



Appendix C

Cultural Heritage

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| Appendix C.1 | Cultural Heritage and Cultural Heritage Landscape Screening Report Park Lawn Road / Lakeshore Boulevard West Transportation Master Plan (AECOM, Jan. 2017) |
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Appendix C.1

Cultural Heritage and Cultural Heritage Landscape Screening Report Park Lawn Road
/ Lakeshore Boulevard West Transportation Master Plan (AECOM, Jan. 2017)

City of Toronto

Cultural Heritage and Cultural Heritage Landscape Screening Report Park Lawn Road / Lakeshore Boulevard West Transportation Master Plan

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Introduction

AECOM was retained by the City of Toronto to complete a Cultural Heritage and Cultural Heritage Landscape Screening Assessment (CHSA) for the Primary Study Area (Study Area) for the Park Lawn Road / Lakeshore Boulevard West Transportation Master Plan (TMP) to guide future transportation infrastructure planning in the Study Area.

The Study Area is located within a neighborhood known as Humber Bay, within Etobicoke Township. The Village of Humber Bay is bound on the west by Mimico Creek and on the east by the Humber River Valley. These natural boundaries have shaped the topography of this area, which features rolling hills and many mature trees. The neighborhood was centered on the intersection of Lakeshore Boulevard and The Queensway; that intersection however, disappeared with the construction of the Queen Elizabeth Way (QEW) which runs east to west and bisects the Study Area. The main features within the Study Area are the Humber River, the Martin Goodman Waterfront Trail and recent condo development along the waterfront. The western portion of the Study Area area is dominated by a by the Ontario Food Terminal and the former *Mr. Christie Bakery* property.

The CHSA was prepared by Emily Game, B.A. a Heritage Researcher with AECOM. Charlton Carscallen, M.A., Cultural Resources Technical Practices Manager acted as project lead.

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1. Purpose

AECOM was retained by the City of Toronto to complete a Cultural Heritage and Cultural Heritage Landscape Screening Assessment for the Primary Study Area (Study Area) for the Park Lawn Road / Lakeshore Boulevard West Transportation Master Plan (TMP). The Park Lawn Road / Lakeshore Boulevard West Transportation Master Plan (TMP) will guide future transportation infrastructure planning in the Study Area.

The Park Lawn Road / Lake Shore Boulevard West area has experienced substantial residential growth in the past 10 years and there has been little change to the area's transportation system during this growth period. As a result, the intersection of Park Lawn Road and Lake Shore Boulevard West experiences significant pressures during peak rush hour periods.

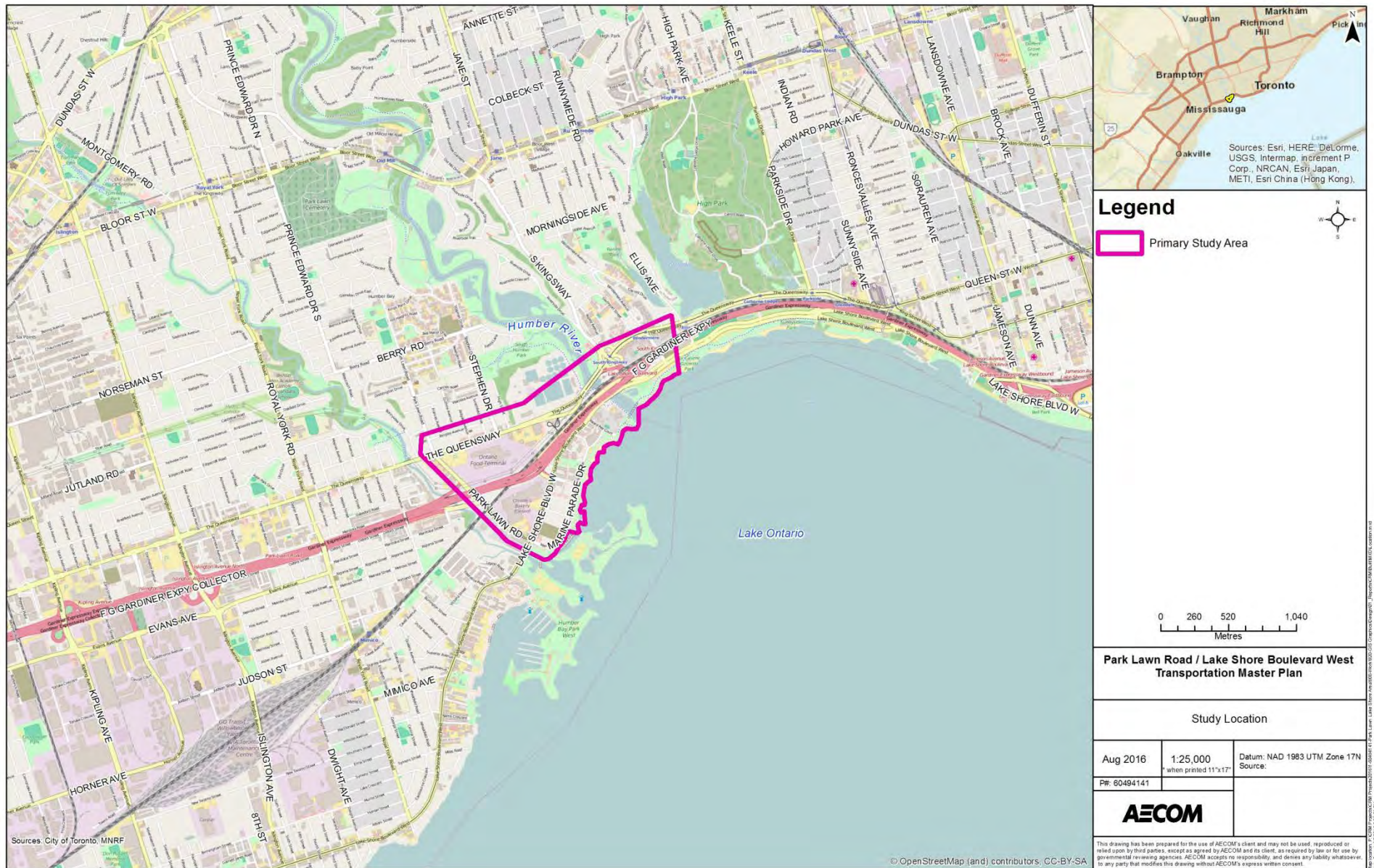
The Toronto City Council considered a City-initiated transportation study for the Park Lawn Road and Lake Shore Boulevard West Area in November 2012. City council adopted the item and in so doing directed the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning, report to the Public Works and Infrastructure Committee in early 2013 on the scope, timing, costs and other any other implication of undertaking a comprehensive TMP for lands generally located in the Park Lawn Road and Lake Shore Boulevard West Area, which would take into consideration the traffic implications of potential development in the area. They include:

- Improvements to TTC infrastructure, including but not limited to, the relocation of the TTC Humber Loop to the Park Lawn Road / Lake Shore Boulevard West Area;
- The benefit of a new GO Train Station in the Park Lawn Road Lake / Shore Boulevard West Area;
- Feasibility of new road connection through the existing Mondolez site (90 Park Lawn Road) connecting Lake Shore Boulevard West, east of Park Lawn Road; and,
- The extension of Legion Road across the Canadian National (CN) Rail Corridor.

The CHSA was completed to identify cultural heritage resources within the study area. The results will be used to evaluate the alternative transportation solutions being assessed as part of the TMP. The CHSA will allow the City of Toronto to quickly and efficiently identify properties with recognized or potential cultural heritage value or interest.

The Study Area is bounded by Park Lawn Road to the west, The Queensway to the north, Windermere Avenue to the east and Lake Ontario to the south (Map 1).

Cultural Heritage and Cultural Heritage Landscape Screening Assessment
Park Lawn Road / Lakeshore Boulevard West Transportation Master Plan



Map 1: Location of the Primary Study Area

2. Methodology

The CHSR was conducted according to the *Ontario Heritage Tool Kit, Heritage Property Evaluation*.¹ This CHSR serves to quickly and efficiently allow the City of Toronto to identify properties with recognized or potential cultural heritage value or interest. The following steps were taken:

- A review was carried out to identify properties that have been Designated under Parts IV or V of the *Ontario Heritage Act* (OHA), or listed on the City of Toronto's Inventory of Heritage Properties, hereafter the Inventory.
- Copies of studies and documents relevant to the history of Park Lawn Road / Lakeshore Boulevard West area and its historic character were obtained to provide a context for field review.
- Field review was carried out on July 13, 2016 to identify properties and cultural landscapes with heritage potential, if any, in addition to those previously listed on the Inventory.
- AECOM undertook consultation with Heritage Preservation Services at the City of Toronto.
- AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations.
- A Stage 1 Archeological Assessment was carried out.

Preliminary evaluation of the properties and landscapes found to have potential heritage value has been summarized in Section 7, along with tombstone data, description and information regarding their Heritage recognition or status.

The Register (previously known as the Inventory of Heritage Properties) was started in 1973. Compiled by Heritage Preservation Services for Toronto City Council, the Heritage Register is a list which identifies Toronto's built cultural heritage.

Heritage Preservation Services recommends to City Council those properties that should be included on the Heritage Register or designated under the Ontario Heritage Act. City Council seeks the opinion of the volunteer Toronto Preservation Board when considering each recommendation for listing or designation.

"Listed" is a term used for properties for which City Council has adopted a recommendation to be included on the Register. The recommendations are based on criteria that relate to architecture, history, and neighbourhood context. Their inclusion on the Register is a clear statement that the City would like to see the heritage attributes of these properties preserved.

Properties that have been individually designated under Part IV of the OHA, or are located within a Heritage Conservation District designated under Part V, are referred to as "designated". Designated properties are also included on the Register and are identified by a by-law number.

¹ Ministry of Tourism, Culture and Sport. *Ontario Heritage Tool Kit, Heritage Property Evaluation*. 2006.

3. Historical Overview

3.1 Setting

The Park Lawn Road / Lake Shore Boulevard West TMP Study Area is dominated by several large built and landscape features. The Gardiner Expressway and the Canadian National (CN) Rail Corridor bisect the study area approximately east / west. These major transportation routes provide access in and out of the City of Toronto and connect cities via the railway corridor. The Humber River and its associated watershed are located within the east portion of the Study Area and historically acted as a boundary between the Township of Etobicoke and the Township of York. A portion of the Humber Wastewater Treatment Plant is located within the Study Area, west of the Humber River, north of the Queensway. Recent condominium development has replaced the 'motel strip' between the Lake Shore Boulevard West and Marine Parade Drive, west of the Humber River. The western portion of the Study Area is dominated by the Ontario Food Terminal and the former *Mr. Christie Bakery* property. The lands along the lakeshore consist of recreational trails and parks such as the Martin Goodman Trail, Sir Casimir Gzowski Park, the Humber Bay Butterfly Habitat and the Jean Augustine Park. Many of the original streets and houses were demolished during the construction of the Gardiner Expressway.

3.2 Pre 1850 History

The Township of Etobicoke was part of the Toronto Purchase, negotiated by the British with the Ojibwa *Mississauga* Nation in 1787 and formalized in 1806 (Map 2). Loyalists began to arrive in 1793, and the survey of Etobicoke Township was carried out in 1795. The capital of Upper Canada was moved to York/Toronto from Newark/Niagara-on-the-Lake by Governor Simcoe for strategic reasons, and early land grants on the lake frontage of Etobicoke and York Townships were issued to retired officers and soldiers as insurance against an American attack. These military grants prevented an influx of farming immigrants who would otherwise have cleared and populated the area.² The entire waterfront, for example, between Kipling Avenue and Etobicoke Creek (1,530 acres) was held by Lt-Col. Samuel Bois Smith (1756-1826). Development was slow, but gradually the veterans' large estates were broken up and sold.

The armature for the present irregular street pattern was laid out in the original survey of Etobicoke, which is erratic by comparison with the typical rectilinear grid found in most Ontario townships. Access to water was a critical consideration in laying out property boundaries, so that concessions were aligned to front on the lake or on the Humber River wherever possible.

The Lake Shore Road was opened from Toronto to the east side of Humber between 1798 and 1804. A ferry operated on the Humber until a bridge was completed in 1809. The municipal road was sold in 1850 to become a private toll road in 1850. In 1890 Lake Shore Road was re-acquired by York County because the toll was unpopular with the residents.

² Michael Harrison. *Towards the Ecological Restoration of South Etobicoke*. (Environment Planning & Policy Associates, Mimico, 1997), p. 12.

3.3 1850s to First World War

3.3.1 Municipal Development

All of the Study Area was located within Etobicoke Township. No incorporated settlements existed throughout the 19th century. The Study Area consists of two former municipalities created in the 20th century; Swansea (formerly Humber Bay) and Mimico.

The Village of **Swansea** was originally known as *Humber Bay*, the informal name used since the mid-19th century for a small community on the west bank of the mouth of the Humber River. In 1887, a post office of the name *Humber Bay* was opened but the name was changed to *Swansea* in 1889. The railway station was originally named *Humber Bay Station* and later as *Swansea Station*. The area remained as part of Etobicoke Township until the *Village of Swansea* was incorporated in 1925. The Humber River was the western boundary and the city limits of Toronto were the eastern boundary. The village was incorporated into the City of Toronto in 1967.³

Mimico was the name of the post office opened in 1857. The area was incorporated as a village in 1911 and a town in 1917. The town was incorporated into the City of Toronto in 1967.⁴ The Study Area between Mimico Creek and the Humber River was formerly part of the town of Mimico.

In 1893, the **City of Toronto** acquired a narrow strip of land along Lake Ontario from Etobicoke Township. The land, known as the Sunnyside Strip, extended along the shore of Lake Ontario from the City boundary to the Humber River and included the area north to the Grand Trunk Railway. By 1899 a boardwalk had been completed in this annexed strip from Sunnyside Avenue almost to the Humber River.⁵

3.3.2 Swansea/Humber Bay

The mouth of the Humber River was never a significant harbour. In 1840, William Gamble bought the mouth of the Humber River. Three years later he was tasked with building a swing bridge at the mouth of the Humber; it was rebuilt in 1866 to handle increasing traffic in the bay. Small vessels, tug boats and steam ships used the wharf that was constructed by Gamble until the 1890s. In the 1850s, three hotels, ship builders and multiple boat houses were constructed in the area. None of the structures remain. Humber Bay contained three brick yards but also became a “resort” for Toronto citizens.

In 1850, John McDowell built the Royal Oak Hotel, later known as the Humber Hotel (Figure 1) on the north side of the Lake Shore Road near the mouth of the river (Lot 10, Conc. V LFH). The hotel became a gathering place for the community; church services as well as civic and lodge meetings were held at the hotel.

The Wimbledon House was a grand hotel located on the south side of Lake Shore Boulevard West, west of the Humber River (Figure 2). The owner, John Duck, spared no expense while building the hotel and pleasure grounds. The third hotel, built by Charles Nurse, was located at the south side of Lake Shore Boulevard West on the west side of the Humber River (Figure 3).⁶

³ Floreen Ellen Carter, *Place Names of Ontario*. London, ON: Phelps Publishing Co., 1984), vol.2. p.1324.

⁴ *Ibid.*, vol 1, p.772).

⁵ Ted Wickson. *Reflections of Toronto Harbour: 200 years of port activity and waterfront development* (Toronto Port Authority, 2002), p.161.

⁶ Robert Given... *Etobicoke Remembered* (Toronto: Pro Familia Press, 2007), p. 64.

Many of the residents of Humber Bay were market gardeners. Vegetables and fruit were grown on lots of varying sizes and brought to market in downtown Toronto. Brickmaking also provided employment for the people of Humber Bay. The first brick yard was established by William Simpson before 1885 on the lakeshore, east of Mimico Creek. Subsequent brick, sewer pipe and clay manufactures went on to produce bricks and clay pipe for a growing community.⁷

However, the major development for Swansea was the opening of the Canada Bolt and Nut Company, on the north side of the Grand Trunk Railway, in 1882. This company played a significant role in the development of the iron and steel industry in Canada. In 1910, the company amalgamated with four other Canadian steelworks to form the Steel Company of Canada (Stelco). The Swansea Works continued to produce a wide range of steel fasteners, among other items, before closing in 1990. The Swansea Works were also the defining economic stimulus of the community, employing over 500 people and building employee housing, particularly along Windermere Avenue.

By the 1880's the population of Humber Bay was large enough to warrant a school in the community. Prior to this children attended school in Mimico. In 1888, a cottage on the west side of High Street was obtained and converted into a school; 35 children attended the first year.⁸ On July 5, 1889 school trustees purchased a schoolyard between High Street and Stephen Drive on which a four-room school house was built, and in 1923 an additional six rooms were added. The school was demolished in 1949, and a larger school was built on the property. The school closed in 1965 and was demolished in 1986 for a housing development. By 1921 the streets were named within the community and the houses were numbered sequentially; by 1924, sewers were installed along Lake Shore Boulevard.

3.3.3 Transportation

Throughout the 19th century, road traffic was local (Section 3.2 above) and long distance travel was by rail. This changed in the 20th century through the development of the motor vehicle. Notably, the Lake Shore Road was acquired by the province the early 20th century and upgraded between 1914 and 1916 as the Toronto-Hamilton Highway.

The major improvement in transportation began when the Great Western Railway was completed in 1856 from Toronto to Hamilton. At Hamilton the railway divided into two lines; one continuing to Niagara Falls and the other to Windsor. The railway also connected in Toronto with the Grand Trunk Railway operating between Toronto and Montreal. The Great Western did improve local transportation within the Study Area by constructing two stations, one at Mimico; the other at Swansea. In 1882 the railway amalgamated with the Grand Trunk.

However, the major economic impact of the railway on the Study Area was the completion in 1906 of the Mimico freight yard, just west of the Study Area. Along with the Swansea Works, the yard was the major employer for residents within the Study Area.

Local passenger service within the Study Area was greatly improved by the construction of electric railways at the end of the 19th century. The Toronto & Mimico Electric Railway and Light Company was chartered in 1890 and an electric street railway service was opened in 1892, providing rail service from Sunnyside to the Humber River. The Toronto Railway Co. took over operation in 1893 and extended service to Mimico in 1893, to Long Branch in 1894 and to Port Credit in 1905. The corporate history becomes complicated at this point because the line was subsequently owned by the Mackenzie interests that also owned the Toronto street railway system. In 1927, all of the Mackenzie street railway systems were acquired by the Toronto Transit Commission (TTC).⁹

⁷ Given, *op. cit.*, p. 66.

⁸ *Ibid.* p. 68.

⁹ Transit Toronto. *A Brief History of the Transit of Toronto*. <http://transit.toronto.on.ca/spare/0012.shtml>. Accessed July 2016.

3.4 First World War to 1950s

3.4.1 Toronto Harbour Commission 1912 Waterfront Scheme

Toronto Harbour Commission was formed in 1911 to manage all of the City of Toronto's waterfront properties, including the water lots extending from Bathurst Street to the Humber River. At the end of 1912, the Harbour Commissioners released a waterfront plan that covered the entire shoreline and was to have a profound effect on the character of the Study Area.¹⁰

Broadly speaking the shoreline from the Humber River, westward to Dowling Avenue just east of the Boulevard Club today and south of the Grand Trunk came under Harbour Commission jurisdiction. The historic Lake Shore Road had become a component of the new Toronto-Hamilton Highway. In this segment, the shoreline extended up to 600 feet into the lake through reclamation of the water lots. The land reclamation allowed for new parkland, re-alignment of the Lake Shore Road, which also carried the street railway tracks, and creation of a *new Boulevard Drive*.¹¹

The Federal Government constructed the Western Breakwater between the Humber River and the Western Channel entrance into Toronto Harbour approximately 90 metres south of the new shoreline. The breakwater was designed to reduce erosion and provide a protected swimming area. The breakwater also unintentionally trapped sewer overflows during heavy rains and forced periodic closures of the beach. The problem was not rectified until the Western Beaches Storage Tunnel was completed in 2002.¹²

This section of park development was mainly passive rather than containing the pavilions associated with Sunnyside Park further east. Some development occurred on the west side of the Humber River, notably the Palace Pier built in 1931.¹³

3.4.2 Transportation

Queen Elizabeth Way: The inexorable increase in motor vehicle traffic forced the province to construct better inter-city roads. Rather than enlarge the Toronto-Hamilton Highway sometime in the late 1920s, the Department of Public Works and Highways decided to create a new inter-city route between these cities. In 1931, a new Department of Highways was organized. The new Toronto-Hamilton Highway was not yet envisioned as a limited access road but it would follow new alignments to avoid built up urban areas and provide a safe, high speed traffic. Contracts were let by the end of 1931 and the Toronto Hamilton section was completed in 1937 as a limited access highway. The eastern terminus was the Humber River, where it connected with the Lake Shore Boulevard.

The *Lion Monument* was completed in 1939 to commemorate the opening of the QEW during the visit of King George and Queen Elizabeth. It was located at the Humber River in the median between the traffic lanes. It consisted of a vertical stone shaft designed by architect W.L. Somerville and a massive stone lion at the base by sculptor Francis Loring. In 1972 MTO announced that the *Lion Monument* had to be removed in order to widen the

¹⁰ Wickson. *op. cit.*, p.37-38.

¹¹ *Ibid.*, p.161-62.

¹² *Ibid.*, p.162.

¹³ *Ibid.*, p.164.

Humber River Bridge to eight lanes. The initial plan was to relocate to the monument to Ontario Place; however public outcry led to its location in Gzowski Park in 1975.¹⁴

Street Railways: Transit along Lake Shore Boulevard continues to provide service today as far as Brown's Line at the western end of Metropolitan Toronto. The "Humber Loop", located adjacent to the Humber River, is a remnant of the time when the street railway system once transferred into the suburban service. The loop permitted a safe, speedy way of turning around the Toronto streetcars. But the "Loop" was also a transfer point between urban and suburban services dating back to the 19th century. The actual location of the "Loop" has changed over the years and has been on one side, or the other of the Humber River. The current location is squeezed between the Gardiner Expressway and the Queensway on the west side of the Humber River. It dates to 1957 when it was relocated due to construction of the Gardiner Expressway. The TTC plans to relocate the loop to Park Lawn Road where it will better serve development growth in the Humber Bay Shores area. The Loop contains an enclosed waiting room for passengers and a separate facility for operators.

Hydro Electric Power: Although not strictly speaking a form of transportation, a high-tension electrical transmission corridor extended through the Study Area for much of the 20th century. The tower line was completed in approximately 1905 to carry power from the new Niagara Falls generating station to downtown Toronto. The generating station and tower line were owned by the same Mackenzie interests that controlled the street railway system, and surplus power was also sold to the city. The tall, steel-lattice towers were a highly visible feature in the shoreline along Sunnyside. Today, the transmission line is still in service up to the Humber River where the lines connect to a new transformer station on the east bank of the river.

3.5 Post 1950

3.5.1 Land Use Changes

During the 1960s Toronto grew rapidly and all of the Study Area became part of the new metropolitan city. Etobicoke became part of the City of Toronto in 1990.

New public works were constructed to service the expanding population. The Humber Sewage Treatment Plant began operation in 1960 as the city's second largest wastewater treatment plant. It is located on 45.3 hectares on the north side of The Queensway, near the mouth of the Humber River.

3.5.2 Transportation

Gardiner Expressway: In 1948, Toronto proposed a 19 km superhighway from the Humber in the west to Woodbine in the east. In 1953 a shorter 13 km alignment was selected and in 1957 the Gardiner Expressway was completed. The first phase of construction began with what is now known as Lakeshore Boulevard East, a year later in 1956, the Humber River Bridge is constructed. The first segment was opened for traffic on August 8, 1958, with construction continuing until 1966.¹⁵

GO Transit: GO commuter trains began operating on the Canadian National mainline in 1967 to provide an alternative to highway commuting into Toronto. There is currently no GO station within the Study Area.

¹⁴ Robert M. Stamp. *QEW: Canada's First Superhighway* (Erin, ON: Boston Mills Press, 1987), p.43-46.

¹⁵ Cole Engineering. *A Brief History of the Gardiner Expressway*. <http://www.coleengineering.ca/blog/2015/09/a-brief-history-of-the-gardiner-expressway>, accessed July 2016

3.5.3 Industrial/Commercial

In 1948, the Etobicoke *Official Plan* was revised to redevelop market gardens and farms as residential, commercial and industrial areas

The *Mr. Christie Bakery* property, on the east side of Park Lawn Road and south of the Gardiner/Canadian National Railway, originally opened in 1948 under Nabisco ownership. The factory appears to have been built on a “greenfield” location. The large operation closed in late 2013 with the loss of approximately 550 jobs. The land south and east of the property had become a prime area for condominium development. The 11 hectare *Mr. Christie Bakery* property is being considered for other uses.

The Ontario Food Terminal is located directly north of the *Mr. Christie Bakery* property, on the north side of the Gardiner/rail corridor. The land had been purchased in 1946 but plans to build on the site were shelved in 1950 due to the scarcity of building materials. The Ontario Food Terminal was created in 1954 after the Ontario Government passed the Ontario Food Terminal Act, which created a board to operate a wholesale fruit and produce market as a public utility. The facility opened in June of 1954. Prior to the creation of the Ontario Food Terminal, farmers and merchants were faced with cramped distribution facilities with no refrigeration and without proper loading areas. The lack of space excluded Ontario farmers from the wholesale market, resulting in higher prices and lower quality produce. The creation of the Food Terminal allowed Ontario farmers to sell directly to the wholesale market from a centralized and efficient distribution facility.¹⁶

The change in the *Official Plan* combined with the lake front setting, and the presence of Lake Shore Boulevard as the main western route in and out of Toronto led to the development of a “motel strip” along Lake Shore Boulevard. Some development had occurred in the 1920s and 1930s, but most developed occurred in the 1950s and 1960s. At its peak, more than 30 resorts were located along the lakefront. Completion of the Gardiner Expressway in 1966 redirected traffic away from Lake Shore Boulevard and by the 1980s the area had slipped into squalor and criminality.¹⁷ The resorts were mostly family owned and began selling off to developers eyeing the prime property for redevelopment. None of the original motel strip has survived. Approximately 3,000 condominium units have been built in the past ten years and another 9,000 units are proposed.

The Swansea Works, discussed in Section 3.3.2 was closed in 1990 and was demolished in 2003. The property was reused for high-rise residential development.

3.5.4 Recreation

In the 1970s, Toronto commenced a land reclamation scheme at the mouth of Mimico Creek on a scale that had not occurred since the Toronto Harbour Commission shoreline extension of the 1920s. When formally completed in 1984, Humber Bay Park consisted of two land spits extending into Lake Ontario. Humber Bay Park East, located on the east side of Mimico Creek, is 19 hectares in size while Humber Bay Park West, located west of the Study Area, is 120 hectares. In addition, the Martin Goodman Trail opened 1984 as a recreational trail along the Toronto waterfront.¹⁸

The *Humber Bay Arch Bridge* carries the Martin Goodman Trail over the Humber River and has become an iconic structure on the waterfront. Completed in 1994, the 139 metre long pedestrian and cycling bridge was designed by Toronto architects Montgomery Sisam.

¹⁶ Ontario Food Terminal Board. *History of the Ontario Food Terminal*. <http://www.oftb.com/our-history>, accessed July 2016.

¹⁷ *Given*, op. cit., p. 73.

¹⁸ Wickson, op. cit., p. 156.

4. Existing Conditions

The Park Lawn Road / Lake Shore Boulevard West TMP Study Area is dominated by several large built and landscape features. The Gardiner Expressway and the Canadian National (CN) Rail Corridor bisect the Study Area approximately east / west. These major transportation routes provide access in and out of the City of Toronto and provides connections to other cities. The Humber River and associated watershed are located in the eastern half of the Study Area and historically acted as a boundary between the Township of Etobicoke and the Township of York. A portion of the Humber Wastewater Treatment Plant is located within the Study Area, west of the Humber River, north of The Queensway. Recent condominium development has replaced the 'motel strip' between the Lake Shore Boulevard West and Marine Parade Drive, west of the Humber River. The western portion of the Study Area is dominated by the Ontario Food Terminal and the former *Mr. Christie Bakery* plant. The lands along the lakeshore consist of recreations trails and parks such as the Martin Goodman Trail, Sir Casimir Gzowski Park, the Humber Bay Butterfly Habitat and the Jean Augustine Park. Many of the pre-1850 streets and houses were demolished during the construction of the Gardiner Expressway in 1957.

5. Heritage Recognition: Properties of Significance or Interest

5.1 Existing Heritage Designated Properties

The City of Toronto has identified six properties of heritage interest within the Study Area. The following are Listed or Designated Heritage Properties under the Ontario Heritage Act, Part IV.

Table 1: Current Designations

Address/Name	Status	By-law No.	Figure No.
1978 Lake Shore Boulevard West, Joy Oil Gas Station (former location)	Designated Part IV	415-89, 1386-2011	26
176 Park Lawn Road	Listed	N/A	27
194 Park Lawn Road, St. James Anglican Church	Listed	N/A	28, 29
195 Park Lawn Road	Listed	N/A	30
28 High Street, Humber Bay Public School	Listed	N/A	31, 32
4 South Kingsway, Fort Toronto	Designated Part IV	801-98	33

5.2 Evaluations in Progress

Consultation with the City of Toronto Heritage Preservation Services confirmed there are no built heritage resources or cultural heritage landscapes within the Study Area that are being considered for inclusion on the City of Toronto Heritage Register.

5.3 Other Identified Resources

In addition to the resources identified and reviewed by the City of Toronto, others were identified during the process of field review. A total of 20 built heritage resources and one cultural heritage landscape were identified.

Table 2: Newly Identified Resources

Identifier	Address/Name	Figure No.
BHR 1	QEW Bridge at Windermere Avenue	4
BHR 2	QEW Monument	5, 6
BHR 3	Humber River Bridge	7
BHR 4	Gardiner expressway over TTC line	8
BHR 5	Expressway ramp over Gardiner Lake Shore Blvd ramp	9
BHR 6	CN Rail over Park Lawn Road	10
BHR 7	Gardiner Expressway Over Park Lawn Road	11
BHR 8	Gardiner Expressway Over Park CN Rail	12
BHR 9	Expressway eastbound over Gardiner Lake Shore ramp	13
BHR 10	Ontario Food Terminal	14
BHR 11	11 Aldgate Avenue, Church of the Transfiguration	15
BHR 12	Queensway bridge over TTC Line	16
BHR 13	Queensway over Humber River	17
BHR 14	South Kingsway Over the Queensway	18
BHR 15	CN Rail Bridge at Windermere	19
BHR 16	South Kingsway Rail Bridge	20
BHR 17	CN Rail Bridge abutment	21
BHR 18	Humber Loop building	22
BHR 19	Gardiner Expressway	23
BHR 20	Former Mr. Christie Bakery property	24
CHL1	Humber River	25

6. Recommendations

Two (2), Heritage Designated and four (4) listed properties are located in the Study Area. The City of Toronto has not identified any potential additional sites at this time to be listed or designated. The following Heritage legislation and planning documents are applicable to the resources identified on the City of Toronto Heritage Register:

The Ontario Heritage Act RSO 1990, Part IV, 29 (1)(a), hereafter OHA, states that:

The council of a municipality may, by by-law, designate a property within the municipality to be of cultural heritage value or interest if, (a) where criteria for determining whether property is of cultural heritage value or interest have been prescribed by regulation, the property meets the prescribed criteria.

The City of Toronto Official Plan (December 2010), 3.1.5 Heritage Resources Policies (2) states that:

Heritage resources on properties listed on the City's Inventory of Heritage Properties will be conserved. A Heritage Impact Assessment may be requested for development proposals on a property on the City's Inventory of Heritage Properties, and will be required where the development entails an amendment to the Official Plan and/or Zoning By-law. Development adjacent to properties on the City's Inventory of Heritage Properties will respect the scale, character and form of the heritage buildings and landscapes.

As part of the screening assessment for the Study Area AECOM identified an additional 20 built heritage resources, including 14 bridges, four structures, one expressway and one monument. AECOM also identified one cultural heritage landscape during its July 2016 field review.

In order to determine the potential heritage value or significance, of the 14 identified bridges, AECOM recommends that the structures be evaluated in the criteria set out in the *Ontario Heritage Bridge Guidelines* (OHBG) as well as *Ontario Regulation 10/06 Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06).

The cultural heritage value or interest of the remaining four structures, expressway, monument and cultural heritage landscape will be assessed in a Cultural Heritage Evaluation Report (CHER) will evaluate the resources against *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) and *Ontario Regulation 10/06 Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06).

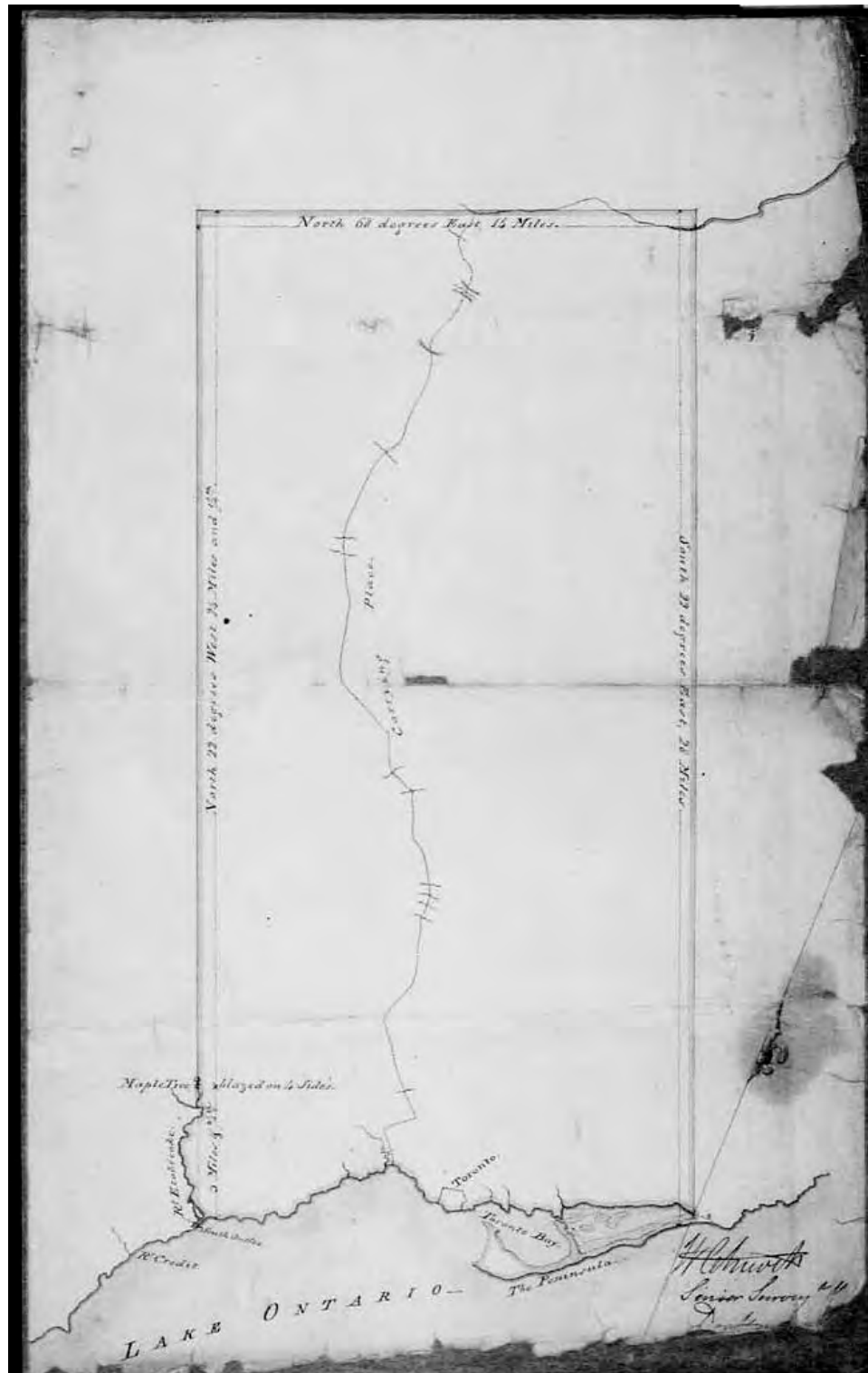
During the improvements within the Study Area, a priority will be to mitigate the possibility of damage to or functional interference with potential heritage resources in the Study Area. Mitigation for impact on such resources will be determined on a case by case basis following best industry practices.

Recommendations pertaining to the preservation of heritage resources and character will follow the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010), which have been adopted by the City of Toronto, and the Ontario Ministry of Culture's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007).

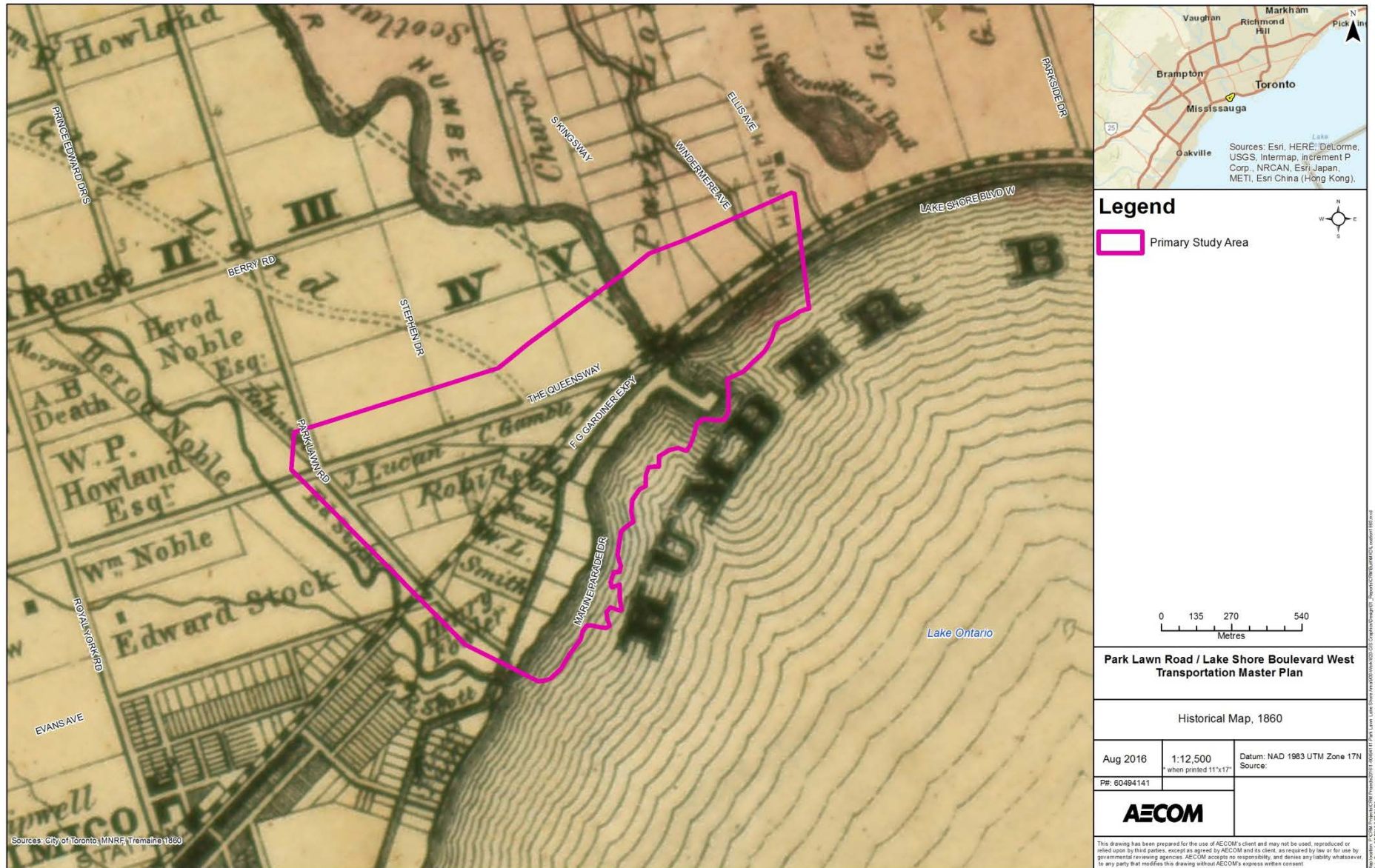
Provincial Policy Statement 2005 States that:

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 *Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.*

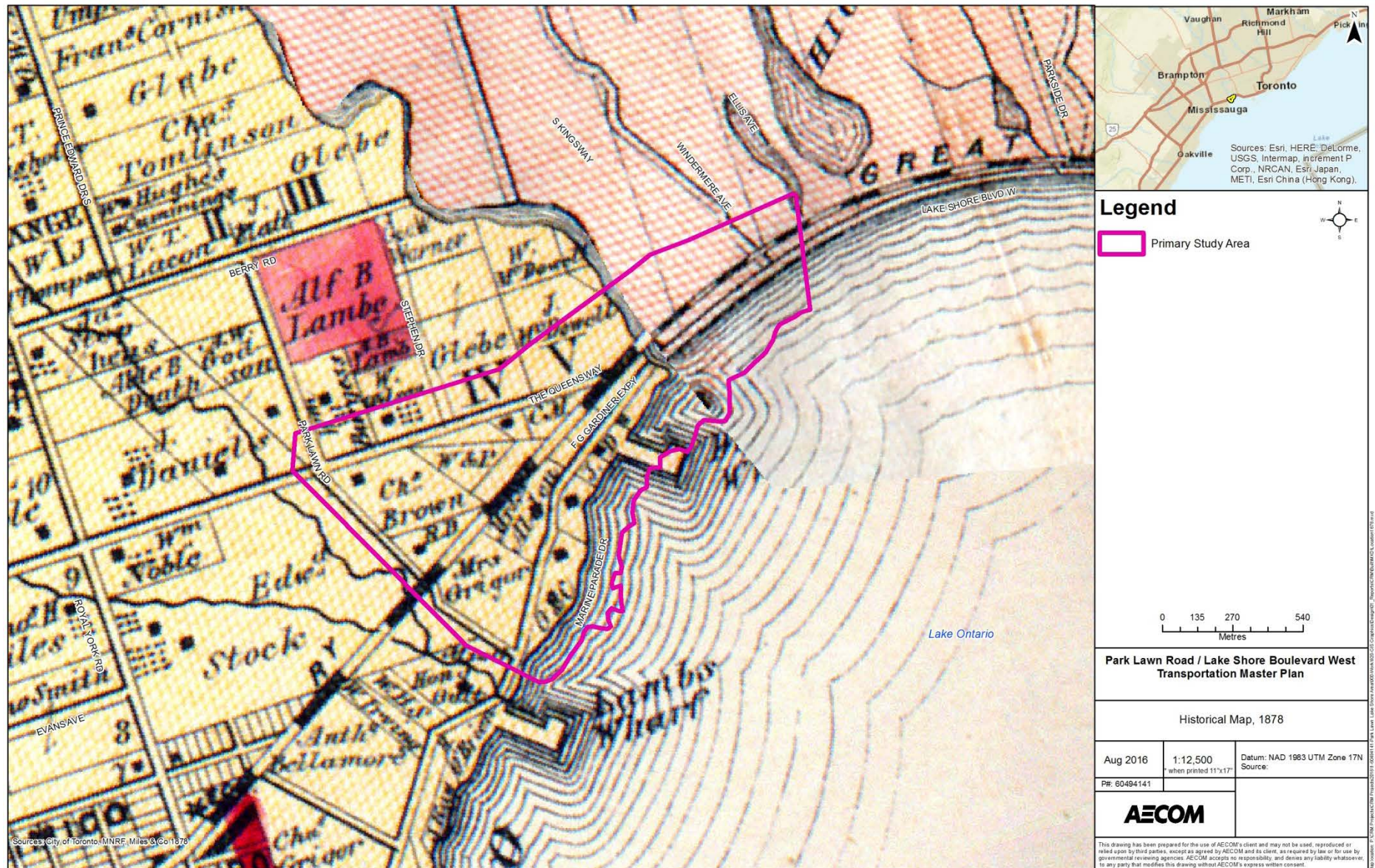
7. Maps and Images



Map 2: Plan of the Toronto Purchase - IT 039 (Library and Archives Canada [LAC], Treaties and Surrenders, R216-79-6-E, MIKAN no. 3941147)



Map 3: Location of the Primary Study Area on the Tremaine Map of Toronto, 1860



Map 4: Location of the Primary Study on the Historic Atlas Map (Miles & Co., 1878)



Figure 1: The Humber Hotel (originally the Royal Oak Hotel), 1911, north façade (Toronto Public Library).

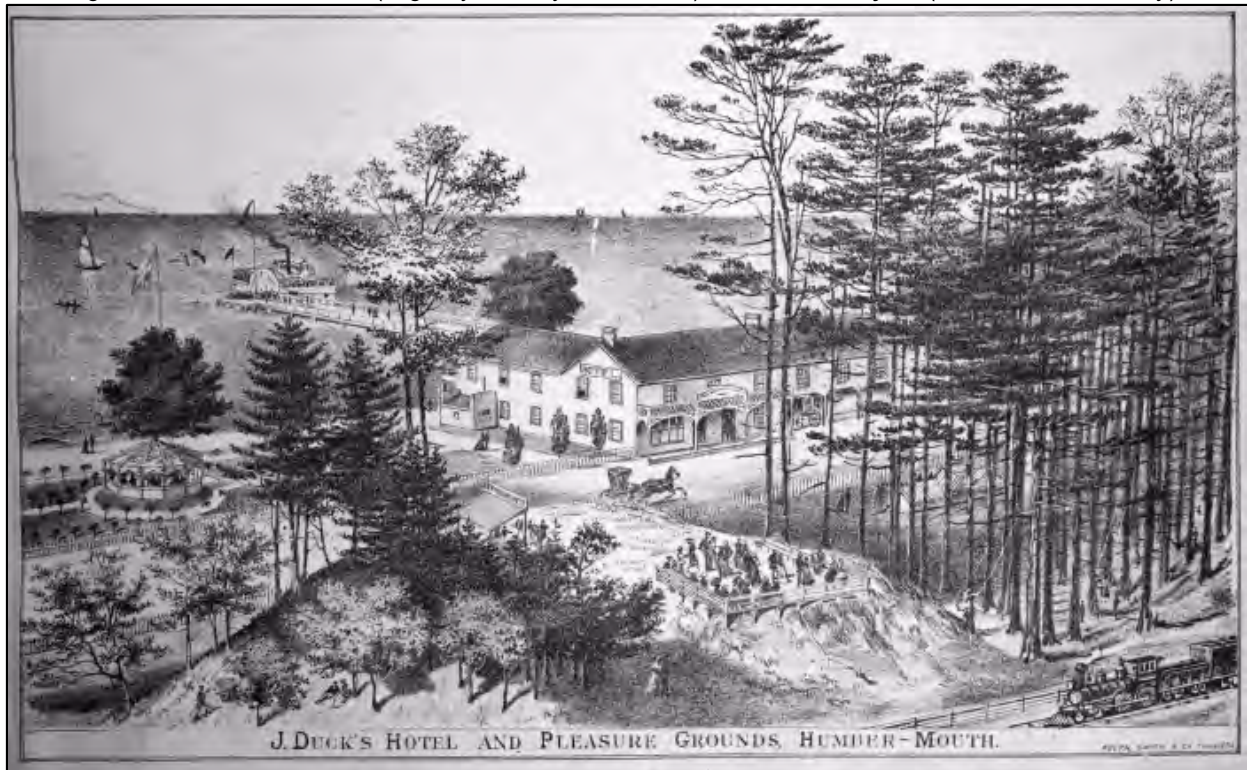


Figure 2: John Duck's Hotel and Pleasure Grounds, 1878 (Illustrated historical atlas of the county of York).



Figure 3: Charles Nurse's Hotel, 1891 (Toronto Public Library).



Figure 4: BHR 1, QEW Bridge at Windermere Avenue (AECOM, 2016)



Figure 5: BHR 2, Humber River / QEW Monument (AECOM, 2016)



Figure 6: BHR 2, QEW Monument (AECOM, 2016)



Figure 7: BHR 3, Humber River Bridge (AECOM, 2016)



Figure 8: BHR 4, Gardiner Expressway over TTC line City of Toronto).



Figure 9: BHR 5, Expressway ramp over Gardiner Lake Shore Boulevard Ramp (City of Toronto)



Figure 10: BHR 6, CN over Park Lawn Road (AECOM, 2016)



Figure 11: BHR 7, Gardiner Expressway Over Park Lawn Road (AECOM, 2016)



Figure 12: BHR 8, Gardiner Expressway over CN Rail Corridor (City of Toronto).



Figure 13: BHR 9, Expressway eastbound over Gardiner Lake Shore ramp 1972 (City of Toronto)



Figure 14: BHR 10, Ontario Food Terminal (AECOM, 2016)



Figure 15: BHR 11, Church of the Transfiguration – between 1924 and 1931 (Goads and NTS) (AECOM, 2016)



Figure 16: BHR 12, Queensway Bridge over TTC Line (City of Toronto).



Figure 17: BHR 13, Queensway over Humber River (AECOM, 2016)



Figure 18: BHR 14, South Kingsway over the Queensway (AECOM, 2016)



Figure 19: BHR 15, CN Bridge at Windermere (AECOM, 2016)



Figure 20: BHR 16, South Kingsway Rail Bridge (City of Toronto).



Figure 21: BHR 17 CN Bridge abutment (AECOM, 2016)



Figure 22: BHR 18 Humber Loop building (AECOM, 2016)



Figure 23: Gardiner Expressway (AECOM, 2016)



Figure 24: Former *Former* Mr. Christie Bakery *property* (AECOM, 2016)



Figure 25: CHL 1, Humber River (AECOM, 2016)

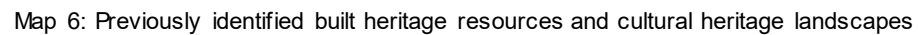




Figure 26: Former location of the Joy Oil Gas Station, now located at 1978 Lake Shore Boulevard West (AECOM, 2016)



Figure 27: 176 Park Lawn Road (AECOM, 2016)



Figure 28: 194 Park Lawn Road (AECOM, 2016)



Figure 29: 194 Park Lawn Road (AECOM, 2016)



Figure 30: 195 Park Lawn Road (AECOM, 2016)



Figure 31: 1985 aerial photograph indicating school building at 28 High Street (City of Toronto)



Figure 32: 1987 aerial photograph – school building is demolished and replaced with a housing development (City of Toronto)



Figure 33: 4 South Kingsway (AECOM, 2016)

8. Park Lawn Road / Lakeshore Boulevard West Inventory

Built Resource Inventory Form – BHR 1

Location: Gardiner at Windermere Avenue

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1957

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: rigid frame reinforced concrete overpass with single shallow arch span; guardrail has been replaced with concrete wall

Built Resource Inventory Form – BHR 2

Location: Located south of the Gardiner Expressway, west of the Humber River.

Resource Category: Commemorative

Current Use: Commemorative

Construction Period: 1939, moved to current location in 1974

Structural Material: Queenston Limestone

Cladding: N/A

Roof Type/Material: N/A



Description: The Queen Elizabeth Way Monument, also known as the Lion Monument is an Art Deco style monument. The commemorative plaque adjacent to the monument reads as follows: "This monument marked the eastern entrance to the Queen Elizabeth Way, opened in 1939 by Her Majesty Elizabeth, the Queen Consort, in the company of His Majesty, King George VI. It was designed by W.L. Somerville, Architect, and Frances Loring, Sculptor. Florence Wyle assisted in modelling the royal profiles and the crown. When the Queen Elizabeth Way was widened, the monument was moved to this site by the Ontario Ministry of Transportation and Communications in July, 1974".

The base of the monument is carved with the following inscription:

"The Queen Elizabeth Way was opened by the King and Queen in June 1939, marking the first visit of a reigning sovereign to a sister dominion of the empire. The courage and resolution of their majesties in undertaking the royal visit in the face of imminent war have inspired the people of this province to complete this work in the empire's darkest hour in full confidence of victory and a lasting peace".¹⁹

¹⁹ Toronto's Historical Plaques. *The Lion Monument*. (http://torontoplaques.com/Pages/Lion_Monument.html, accessed July 2016).

Built Resource Inventory Form– BHR 3

Location: Humber River Bridge, located at the mouth of the Humber River

Resource Category: Bridge

Current Use: Foot Bridge

Construction Period: 1996

Structural Material: Steel arch

Cladding: N/A.

Roof Type/Material: N/A.



Description: The Humber River Bridge is a 139 metre single span foot bridge. The double tubular arches including steel cross-bracing are based on a Thunderbird icon of First Nations peoples. The bridge is the only one of its type in the City of Toronto.

Built Resource Inventory Form – BHR 4

Location: Gardiner Expressway over TTC line

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1956

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: reinforced concrete rigid frame structure, single shallow arched span

Built Resource Inventory Form – BHR 5

Street Address: Expressway ramp over Gardiner Lake Shore Blvd ramp

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1974

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: reinforced concrete box girder bridge with cylindrical piers and standard parapet wall and guardrails

Built Resource Inventory Form – BHR 6

Location: Canadian National over Park Lawn Road

Resource Category: Railway Bridge

Current Use: Railway Bridge

Construction Period: 1973

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: Pre-cast concrete beam two-span bridge with cylindrical piers, plain cast-in-place abutments and standard MTO guardrails

Built Resource Inventory Form – BHR 7

Location: Gardiner Expressway Over Park Lawn Road

Resource Category: Vehicular overpass

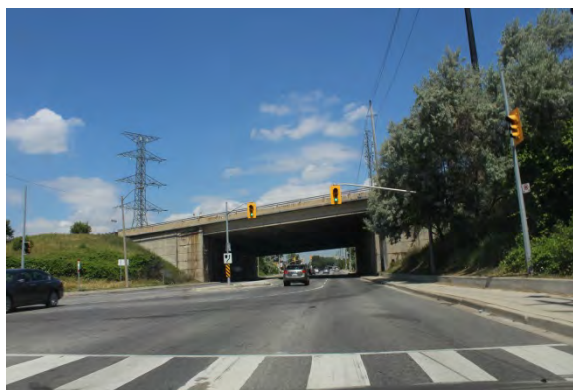
Current Use: Vehicular overpass

Construction Period: 1971

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: pre-cast concrete beam single-span bridge with plain cast-in-place abutments; standard MTO parapet walls and guardrails

Built Resource Inventory Form – BHR 8

Location: Expressway over rail, 300 m east of Park Lawn Road

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1970

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A

Description: reinforced concrete post and beam frame structure



Built Resource Inventory Form – BHR 9

Location: Expressway eastbound over Gardiner Lake Shore ramp

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1972

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A

Description: cast-in-place reinforced concrete rigid frame overpass



Built Resource Inventory Form – BHR 10

Location: 165 the Queensway

Resource Category: Distribution centre

Current Use: Ontario Food Terminal

Construction Period: 1954

Structural Material: Metal / brick

Cladding: Metal / brick

Roof Type/Material: Metal



Description: Large foodstuffs distribution centre, mid-20th century warehouse and transportation building

Built Resource Inventory Form – BHR 11

Location: 11 Aldgate Avenue, Church of the Transfiguration Catholic Church

Resource Category: Church

Current Use: Church

Construction Period: Between 1924 and 1931

Structural Material: Brick

Cladding: Brick

Roof Type/Material: Gable roof / Asphalt shingles



Description: 1 ½ storey church building with rectangular plan, gable roof with enclosed porch/ vestibule, casement windows

Built Resource Inventory Form – BHR 12

Location: Queensway bridge over TTC at the Loop

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1955

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: steel I-beam single span on reinforced concrete abutments and wing walls, carried the road over the streetcar tracks and the bus transit connection road

Built Resource Inventory Form – BHR13

Location: Queensway bridge over Humber River

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1955

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: reinforced concrete slab on steel I-beams, span bridge with concrete piers, standard parapet walls and guardrails

Built Resource Inventory Form – BHR 14

Location: South Kingsway over the Queensway

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: 1956

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: reinforced concrete deck on steel girders, two spans supported on a line of T-shaped piers, standard guardrails

Built Resource Inventory Form – BHR 15

Location: CN over Windermere Avenue

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period: Date unknown, likely 1920s

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: Steel girder two-span bridge with concrete wingwalls

Built Resource Inventory Form – BHR 16

Location: South Kingsway Rail Bridge

Resource Category: Rail bridge

Current Use: Rail bridge

Construction Period: 1958

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: rigid frame reinforced concrete bridge, single, shallow-arched span with concrete wingwalls

Built Resource Inventory Form – BHR 17

Location: CN Rail over the Humber River

Resource Category: Bridge abutment

Current Use: No longer in use

Construction Period: Pre 1890

Structural Material: Cut ashlar blocks

Cladding: N/A

Roof Type/Material: N/A



Description: dressed stone bridge abutment, vestige of former railway bridge; body of the structure is rock-faced, with details in smooth finish and rock-faced with tooled edges

Built Resource Inventory Form – BHR 18

Location: Humber Loop

Resource Category: Transportation

Current Use: TTC building

Construction Period: Unknown

Structural Material: Steel and brick

Cladding: Brick

Roof Type/Material: Hipped roof / Metal



Description: One storey brick building located within the Humber Loop

Built Resource Inventory Form – BHR 19

Location: Gardiner Expressway

Resource Category: Vehicular overpass

Current Use: Vehicular overpass

Construction Period:

Structural Material: Steel and concrete

Cladding: N/A

Roof Type/Material: N/A



Description: The Gardiner Expressway is a six to ten-lane expressway that extends 18 kilometres from the junction of Highway 427 and the QEW east to the foot of the Don Valley Parkway. It includes a section that was formerly the QEW from 1939-1997.

Built Resource Inventory Form – BHR 20

Location: Park Lawn Road at Lake Shore Boulevard West

Resource Category: Factory

Current Use: Vacant

Construction Period: 1948

Structural Material: Steel and brick

Cladding: N/A

Roof Type/Material: N/A



Description: Large post-war industrial complex with alterations and additions, the former *Mr. Christie Bakery* (then Nabisco) Cookie factory

Cultural Heritage Landscape Inventory Form – CHL 1

Location: Humber River

Resource Category: Landscape

Current Use: River

Construction Period: N/A

Structural Material: N/A

Cladding: N/A

Roof Type/Material: N/A



Description: The Humber river is a significant waterway and has been the site of human activity for nearly 10,000 years. The Humber River was designated a Canadian Heritage River in 1999 as a result of its outstanding cultural and recreational values, the Humber River was designated to the Canadian Heritage Rivers System in 1999. It flows through a rich mosaic of Carolinian forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto. A system of greenways along the river's shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people.²⁰

²⁰ Canadian Heritage River Systems. *Humber River*. <http://chrs.ca/the-rivers/humber/designation/>. Accessed August 2016.

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10. Appendices

10.1 By-Law 415-89, 1386-2011: 1978 Lake Shore Boulevard West²¹

²¹ <http://www.toronto.ca/legdocs/bylaws/2011/law1386.pdf>

Authority: Etobicoke York Community Council Item 10.8,
as adopted by City of Toronto Council on October 24 and 25, 2011
Enacted by Council: December 1, 2011

CITY OF TORONTO

BY-LAW No. 1386-2011

**To repeal By-law No. 415-89 being a By-law "To designate the property at
1978 Lake Shore Boulevard West (Joy Oil Gas Station) as being of architectural value
or interest".**

WHEREAS the Council of the former City of Toronto, at its meeting held on June 15, 1989, passed By-law No. 415-89 being a By-law "To designate the property at 1978 Lake Shore Boulevard West (Joy Oil Gas Station) as being of architectural value or interest" under the *Ontario Heritage Act*; and

WHEREAS section 34.3 of the *Ontario Heritage Act* requires that where the owner of a designated property has applied to the Council for consent to the demolition or removal of a building or structure on the property and the Council consents to the application, Council shall pass a by-law to repeal the by-law or part thereof designating the property; and

WHEREAS Council has consented to the removal of the building at 1978 Lake Shore Boulevard West and the building has been moved to another location;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. By-law No. 415-89 of the former City of Toronto, being a by-law to designate the property at 1978 Lake Shore Boulevard West as being of architectural value or interest is repealed.
2. The City Solicitor is authorized to cause a copy of this by-law to be registered in the proper Land Registry Office against the property described in By-law No. 415-89 and as set out in Schedule "A" to this by-law.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owners of the property at 1978 Lake Shore Boulevard West and upon the Ontario Heritage Foundation and to cause notice of this by-law to be posted on the City's web site for a period of 30 days in accordance with Municipal Code Chapter 162, Notice, Public, Article II, § 162-4, Notice requirements under the *Ontario Heritage Act*.

ENACTED AND PASSED this 1st day of December, A.D. 2011.

FRANCES NUNZIATA,
Speaker

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

SCHEDULE "A"**Legal Description**

In the City of Toronto, in the Municipality of Metropolitan Toronto and Province of Ontario, being composed of part of Lot 3 according to Plan D1409 registered in the Land Registry Office for the Registry Division of Toronto (No. 63), the boundaries of the said land being described as follows:

PREMISING that the southerly limit of The Frederick G. Gardiner Expressway has a bearing of North 57 degrees and 19 minutes East as shown on a plan of survey deposited in the said Land Registry Office, as 63R-2953 and relating all bearings herein, thereto, then;

COMMENCING at a point in the westerly limit of Windermere Avenue, distant 2.31 metres measured southerly thereon from the north-easterly angle of the said Lot 3, the said point being also the south-east angle of PART 5 on a plan of survey deposited in the said Land Registry Office as 63R-259;

THENCE South 57 degrees and 19 minutes West along the southerly limit of the said PART 5 on Plan 63R-259, being along the southerly limit of the Frederick G. Gardiner Expressway, 30.38 metres more or less to the easterly limit of PART 1 on the aforesaid Plan 63R-2953;

THENCE South 31 degrees and 10 minutes East along the said easterly limit of PART 1 on Plan 63R-2953, a distance of 40.12 metres more or less to the northerly limit of Lake Shore Boulevard West;

THENCE north-easterly along the said northerly limit of Lake Shore Boulevard West, being along a curve to the right having a radius of 1,501.94 metres, a distance of 26.20 metres more or less to the end of the said curve, the chord of the said curve being on a course of North 54 degrees 27 minutes and 50 seconds East 26.20 metres, the said end of curve being the beginning of a curve to the left having a radius of 4.57 metres;

THENCE continuing north-easterly along the said curve to the left of radius 4.57 metres being along a westerly limit of Windermere Avenue, a distance of 6.86 metres more or less to the end of the said curve, the chord of the said curve being on a course of North 11 degrees 38 minutes and 30 seconds East, 6.24 metres;

THENCE North 31 degrees 09 minutes and 30 seconds West along the aforesaid westerly limit of Windermere Avenue 34.35 metres more or less to the point of commencement.

10.2 By-Law 801-1998: 4 South Kingsway²²

²² <http://www.toronto.ca/legdocs/bylaws/1998/law0801.pdf>

Authority: Toronto Community Council Report No. 12, Clause No. 27,
as adopted by Council on October 28, 29 and 30, 1998
Enacted by Council: October 30, 1998

CITY OF TORONTO

BY-LAW No. 801-1998

**To designate the property at 4 and 8 South Kingsway
as being of historical value or interest.**

WHEREAS authority was granted by Council to designate the property at Nos. 4 and 8 South Kingsway (excluding the buildings) as being of historical value or interest; and

WHEREAS the *Ontario Heritage Act* authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of historical or architectural value or interest; and

WHEREAS the Council of the City of Toronto has caused to be served upon the owners of the land and premises known as Nos. 4 and 8 South Kingsway and upon the Ontario Heritage Foundation, Notice of Intention to designate the property and has caused the Notice of Intention to be published in a newspaper having a general circulation in the municipality as required by the *Ontario Heritage Act*; and

WHEREAS the reasons for designation are set out in Schedule "B" to this by-law; and

WHEREAS a notice of objection to the proposed designation was served upon the Clerk of the municipality, but later withdrawn;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The property at Nos. 4 and 8 South Kingsway, more particularly described and shown on Schedule "A" to this by-law, is designated as being of historical value or interest.
2. The City Solicitor is authorized to cause a copy of this by-law to be registered against the property described in Schedules "A" and "C" to this by-law in the proper Land Registry Office.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owners of the property at Nos. 4 and 8 South Kingsway and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Toronto as required by the *Ontario Heritage Act*.

ENACTED AND PASSED this 30th day of October, A.D. 1998.

CASE OOTES,
Deputy Mayor

NOVINA WONG,
City Clerk

(Corporate Seal)

SCHEDULE "A"

In the City of Toronto and Province of Ontario, being composed of;

FIRSTLY: (Premises 8 South Kingsway - Owners - BP Canada Limited)

Lot 221 on Plan 2226-York, part of Jane Street, closed by Township of York By-law 7232 (2241Swansea), Lots 69, 70, 71, 72 and 73 on Plan 2445-York, both said Plans being registered in the Land Registry Office for the Metropolitan Toronto Registry Division (No. 64), the boundaries of the land being described as follows:

Premising that the southerly limit of the said Lot 69 being also the northerly limit of Queen Street West has an assumed bearing of North 73 degrees, 09 minutes and 00 seconds East and relating all bearings herein thereto;

Commencing at the south-easterly angle of the said Lot 69;

Thence North 26 degrees 56 minutes 00 seconds West along the westerly limit of Riverside Drive, now South Kingsway, 30.81 metres to a survey monument found;

Thence northerly along an arc of a curve to the left, forming part of the said westerly limit of South Kingsway, having a radius of 81.51 metres an arc distance of 1.92 metres whose chord length is 1.92 metres and chord bearing is North 27 degrees 28 minutes 00 seconds West to the north-easterly angle of the said Lot 69;

Thence continuing along the curve to the left, forming part of the said westerly limit of South Kingsway, having a radius of 81.51 metres an arc distance of 22.54 metres whose chord length is 22.47 metres and chord bearing is North 36 degrees 12 minutes 30 seconds West to a survey monument found;

Thence South 71 degrees 53 minutes 00 seconds West, to and along the northerly limit of the said Lot 221 a distance of 87.10 metres, more or less, to the easterly high watermark of the Humber River being the north-westerly angle of the said Lot 221;

Thence southerly along the said easterly high water mark of the Humber River, being the westerly limits of the said Lots 221 and 73, a distance of 52.43 metres, more or less, to the northerly limit of Queen Street West;

Thence North 73 degrees 09 minutes 00 seconds East along the last mentioned limit, being the southerly limits of the said Lots 73, 72, 71, 70 and 69, a distance of 95.99 metres more or less to the point of commencement.

The herein before FIRSTLY described lands being most recently described in Instrument 12731(Swansea).

SECONDLY: (Part of Premises 2595 Bloor Street West - Owner - City of Toronto)

Lots 74, 75 and part of Lot 76 on Plan 2445-York registered in the Land Registry Office for the Metropolitan Toronto Registry Division (No. 64), the boundaries of the land being described as follows:

Commencing at the south-easterly angle of the said Lot 74, said point being in the westerly limit of Riverside Drive, now South Kingsway;

Thence northwesterly along the easterly limits of the said Lots 74 and 75 along a curve to the left, forming part of the said westerly limit of South Kingsway, having a radius of 81.51 metres, an arc distance of 24.80 metres;

Thence continuing along the easterly limits of the said Lots 75 and 76 a distance of 13.13 metres, more or less, to its intersection with a line drawn parallel to and at the perpendicular distance of 30.00 metres north of the southerly limit of the said Lot 74;

Thence westerly along the aforesaid line drawn parallel 64.2 metres, more or less to the westerly limit of the said Lot 76, said point also being in the easterly limit of the Humber River;

Thence southerly along the westerly limits of the said Lots 76, 75 and 74, being also the easterly limit of the Humber River, 35.3 metres, more or less, to the south-westerly angle of the said Lot 74;

Thence easterly along the southerly limit of the said Lot 74 a distance of 84.4 metres, more or less, to the point of commencement.

The hereinbefore FIRSTLY and SECONDLY described lands being delineated by heavy outline on Plan SYE2890 dated October 19, 1998, as set out in Schedule "C".

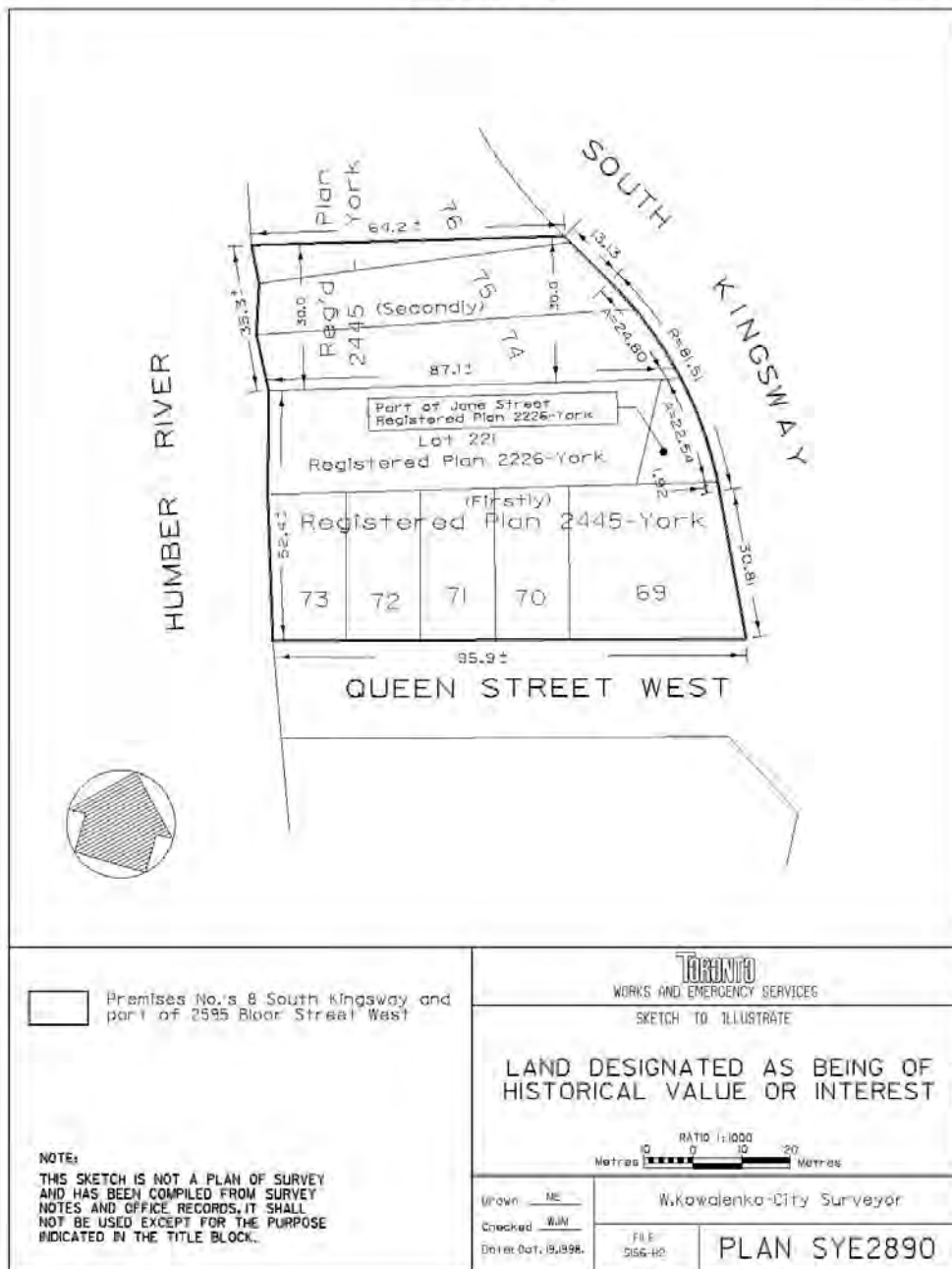
SCHEDULE "B"

The designation is intended to recognize and commemorate the long history of use of the mouth of the Humber River. The site is recognized for historic reasons, including the potential for archaeological remains. The designation is not intended to preserve the gas station or other structures on the identified lands.

The east bank of the Humber River, near its mouth at Lake Ontario, was the southern terminus of the Carrying Place Trail, the major portage route and short-cut used by Native Peoples and French traders to travel between the upper and lower Great Lakes. In addition, it was the site of Fort Toronto, built during the winter of 1750-1, and the Jean Rousseau trade post, occupied ca. 1791-1795. Rousseau was familiar with local customs and languages. He served as a guide and interpreter for Lt. Gov. Simcoe when the latter founded York, the town that became modern Toronto.

SCHEDULE "C"

MAP AREA 474-13



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