

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

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To: Neighbourhoods Committee

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A. INTRODUCTION

1. General Background

On January 24, 1983, City Council adopted a report dated December 7th 1982, from the Managing Director, Toronto Historical Board, recommending:

- (1) That City Council re-affirm its support for significant improvements to the area of historic Fort York and request civic departments and the Metropolitan Corporation to continue to co-operate with the Toronto Historical Board in matters related thereto, and
- (2) That in accordance with Section 40(2) of Part V of the Ontario Heritage Act, City Council define Fort York and the adjacent areas of the Garrison Common as indicated on the attached map as an area to be examined for future designation as a Heritage Conservation District under Part V of the Ontario Heritage Act.

A copy of the Managing Director's report of December 7th, 1982, is attached and forms a part of this report (Appendix A (1)).

The above report is one of a number of presentations made by the Toronto Historical Board in an ongoing attempt to improve the access, visibility, environment and historical integrity of the Fort York site. Two of these (Appendixes A(2) and A(3)) dated August 18th 1976 and June 7th 1983, are also attached herewith. The latter is of particularly current relevance because it deals with the impact of the proposed Central Waterfront Transportation Plan upon Fort York.

2. Purpose of the Study

This study, prepared jointly by the Toronto Historical Board and the City of Toronto Planning and Development Department responds specifically to the matter of designation of the Fort York area as a Heritage Conservation District under Part V of the Ontario Heritage Act. It shall however also provide documentation of the historical development, physical context and use of this important historical resource including its long term development. Particular reference is made to its relationship with adjacent and nearby areas (The Railway Lands, Exhibition Place, Harbourfront, The Fleet Street Industrial Area, and the Industrial and Residential Area to the North). It is the purpose of this study to provide a general plan for the recognition of the valuable historical resource contained within the Fort York area and its enhancement and improvement as plans for the surrounding areas develop.

B. HISTORICAL DEVELOPMENT

1. The Beginnings 1700-1811

Military settlements and garrisons played an integral part of the early history of Toronto (York). Throughout the early 1700's the French were aware of Toronto's excellent harbour and its convenient portage to the upper lakes. To conduct their lucrative fur trade, the French built fortified trading posts at the mouth of the Humber as early as 1720. Fort Rouille was built in 1751 on the modern day Exhibition lands just west of the Bandshell. The French fortifications did not last. As a result of the British conquest of Canada, the French were forced to destroy Fort Rouille to prevent it from being used by the British.

Little military activity took place in Toronto after the French departed, until the British acquired the lands from the Mississauga Indians in 1788. It was upon these lands that John Graves Simcoe, the first Lieutenant-Governor established the capital of the new province of Upper Canada.

Lieutenant-Governor Simcoe, under the watchful eye of Lord Dorchester, the Governor of Canada, had originally wanted London to be his new capital. Dorchester forced the selection of Toronto. Simcoe arrived in Toronto in July 1793 with his family and his regiment the Queen's Rangers(I). One of Simcoe's first official acts was to change the name from Toronto to York, after the Duke of York, second son of King George III and Commander-in-Chief of Britain's armed forces.

During the summer of 1793, the Queen's Rangers commenced work on the first British fortifications in Toronto. The quality and quantity of these early defences were severely limited by a scarcity of funds. Dorchester and Simcoe had political differences which resulted in Dorchester withholding the funds for construction of the fortifications to protect Simcoe's new capital. The Queen's Rangers did manage to build 30 log huts west of Garrison Creek to house the regiment but these buildings only lasted for about ten years. They were the first military structures to be built on the Fort York site.

Simcoe also had two fortified storehouses built on Gibraltar Point the western tip of the Peninsula that eventually became the Toronto Islands. These were the only fortifications that Simcoe's men had built when Simcoe and his family returned to England in 1796.

Simcoe's successors also experienced difficulty in obtaining funding for military construction and, as a result, most of into Simcoe's works fell disrepair. In 1803 the Queen's Rangers

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were disbanded, their original barracks had deteriorated and the garrison buildings of that time were on the east side of Garrison Creek. The only building of consequence built on the Fort York site during this period was the new Government House, home of Lieutenant-Governor Peter Hunter.

It should be noted when looking at the beginnings of Toronto that Lieutenant-Governor Simcoe chose the site of his proposed fortifications and he also drew up the plans for them. As a result of the lack of funding from Lord Dorchester, Simcoe's planned fortifications were never fully constructed. This led to serious problems in preparing for the expected war with the United States.

2. The War of 1812

From the first British settlement of Toronto in 1793, there was a constant fear of being attacked by the new American republic. This fear of a new war grew with each passing year but it was not until 1811 that the fortifications at York received any improvements. The man responsible for the last minute work was Major General Isaac Brock, the Military Commander in Upper Canada and Administrator of the Province.

Due to the lack of time, improvements were limited to building a new stone powder magazine near the lakeshore a short distance from Government House, and the construction of some earthworks. These new additions were built on the current Fort York site and were almost exactly in the position that Simcoe's 1793 plan had suggested.

As has already been noted, these additions were a case of too little too late and the anticipated American attack took place on Tuesday, April 27th, 1813. An American fleet appeared to the south east of the Scarborough Bluffs as the sun set on the evening of April 26th. Major General Sir Roger Hale Sheaffe and most of the citizens of York must have realized they were in a desperate situation. 1,700 regular American troops against 700 mixed British, Militia and Indian forces should have resulted in an easy American victory.

They achieved their victory, but it certainly wasn't easy. The Americans landed to the west of the Garrison, at the approximate site of Sunnyside Beach. Only the Indian forces were at the landing site to resist the attack. The American troops received their first surprise when the Grenadier Company of the 8th (King's) Regiment arrived moments later and promptly attacked them with bayonets(2). The charge very nearly succeeded but the numerical superiority of the Americans carried the fight and the British retreat commenced. From this point the battle went

according to the American plans. Caught in a crossfire between the guns of the American fleet and the troops on shore, the British had no choice but to retire. The British retreat was hastened by the accidental destruction of their Western Artillery Battery caused by the explosion of a portable gunpowder magazine.

The British troops retired behind the earthworks that Brock had built in 1811 and 500 yards to the west the Americans halted to await their surrender. -General Sheaffe realized that the battle was lost but a British retreat to Kingston was still possible as the American's hadn't landed any troops to the east of the Town of York. Orders were given for the retreat, and to minimize the American victory, Sheaffe ordered the destruction of the naval stores that were part of the American forces' objectives.

As the British forces withdrew they burned the new ship being constructed at York, the 30 gun frigate the Sir Isaac Brock, and the naval store house. A fuse was set and as the American soldiers advanced the main powder magazine at the garrison exploded stopping the Americans, enabling the main British force to escape to Kingston and killing or wounding 220 American soldiers, as well as a number of British troops who had not been withdrawn in time.

The victorious Americans stayed for five days destroying the Parliament Buildings located on the lakeshore at the foot of present Parliament Street and most of the remaining military buildings in the Town of York. The American fleet returned again in late July 1813 and completed the demolition of any fortifications still standing.

In the fall of 1813 the British began to rebuild their fortifications on the same lines that Simcoe had designed 20 years earlier. (Appendix B (2)-(5)). Funds were then available and the fortifications were built according to plan. The buildings that are currently standing at Fort York were erected at that time and are the third group of British structures built in the area of Garrison Creek. Construction was not finished until after the war was over, but their existence finally allowed the town's people to feel confident that they had adequate military protection.

3. 19th Century and Post Confederation

The rebuilding of Fort York was completed by the Spring of 1816. Eighteen buildings had been constructed and were enclosed by a revetted earthwork which was designed to utilize the natural defensive features. Auxiliary buildings such as stables, blacksmith shop, ordnance store house, and a hospital were erected in the ravine north of the Fort. At this time the fortifications at York could accommodate over 1,000 officers and men.

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The eight existing buildings in Fort York can all be traced to the completed Fort of 1816. The Royal Engineers recorded most of the details of the site on surveys and drawings that are now in the possession of the Public Records of Canada. The 1816 plan, drawn by Lt. Col. G. Nichol of the Royal Engineers (Appendix B (6)), shows the Fort in excellent detail and is the basis for the present restoration.

While the Nichols' plan is the one that is known best, a series of plans exist for Fort York from 1813 until the 1870's when the last British troops returned to England. These plans show that the Fort changed continuously over the years (see Appendix B (7)-(18)).

With the coming of peace, the need for large garrisons diminished and some of the buildings fell into disrepair and were demolished. The Rebellion of 1837 put a temporary halt to the decline. of the Fort's buildings and the number of structures actually' increased. In the plan of 1841, presented January 1842 by Captain Vincent Biscoe, Royal Engineers (Appendix B (10)), the number of buildings within the walls of the Fort had increased from 18 (as in 1816) to 20. The largest addition was a two-storey barrack built in the north west bastion to accommodate 350 men. Immediately north of the Fort and on the east side of Garrison Creek, seven auxiliary buildings had been constructed.

1841 turned out to be the peak year in Fort York's development, for in that year a new Fort (later to be named Stanley Barracks) was being built. This New Fort was planned as a star-shaped citadel to house several two-storey stone barracks buildings. Although the barracks were built, they were not fortified. The garrison of Toronto moved to its new quarters and the Old Fort was used for auxiliary purposes, such as married quarters for troops in the garrison, an ordnance park for the artillery and to provide storage for commissariat supplies.

Immediately prior to the American Civil War the people of Toronto once again worried about a possible attack by the United States. At the time of the Trent affair in 1861, before the outbreak of the Civil War, the new Fort, later named Stanley Barracks, was indefensible. Consequently, the fortifications of the Old Fort were strengthened. The earthworks on the lake side of the Fort were improved and pierced to accommodate a seven-gun battery of heavy cannon to cover the entrance to the harbour. (Appendix B (16)).

During the 1860's the railroad development to the north of Fort York resulted in many of the auxiliary buildings being torn down. The replacement structures were built at the new Fort or on the Garrison Common.

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By 1867 U.S.-Canadian relations had improved. Canada had gained independence, and the British troops were leaving. In 1871 the last of the Imperial troops had left and Toronto was garrisoned by Canadian forces. Fort York as a military base declined and the Stanley Barracks became the centre of garrison life in Toronto.

4. Early Preservation

In 1889 the City of Toronto requested the Government of the Dominion of Canada to convey to it the property known as the Old Fort....

"In accordance that the same might be preserved and maintained on account of the association with the early military history of the City".

By order in Council of May 1904, the transfer was approved. The order stated that the conveyance should also include the whole of the military property lying between and including The Old Fort and the Exhibition Grounds (Map 19). This order further approved, as a fair valuation for the property, to be transferred the sum of \$200,000.00. The Act known as 7-8 Edward VII, Chapter 51, which was assented to on the 20th. of July, 1908, ratified and confirmed this transaction. It stated that it was subject to the conditions as might be imposed by His Majesty and accepted by the City of Toronto. A patent in favour of the City dated the 17th of May 1909, transferred the land, including the land on which The Old Fort stood, the military burying ground and other lands as indicated in the order in Council. The patent expressly makes these lands subject to the following conditions:

"That the site of The Old Fort situate upon the said lands shall, as far as possible, be restored to its original condition as shown on the attached copy of a plan of it, prepared by G. Nichols, Government Engineer, and dated Quebec 24th June 1816, and that the same shall be preserved and maintained in such condition forever".

"Provided that upon the breach by the Corporation, its successors and assigns of the trust and condition to which the Grant hereby made is subject as aforesaid, such grant shall immediately become and be null and void and it shall be lawful for Us, Our Heirs, Successors and Assigns, in, to and upon the said lands hereby granted (or any part thereof in the name of the whole) to re-enter and the same to have again, repossess, and enjoy as of Our former' estate therein anything herein contained to the contrary notwithstanding."

A subsequent patent dated the 16th of March 1910, transferred to the City, subject to the same conditions as mentioned above, a

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small triangular piece of land lying to the west of the military cemetery and including a portion of Strachan Avenue.

Even before the City had gained possession of the Fort and surrounding areas, a 1906 By-law was proposed to allow for the laying of a double track streetcar line through the Old Fort and Garrison Common to reach the Exhibition grounds. As a result, Fort York embarked in 1907 on a second series of battles. This was waged by the people of Toronto who wanted to maintain the integrity of Fort York as an historic, site. This first battle of preservation was won with the help of many historical groups and societies.

These various groups and societies worked towards the permanent preservation of Fort York throughout the first 30 years of this century. The first historical renovation of Fort York was completed in 1934 as a centennial project celebrating the 100th Anniversary of the incorporation of the City of Toronto. Reopened by Governor General the Earl of Bessborough, on the 24th of May 1934, the Old Fort took on its new role as the Fort York historic site.

5. Restoration and Development

The second major modern day restoration of Historic Fort York took place in 1952-53. Under the direction of the ' Toronto Civic Historical Committee, City Council authorized the spending of \$200,000.00 to completely renovate the Old Fort. From 1952 on, a continuous programme of renovation and restoration has taken place to maintain and preserve the buildings, fortifications and grounds of the site. Along with the actual physical work a great amount of research has been undertaken to gain a better understanding of its history. This work continued with the establishment by the City of Toronto, in 1960, of the Toronto Historical Board.

A further preservation battle was fought to save Fort York in the late 1950's. The Metropolitan Toronto Roads Department had planned to build the Frederick G. Gardiner Expressway across the lands of Fort York, the Garrison Common and the Military Cemetery. Once again the concerned citizens of Toronto united to fight for the preservation of Fort York. Although the site was saved, the Gardiner Expressway was built immediately south of the Fort creating a barrier between the fort and the lake.

Fort York continues to operate today as the major historic site in the City of Toronto. On the same land that Simcoe and Brock built their fortifications, the third British fortification still stands. Eight of the original 18 buildings from 1816 exist and the work of restoration and preservation continues.

C. HISTORICAL CONTEXT

1. Historical Building Inventory

Introduction

There are 8 historic structures on the grounds of Fort York. All of these buildings are original and can be traced to 1813-1816. (See Appendix B, (2)-(6)).

1. North Brick Barracks: This one storey brick building 20 x 100 feet, is divided into 3 barrack rooms, with 2 fireplaces to a room, and could accommodate up to 100 rank and file. Evidence indicates that after the building of the new barracks use was made of this building as married quarters for the garrison. This practice continued at least through the turn of the 20th century. The rooms are now used for admission and sales, an orientation centre and a restored barracks room.
2. Officers' Mess: This single storey brick building built in 1815 measures 110 x 50 feet. It had 10 rooms on the main floor with a basement kitchen. A wing accommodating a ground floor kitchen and a withdrawing room was added in 1834. Adjacent to the basement kitchen is a wine cellar and two vaults for the safekeeping of military and government valuables. The building has been restored to represent the mid 1830's period.
3. Blue Barracks: This single storey clapboard building measures 70 x 30 feet. The building erected in 1814 to accommodate Junior Officers has undergone many changes. The present structure is only one half the size of the original. It is used for an exhibit showing the development of the militia in Canada from 1793 to 1967.
4. East Magazine: This brick two storey building measuring 40 x 30 feet was built in 1813 as single storey gun powder magazine. However, the walls were unable to support the weight of its massive arched brick ceiling, which was removed and a second storey was added. After the addition of the second storey, the building was used mainly for small arms storage, and supplies for the Indian Department.
5. East Blockhouse: This two storey building of squared log construction was built in 1813 in the military design of the day as a defensible barracks. It is 40 x 40 feet and was intended to accommodate 124 rank and file. The building underwent changes over the years and was probably used for military stores. It has been restored to its original configuration and use.

6. Centre Blockhouse: This two storey building of squared log construction was built in 1813 in essentially the same pattern as the East Blockhouse, to be a defensible barracks. It is 40 x 60 feet and was intended to accommodate 160 rank and file. Surviving documents indicate its later use for military stores. It was once clapboarded and a large shed was added on the south side. It has been restored to its original configuration and now contains a theatre on the lower floor and a garrison exhibit on the second floor.
7. Stone Magazine: This building, built in 1816, housed the powder for the garrison. It is 30 x 45 feet in dimension and has stone walls almost 6 feet thick. The interior is faced with brick and is covered by a solid brick arched ceiling. It was used as the garrison magazine for the storage of ammunition until 1939. The building has been restored to its original configuration for the storage of bulk gun powder.
8. South Brick Barracks: Built in 1815, this is a one storey brick building 20 x 100 feet, divided into 3 barrack rooms, with two fireplaces to a room and could accommodate up to 100 rank and file. Evidence indicates that after the building of the new barracks use was made of this building as married quarters for the garrison. This practice continued at least through the turn of the 20th century. Due to the lack of other facilities the entire building is now used for administrative purposes.

2. Historical Relationships

The site of Fort York and the barracks to the east of Garrison Creek comprises the earliest group of surviving buildings in what was to become the City of Toronto. The establishment of York as the seat of Government of Upper Canada ensured the presence of a garrison with fortifications to ensure the safety of its inhabitants in time of war. Not the least of this advantage was the expenditure of large sums of hard currency which contributed to commercial activity in Toronto's earliest days.

Fort York was originally built on a natural plateau fronted on its south side by the shore of Lake Ontario and on its north and east side by the Garrison Creek and its ravine. It was situated so that the guns of the garrison, the Gibraltar Point blockhouse and those of the western battery controlled what was then the only entrance to Toronto Harbour. Additionally, a four gun battery was situated in the ravine to the east of the Fort to strengthen further the defences.

Buildings ancillary to the Garrison's operation stood in the Garrison Creek ravine north of the Fort. They included stables

for the Royal Artillery, a blacksmith's shop, hospital and a bakehouse. More buildings of the Commissariat and Indian Department were located in the vicinity of Front and Peter Streets.

Access to the town at the east end of the harbour was provided by a road or track from the eastern gate of the fort. The Military Reserve consisted of 700 acres, between the present Dufferin Street to the west and Peter Street to the east. The Canadian National Exhibition, Historic Fort York, the Marine Museum, the two garrison cemeteries and Garrison Common now occupy a part of the original Military Reserve.

The existing buildings of the Fort were constructed in the period 1813-1816. Along with buildings now demolished, this provided work for artisans and labourers of the Town of York. In the garrison account book of this period, prominent names in the history of the City are mentioned as suppliers of goods and services to the garrison. Until the middle of the nineteenth century regular British troops provided fire-fighting and police services to the town. The bands of the garrison performed concerts for the entertainment of the townspeople. Local residents also served with the militia-forces, and military and social events provided activities for the local population.

The Town of York grew quickly after the War of 1812 and portions of the Board of Ordnance lands were let to private individuals. British regular troops continued to occupy the site until they were withdrawn to England in 1871 and in 1909 extensive tracts of Board of Ordnance lands including the Exhibition grounds were acquired by the City of Toronto.

The New Fort eventually known as the Stanley Barracks was erected following the Rebellion of 1837 on the lakeshore west of the Old Fort. Originally proposed as a star-shaped citadel fort, its defensive works were never constructed. Its massive stone barrack blocks with the exception of the Officers' Quarters, now the Marine Museum, were demolished in the early 1950s. After the building of Stanley Barracks, the Old Fort was linked to the New Fort by a road which can be traced in a direct line along the existing Garrison Road, through the Inglis parking lot and thence to the Marine Museum.

It can be seen that Fort York, as the centre of the Garrison for many years, had a decided effect on the development and growth of the City of Toronto. The various relationships between the Fort, the Town and the surrounding area can provide the basis for interpretive and restoration plans for future developments.

3. Historic Landscape

Since 1793 the landscape surrounding the fort has continually changed as the City of Toronto has grown. The cutting down of forests and the extension of the City limits by the growing population affected the fort. Through the late 19th and 20th centuries, the area surrounding the fort was greatly altered through landfill and urban industrial development. Probably the greatest impact has been the result of the railway boom of the mid-nineteenth century. During this period from 1850 to 1900 certain lands belonging to the fort were turned over to the railways and are still in their possession. This railway development resulted in railway rights-of-way which encompassed the fort property. Landfill projects began at this time and the shore of Lake Ontario was extended to removing the historic lakefront relationship of the fort.

Features of the historic landscape relating to the fort which still exist are the Garrison Cemetery (Victoria Memorial Square) and the third (Strachan Avenue) burial ground located to the west of the site, a part of the remains of the Garrison Common.

The view of the City from the eight acres of Fort York are evidence of the growth and development which has occurred over the past 190 years. The skyscrapers of downtown Toronto, the Gardiner Expressway, railways, and industrial plants all stand in stark contrast to the green oasis round the historic group of buildings of Fort York which represents the beginnings of our City.

4. Historical Access

Because of the important relationship which existed between Fort York and the Town of York located several miles to the east, the main entrance to the garrison was, historically, the East Gate. The Guard House, which accommodated the Orderly Room, Black Hole and Guard House, was located just inside. The west gate came into more regular use after the construction of the New Fort (Stanley Barracks). The historical link through the Garrison Common to the west was Garrison Road, portions of which continue to be used even today.

The west gate is now used as the main entrance with long and circuitous access via Garrison Road from Fleet Street. The current entrance from the east is accessible by a pedestrian bridge from Bathurst Street and is used only by staff and organized tours. With the southward extension of the shoreline by landfill the historical link with the harbour and the batteaux and schooners which brought supplies to the nearby wharves has also been lost. Even visual access to the lake has been removed with the construction of the Gardiner Expressway. The site is also

isolated from the area to the north because of the railway corridor.

It is important and appropriate that in considering plans for the development and enhancement of the environs of Fort York that consideration be given to the restoration of portions of the original historic landscape.

D. THE RAILWAY LANDS

1. Relationship of Railway Lands Development to Fort York

An important relationship exists between the redevelopment of the Railway Lands and the integration of Fort York back into the City. As the Railway Lands develop the opportunity will exist to make badly needed changes to the eastern periphery of the Fort. These changes will relate to both access and use.

The land use concept for the Railway Lands proposed three distinct areas or zones. South of Union Station there will be an extension of the Financial District. A modest amount of housing will be provided along the western edge of this district. Around Spadina Avenue a mixed use commercial/residential sub-centre will be constructed. Between Spadina and Bathurst an area consisting mainly of residential units of a scale and density similar to the St. Lawrence Housing project. About 2,500 residential units will be constructed between Spadina and Bathurst. A time frame of approximately 20 years seems likely prior to these lands being completely redeveloped.

To enhance the visibility of and access to the Fort, the City in course the of its Railway Lands planning has identified a parcel land east of of Bathurst Street that can be developed as parkland will complement and existing open space around the Fort.

There are also two linear open space corridors running east-west through the Railway Lands which will connect directly with Fort York. These will provide easy access for cyclists and joggers to the Fort area, as well as access west to the Exhibition and beyond.

E. EXHIBITION PLACE

Traditionally, there has been a very weak linkage Exhibition between Place and Fort York, both in terms of connection and physical visitation. This is owing to a number of but particularly factors, the differing nature of the attractions lack of visibility and the and access to the Fort from Exhibition Place.

The, major sports/trade centre proposed for Exhibition Place would be located on the Central portion of the site. There will be little new construction on the East End of Exhibition Place. However, several design features of the redevelopment plan are well suited to both enhancing the integrity of the historical monuments sited within Exhibition Place and creating a natural and attractive access route to Old Fort York.

Additional bridging will occur over Lake Shore Boulevard to link Exhibition Place with the Western Beaches recreational area and bicycle/pedestrian path system. Along the southerly edge of the Exhibition Place grounds, it is proposed to develop an elevated lakefront promenade/bicycle path which would extend approximately to the Marine Museum, the former Stanley Barracks. This promenade passes close to the Fort Rouille Archeological Area and Scadding Cabin. With proper signage this promenade could also serve as an historical monument route. The area immediately surrounding the Marine Museum will be developed as landscaped parkland in place of the existing surface parking lots. A landscaped boulevard would extend from the Marine Museum northwards to Princes' Boulevard which will become a well landscaped esplanade, passing by the historically listed Automotive Building.

The major impediment to visitor flows between Exhibition Place and Fort York lies in the poor access between the Princes' gates and the Fort structure itself.

At present, the circuitous route via Fleet Street and Garrison Road is the only access to the Fort and the sole pedestrian access to the Fort's main gate. Although the actual distance from the Fleet Street entrance to the Fort cannot be reduced, design measures could be taken which would increase public knowledge of the Fort and create a more attractive forecourt for both the Fleet Street entrance and the Princes' Gates.

To the immediate west of the Fleet Street entrance is a 2.3 acre property which will be leased to the Inglis Company until 1986. While the majority of this site might be required for an upgraded parking lot, a portion could be landscaped and used in several ways to provide a more visible and attractive entrance to the Fort:

- A major ceremonial entrance with better signage could be constructed
- With extensive landscaping part of the lot could be converted into a historical theme park. This concept would include sculptures, small structures and seasonal displays which reflect the Fort's original function or historical events (e.g. a guard house replica, a statue to commemorate the

battle of 1813, seasonal display boards showing the origins of the City).

- A pedestrian/bicycle path could be created to link the future Railway Lands pedestrian/bicycle system to the Exhibition Place/Waterfront paths.

F. MAJOR ROAD AND TRANSIT IMPROVEMENTS

In May 1983, The City of Toronto Commissioner of Public Works and The Commissioner of Planning and Development submitted a report entitled The Railway Lands - Road Concept Plan which proposes a preferred road configuration for the Railway Lands south of Front Street and east of Bathurst Street. The main east-west throughfare which traverses the Railway Lands is proposed to terminate at Bathurst Street, immediately to the south of and opposite to the easterly edge of Fort York. The future elevation of Bathurst Street and the status of the Bathurst Street Bridge is not known at this time.

In May 1983, the Metropolitan Toronto Planning Department, the Metropolitan Toronto Roads and Traffic Department and the Toronto Transit Commission released the Central Waterfront Transportation Study. The study has been referred by Metro Council to the area municipalities for comment.

One element of the road network improvements involves the extension of Front Street west as a 4 lane roadway connecting with the Gardiner Expressway in the vicinity of Exhibition Place. Also contemplated is a connection of Front Street to Strachan Avenue and Manitoba Drive. A key transit option considered in the report is an Intermediate Capacity Transit System from Union Station to Exhibition Place.

The alignment of the Intermediate Capacity Transit System shown in the Central Waterfront Transportation Study would provide for a Fort York station, at the Bathurst Street entrance to the Fort, thereby improving both the accessibility and visibility of the Fort. The proposed transit line would swing immediately north of the Fort, and then cut to the south across the City Tree Nursery and the Inglis parking lot. The ramps from the proposed Front Street extension to both the Gardiner Expressway and Manitoba Drive would cross the parkland north of the Expressway, and in the case of the Manitoba Drive ramp would also cross the Garrison Common and Inglis parking lot. Including the Gardiner Expressway, this plan would place four transit barriers over the only existing vehicular access to Fort York.

There is a notation on the map of the Metro Transportation Plan that the alignment of the I.C.T.S. line and the configuration of

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the Front Street interchange with the Gardiner Expressway are the preferred technical solutions, but their acceptability will be the subject of detailed feasibility studies.

In a letter to the City of Toronto Neighbourhoods Committee dated June 7, 1983, the Toronto Historical Board commented upon the Central Waterfront Transportation Study as follows:

" It is mandatory that the Board go on record immediately as opposing the entangled series of roads and elevated ramps which encroach upon the site. The placement of this tangle on and over the area west of the Fort in the vicinity of the military cemetery and Garrison Common is, in our view, an expression of absolute disrespect for an historic site which represents the beginning of the City of Toronto."

At their meeting of June 16, 1983, the City of Toronto Neighbourhoods Committee endorsed the following resolutions and forwarded them to the City Services and Land Use Committees for their consideration:

- "1. That in the light of the adverse effect upon Fort York, City Council express its strong opposition to the proposed Strachan Avenue area transportation interchange as indicated in the recent Central Waterfront Transportation Plan.
2. That City Council request the Metropolitan Transportation Committee to investigate other options for the above interchange which would permit the enhancement and improved accessibility and visibility of Fort York."

On June 29, 1983, the City Services Committee referred both the Central Waterfront Transportation Study and the foregoing resolutions to the Commissioner of Planning and Development for comment.

On November 4, 1983, Council considered the comments of the Commissioner of Planning and Development and approved the Central Waterfront Transportation Study as a framework for future decisions regarding transportation improvements in the Central Waterfront area, subject to several qualifications. One of the qualifications reads as follows:

- "(i) the design of the Front Street extension as shown is understood to illustrate the concept and is only one of several possible design options which will be subject to further evaluation by the appropriate Metro and City staff before a final design is decided; and further, since there is considerable concern about direct access to Strachan Avenue and Techumseth Street, that these

options not be considered, and that the Commissioner of Planning and Development consider the possibility of extending Front Street to service the industrial lands between Dufferin and Shaw Streets;".

G. OTHER DEVELOPMENTS

In addition to the Railway Lands and Exhibition Place Redevelopment Proposals, there are additional schemes, some certain and others in the early planning stages, which will transform the locational context of Old Fort York. Apart from Exhibition Park, the Fort has essentially been surrounded by industry and transportation yards/corridors. Within time the area around the Fort will contain considerable new residential and commercial developments as well. The future planning of the area should consider linkages between the Fort and these new developments as well as protecting the historical relationship between the Fort and Lake Ontario.

The Official Plan and zoning for the Harbourfront Development are approved by the Ontario Municipal Board, and development is proceeding on a phased basis. Bathurst Quay is the area of Harbourfront which lies south of the Fort.

Bathurst Quay, which is now under preliminary construction, will have 500 units of predominantly non-profit housing in Phase I with another 500 units of market housing in Phase II. The housing will frame a 5-6 acre park, and an area of up to 100,000m² will be available for recreational programming. Views of the water throughout the Harbourfront complex will be protected through strategic view and open space corridors. The Harbourfront complex will play a vital role in attracting larger numbers of visitors and Metro residents to the waterfront in the vicinity of Fort York.

The Fleet Street industrial district, including Molson's, Canada Building Materials, and the Loblaws site will largely remain as an industrial- area with a strong ancillary office component. Should any future redevelopment occur on these sites, regard should be given to the protection of the view of the lake from Fort York.

The Fort was originally constructed on the lake and the relationship of the lake to the Fort is an integral element of interpretive and educational programs. Should the opportunity ever arise to acquire the portion of the Loblaws site which lies to the west of Bathurst Street, the integration of this site into the Fort complex should be considered.

In the industrial area north of the Fort a lead smelter, an abattoir and a refuse transfer station face the Fort. Unless

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these uses are partially displaced by a new transportation corridor there are no proposals for redevelopment in the area.

H. USE OF THE HISTORICAL RESOURCE

1. Current Programmes

The eight existing original buildings of the early nineteenth century garrison which house an important collection of military, domestic and other Toronto-associated materials are the focus of an invaluable resource which can be used for educational, cultural and recreational programmes both by the community and by the many visitors who come to the City of Toronto. Interpretive activities educational programmes, special events, exhibitions, demonstrations and community functions - are already welldeveloped and highly successful.

Fort York annually hosts thousands of school children on educational field trips, many ethnic communities at the Toronto Heritage Fair, the armed forces at the annual Victoria Day Festival and at a variety of military functions, patients from chronic care and mental health facilities on tours of the fort, and the general visitor to our City. The Fort York Guard participate in civic receptions, plaque unveilings, community parades and in convention programmes in facilities such as City Hall, The Sheraton Centre, and the Harbour Castle Hilton.

General orientation tours are available for the general public throughout the year. Kitchen demonstrations in the Officers' Mess' kitchens are presented daily by costumed staff. During the summer months, the uniformed guard performs military demonstrations, i.e 19th century drills, artillery firings, sentry duty, etc. The site is open to the public seven days a week for all but four days in the year. In summer months the picnic area is well used. Permanent and special displays in various buildings are studied by the general public, students and collectors.

Special events are held regularly and include among others:

Fort York Festival: For over twenty years the Fort has hosted a .major festival on the Victoria Day holiday Monday. It brings together period military units of the Toronto Militia, and volunteer re-enactment groups in individual and group demonstrations. Displays from craftsmen and from the modern militia regiments are shown.

Heritage Fair: Held annually in September, the Heritage Fair is a significant part of the community relations programme of the Toronto Historical Board. The various ethnic communities of the City of Toronto display exhibits of their history in

and contributions to Toronto, all within the historic setting associated with the beginnings of our City.

Antique Car Rallies: Two antique car clubs hold annual rallies on the grounds of the Fort.

The Boy Scout Camp-on-the-Green: A semi-annual event which when last held attracted the participation of 1,500 boys. The weekend event includes drill sessions, parades, mock battles and a church parade. Participants make their own uniforms and accoutrements as part of the preparatory programme before attending.

Simcoe Day: Admission to the public is free for the day. Demonstrations include the arrival of "Lieutenant-Governor Simcoe" together with civic dignitaries and the participation of numerous groups under the auspices of the Community Folk Arts Council.

Senior Citizens Day: Celebrated annually at Fort York with free admission to seniors, refreshments and special activities.

Community Facilities

The Officers' Mess, the Centre Blockhouse and the grounds of the site are frequently rented by groups and individuals in the community for social events. Dinners held recently have been sponsored by a variety of industrial, commercial, cultural and other organizations. The picnic facilities are regularly used by church and ethnic groups.

Educational Programmes

While the site is an educational resource principally for the Toronto Region it is used regularly by groups from well beyond, including Southern and Northern Ontario and the states of Michigan, Pennsylvania and New York. A basic hour and a half school tour includes modules on lifestyle, military technology and the Battle of York. Classes may also participate in small group hands-on activities. Such classes may stay overnight in the East Blockhouse. Walking tours of the Town of York and of the Battlefield are offered. Enrichment programmes, Saturday morning classes in military music, model soldiers, and other subjects, activities for the disabled, and adult education programmes have also been developed.

2. Future Directions

It can be seen from the above that a strong programme of educational, recreational, and cultural activities is already well-established. Limited facilities and levels of staffing, as well as problems of accessibility and visibility do, however, provide real restrictions on this interpretive programme.

As the development of the area surrounding Fort York is planned and implemented, even stronger and more diversified programming must be a priority. Increased numbers of people will reside in and make use of the adjacent areas. The challenge will be to respond with creative, interesting programmes which will encourage a greater awareness and appreciation of the beginnings of our City. A number of approaches are required:

- (a) The removal of administrative/maintenance and other such functions from historic original structure to modern, efficient facilities located outside of the historic area would provide for better use of the resource.
- (b) The provision of an appropriate orientation facility, again within a modern facility outside of the historic area would permit the proper use of original historic structures; improve the quality of the visitor's experience; provide expanded reception and meeting facilities, and extend the visitor reception and general sales area facilities.
- (c) Expanded educational facilities - programme rooms, activity areas will be essential if the Board is to continue to develop meaningful innovative educational programmes for an educational system which itself is changing and re-evaluating priorities within shrinking budgets.
- (e) The improved accessibility and visibility of the site along with improvements to the landscape of the surrounding area are basic elements of any future planning.

I. LONG TERM DEVELOPMENT OBJECTIVES

General Comments

Fort York is the major historic site of the City of Toronto. It enshrines the City's beginnings, and embodies the oldest buildings standing in Toronto. In 1934, during Toronto's Centennial year, the importance of Fort York was recognized by a major restoration of its earliest remaining buildings and the grounds. While the commercial value of the site is a constant challenge to those who would like to develop it. in recent years there has been a significant change in public attitude resulting in a higher value

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being placed on the historical and architectural merits of our heritage.

Planned projects which would affect Fort York and its environs are now in progress, and it is appropriate for the Toronto Historical Board to adopt a long range plan for the continued development and restoration of the Fort and to incorporate plans for improvements to its environs in relation to these developments.

Internal Development Objectives

Any long-term development plan for Fort York must initially address required improvements to the existing facility. This program would include:

- o The continued restoration of all existing buildings and service improvements to sewage, drainage, washrooms, electrical, heating and security facilities to bring the site closer to modern museum standards.
- o The reconstruction of certain key buildings both for their historical interest and their usefulness in disguising modern functions, and the reconstruction of various minor structures. This may also include the realignment of walls in certain areas.
- o The implementation of an historical and archaeological research program at the site and involving the surrounding area. This would also include the acquisition of additional historic artifacts and other materials required for the educational use of the buildings and site. Such an approach would supplement the ongoing development of interpretive and educational programmes for the community at large and the many visitors who come to the City.

(i) Program of Restoration and Provision of Services

<u>Building</u>	<u>Required Restoration</u>	<u>Required Services</u>
1. South Soldiers Barracks	replacement of concrete floors with wood	improved drainage and heating system
	replacement of stone-hearths with brick	installation of security systems
	replacement of severely spalled bricks and extensive repointing	establishment of minimal environmental controls

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| | replacement of existing windows | |
| | closing of late window and door openings | |
| | installation of appropriate eavestroughs | |
| 2. North Soldiers' | (as for South Soldiers' Barracks) | |
| 3. Officers' Quarters and Mess | replacement of stone-hearths with brick | improved drainage and heating system |
| | replacement of severely spalled bricks and extensive repointing | installation of security systems |
| | installation of appropriate eaves troughs | minimal environmental controls |
| | restoration of basement area based on additional research | modern service functions for special events (washrooms, sewage, kitchen) |
| | replacement of some deteriorated wooden floors | |
| 4. Blue Barracks (Junior Officers' Quarters) | replacement of exterior clapboard facing | improved drainage and heating system |
| | replacement of concrete floors with wood | installation of security systems |
| | replacement of stone-hearths with brick | establishment of minimal environmental controls |
| 5. East Magazine | replacement of severely spalled brick and extensive repointing | improved drainage and heating systems |
| | repair of foundations | installation of security systems |
| | replacement of cement floor with wood | |

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| | installation of cedar picket fencing | |
| 6. Centre Blockhouse | recaulking of exterior surface and interior walls | improved heating and security systems and minimal environmental controls |
| 7. Stone Magazine | exterior stone repair and repointing | installation of heating system, security systems, and minimal environmental controls |
| | addition of historic barrels, accoutrements to interior space | |
| | stabilization of foundations | |
| | cedar picket fence | |
| | installation of iron roof | |
| 8. East Blockhouse | recaulking of exterior surface and interior walls | improved heating security systems and minimal environmental controls |

(ii) Reconstruction of key major buildings and significant minor structures

While the general policy of the T.H.B. is opposed to the reconstruction of pseudo-historic buildings there are certain buildings which, if recreated, would now add significantly to the interpretation of the site. These include "the building housing the Guard room, Orderly Room~ Black Hole, the Cook House and one of the row of splinter-proof barracks which stood originally along the south wall of the site. Other minor structures such as sentry boxes, a well house, and privies as well as fire equipment - i.e roof ladders and buckets, are also of importance.

Realignment of walls in the area of the east gate has now been completed which would permit the reconstruction of the Guard House on its original foundations. There are also a number of other locations particularly along the north side where the restoration of the original alignment of the wall would provide a better

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concept of the site and make it possible to delineate all of the major buildings originally within the fortification.

(iii) Historical and Archaeological Research

Over the years, the T.H.B. has accumulated a significant collection of archival material pertinent to Fort York, its troops and the relationship of the Fort with the growing community around it. It is important that this research material be consolidated, expanded and presented to provide information for the ongoing development of the site. Research must also include other buildings outside the Fort but situated on Board of Ordnance lands. An ongoing archaeological programme is essential to complement historical research and to provide information and material for the ultimate benefit of the interpretive programme.

Aquisition of additional historical artifacts and other materials will be required for the development of the historic areas and exhibition spaces on the site.

(iv) Program Development

The expansion and broadening of interpretive" and educational programmes flows from such developments. Historical and archaeological research will provide the basis for a more authentic and revitalized operation. Additional modern and functional services and facilities will permit increased and more effective use of the resource.

External Development Objectives

(i) The Railway Lands

- The re-establishment of the historic visual and physical link between the Fort and the City to the east. This would involve the creation' of a park space on land east of Bathurst Street adjacent to Fort York as a component of the development of the Railway Lands. Such a park would provide increased accessibility and visibility for the Fort and other educational and administrative opportunities not possible within the existing site.
- The connection of Fort York with the two proposed linear open space corridors running east-west through the railway lands. This will provide a necessary linkage for cyclists/pedestrians from the Railway to the Fort area and to Exhibition Place and beyond.

(ii) Exhibition Place

- The re-establishment of the historic link between Fort York and the New Fort, now occupied by the Marine Museum within Exhibition Place. This would involve the creation of a small entrance park to Fort York with an historical theme on the city-owned lands on the north-east corner of Fleet Street and Strachan Avenue, as well as expanded use of the Garrison Common.

(iii) Transportation

- The inclusion of a Fort York stop or station as an element of any new public transit traversing the area. Should the mode of transit require stations, the naming of the station should be "Fort York" station to promote public awareness of the site.
- That a sensitive approach be taken to the design, siting and installation of any road or transit system or other construction which is to take place within the vicinity of the site.

(iv) Other

- That the impact upon Fort York be a criterion in considering any future developments which may occur within the industrial and residential areas to the north of the Fort and the industrial area to the south of the Fort.
- That the long-term improvement of the physical environment in the area of the Fort be a consideration in the planning of future development in adjacent industrial areas.
- Should the opportunity arise, an effort be made to utilize the lands to the south of the Fort to re-establish the historical, visual and physical relationship between the Fort and the lake.

J. RECOMMENDATIONS

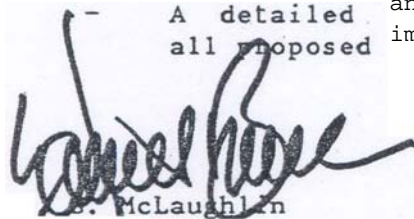
1. That the Neighbourhoods Committee and City Council adopt the Fort York Heritage Conservation District Study Report.
2. That Council forward the Fort York Heritage Conservation District Study Report to the Ministry of Citizenship and Culture for endorsement as outlined in Part 1.1(h) of the City's Official Plan.

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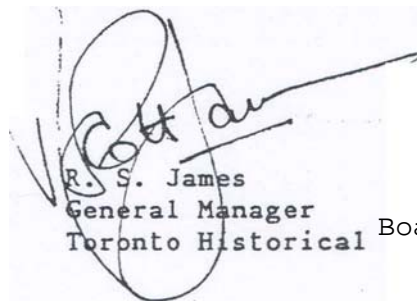
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3. That, upon receipt of the approval of the Minister of Citizenship and Culture, the area of Fort York and the Garrison Common, as shown on Appendix B, Map No. 20 of this report, be designated as a Heritage Conservation District, under Part V of the Ontario Heritage Act.
4. That City Council endorse the development objectives cited in Section I of this report as the basis of long term development planning for the Fort York area.
5. That the Toronto Historical Board expedite its programme of restoration and development of the Fort York site.
6. That the Managing Director of the Toronto Historical Board and the Commissioner of Planning and Development prepare a detailed long-term development programme for the Fort York area. Such a study is to include:
 - Detailed site planning and costing for adjacent proposed park areas to be integrated with Fort York on the westerly edge of the Railway Lands and on the city-owned property at the north-east corner of Fleet Street and Strachan Avenue;
 - An analysis of alternative employee parking locations for J. Inglis Limited, the current lessee of the city-owned parcel at the north-east corner of Fleet Street and Strachan Avenue;
 - A detailed historical archaeological research program as required for areas adjacent to Fort York.

- A detailed analysis of alternative funding sources for all proposed improvements ;"



S. McLaughlin
Commissioner
Planning and Development



R. S. James
General Manager
Toronto Historical Board

FOOTNOTES

- (1) One of the regiments that are presented to the public by the modern day Fort York guard.
- (2) The modern day Fort York Guard currently represents the Grenadier Company as one of its interpretive roles.

APPENDIX A(I)

1. Report from the Toronto Historical Board dated December 7, 1982 to the Neighbourhoods Committee.

Subject: Fort York Historical Site: Access and Environs

"Introduction:

For many years the Toronto Historical Board has urged City Council to take action which will improve the environs of Fort York - the City's most important historic site which represents the beginnings of permanent settlement at Toronto. A copy of a detailed report dated August 18, 1976, adopted by Council September 16, 1976, summarizing a number of concerns, is attached and forms part of this report. The Board has constantly urged Departments of the City and Metropolitan Corporation, the railways, the Canadian National Exhibition Association and representatives of the Ontario Ministry of Tourism and Recreation to recognize the concerns of the Toronto Historical Board when considering developments in areas adjacent to the Fort. Every effort is being made to keep the Board's and the City's interests in the foreground so that, as plans for the area are discussed, appropriate recognition of this valuable historic resource may be given.

Because of the number, and potential impact of the studies currently in progress, it is imperative that this matter once again be brought before Council and that Council reinforce its position of strong support for major improvements in the area of historic Fort York.

Discussion:

In reviewing the various external factors which, over the coming months, will have an impact on Fort York, the following concerns can be identified:

1. Relationship in the Railway Lands:

In consultation with the City of Toronto Planning and Development Department, discussions have taken place to enhance the visual and physical access to the site. It is anticipated that the Fort would be integrated into a system of public open space linking the Railway Lands and major facilities on the waterfront. It is important that these discussions continue and be expanded so that the vital link not only with the Railway Lands but also with the Harbourfront lands to the south and east, be established.

2. Relationship with the Exhibition Place Lands:

Considerable thought and study has been given to the matter of improvements to the western approach to Fort York as well as to re-establishing the historic link along the old Garrison Road with the New Fort (Stanley Barracks), now the Marine Museum of Upper Canada. Preliminary discussions have taken place with the appropriate civic staff. It is the Board's position that significant improvements, particularly in the area immediately west and south of the Fort York site, on land which is already owned by the City of Toronto, can be made in the short to medium term. These improvements will be of ongoing benefit as the whole area develops. The matter of a visual or physical link between the Fort and the present Marine Museum to the west is one which must be considered in the development of plans for Exhibition Place. A number of meetings have been held with Metropolitan Toronto and Provincial staff on this issue.

3. Identification of the Historic Area:

A major problem is dealing with the issues of environment, access, visibility, etc. with respect to Fort York arises in our opinion, from the matter of its status as a planning area. Much of the progress which has occurred to date is the spin-off of the interconnection of the site with two major planning areas--the Railway Lands and Exhibition Place. Its relationship with the Fleet Street Industrial District minimizes the importance of the site as a valuable historic resource. It is the opinion of the Board that Fort York and its environs should be singularly and clearly identified because of their historic significance. This identification having been made, decisions affecting relationships with adjacent areas or major issues such as public transportation links in and through the area, can be made in the proper context.

RECOMMENDATIONS:

1. That City Council re-affirm its support for significant improvements to the area of historic Fort York and request civic departments and the Metropolitan Corporation to continue to cooperate with the Toronto Historical Board in matters related thereto.
2. That, in accordance with Section 40(2) of Part V of the Ontario Heritage Act," City Council define Fort York and the adjacent areas of the Garrison Common as indicated on the attached map, as an area to be examined for future designation as a Heritage Conservation District under Part V of the Ontario Heritage Act."

APPENDIX A (2)

2. Report from J. A. McGinnis dated August 18, 1976, to the City of Toronto Executive Committee.

Subject: Historic Fort York and its Environs.

"COMMENTS

1. History:

In response to a request from the Central Waterfront Planning Committee, the Toronto Historical Board is now considering a long term plan for Fort York and its environs. For many years, the Board has been deeply concerned about the situation of this, Toronto's finest and earliest existant historic site. At its meeting held Friday February 20, 1977, the Board suggested that we should work to achieve the maximum possible improvements in the area. Since that time a number of discussions have taken place with members of City and Metro Planning staffs.

It is understood that a number of neighbouring projects, including alterations to the railway lines to the north and east of the site, a possible realignment of Bathurst Street, the construction of a new Bathurst Street bridge, as well as plans for the Harbourfront recreational area to the south and east, are all being considered at the present time. Each of these could have either detrimental or beneficial results for historic Fort York.

It is, therefore, highly important that positive steps be taken immediately to define the best possible future development of the site and its relationship to its surroundings.

2. Discussion:

There appear to be four basic problems which must be considered:

1. Improvements to the environment around Fort York;
2. Easier pedestrian and vehicular access to the site;
3. Better visibility to the public; and
4. Authenticity of Fort York's facilities and programme.

1. Environment:

Fort York is now situated within an unattractive industrial area. It is overshadowed by the Gardiner Expressway to the south; railway lines totally encircle the site and its military cemetery

to the west; and noise and pollution from the plants, factories and traffic offer a stark contrast to the beauty and serenity of a lakeshore of 163 years ago where John Graves Simcoe and a detachment of Queen's Rangers began the construction of the first log huts of the garrison.

One is tempted to suggest that solutions which would remove the elevated expressway and return the waters of Lake Ontario to its original shore line at the base of the Fort's ramparts should be considered. It is certainly desirable to eliminate the railway lines to the south, and to reduce those to the north, which we were given to understand would be feasible following the construction of the "hump yard" in Vaughan. Every effort should be made to clean up the area surrounding Fort York through the elimination of the heavy industrial facilities and the development of additional park area. Even the tree nursery, visitor parking space, and police parking west of the Fort should be removed and/or hidden to provide an uncluttered view.

2. Access:

At the present time, public access to Fort York is via the circuitous Garrison Road which winds its half-mile route from Fleet Street over a bridge under the Expressway, and over railway lines to the west end of the Fort. Directional signs have been located in strategic spots but visitors travelling by vehicle still experience difficulty in finding their way. During the Canadian National Exhibition and other periods of heavy, traffic in the vicinity, it is almost impossible to reach the site. And only the initiated know of Fleet Street and the Garrison Road.

Public transportation now allows potential visitors to travel to Garrison Road and Fleet Street by streetcar. They must then walk the half mile route in to the site - a difficult task for the elderly and handicapped and uncomfortable for all during inclement weather.

3. Visibility:

Fort York is seen now only from Bathurst Street Bridge as a collection of early buildings nestled between the railway tracks and the Gardiner Expressway. There is no public access from this location from where it can be seen and, further, it is not visible from the entrance to the west from which it may actually be approached via Garrison Road.

History may suggest how Fort York should be approached. It was situated on an embankment overlooking the lake in a dominant position on the shoreline. The waters of Lake Ontario have now been pushed far to the south by landfill, however, this dramatic

view of the garrison from the south, silhouetted against the skyline, may still be achieved by reorienting the approach to one from the south and east, utilizing the triangular piece of land west of Bathurst Street south of Fort York.

Such an approach would permit once again the use of the east gate which was the main gate through which people travelled to and from the small Town of York, then situated several miles to the east. Visibility to and access for pedestrian or motorist would be dramatically improved and the site would be connected to areas in which people are travelling and making use of the recreational facilities of Harbourfront. It may be possible that the south bound streetcar lines on Bathurst Street could be realigned slightly to more conveniently convey visitors into this area. It is recognized that much of this land is privately owned by Molson's Industries and others, however, it is the Board's opinion that co-operative efforts or other solutions such as acquisition should be sought. It would also be desirable to discuss with Molson's the possibility of access to Fort York from Fleet Street through park area interspersing their brewery complex.

4. Authenticity of the Site:

Over the years, as industry encroached upon the site, various small parcels of land were shaved from that which originally comprised the Garrison. It is recommended that, as work proceeds on realignment of Bathurst Street and changes to railway lines in the area, efforts be made to reacquire this land so that the walls may be properly realigned. The areas affected are several locations along the north wall and at the east gate of the Fort. This latter location would be particularly desirable and necessary in order to rebuild the guard house which was the administrative centre of the Fort, immediately inside the gate. Archaeological work and examination of plans are now providing the necessary knowledge to restore this building authentically. The addition of good visitor reception and administrative facilities, which would be required in the area outside the Fort to the south and east, would allow better utilization of the original structures of which, at the present time, two of the eight buildings are used for non-historic purposes.

It is felt that the increased public use and awareness which would result from major changes in visibility and access would improve the interpretation of this significant piece of Toronto's heritage and relate it to its community in more meaningful ways.

RECOMMENDATIONS

1. That the concerns of the Toronto Historical Board about historic Fort York and its environs be conveyed to the

Metropolitan Corporation with a request that their planners make every effort to enhance this important site and that representatives of the Toronto Historical Board be invited to participate in any discussions affecting the surrounding area.

2. That the City of Toronto Planning Board and the appropriate City Officials be requested to undertake an in-depth study of the Fort York area in consultation with the Toronto Historical Board to determine positive steps which may be taken to improve its environs."

APPENDIX A (3)

3. Report from the Toronto Historic Board dated June 7, 1983, to the City of Toronto Neighbourhoods Committee.

Subject: Proposed Central Waterfront Transportation Plan and Its Impact Upon Historic Fort York.

"Discussion:

The Toronto Historical Board has received a copy of the above proposed Transportation Plan announced recently by Mayor Arthur Eggleton and the Chairman of the Metropolitan Corporation, Mr. Paul Godfrey. While the document has been in our hands only a short time and hence has not been analyzed in detail, it is mandatory that the Board go on record immediately as opposing the entangled series of roads and elevated ramps which encroach upon the site. The placement of this tangle on and over the area west of the Fort in the vicinity of the Military Cemetery and Garrison Common is, in our view, an expression of absolute disrespect for an historic site which represents the beginning of the City of Toronto.

For many years, the Board has urged the City of Toronto and the Metropolitan Corporation to work towards the enhancement of the Fort York area and to improve the accessibility and visibility of the site. At its meeting held January 24, 1983, City Council adopted the Board's recommendations:

- 1) That City Council re-affirm its support for significant improvements to the area of historic Fort York and request Civic departments and the Metropolitan Corporation to continue to cooperate with the Toronto Historical Board in matters related thereto.
- 2) That, in accordance with Section 40(2) of Part V of the Ontario Heritage Act, City Council define Fort York and the

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adjacent areas of the Garrison Common as indicated on the attached map, as an area to be examined for future designation as an Heritage Conservation District under Part V of the Ontario Heritage Act.

A study on the Designation of the area as an Heritage Conservation District is now being undertaken jointly by the Toronto Historical Board and the City of Toronto Planning and Development Department. The proposals contained in the recent Central Waterfront Transportation Plan are in absolute conflict with the spirit of the Board and Council in recommending the designation.

It should also be noted that the open space to the west of the Fort, i.e. the Garrison Common, Military Cemetery and the land now occupied by the Inglis parking lot, provides the only possible means of linking the site, physically and visually, with other development within Exhibition Place. To obstruct it with the ramps, roads and the elevated transportation tangle proposed is inappropriate and unacceptable.

Recommendations:

- 1) That in the light of the adverse effect upon Fort York, City Council express its strong opposition to the proposed Strachan Avenue area transportation interchange as indicated in the recent Central Waterfront Transportation Plan.
- 2) That City Council request the Metropolitan Transportation Committee to investigate other options for the above interchange which would permit the enhancement and improved accessibility and visibility of Fort York."

