



2. Existing Conditions

2.1 Study Area

The Study Area is generally defined by Strachan Avenue to the east, Lake Shore Boulevard / Ontario Place to the south, Dufferin Street to the west, and King Street to the north (see **Figure 3**). The Study Area is intended to capture the potential construction and operational effects of the new streetcar line. However, should potential effects extend beyond the identified Study Area, the full extent of these effects will be considered in the Study.

2.2 Existing Transportation Conditions

The Project Team conducted a review of existing transportation conditions within the Study Area, including a detailed inventory of existing key road segments and transit services.

Key road segments within the Study Area include Lake Shore Boulevard West, Dufferin Street, and Strachan Avenue. These key road segments serve to provide connectivity between the Exhibition Place area and the Parkdale and Liberty Village communities to the north, as well as facilitating the movement of commuter traffic through the area.

Currently, a number of TTC services operate in the area. To the north, existing streetcar services operate in mixed traffic on Queen Street (501) and King Street (504). The Harbourfront LRT (509) line connects Exhibition Place to Union Station. It operates for the most part in a dedicated streetcar right-of-way on Queens Quay and Fleet Street, terminating at the Exhibition Place loop west of Strachan Avenue. In addition to streetcar service, a regular TTC bus service operates along Dufferin Street (29) within the Study Area. The regular bus service on Dufferin Street terminates at the Dufferin Loop (just north of the Gardiner Expressway and CN/GO corridor) and an additional seasonal service, which extends into the Exhibition Place grounds, is provided between mid-May to mid-August. A community bus service (402) serving the Parkdale area is also provided.

To identify existing traffic operations within the Study Area, intersection capacity analyses were conducted for the weekday a.m. and p.m. peak hours. Analysis was conducted based on the methodology outlined in the Highway Capacity Manual (2000) and includes for the parameters stated in the City of Toronto Guidelines. Existing turning movement data (2006) and signal timing plans obtained from the City of Toronto were used in the analyses.

For the weekday a.m. peak hour, the intersection of Lake Shore Boulevard and Strachan Avenue operates with some constraints. The eastbound through movement at this intersection currently experiences some pressures during the weekday a.m. peak hour due to the high volume of traffic. The southbound left turn movement currently experiences some delay as well. However, the overall intersection operates at acceptable levels of service. All other intersections in the Study Area operate at good levels of services during the weekday a.m. peak hour.



During the weekday p.m. peak hour, all signalized intersections operate at acceptable levels of service. It is noted that the eastbound and westbound through movements at the intersection of Lake Shore Boulevard and Strachan Avenue currently experience some constraints due to the high volume of traffic. However, the overall intersection operates at a good level of service during the weekday peak hour periods.

The Transportation Study is provided in **Appendix A**.

2.3 Natural Environment

Gartner Lee Limited undertook an assessment of the natural environment conditions within the Study Area. This consisted of background research of existing documentation confirmed through field investigations. A summary of the results from this work is provided below, and detailed tree survey documentation is provided in **Appendix B**.

2.3.1 Existing Terrestrial Conditions

2.3.1.1 Tree Survey

Trees located on sidewalks, in planter boxes, in open park areas and in the CN/GO railway corridor along the proposed routes between Strachan Avenue and Dufferin Street were inventoried. A tree in this study was defined as any perennial woody plant that was capable of growing to a height of at least 4 m at maturity. Inventory information included: tree species, size (diameter at breast height (DBH)), and the presence of health defects. Health defects were identified and evaluated according to the Ecological Monitoring and Assessment Network (EMAN) protocols (EMAN 2004).

Trees were assigned to one of three health categories based on crown fullness, stem structure and presence of stem defects:

- **Healthy:** Tree has a full crown. Good structure, primarily from a single main leader. No sign of decay, insect attack, large wounds, tissue necrosis, dieback or chlorotic foliage. Tree is not leaning. Epicormic branching is absent or minimal.
- **Satisfactory:** Dieback is evident. Presence of dead branches/limbs, small wounds and tissue necrosis. Epicormic branching is present. Tree must be monitored for signs of further decline, disease and structural damage.
- **Declining:** Tree is declining in health and will likely die within 10 years. Evidence of disease, tissue necrosis, large stem scars, insect infestation and decay. Presence of dead and broken branches, decay/rot in the root collar, cavities (natural or created by woodpeckers). Tree may have poor structure and discoloured foliage.



2.3.1.2 Existing Vegetation Communities

Vegetation communities were classified according to the standardized method of Ecological Land Classification (Lee *et al.* 1998), which incorporates both biological and physical characteristics (see **Figure 4**).

2.3.1.3 Results

Buildings and parking lots occupy approximately 80% of the subject lands between Strachan Avenue and Dufferin Street. The remaining 20% is made up of the landscaped Exhibition Place grounds (made up primarily of manicured lawn with shrubs, recently planted saplings and some mature trees), and Confederation Park at the southeast end of the Study Area, which consists of manicured lawn with mature ornamental trees, generally consisting of non-native specimens such as Norway Maple, Austrian Pine, Honey Locust and Common Horsechestnut (*Aesculus hippocastanum*) (many with trunks greater than 30 cm in diameter).

Trees planted along Strachan Avenue and Lake Shore Boulevard were primarily non-native specimens such as Austrian Pine (*Pinus nigra*), Norway Maple (*Acer platanoides*) and English Elm (*Ulmus procera*), ranging from 6 cm diameter saplings to mature 47 cm diameter Austrian Pine. In Ontario Place, trees were planted in clumps within manicured patches and planter boxes along internal roads and parking lots. Specimens were primarily non-native and included Little-leaf Linden (*Tilia cordata*), Honey Locust (*Gleditsia triacanthos*) and Austrian Pine. Most trees were young with some mid-aged specimens greater than 28 cm in diameter. Exhibition Place was also dominated by non-native specimens such as Norway Maple, Honey Locust and Common Horsechestnut (*Aesculus hippocastanum*), but had a number of large, mature Silver Maple (*Acer saccharinum*) White Oak (*Quercus alba*) and Common Horsechestnut specimens.

Naturalized vegetation units were composed of a 1.5 ha band of cultural thicket and 0.21 ha poplar dominated cultural woodland located along the north side of the CN/GO tracks. The thicket was very sparse in nature, indicating that it was recently disturbed. It was composed primarily of Staghorn Sumac and Black Walnut saplings.

Overall, vegetation communities in the Study Area were small, young and highly disturbed patches (with the exception of Confederation Park). Trees in these patches were all less than 20 cm in diameter. The remaining trees were streetscape trees, which were primarily healthy, non-native specimens. Although disturbed in nature and dominated by non-native specimens, these trees do contribute to the City of Toronto's canopy goal of 30%. No species at risk, or regionally rare plant species were detected. Plant species were common native species and exotics often used in urban landscaping.

2.3.2 Areas of Potential Soil Contamination

As part of the assessment, a review of sites with the potential for contaminated soils was undertaken using existing background sources. It was concluded that due to the historical



industrial character of the Study Area, there exists the potential for encountering contaminated soils during construction of the streetcar routes depending on the amount of soil disturbance involved (i.e., area and depth of soil disturbance). A map illustrating past potential sources of contamination in crosshatch is provided in **Figure 5**.

2.4 Land Use

The Planning Partnership documented the existing land use conditions and planning policy context within the Study Area. The sections below provide an overview of results from their study, but a more detailed account can be found in **Appendix C**.

2.4.1 Approach

In order to provide a better understanding of existing land use conditions, the Study Area was divided into four areas (see **Figure 6**).

Area 1

This portion of the Study Area, west of Dufferin Street, is largely characterized by low and high density residential uses. Currently, the area is made up lower scale buildings such as detached houses, semi-detached houses, and duplexes, as well as apartment-style units. The Dufferin- King Parkette, TTC Streetcar loop, and a number of small-scale stores and shops serving the needs of area residents are also located within this portion of the Study Area. The northeast portion of Area 1 is occupied by several small convenience and service-related shops as well as a fast-food restaurant and a bank

Area 2

This area, often referred to as Liberty Village, is a community that consists of commercial and industrial uses that are largely related to advertising, design and marketing services, and the music and entertainment industry such as Sony BMG Canada Limited. Liberty Village is also composed of a number of retail shops and restaurants that are ancillary to the employment uses, as well a large section of the community is dedicated to Allan Lamport Stadium which functions as a multi-use stadium for local sports events.

Area 3

The section of the study bordered by King Street West to the north, the Canadian National Railway lands to the south, Atlantic Avenue to the west, and Strachan Avenue to the east, is a diverse commercial/residential area. The area along King Street West is made up of many offices and street level retail shops such as the Toronto Business Development Centre, St. Christopher's



House, Starbucks Coffee Company and the Hasty Market. Apartment-style residential units are located above these retail uses. Massey Harris Park, located on the site of a former Massey-Harris-Ferguson Ltd. industrial complex, sits adjacent to these uses along King Street West. The area one block south of King Street West and east of Strachan Avenue is composed of a recently constructed residential townhouse complex adjacent to a apartment style building. The Canadian Pacific Limited and the Canadian National Railway lands abut the complex. The area along Liberty Street East is currently experiencing growth in residential and commercial development. A number of new residential developments, as well as recently constructed commercial uses such as a large grocery store and other service-related shops, currently occupy this area.

Area 4

The Exhibition Place grounds and Ontario Place largely make up the fourth area on **Figure 6**. This area is also composed of the Frederick G. Gardiner Expressway, connecting downtown Toronto with its western suburbs and the Canadian National Railway lands that run parallel to the lakeshore.

There are currently no schools, places of worship, or medical facilities in the Study Area.

2.4.2 The Planning Policy Context

A range of planning documents was reviewed in order to understand the current status of the Study Area. "In force" planning documents that affect the Study Area include: the City of Toronto Official Plan (2002), the former City of Toronto Zoning By-Law (1986), the Garrison Common North Secondary Plan (2002), and the Central Waterfront Plan Part II (2001).

2.4.2.1 Official Plan

On July 6, 2006 the Ontario Municipal Board partially approved the new Official Plan (Section 37, Housing and, Special Policy Area policies of the Plan, as well as various Site Specific appeals are subject to further adjudication). The Official Plan sets out general growth and development objectives and land use designations, as well as areas that are to be the subject of more detailed study through Secondary Plans.

The City of Toronto Official Plan establishes an urban structure for the city, which is comprised of Avenues, Centres, Employment Districts, Downtown and Central Waterfront, and a Green Space System. The Official Plan indicates that future growth in Toronto will be directed to the centres, avenues, employment districts, and the downtown and that these areas will be characterized by the highest concentration of jobs and residents. In addition, the plan intends these designated areas be characterized by compact mixed-use development, be pedestrian oriented and well served by surface transit and rapid transit stations. The land use designations described below are identified in **Figure 7**.



Parks and Open Space Areas

According to the Official Plan, Parks and Open Space Areas are places that contain many of the City's natural habitat areas, recreation trails, golf courses, and stormwater management facilities. Development on these lands is generally prohibited with the exception of recreation and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities. Any development that does take place within this designation must protect, enhance or restore the natural heritage features in the area, while providing accessible and safe pedestrian conditions. The Parks and Open Space Areas designation for the EA Modification Study Area applies to Allan A. Lamport Stadium Park, Massey-Harris Park, Princes' Gate, the Ontario Government Building, Horticultural Building, Queen Elizabeth Building, Better Living Centre, the Sports Hall of Fame, as well as all of the Ontario Place lands and Coronation Park.

Utility Corridors

Utility Corridors mainly consist of rail and hydro rights-of-way that provide for the movement of people and goods, and the transmission of communication and energy. They also serve as important locations for sport fields, recreation trails, transit facilities, and park areas. There are a number of Utility Corridors in the Study Area, for example the Canadian Pacific Limited and Canadian National Railway lands south of King Street West and the Canadian National Railway lands that run along the Frederick G. Gardiner Expressway.

Mixed Use Areas

Mixed Use Areas a combination of an array of residential uses, offices, retail, and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. The portion of the Study Area along King Street West and bordered by Strachan Avenue to East Liberty Street, as well as the southwest corner of King Street West and Dufferin Street are designated as a Mixed Use Area. These areas are intended to absorb most of the anticipated increase in retail, office, and service employment in Toronto in the future. In addition, the Plan places an emphasis on the development of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community.

Employment Areas

Employment Areas are places of business and economic activity. This designation is represented by Liberty Village. The Plan states that uses that support this designation consist of offices, manufacturing, warehousing, distribution, research and development facilities, utilities, median facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

Places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges or universities are permitted in Employment Areas if they locate on major streets identified by the Official Plan. Large-scale retail stores are not permitted within this designation in the Central Waterfront area.



Regeneration Areas

The Official Plan defines Regeneration Areas as areas that are no longer in productive urban use due to changes in the global economy. Generally, this designation applies to areas with significant vacant lands and/or buildings in need of revitalization as a means of fostering growth and physical change and a mixture of commercial, residential, live/work, institutional and light industrial uses that help attract investment and permit new development. Within the Study Area, the Regeneration Areas designation applies to specific Exhibition Place buildings: the Medieval Times Building, Press Building, Fire Hall, Food Products Building, Horse Palace, Coliseum (Ricoh), Stanley Barracks and the Direct Energy Centre (formerly National Trade Centre).

2.4.2.2 The Garrison Common North Secondary Plan

The Garrison Common North Secondary Plan was originally the Garrison Common North Part II Plan that was part of the City of Toronto's Official Plan, and was brought forward into the new Official Plan as a secondary plan. The Plan identifies Liberty Village as an area where existing economic sectors will be reinforced, new economic activities will be encouraged and as an environment that is conducive to future economic growth. While live/work units are permitted in Liberty Village, the Plan states that: "No residential use other than live/work units will be permitted". The lands to the east of Liberty Village, known as the Inglis Lands and the Hanna Avenue Technology District are also referred to in this plan.

2.4.2.3 Central Waterfront Plan Part II (2001)

This secondary plan was developed with the intent of guiding development in the Central Waterfront area so that city building is encouraged at a compact scale that is accessible and appropriate to the surrounding context. New development in the Central Waterfront Area is to be located and massed to protect view corridors, frame and support the adjacent public realm and discourage privatization of public spaces. This plan also encourages the development of a built form that will be transit-oriented through staged implementation schedules and financial plans for the construction and operation of transit facilities. Central Waterfront Secondary Plan includes plans to weave Ontario Place into the waterfront park system with better access for the public to enjoy its facilities and paid attractions. A new trail system is proposed, with connections to the north, east and west; that are intended to bring pedestrians and cyclists to the area around Ontario Place.

2.4.2.4 Zoning By-Law

The regulation of development within the Study Area, through zoning by-laws, reflects the implementation of the intent of the Official Plan and the Central Waterfront Secondary Plan.



The zoning techniques employed are the main factors influencing the urban form and development pattern within the Study Area. **Figure 8** shows the Zoning By-Law boundaries for the Study Area and the following discussion provides further detail on the characteristics of the zoning codes identified on the map.

Area 1

Under the City of Toronto Zoning By-Law, this area is zoned as a residential district (R2 Z1.0 and R3 Z2.0). Both designations permit an array of residential and non-residential uses. Under the R2 Z1.0 designation, a maximum height of 10 m can be achieved with 1 times density. The R3 Z2.0 designation allows a maximum height of 23 m and the permitted density is 2 times the site area.

The northeast portion of Area 1 is designated as a Mixed Use District (CR T2.5 C0.5 R2.0) and permits an extensive array of residential and non-residential uses. The density permitted for the site is a total of 2.5 times the site area, 0.5 times is permitted for commercial uses and 2.0 times is permitted for residential uses.

Area 2

This area zoned as an Industrial (IC D3 N1.5) and Park District (G). The IC D3 N1.5 designation permits uses that support employment functions such as offices, manufacturing, warehousing, distribution, research, and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores/services that serve area businesses and workers, plus additional uses such as parks, places of amusement and assembly. The height allowance for this area is 28 m and the maximum non-residential floor area is 3 times the lot area with the exception of the uses identified in the Zoning By-Law under Section 9(3).2

Allan A. Lamport Stadium Park is designated as G, which is a parks designation. Under this designation a range of non-residential uses related to recreational uses are permitted and a maximum height of 28.0 m is allowed. Another park district is located by Strachan Avenue and the height allowance for this district is 18.0 m.

Area 3

Under the Zoning By-Law, an array of residential uses, offices, retail and services, and recreation uses are permitted for the CR designation. Under the CR T4.1 C4.1 R4.1 designation the height allowance is 18.0 m and the maximum site density is 4.1 times the area of the lot for both residential and commercial uses. For CR T3.0 C3.0 R3.0 the height restriction is 25.0 m and the total density is 3.0 for both residential and commercial uses. Under the CR T4.5 C4.5 R4.5 the maximum height allowance is 25.0 m except of a small portion that is 29.0 m. The total density allowance for this district is 4.5 times the lot area.

Massey Harris Park is designated as a Park District. Under this designation a range of non-residential uses related to recreational uses are permitted and a maximum height of 18.0 m is allowed.



For the I3 D3 portion, the Zoning By-Law permits uses that support employment functions such as offices, manufacturing, warehousing, distribution, research, and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores/services that serve area businesses and workers. The Zoning By-law does not permit retail and service shop uses; however, artist live/work studios are permitted in the IC zoning. This designation allows a total of 3 times density of which 1.5 times the area of the lot can be commercial uses. The full 3 times coverage can be used for industrial uses. The permitted height is 28 m.

Area 4

The Exhibition Place grounds and Ontario Place are zoned as Park Districts (G, Gm, Gh). Development on these lands is generally prohibited with the exception of recreation and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities.

For the I3 D3 portion, as mentioned above, the Zoning By-Law permits uses that support employment functions such as offices, manufacturing, warehousing, distribution, research, and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores/services that serve area businesses and workers. The maximum non-residential floor area for this designation is 3 times the lot area; however, the height restriction is not specified.

2.5 Socio-Economic Conditions

Gartner Lee Limited staff documented the existing socio-economic conditions of the Study Area through field surveys and desktop research of neighbourhood profiles, municipal reports, business/event websites, and other secondary sources.

As documented in the land use section, the area consists of mixed-use residential/commercial communities, waterfront parks and major transportation corridors. The existing socio-economic conditions and features that may affect route selection have been divided between two main areas within the Study Area: 1) those north of the CN rail lands, and 2) those south of the CN rail lands.

2.5.1 North of the CN Rail Lands

The mixed use residential-commercial areas to the north of the CN rail tracks/Gardiner Expressway have largely been described in the land use section. The socio-economic constraints include multi-unit apartment and townhouse-style dwellings, single-family residences, live-work units, commercial, and light industrial uses. Institutions involve a police station that recently relocated to Liberty Village from the east side of Strachan. The GO train station has access from both north and south of the CN/GO rail corridor. New condominium developments are planned to the north of the CN/GO rail corridor.



2.5.1.1 Demographics

The neighbourhoods in the Study Area north of the CN rail lands have a lower percentage of children (1,280 children out of an entire population of 14,575), youth (1230) and seniors (790) than the Toronto average. It also has a lower than average percentage of immigrants and non-immigrants, but a 50% or higher than average number of people of aboriginal origin. The top ten ethnic origins in the area are Canadian, English, Portuguese, Chinese, Irish, Scottish, German, French, Italian, and East Indian. Forty-six percent (46%) of homes in the area are single-family residences and 52% are non-family residences. There is a 50/50 rental/own split. (City of Toronto, 2006 and 2001)

2.5.1.2 Business/Employment

This portion of the Study Area falls under the City of Toronto's 2001 census tract place of work profile for census area #10 (City of Toronto, 2001). The median income for the area in 2001 was \$37,111 and the average income was \$43,636. Approximately 18% of households making over \$100,000 annually, 30% making from \$30,000- \$60,000 annually, and about 7% making under \$10,000 annually.

When grouped by industry, in 2001 manufacturing employed 17.9% of the working population, on par with the Census Metropolitan Area (CMA), and retail trade was low at 4.7% compared to 11.4% of the working population. Industries with a high percentage of employment included information and cultural industries (15.9%), finance and insurance (10.2%), professional scientific & technical services (14.3%), and health care and social assistance (16.0%).

2.5.2 South of the CN lands- Waterfront/Exhibition Place

There are no residences within Exhibition Place or along the waterfront portion of the Study Area. There are, however, several event facilities/businesses and annual cultural attractions/sporting events that may be affected by streetcar route construction and operation.

2.5.2.1 Business/Employment

The southern portion of the Study Area falls within Census Tract #8 of the City of Toronto's 2001 census tracts for place of work profiles. Within this area in 2001, median income averaged \$30,027 and the average income was \$35,920. Manufacturing employed 13.4% of the work force, as compared to 17.9% within the CMA. Retail trade employed 5.7% of workers, lower than the 11.4% average for the CMA. Employment by other industries included accommodation and food services (7.1% of the working population); public administration (14.4%); professional, scientific and technical services (12%) and arts, entertainment, and recreation (25.2%). The high employment rate of this last category is most likely attributed to the presence of Ontario Place and Exhibition Place (City of Toronto, 2001).



Several businesses are located within Exhibition Place, including event venues and a family-oriented business (Medieval Times). Ontario Place is located along the waterfront, and is home to an outdoor concert hall, IMAX theatres, special seasonal events and other attractions. The newly constructed BMO soccer field is in use in the spring/summer/fall. A large portion of the land at Exhibition Place is dedicated to pay-parking for Exhibition Place/Ontario Place events.

In addition to the above-noted uses, indoor conferences, trade shows, and other activities are held year-round at Exhibition Place (e.g., the Green Living Show, the Clothing Show and Sale, the Royal Agricultural Show, etc.)

2.5.2.2 Culture/Recreation

Several annual outdoor cultural/sports events occur on or near Exhibition/waterfront lands including Dragonboat racing, the Champ Car Series event, the Caribana festival parade, various biking or running races, and the Canadian National Exhibition in August. Many of these events occur during the summer months and often over the weekend, although some (such as the CNE) may run throughout the week.

The Martin Goodman Trail, part of the Lake Ontario Waterfront Trail, runs along the waterfront in the Study Area. The trail is heavily used in the summer months during daylight hours, especially on weekends and in the evenings. The trail is used by pedestrians, cyclists, and rollerbladers, mainly for recreation and commuting.

Strachan Avenue is one of the few local access points from the city to the waterfront. The intersection at Princes' Gate and Lake Shore Boulevard funnels suburban and urban traffic, pedestrians, and cyclists/rollerbladers between the north and south portions of the Study Area. Pedestrian safety is an issue even though it is a signalized intersection, especially during special events (when there are often police officers present to direct traffic). Bike lanes have recently been added to Strachan Avenue.

Several parks exist in the area, including Coronation Park and Inukshuk Park (formerly Battery Park). Marilyn Bell Park is located in the southwest portion of the Study Area, and several landscaped park spaces exist within Exhibition Place.

Several monuments exist in the area, many described in the Land Use section. Other monuments include the Inukshuk at Inukshuk Park, which was installed to commemorate World Youth Day and the Papal visit to Toronto in 2002, and dedications at the base of several trees in Coronation Park.

2.6 Archaeological

Archaeological Services Inc. (ASI) was contracted to conduct a Stage 1 Archaeological Assessment of the Study Area. The following sections summarize the results of the archaeological assessment (the complete report may be found in **Appendix D**).



2.6.1 Approach

The Stage 1 assessment was conducted in accordance with the Ontario Ministry of Culture's (MCL) Standards and Guidelines for Consulting Archaeologists. A Stage 1 archaeological assessment involves research to describe the known and potential archaeological resources within a Study Area. Such an assessment incorporates a review of previous archaeological research, physiography, and land use history for the property. Background research was completed to identify any archaeological sites in the Study Area and to assess its archaeological site potential, then conclusions and recommendations stated for consideration during route selection.

The Stage 1 archaeological assessment was conducted under the project direction of Mr. Robert Pihl, ASI, under an archaeological licence (P057) issued to Mr. Pihl pursuant to the Ontario Heritage Act. A field review of the Study Area was conducted by Mr. Peter Carruthers (P163), ASI.

2.6.2 Summary of Archaeological Conditions

2.6.2.1 *Physiographic Setting*

The Study Area lies within the Iroquois Plain physiographic region (Chapman and Putnam 1984), which is the former bed of glacial Lake Iroquois. In the vicinity of the Study Area, it has been estimated that the earliest Lake Ontario shoreline (circa 10,400 B.P.) was about 5 km south of its present location. Over the following millennia, the shoreline gradually moved northward. by circa 3,000 B.P., the shoreline was established more or less in the location at which it stood at the time of the founding of York in the 1790s.

2.6.2.2 *Historical Land Use Summary*

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential.

Garrison Creek emptied into Lake Ontario near the eastern end of the Study Area, its course forming a low sandy peninsula further to the west, on which Fort York was built. The outlet of the creek likely provided an environment in which a variety of food resources were available to any aboriginal or early Euro-Canadian occupants of the region.

Despite the fact that the Toronto lakeshore in general, and, more particularly, the mouths of the creeks and rivers flowing into it, would have been extremely attractive to aboriginal peoples, the potential for the recovery of aboriginal material within the Study Area is rather remote. Evidence of the occupation of the area, prior to circa 5,000-4,000 B.P. will, in all likelihood, have been destroyed by the rising waters of the Nipissing Flood, while sites dating to between circa 3,000 B.P. and the early contact period are unlikely to have survived the historic development activities which have disturbed the original topography (HRL 1989:5; 49; ASI 1992, 2001).



2.6.2.3 Fort York and Garrison Reserve

The fort was originally placed within the Garrison Reserve, established in 1793 when Lieutenant-Governor Simcoe founded both the Town of York and the military base of Fort York. The site of present day Fort York did not assume its familiar shape until after the makeshift garrison on the east side of Garrison Creek was captured by the Americans during the War of 1812. York was occupied by the American army between April 27 and May 1, 1813, and their final act before boarding their ships was to burn the military establishment.

After the destruction of most of Fort York and a portion of the Town of York during the War of 1812, the fort was rebuilt between 1813 and 1815 (Benn 1993:69-70). Shortly thereafter, plans were laid for improved defences including a new Fort (to complement the existing complex) to the southwest. In the 1830s, the plan for a New Fort was rendered on maps and in 1842; several structures were built within the palisades around three sides. Despite the opening of the New Fort, Fort York continued to be an important part of military life in the city. The archaeological potential of the Study Area has been described per route. Firstly, along the existing streetcar ROW, there is no archaeological potential. If widening of Manitoba Drive takes place, it will do so in a previously disturbed area with no archaeological potential.

2.6.3 Areas of Archaeological Potential

There are no previously registered archaeological sites within the Study Area, but there are several Euro-Canadian and one Aboriginal site within a 2 km radius of its study limits. Additionally, a review of the general physiography and local nineteenth century land use within the Study Area suggests that archaeological site potential is present. A field review determined that archaeological potential is based on the close proximity to Fort York as well as to glacial shorelines.

There are several areas along potential route corridors within the Study Area that contain archaeological potential. Firstly, the area along Strachan Avenue, where the streetcar line connects to the CNR ROW, is in the vicinity of Fort York and has archaeological potential.

The detour along Remembrance Drive, which meets up with the old Lake shore Boulevard and extends beyond the Waterfront trail, as well as a portion of the Dufferin Street extension, have received minimal disturbance and have not been altered by filling activities. These areas are identified as having archaeological potential. Archaeological potential also exists in areas associated with Fort York, the New Fort, and Fort Rouillé.

2.7 Built Heritage

Archaeological Services Inc. (ASI) conducted a Built Heritage and Cultural Landscape assessment of the Study Area. The following sections summarize the results of the archaeological assessment (the complete report may be found in **Appendix E**).



2.7.1 Approach

The assessment was conducted under the project direction of Mr. Robert Pihl, ASI. The field review and heritage assessment was conducted by Mary L. MacDonald, MA, CAPHC in accordance with the Ontario Heritage Act (2005) and Ministry guidelines. Background research was completed to determine if any previously identified built heritage features and cultural landscapes are located within the Study Area. Following this, a field review was completed in order to identify any additional heritage properties within potential impact zones.

The cultural heritage assessment considered cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. The assessment addressed above ground cultural heritage resources over 50 years old.

For the purposes of the 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, roadscape 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.

2.7.2 Existing Conditions Summary

2.7.2.1 Historical Land uses

There are several historic land uses existing within the Study Area:

Railway

The Grand Trunk Railway (later bought by Canadian Pacific) entered the Toronto market in the 1850s. The Grand Trunk Railway constructed an engine house with turntable, freight house, smithy, temporary shed, pumping house, carriage house and shed, and a temporary passenger station directly south of Fort York and northeast of the Study Area on landfill. In 1859 the Grand Trunk re-laid its track from south of Fort York to a new alignment north of the Fort and parallel to the Northern railway lines.

The Great Western arrived to the city shortly thereafter, entering from the west along the lakeshore. The company erected a locomotive terminal and freight shed on the north side of Fort York before relocating its central facilities to east of Yonge Street, in the mid-1860s.

Central Prison

Construction for Toronto's Central Prison for Men (on Strachan Avenue south of King Street, between two rail corridors north of the New Fort) began in 1871. The institution was a three-storey



building consisting of a main section one hundred feet wide, with wings on each side and large workshops in the rear of each wing. There were cells for 366 prisoners. The prison was designed as an industrial facility and the first industry to be served was the Canada Car Company, which manufactured railway cars. Shortly after the prison's opening, workshops were completed and machinery was installed to Canada Car specifications. Constantly beset with financial and labour problems – as well as rumours of gross brutality – its closure in 1915 signalled the failure of the institution to achieve any of its objectives.

For a brief period the buildings remained closed and vacant, but between 1915 and 1919, the site was taken over by the military as a storage facility, after which time it was demolished. Part of the prison is still intact and visible, including the Roman Catholic chapel and part of the wall of one of the workshops. Subsurface features likely to be encountered include the original foundation of the entire prison complex, as well as human remains associated with prison burials. It should also be noted that in the years prior to prison construction, the grounds were within the battlefield area surrounding Fort York, with burials potentially extant from the Garrison period.

Remnants of the former Central Prison Paint Shop are incorporated in the Liberty Storage Warehouse (later the A. R. Williams Machinery Company) on East Liberty Street. Following the closure of the Central Prison in 1915, the property was used as an army base and as a centre for the processing of new immigrants. By 1920, the buildings were sold and the centre block and wings demolished. Hobbs, Dr. Ballard's and, during the late 20th century, John Inglis and Sons were among the subsequent occupants of the site.

Industrial Lands

Following the prison this became a thriving industrial centre, containing the Canadian headquarters of Inglis Manufacturing. Inglis closed the doors on this location in 1991 and demolished its plant. It should be noted that parts of this site had been idle for over 50 years, and developed into a brownfield.

Directly north, the Massey-Harris (later Massey-Ferguson) Company, built an industrial complex along King Street West to produce agricultural implements that were sold around the world. On a less ambitious scale, companies including Canadian General Electric and the Brunswick Balke Collender Company, manufacturers of billiards tables and bowling alley installations, moved into the area between Hanna Avenue (formerly Pacific Avenue) on the east and Dufferin Street to the west.

Andrew Mercer Reformatory for Women

Directly northwest of the Central Prison, the Andrew Mercer Reformatory for Women opened in 1878. Today, the 'gardener's house' at 1177 King Street West is the only remaining structure associated with that institution.



2.7.2.2 Existing Heritage Features

A total of eight (8) heritage features were identified during the field review. Built heritage features include two bridges, an industrial complex, the Gardiner Expressway, and a 20th Century brick sewer. Cultural landscape units include a railscape and a former railway spur. Exhibition Place, including its buildings, roadways and landscaping, is also included as a cultural landscape unit. Information on these cultural heritage features are summarized in Table 1. Their general location can be found on **Figure 10**.

In addition to the individual buildings and features within the Exhibition Place cultural landscape, 20 Strachan Avenue is also designated as a heritage property in the City of Toronto's Heritage Property Database, as well as under Part IV of the *Ontario Heritage Act*. Built in 1877, this Roman Catholic Chapel is a remnant of the Central Prison. While this property is not located within the immediate Study Area, it is worth mentioning due to its cultural heritage value and its proximity to the Study Area limits.

A number of buildings and features located within the Exhibition Place cultural landscape are listed in the City of Toronto's Heritage Property Database, of which some have also been designated under Part IV of the *Ontario Heritage Act*. Table 2 summarizes each heritage feature located within the grounds of Exhibition Place that have been listed and/or designated. It should also be noted that the Hockey Hall of Fame and Canada's Sports Hall of Fame building has a Heritage Easement Agreement that was registered in March 2007.



Table 1: Identified Cultural Heritage Features within Study Area

Feature	Feature Type	Location and Comments	Toronto Heritage Property?	Ontario Heritage Property?
BHF 1	Brick Sewer	Northeast corner of Strachan Ave. Bridge, 20 th century	No	No
BHF 2	Bridge	Strachlan Ave., 1901-1939	No	No
BHF 3	Gardiner Expressway	Gardiner Expressway, 1956-59	No	No
BHF 4	Bridge	Dufferin Street, 1901-1939	No	No
BHF 5	Industrial Complex	153 Dufferin Street	No	No
CLU 1	Railscape		No	No
CLU 2	Former Railway Spur		No	No
CLU 3	Exhibition Place	2 Strachan Avenue, established in 1880s, comprised of all buildings, roadways and landscaping including the Food Building (1954), the Horse Palace (1931), the Dufferin Gates (1910-1956).	Yes (see Table 2 for specific features)	Yes (see Table 2 for specific features)



Table 2: Exhibition Place Heritage Features listed in the Toronto Heritage Property Database

Heritage Feature	Details	Designated under the Ontario Heritage Act?
Automotive Building	1929	No
CNE Flagpole	1977	No
Coliseum	1922; annexes 1926, including the Cattle Building	Yes
Firehall	c.1912; also includes Police Station Division 14	No
Fort Rouille Site	1750-1751; archaeological site	No
Hockey Hall of Fame and Canada's Sports Hall of Fame	1960-61, west wing; 1966-67, east wing	No
Original Transportation Building	1908; destroyed by fire in 1974 and demolished	No
John Scadding Cabin	1794; moved to present location in 1879	Yes
Stanley Barracks	1841; now the Marine Museum	Yes
Shrine Peace Memorial	1930	No
Railways Building	1908; now the Music Building	Yes
Queen Elizabeth Building	1956-57	No
Princess Margaret Fountain	1958	No
Princes' Gates	1926-27	Yes
Press Building	1905	No
Ontario Government Building	1926; later known as the Carlsberg Building	Yes
Horse Palace	1931	Yes
Horticultural Building	1907	No
Government Building	c.1912; now the Arts and Crafts Building and Medieval Times	Yes
Food Products Building	1954	No
Dufferin Gate	1959	No
Carlsberg Carillon	1974	No
Contextual Bulova Tower	1955; demolished in 1985; formerly known as the Shell Canada Ltd. Tower	No
Bandshell	1936	No
Better Living Centre	1962; Originally known as the Home Furnishings and Appliance Centre	No