

CULTURAL HERITAGE REPORT:

EXISTING CONDITIONS

**BROADVIEW AVENUE EXTENSION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

**CITY OF TORONTO
ONTARIO**

FINAL REPORT

Prepared for:

Dillon Consulting Limited (Toronto)
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EXISTING CONDITIONS

BROADVIEW AVENUE EXTENSION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

**CITY OF TORONTO
ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Dillon Consulting Limited to conduct a Cultural Heritage Report as part of the Broadview Avenue Extension Municipal Class Environmental Assessment. The project involves the extension of Broadview Avenue south from Sunlight Park Road to Commissioners Street and the introduction of a new east-west oriented roadway located between Eastern Avenue and Lake Shore Boulevard East connecting Don Roadway and Booth Avenue in the City of Toronto. The Broadview Avenue Extension study area is generally bound to the north by Eastern Avenue, to the south by Unwin Avenue west of Leslie Street and Lake Shore Boulevard East west of Leslie Street, to the east by Leslie Street and Coxwell Avenue, and to the west by Cherry Street and Don Roadway/Don Valley Parkway. Within the broader study area is an area identified to be directly impacted by the extension of Broadview Avenue. This direct impact area is generally bound to the north by Eastern Avenue, to the south by Lake Shore Boulevard East, to the east by Coxwell Avenue, and to the west by Don Roadway/Don Valley Parkway. The Canadian National Railway tracks and the Metrolinx Lake Shore East Line also run through the northwest corner of the study area and bound the northwest of the direct impact area.

The results of background historic research and a review of secondary source material, including historical mapping, revealed a study area with industrial land use history dating back to the late nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 14 previously identified features of cultural heritage within and/or adjacent to the Broadview Avenue Extension study area. One additional feature located adjacent to the direct impact area and within the study area was identified during the fieldwork.

This report contains only the Existing Conditions portion of the Cultural Heritage Report. A project specific Heritage Impact Assessment (HIA) should be completed for the project area as early as possible in preliminary or detailed design phase. This HIA should be completed by a qualified cultural heritage professional with recent and relevant experience and prepared according to the City of Toronto's Terms of Reference for Heritage Impact Assessments (City of Toronto, 2019b).

Based on the results of the assessment, the following recommendations have been developed:



1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.
2. A Heritage Impact Assessment (HIA) should be completed for the Broadview Avenue Extension as early as possible during the preliminary or detailed design phase. The HIA will help to identify alternatives as well as mitigation and monitoring commitments to avoid or lessen impacts on the heritage attributes of known and potential built heritage resources and cultural heritage landscapes. This assessment should be completed by a qualified cultural heritage professional who has relevant and recent experience and prepared according to the City of Toronto's Terms of Reference for Heritage Impact Assessments (City of Toronto, 2019b).
3. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
4. The proponent should submit this report to Heritage Planning staff at the City of Toronto and to the Ministry of Citizenship and Multiculturalism for review and comment.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division
<i>Project Coordinator:</i>	Katrina Thatch, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division
<i>Project Manager:</i>	John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division
<i>Field Review:</i>	Meredith Stewart, MA, MSc, CAHP Cultural Heritage Specialist - Cultural Heritage Division
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<i>Report Reviewer(s):</i>	John Sleath Lindsay Graves



QUALIFIED PERSONS INVOLVED IN THIS PROJECT

Lindsay Graves, M.A., C.A.H.P.

Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (M.A., Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at A.S.I. Lindsay is a member of the Canadian Association of Heritage Professionals.

John Sleath, M.A.

Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

The Project Manager for this Cultural Heritage Report is **John Sleath** (MA), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with ASI. He was responsible for the day-to-day management activities, including scoping of research activities and site surveys and drafting of study findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 14 years, as an archaeologist and as a cultural heritage professional. An exposure to both land-based and underwater archaeology and above ground cultural heritage assessments has provided John with a holistic understanding of heritage in a variety of contexts. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted hundreds of cultural heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Meredith Stewart, M.A., M.S.c., C.A.H.P.

Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

The report writer for this report is **Meredith Stewart** (M.A., Art History, M.S.c., Historic Preservation), who is a Cultural Heritage Specialist within the Cultural Heritage Division. She was responsible for



preparing and contributing research and technical reporting. Meredith's work as a cultural heritage professional has focused on historical research, large-area studies, and survey work. Meredith holds a M.A. in Art History from Carleton University, where she focused on architectural history and the built environment, and graduated with a M.S.c. in Historic Preservation from the School of the Art Institute of Chicago. Meredith utilizes her knowledge of architectural history and building materials in the identification and evaluation of heritage buildings and structures. Meredith is a member in good standing of C.A.H.P.



GLOSSARY

Adjacent

Definition: “those lands adjoining on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.” City of Toronto Official Plan (City of Toronto, 2019a)

Built Heritage Resource (BHR)

Definition: “...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers” (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (CHL)

Definition: “...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms” (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).

Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism Culture and Sport, 2006b).

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the



cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Tourism Culture and Sport, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

Definition: Area within a 50 metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL.....	iii
Qualified Persons Involved in this Project	iv
Glossary vi	
1.0 INTRODUCTION	1
1.1 Project Overview	1
1.2 Description of Study Area	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT	2
2.1 Regulatory Requirements	2
2.2 Municipal Heritage Policies	3
2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes	3
2.4 Background Information Review	4
2.4.1 Review of Existing Heritage Inventories	4
2.4.2 Community Information Gathering	5
3.0 Summary of Historical Development within the Study Area.....	6
3.1 Physiography	6
4.1.1 Port Lands.....	6
3.2 Indigenous Land Use and Settlement	7
3.3 Historical Euro-Canadian Township Survey and Settlement	8
3.3.1 York Township	9
3.3.2 Port Lands.....	9
3.4 Review of Historic Mapping.....	11
4.0 EXISTING CONDITIONS	18
4.1 Description of Field Review	18
4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes	22
5.0 Screening for Potential Impacts	31
5.1 Preliminary Impact Assessment Considerations	31
6.0 CONCLUSIONS	32
7.0 RECOMMENDATIONS.....	33
8.0 REFERENCES	34
APPENDIX A: MAP OF DIRECT IMPACT AREA INCLUDING PROPOSED ROADWAY EXTENSION PROVIDED BY DILLON CONSULTING LIMITED	39
APPENDIX B: HERITAGE DESIGNATION BY-LAWS	40

List of Tables

Table 1: Nineteenth-century property owner(s) and historical features(s)	12
Table 2: Summary of Known and Potential BHRs and CHLs within and/or adjacent to the broader study area	22
Table 3: Inventory of Known and Potential BHRs and CHLs within and/or adjacent to the direct impact area	23



List of Figures

Figure 1: Location of the broader study area and of the direct impact area	2
Figure 2: <i>River Don Straightening Plan shewing Lands to be expropriated</i> , 1888	10
Figure 3: Lake Shore Boulevard East, looking east from Cherry Street showing the Gardiner Expressway under construction, 1960-1964.	11
Figure 4: The study area overlaid on the 1860 Tremaine's Map of the County of York	14
Figure 5: The study area overlaid on the 1878 Illustrated Historical Atlas of the County of York	15
Figure 6: The study area overlaid on the 1909 topographic map of Toronto	15
Figure 7: The direct impact area overlaid on the 1913 Goad's Fire Insurance Plan	16
Figure 8: The direct impact area overlaid on the 1924 Goad's Fire Insurance Plan	16
Figure 9: The study area overlaid on the 1927 topographic map of Toronto	17
Figure 10: The study area overlaid on the 1954 aerial photograph of Toronto	17
Figure 11: The study area overlaid on the 1985 topographic map of Toronto	18
Figure 12: Location of Cultural Heritage Resources and Photographic Plates in the Broadview Avenue Extension Study Area	30

List of Plates

Plate 1: Don Roadway (ramp to Don Valley Parkway from Gardiner Express far left), looking north along the western limit of the direct impact area.	20
Plate 2: Sunlight Park Road, south of the Eastern Avenue ramp, looking east.	20
Plate 3: Broadview Avenue looking south towards Sunlight Park Road and the location of the proposed extension of Broadview Avenue.....	20
Plate 4: Looking east towards the termination of Sunlight Park Road and the merging of Eastern Avenue following the Eastern Avenue Diversion over the Don Valley Parkway.	20
Plate 5: Eastern Avenue, looking west towards the CN/Lake Shore East line overpass.....	20
Plate 6: Looking south into the direct impact area from Eastern Avenue.....	20
Plate 7: Looking southwest along Eastern Avenue towards the listed properties in the north portion of the direct impact area.	21
Plate 8: Booth Avenue (the east border of the direct impact area), looking south from Eastern Avenue.	21
Plate 9: Looking west from Booth Avenue into the direct impact area.	21
Plate 10: Looking north along Booth Avenue with the direct impact area on the left.....	21
Plate 11: Looking northwest along the CN Rail Storage Track from Lake Shore Boulevard East into the southwest portion of the direct impact area.	21
Plate 12: East-bound lanes of Lake Shore Boulevard East, with Gardiner Expressway ramp elevated above, looking west towards the proposed location of the Broadview Avenue extension.....	21

1.0 INTRODUCTION

ASI was contracted by Dillon Consulting Limited to complete a Cultural Heritage Report as part of the Broadview Avenue Extension Municipal Class Environmental Assessment. The purpose of this Existing Conditions report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes and identify existing conditions of the project study area. As this finalized submission includes only the Existing Conditions component of the assessment, and does not include a preliminary impact assessment, a project specific Heritage Impact Assessment (HIA) should be completed for the project area as early as possible in preliminary or detailed design phase. This HIA should be completed by a qualified cultural heritage professional with recent and relevant experience and prepared according to the City of Toronto's Terms of Reference for Heritage Impact Assessments (City of Toronto, 2019b).

1.1 Project Overview

The Broadview Avenue Extension Municipal Class Environmental Assessment involves the extension of Broadview Avenue south from Sunlight Park Road to Commissioners Street and the introduction of a new east-west oriented roadway located between Eastern Avenue and Lake Shore Boulevard East connecting Don Roadway and Booth Avenue in the City of Toronto. The Broadview Avenue Extension study area is generally bound to the north by Eastern Avenue, to the south by Unwin Avenue west of Leslie Street and Lake Shore Boulevard East west of Leslie Street, to the east by Leslie Street and Coxwell Avenue, and to the west by Cherry Street and Don Roadway/Don Valley Parkway. Within the broader study area is an area identified to be directly impacted by the extension of Broadview Avenue. This direct impact area is generally bound to the north by Eastern Avenue, to the south by Lake Shore Boulevard East, to the east by Coxwell Avenue, and to the west by Don Roadway/Don Valley Parkway. The Canadian National Railway tracks and the Metrolinx Lake Shore East Line also run through the northwest corner of the study area and bound the northwest of the direct impact area (Figure 1).

1.2 Description of Study Area

This Cultural Heritage Report presents background information on the broader study area with a focus on the direct impact area, generally bound to the north by Eastern Avenue, to the south by Lake Shore Boulevard East, to the east by Coxwell Avenue, and to the west by Don Roadway/Don Valley Parkway (Figure 1). This project study area has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Toronto.



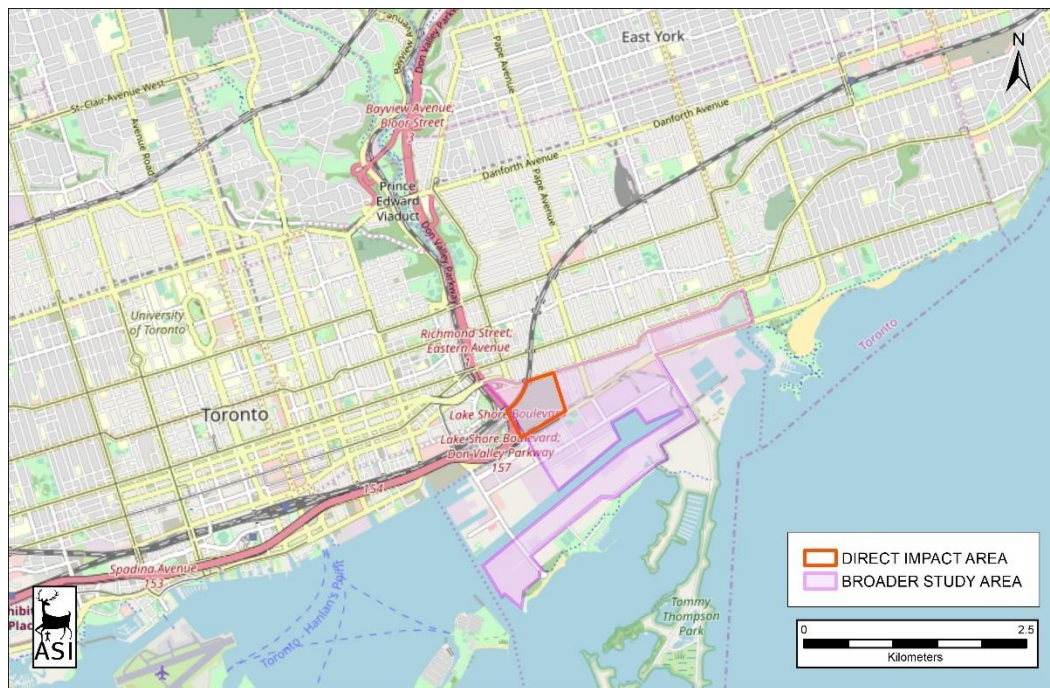


Figure 1: Location of the broader study area and of the direct impact area

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License
(CC-BY-SA)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act (O.H.A.)* (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2022], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.

- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O., 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism Culture and Sport, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered. Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal Heritage Policies

The study area is located within the City of Toronto. Policies relating to cultural heritage resources were reviewed from the following source:

- Toronto Official Plan (City of Toronto, 2019a)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport, 2016). The objective of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected built heritage resources and cultural heritage landscapes are subject to identification and inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the



potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes. The field review is also used to identify potential built heritage resources and cultural heritage landscapes that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources. During the cultural heritage assessment process, a property is identified as a potential built heritage resources or cultural heritage landscape based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

- The City of Toronto Heritage Register (City of Toronto, 2019a);¹
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);²

¹ Visited 14 January 2020, <http://cot-planning.maps.arcgis.com/apps/PanelLegend/index.html?appid=a90bf1e72b694db5a4892dc6b170688d>.

² Visited 14 January 2020, <https://www.heritagetrust.on.ca/en/property-types/easement-properties>



- *Ontario Heritage Plaque Database* (Ontario Heritage Trust, n.d.b);³
- *Ontario's Historical Plaques* website (Brown, 2019);⁴
- Database of known cemeteries/burial sites curated by the Ontario Genealogical Society (Ontario Genealogical Society, n.d.);⁵
- *Canada's Historic Places* website (Parks Canada, n.d.a);⁶
- *Directory of Federal Heritage Designations* (Parks Canada, n.d.b);⁷
- Canadian Heritage River System (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.);⁸ and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).⁹

2.4.2 Community Information Gathering

The following stakeholders were contacted to gather information on potential cultural heritage resources, active and inactive cemeteries, and areas of identified Indigenous interest within and/or adjacent to the study area:

- Kathryn Anderson, Heritage Planner, City of Toronto (email communication 22 January 2020). A response was still outstanding at the time of report submission.
- Yasmina Shamji, Support Assistant – Heritage Preservation Services, City of Toronto (email communication 16 January 2020). A response was still outstanding at the time of report submission.
- The MCM (email communication 16 January 2020)¹⁰. A response confirmed that there are five provincially-owned cultural heritage resources of known cultural heritage value or interest located near to the broader study area. However, as the identified resources are beyond the bounds of the study area and are not located within an adjacent property either, they have not been further documented in this report.
- The Ontario Heritage Trust (email communications 16 January 2020). A response indicated that there are no conservation easements or Trust-owned properties within or adjacent to the study area.

³ Visited 14 January 2020, <https://www.heritagetrust.on.ca/en/online-plaque-guide>

⁴ Visited 14 January 2020, <http://www.torontohistory.org/index.html>

⁵ Visited 14 January 2020, https://www.google.com/maps/d/u/0/viewer?msa=0&mid=1KReXzVNgUPp3SVjOHd_8-jaqnmA&ll=43.64252911619361%2C-79.37963477215817&z=13

⁶ Visited 14 January 2020, <https://www.historicplaces.ca/en/pages/about-apropos.aspx>

⁷ Visited 14 January 2020, <https://www.pc.gc.ca/en/culture/dfhd>

⁸ Visited 14 January 2020, <http://chrs.ca/wp-content/uploads/2019/08/CHRS-EN-8x11-31Jul2019-High-Res.png>

⁹ Visited 14 January 2020, <https://whc.unesco.org/en/statesparties/ca>

¹⁰ Contacted at registrar@ontario.ca.



3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA

This section provides a brief summary of historical research and a description of identified above-ground cultural heritage resources that may be affected by the proposed undertaking.

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement

3.1 Physiography

The study area, located in the City of Toronto, is situated within the Iroquois Plain physiographic region of southern Ontario (Chapman & Putnam, 1984). The Iroquois Plain is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region is the former location of Lake Iroquois and extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 km (Chapman and Putnam 1984:190).

The physiography of the area contributed to early settlement and its growth as a site of urban development. The natural harbour (Toronto Harbour) formed on the southern shore of the City is protected by Toronto Island. It was on this protected shore that the settlement and expansion was able to thrive (Chapman and Putnam 1984:192). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clay deposits from pre-Iroquoian lake beds that were exposed in the Don Valley were used for the manufacture of bricks (Chapman and Putnam 1984:196). This concentration of resources, in addition to the proximity of Lake Ontario, contributed to the urban growth and development of the City of Toronto.

4.1.1 Port Lands

The study area is located within what is known today as the Port Lands. Most of the Port Lands area consists of late nineteenth/twentieth century made land, in a location that was referred to in the nineteenth century as Ashbridge's Marsh. Historically, this area is documented to have been the deltaic freshwater lagoon of the Don River (Karrow and Warner 1990:21). While the former Ashbridge's Marsh was likely utilized by Indigenous peoples for fishing, hunting or possibly for the harvesting of wild rice (Stewart, 2013), the strand-nature of any solid ground precludes any permanent or long-term occupation of the locale (ASI, 2014).

The Port Lands is located adjacent to the Don River. The Don River drains an area of approximately 37,037 ha. The watershed consists of two main branches: the east and west Don Rivers. These branches intersect the old Lake Iroquois beach and transit the Peel plain and South Slope physiographic regions intersecting the old Lake Iroquois beach and meeting their confluence approximately at the intersection of Don Mills Road and the Don Valley Parkway, in the City of Toronto (Chapman and Putnam 1984: 103-104). The Lower Don River meets its confluence with Lake Ontario at the site of the Port Lands.



3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).¹¹ During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The study area is within the Toronto Purchase (Treaty 13), an agreement made between the Crown and the Mississaugas of the Credit First Nation signed on September 23, 1787, and then renegotiated on

¹¹ While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



August 1, 1805. The main purpose of the treaty was to secure access to communication routes and posts along the shore of Lake Ontario and to connect Niagara and Kingston (Surtees 1984:60). The town of York and surroundings was a vital portion of lands in Upper Canada, due to its location on Lake Ontario and importance for military settlement purposes. However, this 1787 agreement had many inconsistencies. To begin with, the September 23, 1787, surrender document did not describe the physical boundaries of the treaty or the quantity of land surrendered, nor did the body of the document name the Chiefs of the bands with whom the surrender was negotiated. At the end of the document, the names of three Chiefs, Wabakinine, Neace, and Pakquan, together with their dodems, appeared on slips of paper that had been attached to the document, suggesting that this was not the document that the Mississauga representatives were presented during negotiations (Surtees 1984:62).

In light of these inconsistencies, the Crown, as represented by William Claus, Deputy Superintendent of Indian Affairs approached the Mississaugas of the Credit First Nation in 1805 with the intent of identifying the land in question and formally purchasing it from the Mississaugas. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a 1 mile strip of land on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown (Mississaugas of the Credit First Nation, 2017).

3.3 Historical Euro-Canadian Township Survey and Settlement

Historically, the study area is located in the Former Township of York, York County in Lots 8-15, Broken Front Concession. The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006). During the Euro-Canadian period, the majority of early nineteenth-century farmsteads were typically located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century often influenced the location of farmsteads and businesses (ASI 2006).

Between 1784 and 1792, this part of Southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec. Augustus Jones undertook the first township survey for York in 1791, when the base line, corresponding to present day Queen Street, was established. The remainder of the Township appears to have been surveyed by Alexander Aitken in the summer of 1793, and the preliminary plans of survey had been completed by early September (Firth, 1962, p. 11; Winearls, 1991, p. 591). The first land patents were granted in 1796 and by 1813 all of the township lands had been parcelled (ASI, 2014).



3.3.1 York Township

York Township comprised part of the East Riding of York in the Home District, which, between 1792 and 1800, was administered from Niagara. York was planned to be the unofficial capital of Upper Canada in the winter of 1796. It was not, however, until February 1798 that it was selected as the “seat of Government on mature deliberation” by the Duke of Portland. On January 1, 1800, the Home District was elevated into a separated administrative district from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-52 (Armstrong, 1985, p. 143; Firth, 1962, p. 24).

The population of the Township increased steadily during the nineteenth century. In 1797, for instance, the total number of inhabitants “of Yonge Street” was estimated at 86 persons (i.e., 52 males and 34 females.) Within the space of one decade, the Township proper contained 502 men, women, children and “servants.” At the outbreak of the War of 1812, York Township contained 756 inhabitants, and by 1823 this number had increased to 1,909 residents. In 1837, the population had reached 4,320, and by 1842 this number had increased again to 5,720. At this time, the Township of York contained 23 schools (Walton 1837:189; Smith 1846:225; Mosser 1984: 6, 93, 156).

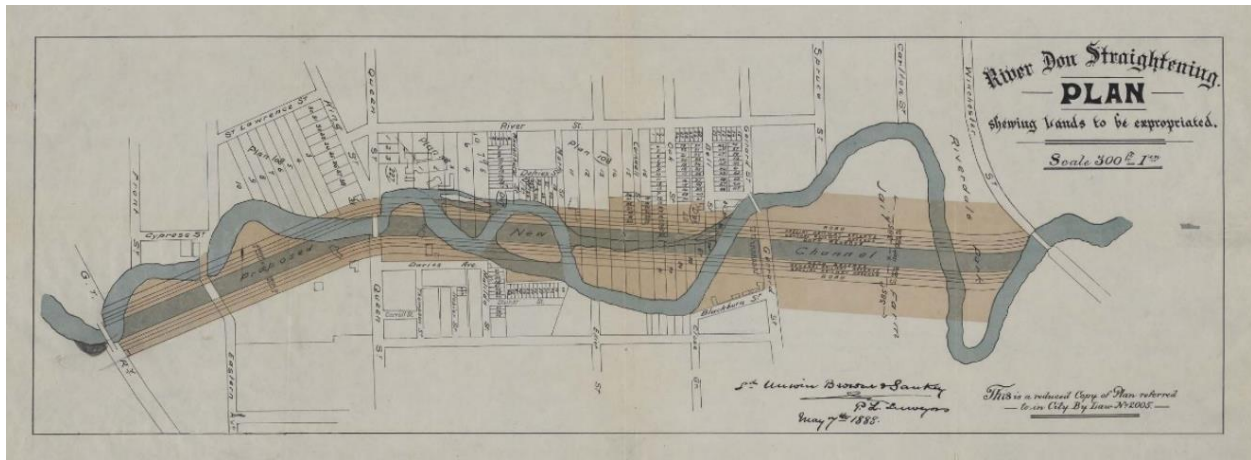
The construction of substantial structures within the town of York seems to have been slow until after the time of the War of 1812. For instance, a record of the town in 1815 listed only 44 houses in the area bounded by Peter, Front, Jarvis and Queen Streets. This enumeration did not include outbuildings such as barns and stables, nor does it appear to have included any shops or taverns (Roberston 1914:308-310). As farmers and business people established themselves and accumulated some wealth, small log houses were replaced by larger more comfortable homes. The construction of brick and stone houses also began in the early 1830s and this reflected the continued growth of the timber and building trades, and the establishment of a more reliable agricultural economy. However, the architectural development of the town of York appears to have been rather haphazard as late as the mid-19th century. The city grew as a curious amalgam of substantial brick and stone structures situated in the same blocks alongside frame and rough cast dwellings, sheds, shops, lumber yards and vacant lots (ASI 2012:4).

3.3.2 Port Lands

Development of the east end of York Township was slower than the downtown core. At the beginning of the nineteenth century, the marsh around Ashbridge’s Bay was perceived to be an unhealthy environment, as the source of pestilence and disease. The boundary between Toronto Harbour and Ashbridge’s Bay was a narrow sandbar that extended south from the foot of Cherry Street, broken only by the mouth of the Don River. The isthmus was formed over many centuries by sands eroded from the Scarborough Bluffs which were carried westward to meet silt deposited by the Don River. The Don River had as many as five mouths in the area and the isthmus was bisected by two of them. Since at least the 1830s, a carriage path crossed the Ashbridge’s Bay bar, to meet the headland and continued to Gibraltar Point at the western tip of the peninsula. A bridge was constructed across the Don River to enable people from the City to reach Lake Shore Avenue. Until 1852, this headland was a continuous land mass. However, several severe storms between 1852 and 1858 eroded the peninsula. This necessitated frequent repair to the small gaps that developed until a storm completely separated the peninsula from the mainland in 1858. This latest gap was not repaired. The new entrance into Toronto Harbour became



In the 1870s, the Beach area was developed as a summer resort offering such amenities as Woodbine Park, Victoria Park, and Kew Gardens, as well as the new Scarborough Heights Hotel, which was located near Beech Avenue and Kingston Road. Streetcar service along Kingston Road started in 1875 and steamers made several trips a day from downtown Toronto (ASI 2012:5-6). The area was further developed in the 1880s as plans emerged to straighten the Don Valley River (Figure 2). Straightening the formidable river allowed for shipping upriver and created new land for industry in the former flood plain (Hardwicke & Reeves, 2008).



Source: (Unwin, Browne & Sankey, 1888)

The Port Lands is a constructed landscape on Toronto's lake shore which was a historic hub for lake shipping and industry. Though parts of the Port Lands have been re-purposed for recreational use, it largely remains as an industrial area. South of Eastern Avenue has recently seen a resurgence of development, including large film studio complexes and new big-box type commercial developments.



Figure 3: Lake Shore Boulevard East, looking east from Cherry Street showing the Gardiner Expressway under construction, 1960-1964.

Source: City of Toronto Archives

3.4 Review of Historic Mapping

The 1860 *Map of the County of York* (Tremaine, 1860), and the 1880 *Illustrated Historical Atlas of the County of York* (Miles & Co., 1878) were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 4 and Figure 5).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can be often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

Historically, the study area is located on Lot 8 to 15, Broken Front Concession in the Township of York, County of York. Details of historical property owners and historical features in the study area are listed in Table 1.

Table 1: Nineteenth-century property owner(s) and historical features(s)

Lot #	Con #	1860 Map of York County		1878 Illustrated County Atlas - York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
8	Broken Front	Samuel Hill, Levie Ashbridge, Samuel Ashbridge, John Ashbridge, George Ashbridge, Jesse Ashbridge	Waterway	N/A	N/A
9	Broken Front	Jesse Ashbridge, Captain Neville	N/A	N/A	N/A
10	Broken Front	N/A	Dense residential area	N/A	Dense residential area
11	Broken Front	Geo. Leslie G. G. Small Frankie Howard	Toronto Nursery	Leslie & Son's	N/A
12	Broken Front	Geo. Leslie, G. G. Small, Frankie Howard	N/A	Howard Estate,	N/A
13	Broken Front	Frankie Howard, Wm. Gorie	Marsh, Sandbar	Howard Estate, G. D. Morse	Marsh, Sandbar
14*	Broken Front	H Blong, J. Clark	Marsh, Sandbar	Mrs. Clark, E Blong	Marsh, Sandbar
15	Broken Front	N/A	Railway	N/A	Railway

*Located within the direct impact area.

According to the nineteenth-century mapping, the study area was owned by the Hill, Ashbridge (an influential and affluent family in Toronto during this period), Neville, Small, Leslie, Gorie, Howard, Blong and Clark families. No significant structures are noted, and the only land use indicated is the Toronto Nursery on Lot 11.

By the mid to late nineteenth century, settlement had reached the northern portion of the study area, but the residential density and urban development in the City's downtown core had not yet spread to this area. The southern portion, most notably the peninsular land defined on the west by the Toronto Harbour, to the south by Lake Ontario, and to the east by Ashbridge Bay, was comprised of marshland. The study area is defined by both natural and built features. The waterway (later Keating Channel) that carves through the marshy peninsula in the southern portion meets the Don Valley River to the west of the study area and has several openings into the Toronto Harbour. The introduction of a sandbank in the years between the *1860 Map of the County of York* and the *1878 Illustrated Historical Atlas of the County of York* impacted the shoreline of the eastern portion of the study area. As well, the GTR (and later the T&NR as seen in 1878 mapping) cuts through the northwest corner of the study area and bounds the northeast corner of the direct impact area.

While roadway development is minimal within the study area in the nineteenth century, the introduction of South Park Street (present-day Eastern Avenue) by 1878 marks a significant and lasting



transportation route in the area. At that time additional roadways were also introduced south of South Park Street in Lots 10, 14 and 15, however, the remaining settled land in the study area is simply demarcated by parcel ownership. Further, no buildings or structures are indicated in the study area in the nineteenth century. The Toronto Nursery (Toronto Nurseries on the 1878 map), located in Lot 11, is the only indicated land use from this time period.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1909, 1927, 1954, and 1985 (Figure 6, and Figure 9 to Figure 11) of the study area, as well as fire insurance plans of the direct impact area from 1913 and 1924 (Figure 7 and Figure 8). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The study area experienced far greater transformation in the twentieth century. The marshlands that comprised the southern portion were developed into industrial lands. Keating Channel, formed to connect Toronto Harbour and Ashbridges Bay, and Eastern Channel, constructed to allow passage between Toronto Harbour and Lake Ontario, served to formalize the shape and use of the waterfront and improve shipping and water transportation. Additionally, spurs from the GTR lead into the northwest corner of the study area/ direct impact area, providing rail access and increasing industrial shipping capabilities. Eastern Avenue (formerly South Park Street) emerges as a more established thoroughfare with the addition of buildings along the roadway. Lot 13 also gained several streets containing residential and commercial buildings by 1909.

Closer examination of the direct impact area, provided by fire insurance maps from 1913 and 1924 indicate that the Station B of the Consumers' Gas Company had constructed a number of structures within the industrial site bounded to the north by Eastern Avenue and to the south by (no longer-extant) Mill Street. The remaining property within the direct impact area is dotted with several other un-labeled wood structures in 1913, a majority of which were removed by 1924. North of the rail, outside of the bounds of the direct impact area but within the location of the proposed Broadway Avenue extension is the Sunlight Soap Works (demolished).

The 1927 topographic map from the Department of Militia and Defence (Figure 9) was examined to determine the extent and nature of development and land uses within the study area. The map shows the infilling of the marsh and the sand bar and the industrial land used with "gas works" noted in the direct impact area. The infilled area also has a "ship channel" and a turning basin showing the usage of naval transportation of oil and gas. Additionally, the former GTR line has maintained its location but has been labelled "Canadian National Railway", reflecting the change in ownership and operation that occurred in 1923. Eastern Avenue continues to show increased development though added built infrastructure along the roadway.

Aerial photography from 1954 (Figure 10) indicates that the area continued to serve a predominantly industrial function into the mid-twentieth century, with minimal changes to roadways and the shoreline. Likewise, land use remains largely the same as previous decades in 1985 topographic mapping (Figure 11), however, the introduction of the Don Valley Parkway, Gardiner Expressway and Lake Shore Boulevard East is indicative of growth and urban expansion into the study area. Additionally, the introduction of an aquatic park south of the infilled land has created in inner and outer harbour. This



shift of land use in the surrounding area towards recreation is also indicated by the labelling of Cherry Beach just south of the study area.

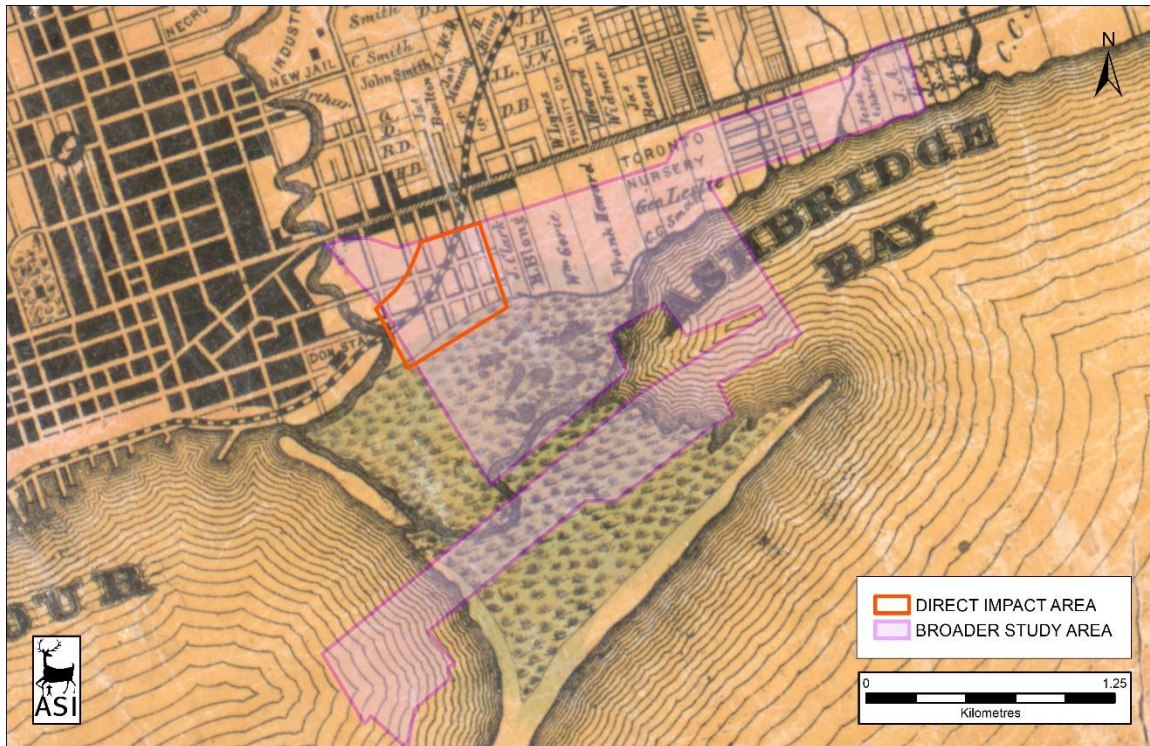


Figure 4: The study area overlaid on the 1860 Tremaine's Map of the County of York

Base Map: (Tremaine, 1860)

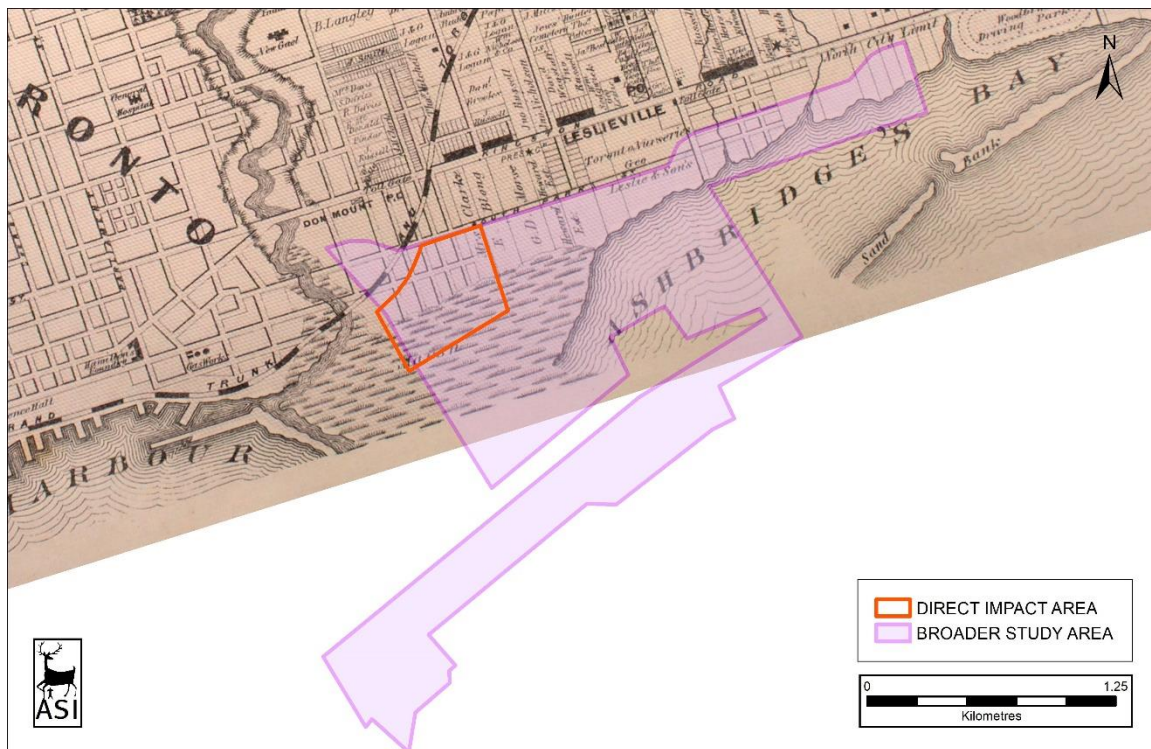


Figure 5: The study area overlaid on the 1878 Illustrated Historical Atlas of the County of York
 Base Map: (Miles & Co., 1878)

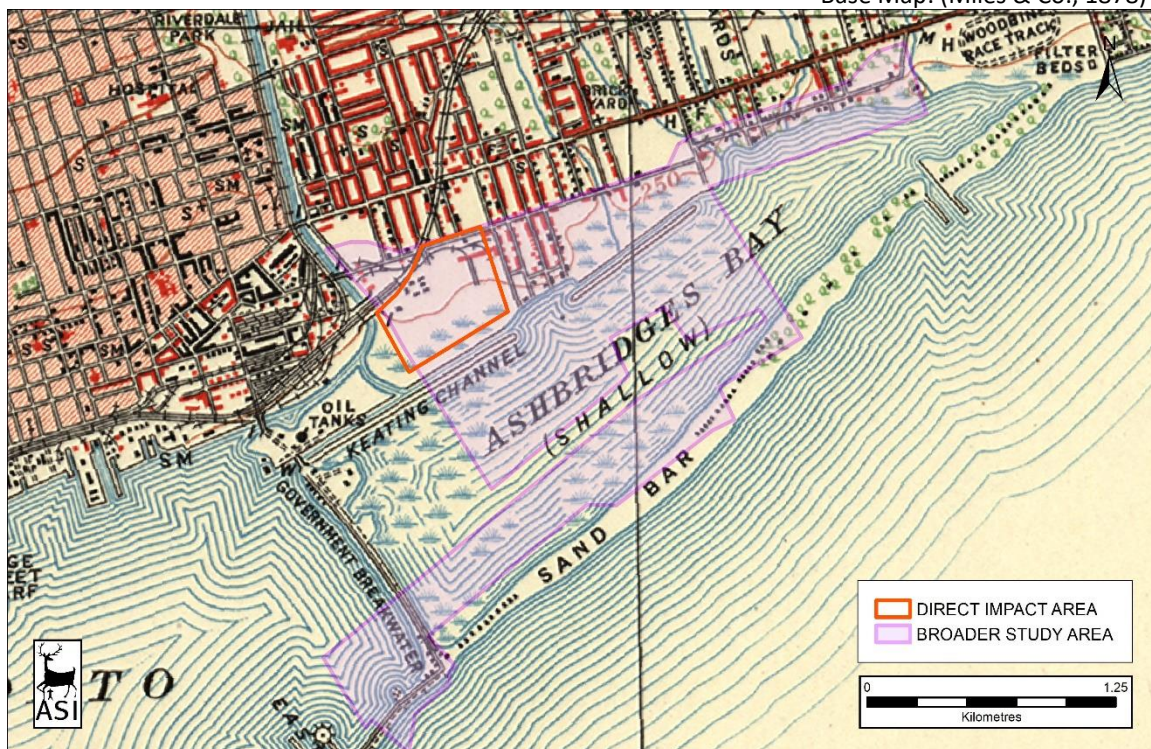


Figure 6: The study area overlaid on the 1909 topographic map of Toronto
 Base Map: (Department of Militia and Defence, 1909)

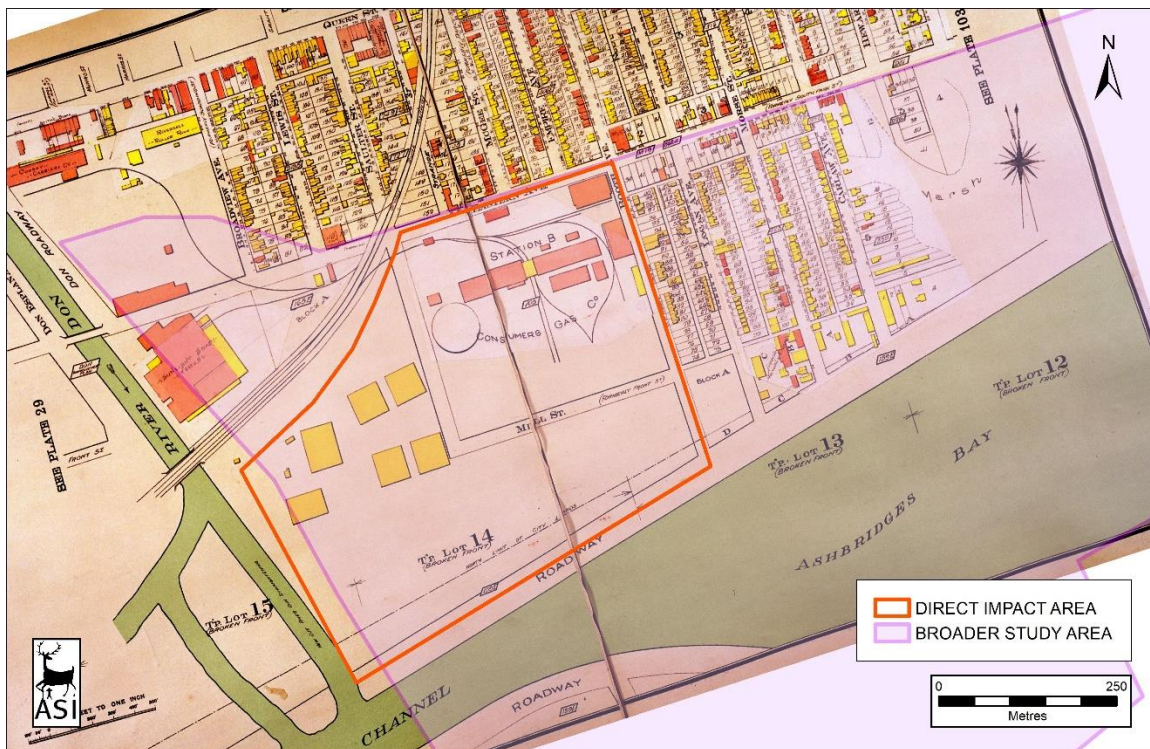


Figure 7: The direct impact area overlaid on the 1913 Goad's Fire Insurance Plan

Base Map: (Goad, 1913)

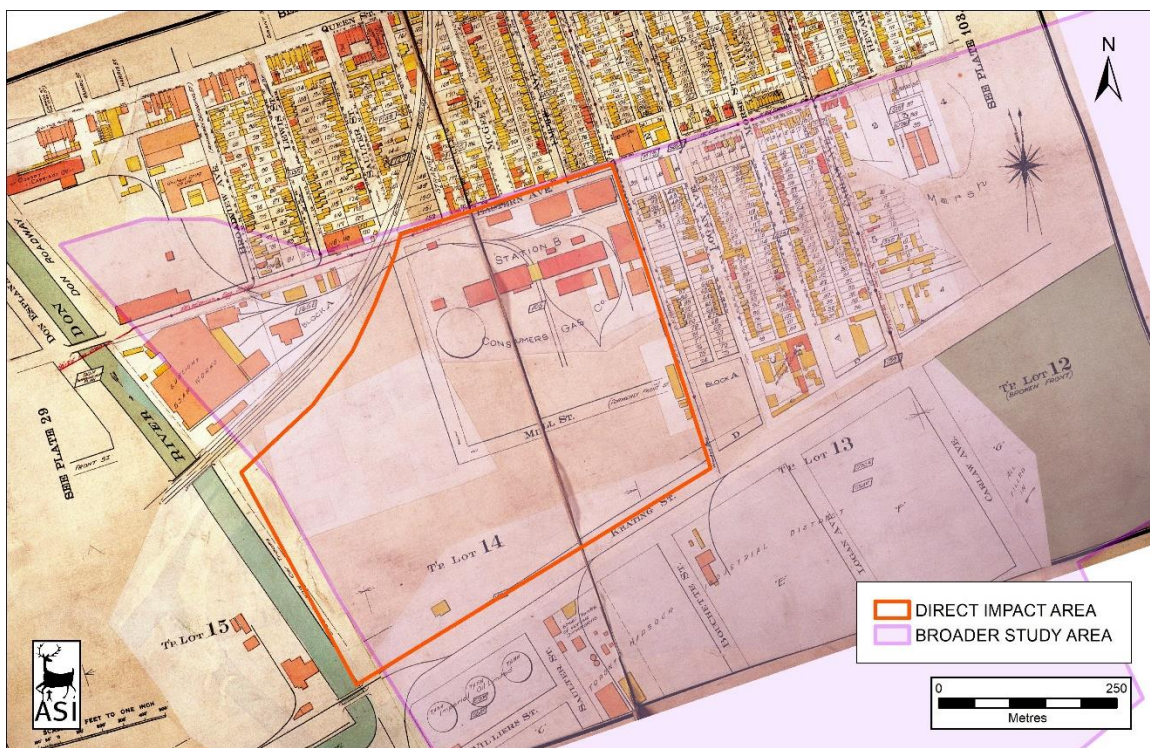


Figure 8: The direct impact area overlaid on the 1924 Goad's Fire Insurance Plan

Base Map: (Goad, 1924)

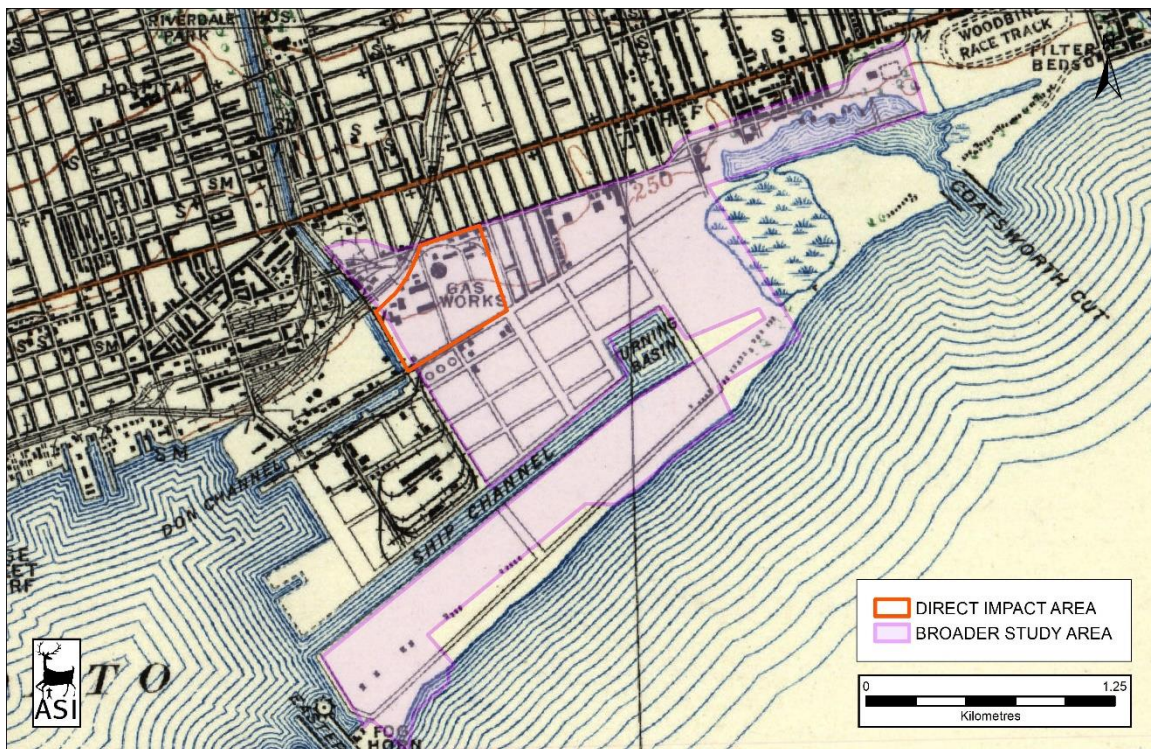


Figure 9: The study area overlaid on the 1927 topographic map of Toronto

Base Map: (Department of National Defence, 1927)



Figure 10: The study area overlaid on the 1954 aerial photograph of Toronto

Base Map: (Hunting Survey Corporation Limited, 1954)

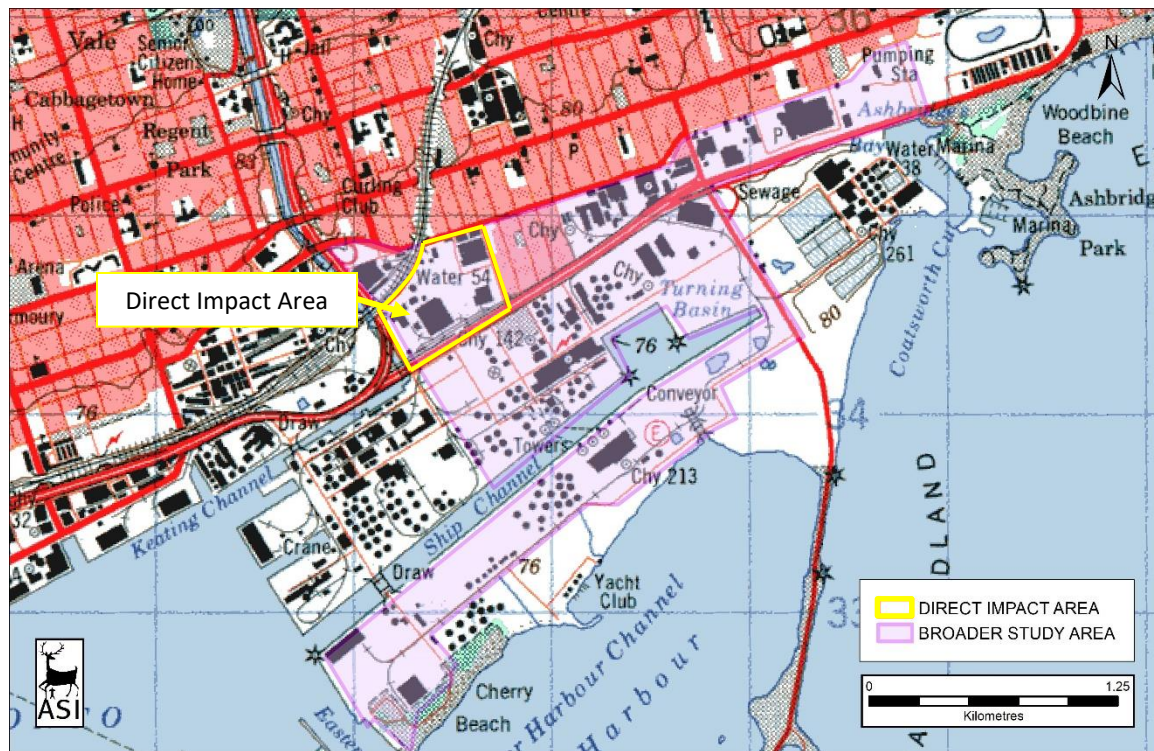


Figure 11: The study area overlaid on the 1985 topographic map of Toronto

Base Map: (Department of Energy, Mines and Resources, 1985)

4.0 EXISTING CONDITIONS

A field review of the direct impact area was undertaken by Meredith Stewart of ASI, on 15 January 2020 to document the existing conditions from existing rights-of-way on its perimeter, as the immediate area is not accessible to the public. The existing conditions of only the direct impact area are described below and captured in Plate 1 to Plate 12. Identified BHRs and CHLs located within or adjacent to the broader study area are discussed in Section 4.2 and mapped in Figure 12, however these resources were not included in the field review as they were outside of the direct impact area. An inventory of the BHRs and CHLs located within or adjacent to the direct impact area is provided in Table 3.

4.1 Description of Field Review

The direct impact area (see Appendix A for map of direct impact area and proposed roadways) is located south of Eastern Avenue to Lake Shore Boulevard East, between Don Roadway/Don Valley Parkway and Booth Avenue. The CNR/Lake Shore East line provides the angled northwest boundary of the direct impact area. The Don Roadway is a north-south running roadway with two-lane traffic in both directions. North of Lake Shore Boulevard East this roadway splits the north and south running lanes using a landscaped concrete median to facilitate the division. Pedestrian access is provided on the east side of the roadway for approximately 20 m, while pedestrian and bike traffic is routed onto the Lower Don Recreational trail on the west side. Elevated ramps merging the north-south running Don Valley Parkway and the east-west running Gardiner Expressway weave into Don Roadway before travelling

under the CNR/Lake Shore East line tracks. The northwest border of the direct impact area, bound by the CNR/Lake Shore East line, is inaccessible from the public right-of-way. Eastern Avenue consists of two lanes of traffic in either directions runs east-west, with paved pedestrian sidewalks on both sides of the roadway. North-south running Booth Avenue carries a single lane of traffic in either direction, with a pedestrian sidewalk along the east side. Where it intersects with Booth Avenue, Lake Shore Boulevard East consists of four lanes of traffic in both directions running east-west. The centre two lanes in both directions are elevated above the outer two lanes in both directions by a ramp that begins its incline between Booth Avenue and Bouchette Street (located south of Lake Shore Boulevard East). This raised section of Lake Shore Avenue East crosses over Don Roadway and merges with the Gardiner Expressway. A pedestrian sidewalk runs along the south side of Lake Shore Boulevard East. North of the roadway runs the CN Rail Storage Track as well as the Lower Don Recreational Trail, each separated from each other by landscaped concrete dividers.

The intersection of Sunlight Park Road and Broadview Avenue was also visited and documented during field review. While outside of the boundary of the direct impact area, the proposed extension of Broadview Avenue will impact the area south of Sunlight Park Road and was therefore included. East-west running Sunlight Park Road carries two lanes of traffic in both direction, which narrows to one lane in either direction at its western end to accommodate a ramp connecting the Don Valley Parkway and Eastern Avenue to its north. East of the ramp, Sunlight Park Road features pedestrian sidewalks on both sides of the roadway. Broadway Avenue, which consists of two lanes of traffic in either direction, currently terminates at Sunlight Park Road from its north-south orientation.

The direct impact area lacks publicly accessible roads and was only assessed from the public rights-of-way on its perimeter. From what is observable, and with available information provided in mapping, the area features predominantly industrial and commercial properties.





Plate 1: Don Roadway (ramp to Don Valley Parkway from Gardiner Express far left), looking north along the western limit of the direct impact area.

(ASI 2019)



Plate 2: Sunlight Park Road, south of the Eastern Avenue ramp, looking east.

(ASI 2019)



Plate 3: Broadview Avenue looking south towards Sunlight Park Road and the location of the proposed extension of Broadview Avenue.

(ASI 2019)



Plate 4: Looking east towards the termination of Sunlight Park Road and the merging of Eastern Avenue following the Eastern Avenue Diversion over the Don Valley Parkway.

(ASI 2019)



Plate 5: Eastern Avenue, looking west towards the CNR/Lake Shore East line overpass.

(ASI 2019)



Plate 6: Looking south into the direct impact area from Eastern Avenue.

(ASI 2019)



Plate 7: Looking southwest along Eastern Avenue towards the listed properties in the north portion of the direct impact area.

(ASI 2019)



Plate 8: Booth Avenue (the east border of the direct impact area), looking south from Eastern Avenue.

(ASI 2019)



Plate 9: Looking west from Booth Avenue into the direct impact area.

(ASI 2019)



Plate 10: Looking north along Booth Avenue with the direct impact area on the left.

(ASI 2019)



Plate 11: Looking northwest along the CN Rail Storage Track from Lake Shore Boulevard East into the southwest portion of the direct impact area.

(ASI 2019)



Plate 12: East-bound lanes of Lake Shore Boulevard East, with Gardiner Expressway ramp elevated above, looking west towards the proposed location of the Broadview Avenue extension.

(ASI 2019)

4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Based on the results of the background research and field review of the direct impact area, 15 built heritage resources (BHRs) and Cultural Heritage Landscapes (CHLs) were identified within and/or adjacent to the overall Broadview Avenue Extension study area (Figure 12 and Table 2). Properties are given a Cultural Heritage Resource identifier, however each property within or adjacent to the direct impact area that was subject to field review is also described as a BHR or CHLs as appropriate in the table below. A detailed inventory of the BHRs and CHLs within or adjacent to the direct impact area is presented in Table 3 and mapping of all identified features are provided in Figure 12 of this report.



Table 2: Summary of Known and Potential BHRs and CHLs within and/or adjacent to the broader study area



CHR #	Location/Name	Heritage Recognition	Description
CHR 1* (BHR)	415 Eastern Avenue	Listed by Municipality	Industrial building associated with Consumers' Gas Co. Station B, c. 1908
CHR 2* (BHR)	433/433 A Eastern Avenue	Listed by Municipality	Industrial building associated with Consumers' Gas Co. Station B, c. 1912
CHR 3* (BHR)	447/447 A Eastern Avenue	Listed by Municipality	Industrial building associated with Consumers' Gas Co. Station B, c. 1912
CHR 4* (BHR)	94 Booth Avenue	Listed by Municipality	Mid- to late-twentieth century industrial building, associated with Consumers' Gas Co. Station B
CHR 5* (CHL)	50 Booth Avenue	Listed by Municipality	Address associated with Consumers' Gas Co. Station B
CHR 6	1091 Eastern Avenue	Listed by Municipality	Ashbridge's Bay Treatment Plant Pumping Stations, 1911 and 1971
CHR 7	400 Commissioners Street	Listed by Municipality	City of Toronto Incinerator, 1953
CHR 8	29 Basin Street	Listed by Municipality	Sun Oil Company Building, n.d.
CHR 9	440 Unwin Avenue	Listed by Municipality	Hearn Generating Station, c. 1949
CHR 10	470 Unwin Avenue	Listed by Municipality	Hearn Generating Station, c. 1949
CHR 11 (BHR)	25-29 Booth Avenue	Identified During Field Review	Industrial/Commercial building, pre-1954
CHR 12 (BHR)	462 Eastern Avenue	Part IV, Ontario Heritage Act (By-law 12-2019)	Brown's Bread Ltd. industrial baking facility, 1920, 1925, 1926 and 1929.
CHR 13	508 Eastern Avenue	Part IV, Ontario Heritage Act (By-law 1361-2007)	Simcoe Hotel, 1887.
CHR 14	Cherry Street Beach	Listed by Municipality	Recreational beach including Lifesaving Station (c. 1933) and Women's Change Room
CHR 15	Cherry Street Bridge	Listed by Municipality	Vehicular bridge, 1931.


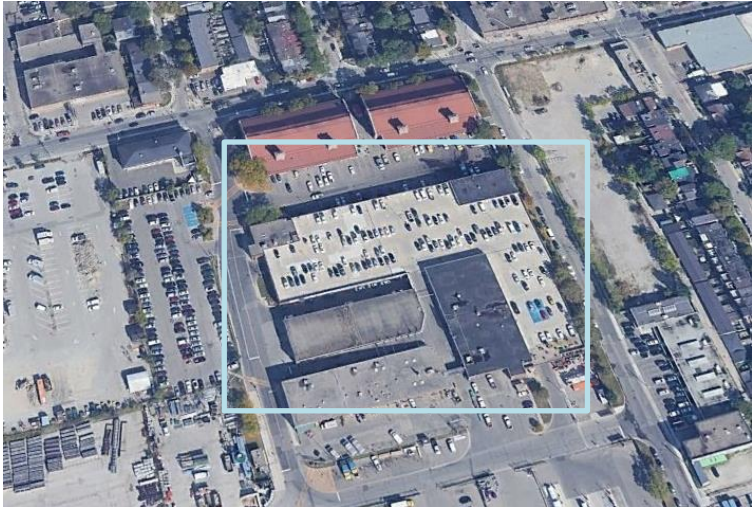
*Located within the direct impact area.

Table 3: Inventory of Known and Potential BHRs and CHLs within and/or adjacent to the direct impact area

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 1 (BHR)	Industrial	415 Eastern Avenue	Known BHR-Listed on the City of Toronto’s Heritage Register	<p>Historical:</p> <ul style="list-style-type: none">- Mapping indicates that the building was constructed prior to 1909 (Figure 5 and Figure 6), and has a c. 1908 date of construction assigned in the City of Toronto’s Heritage Register.- Carved stone plaque listing Directors of the Consumers’ Gas Company in 1907 is embedded in the northeast corner of the edifice.- Associated with Consumers’ Gas Company, in operation at this location since the early 1900s. <p>Design:</p> <ul style="list-style-type: none">- Retains elements of Edwardian Classical style including hipped roof with wide eaves, prominent entablature and buff stone foundation.- The exterior of the two-story rectangular building features red brick with buff stone sills used to create horizontal banding and detailing accentuating the keystones of the arched windows on first storey of the street-facing elevations. The primary entrance is marked by a shallow portico supported by buff stone columns. <p>Context:</p> <ul style="list-style-type: none">- Located south of Eastern Avenue on the former location of an entire complex of buildings associated with Consumers’ Gas Company Station B.- Contributes to the industrial character of the Port Lands.	 <p>Looking southwest from Eastern Avenue towards the c. 1908 Consumers’ Gas Station B building located at 415 Eastern Avenue (ASI 2019).</p>  <p>Aerial view of the Consumers’ Gas Station B building located on the south side of Eastern Avenue, within the direct impact area (Google Earth 2017, annotated by ASI)</p>


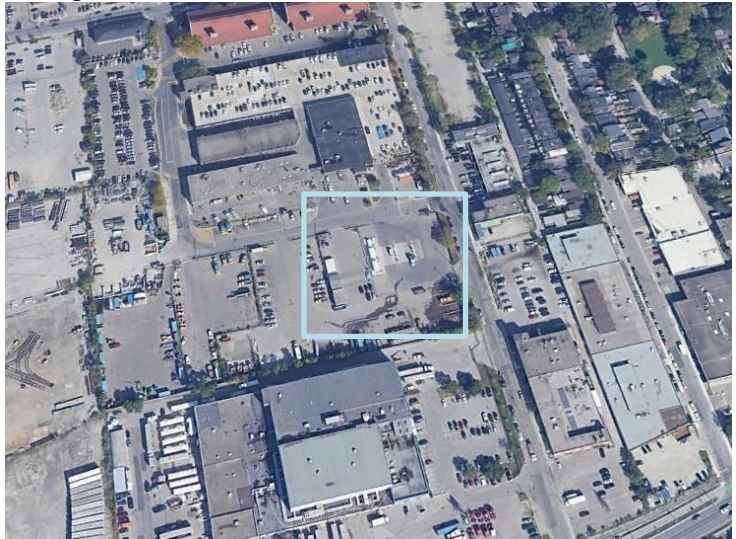
Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 2 (BHR)	Industrial	433/433 A Eastern Avenue	Known BHR-Listed on the City of Toronto’s Heritage Register	<p>Historical:</p> <ul style="list-style-type: none">- Mapping indicates that the building was constructed between 1909 and 1924 (Figure 7 and Figure 8), and has a c. 1912 date of construction assigned in the City of Toronto’s Heritage Register.- Associated with Consumers’ Gas Company, in operation at this location the since the early 1900s. <p>Design:</p> <ul style="list-style-type: none">- The two-and-a-half storey red brick rectangular building features red brick with buff stone detailing used to accentuate the keystones of the arched windows on first storey of the street-facing elevations and the attached buttressing that vertically divides the exterior. The gabled roof features a clerestory along roofline ridge typical of nineteenth and early twentieth century industrial buildings and factories. The primary entrance is located on the west elevation.- Designed by Burke, Horwood & White Associates, the construction mirrors neighbouring 447/447 A Eastern Avenue. <p>Context:</p> <ul style="list-style-type: none">- Located south of Eastern Avenue on the former location of an entire complex of buildings associated with Consumers’ Gas Company Station B.- Contributes to the industrial character of the Port Lands.	 <p>Looking southwest from Eastern Avenue towards the c. 1912 Consumers’ Gas Station B building located at 433/433 A Eastern Avenue (ASI 2019).</p>  <p>Aerial view of the Consumers’ Gas Station B building located on the south side of Eastern Avenue, within the direct impact area (Google Earth 2017, annotated by ASI)</p>


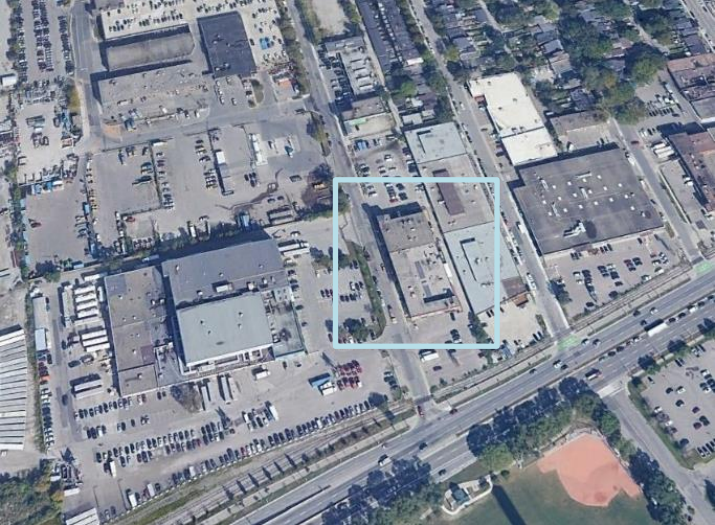
Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 3 (BHR)	Industrial	447/447 A Eastern Avenue	Known BHR-Listed on the City of Toronto’s Heritage Register	<p>Historical:</p> <ul style="list-style-type: none">- Mapping indicates that the building was constructed prior to 1913 (Figure 7), and has a c. 1912 date of construction assigned in the City of Toronto’s Heritage Register.- Associated with Consumers’ Gas Company, in operation at this location since the early 1900s. <p>Design:</p> <ul style="list-style-type: none">- The two-and-a-half storey red brick rectangular building features red brick with buff stone detailing used to accentuate the keystones of the arched windows on first storey of the street-facing elevations and the attached buttressing that vertically divides the exterior. The gabled roof features a clerestory along roofline ridge typical of nineteenth and early twentieth-century industrial buildings and factories. The primary entrance is located on the east elevation, though it has been altered since its original construction to accommodate a garage door.- Designed by Burke, Horwood & White Associates, the construction mirrors neighbouring 433/433 A Eastern Avenue. <p>Context:</p> <ul style="list-style-type: none">- Located south of Eastern Avenue on the former location of an entire complex of buildings associated with Consumers’ Gas Company Station B.- Contributes to the industrial character of the Port Lands.	 <p>Looking northwest from Booth Avenue towards the c. 1912 Consumers’ Gas Station B building located at 447/447 A Eastern Avenue (ASI 2019).</p>  <p>Aerial view of the Consumers’ Gas Station B building located on the southwest corner of Eastern and Booth Avenues, within the direct impact area (Google Earth 2017, annotated by ASI</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 4 (BHR)	Industrial	94 Booth Avenue	Known BHR-Listed on the City of Toronto’s Heritage Register	<p>Historical:</p> <ul style="list-style-type: none">- Mapping indicates that the building was constructed between 1977 and 1981 (determined by consulting aerial photography provided by the City of Toronto)¹²- Associated with Consumers’ Gas Company, in operation at this location since the early 1900s. <p>Design:</p> <ul style="list-style-type: none">- Typical design of utilitarian buildings constructed during the late 1960s through to the end of the 1970s.- The L-shaped, two-and-a-half story building features a flat roof and red brick, with vertical metal siding cladding the upper stories of the east elevation.- Several additions are visible from aerial photography but not from the right-of-way at street level. <p>Context:</p> <ul style="list-style-type: none">- Located east of Booth Avenue on the former location of an entire complex of buildings associated with Consumers’ Gas Company Station B.- Contributes to the industrial character of the Port Lands.	 <p>Looking northwest from Booth Avenue towards 94 Booth Avenue (ASI 2019).</p>  <p>Aerial view of the Consumers’ Gas Station B building located on the west side of Booth Avenue, within the direct impact area (Google Earth 2017, annotated by ASI).</p>

¹² Visited 5 February 2020, <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 5 (CHL)	Industrial	50 Booth Avenue	Known CHL-Listed on the City of Toronto’s Heritage Register	<p>Historical:</p> <ul style="list-style-type: none">- Address associated with Consumers’ Gas Company, in operation at this location since c. 1909. <p>Design:</p> <ul style="list-style-type: none">- No built form or structure is visible from the public right-of-way or from aerial photography. <p>Context:</p> <ul style="list-style-type: none">- Located east of Booth Avenue on the former location of an entire complex of buildings associated with Consumers’ Gas Company Station B, this address is part of the legal parcel that is listed on the City of Toronto’s Heritage Register that also includes 433/433 A Eastern Avenue, 447/447 A Eastern Avenue and 94 Booth Avenue – and is therefore significant for its association with the utility company.- Contributes to the industrial character of the Port Lands.	 <p>Looking west from Booth Avenue towards 50 Booth Avenue (ASI 2019).</p>  <p>Aerial view of 50 Booth Avenue, associated with Consumers’ Gas Station B, located on the west side of Booth Avenue, within the direct impact area (Google Earth 2017, annotated by ASI).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 11 (BHR)	Industrial/ Commercial	25-29 Booth Avenue	Potential BHR– Identified during field review/desktop research	<p>Historical:</p> <ul style="list-style-type: none">- 1860 and 1878 mapping indicate the property was owned by the Clark family (Figure 4 and Figure 5) in the nineteenth century.- Aerial photography indicates that the building currently located on the lot was constructed prior to 1954 (Figure 10). <p>Design:</p> <ul style="list-style-type: none">- The brick building’s large window openings, freight door provisions and flat roof are typical of industrial buildings constructed in the early to mid twentieth century.- A majority of the building contains replacement windows, however, some of the steel frame multi-light windows, typical of industrial buildings from the early to mid twentieth century, on the north elevation appear to be original to the construction of the building. <p>Context:</p> <ul style="list-style-type: none">- Contributes to the industrial character of the Port Lands.	 <p>Looking southeast from Booth Avenue towards 25-29 Booth Avenue (ASI 2019).</p>  <p>Aerial view of 25-29 Booth Avenue, located on the east side of Booth Avenue, adjacent to the direct impact area (Google Earth 2017, annotated by ASI).</p>



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHR 12 (BHR)	Industrial	462 Eastern Avenue	Known BHR- Designated under Part IV of the Ontario Heritage Act (By-law 12-2019)	<p>Historical:</p> <ul style="list-style-type: none">- The property on this location is associated with Brown’s Bread Ltd., established by baker Louis Brown at the northeast corner of Eastern Avenue and Booth Avenue in 1892.- The facility located on this site was in operation for 120 years, merging with Inter City Bakery and General Bakeries in subsequent years before George Weston Ltd. acquired the company in 1985.- The initial baking facility was conceived of in 1920, with additions from 1925, 1926 and 1929.- The property is associated with numerous prominent architectural and engineering firms who designed the facility (see Appendix B containing the heritage designation by-law for list of those involved). <p>Design:</p> <ul style="list-style-type: none">- Representative of an early twentieth-century industrial building.- Structural and aesthetic details on the exterior is reflective of the internal structure and architectural considerations in both the initial building as well as subsequent additions. The building is currently undergoing construction, with the primary elevations being retained. <p>Context:</p> <ul style="list-style-type: none">- Contributes to the industrial and commercial character of Eastern Avenue.	 <p>Looking northwest from the corner of Eastern and Logan Avenues towards 462 Eastern Avenue (ASI 2019).</p>  <p>Aerial view of 462 Eastern Avenue, located on the northeast corner of Eastern Avenue and Booth Avenue (Google Earth 2017, annotated by ASI).</p>



Figure 12: Location of Cultural Heritage Resources and Photographic Plates in the Broadview Avenue Extension Study Area



5.0 SCREENING FOR POTENTIAL IMPACTS

5.1 Preliminary Impact Assessment Considerations

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism Culture and Sport, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metre of features on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the Ministry (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001). Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;



- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting BHRs and CHLs and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects on BHRs and CHLs. Mitigation is the process of causing lessening or negating anticipated adverse impacts to BHRs and CHLs and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated, and salvage of building materials.

Where any BHRs and CHLs are identified which may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines and municipal policies should be consulted for advice and further heritage assessment work should be undertaken as necessary.

This report contains only the Existing Conditions portion of the Cultural Heritage Report. A project specific Heritage Impact Assessment (HIA) should be completed for the project area as early as possible in preliminary or detailed design phase. This HIA should be completed by a qualified cultural heritage professional with recent and relevant experience and prepared according to the City of Toronto's Terms of Reference for Heritage Impact Assessments (City of Toronto, 2019b).

6.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historical mapping, revealed a study area with industrial land use history dating back to the late nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 14 previously identified BHRs and CHLs within and/or adjacent to the overall Broadview Avenue Extension study area. Of these, 12 BHRs and CHLs that have been identified as listed properties on the City of Toronto's Heritage Register (City of Toronto, n.d.), five of which are located within the direct impact area. Two properties are designated under Part IV of the *Ontario Heritage Act* (see Appendix B for details on their specific by-law information). One potential BHR is located adjacent to the direct impact area and within the broader study area was identified during field review.

Key Findings

- A total of 15 BHRs and CHLs were identified within and/or adjacent to the broader study area.
- A total of 7 BHRs and CHLs were identified within or adjacent to the direct impact area.
- There are 12 properties that are listed on the City of Toronto's Heritage Register, two properties are designated under Part IV of the *Ontario Heritage Act*, and one was identified during field review.



- Identified cultural heritage resources are historically, architecturally, and contextually associated with land use patterns in the City of Toronto and more specifically representative of the industrial development of the Port Lands in the late nineteenth and early twentieth centuries.

7.0 RECOMMENDATIONS

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.
2. A HIA should be completed for the Broadview Avenue Extension as early as possible during the preliminary or detailed design phase. The HIA will help to identify alternatives as well as mitigation and monitoring commitments to avoid or lessen impacts on the heritage attributes of known and potential built heritage resources and cultural heritage landscapes. This assessment should be completed by a qualified cultural heritage professional who has relevant and recent experience and prepared according to the City of Toronto's Terms of Reference for Heritage Impact Assessments (City of Toronto, 2019b).
3. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
4. The proponent should submit this report to Heritage Planning staff at the City of Toronto and to the MCM for review and comment.

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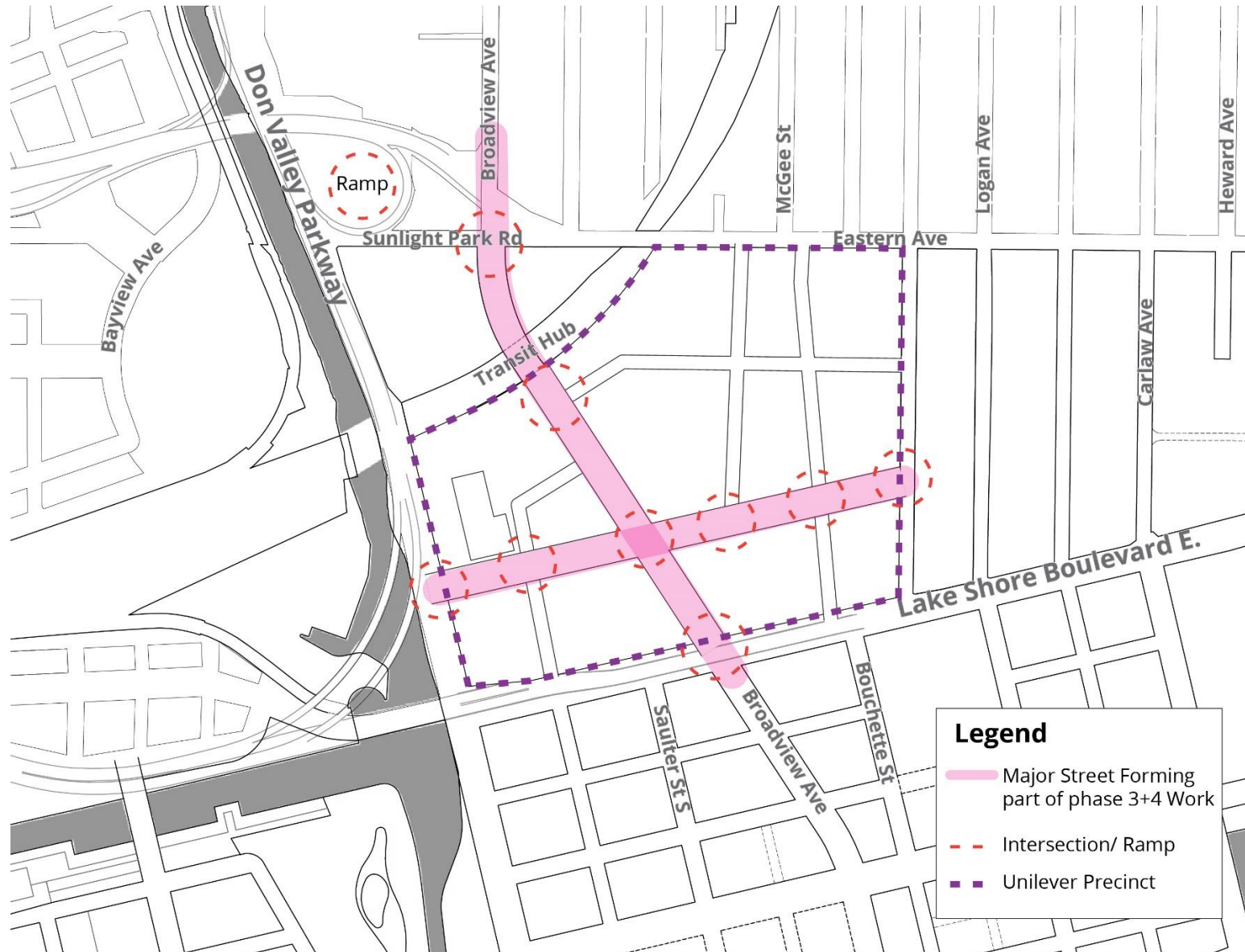
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APPENDIX A: MAP OF DIRECT IMPACT AREA INCLUDING PROPOSED ROADWAY EXTENSION PROVIDED BY DILLON CONSULTING LIMITED



APPENDIX B: HERITAGE DESIGNATION BY-LAWS



Authority: Toronto and East York Community Council Item TE30.19, adopted as amended, by City of Toronto Council on March 26 and 27, 2018

CITY OF TORONTO

BY-LAW 12-2019

To designate the property at 462 Eastern Avenue as being of cultural heritage value or interest.

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

Whereas authority was granted by Council to designate the property at 462 Eastern Avenue (Brown's Bread Ltd.) as being of cultural heritage value or interest; and

Whereas the Council of the City of Toronto has caused to be served upon the owners of the lands and premises known as 462 Eastern Avenue and upon the Ontario Heritage Trust, Notice of Intention to designate the property, and has caused the Notice of Intention 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, § 162-4.1. Notice requirements under the Ontario Heritage Act; and

Whereas no notice of objection was served upon the Clerk of the municipality; and

Whereas the reasons for designation are set out in Schedule A to this by-law;

The Council of the City of Toronto enacts:

1. The property at 462 Eastern Avenue, more particularly described in Schedule B attached to this by-law, is designated as being of cultural heritage 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 Schedule B 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 462 Eastern Avenue and upon the Ontario Heritage Trust 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, § 162-4.1. Notice requirements under the Ontario Heritage Act.

Enacted and passed on December 13, 2018.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

SCHEDULE A**STATEMENT OF SIGNIFICANCE
REASONS FOR DESIGNATION**

The property at 462 Eastern Avenue (Brown's Bread Ltd.) is worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for its cultural heritage value, and meets Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation, under all three categories of design, associative and contextual value.

Description

The property at 462 Eastern Avenue is a landmark building located on the north side of Eastern Avenue, on the entire block between Booth and Logan avenues, and contains the two-four storey, red brick-clad bakery complex completed between 1920 and 1929 with various later one to four storey additions at the rear.

Statement of Cultural Heritage Value

The Brown's Bread Ltd. complex has design value as a representative example of a well-designed and carefully crafted early twentieth century industrial building. The regular articulation of the exterior elevations with pilaster reflects the internal structural grid typical of factory spaces. The design with its two towers, pilasters shallow pediment(s), and stone details on the pilasters and window sills and at the base demonstrates the attention to aesthetic architectural considerations with which this primary baking facility for Brown's Bread was conceived from the 1920 version through to the additions of 1925, 1926 and 1929.

The property at 462 Eastern Avenue has associative value with the historic origins of Brown's Bread which was established by the baker Louis Brown at the north-east corner of Eastern Avenue and Booth Avenue in 1892 and continued to operate and expand on that site until it merged with Inter City Bakery, and then General Bakeries which was finally acquired by George Weston Ltd. in 1985. Weston continued to operate at this site until 2014. For 120 years this facility represented significant production of baked goods and employment. The property is also valued for its association with the numerous prominent architectural and engineering firms who designed the facility including McGiffin & Smith, architects, Harkness, Loudon & Hertzog, engineers, Sydney Comber, architect and Canadian leader in the design of bakeries, and the Engineering Division of the Chicago-based W. E. Long Company, specialist in all facets of bakery operations from packaging and advertising through to facilities construction.

Contextually, Brown's Bread Ltd. is valued as it maintains the early twentieth century industrial character of Eastern Avenue in south Riverside. Along with the Consumer Gas Buildings on the south side of Eastern Avenue, Brown's Bread is an important architectural landmark in the area representing local industry and employment. It is historically and functionally linked to its surroundings including the adjacent low-rise residential tree-lined streets primarily composed of single-family homes, some as early as the late Victorian period and others dating from the early twentieth century. Together the industrial buildings and residential streets are part of a cohesive neighbourhood which maintains its particular identity established nearly a century ago.

The heritage attributes of the property at 462 Eastern Avenue are:

- The setback, placement and orientation of the building on the north side of Eastern Avenue between Booth and Logan Avenues
- The scale, form and massing of the principal four-storey building, with its east and west end bays raised a half storey, and a two-storey, five bay addition to the east
- The materials, comprising dark red and red brick cladding with stone details
- The brick pilasters on the Booth, Eastern and Logan Avenues elevations
- The bands of vertical brick soldier courses running across the tops of window openings and continuing as a decorative band between pilasters
- The stone window sills which span from between the pilasters and have been cut to have angled slopes as well as being blocks at the base of the brick walls
- The stone sills running at the base of the pilasters on all three elevations on Booth, Eastern and Logan Avenues
- The stone base at grade, currently painted over
- The stone caps and decorative, triple, vertical stone bands featured at the top of the pilasters with a longer central band
- The shallow pediment at the centre of the four-storey building with its circular stone disk
- The windows on the principal, four-storey building which include wide horizontal windows at the first and second floor levels seen on the elevations facing Booth and Eastern Avenues
- The pairs of windows at the third and fourth floor levels of the four-storey building, all floors of the raised east end bay and the two storey addition, on all three elevations facing Booth, Eastern and Logan Avenues
- The pair of vertical windows at the west end of the Eastern Avenue elevation which have been bricked in
- The loading bay opening at the base of the eastern tower and the adjacent ground-level doorway
- The numerous additions to the rear are **not** included

SCHEDULE B
LEGAL DESCRIPTION

PIN 21055 - 0004 (LT)

PCL 26-4 SEC M19; PT LT 27 PL M19 TORONTO; LT 28 PL M19 TORONTO; LT 29 PL M19 TORONTO; LT 30 PL M19 TORONTO; LT 31 PL M19 TORONTO; LT 32 PL M19 TORONTO; LT 33 PL M19 TORONTO; LT 34 PL M19 TORONTO; LT 35 PL M19 TORONTO; LT 36 PL M19 TORONTO; LT 37 PL M19 TORONTO; LT 38 PL M19 TORONTO; LT 101 PL M19 TORONTO; LT 102 PL M19 TORONTO; LT 103 PL M19 TORONTO; LT 104 PL M19 TORONTO; LANE N OF LOTS 31 TO 38 PL M19 TORONTO; PT LANE W OF LOTS 27 TO 30 PL M19 TORONTO PT 2, 66R14084; TORONTO,

CITY OF TORONTO