

**Cultural Heritage Resource Assessment of the
East Bayfront Transit Precinct**

City of Toronto, Ontario

Prepared for:

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1.0 INTRODUCTION

Archaeological Services Inc. was retained by McCormick Rankin Corporation (Mississauga) to conduct a Cultural Heritage Resource Assessment of the East Bayfront Transit Precinct in the City of Toronto (Figure 1). The study area defined for the purposes of the assessment extends from Bay Street east to Parliament Street and from Lake Shore Boulevard south to Lake Ontario, and encompasses an area of approximately 55 hectares. It is anticipated that the project impacts will, for the most part, occur within the existing Queens Quay road allowance and will involve construction of a streetcar line in a dedicated right-of-way. This line will likely be underground from Bay Street to Yonge Street and will rise to the surface between Yonge Street and Freeland Street. East of Freeland the streetcar line will be at grade.

Project confirmation and authorization to proceed was received from McCormick Rankin Corporation (Mississauga) on March 5, 2008. The purpose of this report is to present the built heritage and cultural landscape inventory in the study area. This research was conducted under the project direction of Rebecca A. Sciarra, Heritage Planner.

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Approach and Methodology

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The proposed East Bayfront Transit Precinct has the potential to affect cultural heritage resources in a variety of ways. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural landscapes and built heritage features. A cultural landscape is perceived as a collection of individual built heritage features and other related features that together form farm complexes, roadscares and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

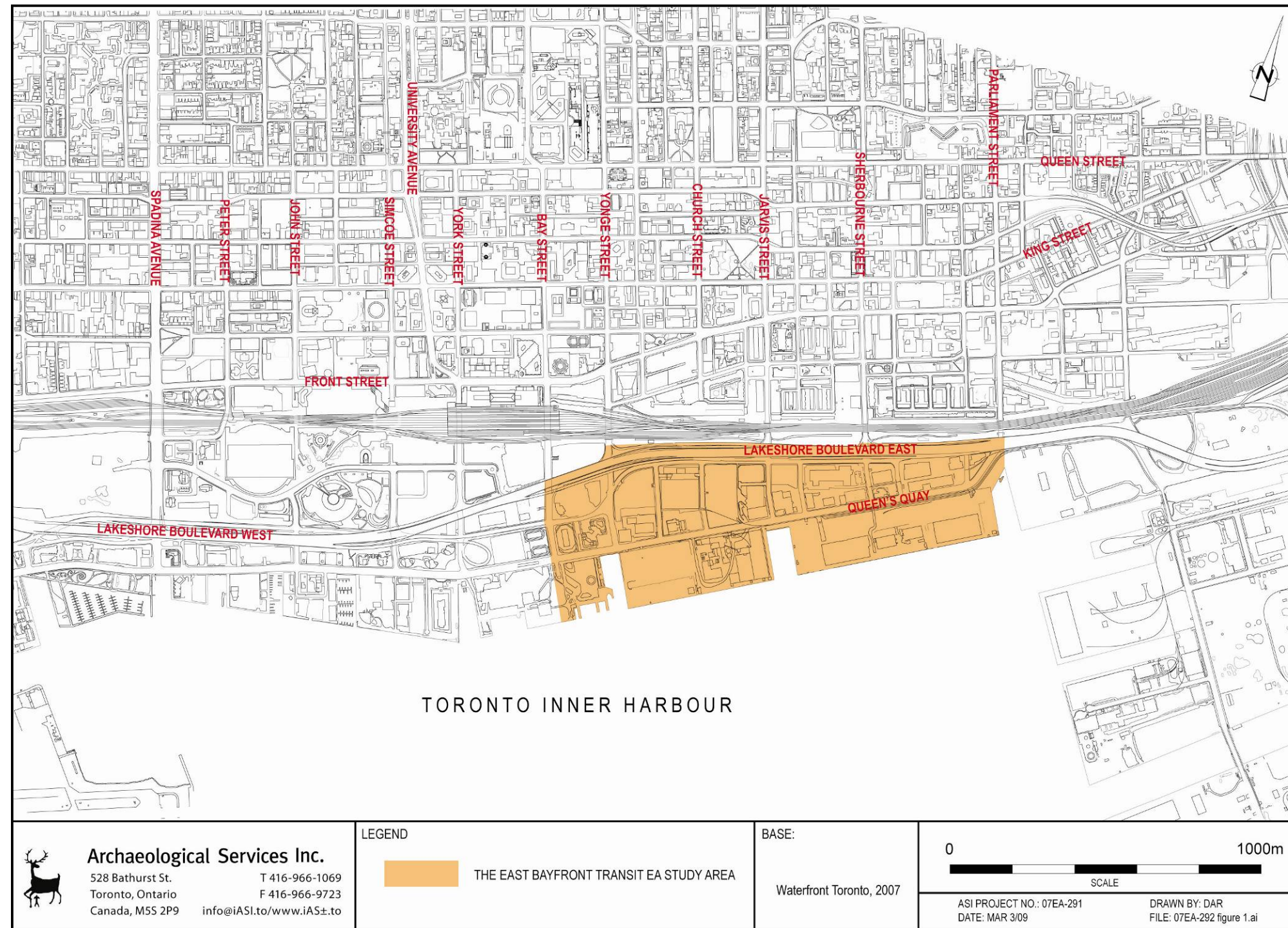


Figure 1: Location of study area in the City of Toronto

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.

Within this document, cultural landscapes are defined as the following:

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet (Section 1.0).

A cultural feature is defined as the following:

...an individual part of a cultural landscape that may be focused upon as part of a broader

scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships (Section 1.0).

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of a municipal official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

Built heritage resources mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

Cultural heritage landscapes mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the

understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (Provincial Policy Statement, 2005).

In addition, *significance* is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

2.2 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources within the study area are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

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 19th and 20th 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.

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases. Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. A built structure or landscape is identified as a cultural heritage resource that should be considered during the course of the environmental assessment, if the resource meets a combination of the following criteria:

- It is 40 years or older;

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- It is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - It displays a high degree of craftsmanship or artistic merit;
 - It demonstrates a high degree of technical or scientific achievement;
 - The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity;
 - It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the City of Toronto; the Province of Ontario; Canada; or the world heritage list;
 - It yields, or had the potential to yield, information that contributes to an understanding of: the City of Toronto; the Province of Ontario; Canada; or the world heritage list;
 - It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to; the City of Toronto; the Province of Ontario; Canada; or the world heritage list;
 - It is important in defining, maintaining, or supporting the character of an area;
 - It is physically, functionally, visually, or historically linked to its surroundings;
 - It is a landmark;
 - It illustrates a significant phase in the development of the community or a major change or turning point in the community's history;
 - The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region; or
 - There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.).

If a resource satisfies an appropriate combination of these criteria, it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, further historical research and consultation is required to determine the specific significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes: comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.

Roadscapes: generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.

Waterscapes: waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.

Railsapes: active or inactive railway lines or railway rights of way and associated features.

<i>Historical settlements:</i>	groupings of two or more structures with a commonly applied name.
<i>Streetscapes:</i>	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
<i>Historical agricultural Landscapes:</i>	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings and structures
<i>Cemeteries:</i>	land used for the burial of human remains.

Results of the existing conditions data collection are contained in Section 3.0; while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to potential disruptions and displacements of identified heritage resources pertaining to the East Bayview Transit study area.

3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historic research and a description of above ground cultural heritage resources that may be affected by the proposed East Bayfront Transit Precinct in the City of Toronto. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure (Section 3.2). Much of this history was compiled for the Master Plan of Archaeological Resources for the City of Toronto (ASI 2004).

3.2 The Late-19th and 20th -Century Formation of the Study Area

The lands within, and flanking, the study area were all formed during late-nineteenth and mid-twentieth-century landmaking operations. The relevant developments were those that extended the shoreline wharves between Simcoe Street and Church Street to the New Windmill Line, which was established in 1893 and roughly followed the alignment preserved by Harbour Street. The study area incorporates the heads of five wharves that were built to the New Windmill Line during the 1890s: the Harbour Square wharf and the Toronto Ferry Terminal wharf which flanked the west and east sides of Bay Street, respectively; the City wharf and the Yonge Street wharf, which lay on either side of Yonge Street; and the Toronto Electric Light Co. wharf at Freeland Street. Slightly later (circa 1910), wharf expansions south into the east part of the study area consisted of the Polson Iron Works wharf at the Foot of Frederick Street and the City Corporation wharf, located between Sherbourne and Princess Streets. Each of these wharves was built using ballasted timber cribs.

These shoreline features were quickly succeeded by the massive campaigns of filling to the Harbour Head Line, which is essentially the modern shoreline. Construction of the Harbour Head Line began in 1916 at the foot of Bathurst and had reached the foot of Yonge Street by 1923. The shorewalls, slips, and docks associated with this section of the Head Line were formed by timber cribbing capped with concrete. The

areas behind were filled using hydraulic dredges working in the harbour. Use of this material for the fill behind the Head Line had the advantage of deepening the harbour at the same time.

Filling of the area behind the Harbour Head Line between Yonge Street and Jarvis was completed in the mid to late 1920s. This work also involved construction of a timber retaining wall, known as the Pierhead or Bulkhead Line, located along the future alignment of Queens Quay, and stretching from Yonge Street to Berkeley Street. This feature was built using timber piles driven down to bedrock and joined by walling and was faced, on the south side, with sheet piling which also extended to bedrock depth. Steel rods, which were run into anchor piles on the inland side were used to reinforce the structure (Stinson and Moir 1991). The final campaign of filling, to the Harbour Head Line, which achieved the modern configuration of the central waterfront, took place between the 1930s and the 1950s across the central waterfront.

The *1912 Harbour Commission Plan* directed development in the vicinity of present day Queens Quay. Lands in this area were occupied by a mix of industrial concerns. Proceeding from west to east, north of the Pierhead Line, circa 1920s land developments included the emergence of a largely industrial precinct at the foot of Bathurst Street; the reconfiguration and expansion of the Canadian National Railway's Spadina Yard; the continued use of the Canadian Pacific Railway's John Street Yard; and the construction of as many as 17 commercial and civic wharves between Simcoe and Jarvis streets. Two short-lived developments of note in the west-central part of the study area were the Air Harbour at the foot of Freeland Street (1929-1939) and the Royal Canadian Air Force's Equipment Depot No. 1 (1940-1946), which encompassed the grounds between Yonge, Sherbourne and Fleet (Lake Shore Boulevard) and Queens Quay.

Expansion of the commercial, industrial and warehousing functions of the waterfront continued through to the 1950s. The most notable of the warehousing and shipping concerns were the Canada Steamship Lines' piers and warehouses on Piers 6-8 between York and Yonge Streets, and the marine terminals of the Queen Elizabeth Docks built to the east of Yonge Street. Marine Terminal 28 was completed in 1958 while Marine Terminal 29 and the Redpath Sugar refinery were opened in 1959. The 1950s projects were undertaken in anticipation of an increase in port activity that would be brought about by the completion of the St. Lawrence Seaway. However, ocean shipping never developed as a significant business in Toronto Harbour.

3.3 Existing Conditions

In order to make a preliminary identification of existing built heritage features and cultural landscape units within the study corridor, the Ministry of Culture's Ontario Heritage Properties Database and the City of Toronto's *Inventory of Heritage Properties* were consulted. A field review was then undertaken by Lindsay Popert, Assistant Heritage Planner at ASI, on April 21 2009, to confirm the location and condition of previously identified resources and to identify additional cultural heritage resources. The results of the database research and field review are itemized in Table 1, while Appendix A provides a description of each feature and Figure 2 provides location information for each feature.

Feature	Location	Feature Type	Designation*	Description/Comments
BHR 1	55 Lake Shore Blvd E	Commercial Building	Listed	LCBO Office and Warehouse; c.1947
BHR 2	95 Queens Quay E	Commercial Building	Listed	Redpath Sugar Refinery; 1957
BHR 3	143 Lake Shore Blvd E	Commercial Building	Identified during field review	Mid 20 th century.
CHL 1	Northwest corner of study area	Heritage Conservation District	Designated under part V of the Ontario Heritage Act	Part of the Union Station Heritage Conservation District
CHL 2	Eastern terminus of Queens Quay East	Railscape	Identified during field review	Remnants of rail spur serving the light industrial area to the west.
CHL 3	Gardner Expressway	Engineering work	Identified during field review	Part of the Union Station Heritage Conservation District. Built 1956-1959

* *Designated*: Designated under Part IV or V of the *Ontario Heritage Act* (unless otherwise stated)

Listed: Listed on the City of Toronto's *Inventory of Heritage Properties*

Identified: Identified as feature of heritage interest during a review of historic mapping or during a field review

4.0 CONCLUSIONS

Historic research revealed that the lands within and surrounding the study area were all formed during late-19th and mid-20th-century land making operations. These land making operations were undertaken by undertaking a series of lake-filling projects. The field review confirmed that the western part of the study area is comprised of large scale, late 20th century hotel, office and condominium buildings. Moving eastwards, the scale of the built environment diminishes and there is an increase in commercial and light industrial buildings. Most of the buildings in this area date to the mid 20th century, likely representing a period of rebuilding in this area after the closure of the Royal Canadian Air Force's Equipment Depot No.

1. The following section provides a summary of field work findings:

- A total of A total of six cultural heritage resources were identified within the study area, which include three commercial buildings (BHR 1-3), one heritage conservation district (CHL 1), one Railscape (CHL 2), and one engineering work (CHL 3);
- Two features located in the study area have been listed on the City of Toronto's Inventory of Heritage Properties (BHR 1-2);
- One feature is designated under Part V of the *Ontario Heritage Act* (CHL 1);
- The remaining three features were identified during field review (BHR 3, CHL 2-3);and
- The identified resources represent 20th century land use and development in this part of the Toronto waterfront

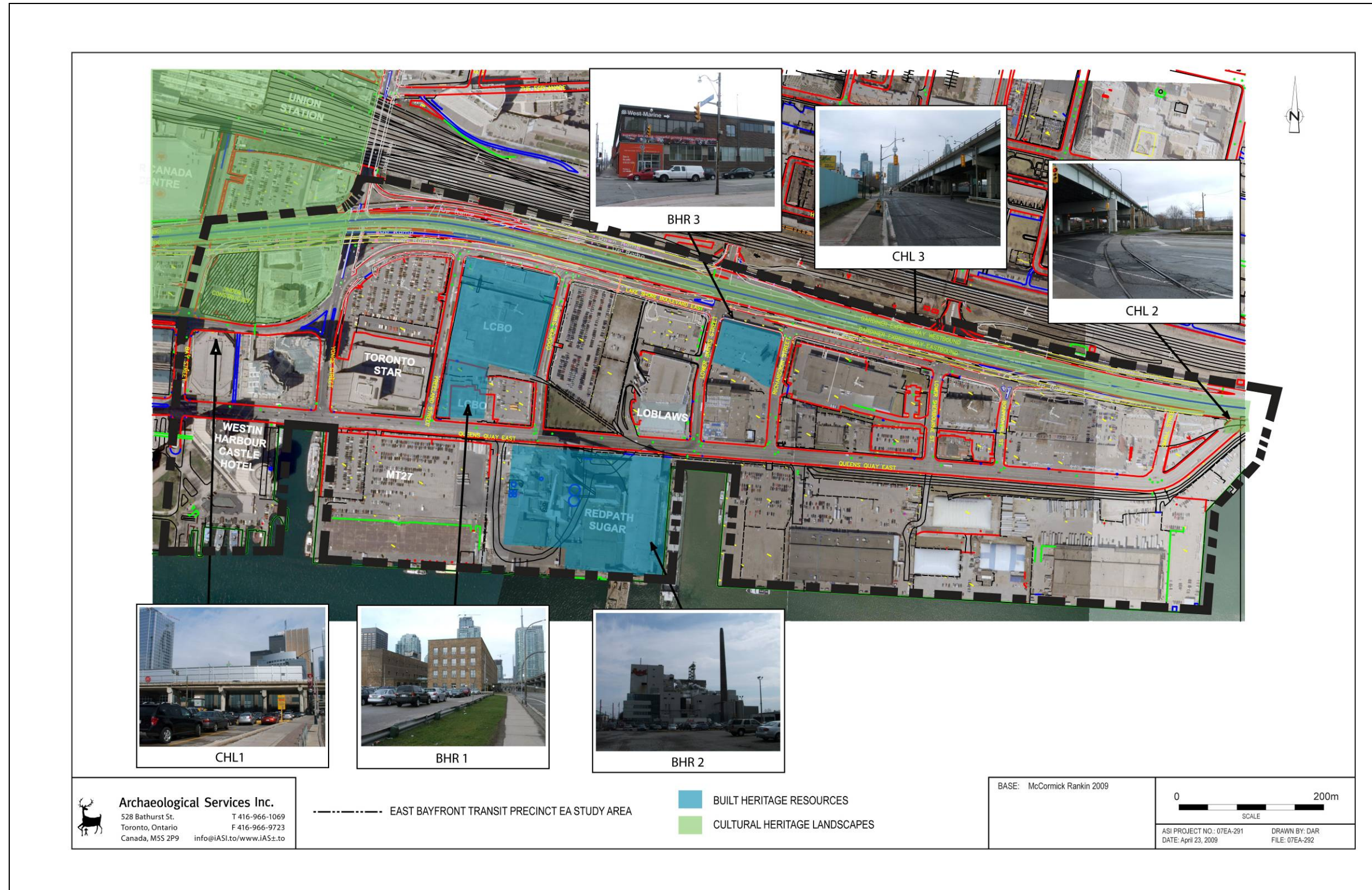


Figure 2: Location of Built Heritage Resources and Cultural Heritage Landscapes in the Study Area

5.0 RECOMMENDATIONS

Proposed transit improvements within the East Bayfront Transit Precinct can have a variety of impacts upon identified built heritage resources and cultural heritage landscapes. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

Based on a review of the proposed streetcar line alignment, which is expected to occur underground and within the existing Queens Quay road allowance from Bay Street to Yonge Street, and thereafter rising to the surface between Yonge Street and Freeland Street and continuing at grade along Queens Quay, the proposed transit improvements are expected to have minimal direct and indirect impacts on identified cultural heritage resources. The preferred streetcar route follows the alignment of the current road way, and therefore it is not expected that any heritage resources should be displaced. Furthermore, there are no identified cultural heritage resources in the vicinity of the proposed tunneling activity within the Queens Quay road alignment between Bay Street and Freeland Street and therefore vibration and construction-related impacts are not expected. If the streetcar route requires realignment, the following recommendations should be undertaken:

- The proposed street car route should be suitably planned in a manner that avoids all identified, aboveground, cultural heritage resources. Where any identified, aboveground, cultural heritage resources are to be affected by loss or displacement, further research should be undertaken to identify the specific heritage significance of the affected cultural heritage resource. Based on the results of a detailed heritage evaluation, appropriate mitigation measures such as retention, relocation, salvage, and/or documentation, should be adopted; and
- If the route or alignment is revised, a qualified heritage consultant should be hired to reassess the proposed street car route.

6.0 REFERENCES

Archaeological Services Inc. (ASI)

- 2004 A Master Plan of Archaeological Resources for the City of Toronto. Unpublished report on file at the Ministry of Culture.
- 2008 Waterfront Toronto Archaeological Conservation and Management Strategy. Unpublished report on file at the City of Toronto.

Ministry of Culture, Ontario

- 1981 Guidelines on the Man-Made Heritage Component of Environmental Assessments.
- 1992 Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments.
- 2005 *Ontario Heritage Act*.

Ministry of Environment, Ontario

- 2006 *Environmental Assessment Act*

Ministry of Municipal Affairs and Housing, Ontario

2005 *Ontario Planning Act.*

2005 Provincial Policy Statement

Ministry of Transportation, Ontario

2005 Environmental Guide for Built Heritage and Cultural Heritage Landscapes

Stinson, J. and M. Moir

1991 *Built Heritage on the East Bayfront.* Environmental Audit of the East Bayfront/Port Industrial Area Phase II, Technical Paper 7. Royal Commission on the Future of the Toronto Waterfront, Toronto.

APPENDIX A:

**Identified Built Heritage Resources and Cultural Heritage Landscapes
East Bayfront Transit Precinct,
City of Toronto, Ontario**



Feature: BHR 1

Location: 55 Lake Shore Blvd E

Feature Type: Commercial Building

Construction Period: Circa 1947

Description: This four storey commercial building of buff brick construction contains the corporate head offices of LCBO. It features two four storey sections; the rear building (see photo on the right) is connected to the front building (see photo on the left) by a single storey component and also by at least one enclosed pedestrian bridge.

Other This post-war structure is listed on the City of Toronto's Inventory of Heritage Properties



- Feature:** BHR 2
- Location:** 95 Queens Quay East
- Feature Type:** Commercial Building
- Construction Period:** 1957
- Description:** The Redpath Sugar (Canada and Dominion Sugar Refineries) factory was designed by architects Gordon S. Adamson and Associates. The complex is visually prominent and a well known landmark in the eastern part of Queens Quay.
- Other:** The refinery is listed on the City of Toronto's Inventory of Heritage Properties.



- Feature:** BHR 3
- Location:** 143 Lake Shore Blvd E
- Feature Type:** Commercial/Office Building
- Construction Period:** Circa 1960s
- Description:** This two storey red brick office building fronts on to Lake Shore Blvd E, encompassing a large area and contains a number of businesses. This structure was identified during field review as being a well preserved example of this type of mid 20th century commercial structure, whereas similar structures in the area have undergone major alterations to their front facades.
- Other:** Identified during the field review.



- Feature:** CHL 1
- Location:** An area bounded by Wellington St on the north, Yonge Street on the east, Lake Shore Blvd/Harbour Street on the south, and Simcoe Street to the rail corridor and Rees Street on the west. A portion is located in the northwest part of the study area.
- Feature Type:** A collection of pre-war and post-war buildings
- Construction Period:** 20th century
- Description:** The Union Station Heritage Conservation District is characterized by several periods of development that are relative to the significance of Union Station as the central transportation hub of Toronto. Of note are the red brick industrial buildings, which are evocative of the early industrial importance of this landscape, the streetscapes and public spaces that have evolved around the Station, the fine collection of buildings which follow the Beaux-Arts tradition, the presence of post-war office towers and other dominating modernist landmarks, such as the CN Tower.
- Other:** Designated Under Part V of the *Ontario Heritage Act*.



Feature:	CHL 2
Location:	Eastern terminus of Queens Quay East
Feature Type:	Railscape
Construction Period:	Unknown
Description:	Remnants of a rail line crossing Queens Quay East just south of the Gardiner Expressway. The former line would have serviced the warehouses that front on to Queens Quay.
Other:	Identified during the field review.



Feature: CHL 3

Location: Gardiner Expressway

Feature Type: Engineering Work

Construction Period: 1956-1959

Description: The Frederick G. Gardiner Expressway runs parallel to the shoreline of Lake Ontario, and extends from the Queen Elizabeth Way/Highway 427 junction eastwards to the southern terminus of the Don Valley Parkway. The expressway is owned and maintained by the City of Toronto. The portion east of Dufferin Street is elevated. The Gardiner Expressway stands as an example of modern, post-war infrastructure that testifies to planning frameworks that were developed by Frederick Gardiner, the first Chairman of Metropolitan Toronto. Although the Gardiner currently maintains a contentious relationship with redevelopment plans for the City's waterfront, its construction during the 1950s celebrated and signified rapid growth and urban development within the metropolitan area, providing a direct access route into the middle of the city and to developing areas such as Etobicoke and Scarborough.

Other: Part of the Union Station Heritage Conservation District.