old Town and St. Lawrence Neighbourhood (OTSL) is generally bounded by King Street East to the north, Parliament Street to the east, the Gardiner Expressway/Lake Shore Boulevard to the south, and part of Lower Jarvis Street and Market Street to the west. This area mostly consists of the original landmass of the Toronto waterfront area, but also captures the early phases of the Toronto Harbour's shoreline development. It should be noted that the Old Town of York and St. Lawrence Neighbourhood area is located within the St. Lawrence Heritage Conservation District which is currently under study.

Figure 3 on the following page includes illustrates the locations of the cultural heritage resources in this area.



Figure 3: Old Town of York and St. Lawrence Neighbourhood Cultural Heritage Resources



### 3.1.1.1. Summary Historic Context

The earliest known proposed plan for a town site at Toronto was drawn up by Captain Gother Mann on orders received from Lord Dorchester and was dated December 6, 1788. This plan, which was never realized, showed a regular square grid of lots and streets surrounded by "common ground reserved." Six concessions laid out in rectangular farm lots were planned in the rear of the town between the Humber and Don Rivers. This town plot was further west and north than the actual Old Town, and would have been situated roughly between present day Spadina Avenue and Toronto Street and north as far as Gerrard Street.

In 1793, new plans for the Town of York were prepared by Alexander Aitkin, comprised of ten blocks bounded by George, Duke, Parliament and Front Streets. The areas between Parliament Street and the Don River, and from Peter Street to the Humber were reserved for the use of Government and the Garrison. Lands north of Queen Street were laid out in 100 acre Park Lots which were offered to members of the Executive Council and other government officials as compensation for the expense of having to move to York and sell prior improvements which were made while the government sat at Niagara. One of the first references made to a town plot at York is found in a letter from Peter Russell to his sister, Elizabeth Russell, dated 1 September 1793. Russell wrote:

The Town occupies a flat, about 50 yards from the Water- the Situation I believe healthy, as the ground is perfectly dry- & consists for the present of four ranges of Squares- each containing five Squares- & each Square two rows of Houses, four in each row- The Ranges of Squares are bounded by broad Streets & the front houses are to be 46 feet in length and to be built after a uniform Model with Columns facing the Water...no attempt has been yet made by any intended Inhabitant, except Mr. Robinson, who is making p[repar]ations for erecting a small back House.

Richard Cartwright added to this information in a letter of October 1793 when he wrote that all houses to be erected on Front Street were required to be of two stories and of the required architectural style which Russell described above, but that the frontage of houses on the second (King?) and other back streets could be slightly narrower. "It is only in the back Streets and Allies that the Tinkers and Taylors will be allowed to consult their own Taste and Circumstances in the Structure of their Habitations...Seriously our good Governor is a little wild in his projects."

Some lots on the streets not facing the water were actually reserved for various trades. In December 1799 a list was made of reserves on Lot, Hospital, Russell Square and Newgate Streets which were to be granted to tinsmiths, blacksmiths, sadlers, wheelwrights, coopers, shoemakers and bakers.

By February 1796 the construction of Government House had been undertaken since it had been determined that York was to be the provisional seat of government until a final decision was to be made in the matter. By June 1797 the original plan for the Town of York was amended based upon the instructions of the President, Peter Russell. This plan contained much of the land within the study area, bounded by Lot (Queen) Street to the north, Toronto Street on the west, Front and Palace Streets to the south and Ontario Street to the east. Some of the original streets were renamed on this plan, and the south end of Yonge Street had not yet been laid out.



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Large reserves were laid out for the hospital, school, gaol and gaoler, church and parson, court house and sheriff, market and the clerk. The process of granting lots to actual settlers had commenced prior to the summer of 1797 although preference for the choice front lots was shown to “the higher Officers of Government.” The westerly extension of the Town of York, known as “New Town” in order to distinguish it from the original ten blocks laid out by Aitken in 1793, met with the “disapprobation” of John Elmsley and some of the other members of the Executive Council who wished to see the development of a compact town.

Most of the lots within the “Old Town” of York were patented at an early date between August 1796 and the War of 1812. Lots granted in the late 1810s and into the 1830s and even later were mainly issued to the trustees of religious congregations or for public buildings. These grants included the Presbyterian church on Duchess Street (April 1825), the Anglican church and burial ground (St. James, September 1820), the Jail and Court House (April 1819), the Catholic church (June 1832), and the Church of Scotland (King and Simcoe Streets, April 1846).

The construction of substantial structures within the town of York seems to have been slow until after the time of the War of 1812. For instance a record of the town in 1815 listed only 44 houses in the area bounded by Peter, Front, Jarvis and Queen Streets. This enumeration did not include outbuildings such as barns and stables, nor does it appear to have included any shops or taverns. The architectural development of the town of York appears to have been a rather haphazard affair as late as the mid-nineteenth century, a fact demonstrated by the famous photographic *Panorama* of 1857 which showed the city as a curious amalgam of substantial brick and stone structures situated in the same blocks alongside frame and rough cast dwellings, sheds, shops, lumber yards and vacant lots.

The Abstract Index books at the Toronto Land Registry office show that the original large blocks of land into which the Old Town had been surveyed in the 1790s had been granted not only to members of the “Family Compact” but also to absentee Loyalist owners from the Niagara District. Men such as William Crooks, Alexander McNabb and Charles Fields were Loyalists/early inhabitants in the towns of Niagara and Queenston, while other Niagara District patentees were named on the town plot west of Yonge Street. These early freeholders divided their land into smaller aliquot parcels which they either leased or sold to small shopkeepers and tradesmen or were developed for residential purposes.

There was no attempt within the Old Town to redevelop the original survey with subsequent plans of subdivision until 1836 when J.G. Chewett surveyed part of the block between Lot (Queen), Richmond, Church and Upper George (Victoria) Streets. For much of the nineteenth century there were few actual overlaying plans of subdivision within the core of the Old Town, due to the fact that cheaper land was more readily available for redevelopment further away from the main downtown mercantile and business district. Hence many of the first registered plans of subdivision were laid out on the Park Lots, the Hospital or Government Reserve and the west end of town towards the Garrison.

Conveniences that are taken for granted today, such as basic sanitation, were uncommon in the town prior to the 1830s. In July 1802 the Magistrates in Quarter Sessions ordered that butchers bury the offal of slaughtered cattle or remove it from the town so that it may cease to be (what it now is) a public nuisance” and joiners, cabinet makers and woodworkers were ordered



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to burn their wood shavings twice during the week to prevent fires. Efforts were not made to construct proper sewers until at least thirty years later. In August 1834 Thomas Roy recommended the construction of a main sewer along King Street by means of which "the mud and filth from the streets of Toronto" might be washed into the Don River and thereby increase the pasturage at Ashbridge's Bay rather than being washed directly into the Harbour.

Visitors to York/Toronto and settlers who arrived during the post War of 1812 period were often quite disappointed upon their first arrival in the town. For example in 1847 Conyngham Taylor wrote:

Everything appeared flat, dull, uninteresting, and especially unfinished. Not a single point of attractiveness could we discover in or about the place, although we were quite taken with the people.

Parts of the "Old Town" retained a rural rather than a suburban character far into the nineteenth century. Taylor in 1847 observed that:

Along Church Street, any summer's afternoon, especially in a swamp at the north-east corner of the present beautiful Normal School grounds, could be heard the music of a frogs' concert, accompanied at a short distance with the tintinabulation of the bells on the necks of the cows which roamed through the brown-green pastures and amongst the thick bush which prevailed east of Church and north of Queen Streets. These sounds were further augmented by the cackling of flocks of geese, which, in their amphibious character, had their choice of both native elements.

Similarly in 1851 W.H. Smith recorded the recollections of an early settler who "had many a day's good duck shooting in a pond formerly situated on the very spot where the cathedral now stands, or rather where it *did* stand before the fire."

A significant number of commercial and other structures were destroyed in the Great Fire of 1849, also referred to as the Cathedral Fire of 1849. This fire totally destroyed St. James' as well as the commercial buildings east along King Street to Jarvis, while structures on the east side of Jarvis south of Adelaide were partially destroyed. Old City Hall and the *Mirror* office on the south side of King Street at Jarvis were also partially destroyed. Reconstruction in the wake of the fire tended to be on a grander scale. The earliest of the many brick and stone edifices that comprise the late Victorian building fabric of the Old town area, such as St. Lawrence Hall, which was opened in 1851, date to this period. The later nineteenth-century district was characterized by a mix of commercial, institutional, residential and industrial uses.

3.1.1.2. Cultural Heritage Resources Inventory

Table 1: Potentially Impacted Cultural Heritage Resources (CHRs) located in the Old Town and St. Lawrence Neighbourhood (OTSL)

Feature	Location	Feature Type	Description/Comments	Recognition
OTSL 1	140-142 King St E	Commercial	St. Lawrence Galleries, c. 1850 – adopted by City Council on June 20, 1973	Listed
OTSL 2	144 King St E	Financial	Bank of Commerce, 1907, Darling & Pearson – adopted by City Council on June 20, 1973	Listed
OTSL 3	149-161 King St E	Public	St. Lawrence Hall, 1850-51, Wm. Thomas, restored 1966-67 – adopted by City Council on June 20, 1973; Intention to Designate adopted by City Council on Sept 22, 23, 24, 25, 2003. Designation by-law: 566-2009, passed by City Council on May 25, 26, 2009	Designated, Part IV
OTSL 4	150-154 King St E	Commercial	Daniel Brooke Building, 1833; rebuilt before fire of 1849, -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY COUNCIL on October 23, 1985 (heritage easement agreement, Registered CT999824, December 30, 1988)	Designated, Part IV
OTSL 5	167-169 King St E	Commercial	Shop; 1880 -adopted by City Council on June 20, 1973	Listed
OTSL 6	171 – 179 King St E	Commercial	Shop; first two stories, c.1836, attributed to Jacob Latham, builder; altered in 1880 -adopted by City Council on June 20, 1973	Listed
OTSL 7	172 King St E	Financial	Sovereign Bank, 1907, G.W. Gouinlock -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on August 13, 1984 (designation plaque - 1984) -heritage easement agreement registered as Instrument No. CA560055 on Sept. 3, 1998 -am	Designated Part IV
OTSL 8	181 – 183 King St E	Commercial	Shop; 1855 -adopted by City Council on June 20, 1973	Listed
OTSL 9	185 King St E	Commercial	Thomas Thompson Building; altered in 1880, N.B. Dick -adopted by City Council on June 20, 1973	Listed
OTSL 10	197 King St E	Commercial	Nealon House, 1888, (now known as the Domed Stadium Pub) -adopted by City Council on March 5, 1984 DESIGNATION By-Law Passed by City Council on February 4, 1991	Designated Part IV
OTSL 11	200 King St E	Commercial	Christie, Brown & Co., 1874, add. 1883, 1892, 1899, 1914, Adelaide St. frontage -adopted by City Council on April 24, 1978	Listed
OTSL 12	204 – 214 King St E	Commercial	W.A. Drummond & Company Dairy Supply Warehouse, 1911, S.A. Waggett -adopted by City Council on January 18, 1985; Heritage Easement Agreement E464387, registered on Oct. 10, 2001; includes the property formerly known as 185 Frederick St and 204 King St E;	Intention (to designate)
OTSL 13	215 – 217 King St E	Commercial	A. Muirhead Company Paint Factory, 1914, Wickson & Gregg -adopted by City Council on January 18, 1985	Listed

Feature	Location	Feature Type	Description/Comments	Recognition
OTSL 14	226 King St E	Financial	Imperial Bank, 1908, Darling & Pearson - adopted by City Council on Nov. 21 & 23, 1973 - Designation by-law passed by City Council on December 17, 1998 -Heritage Easement Agreement registered as Instrument No. CA578241 on December 17, 1998	Designated Part IV
OTSL 15	234 - 236 King St E	Commercial	Carolyn Smith Building, 1888 -adopted by City Council on June 20, 1973	Listed
OTSL 16	241 – 243 King St E	Commercial	Pair of shops, 1878 -adopted by City Council on June 20, 1973	Listed
OTSL 17	245 – 247 King St E	Commercial	William Copeland Buildings, 1879, at Sherbourne St. (SW) -adopted by City Council on June 20, 1973	Listed
OTSL 18	251 King St E	Residential	Grand Central Hotel, 1868; later National Hotel & Tavern; alt. 1905, Henry Simpson -adopted by City Council on June 20, 1973. Designation By-law 1086-2009 enacted October 27, 2009.	Designated Part IV
OTSL 19	254 - 266 King St E	Commercial	This property was formed by merging 252 and 256A King St. East with four other properties which are not included on this Inventory, DESIGNATION BY-LAW PASSED BY CITY COUNCIL on October 3, 1988	Designated Part IV
OTSL 20	298 - 300 King St E	Commercial	Charles Coxwell Small House, 1845 -adopted by City Council on June 20, 1973	Listed
OTSL 21	302 – 306 King St E	Commercial	Tavern, c.1860; alt. 1872 -adopted by City Council on June 20, 1973	Listed
OTSL 22	359 – 361 King St E	Commercial	Reid Lumber Company; 1891-92 -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on October 1, 1984 (heritage easement agreement, Registered CT697089, Dec. 20/84)	Designated Part IV
OTSL 23	91 Front St E	Public	Old City Hall, and South St. Lawrence Market, 1844, Henry Bowyer Lane; rebuilt 1850, William Thomas; rebuilt 1904, City Architect -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on March 31, 1976	Designated Part IV
OTSL 24	100 Front St E	Commercial	Commercial Buildings: This address includes the properties formerly known as 94 and 98 Front St East, and 29 Jarvis Street - see individual listings for more information.	Designated Part IV
OTSL 25	139 – 145 Front St E	Commercial	W. Davies & Company Pork Packing, first two stories in 1867; additions for J & J Taylor Safeworks, 1883, W.W. Blair -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on April 12, 1977	Designated Part IV
OTSL 26	165 Front St E	Commercial	Toronto Street Railway Stables, 1887-88, H.G. Salisbury, (now known as the Young People's Theatre) -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on March 17, 1976	Designated Part IV
OTSL 27	219 – 221 Front St E	Commercial	Commercial bldgs., 1885 -adopted by City Council on June 20, 1973	Listed
OTSL 28	227 Front St E	Commercial	Now known as 227 Front St. East Standard Woolen Mills, 1882, E.J. Lennox; eastern addition, 1893; 4th floor added 1897; 4 story	Designated Part IV

Feature	Location	Feature Type	Description/Comments	Recognition
			brick storehouse 1899 -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on August 12, 1985 (h	
OTSL 29	265 – 271 Front St E	Public	Site of Upper Canada Parliament Building, 1796, SE corner at Parliament Street -adopted by City Council on Feb. 6, 1974 -Designation By-Law passed by City Council on February 24, 1997	Designated Part IV
OTSL 30	2 Berkeley St	Commercial	Toronto Knitting & Yarn Factory; 1871; adds. C.J. Gibson; alterations completed by A.J. Diamond, 1988 - adopted by City Council on August 18, 1980, DESIGNATION BY-LAW PASSED BY CITY COUNCIL on August 18, 1980 (heritage easement agreement, Registered CT4950	Designated Part IV
OTSL 31	25 Berkeley St	Public	Site of Upper Canada Parliament Building; 1796 S/E Corner at Parliament Street -adopted by City Council on October 28 and 29, 1996 - Designation By-Law Passed By City Council on February 24, 1997	Designated Part IV
OTSL 32	26 Berkeley St	Commercial	Consumers' Gas Co. Station A, Engine and Condensing Houses; 1887-88, Strickland & Symons, (now known as Toronto Free Theatre), - adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on March 31, 1976, amended by By-Law No. 638	Designated Part IV
OTSL 33	55 – 79 Berkeley St	Residential	Row Housing; 1872 -adopted by City Council on June 20, 1973	Listed
OTSL 34	65 George St	Commercial	Part of Little York Hotel (Stables), 1879, Langley, Langley & Burke -adopted by City Council on June 25 & 28, 1984	Listed
OTSL 35	33 Jarvis St	Commercial	Commercial building; 1830's-40's -adopted by City Council on Nov. 21 & 23, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on January 17, 1986	Designated Part IV
OTSL 36	187 King St E	Commercial	Little York Inn; 1879-90, Langley, Langley & Burke, -adopted by City Council on June 20, 173 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on April 17, 1979 (heritage easement agreement), Registered CT433595, Sept 25/80)	Designated Part IV

### 3.1.2. Lower Yonge

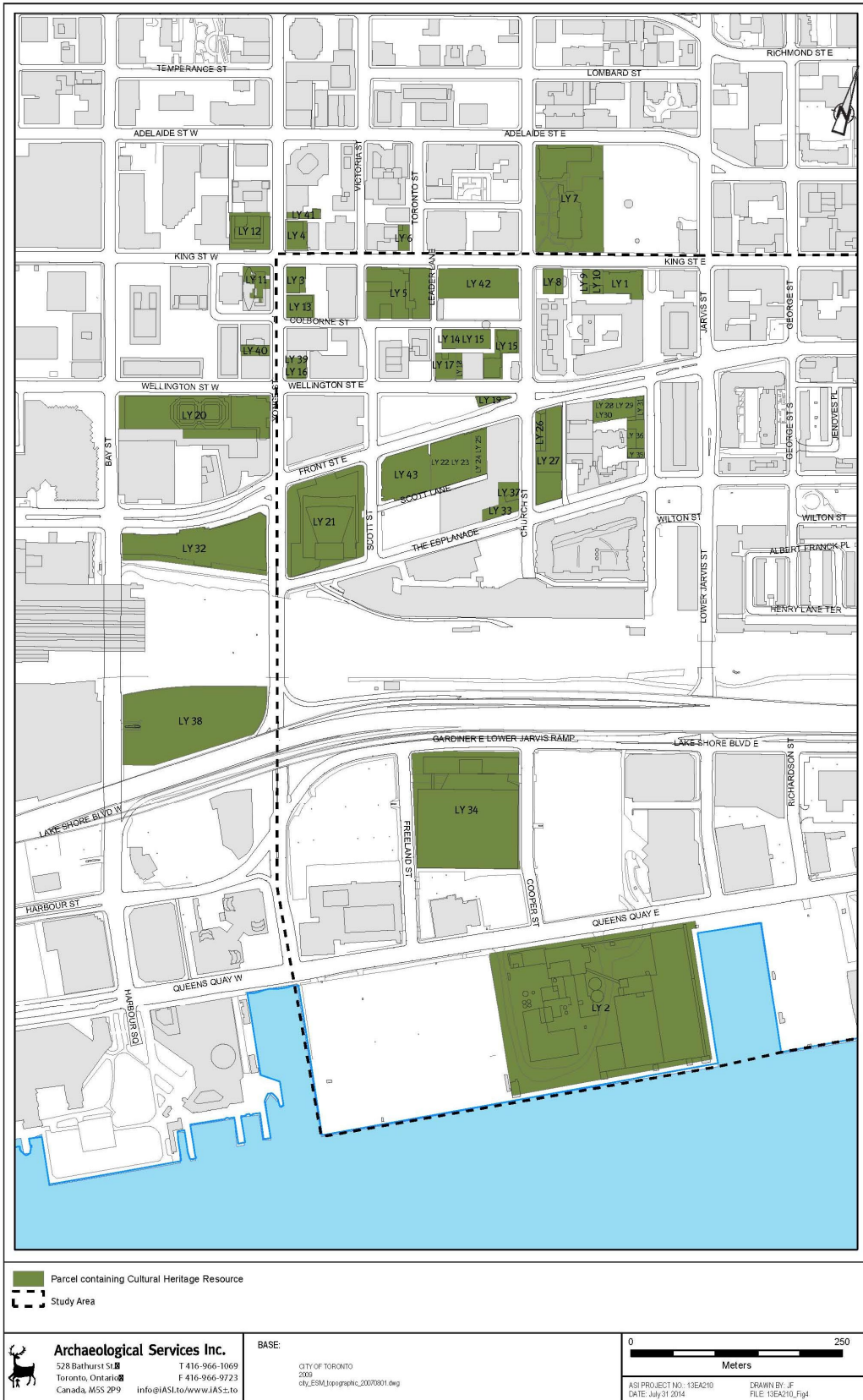
The Lower Yonge (LY) area is bordered by King Street East to the north, Market Street and Lower Jarvis Street to the east, Lake Ontario to the south, and Yonge Street to the west. This area mostly consists of the original landmass of the Toronto waterfront area, but also captures the early phases of the Toronto Harbour's shoreline development. It should be noted that the Lower Yonge area is adjacent to the Union Station Heritage Conservation District which is located on the west side of Yonge Street. Part of the Lower Yonge area is located within the St. Lawrence Heritage Conservation District which is currently under study.

Figure 4 on the following page illustrates the locations of cultural heritage resources in this area.





Figure 4: Lower Yonge Cultural Heritage Resources



### 3.1.2.1. Summary Historic Context

The historic summary of this area has been captured within the Old Town and St. Lawrence Neighbourhood discussion (Section 3.1.1).

### 3.1.2.2. Cultural Heritage Resources Inventory

Table 2: Potentially Impacted Cultural Heritage Resources (CHRs) located in the Lower Yonge (LY)

Feature	Location	Feature Type	Description/Comments	Recognition
LY 1	141 – 147 King St E	Commercial	City Buildings, c.1839, attrib. J.G. Howard, Thomas Young -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on May 7, 1981	Designated Part IV
LY 2	95 Queens Quay E	Commercial	Redpath Sugar Refinery; 1957, H.G. Acres & Co Ltd. - Engineers, and Gordon S. Adamson Associates - Architects -adopted by City Council on June 25 & 28, 1984	Listed
LY 3	69-71 Yonge St (1 King St E)	Commercial	Canadian Pacific Railway Building, 1911-13, Darling and Pearson, assisted by Harness and Oxley Engineers; refaced in 1929-30, Darling & Pearson –adopted by City Council on Sept. 22, 1986 DESIGNATED BY-LAW PASSED BY CITY COUNCIL on May 7, 1990	Designated Part IV
LY 4	2 King St E (6, 8 King St E)	Financial	Royal Bank of Canada, 1913-15, Ross & Macdonald; Banking Hall, Carrere & Hastings, and Eustace Bird, at 73 Yonge Street (NE)-adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on March 17, 1976	Designated Part IV
LY 5	37 King St E	Commercial	King Edward Hotel; 1901-02, E.J. Lennox; add. 1921, Watt & Blackwell – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on April 14, 1976 (designation plaque-1978)	Designated Part IV
LY 6	50 King St E	Financial	Quebec Bank, later Bacchus Steak House, 1886, D.B. Dick, at 2 Toronto Street (NW)- adopted by City Council on June 20, 1973	Listed
LY 7	106 King St E	-Religious -Residential -Misc	-St. James' Cathedral, 1853, F.W. Cumberland & Thomas Ridout; addition c. 1874, Henry Langley –adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on September 26, 1977 -St. James' Parish Hall & Diocesan Centre, 1909, Darling & Pearson; addition, Mathers & Haldenby- adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED by City Council on July 24, 25, and 26, 2001; Heritage Easement Agreement CA804537, register -War Memorial, St. James Cathedral, c.1927 by Sproatt & Rolph – adopted by City Council on August 18, 1976	Designated Part IV (Cathedral and parish hall)  Listed (war memorial)
LY 8	107 King St E	Commercial	Part of City Buildings at 107-111 King St. East, c.1842, attrib. to William Thomas –adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on May 7, 1981	Designated Part IV

Feature	Location	Feature Type	Description/Comments	Recognition
			(heritage assessment agreement, Reg. CA75205, Feb. 9, 1990) (incl. 105 King St E)	
LY 9	125 King St E	Commercial	City Buildings, c.1842, attrib. to William Thomas –adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on May 7, 1971 (heritage easement agreement, Registered CT558460, Nov. 4/82) (H.E.A. again, CA75209, Feb 9/90)	Designated Part IV
LY 10	133 King St E	Commercial	City Buildings, c.1842, attrib. to William Thomas; altered for William Thompson as the Army and Navy Store in 1887-88, Langley and Burke – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on March 17, 1976	Designated Part IV
LY 11	1 King St W	Financial	The Dominion Bank Building, 1913-14, Darling and Pearson, assisted by Harkness and Oxley, Engineers – now part of 5 King St W –adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on May 7, 1990 (Heritage easement agreement)	Designated Part IV
LY 12	2-6 King St W	Financial	Prudential Building 1960, Peter Dickinson Associates, architects – adopted by City Council on Sept. 10 & 11, 1990	Listed
LY 13	61-67 Yonge St (2 Colborne St)	Financial	Traders Bank Building, later Montreal Trust, 1905-06, Carrere & Hastings in association with F.S. Baker – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Sept 15, 1976 REPEALING By-law to remove 6-8 Colborne St	Designated Part IV
LY 14	41-43 Colborne St	Commercial	Warehouse, c. 1892 – adopted by City Council on June 20, 1973	Listed
LY 15	45-55 Colborne St	Commercial	Milburn Building, 1888-89, E.J. Lennox – adopted by City Council on June 20, 1973	Listed
LY 16	49 Yonge St (8 Wellington St E)	Financial	Bank of British North America, now Canadian Imperial Bank of Commerce, 1872-73, Henry Langley; alterations, 1903, Burke & Horwood – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Dec 10, 1979	Designated Part IV
LY 17	36-40 Wellington St E	Commercial	Hutchison Building; 1855, attributed to John G. Howard, architect – adopted by City Council on June 20, 1973	Listed
LY 18	42 Wellington St E	Commercial	Ehmann Corp. – adopted by City Council on June 20, 1973	Listed
LY 19	49 Wellington St E	Commercial	Gooderham Building, 1892, David Roberts, (also known as the Flatiron Building) – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Nov. 26, 1975 (designation plaque 1978) (Ontario Heritage Foundation Easement Agreement)	Designated Part IV
LY 20	181 Bay St	Commercial	BCE Place; includes the historic buildings formerly known as 36-46 Yonge Street, 1, 3, 5, 7, 9, 11, 15 Wellington Street West, located within the Union Station Heritage Conservation District	Designated Part IV
LY 21	1 Front St E	Misc	O'Keefe Centre, 1959-60, Earle C. Morgan and	Designated

Feature	Location	Feature Type	Description/Comments	Recognition
			Page & Steele- adopted by City Council on May 28 & 29, 1990. Designation by-law enacted by City Council on October 30, 2008	Part IV
LY 22	35-39 Front St E	Commercial	T. Griffith Block, later Beardmore Building, 1872, David Roberts – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on August 14, 1978 (designation plaque – 1979)	Designated Part IV
LY 23	41-45 Front St E	Commercial	F.G. Perkins Block, later Continental Salvage c. 1860; altered 1874-75, A. McDougall & F. Darling- adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on April 14, 1976 (designation plaque – 1979)	Designated Part IV
LY 24	47 Front St E	Commercial	Warehouse store; 1872, W.R. Strickland-adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on June 19, 1978 (designation plaque -1981) (Ontario Heritage Foundation Easement Agreement, Reg. on September 2, 1980)	Designated Part IV
LY 25	49 Front St E	Commercial	Warehouse store; 1872, W.R. Strickland-adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on June 19, 1978 (designation plaque -1981) (Ontario Heritage Foundation Easement Agreement, Reg. on January 11, 1979)	Designated Part IV
LY 26	65 Front St E	Commercial	Warehouse, 1872 at Church St. (SE) – adopted by City Council on Nov 21 & 23, 1973. Enacted by City Council on Feb. 23, 2010.	Designated Part IV
LY 27	9-15 Church St	Commercial	Includes 67-69 Front St E – Designated by By-Law No. 564-84 and 561-84, Warehouse; 1877-78, later known as Toronto Cold Storage Building	Designated Part IV
LY 28	77-79 Front St E	Commercial	Alexander Smith Block, later Tippet Richardson, 1859; -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on October 7, 1985 (heritage easement agreement, Registered CA219101 and C813400 on December 10, 1992)	Designated Part IV
LY 29	81-83 Front St E	Commercial	Thomas Helliwell Block, 1858 –adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on October 7, 1985 (heritage easement agreement, Registered CA219101 and C813400 on December 10, 1992)	Designated Part IV
LY 30	85 Front St E	Commercial	Thomas Clarkson/John Hallam; 1858, altered 1871- adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on October 7, 1985 (heritage easement agreement, Registered CA219101 and C813400 on December 10, 1992)	Designated Part IV
LY 31	87 Front St E	Commercial	Edward Leadlay Company, later Forsyth Souvenirs, 1858; altered 1871; addition 1917, W Williamson; altered 1973, Hamilton, Ridgeley & Bennett – adopted by City Council on June 20, 1973 DESIGNATION BY-LAW BY CITY COUNCIL ON Nov 17, 1986	Designated Part IV
LY 32	1 Front St W	Public	Dominion Public Building/Toronto Customs	Designated



Feature	Location	Feature Type	Description/Comments	Recognition
			House; Entrance Block and Eastern Section: 1929-32, Western Section: 1935-36, Thomas W. Fuller –adopted by City Council on June 20 1973, Part of the Union Station Heritage Conservation District,	Part IV
LY 33	66-70 The Esplanade	Commercial	Greely's Toronto Mill Furnishing Works Factory; adopted by City Council on Dec 2, 2004; DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Sept 25, 26, 27, 2006	Designated Part IV
LY 34	55 Lake Shore Blvd E	Commercial	LCBO Office and Warehouse, c. 1947; adopted by City Council on May 21, 22, 23, 2003	Listed
LY 35	8 Market St	Commercial	Warehouse, 1899-1900, A.R. Denison –adopted by City Council on Sept 4 & 7, 1984	Listed
LY 36	10-12 Market St	Commercial	Armory Hotel, 1880, now known as the Old Fish Market – adopted by City Council on Sept. 4 & 7, 1984	Listed
LY 37	6 Church St	Commercial	Greely's Factory Building, pre-1903; adopted by City Council on April 14, 2005; DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Sept 27, 2006	Designated Part IV
LY 38	18 Yonge St	Misc	Part of the Union Station Heritage Conservation District, enacted by City Council on July 27, 2006	Designated Part IV
LY 39	51 Yonge St	Commercial	One of A.V. Brown's Buildings, 1847, John G. Howard; facade altered sometime between 1872 and 1881 for Casimir Gzowski; 2 <sup>nd</sup> Empire roof added prior to 1890; alterations, 1890 for Commercial Travellers Association – adopted by City Council on Sept 24, 1981	Listed
LY 40	56 Yonge St	Commercial	Hotel Mossop, 1907-08, J.P. Hynes (now known as the Victoria Hotel) – adopted by City Council on March 5, 1984	Listed
LY 41	83 Yonge St	Commercial	Hiram Piper & Brother Building, 1857, attrib. to Joseph Sheard; add 1895, C.J. Gibson; alt. 1910, Hand, Harris & Merritt; alt 1914, Hand, Harris & Merritt – adopted by City Council on Nov 21 & 23, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Oct 13, 1976	Designated Part IV
LY 42	73-95 King St E	Commercial	Victoria Row; E.Harris Company Building; John F. Smith Building; James McDonnell Building; Albany Club; Tyrrell Building; Listed by City Council October 2, 2012. Intention to Designate adopted by Council October 2, 2012	Intention (to Designate)
LY 43	27 Front St E	Commercial	St. Lawrence Centre; 1969; inclusion on the City's Inventory of Heritage Properties, adopted by City Council March 21, 2013	Listed

### 3.1.3. East Bayfront Precinct

The East Bayfront (EB) Precinct incorporates the area south of the Gardiner Expressway / Lake Shore Boulevard between Jarvis Street and Parliament Street and consists entirely of made lands.

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### 3.1.3.1. Summary Historic Context

The lands that make up the East Bayfront Precinct are exclusively the product of twentieth-century landmaking operations. A small portion of this made land, north of the current Parliament Street Slip, was the product of re-engineering the mouth of the Don River at the turn of the twentieth century. Equally small areas represent the extension of the ends of the Polson Iron Works and City Corporation Yard wharves on either side of Sherbourne Street a short distance south of the current line of Lake Shore Boulevard.

Polson Iron Works established its boiler works at the foot of Frederick Street in 1883 and started ship building in 1893. Until the end of the First World War, the company was a successful builder of numerous vessels, but changes in the business of ship-building in Canada led to its sudden closure in 1919. The company is perhaps best remembered for building the experimental "Knapp's Roller Boat."

The East Bayfront area was part of the lakefill area designated by the 1912 Harbour Plan, the most distinctive component of which was the railway viaduct extending from Bathurst Street to the Don River, completed in 1929. This earth-filled viaduct provided for the elimination of rail and road crossings. From Yonge Street to Cherry Street the viaduct was built straight across the open water of the harbour, cutting off all the wharves extending south from the Esplanade.

Whereas the 1912 land expansion plan was completed at Ashbridge's Bay and in the area west of Yonge Street during the 1920s, the portion from Yonge to Cherry was virtually dormant during the 1920s due to legal issues associated with waterfront access on the part of the established businesses. Once they were solved, financial problems on the part of the Harbour Commission reduced the amount of newly created land to half that which had been planned. This work extended the shore to the Bulkhead or Pierhead Line, a rock levee and timber bulkhead wall located along the south side of the modern alignment of Queen's Quay.

This section of the harbour grew in importance in the 1950s as a result of the projected completion of the St. Lawrence Seaway. The Harbour Commission anticipated a huge increase in port activity. The 1912 landfill plan was finally completed when all of East Bayfront south of Queen's Quay was filled in to the limits defined by the Harbourhead Line in 1952. Marine Terminal 28 was completed in 1958 while Marine Terminal 29 and the Redpath Sugar Refinery opened in 1959. Despite the enthusiasm with which these new developments were completed, ocean shipping never developed as a significant business in Toronto harbour.

### 3.1.3.2. Cultural Heritage Resources Inventory

There are no previously identified cultural heritage resources within the East Bayfront Precinct.

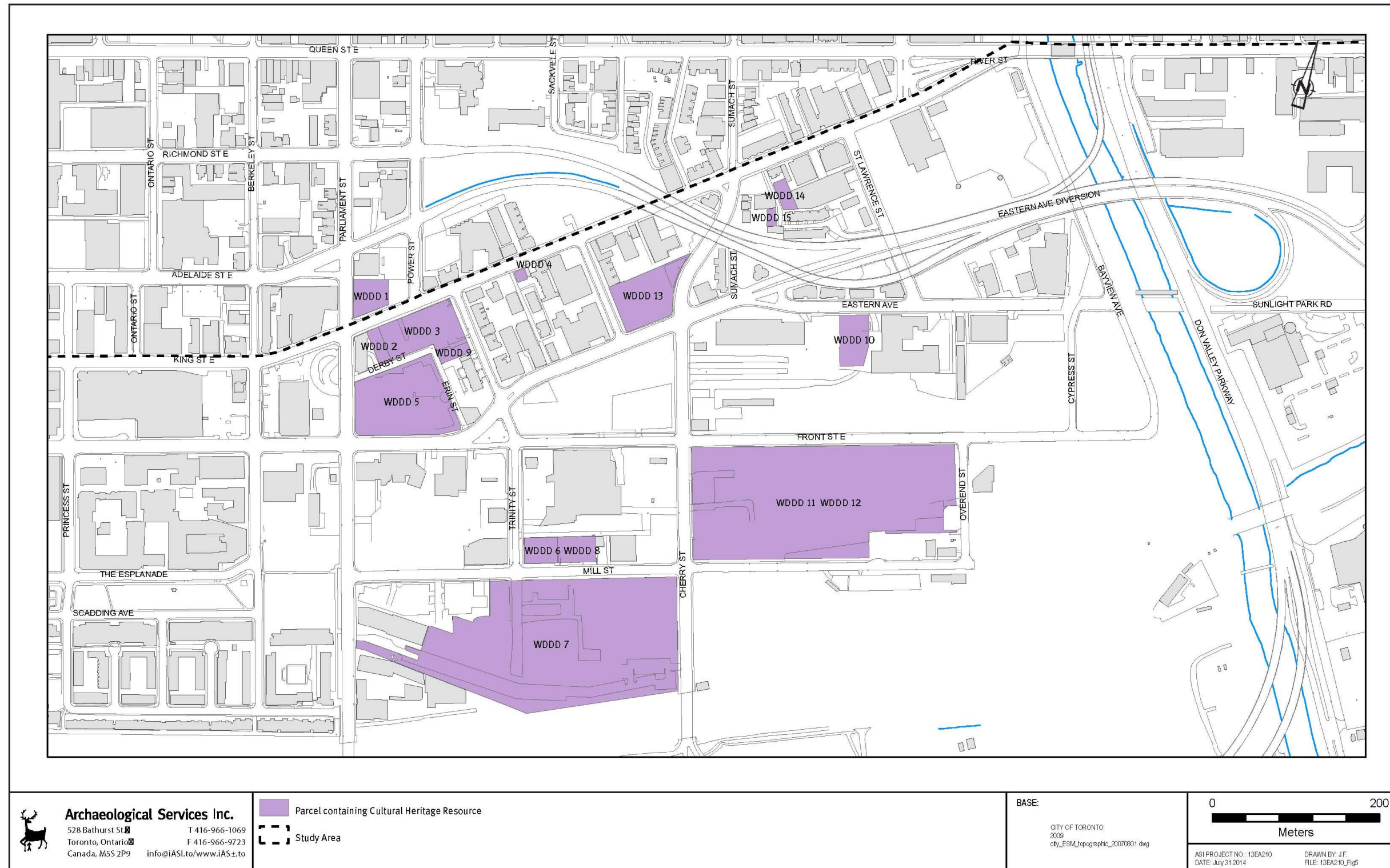
### 3.1.4. West Don Lands Precinct and Distillery District

The West Don Lands Precinct and Distillery District (WDDD) is an irregular area roughly bounded by King Street East, Bayview Avenue, and parts of Mill Street, Cherry Street, Parliament Street, and the Don River itself. This area consists, more or less, of the original landmass of the Toronto waterfront area.

Figure 5 on the following page illustrates the locations of cultural heritage resources in this area.



Figure 5: West Don Lands Precinct and Distillery District Cultural Heritage Resources



### 3.1.4.1. Summary Historical Context

The major portion of the West Don Lands Precinct originally formed part of the "Government Reserve" or "Government Park" which encompassed parts of Lot 16 and Park Lots 1 and 2 in Concession 1 from the Bay, in the Township of York. The Park was bounded by the Don River on the east, the marsh and harbour to the south, Parliament Street on the west and Carleton Street to the north. This land was primarily intended as a defensive buffer to shield the town in the event of an attack from the east. The first legislative (Parliament) buildings for the new capital were constructed near the periphery of this reserve, and it was proposed further that the official residence of the lieutenant-governor be erected within "the Park." The Park was, however, used as a recreational retreat by the early inhabitants of York since the woods were free of heavy underbrush and crossed by a few trails, which were used for walking and riding. Moreover, some residents found this a convenient place for grazing their livestock during the spring and summer. The first "Patent Plan" for York (circa 1800) showed this tract labeled as the "Government Lease."

In December 1810, Lieutenant Governor Francis Gore proposed that the reserve, which contained 386 acres, be laid out into building lots. The survey was completed by Samuel Wilmot by February 1811, laying out the reserve into rectangular lots with roads laid out at right angles from Parliament Street. The Wilmot survey showed that the reserve was crossed by a number of small creeks, and Kingston Road passed over them via two small bridges, while another bridge crossed the Don River. The areas directly below the banks of the Don were made up by a "natural meadow which may be mowed" (Wilmot 1811). The Don River bridge was destroyed by British forces upon their retreat from the town during the Battle of York in April of 1813. It was replaced by 1814 and was protected from potential enemy attack by a breastwork situated on the east side of the river and supported by the batteries on the west side of the river<sup>1</sup>. These "tete du Pont" fortifications are clearly shown on the 1814 Williams *Plan of the Town and Harbour of York* and the Phillpotts *Plan of York*, surveyed in 1818.

Wilmot's original survey was abandoned in favour of a modified plan and new proposal whereby lots were to be sold or leased within the reserve in order to raise money for the support of a much needed hospital. In order to alienate this land it was necessary to patent it to a board of hospital trustees comprised of William Dummer Powell, James Baby and the Rev. John Strachan. This transfer was done by an order-in-council in April, 1819. Christopher Widmer was later added as another trustee. Roughly contemporary plans of the town of York show that this tract of land was undeveloped, the only notable features being a section of the Kingston Road and a trail or road which extended between the mouth of the Don and the Kingston Road along the east side of Taddle Creek (Phillpotts 1818).

By June 1830, the south end of this reserve had been laid out into lots by surveyor J.G. Chewett. His survey showed that a number of small plots of land had been occupied and fenced in by squatters. A few brickyards were shown in this area, notably on the east side of Trinity Street between Front and Mill streets, and also near the northwest corner of Cherry and Mill streets. The area south of Eastern Avenue was traversed by a number of trails or paths that did not

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<sup>1</sup> Note that with the straightening of the Don River in the 1890s, the course of the river was shifted eastward, so that former locations of all of the defences fell on the west side of the river.





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correspond to the formally surveyed street grid, and at least five structures encroached into the southerly limit of Front Street in the block between Trinity and Cherry streets (Chewett 1830).

Much of this land remained undeveloped into the 1830s, and it was gradually surveyed for building purposes by the trustees as the City of Toronto expanded eastward towards the Don River. The Bonnycastle map of 1833 shows the area south of Lot or Queen Street laid out into streets with the remark "recently laid out in streets and now building upon." The earliest structures were erected along Cherry, Palace and King streets. Perhaps the earliest surviving building within the study area is the Cherry Street Hotel, originally built as a school house in 1859. The upper end of the West Don Lands Precinct developed somewhat earlier than the lower end, and King Street contained industrial buildings such as carriage works and small shops and businesses. Both sides of Eastern Avenue remained vacant land throughout much of the nineteenth century, and part of the area was not developed until after 1890 because it formed part of the original channel of the Don River.

The area, in general, consisted of low-lying land, which formed the floodplain of the Don River. This floodplain extended northwards to where King Street meets the river today, and roughly followed the diagonal alignment of King Street on its western edge. This area was considered unhealthy due to its proximity to the marshes at the mouth of the Don River and the dumping of effluent in the adjacent Ashbridge's Bay. The river carried considerable silt, which clogged the harbour to the south and required ongoing dredging to maintain navigability. As development of the area proceeded, the river was also used as a convenient and inexpensive sewer outfall, which added to the silting of the harbour and to the real and perceived unsanitary character of the marshes. Pollution of the waters was exacerbated after 1872 when Gooderham & Worts opened a vast cattle-feeding operation on the east bank of the Don.

The lands within the study area became more attractive to businesses and for residential purposes following the Don Improvement project in the mid-1880s and in the decades which followed. City Council allocated funds, in 1886, to straighten and deepen the lower Don. The work extended downstream from Winchester Street (approximately where the Canadian Pacific Railway today crosses the Don River, north of Gerrard Street) to the Grand Trunk Railway bridge near the mouth of the river. Improvements within the West Don Lands consisted of removing bends in the river, dredging the channel to 12 feet below lake level, and reinforcing the waterway with timber piling. On either side of the channel, 23 feet was reserved for dock space, 52 feet for railways, and 50 feet for roads. To prevent further flooding, low-lying land adjacent to the river was raised three feet above the lake high-water mark. The bulk of this work was completed in 1887. It seems to have done little good, however, as complaints about the shallowness of the east end of the harbour persisted and, in 1901, the city engineer noted that the reinforcing piles had completely rotted away in many cases, and needed replacing.

Three major industrial concerns played a key role in shaping the development of the West Don Lands. In 1832, James Worts and William Gooderham constructed a mill west of Trinity Street and south of Mill Street on top of a steep bank overlooking a broad beach on what was once the lakeshore (Otto 1994:8). By 1837, Gooderham & Worts were distilling alcohol from surplus and low-grade grain and a building for that purpose was constructed on the west side of Trinity Street. As the business prospered, and technologies changed, more buildings and wharves were added to the complex, which grew to include portions of the study area. These included rack



and barrel warehouses on the north side of Mill Street, and a large cooperage for manufacturing new barrels that operated until at least 1890 on the north side of Front Street near Cherry.

Similarly, the Toronto Gas Light & Water Company, which was founded in 1841, established its original building at the foot of Prince's Street, a block east of the west limits of the study area. This company was purchased by The Consumers' Gas Company of Toronto following its incorporation in 1848. In 1855, Consumers' Gas constructed a new gas works on a three-acre site on the east side of Parliament, south of Front Street. This was expanded between 1883 and 1890 to include most of the block of land between Parliament, Trinity, Front and Mill streets as well as lands west of Parliament, and became known as Station A of the Consumers' Gas Company.

However, the largest industrial land user in the West Don Lands Precinct was the pork packing plant of the Davies Meat Packing Company. The company established its first slaughterhouse at Front and Frederick streets in 1861, later relocating to a site at the end of Front Street at the Don River. This plant expanded enormously until it occupied most of the property east of Overend Street. In 1927, it became Canada Packers.

In addition, numerous iron-working mills were established in the area from a very early date. The first of these may have been the Don Foundry at modern 511 King Street, which was in operation by 1853. The St. Lawrence Foundry, established, in 1851, on the block bounded by Berkeley, King, Front and Parliament, was another large iron-working mill; in 1873 the company opened a railway car wheel foundry at the northwest corner of Front and Cherry streets, which was sold to the Toronto Car Wheel Company the following year. In 1857, the prominent railway contractor, Casimir Gzowski, in partnership with D.L. Macpherson and the Pomeroy Brothers of Pittsfield, Massachusetts, established the Toronto Rolling Mills at the southwest corner of Mill and Water streets, to re-profile worn rails of the Grand Trunk Railway. Gzowski initially obtained a ten-year contract, which must have been extended since the plant remained open until 1873. Alternatively, the facility may have tried to branch out into other iron products. The building and plant were demolished shortly after its closure.

When Eastern Avenue was developed between St. Lawrence Street and the Don River it became home to businesses connected with the burgeoning city, such as lumber yards and paving companies. By the twentieth century, these sites had been partly taken over and had to share their space with scrap metal and paper dealers, and oil and soap manufacturers among others.

Industrial development was soon accompanied by the establishment of railway corridors and yards along the lake shore to the south of the area. Rail yards, repair and service shops, and sidings to serve the factories became a prominent feature of the development of the area. The Grand Trunk Railway occupied all the land south of Mill Street to the Don River. Over the years, this area contained cattle yards, a railway shop and the original site of the Don Station, as well as the company's mainline from Toronto to Montreal. The company also built a wharf along the north bank of the Don, east of Cherry Street, served by a railway spur. By 1910, all of these facilities had been removed, and the area became a local yard and freight sheds for the Grand Trunk Railway. The Grand Trunk Belt Line, built in 1892, turned northward from the mainline at Overend Street. When the mainline was elevated during the viaduct construction of the 1920s, a new connection to the Belt Line was built between the Canada Packers abattoir and the Don River.



Residential development was concentrated north of Mill Street, providing housing for the workers employed by various industries. Many of these people were Irish immigrants from County Cork, leading to the neighbourhood being called Corktown. Originally a low-density mix of industry and workers' cottages, Corktown's population grew and the area was traversed by numerous small laneways that were built to squeeze additional housing into the area. An extensive photographic record undertaken in 1906-1907 by the City documents the poor-quality housing that characterized the area. At the other end of the spectrum, both William Gooderham and James Worts initially constructed their residences in the area, near their distillery. Worts' stately mansion, Lindenwold, was located on the north side of Mill Street, east of Trinity Street. By *circa* 1910, it had been demolished and replaced by the distillery's Rack House. Gooderham's residence, consisting of the main house and several outbuildings, was located south of Mill Street between Parliament and Trinity. These features gradually disappeared between the 1860s and 1890s to make room for new factory buildings.

The area changed dramatically when the Canadian Pacific and Canadian Northern (today Canadian National) railways acquired permission to use the Don valley and harbour front to build access lines to Union Station. In 1903, the Canadian Pacific Railway purchased all the housing south of Front and north of the Grand Trunk. In 1905 the Canadian Northern Railway applied to have access to Toronto over the same route, and it purchased the residential and industrial properties bounded by Trinity, Eastern, Olive, and Front in the following year. Thus, within a few years almost all of the land that is today the West Don Lands became railway yards. Together, the two railways purchased and then demolished over 200 houses for about \$500,000. The Canadian Northern also acquired the municipal St. Lawrence Park for about \$14,000.

With completion of the railway yards prior to 1914, the basic pattern of land use within the study area was established for the next 50 years. Railway yards occupied most of the land while Canada Packers and Consumers Gas were the major industrial concerns. Other industries were scattered through the area. By the late twentieth century, the transportation and industrial functions of the area declined and much of the land had become derelict.

### 3.1.4.2. Cultural Heritage Resources Inventory

Table 3: Potentially Impacted Cultural Heritage Resources (CHRs) located in the West Don Lands Precinct and Distillery District (WDDD)

Feature	Location	Feature Type	Description/Comments	Recognition
WDDD 1	334 – 340 King St E	Commercial	Aluminum & Crown Stopper Company; 1907-08, Henry Simpson (north building on Parliament St.) -adopted by City Council on March 5, 1984	Listed
WDDD 2	399 – 403 King St E	Commercial	Shop, 1855 -adopted by City Council on May 5, 1986	Listed
WDDD 3	417 – 425 King St E	Religious	Little Trinity Church; 1843, Henry Bowyer Lane; add. 1878, Langley, Langley & Burke; add. 1887, Darling & Curry -adopted by City Council on June 20, 1973	Listed
WDDD 4	457 – 463 King St E	Commercial	Wilkins Buildings, 1891, adopted by City Council on Feb. 14, 2006	Listed

Feature	Location	Feature Type	Description/Comments	Recognition
WDDD 5	52 Parliament St	Commercial	Consumers' Gas Co. Station A, 1898, Bond & Smith; formerly known as 45 Parliament St & 296 Front Street East - adopted by City Council on June 20, 1973; DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Jan. 16, 1978; Heritage Easement Agreement registered as	Designated Part IV
WDDD 6	52 Mill St	Commercial	General Distilling Company Building; 1902-1906, David Roberts Jr., Architect (formerly 18 Trinity St); 1907, addition, Sproatt & Rolph - adopted by City Council on November 18, 1996, DESIGNATION BY-LAW PASSED BY CITY COUNCIL on June 23, 1997	Designated Part IV
WDDD 7	55 – 60 Mill St	Commercial	Gooderham & Worts Distillery; limestone mill and distillery, 1859, David Roberts, rebuilt in 1870; brick malthouse etc., 1863-64, Gundry & Langley; brick storehouse, 1873, (was known as 2 Trinity St.) -adopted by City Council on June 20, 1973 DESIGNATION	Designated Part IV
WDDD 8	70 Mill St	Commercial	Gooderham & Worts Site -Buildings #8 and 9, Heritage Easement Agreement Registered as Instrument No. CA397773 on April 3, 1996 - Trinity Street Buildings No. 2, 3, 4, 5, 6, 7, 27, 28, 31, 32, 33, 34, 35, 36, 42, 45, 45a, 46, 47, 51, 52, 53, 54, 55, 56, 57,	Designated Part IV
WDDD 9	106 Trinity St	Educational	Enoch Turner Schoolhouse; 1848 West Hall; 1869, Gundry and Langley, architects, -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW ENACTED BY CITY COUNCIL ON April 13, 2000	Designated Part IV
WDDD 10	153 Eastern Ave	Commercial	Dominion Wheel and Foundries Company; 1917-1929	Listed
WDDD 11	409 Front St E,	Educational	Palace Street School, 1859, Joseph Sheard, architect; 1869 addition, William Irving, architect; 1890, addition for D'Arcy Hotel, David Roberts Jr., architect; 1891, addition completed by Sproatt and Rolph, architects; 1906, became Cherry Street Hotel -ado	Listed
WDDD 12	425 Cherry St	Misc	Canadian National Railways Office Building, 1923; adopted by City Council on April 14, 2005	Listed
WDDD 13	19 Sackville St	Educational	Sackville St. Public School, 1887, Wm. Storm - adopted by City Council on March 15, 1974	Listed
WDDD 14	1 – 17 Percy St	Residential	James Quinn House, 1885;adopted by City Council on Sept. 25, 26, 27, 2006	Listed
WDDD 15	2-10 Percy St	Residential	James Quinn Row House, 1890; adopted by City Council on Sept 25, 26, 27, 2006	Listed

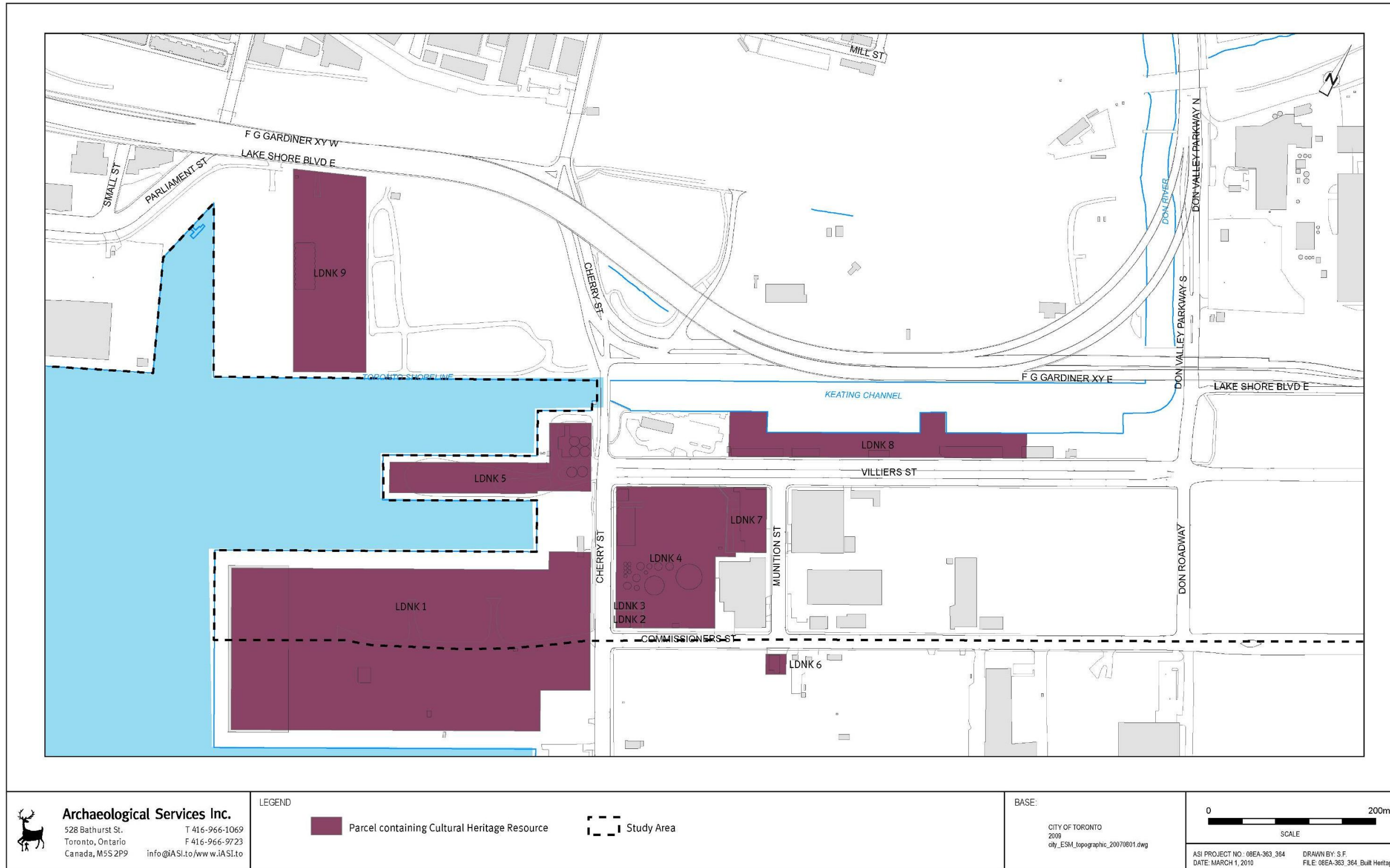
### 3.1.5. Lower Don Lands and North Keating Precinct

The Lower Don Lands and North Keating (LDNK) Precinct is an irregular area roughly bounded by sections of Parliament Street, Cherry Street, Mill Street, the Don River, Don Roadway, Commissioners Street, and the lake. This precinct consists largely of made lands.

Figure 6 on the following page illustrates the locations of cultural heritage features in this precinct.



Figure 6: Lower Don Lands and North Keating Precinct Cultural Heritage Resources



### 3.1.5.1. Summary Historical Context

The Lower Don Lands Precinct in its natural state was an area of shifting channels, small islands, sandbars, and marshland. The sandbar that defined the boundary between Toronto Harbour and Ashbridge's Bay joined the mainland in the vicinity of Cherry Street. A trail from Toronto to the outer sandbar crossed this area, and a few summer cottages and boathouses had begun to appear on maps of the late nineteenth century.

During much of the late nineteenth century, the city spent considerable energy in addressing the issue of silting at the mouth of the Don River. In 1870, a long, timber crib breakwater was built on the south side of the river—roughly at the foot of Cherry Street into the harbour to a point below Berkeley Street. By 1878, the *Globe* noted that the Don channel still needed to be frequently dredged. Additionally, although the docks along the Don generated adequate revenue, they were expensive to maintain because of the large volumes of silt carried by the river. Therefore, in 1886 the rotted remains of the breakwater were abandoned, and the following year the City embarked on channelizing the river upstream of the Grand Trunk Railway bridge. No work was undertaken at that time south of the bridge, as it had not yet been decided whether the mouth of the Don should be in the harbour to ease navigation, or in Ashbridge's Bay to take the loading of silt and sewage.

The sewage problem finally drove the City's engineering department, in 1893, to dredge a channel—later known as the Keating Channel—from Toronto harbour to Coatsworth's Cut at the end of Ashbridge's Bay, some 3 1/3 miles in length. Approximately four years later, the Don River was extended south to join this cut in a design intended to produce a current that would flush effluent out of the bay. In addition, land reclamation commenced to expand the small triangle of land between the old Don and the Keating Channel. This seems to have been driven, at least in part, by the dumping of municipal garbage, as the City Engineer's *Annual Report* of 1901 noted the expense of hauling street cleaning and garbage to the marsh due to lack of dumping grounds in the central city. This new land was seen as a good location for factory sites, and by 1913 two concerns—the National Iron Works on the west side of Cherry Street and the British American Oil Co. on the east—were established in the area. While the old mouth of the Don was not filled directly by these processes, it seems to have gradually silted in over time, although it did not disappear totally until the completion of the Harbour Commissions' land fill operations in 1912. In 1906, the connecting channel was replaced with an alignment to the east, creating a straighter route from the railway bridge.

In spite of these efforts, it appears that the Keating Channel proved to be no more effective than earlier attempts. The 1901 City Engineer's *Report* noted that the east end of the harbour was so filled with debris coming down the Don River that it could not be used for regular navigation. The following year, the Federal Department of Public Works indicated that it would not dredge the harbour until the City did something to stop the flow of debris down the Don into the harbour. This threat galvanized City council to provide funding for interceptor sewers, and a treatment plant on Ashbridge's Bay. This work was completed in 1909. The final changes to the Don River occurred when permanent concrete retaining walls were constructed in both the Keating Channel and Don River by the Harbour Commission in 1914.

The earliest industrial establishment in the Lower Don Lands Precinct appears to have been the Toronto Dry Dock Company. By the mid 1870s, shipping interests were promoting a dry dock for



Toronto, since at that time the nearest repair facilities were at Port Dalhousie on the Welland Canal, or in Kingston. Therefore, in 1881, a company was formed and obtained a 21-year lease on a plot of land 600 feet by 677 feet on the south side of the Don River, near the foot of Cherry Street. The intent was to construct a dry dock 60 feet wide and 280 feet long, which would have handled any vessel capable of using the Welland or St. Lawrence River canals. Although the dock was to have been completed in 1882, newspaper accounts in 1884 indicated that the works had already been abandoned, as it became apparent that frequent silt deposition made dock operations unfeasible. The company had spent a total of \$26,600 on the dry dock – in 1901, the City contemplated buying the property for \$5,000.

### 3.1.5.2. Cultural Heritage Resources Inventory

Table 4: Potentially Impacted Cultural Heritage Resources (CHRs) located in the Lower Don Lands and North Keating Precinct (LDNK)

Feature	Location	Feature Type	Description/Comments	Recognition
LDNK 1	242 Cherry St	Commercial	Marine Terminal 35 & Atlas Crane; adopted by City Council on Oct. 28, 2004	Listed
LDNK 2	275 Cherry St	Financial	Dominion Bank; adopted by City Council on Feb. 4, 5, 6, 7, 10, 11, 2003	Listed
LDNK 3	281 Cherry St	Commercial	Toronto Hydro Substation; c.1930; adopted by City Council on May 21, 22, 23, 2003	Listed
LDNK 4	309 Cherry St	Financial	Former Bank of Montreal; 1920, Darling & Pearson at Villiers St. (SE) -adopted by City Council on Aug. 18, 1976. William McGill and Company Building, c. 1935; adopted by City Council on Feb. 4, 5, 6, 7,10, 11, 2003	Listed
LDNK 5	312 Cherry St	Commercial	Century Coal Company; adopted by City Council on Oct. 28, 2004	Listed
LDNK 6	39 Commissioners St	Public	Fire Hall No. 30, 1928; adopted by City Council on Feb. 4, 5, 6, 7, 10, 11, 2003	Listed
LDNK 7	16 Munition St	Public	Queen's City Foundry, c. 1917; adopted by City Council on July 22, 23, 24, 2003	Listed
LDNK 8	62 Villiers St	Commercial	Toronto Harbour Commissioners Storage Buildings; adopted by City Council on Oct 28, 2004	Listed
LDNK 9	351-369 Lake Shore Blvd E	Commercial	Victory Soya Mills Silos, 1944-1948; adopted by City Council on Oct 28, 2004	Listed

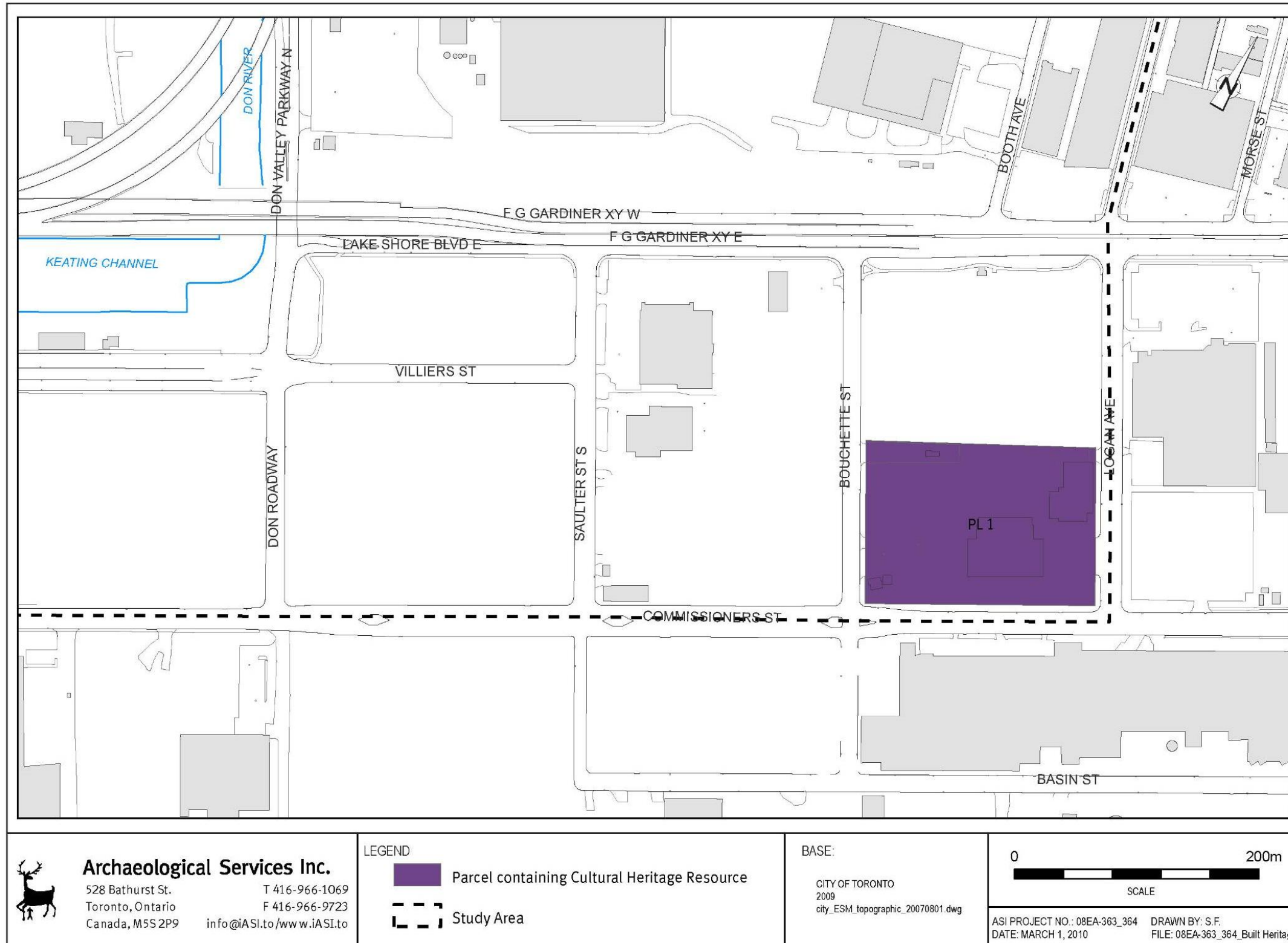
### 3.1.6. Port Lands

The Port Lands (PL) encompasses the lands between the Gardiner Expressway/Lake Shore Boulevard and Commissioners Street and between Don Roadway and Logan Avenue. This area consists entirely of made lands.

Figure 7 on the following page illustrates the locations of cultural heritage features in this area.



Figure 7: Port Lands Cultural Heritage Resources





### 3.1.6.1. Summary Historical Context

At the beginning of the nineteenth century, the marsh around Ashbridge's Bay was perceived to be an unhealthy environment, as the source of pestilence and disease. By the late nineteenth century it was a dumping ground for municipal waste and sewage—uses which were incompatible with the growing use of the area for cottages and recreation.

The boundary between Toronto Harbour and Ashbridge's Bay was a narrow sandbar that extended south from the foot of Cherry Street, broken only by the mouth of the Don River. The isthmus was formed over many centuries by sands eroded from the Scarborough Bluffs which were carried westward to meet silt deposited by the Don River. The Don River had as many as five mouths in the area and the isthmus was bisected by two of them. Since at least the 1830s, a carriage path crossed the Ashbridge's Bay bar, to meet the headland and continued to Gibraltar Point at the western tip of the peninsula. A bridge was constructed across the Don River to enable people from the city to reach Lake Shore Avenue. Until 1852, this headland was a continuous land mass. However, a number of severe storms between 1852 and 1858 eroded the peninsula. This necessitated frequent repair to the small breaches that developed until a storm completely separated the peninsula from the mainland in 1858. This latest breach was not repaired. In fact, it became a new entry point to the harbour, known as the Eastern Gap.

In an earlier time, Fisherman's Island, as the east-west peninsula was later known, was likely used by aboriginal peoples for hunting and fishing. An appealing location, combined with an abundant source of fish, soon lured Europeans across the isthmus to the peninsula (which ran roughly east to west encompassing the present day Toronto Islands) until the mid-nineteenth century storms broke through the peninsula, isolating the Toronto Islands.

Apart from issues related to the dumping of sewage, the main concern with the Ashbridge's Bay marsh was its apparent tendency to migrate into Toronto harbour. In 1850, Sanford Fleming determined that 12 hectares had been added to the western section of the sandbars over the previous 50 years. In dealing with these issues, the famous American civil engineer, James Eads, prepared a report on the preservation of the Toronto Harbour in 1881. With regard to Ashbridge's Bay, he recommended that a double row of sheet piling be constructed between the harbour and the sandbar. This project was undertaken, but heavy storms in the spring of 1882 caused such damage to the work in progress that the length of the piling had to be considerably increased. The work was completed over the course of the next year. Eads had also recommended that the Eastern Gap should be made permanently navigable with the construction of breakwaters. This work was completed in 1882 as well.

By the early years of the twentieth century, development on the peninsula was intensifying. Cottages replaced many of the shacks and boathouses of the area's largely transient residents. By 1911, two small foundries were located on either side of Keating's Channel, and a factory was being built in the middle of the north-south sand spit.

Small-scale fishing enterprises lined some sections of the harbour edge while on the sandbar and outer headland there were two clusters of cottages. Whereas most of the cottages appear to have been built by squatters, about 20 cottages on the outer bar are shown as having been located on surveyed lots that were leased. On the lakefront of Fisherman's Island was a wide boardwalk (Stinson 1990:8). In the late 1920s, however, the residents of the cottages had their



leases expropriated and their cottages either were demolished or relocated. This coincided with the Toronto Harbour Commission’s lake filling operations.

The largest industrial complex to be developed within the Port Lands area was that of British Forgings Limited, although it was a short-lived operation. It was the first large plant built on the land newly reclaimed from Ashbridge’s Bay. It housed the largest electric steel plant in the world, and was constructed in the remarkably short time of six months. Work began in February 1917 on a 127-acre site to build the steel mill to produce forgings from scrap steel for the war effort. Steel production commenced in August and the company produced 9,000 tons per month until the end of the war. The plant closed at the end of the war, but was reopened by the Welsh steel company Baldwins Ltd. in 1919. Although Baldwins added new facilities to the plant, the operation was not successful and the plant was closed again in 1926. It remained abandoned and was dismantled over the following few years.

The 1912 waterfront plan had anticipated that warehousing and heavy industry would become the predominant uses of the reclaimed Ashbridge’s Bay area, and, at first, the British Forgings plant seemed to fulfil these expectations for the Lower Don and Port Lands areas. However, between the wars, most of the land was used for storage of fuel and building materials. By 1931, 41 industries operated in the Port Industrial District, but most of the land was physically occupied by coal storage yards. British-American Petroleum, Imperial Oil and McColl-Frontenac established tank farms and oil refineries in the 1920s. However, changes in petroleum marketing dictated that this would be a short-lived industry. The Hearn thermal electric power station, built in 1950, continued the demand for coal storage in the Port Lands. As with East Bayfront, the Harbour Commissioners anticipated a growth in ship traffic in the 1950s and built extensive dock facilities. Water traffic never developed on the scale expected.

### 3.1.6.2. Cultural Heritage Resources Inventory

Table 5: Potentially Impacted Cultural Heritage Resources (CHRs) located in the Port Lands (PL)

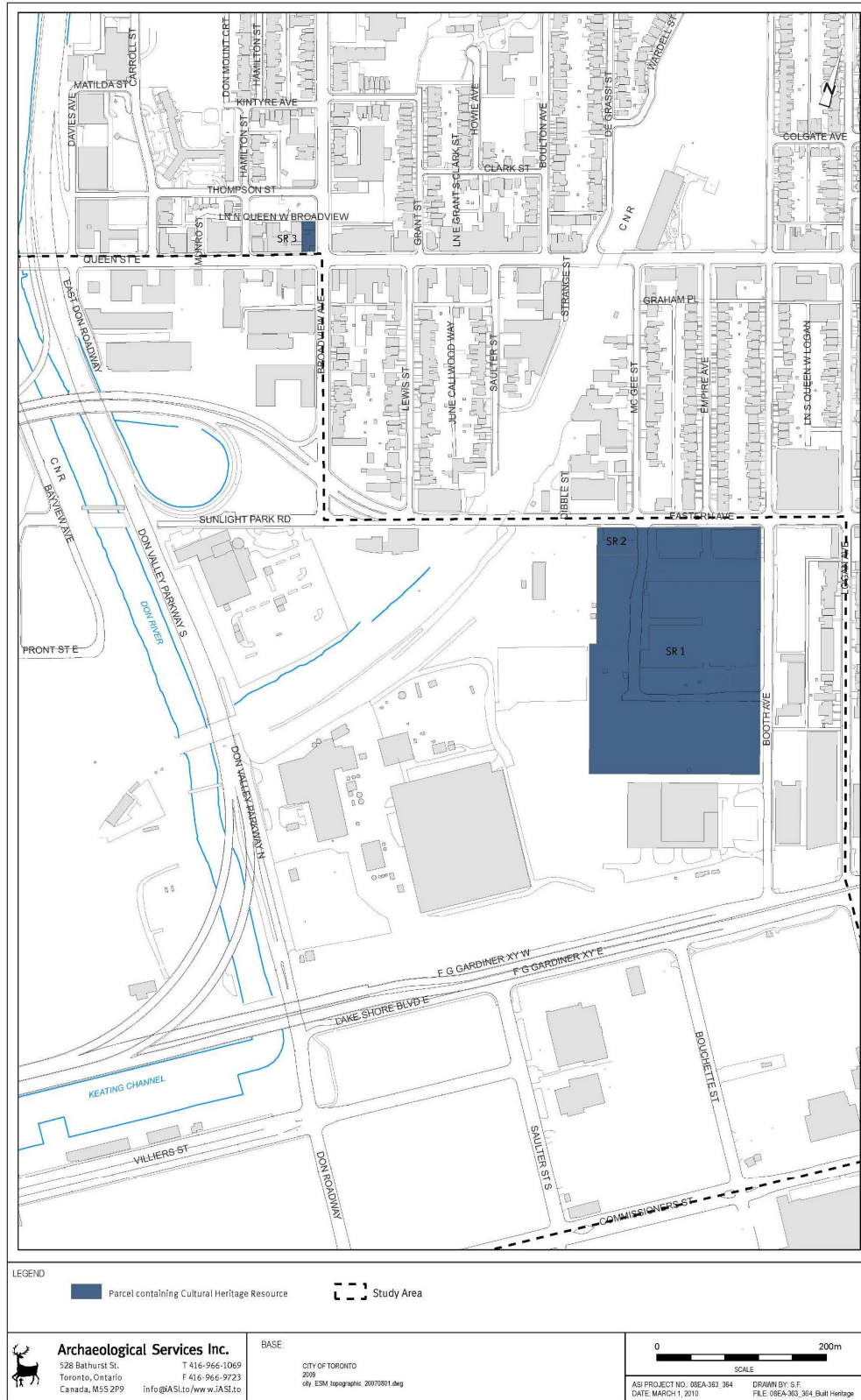
Feature	Location	Feature Type	Description/Comments	Recognition
PL 1	400 Commissioners St	Public	City of Toronto Incinerator, 1953; adopted by City Council on Feb. 4, 5, 6, 7, 10, 11, 2003	Listed

### 3.1.7. South Riverdale/Riverside

South Riverdale/Riverside (SR) lies on the east side of the Don River. The boundaries for this area follow Queen Street east to Broadview Avenue, south along Broadview to Eastern Avenue, east along Eastern to Logan Avenue, and south along Logan to the Gardiner Expressway. This area consists more or less of the original landmass of the Toronto waterfront area. Part of the South Riverdale/Riverside area is located within the Queen Street Heritage Conservation District which is currently under study.

Figure 8 on the following page illustrates the location of cultural heritage resources in the area.

Figure 8: South Riverdale/Riverside Cultural Heritage Resources



### 3.1.7.1. Summary Historical Context

Most of the South Riverdale portion of the study area remained primarily agricultural for much of the nineteenth century. This “hinterland” was linked to York/Toronto by the Kingston Road bridge across the river at Queen Street. A bridge had been constructed over the Don as early as 1804-1806. The bridge was destroyed by British forces upon their retreat from the town during the Battle of York in 1813. It was replaced by 1814 and protected by earthworks and batteries (see Section 3.1.4.1), but again seems to have been destroyed or dismantled as, for a time, ferry service was provided from one side of the Don to the other. In April 1822, a public subscription was taken up for the construction of a new wooden bridge across the river. This structure, known as “Angell’s Bridge” after its engineer, contained at least five arches. It was apparently not completed until June of 1823. This bridge seems to have stood until 1850, when it was washed away by an early spring freshet. It was succeeded by several later bridges of wood, iron and finally reinforced concrete construction.

Even by 1850, the area was little developed. The 1851 Dennis and Fleming *Topographical Plan* shows only a single structure south of Queen Street. By 1858, the *Boulton Atlas* shows that some streets had been laid out on the east side of the river as some larger parcels were surveyed and sold for residential development. These were Eastern Avenue, then called Park Street, Front Street which was then known as Palace Street, and a now disused portion of Mill Street which was then called Front Street East. The Grand Trunk Railway had been constructed by that time and crossed the Don as it does today between Mill and Front Streets. New bridges provided crossing points at Eastern Avenue and for the GTR line. This map also shows a cluster of several structures on the south side of Queen Street between the Don River and Broadview Avenue.

By 1861, as the population of the City of Toronto began to increase, available land on the east side of the Don River began to be developed for both residential and industrial purposes. Tremaine’s *Map of the County of York, Canada West* shows a heavy black outline on both sides of Queen Street extending the entire width of the study area, which indicated that the street was heavily developed. This map also shows that a more extensive network of streets had been surveyed.

In 1868-1869, a series of “Winter Reconnaissance” maps of the City of Toronto and the surrounding countryside were produced by the Royal Engineers. In addition to the structures noted along the south side of Queen Street, the existence of a “stoneware pottery” was also indicated on the east side of Broadview Avenue, as well as a “cattle byre” on the south side of the railway immediately after it crossed the Don River. The pottery existed into the late nineteenth, and was depicted in the 1884 edition of *Goad’s Atlas*, set amid a growing residential neighbourhood. The cattle byre represents the early stages of the transfer of the Gooderham & Worts cattle feedlots to the east side of the river. These operations reached a massive scale in the following decades, and were long deemed to be a nuisance by the local inhabitants, since the manure was discharged into the Don River and into Ashbridges’ Bay, and was considered to be a serious health risk.

By 1876, waterworks had been constructed along Queen Street on the east side of the Don River as far as McGee Street. Fire hydrants had been provided along Lewis, Saulter and McGee Streets



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between Queen Street and Eastern Avenue. The 1878 Miles & Co. *Illustrated Historical Atlas* mapping shows that Eastern Avenue (South Park Street) had been opened across the width of the study area. However, no cross streets had yet been built between McGee and Logan.

By the early 1890s, part of the land on the east side of the Don River between Queen Street and the GTR had been expropriated by the City of Toronto, and formed part of the Don Improvement Plan, which involved straightening the channel of the Don River. By 1893, most of the study area between Lewis Street and Logan Avenue had been heavily subdivided for residential purposes and built upon. Standing out among these residential neighbourhoods was the Toronto Baseball Ground.

The land between the Eastern Avenue and the GTR line was slower to develop. Although it had been surveyed into building lots, it appears to have remained as vacant and undeveloped land up to 1893. The land lying between the railway and Logan Avenue, on the south side of Eastern Avenue, contained some residential buildings in 1893 although it appears to have been of increasing importance as an industrial area. Shops and warehouses extended across what was described on earlier nineteenth century maps as “marsh lands” and right to the shore of Ashbridges’ Bay. The waters of the bay were, at that time, sufficiently deep that small sailing vessels could navigate in this area.

By 1889, there had emerged a growing movement, in conjunction with straightening the Don River, to also improve the shoreline and harbour facilities at Ashbridges’ Bay. The Bay had been neglected for many years and had started to silt up, and was also a sewage discharge site. As a result there were growing concerns over health-related issues among the residents of South Riverdale. Various design proposals were submitted to City council during the 1880s and 1890s, which showed possible layouts for streets, industrial building sites, wharves and channels. Many of these proposed designs called for a park reservation, named “Simcoe Park” on one design and “Central Park” on another, replete with a waterfront hotel and ferry service provided from Leslie Street. In some of these plans, part of Ashbridges’ Bay was to remain open water, whereas other plans called for the in-filling of much of the Bay. In 1911, following the creation of the Toronto Harbour Commission, work on improvements to the Bay and former marsh areas was undertaken. Part of the mandate of the newly established Commission was to provide an improved harbour, which would in turn create increased work, better wages, cheaper shipping for goods and, in general, a more prosperous city. The work of dredging and land reclamation appears to have been undertaken starting in 1912. Keating Channel was being dredged out by 1914, and much of the surrounding land was created through the dumping of fill and garbage from other parts of the city. Much of this work had been completed by 1920. Much of this land bordering along the Bay was occupied by industrial concerns.



### 3.1.7.2. Cultural Heritage Resources Inventory

Table 6: Potentially Impacted Cultural Heritage Resources (CHRs) located in South Riverdale (SR)

Feature	Location	Feature Type	Description/Comments	Recognition
SR 1	433 – 447 Eastern Ave	Commercial	Consumers' Gas, Station "B", 1912, Burke, Horwood & White, opposite McGee St./Empire St. -adopted by City Council on June 20, 1973	Listed
SR 2	415 Eastern Ave	Commercial	Consumers' Gas, Station "B", c.1908, opposite McGee St. -adopted by City Council on June 20, 1973	Listed
SR 3	704 Queen St E	Commercial	Shops for A.W. Dingman; 1891 at Broadview (NW) -adopted by City Council on Dec. 10, 1975	Listed

### 3.2. Constraints and Opportunities

Historical research reveals that the study area encompasses two main developmental zones: the original land mass of the Toronto waterfront that was laid out as the Town of York, and the offshore areas that were progressively filled as the waterfront was extended into the harbour throughout the nineteenth and twentieth centuries. The Cultural Heritage Resource Assessment undertaken as part of the Environmental Assessment and Integrated Urban Design Study for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration in the City of Toronto has determined that 103 properties have been previously identified and/or designated as retaining cultural heritage value, within or in the immediate vicinity of the general study area. The following provides a summary of data collection findings for each precinct and neighbourhood.

#### 3.2.1. Old Town of York and St. Lawrence Neighbourhood

- A total of thirty-six cultural heritage resources have been identified within and/or in the immediate vicinity of the Old Town and St. Lawrence Neighbourhood: seventeen resources are listed on the City of Toronto's Inventory of Heritage Properties (OTSL 1, OTSL 2, OTSL 5, OTSL 6, OTSL 8, OTSL 9, OTSL 11, OTSL 12, OTSL 13, OTSL 15, OTSL 16, OTSL 17, OTSL 20, OTSL 21, OTSL 27, OTSL 33, and OTSL 34); nineteen resources are designated under Part IV of the Ontario Heritage Act (OTSL 3, OTSL 4, OTSL 7, OTSL 10, OTSL 14, OTSL 18, OTSL 19, OTSL 22, OTSL 23, OTSL 24, OTSL 25, OTSL 26, OTSL 28, OTSL 29, OTSL 30, OTSL 31, OTSL 32, OTSL 35 and OTSL 36);
- There is intention of designating the W.A. Drummond & Company Dairy Supply Warehouse (OTSL 12) under the Ontario Heritage Act;
- Of the total thirty-six identified cultural heritage resources: twenty-seven are commercial properties (OTSL 1, OTSL 4, OTSL 5, OTSL 6, OTSL 8, OTSL 9, OTSL 10, OTSL 11, OTSL 12, OTSL 13, OTSL 15, OTSL 16, OTSL 17, OTSL 19, OTSL 20, OTSL 21, OTSL 22, OTSL 24, OTSL 25, OTSL 26, OTSL 27, OTSL 28, OTSL 30, OTSL 32, OTSL 34, OTSL 35, and OTSL 36); three are financial properties (OTSL 2, OTSL 7, and OTSL 14); four are public properties (OTSL 3, OTSL 23, OTSL 29, and OTSL 31); and two are residential properties (OTSL 18 and OTSL 33);

- The Old Town of York and St. Lawrence Neighbourhood area is located within the St. Lawrence Heritage Conservation District which is currently under study.

### 3.2.2. Lower Yonge

- A total of forty-three cultural heritage resources have been identified within and/or in the immediate vicinity of the Lower Yonge area: fourteen resources are listed on the City of Toronto's Inventory of Heritage Properties (LY 2, LY 6, LY 12, LY 14, LY 15, LY 17, LY 18, LY 34, LY 35, LY 36, LY 39, LY 40, LY 42, and LY 43); and twenty-nine resources are designated under Part IV of the Ontario Heritage Act (LY 1, LY 3, LY 4, LY 5, LY 7, LY 8, LY 9, LY 10, LY 11, LY 13, LY 16, LY 19, LY 20, LY 21, LY 22, LY 23, LY 24, LY 25, LY 26, LY 27, LY 28, LY 29, LY 30, LY 31, LY 32, LY 33, LY 37, LY 38, and LY 41);
- There is intention of designating the Victoria Row (LY 42) under the Ontario Heritage Act;
- Of the total forty-three identified cultural heritage resources: thirty-three resources are commercial properties (LY 1, LY 2, LY 3, LY 5, LY 8, LY 9, LY 10, LY 14, LY 15, LY 17, LY 18, LY 19, LY 20, LY 22, LY 23, LY 24, LY 25, LY 26, LY 28, LY 29, LY 30, LY 31, LY 33, LY 34, LY 35, LY 36, LY 37, LY 39, and LY 41); six resources are financial properties (LY 4, LY 6, LY 11, LY 12, LY 13, and LY 16); one resource is a religious property (LY 7); one resource is a public property (LY 32); and two resources are miscellaneous properties (LY 21 and LY 38);
- The religious property (LY 7) consists of St. James' Cathedral (designated under Part IV of the Ontario Heritage Act). The property also includes the St. James' Parish Hall and Diocesan Centre (designated under Part IV of the Ontario Heritage Act) and the War Memorial (listed on the City of Toronto's Inventory of Heritage Properties);
- Part of the Lower Yonge area is located within the St. Lawrence Heritage Conservation District which is currently under study.

### 3.2.3. East Bayfront Precinct

- There are no previously identified cultural heritage resources within the East Bayfront Precinct.

### 3.2.4. West Don Lands Precinct and Distillery District

- A total of fifteen cultural heritage resources have been identified within and/or in the immediate vicinity of the West Don Lands Precinct and Distillery District: ten resources are listed on the City of Toronto's Inventory of Heritage Properties (WDDD 1, WDDD 2, WDDD 3, WDDD 4, WDDD 10, WDDD 11, WDDD 12, WDDD 13, WDDD 14 and WDDD 15); and five resources are designated under Part IV of the Ontario Heritage Act (WDDD 5, WDDD 6, WDDD 7, WDDD 8, and WDDD 9);
- Of the total fifteen identified cultural heritage resources: eight resources are commercial properties (WDDD 1, WDDD 2, WDDD 4, WDDD 5, WDDD 6, WDDD 7, WDDD 8, and WDDD 10); three resources are educational properties (WDDD 9, WDDD 11, and WDDD 13); two resources are residential properties (WDDD 14 and WDDD 15);



- 
- one is a religious property (WDDD 3); and one resource is described as a miscellaneous property (WDDD 12).
- Six of the identified cultural heritage resources are historically and contextually associated with mid-nineteenth century industrial development of the area with its associated working class community (WDDD 2, WDDD 3, WDDD 7, WDDD 8, WDDD 9, and WDDD 11);
  - Five of the identified cultural heritage resources are historically and contextually associated with the Don Improvement period of the mid-1880s which made the area more attractive for residential and commercial purposes (WDDD 4, WDDD 5, WDDD 13, WDDD 14 and WDDD 15); and
  - Four of the identified cultural heritage resources are historically and contextually associated with early twentieth century development following railway construction (WDDD 1, WDDD 6, WDDD 10, and WDDD 12).

#### 3.2.5. Lower Don Lands and North Keating Precinct

- A total of nine cultural heritage resources have been identified within and/or the immediate vicinity of the Lower Don Lands and North Keating Precinct, all of which are listed on the City of Toronto's Inventory of Heritage Properties (LDNK 1 to 9);
- Of the total nine identified cultural heritage resources: five resources are commercial properties (LDNK 1, LDNK 3, LDNK 5, LDNK 8, and LDNK 9); two resources are financial properties (LDNK 2 and LDNK 4); and two resources are public institutions (LDNK 6 and LDNK 7); and
- The identified cultural heritage resources are historically and contextually associated with early to mid-twentieth century development of the area following a programme of landmaking which led to the southerly extension of the Toronto shoreline.

#### 3.2.6. Port Lands

- One cultural heritage resource has been identified in the Port Lands; it is listed on the City of Toronto's Inventory of Heritage Properties (PL 1);
- The identified cultural heritage resource consists of a public property; and
- The identified cultural heritage resource is historically and contextually associated with mid-twentieth century industrial development of the Port Lands and the City of Toronto.



### 3.2.7. South Riverdale

- A total of three cultural heritage resources have been identified within and/or in the immediate vicinity of South Riverdale, all of which are listed on the City of Toronto's Inventory of Heritage Properties (SR 1, SR 2, and SR 3); and
- The three identified cultural heritage resources consist of commercial properties constructed in the late nineteenth (SR 3) and early twentieth century (SR 1, SR 2);
- Part of the South Riverdale area is located within the Queen Street Heritage Conservation District which is currently under study.



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