



Appendix C.2

Built Heritage Resource and Cultural Heritage Landscape Screening Assessment:
Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan – 2020
Additional Study Area, West of Park Lawn Road (AECOM, April 2021)

City of Toronto

**Built Heritage Resource and Cultural
Heritage Landscape Screening
Assessment:
Park Lawn Road / Lake Shore
Boulevard West Transportation Master
Plan – 2020 Additional Study Area, west
of Park Lawn Road**

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Executive Summary

In 2013, the City of Toronto initiated a Transportation Master Plan (TMP) to identify necessary transportation improvements and to further develop the Park Lawn / Lake Shore community. As part of that study consideration was given to the traffic implications of potential development in the area including the following:

- 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; and
- The extension of Legion Road across the Canadian National (CN) Rail Corridor.

The TMP was originally anticipated to be completed in April 2017, however City Council put the project on hold, pending a final decision of the land use of the former Christie's Bakery site on the northeast corner of the Lake Shore Boulevard West and Park Lawn Road intersection. Due to the City's negotiations with the owners of the Christie's site (First Capital) regarding the development of the subject lands a revised completion date of mid-2021 is currently being contemplated.

In 2016 AECOM was retained by the City of Toronto to complete a Built Heritage Resource and Cultural Heritage Landscape Screening Assessment for the study area at that time (Figure 1). This was completed and documented in a *Cultural Heritage and Cultural Heritage Screening Assessment Report* (AECOM 2017). However, as part of the 2020 revisit of the TMP, the Primary Study Area was expanded to include the area roughly bounded by the F.G. Gardiner Expressway to the north, Lake Shore Boulevard West to the south, Legion Road to the west, and Park Lawn Road to the east (**Figure 1**). This expansion is referred to as the 2020 Additional Study Area.

The *Cultural Heritage and Cultural Heritage Landscape Screening Assessment* (hereafter 'CHSA'; Cultural Heritage Screening Assessment) completed by AECOM for the 2016 TMP Primary Study Area was finalized in 2017 and will not be revisited. The purpose of the current CHSA is to identify recognized or potential built heritage resources and cultural heritage landscapes within the 2020 Additional Study Area only and will supplement the earlier report.

As part of the screening assessment for the 2020 Additional Study Area, AECOM identified three potential built heritage resources, all of which are bridges. AECOM also identified one cultural heritage landscape, Mimico Creek.

In order to determine the potential heritage value or significance, of the three identified bridges, AECOM recommends that the structures be evaluated utilizing the criteria set out in the *Ontario Heritage Bridge Guidelines* (OHBG) as well as 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).

The cultural heritage value or interest of the Mimico Creek cultural heritage landscape should be assessed in a Cultural Heritage Evaluation Report (CHER), which will evaluate the resource 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 2020 Additional Study Area, a priority will be to mitigate the possibility of damage to or functional interference with potential cultural 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.

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1. Purpose

In 2013, the City of Toronto initiated a Transportation Master Plan (TMP) to identify necessary transportation improvements and to further develop the Park Lawn / Lake Shore community. As part of that study consideration was given to the traffic implications of potential development in the area including the following:

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The *Cultural Heritage and Cultural Heritage Landscape Screening Assessment* (hereafter 'CHSA'; Cultural Heritage Screening Assessment) completed by AECOM for the 2016 TMP Primary Study Area was finalized in 2017 and will not be revisited. A separate CHSA is to be completed for the aforementioned additional study area west of Park Lawn Road and will supplement the earlier report.

The purpose of this CHSA is to identify recognized or potential built heritage resources and cultural heritage landscapes within the 2020 Additional Study Area only. The results of this CHSA and the earlier 2017 CHSA will be used to evaluate the 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.

2. Methodology

The CHSA was conducted according to the *Ontario Heritage Tool Kit, Heritage Property Evaluation*.¹ This CHSA 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 desktop review and data collection were 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 Heritage Register.
- A review of studies and/or documents relevant to the history of Park Lawn Road / Lake Shore Boulevard West area and its historic character were obtained to provide a context for field review.
- A field review was conducted on December 3, 2020 to identify potential built heritage resources and cultural heritages landscapes within the study area, in addition, if applicable a field review of any previously identified resources on the Heritage Register.
- AECOM undertook consultation with City of Toronto Heritage Preservation Services and the Ministry of Heritage, Sport, Tourism and Culture Industries.
- AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations.
- AECOM completed a Stage 1 Archeological Assessment of the primary study area in 2017 and is also currently undertaking a St. 1 for the 2020 Additional Study Area to be documented in a separate report.

The preliminary data collection for built heritage resources and cultural heritage landscapes are summarized in **Section 5**, and if applicable, property descriptions and information regarding their heritage recognition or status.

The Heritage 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 Heritage Register and are identified by a by-law number.

This CHSA addresses potential built heritage resources and cultural heritage landscapes over 40 years old, as well as built heritage resources and cultural heritage landscapes that have already been identified by municipal heritage inventories or earlier cultural heritage reports/studies. Use of a 40-year-old threshold is an indicator that a property

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

may be of cultural heritage value or interest. While identification of a built heritage resource and cultural heritage landscape that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain cultural heritage value or interest. Similarly, if a built heritage resource or cultural heritage landscape is less than 40 years old, this does not preclude the resource from retaining cultural heritage value or interest. In addition to the 40-year rule, professional knowledge, expertise and the Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, a Checklist for the Non-Specialist (hereafter 'MHSTCI Criteria Checklist'; 2016) was also applied to screen for potential built heritage resources and cultural heritage landscapes within the 2020 Additional Study Area.

3. Historical Overview

3.1 Setting

The 2020 Additional Study Area is located directly to the west of the previous Study Area documented in the 2017 CHSA (AECOM 2017). The study area is roughly bounded by Park Lawn Road to the east, Lake Shore Boulevard West to the south, Legion Road to the west, and the F.G. Gardiner Expressway to the north. The Canadian National (CN) Rail Corridor crosses the northern half of the 2020 Additional Study Area with an approximately east / west orientation. Mimico Creek bisects the study area and follows an approximate north/south orientation through the study area, discharging into Lake Ontario just south of Lake Shore Boulevard. Humber Bay Park is located at the mouth of Mimico Creek; it is a man-made park with recreation trails and automobile parking created by backfilling Lake Ontario at the mouth of Mimico Creek.

Land uses within the 2020 Additional Study Area are primarily residential, with some commercial use. Large condominium buildings, and associated shopping centres are located along the west side of Park Lawn Road, and the north side of Lake Shore Boulevard West. Aerial photographs suggest that condominium complexes were all constructed within the last thirty years, particularly within the last decade. These condominium complexes replaced a number of commercial office buildings and small warehouses. An older condominium complex is located on the south side of Lake Shore Boulevard West west of the entrance to Humber Bay Park. The west bank of Mimico Creek, south of the CN Rail Corridor remains undeveloped, consisting of undeveloped, sparsely-forested land and an open field where an industrial property was formerly located adjacent to the rail corridor.

Park Lawn Road and Lake Shore Boulevard West are both heavily-trafficked, multi-lane arterial roads. An exit ramp from the eastbound Gardiner Expressway connects to Park Lawn Road. Lake Shore Boulevard West also carries the east and westbound tracks of the Toronto Transit Commission's 501 Queen Streetcar Line.

3.2 Pre-1850 Historical Summary

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 (**Figure 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 (Harrison, 1997). 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.

3.2.1 Mimico Creek

Mimico Creek is a tributary of Lake Ontario and forms a major landscape feature within the 2020 Additional Study Area. The mouth of Mimico Creek was historically used as a sheltered harbour for fur trading ships, whose occupants conducted trade with indigenous communities living around the creek; the industry had been encouraged by Sieur de la Salle, who in 1674 had been granted the district around Kingston as a seignior (Currell 1967). Bordered by evergreen and mixed hardwood forests, the creek would provide ample nesting areas for passenger pigeons, which would also provide the origin of the name 'Mimico'.

The creek appears on a late 18th century survey map likely drawn by Augustus Jones as the "Lamabineconce River" and was later called "the Macaco River" in a communication by the Lieutenant Francis Hall in 1817, before it was widely recognized as the Mimico Creek. The establishment of John William Gamble's house on the east side and sawmill on the west side of the creek in 1822 and 1823 would be crucial precursors to the settlement and development of Mimico. The Gamble family would also later establish a pier at the mouth of the creek.

3.3 1850s to First World War

3.3.1 Municipal Development

The 2020 Additional Study Area is located in the former municipality of Mimico, now part of the City of Toronto. Mimico derives its name from the Ojibwe word *omiimiikaa*, meaning "abundant with wild pigeons" or "place of the wild pigeon", referring to the passenger pigeon which was driven to extinction by hunting and rapid deforestation in the latter half of the nineteenth century (Currell 1967). The early settlement history of the former municipality of Mimico can be traced to the activities of John William Gamble, who in 1822 built a home on the east bank of Mimico Creek after his marriage to Mary Macaulay. The first land grant in this area, however, was granted to a Sergeant Patrick Mealy, of the Queen's Rangers, in 1797, as Lieutenant Governor John Graves Simcoe had wanted members of the Queen's Rangers to occupy the waterfront as a preventative measure against attacks from the United States.

Gamble constructed a sawmill and dam on the west bank of the same creek in 1823, and held Anglican church services at his home for his millworkers, who had themselves settled around the mill, until the Parish of Christ Church on Church Street in Mimico was established around 1827 (Currell 1967). The Rev. Dr. Thomas Phillips was named the first regular minister of that church in 1831. Settlement continued around and west of the mill, with early prominent agricultural families including the Barry, Bellamore, Griggs, Hendry, Hewitt, Murray, Stock, and Van Every families. The Hamilton & Toronto Railway built a station in Mimico in 1855, and the first post office opened in 1858, with a second opening in 1890. The 1860 Tremaine Map of York County (**Figure 3**) shows that the property west of present day Park Lawn Road within the Study Area was owned by Henry Fowler, and that the eastern western edge of the Study Area had been divided into building lots just south of the railway line. In the later nineteenth and early twentieth centuries, wealthy families would establish waterfront estates in Mimico following the construction of the radial railway line by the Toronto and Mimico Electric Railway and Light Company. The 1878 *illustrated Historical Atlas* does not show any significant development within the Study Area, aside from a single house on the north side of Lake Shore Boulevard West west of Park Lawn Road (**Figure 4**).

The Grand Trunk Railway opened Mimico Yard in 1906, which allowed for increased employment and subsequent residential construction. Mimico became a village in 1911, with its first elected reeve Robert Skelton. In 1917, its residents elected its first mayor, John Harrison, and voted to incorporate as a town, until it was amalgamated along with the Town of New Toronto, the Village of Long Branch, and the Township of Etobicoke into the Borough of Etobicoke in 1967 (Given 2007). Etobicoke would be later amalgamated into the City of Toronto in 1998.

3.3.2 Transportation

Throughout the 19th century, road traffic was local, 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 in 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. The yard was a major employer for nearby residents.

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) (Transit Toronto 2015).

3.4 First World War to 1950s

3.4.1 Transportation

3.4.1.1 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 Humber River Bridge to eight lanes. The initial plan was to relocate the monument to Ontario Place; however public outcry led to its location in Gzowski Park in 1975 (Stamp, 1987).

3.5 Post-1950 Historical Summary

3.5.1 Land Use Changes

In 1948, the Etobicoke *Official Plan* was revised to redevelop market gardens and farms as residential, commercial and industrial areas. 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 east of Park Lawn Road. 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 declined considerably (Given, 2007).

The Christie Bakery property, on the east side of Park Lawn Road and south of the Gardiner Expressway/Canadian National Railway, originally opened in 1948. 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 Christie property is being considered for other uses. A number of smaller commercial properties were located west side of Park Lawn Road, and the north side of Lake Shore Boulevard West. Many of these commercial structures survived into the 21st-century, when they were replaced by residential development.

3.5.2 Transportation

3.5.2.1 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 Lake Shore Boulevard East, a year later in 1956, the Humber River Bridge was constructed. The Expressway connected with the existing Queen Elizabeth Way, carrying traffic into and out of the downtown core. The first segment was opened for traffic on August 8, 1958, with construction continuing until 1966 (Cole Engineering, 2015). The portion of the present Gardiner Expressway located between the Humber River and Highway 427 was originally constructed as part of the Queen Elizabeth Way during the 1930s, and was substantially expanded in the early 1970s. It was maintained by the Province of Ontario until 1998, when ownership of this section was transferred to the City of Toronto, and it was designated as part of the Gardiner Expressway.

3.5.3 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 in 1984 as a recreational trail along the Toronto waterfront (Wickson, 2002). The Martin Goodman Trail was extended westward in stages during the 1980s and 1990s. In 1998, the City of Toronto retained Delcan Corporation and Spanish architect Dr. Santiago Calatrava to design a pedestrian bridge to carry the recreational trail across Mimico Creek. This distinctive bridge is the only single-span, reverse inclined arch bridge in North America (CCE, 1999).

3.5.4 Residential Development

During the 1980s and 1990s, the aforementioned motel strip along Lake Shore Boulevard had begun to decline (see Section 3.5.1). It was during this period that new residential land uses began to emerge. Following the construction of Humber Bay Park, new condominium complexes were constructed along Lake Shore Boulevard West. The Marina Del Rey complex to the west of Humber Bay Park was among the earliest, completed in 1990. Condo development further intensified in the first two decades of the 21st-century, when most commercial properties in the Study Area, and the motel strip were replaced with condominium complexes and associated shopping centres.

4. Existing Conditions

The 2020 Additional Study Area has been extensively redeveloped since the 1970s, transitioning from a commercial area to a largely residential area, although some commercial retail has been constructed in association with new condominium developments. Built form now consists primarily of large condominium complexes with commercial retail at street level (**Figures 9-13**). Although condominium development began in Study Area during the early 1990s, the majority of the existing complexes were constructed within the last decade, and some construction is still ongoing at the time of writing. The southern edge of the Study Area is dominated by Humber Bay Park, constructed in the 1970s and 1980s by backfilling Lake Ontario. Subsequently, the majority of structures within the 2020 Additional Study Area are of relatively recent construction, and few buildings date prior to the mid-20th century.

5. Heritage Recognition: Properties of Significance or Interest

5.1 Existing Heritage Designated Properties

AECOM reviewed the City of Toronto's Heritage Register and, in consultation with the City of Toronto Heritage Preservation Services, determined that there are no properties located within 2020 Additional Study Area that have existing heritage designations. In addition, consultation with the MHSTCI confirmed there are no designated properties and no provincial heritage properties within or adjacent to the 2020 Additional Study Area.

5.2 Evaluations in Progress

Consultation with the City of Toronto Heritage Preservation Services and MHSTCI confirmed there are no built heritage resources or cultural heritage landscapes within the 2020 Additional Study Area that are on the City of Toronto Heritage Register map or that have been identified as having potential significant cultural heritage value or interest.

5.3 Potential Resources

Based on the field review, application of the 40-year rule, the MHSTCI Criteria Checklist (2016), and professional judgement and expertise, a total of three potential built heritage resources and one potential cultural heritage landscape were identified within the 2020 Additional Study Area (**Table 1**). Data sheets, including resource description, on each potential built heritage resource or cultural heritage landscape are provided in **Section 8**.

Table 1: Potential Cultural Heritage Resources

Identifier	Address/Name	Figure No.
BHR 1	CN Rail Corridor Bridge over Mimico Creek	8
BHR 2	Lake Shore Boulevard West Bridge over Mimico Creek	9-11
BHR 3	Mimico Creek Pedestrian Bridge	12-13
CHL1	Mimico Creek	14-15

During the field review, one additional bridge was identified as a potential built heritage resource; the Gardiner Expressway Eastbound ramp to Park Lawn Road over Mimico Creek (**Figure 16**). The structure is a two-span concrete girder bridge constructed in 1972. Although the structure exceeds the MHSTCI 40-year threshold, the bridge's construction date, and design as a very common concrete girder bridge type in Ontario make it unlikely to possess cultural heritage value or interest. In addition, the 2014 *Municipal Engineers Association Heritage Bridge Checklist* does not mandate CHERs (Cultural Heritage Evaluation Reports) for structures built after 1956. The structure has therefore not been included in this report as a potential built heritage resource.

6. Recommendations

As part of the screening assessment for the 2020 Additional Study Area AECOM identified three potential built heritage resources, all of which are bridges. AECOM also identified one cultural heritage landscape, Mimico Creek.

In order to determine the potential heritage value or significance, of the three identified bridges, AECOM recommends that the structures be evaluated utilizing the criteria set out in the *Ontario Heritage Bridge Guidelines* (OHBG) as well as 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).

The cultural heritage value or interest of the Mimico Creek cultural heritage landscape should be assessed in a Cultural Heritage Evaluation Report (CHER), which will evaluate the resource against O. Reg. 9/06 and O. Reg. 10/06.

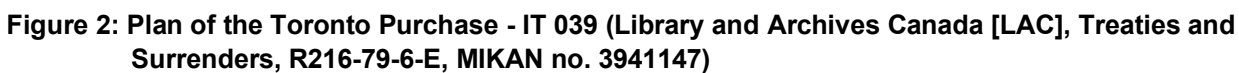
During the improvements within the 2020 Additional Study Area, a priority will be to mitigate the possibility of damage to or functional interference with potential cultural heritage resources in the study area. Mitigation for impact on such resources will be determined on a case-by-case basis following best industry practices.

Recommendations pertaining to the preservation of heritage resources and character must 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 MHSTCI's *Eight Guiding Principles in the Conservation of Built Heritage Properties* (2007).

Provincial Policy Statement 2020 states that:

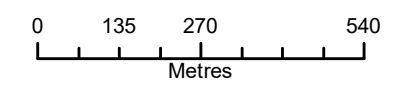
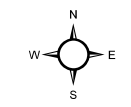
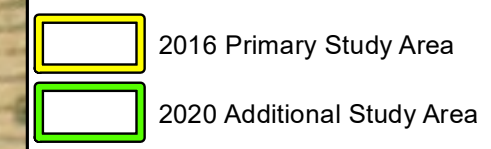
- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 Planning authorities shall not permit *development* and site alteration on adjacent lands to protected *heritage property* except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be *conserved*.

7. Maps and Images





Legend



**Park Lawn Road / Lake Shore Boulevard West
Transportation Master Plan**

Historical Map, 1860

Jan 2021	1:12,500 * when printed 11"x17"	Datum: NAD 1983 UTM Zone 17N Source:
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P#: 60494141



Figure 3

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Map location: D:\Projects\6049414\1800-CAD_GIS\9204929\GIS-Graphics\920-ENV\Design\01_Reports\CRMBuiltMXD\6049414_Built_1800.mxd
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City of Toronto Archives, Fonds 1244, Item 1185

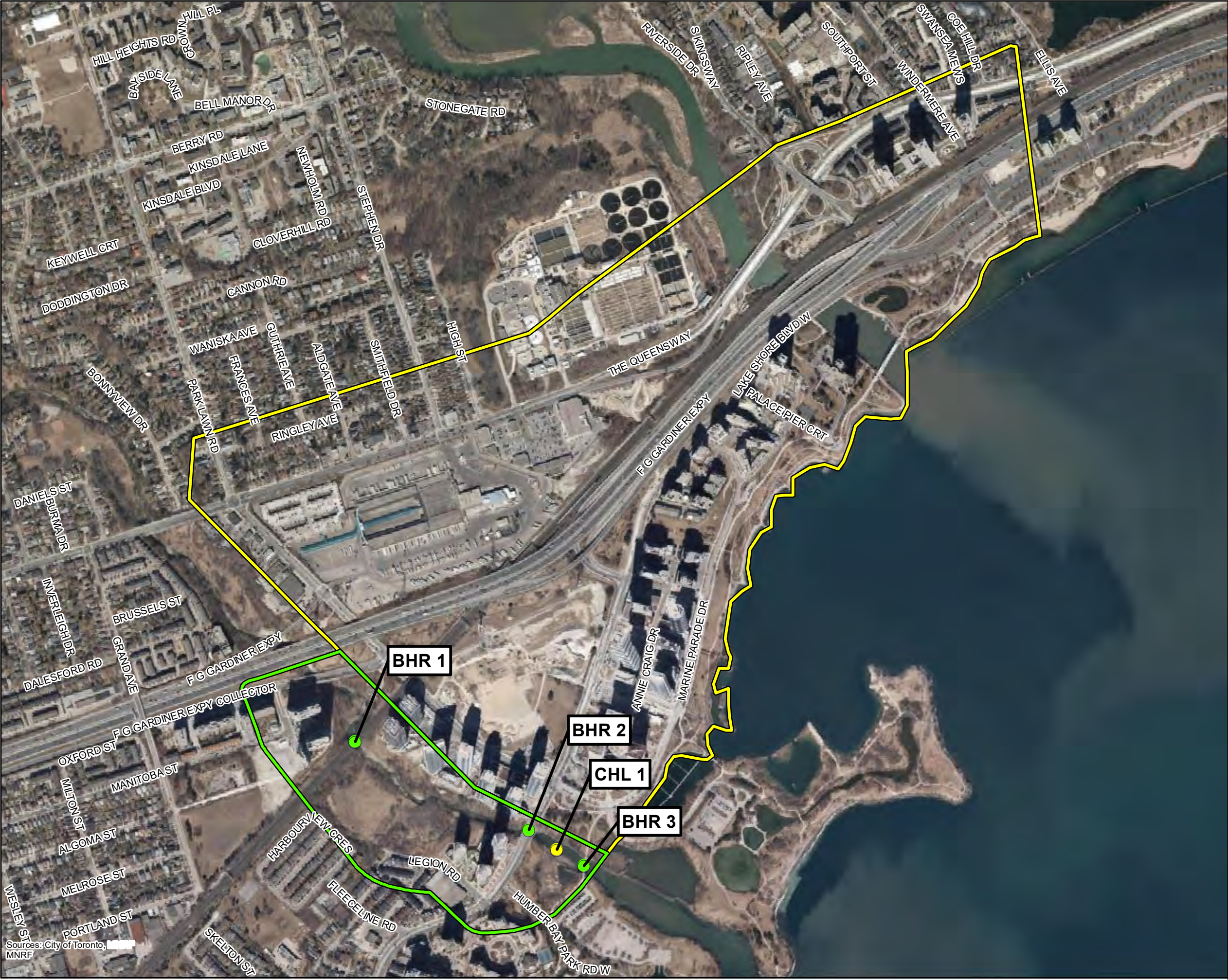
**Figure 5: Looking West on Lake Shore Road (now Lake Shore Boulevard) at Mimico Creek c. 1910
(Toronto Archives)**



**Figure 6: Looking east across the Mimico Creek Bridge on Lake Shore Boulevard, 1955
(Toronto Public Library)**

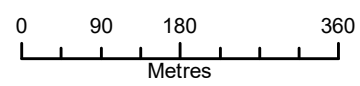


Figure 7: Backfilling at mouth of Mimico Creek to create Humber Bay Park, 1974 (Toronto Public Library)



Legend

- Built heritage resource: Identified during field review
- Cultural heritage landscape: Identified during field review
- 2016 Primary Study Area
- 2020 Additional Study Area



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Heritage Resource Identified During Field Review

Jan 2021	1:8,588 * when printed 11"x17"	Datum: NAD 1983 UTM Zone 17N Source:
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AECOM

Figure 8

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Map location: D:\Projects\60494141\60494141_1604-CAD_GIS\920-ENV\Design\01_Reports\CRMB\util\MXD\0494141_BUILT_ResourceLocations.mxd
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Figure 9: Condominium development, north side of Lake Shore Boulevard west of Park Lawn Road (AECOM, 2020)



Figure 10: Townhouse complex, west side of Legion Road (AECOM, 2020)



Figure 11: Vacant property, north end of Legion Road (AECOM, 2020)



Figure 12: Looking east on Lake Shore Boulevard West towards Park Lawn Road, showing recent residential development (AECOM, 2020)



Figure 13: BHR 1, CN Rail bridge over Mimico Creek, looking southeast (AECOM, 2020)



Figure 14: BHR 2, Lake Shore Boulevard West Bridge over Mimico Creek (AECOM, 2020)



Figure 15: BHR 2, Rehabilitation plaque on Lake Shore Boulevard West Bridge, Reads: 1910 - 1979 (AECOM, 2020)



Figure 16: BHR 2, North side of Lake Shore Boulevard West bridge (AECOM, 2020)



Figure 17: BHR 3, Mimico Creek Pedestrian Bridge (AECOM, 2020)



Figure 18: BHR 3, Looking east across Mimico Creek Pedestrian Bridge (AECOM, 2020)

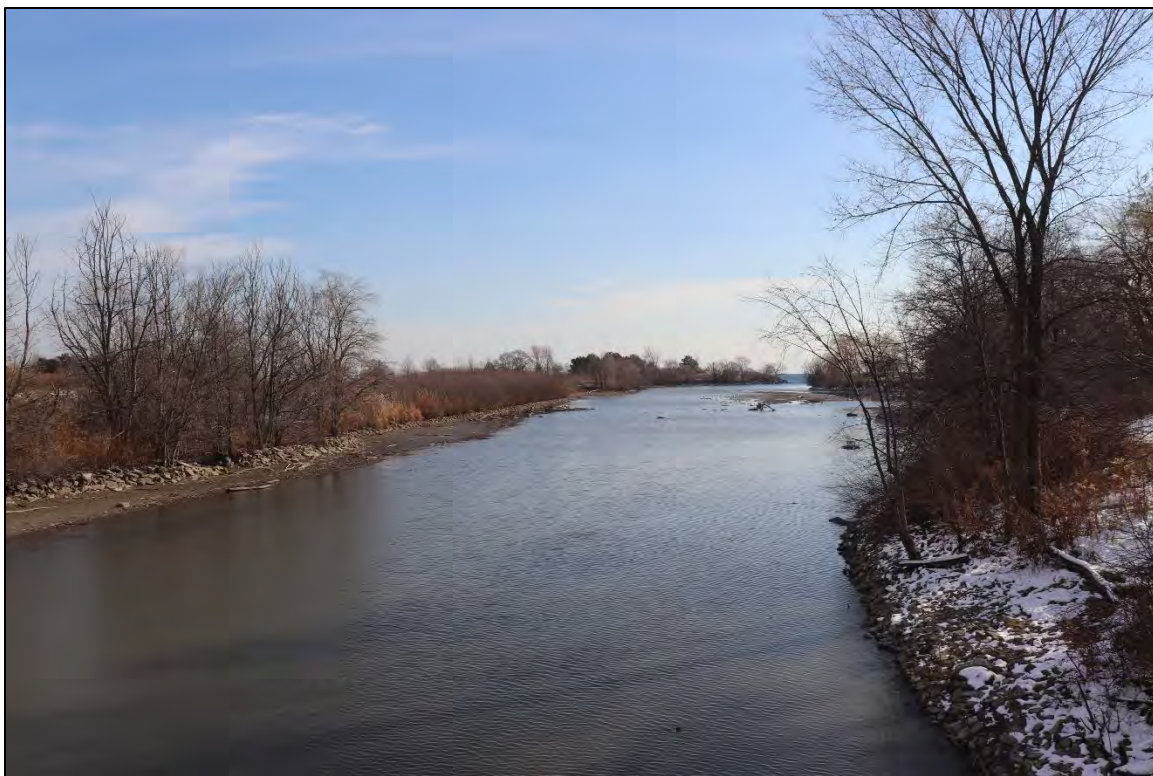


Figure 19: CHL 1, mouth of Mimico Creek looking south from pedestrian Bridge (AECOM, 2020)



Figure 20: CHL 1, Information sign identifying Mimico Creek Estuary Wetland and Bridge Located in Humber Bay Park (AECOM, 2020)




Figure 21: Gardiner Expressway Eastbound ramp to Park Lawn Road over Mimico Creek (AECOM, 2020)

8. Park Lawn Road / Lake Shore Boulevard West Inventory- 2020 Additional Study Area

Built Resource Inventory Form – BHR 1**Location:** CN Rail Corridor over Mimico Creek**Resource Category:** Railway Bridge**Current Use:** Railway Bridge**Construction Period:** Unknown**Structural Material:** Steel and Concrete**Cladding:** N/A**Roof Type/Material:** N/A**Description:** Single-span steel deck truss bridge with riveted construction. Concrete abutments. Carries four tracks of CN Rail Corridor across Mimico Creek.**Built Resource Inventory Form– BHR 2****Location:** Lake Shore Boulevard West over Mimico Creek**Resource Category:** Road Overpass**Current Use:** Bridge**Construction Period:** 1910 (1950)**Structural Material:** Steel**Cladding:** N/A.**Roof Type/Material:** N/A.**Description:** Two-span steel girder bridge on concrete piers and abutments. Carries Lake Shore Boulevard West over Mimico Creek. Plaque on bridge railing provides construction date of 1910, with rehabilitation work in 1979. City of Toronto Bridge Inspection Report provides construction date of 1950.**Built Resource Inventory Form – BHR 3****Location:** Humber Bay Park, Martin Goodman Trail over Mimico Creek**Resource Category:** Pedestrian Bridge**Current Use:** Pedestrian Bridge**Construction Period:** 1998**Structural Material:** Steel and concrete**Cladding:** N/A

Roof Type/Material: N/A	
Description: Mimico Creek Pedestrian Bridge: Single-span (44m long, 2.5 m wide deck), reverse-inclined arch bridge designed for pedestrians and cyclists. Carries Martin Goodman Trail over Mimico Creek. A prominent landmark in the landscape. Designed by a significant Spanish architect - Dr. Santiago Calatrava. This exceptional light superstructure was prefabricated off-site as four separate pieces. Won the Canadian Consulting Engineering Award.	

Cultural Heritage Landscape Inventory Form – CHL 1

Location: Mimico Creek	
Resource Category: Cultural Landscape	
Current Use: River	
Construction Period: N/A	
Structural Material: N/A	
Cladding: N/A	
Roof Type/Material: N/A	

Description: The mouth of Mimico Creek was historically used as a sheltered harbour for fur trading ships, whose occupants conducted trade with indigenous communities living around the creek; the industry had been encouraged by Sieur de la Salle, who in 1674 had been granted the district around Kingston as a seigniory. Bordered by evergreen and mixed hardwood forests, the creek would provide ample nesting areas for passenger pigeons, which would also provide the origin of the name 'Mimico'.

The creek appears on a late 18th century survey map likely drawn by Augustus Jones as the "Lamabineconce River" and was later called "the Macaco River" in a communication by the Lieutenant Francis Hall in 1817, before it was widely recognized as the Mimico Creek. The establishment of John William Gamble's house on the east side and sawmill on the west side of the creek in 1822 and 1823 would be crucial precursors to the settlement and development of Mimico. The Gamble family would also later establish a pier at the mouth of the creek.

A information sign erected by the City of Toronto' Parks and Recreation in Humber Bay Park reads:

Mimico Creek Estuary Wetland and Mimico Creek Bridge

Mimico Creek represents one of the most urbanized watersheds within the greater Toronto area. The restoration of this estuary wetland is an important step forward in the rejuvenation of this segment of the shoreline as well as the entire watershed. The construction of a pedestrian bridge has complimented the estuary wetland project by providing the necessary physical foundation for the wetland. The contribution of improved public access and fish and wildlife habitat enhancement provides an excellent opportunity for public education about estuary wetlands and related restoration efforts.

9. Sources

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