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# Section G.6:

## Area B Cultural Heritage Report

Note: This appendix refers to Area B as 'the western portion of Segment 2', a reflection of previous project nomenclature.

# Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

## Waterfront East Light Rail Transit Transit Project Assessment Process

### City of Toronto, Ontario

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#### Final Report

Prepared for:

#### Arup

121 Bloor Street East Suite 900  
Toronto ON M4W 3M5  
T 416-515-0915

Archaeological Services Inc. File: 21CH-175

January 2022 (Revised May 2022 and Finalized August 2023)



## Executive Summary

Archaeological Services Inc. (A.S.I.) was contracted by Arup to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Waterfront East Light Rail Transit Project. This transit project falls under the Transit Project Assessment Process (T.P.A.P.) under *Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings*. This project involves the provision of new and improved infrastructure to operate additional streetcar services to the East Bayfront area and into the Lower Don Lands. The proposed project runs from Union Station south along Bay Street to Queens Quay, and east along Queens Quay to the Distillery Loop and south on Cherry Street to the future Villiers Loop, all located in the City of Toronto. The project footprint considered for this report includes the western portion of Segment 2, from Bay Street in the west to the future Street A east of Parliament Street in the east. The project study area encompasses the footprint of the western portion of Segment 2 surrounded by a 50-metre buffer.

In 2009, A.S.I. completed a Cultural Heritage Resource Assessment report on the East Bayfront Transit Precinct for the Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront (Archaeological Services Inc. ASI, 2009). The current project is a coordinated effort between the City of Toronto, Toronto Transit Commission, and Waterfront Toronto in updating past Environmental Assessment approvals through a T.P.A.P. In parallel, an Environmental Project Report will also be completed and submitted to the Province for approval as part of the T.P.A.P.

This report follows guidelines presented in the Ministry of Heritage, Sport, Tourism and Culture Industries (M.H.S.T.C.I.) document: *Sample Tables and Language for “Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment” and Environmental Project Reports (E.P.R.) under Transit Project Assessment Process (T.P.A.P.) for Proponents and their Consultants* (MHSTCI 2019).

The purpose of this report is to present an inventory of all known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s),



identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the early-to-mid twentieth century as a result of infilling activities in the Toronto Harbour. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are three known built heritage resources adjacent to the Waterfront East Light Rail Transit study area. An additional three potential built heritage resources were identified during field review.

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 unintended negative impacts to identified cultural heritage resources.
2. Establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any unintended negative impacts to all cultural heritage resources.
3. Indirect impacts to identified B.H.R.s within 50 metres of the proposed limits of impact are possible due to construction activities which may result in limited and temporary adverse vibration impacts to five known and potential B.H.R.s. To ensure that identified B.H.R.s are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that the any structures will be subject to vibrations, 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of



influence for this project. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

4. As indirect impacts are proposed for B.H.R. 6 due to the location of a construction laydown area on the property adjacent to this B.H.R. on the west side at 333 Lake Shore Boulevard East, the laydown area should be minimized and located as far away from the silos on B.H.R. 6 as possible.
5. As direct impacts are proposed for B.H.R. 1, it is recommended that a Cultural Heritage Evaluation Report (C.H.E.R.) be undertaken to determine if this potential B.H.R., which was identified during field review and which is not a listed or designated property, has Cultural Heritage Value or Interest (C.H.V.I.). The C.H.E.R. should be completed during the T.P.A.P. If the property is determined to have C.H.V.I., a Heritage Impact Assessment should be undertaken by a qualified person as early as possible in the detailed design phase following the T.P.A.P., and developed in consultation with, and submitted for review to the Ministry of Citizenship and Multiculturalism, and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.
6. 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.
7. This final report should be submitted by the proponent to heritage staff at the City of Toronto and the Ministry of Citizenship and Multiculturalism for their information.



## Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at [aveilleux@asiheritage.ca](mailto:aveilleux@asiheritage.ca) or by phone 416-966-1069 ext. 255.



## Project Personnel

- **Senior Project Manager:** Kristina Martens, B.A., Dipl. Heritage Conservation, Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Katrina Thach, Hon. B.A. (R1225), Archaeologist, Project Coordinator, Environmental Assessment Division
- **Project Manager:** Laura Wickett, B.A. (Hon.), Dip. Heritage Conservation, Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Field Review:** Laura Wickett and Michael Wilcox, P.h.D., Cultural Heritage Technician, Technical Writer and Researcher - Cultural Heritage Division
- **Report Production:** Michael Wilcox
- **Graphics Production:** Peter Bikoulis, P.h.D., Archaeologist, Geomatics Technician – Operations Division
- **Report Reviewer(s):** Laura Wickett, Kristina Martens, and Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division



## Qualified Persons Involved in the Project

**Kristina Martens, B.A., Dipl. Heritage Conservation**  
**Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division**

The Senior Project Manager for this Cultural Heritage Report is **Kristina Martens** (B.A., Diploma Heritage Conservation), who is a Senior Cultural Heritage Specialist and Assistant Manager within 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. She has ten years of experience in the field of cultural heritage planning and management as a conservator and heritage consultant with Vitreous Glassworks and Taylor Hazell Architects prior to joining A.S.I. in 2018. Kristina brings a cultural landscape focus to the heritage planning process and draws on holistic methods for understanding the interrelationships between natural, built and intangible heritage. Kristina has extensive experience conducting field surveys and heritage analysis, including the comprehensive documentation and evaluation of cultural heritage resources in urban and rural settings. She brings together her experience in research, project management, documentation, built form and spatial analysis, architectural history, and built heritage conservation with the practical application of Ontario Regulation 9/06 and 10/06 of the Ontario Heritage Act and writing statements of cultural heritage value. Kristina is a graduate of the prestigious Willowbank School.

**Laura Wickett, B.A. (Hon.), Dipl. Heritage Conservation**  
**Cultural Heritage Specialist, Project Manager - Cultural Heritage Division**

The Project Manager for this Cultural Heritage Report is **Laura Wickett** (B.A. (Hon.), Diploma Heritage Conservation), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division. She was responsible for day-to-day management activities, including scoping and conducting research activities and drafting of study findings and recommendations. Trained in the theoretical and technical aspects of heritage conservation, Laura has five years' experience working in the field of cultural heritage resource management. She





began working in A.S.I.'s Cultural Heritage Division as a Cultural Heritage Technician in 2017, providing support for a range of cultural heritage assessment reports, including Cultural Heritage Resource Assessments, Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Secondary Plan assessments. She has also contributed to Heritage Conservation District studies, Cultural Heritage Landscape inventories and Heritage Register reviews.

**Michael Wilcox, P.h.D.**

**Cultural Heritage Technician, Technical Writer and Researcher - Cultural Heritage Division**

The report writer for this report is **Michael Wilcox** (P.h.D., History), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division. He was responsible for preparing and contributing to background historical research, reviewing existing heritage inventories, and technical reporting for this project. His current responsibilities focus on identifying and researching historical documents as well as background research, assessment, and evaluation of cultural heritage resources in Ontario. He has over a decade of combined academic and workplace experience in conducting historical research and crafting reports, presentations, articles, films, and lectures on a wide range of Canadian history topics.



## Glossary

### **Built Heritage Resource (B.H.R.)**

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 (C.H.L.)**

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).

### **Cultural Heritage Resource**

Definition: “Built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Government of Ontario, 2017).

### **Known Built Heritage Resources and Cultural Heritage Landscapes**

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 previously evaluated and determined to have C.H.V.I. or 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).

### **Mitigation**

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources 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, 2006).

### **Potential Built Heritage Resource and Cultural Heritage Landscapes**

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest and is identified based on research, the M.H.S.T.C.I. screening checklist Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, and professional expertise. This can include, but not be limited to, 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 cultural heritage resource. 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 of Heritage, Sport, Tourism and Culture Industries (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).



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## 1.0 Introduction

Archaeological Services Inc. (A.S.I.) was contracted by Arup to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Waterfront East Light Rail Transit Project. This transit project falls under the Transit Project Assessment Process (T.P.A.P.) under *Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings*. The purpose of this report is to present an inventory of all known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

In 2009, A.S.I. completed a Cultural Heritage Resource Assessment report on the East Bayfront Transit Precinct for the Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront (Archaeological Services Inc. ASI, 2009). The current project is a coordinated effort between the City of Toronto, Toronto Transit Commission, and Waterfront Toronto updating past Environmental Assessment approvals through a T.P.A.P. In parallel, an Environmental Project Report will also be completed and submitted to the Province for approval as part of the T.P.A.P.

This report follows guidelines presented in the Ministry of Heritage, Sport, Tourism and Culture Industries document: *Sample Tables and Language for “Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment” and Environmental Project Reports (E.P.R.) under Transit Project Assessment Process (T.P.A.P.) for Proponents and their Consultants* (MHSTCI 2019).

### 1.1 Project Overview

The Waterfront East Light Rail Transit Project involves the provision of new and improved infrastructure to operate additional streetcar services to the East Bayfront area and into the Lower Don Lands. The proposed project runs from Union Station south along Bay Street to Queens Quay, and east along Queens



Quay to the Distillery Loop and south on Cherry Street to the future Villiers Loop, all located in the City of Toronto. The current project footprint includes the western portion of Segment 2, from Bay Street in the west to the future Street A east of Parliament Street in the east<sup>1</sup>.

## 1.2 Description of Study Area

This Cultural Heritage Report will focus on the project footprint of the western portion of Segment 2 with an additional 50-metre buffer (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, including properties that may be subject to potential vibration impacts. Properties within the study area are located in the City of Toronto.

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<sup>1</sup> The Waterfront East L.R.T. T.P.A.P. includes the area between Union Station and the west side of the future Street A, which is proposed to run along the western edge of BHR 6. The eastern boundary of the Waterfront East L.R.T. T.P.A.P. has been revised since the drafting of this report. Previously, the eastern boundary extended past Street A and onto the BHR 6 property, as shown in Figure 1 and Figure 15. The mapping in this report reflects the previous boundary. The T.P.A.P.'s current eastern boundary now falls on 333 Lake Shore Boulevard East, which is adjacent to BHR 6 on the west. The proposed alignment for the portion of Queens Quay East that is east of the current T.P.A.P. boundary has been approved through the *Lower Don Lands Environmental Assessment Master Plan Addendum & Environmental Study Report* (Waterfront Toronto, 2014).



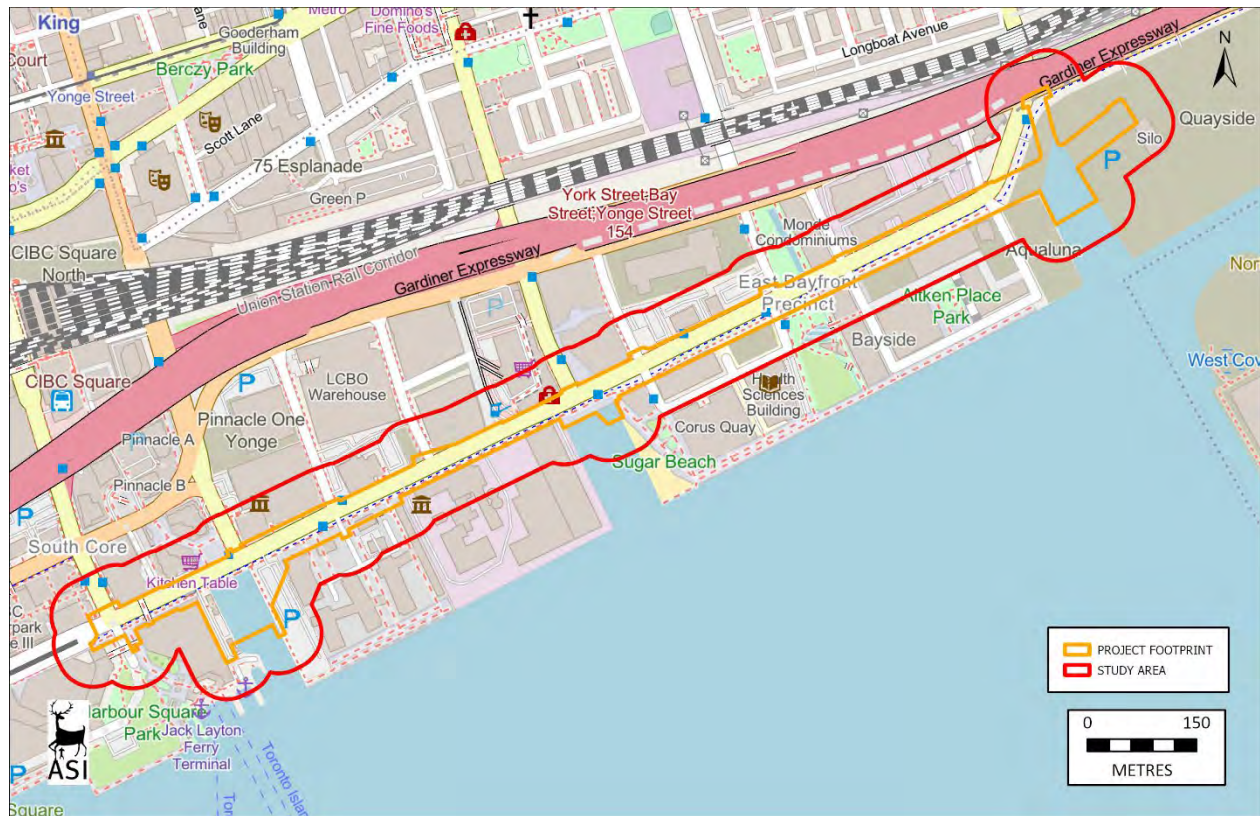


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

## 2.0 Methodology

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 2021]) 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” (cultural heritage resources) 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 cultural heritage resources.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 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.

All Ontario government ministries and public bodies prescribed under *Ontario Regulation 157/10*, are required to follow the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (M.T.C.S., 2014), prepared under section 25.2 of the O.H.A., when making any decisions affecting cultural heritage resources on lands under their control.

Under the Transit Project Assessment Process (T.P.A.P.), the proponent is required to consider whether its proposed transit project could have a potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (M.E.C.P.) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest. The M.E.C.P. expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.



The M.E.C.P.'s *Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide)* (Ministry of the Environment, Conservation and Parks, 2020) provides guidance to proponents undertaking the T.P.A.P. on how to meet the requirements of *Ontario Regulation 231/08* under the *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990). The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the T.P.A.P. to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
- identify project-specific location or alignment (including construction staging, land requirements); and,
- identify expected environmental impacts and proposed measures to mitigate potential negative impacts.

The Ministry of Heritage, Sport, Tourism and Culture Industries (M.H.S.T.C.I.) has prepared guidance on the preparation of Cultural Heritage Reports within the T.P.A.P. process (2019). This guidance is applicable to the current undertaking. The 2019 M.H.S.T.C.I. guidance states that the study will:

1. Identify existing baseline cultural heritage conditions within the study area. The consultants preparing the Cultural Heritage Report will need to define a study area and explain their rationale. M.H.S.T.C.I. recommends that the study area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the study area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the study area and will identify all known or





potential built heritage resources and cultural heritage landscapes in the study area. M.H.S.T.C.I. (2016) has developed screening criteria that may assist with this exercise: *Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes*.

2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
3. Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential cultural heritage resources. The proposed mitigation measures are to inform the next steps of project planning and design.

Where a known or potential built heritage resource (B.H.R.) or cultural heritage landscape (C.H.L.) is anticipated to be subject to adverse direct or indirect impacts, and where it has not yet been evaluated for cultural heritage value or interest (C.H.V.I.), completion of a Cultural Heritage Evaluation Report (C.H.E.R.) is required to fully understand its C.H.V.I. and level of significance. If an adverse direct impact is identified, a C.H.E.R. will be recommended for that B.H.R. or C.H.L. and it must be completed during the T.P.A.P. If an adverse indirect impact is identified, a C.H.E.R. will be recommended to be completed for that property during detailed design.

If a B.H.R. or C.H.L. is found to be of C.H.V.I., then a Heritage Impact Assessment (H.I.A.) will be required. The H.I.A. will be undertaken by a qualified person as early as possible in the detailed design phase following the T.P.A.P., and developed in consultation with, and submitted for review to, the Ministry of Citizenship and Multiculturalism and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. The H.I.A. will discuss the alternatives considered and recommend the preferred alternative to minimize or mitigate adverse effects on the property.



While some C.H.L.s are contained within individual property boundaries, others span across multiple properties. For certain C.H.L.s, it will be more appropriate for the C.H.E.R. and H.I.A. to include multiple properties, in order to reflect the extent of that C.H.L. in its entirety.

## 2.2 Municipal/Regional Heritage Policies

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

- *City of Toronto Official Plan* (City of Toronto, 2019)
- *Central Waterfront Secondary Plan* (City of Toronto, 2018)
- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Government of Ontario, 2020)

## 2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *M.H.S.T.C.I. Sample Tables and Language for “Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment” and Environmental Project Reports (E.P.R.) under Transit Project Assessment Process (T.P.A.P.) for Proponents and their Consultants* (M.T.C.S., 2019). 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 *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Heritage, Tourism and Sport 2016), 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

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 12 January 2022, include:

- The City of Toronto Heritage Register (City of Toronto, n.d.);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2018);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);



- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

## 2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- Cultural Heritage Resource Assessment of the East Bayfront Transit Precinct (ASI, 2009)
- OnCorr Due Diligence Project, Cultural Heritage Gap Analysis: Lakeshore East Corridor (ASI, 2019)
- Scoped Heritage Impact Assessment: Ship Channel Bridge on Cherry Street, Ports Toronto (ASI, 2021)

## 2.5 Preliminary Impact Assessment Methodology

To assess the preliminary impacts of the proposed infrastructure improvements on identified B.H.R.s and C.H.L.s in the project study area, identified resources were considered against a range of possible impacts as outlined by the M.H.S.T.C.I. (M.T.C.S., 2019). Impacts may be positive or negative, direct or indirect, and may affect the property's potential cultural heritage value or interest. Additional factors such as the scale or severity of the impact, whether any changes are temporary or permanent, and if the alterations are reversible or irreversible, should be considered.



The M.H.S.T.C.I. (2019, p. 10) states that “a direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property”.

Examples of such impacts include, but are not limited to:

- removal or demolition of all or part of any heritage attribute
- removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e., non-contributing buildings)
- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security
- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features
- change in use for the property that could result in permanent, irreversible damage or negates the property’s cultural heritage value or interest
- continuation or intensification of a use of the property without conservation of heritage attributes



The M.H.S.T.C.I. (2019, p. 10) states that “an indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes”.

Examples of such impacts include, but are not limited to:

- shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- vibration damage to a structure due to construction or activities on or adjacent to the property<sup>2</sup>
- alteration or obstruction of a significant view of or from the property from a key vantage point

The M.H.S.T.C.I. (2019, p. 11) states that “positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes”.

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<sup>2</sup> Indirect impacts from construction-related vibration have the potential to negatively affect B.H.R.s or C.H.L.s 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 B.H.R. or C.H.L. where work is taking place within 50 metres 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 M.H.S.T.C.I. (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).



Examples of such impacts include, but are not limited to:

- changes or alterations that are consistent with accepted conservation principles, such as those articulated in M.H.S.T.C.I.'s *Eight Guiding Principles in the Conservation of Historic Properties*, *Heritage Conservation Principles for Land Use Planning*, Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*
- adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest
- public interpretation or commemoration of the heritage property

Where any identified B.H.R.s and C.H.L.s may be affected by direct or indirect impacts, appropriate mitigation measures were developed. Mitigation is the process of minimizing or avoiding anticipated negative impacts to B.H.R.s and C.H.L.s. This may include, but is not limited to, such actions as avoidance, monitoring, protection, relocation, completing a C.H.E.R., a H.I.A., and documentation report, or employing suitable measures such as landscaping, buffering, or other forms of mitigation, where appropriate.

## 3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. 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 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).<sup>3</sup> 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 1650 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

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<sup>3</sup> 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.



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 & Williamson, 2013; 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.

### **3.1.1 Treaty 13, The Toronto Purchase**

Since the subject study area was formerly on the water of Lake Ontario, it was not part of a negotiated treaty. However, it may now be considered to be part of Treaty 13 territory (the Toronto Purchase).

At the end of the eighteenth century, the British Crown wished to connect the Cataraqui (present-day Kingston) and the Niagara settlements and mandated Sir John Johnson to acquire the tract of land north of Lake Ontario between the Trent and Etobicoke Rivers (Surtees, 1984, p. 37). In September 1787, 626 people gathered at the head of the Bay of Quinte while 391 converged to Toronto. Johnson and his subordinate in the Indian Department, Colonel John Butler, reported to the Colonial administration that they had reached an agreement with the Mississaugas but failed to keep good records of their meeting (Surtees, 1984, pp. 37–38). Different interpretations exist regarding the extent of the lands



agreed upon during these meetings. A deed, signed by Chiefs Wabikane, Neace and Pakquan of the Mississauga of the Credit First Nations, John Collins, Louis Kotte, and Nathaniel Lines, is believed to refer to the 1787 Quinte Carrying Place meeting. However, the descriptions of the land were left blank and the names of the Chiefs were inscribed on three separate pieces of paper that have been annexed later to the deed (Fullerton & Mississaugas of the Credit First Nation, 2015, p. 22; Surtees, 1984, p. 39). It is also unclear if the £2,000 worth of goods, including guns, ammunitions and tobacco received by the Mississaugas were intended as land payments or as gifts for their support to Britain (Fullerton & Mississaugas of the Credit First Nation, 2015, p. 16; Surtees, 1984, p. 39).

In the summer of 1788, Lord Dorchester, Sir John Johnson and Colonel John Butler distributed the goods promised to the First Nations. They further negotiated with the Mississauga Chiefs the northern limit of the lands discussed the previous year (Surtees, 1984, pp. 40–41). No deed of these negotiations exists. The Mississaugas recall that the depth of the land corresponds to as far back as a gunshot can be heard (therefore the name of “Gunshot Treaty”) or 10 miles. In contrast, letters from the Crown representatives refer to Rice Lake and Lake Simcoe, located respectively at 13 miles and 48 miles north of Lake Ontario, as the northern boundaries (Fullerton & Mississaugas of the Credit First Nation, 2015, pp. 17–20).

Despite all the inconsistencies with the 1787 and 1788 negotiations, the land north of Lake Ontario was surveyed and sold to settlers. In the following decade, Lieutenant Governors Simcoe and Russell sought clarifications from Indigenous leaders, without success (Surtees, 1984, pp. 45–46).

In 1805, the Crown, as represented by William Claus, Deputy Superintendent of Indian Affairs approached the Mississaugas of the Credit with the intent of identifying the land in question and formally purchasing it from the Mississaugas. The formal deed of surrender confirming the Toronto purchase was drawn up and executed on August 1, 1805. In addition to confirming the 1787 transaction made with Sir John Johnson, the deed included a detailed legal description of the boundaries of the surrendered parcel, which comprised some 250,880 acres





(101,528 ha.) of land delineated to the west by the Etobicoke Creek and forming a rectangular parcel of about 28 miles north-south by 14 miles east-west (Crown-Indigenous Relations and Northern Affairs, 2016). Present-day cities within these lands include Etobicoke, Toronto, North York and Vaughan (Mississaugas of the Credit First Nation, 2017). In payment for these lands, the Mississaugas of the Credit First Nation received 10 shillings and were allowed continued use of Etobicoke Creek for fishing (Crown-Indigenous Relations and Northern Affairs, 2016). However, the revised boundaries of the 1805 purchase appeared to be much larger than was originally described and the Mississaugas of the Credit were never informed by the Crown that there was any question about the validity of the 1787 purchase.

Due to the inconsistencies between the 1787 and 1805 treaties and the fact that the Crown did not disclose to the Mississaugas in 1805 that the previous treaty was invalid, this treaty was subject to a specifics claims process in 1998 – ultimately leading to a \$145,000,000 settlement in 2010 between the Federal government and the Mississaugas of the Credit First Nation (Mississaugas of the Credit First Nation, 2017).

## **3.2 Historical Euro-Canadian Township Survey and Settlement**

Historically, the study area is located south of the mainland on Lake Ontario, and thus is outside of the lot and concession system used in the former Township of York. It is located immediately south of the former town lots, which were themselves south of Concession 1 from the Bay, Lots 1-10.

### **3.2.1 Township of York**

Between 1784 and 1792, this portion 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 (Winearls 1991:591; Firth 1962:11). The Township comprised part of the East Riding of the County 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. However, it was not 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 (Firth 1962:24-47; Armstrong 1985:143).

### 3.2.2 City of Toronto

The Town of York and York Township were re-named by Lieutenant-Governor John Graves Simcoe in 1792, either after the County of Yorkshire in England, or as a compliment to Prince Frederick, who was then the Duke of York (Gardiner 1899:216-217). The name of the town switched to Toronto when the settlement was elevated to the status of a city in 1834 (ASI 2011:3-4).

Two surveys for a town plot at Toronto had been made by Gother Mann and Alexander Aitkin as early as 1788. These plans were not used, and a new survey for the Old Town of York was undertaken by Alexander Aitkin in the summer of 1793. This plan consisted of just ten blocks, bounded by George, Adelaide, Parliament and Front streets. By the summer of 1797, the survey of the town had been enlarged and included land as far north as Lot (Queen) Street, and as far west as Peter Street (Winearls 1991:591; Firth 1962:11, 21). The areas between Parliament Street and the Don River and from Peter Street to the Humber River were reserved for the use of the Government and the Garrison. Lands north of Queen Street were laid out in 100 acre park lots which were offered to members of the Executive Council and other government officials as compensation for the expense of having to move to York and sell prior improvements which were made while the government sat at Niagara (ASI 2011:4).

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 (Robertson, 1914). The architectural development of the town of York appears to have been a rather haphazard affair as late as the mid-nineteenth century, a fact demonstrated by the famous photographic 'Panorama' of 1857 which showed the city as an amalgam of substantial brick and stone structures situated alongside frame and rough cast dwellings, sheds, shops, lumber yards and vacant lots (Archaeological Services Inc., 2011; Dendy, 1993).

East of Yonge Street the same kind of subdividing and house building happened in the park lots eastward to Sherbourne Street but past Moss Park there were mostly small cottage areas. Small cottages were also spreading north of Queen Street from the poorer eastern part of the Old Town into the area later known as Cabbagetown. Overall, however, the city's growth toward the Don River continued to be slower, except for the General Hospital, and the Don Jail, which opened in 1865. Further to the north were the Necropolis and St. James' new cemeteries, and Rosedale, an old Jarvis Family estate, was being planned as a wealthy suburb (ASI 2011; Careless 1984:96).

In the nineteenth century, many villages surrounded Toronto. However, as the population of the city grew, the need to expand was evident. As such, several villages were annexed to Toronto, including Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside, during the 1880s (Careless, 1984). The evolution of the city continued at an even greater pace through the late nineteenth and early twentieth centuries, with the consolidation of rail systems and the growth of numerous industrial and commercial operations within the city limits and along the rail corridors. Urban planning became more coordinated in the twentieth century, and a move toward more spatial control was made in 1904 with legislation that controlled non-residential land use in the city. This was soon applied to residential areas, as municipal officials attempted to alleviate certain kinds of congestion and undesirable overlap. The development of internal urban



transport also promoted a wider spread community and the establishment of discrete business and residential districts (Careless, 1984).

Economic prosperity and urban opportunity drew people to various parts of the city to live and work. Industrial districts followed the railway lines, and new immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912, and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fueled the construction of new office towers – a total of 14 between 1922 and 1928. Increased automobile use necessitated improvements to local roads and crossings (C. Armstrong, 2014).

Few new buildings were constructed during the 1930s depression, and unemployment remained high until the war economy lifted companies up and out of their downturns. Before the Second World War ended, a post-war reconstruction plan was put together for the city, and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city's density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded. With large-scale immigration in the post-war period, Toronto's population continued to grow, as did its place as an economic, social, and cultural hub (Dendy, 1993). Toronto is Ontario's capital city and Canada's largest municipality.

### **3.2.3 Central and East Waterfront Precincts**

The following description is a summary of the history of the Toronto waterfront provided in the *Waterfront Toronto Archaeological Conservation and Management Strategy* (Archaeological Services Inc., 2008).

The lands within the Central and East Waterfront areas were all formed during late-nineteenth and twentieth-century land-making operations. The area was part of the lakefill area designated by the 1912 Harbour Plan, the most distinctive



component of which was the railway viaduct extending from Bathurst Street to the Don River, completed in 1929. This earth filled viaduct provided for the elimination of rail and road crossings. From Yonge Street to Cherry Street the viaduct was built straight across the open water of the harbour, cutting off all the wharves extending south from the Esplanade.

A small portion of this made land, north of the current Parliament Street Slip, was the product of re-engineering the mouth of the Don River at the turn of the twentieth century. Equally small areas represent the extension of the ends of the Polson Iron Works and City Corporation Yard wharves on either side of Sherbourne Street a short distance south of the current line of Lakeshore Boulevard. Polson Iron Works established its boiler works at the foot of Frederick Street in 1883 and started ship building in 1893. Until the end of the First World War, the company was a successful builder of numerous vessels, but changes in the business of shipbuilding in Canada led to its sudden closure in 1919. The company is perhaps best remembered for building the experimental “Knapp’s Roller Boat” (Archaeological Services Inc., 2008).

Filling between Yonge Street and Jarvis Street was completed in the mid- to late 1920s. This work also involved construction of a timber retaining wall, known as the Pierhead or Bulkhead Line, between the New Windmill Line and the Harbour Head Line (along the future alignment of Queens Quay), stretching from Yonge to Berkeley. This feature was built using timber piles driven to bedrock and joined by waling and was faced, on the south side, with sheet piling which also extended to bedrock depth. Steel rods that were run to anchor piles on the inland side were used to reinforce the structure (Stinson & Moir, 1991).

The final campaign of filling to the Harbour Head Line which achieved the modern configuration of the central waterfront took place between the 1930s and the 1950s. The shorewalls, slips and docks associated with this section of the Head Line were formed by timber cribbing capped with concrete. The areas behind were filled using hydraulic dredges working in the harbour. Use of this material



for the fill behind the Head Line had the advantage of deepening the harbour at the same time.

Following the basic proposal outlined in the 1912 Harbour Commission Plan, the areas developed in the twentieth century were occupied by a mix of industrial concerns. North of the Pierhead Line, developments on the lands formed in the 1920s included the construction of as many as 17 commercial and civic wharves between Simcoe and Jarvis streets. Two short-lived developments of note in the central and eastern sections of the precinct were the Air Harbour at the foot of Freeland Street (1929-1939) and the Royal Canadian Air Force's Equipment Depot No. 1 (1940-1946), which encompassed the grounds between Yonge, Sherbourne and Fleet streets (Lakeshore Boulevard) and Queens Quay.

The most notable of the warehousing and shipping concerns were the Canada Steamship Lines' piers and warehouses on Piers 6-8 between York and Yonge streets. This section of the harbour grew in importance in the 1950s due to the projected completion of the St. Lawrence Seaway. The Harbour Commission anticipated a huge increase in port activity. The 1912 landfill plan was finally completed when all of East Bayfront south of Queens Quay was filled in to the limits defined by the Harbour Head Line in 1952. Marine Terminal 28 was completed in 1958 while Marine Terminal 29 and the Redpath Sugar Refinery opened in 1959. Despite the enthusiasm with which these new developments were completed, ocean shipping never developed as a significant business in Toronto Harbour.

In the 1960s and 1970s, the focus of Toronto's waterfront began to shift. While industry remained prominent, an emphasis on revitalizing the waterfront to entice residents, tourists, and a greater diversity of employment opportunities emerged. Among the earliest endeavours were focused on the Queens Quay Terminal and Harbourfront Centre at the foot of Lower Simcoe and York Streets as well as the Harbour Square development and the condominium at the foot of Bay Street. Other elements of the urban renewal project include mixed-use retail and new parks and cultural institutions. However, revitalization of the entire



downtown waterfront was relatively stagnant over the following few decades. In 2001, federal, provincial, and municipal governments together established the Toronto Waterfront Revitalization Corporation (later Waterfront Toronto). Their goal was to supervise all planning and development efforts of the central waterfront, including infrastructure, tourism, transportation, and the environment (Gordon, 2014; The Cultural Landscape Foundation, n.d.; Waterfront Toronto, n.d.).

### 3.3 Review of Historical Mapping

The 1818 Phillpotts Plan of York (Phillpotts, 1818), 1842 Topographical Plan of the City and Liberties of Toronto in the Province of Ontario (Cane, 1842), the 1858 Boulton Atlas of Toronto (Boulton & Boulton, 1858), and the 1878 Historical Atlas of York County (Miles & Co., 1878), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 to 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 often be 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.

The 1818 Phillpotts Plan of York (Figure 2) depicts the study area in Toronto Harbour, part of Lake Ontario and south of the Town of York. Only a few north-south and east-west streets are evident on the land itself, and the Don River appears surrounded by marshland to the north of the study area. The 1842





Topographical Plan of the City and Liberties of Toronto in the Province of Ontario (Figure 3) continues to show the study area in Lake Ontario. Toronto, which replaced the York name for the town in 1834, appears to have grown in terms of its built form and density. The waterfront area includes four wharves, though these were also located north of the study area. The 1858 Boulton Atlas of Toronto (Figure 4) depicts the study area continuing to remain south of the shoreline, within Toronto Harbour. Significant infrastructural development is shown in Toronto's waterfront area, including residential, commercial, and industrial buildings. Front Street is the principal east-west thoroughfare, while the Grand Trunk Railway is visible along an east-west axis running parallel with and just north of the waterfront. Several wharves are visible jutting out from the shoreline, and many of these wharves have structures built upon them. The 1878 Illustrated Historical Atlas (Figure 5) continues to portray the study area in much the same way as the 1858 Boulton Atlas, described above. The major difference is the addition of a large wharf near the eastern terminus of the study area.

In addition to nineteenth-century mapping, an historical atlas and aerial photographs from the twentieth century were examined. This report presents one map from 1924 and three aerial photographs from 1947, 1970, and 1992 (Figure 6 to Figure 9). 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 1924 Atlas of the City of Toronto and Vicinity (Figure 6) depicts the study area on Toronto Harbour. To the north, along the Toronto waterfront, are primarily industrial buildings associated with shipping. Boats and ships would have used the wharves and buildings thereon for loading and unloading, while trains would have accessed variously-sized buildings via railway spur lines. A small portion of the study area's eastern-most section is found on a large wharf, though it is partially obscured by information associated with this particular plate.

A 1947 aerial photograph (Figure 7) shows significant development on the Toronto waterfront, with much of the former Lake Ontario waters south of the





railway corridor infilled, and many of the former wharves eliminated and new ones created further south and west of the study area, which is depicted on land for the first time in this mapping review. Most of the study area is the newly-created roadway (now Queens Quay East), which forms the southern limit of the shoreline. The area north of the study area is largely open space, with few buildings. Several new streets have been created, with the principal east-west corridor being what is now Queens Quay East. A large industrial operation is visible at the eastern terminus of the study area.

A 1970 aerial photograph (Figure 8) shows significant development of buildings and roadways on the formerly vacant lands north of the study area as well as further infill south of the study area (with buildings thereon) which has extended the shoreline further south into Lake Ontario. Queens Quay East is a key east-west thoroughfare in this largely industrial area. It extends beyond Bay Street at the west end of the study area and turns into Parliament Street at the east end of the study area. The Frederick G. Gardiner Expressway, constructed in the 1950s and 1960s, is evident on the map running roughly parallel with Queens Quay East to the north, and abutting the study area near its eastern-most point.

Finally, a 1992 aerial photograph (Figure 9) shows the study area in much the same way as in 1970, albeit surrounded by a few more sizeable – primarily industrial – buildings and large parking lots. Queens Quay East remained a largely industrial corridor through to the end of the twentieth century. A circa 1990 photograph shows the roadway, looking west from Parliament Street (Figure 10). The foreground is filled with low-rise industrial structures, railway spurs, and large parking lots while the Redpath Sugar Refinery, the Westin Harbour Castle and Toronto Star Building are clearly visible in the background.



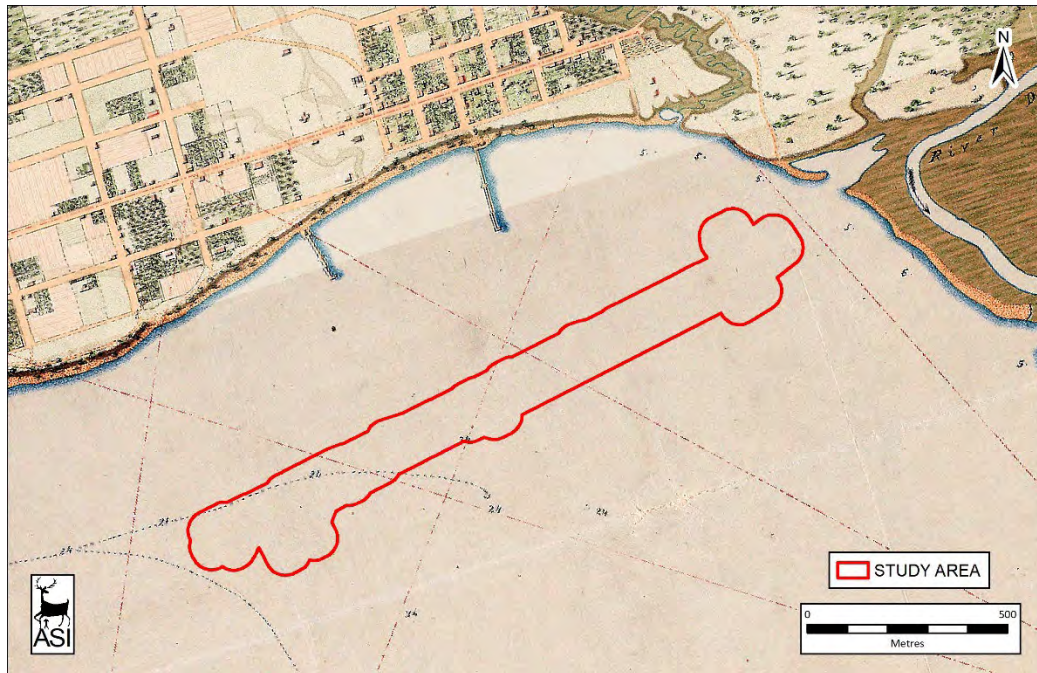


Figure 2: The study area overlaid on the 1818 Phillpotts Plan of York (Phillpotts, 1818).

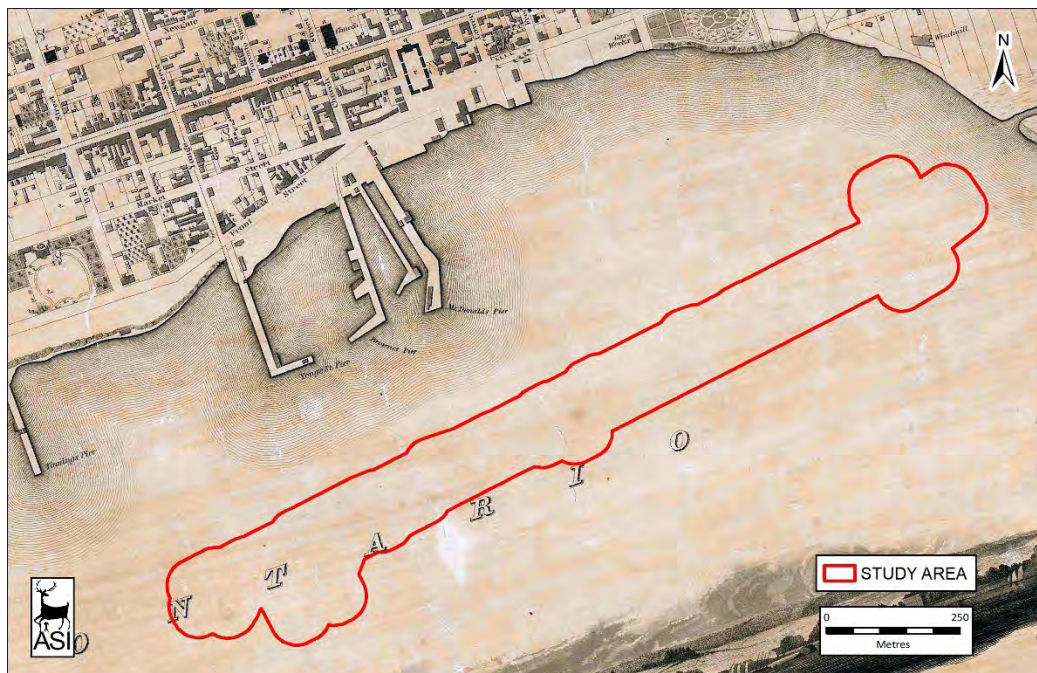


Figure 3: The study area overlaid on the 1842 Topographical Plan of the City and Liberties of Toronto in the Province of Ontario (Cane, 1842).



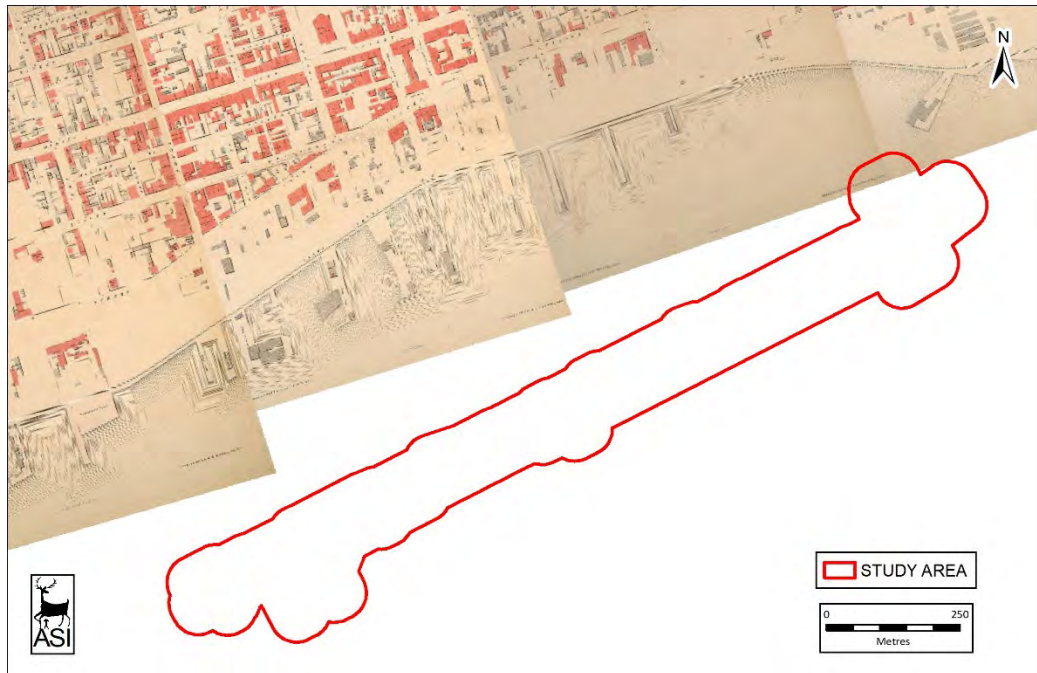


Figure 4: The study area overlaid on the 1858 Boulton Atlas of Toronto (Boulton & Boulton, 1858).

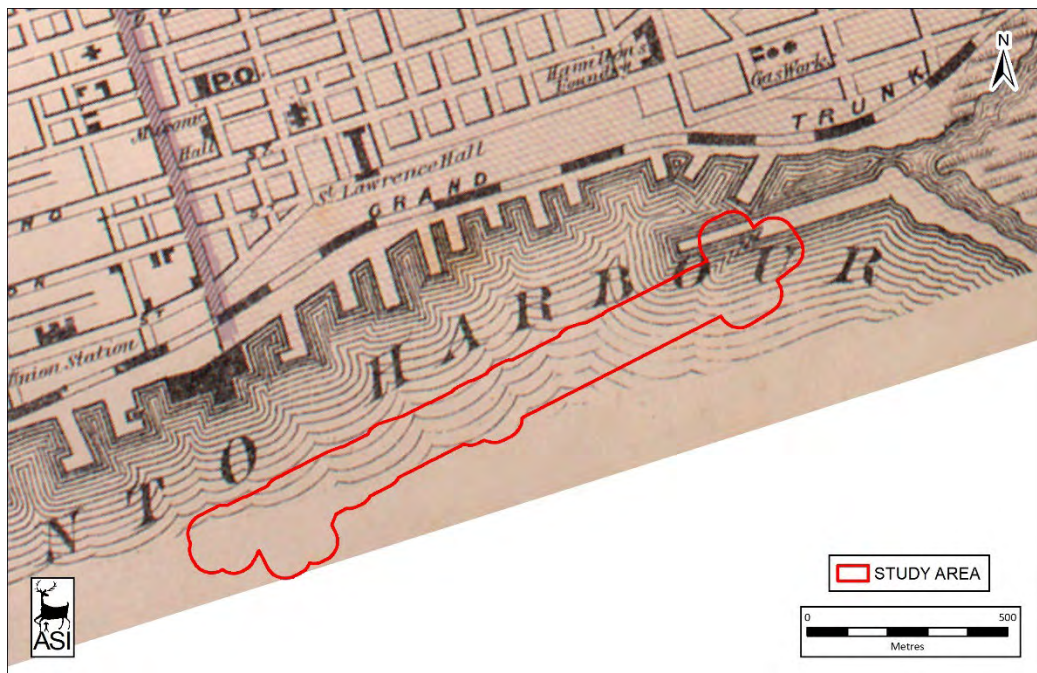


Figure 5: The study area overlaid on the 1878 Historical Atlas of York County (Miles & Co., 1878).

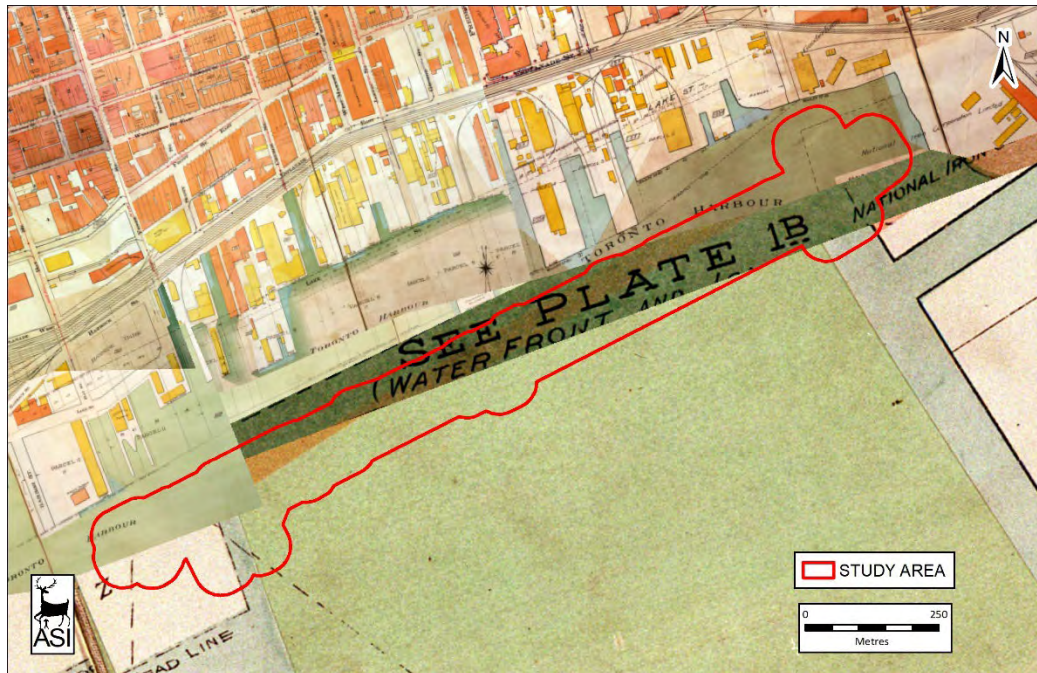


Figure 6: The study area overlaid on the 1924 Atlas of the City of Toronto and Vicinity (Goad, 1924).



Figure 7: The study area overlaid on a 1947 aerial photograph (City of Toronto Archives, no date).





Figure 8: The study area overlaid on a 1970 aerial photograph (City of Toronto Archives, no date).

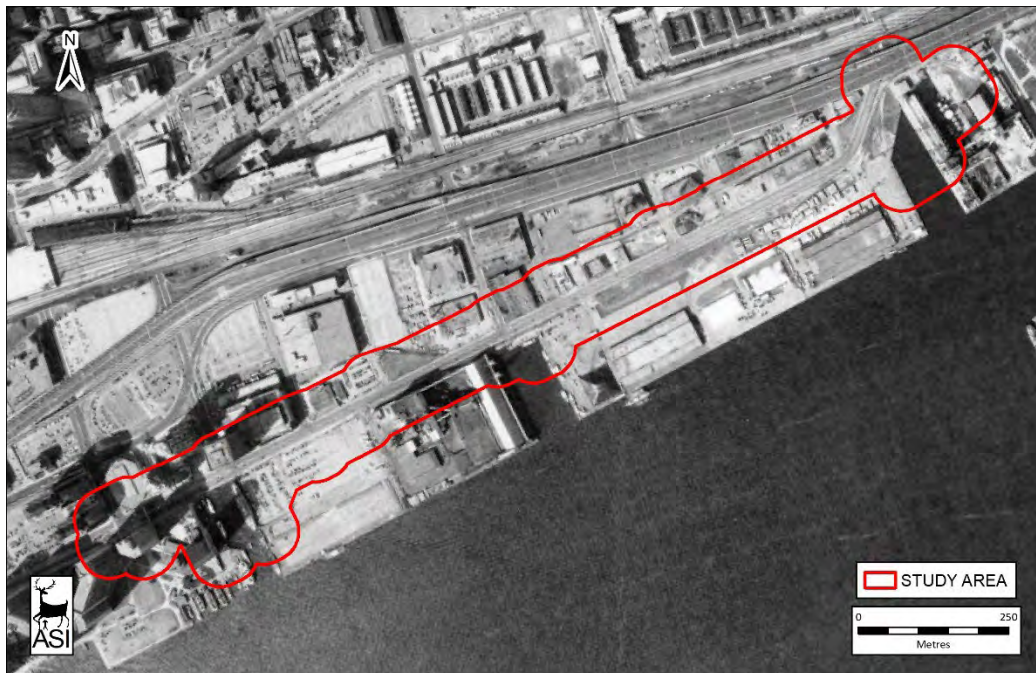


Figure 9: The study area overlaid on a 1992 aerial photograph (City of Toronto Archives, no date).



Figure 10: Queens Quay East, looking west from Parliament Street, c. 1990 (City of Toronto Archives, n.d.).

## 4.0 Existing Conditions

A field review of the study area was undertaken by Laura Wickett and Michael Wilcox of Archaeological Services Inc. on 7 January 2022 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 11.

### 4.1 Description of Field Review

The project footprint is primarily centred around Queens Quay East, from Bay Street in the west to the future Street A east of Parliament Street, while the study area includes a 50-metre buffer surrounding the project footprint. Queens Quay East is a four-lane vehicular corridor, with two lanes of eastbound traffic and two lanes of westbound traffic. The study area's land use history as part of a large in-filling project to extend the Lake Ontario shoreline further south relates to its uniformly flat physiography. While initially a largely industrial area, the area has



switched to a mix of industrial, residential, administrative, and hospitality-based buildings as well as recreational spaces.



Figure 11: The study area overlaid on a 2022 aerial image (Satellite Imagery, 2022)

This transition is visible across the study area (Figure 11). In the study area's western-most portion, between Bay Street and Yonge Street, a mix of office towers, condominium buildings, and the Westin Harbour Castle hotel and conference centre dominate the lands lining Queens Quay West. The Harbour Square Park and Jack Layton Ferry Terminal provide some greenspace and access to the waterfront (Plate 1). Moving east between Yonge Street and Cooper Street, Queens Quay East is lined with new condominium buildings and a parking lot on the south side and the Toronto Star building (and other companies who rent out space therein) and a Liquor Control Board of Ontario building and associated parking lots on the north side (Plate 2). Further east, between Cooper Street and Lower Jarvis Street, the south side of the road is dominated by the Redpath Sugar Refinery, which includes multiple buildings and equipment. The south end of



Lower Jarvis Street is an inlet/slip, providing ships with water access to the refinery. Across the road on the north side is a new condominium development under construction and a Loblaws grocery store (Plate 3).

The eastern half of the study area includes the buildings most expressive of the former industrial land uses that dominated this landscape until recently, including two small one-storey brick structures (178-180 Queens Quay East) (Plate 4 and Plate 5), a single storey mixed-use structure (200 Queens Quay East) (Plate 6), and the lands surrounding the slip at the foot of Parliament Street, including the silos formerly associated with Victory Soya Mills (Plate 7). Nevertheless, the eastern half of the study area has undergone significant changes, particularly with the arrival and ongoing construction of large-scale condominiums on both sides of Queens Quay East.

Between Lower Jarvis Street and Lower Sherbourne Street, the north side of the road includes a newly-constructed mixed-use office building with commercial spaces at street level (Artscape Daniels), a new condominium under construction, and two small one-storey brick structures with associated parking lots. The south side of the road includes administrative and residential buildings associated with George Brown College's Waterfront Campus. The Sherbourne Common parklands are located on both the north and south sides of Queens Quay East at Lower Sherbourne Street (Plate 8 and Plate 9). Between Lower Sherbourne Street and the eastern most edge of the study area, the south side of Queens Quay East is primarily condominium developments under active construction before opening into a large open formerly industrial area on both sides of the Parliament Street slip. The eastern side of the slip is the lands once part of a large industrial complex operated by Victory Soya Mills. The north side of the road has a recently completed condominium building and a long single-storey mixed-use structure. Queens Quay East transitions into Parliament Street at the eastern terminus of the study area, just below the Gardiner Expressway (Plate 10 and Plate 11). The segment of the Gardiner Expressway's eastbound and westbound traffic above Parliament Street is located within the study area.





Plate 1: Queens Quay West, looking east from west side of Bay Street.



Plate 2: Queens Quay East, looking east from east side of Yonge Street.





Plate 3: Queens Quay East, looking east from west side of Cooper Street.



Plate 4: 178 Queens Quay East, looking northwest from entrance driveway.



Plate 5: 180 Queens Quay East, looking east from entrance driveway.



Plate 6: 200 Queens Quay East, looking northeast from the intersection of Bonnycastle Street and Queens Quay East.





Plate 7: Silos and formerly industrial lands associated with Victory Soya Mills, looking east from Queens Quay East.



Plate 8: Queens Quay East, looking east from the west side of Lower Jarvis Street.



Plate 9: Queens Quay East, looking east from the east side of Richardson Street.



Plate 10: Queens Quay East, looking east from the east side of Bonnycastle Street.





Plate 11: Queens Quay East, looking northeast towards its transition into Parliament Street.

## 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, three known built heritage resources (B.H.R.s) and three potential B.H.R.s were identified within the study area. A detailed inventory of known and potential built heritage resources is presented below in Table 1. See Figure 11 for mapping showing their location.



Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential Cultural Heritage Value or Interest	Photographs/ Digital Image
B.H.R. 1	Commercial - Hotel	1 Harbour Square	Potential B.H.R. – Identified during field review	The Westin Harbour Castle was erected in 1972 by the Campeau Corporation. It is a large hotel that uses concrete as the principal building material. It has potential historical and/or contextual value as a key early project – as part of the Harbour Square development – that supported the revitalization of this formerly industrial portion of Toronto’s waterfront starting in the 1970s. It represents a completed component of a period of ambitious planning for the new waterfront, with commercial, residential, and recreational spaces to go along with new tourist attractions (McClelland & Stewart, 2007).	 <p>Plate 12: Westin Harbour Castle, looking southwest from east of Yonge Street.</p>
B.H.R. 2	Commercial	1 Yonge Street	Potential B.H.R. – Identified during field review	The Toronto Star Building at 1 Yonge Street was erected in 1971 following the demolition of the Toronto Star’s former building at 80 King Street West. It was the administrative offices for the Toronto Star, and, until 1992, home to the newspaper’s printing press. It has potential heritage value as a representative example of the International style in the City of Toronto. The building is made of concrete, has symmetrically-placed windows, and is 25 storeys tall. It was designed by the architectural firm of Webb Zerafa Menkes, who have developed many important buildings in Toronto and elsewhere.	 <p>Plate 13: Toronto Star Building, looking west from Freeland Street.</p>





Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential Cultural Heritage Value or Interest	Photographs/ Digital Image
B.H.R. 3	Commercial and industrial	55 Lake Shore Boulevard East	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act. See <a href="#">Bylaw 45-2021</a> .	<p>The property encompasses the city block bounded by Lake Shore Boulevard East to the north, Cooper Street to the east, Queens Quay East to the south, and Freeland Street to the west. This property is a combined commercial and industrial complex and includes three structures: a four-storey office building facing Lake Shore Boulevard East, a warehouse (which connects to the office building via an overhead pedestrian bridge) to the south, and a garage and retail outlet in the southwest corner of the property.<sup>4</sup></p> <p>The complex is representative of the Modern style and was designed by Alvan Sherlock Mathers and Eric Wilson Haldenby (City of Toronto, 2021). It was completed for the Liquor Control Board of Ontario (L.C.B.O.) in 1954. The only building on the property that is located within the study area is the garage and retail outlet at the south end of the property. According to the designation report for the property, this building was initially “designed as a garage, repurposed in 1958 for a retail store (replacing the outlet that was originally located inside the office building), and subsequently modified” (City of Toronto, 2021). The designation by-law notes that the modifications to this building have impacted its integrity, and as such, it is not identified as a heritage attribute on the property.</p>	

Plate 14: Garage and retail outlet on the L.C.B.O. property within the study area, looking east from Freeland Street.

<sup>4</sup> At the time of report finalization, a large portion of this complex had been demolished.

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential Cultural Heritage Value or Interest	Photographs/ Digital Image
				The property has associative value through its early contribution to the transformation of Toronto’s harbour and waterfront. The property has contextual value through its support of Queens Quay East’s large-scale industrial facilities which emerged in the post-Second World War period and is “an important surviving reminder of the ongoing transformation of the central harbour and waterfront during this era” (City of Toronto, 2021).	
B.H.R. 4	Industrial	95 Queens Quay East	Known B.H.R. - Listed on Municipal Heritage Register	The Redpath Sugar Refinery was completed in 1957. The property consists of a diverse array of structures and equipment associated with refining, processing, and loading sugar. It was listed on the City of Toronto’s Heritage Register in 1984. While the reasons for listing report was not made available for this report, the property has potential design or physical value as a unique example of a large-scale industrial site that demonstrates a high degree of technical achievement. It has potential historical or associative value as the architectural firm responsible for the design of this complex was Gordon S. Adamson Associates, who have also designed other administrative, industrial, educational, and residential buildings in Toronto. The engineers were H.G. Acres & Co Ltd. Finally, it has potential contextual value by supporting and maintaining the large scale historic industrial character of this portion of Toronto’s waterfront	 <p>Plate 15: Redpath Sugar Refinery, looking west from entrance into Loblaws parking lot across Queens Quay East.</p>



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential Cultural Heritage Value or Interest	Photographs/ Digital Image
				and because it is physically, functionally, visually, and historically linked to its surroundings.	 <p>Plate 16: Redpath Sugar Refinery, looking west from Lower Jarvis Street.</p>
B.H.R. 5	Engineering work	Gardiner Expressway over Parliament Street	Potential B.H.R. – Identified during field review	<p>The Gardiner Expressway was constructed by Pitts Engineering between 1955 and 1966, with the stretch through the study area completed in 1964-65. Its physical characteristics include below-grade sections, at-grade sections, and above-grade sections, with the subject portion of the expressway as an above-grade section with Parliament Street traversing underneath.</p> <p>The Gardiner Expressway has potential heritage value in that it may demonstrate a high degree of technical achievement. Further, it may have historical/associative value in its direct association with Frederick G. Gardiner, a City of Toronto Councillor and chairman of the regional government of Metropolitan Toronto. Gardiner</p>	 <p>Plate 17: Gardiner Expressway, looking north along Parliament Street underpass.</p>


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential Cultural Heritage Value or Interest	Photographs/ Digital Image
				<p>spearheaded the construction of the expressway, which ultimately was named in his honour.</p> <p>It retains its historical and contextual functions as an expressway connecting the Queen Elizabeth Way in the west with the Don Valley Parkway in the east.</p>	
B.H.R. 6	Industrial	351 Lake Shore Boulevard East	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act. See <a href="#">Bylaw 183-2021</a> .	<p>This industrial property was formerly the Victory Soya Mills operation. The silos, constructed by Sunsoy Products Limited in the early 1940s as part of the war effort, are the only remaining extant structures that were formerly part of this industrial complex. The site’s silos have design value: they are made of reinforced concrete, cylindrical in shape, and monumental in scale. They are, according to the designation by-law, “a rare surviving example in Toronto of a type of structure unique to North America”. The site has associative value in that Sunsoy Products Limited was established by the prominent industrialist and philanthropist E.P. Taylor and the Victory Mills were a crucial company in the soybean industry and grain trade in Toronto. The property was also a key industry on Toronto’s waterfront during the important industrial phase of the waterfront’s evolution. The site also has contextual value in supporting the industrial character of this section of the waterfront and from their placement on the Parliament Street Slip.</p>	 <p>Plate 18: Victory Soya Mills Silos, looking east from Queens Quay East.</p>





Figure 12: Proposed Work with Location of Identified Built Heritage Resources (B.H.R.s) in the Study Area and Field Photo Locations (Overall Map)





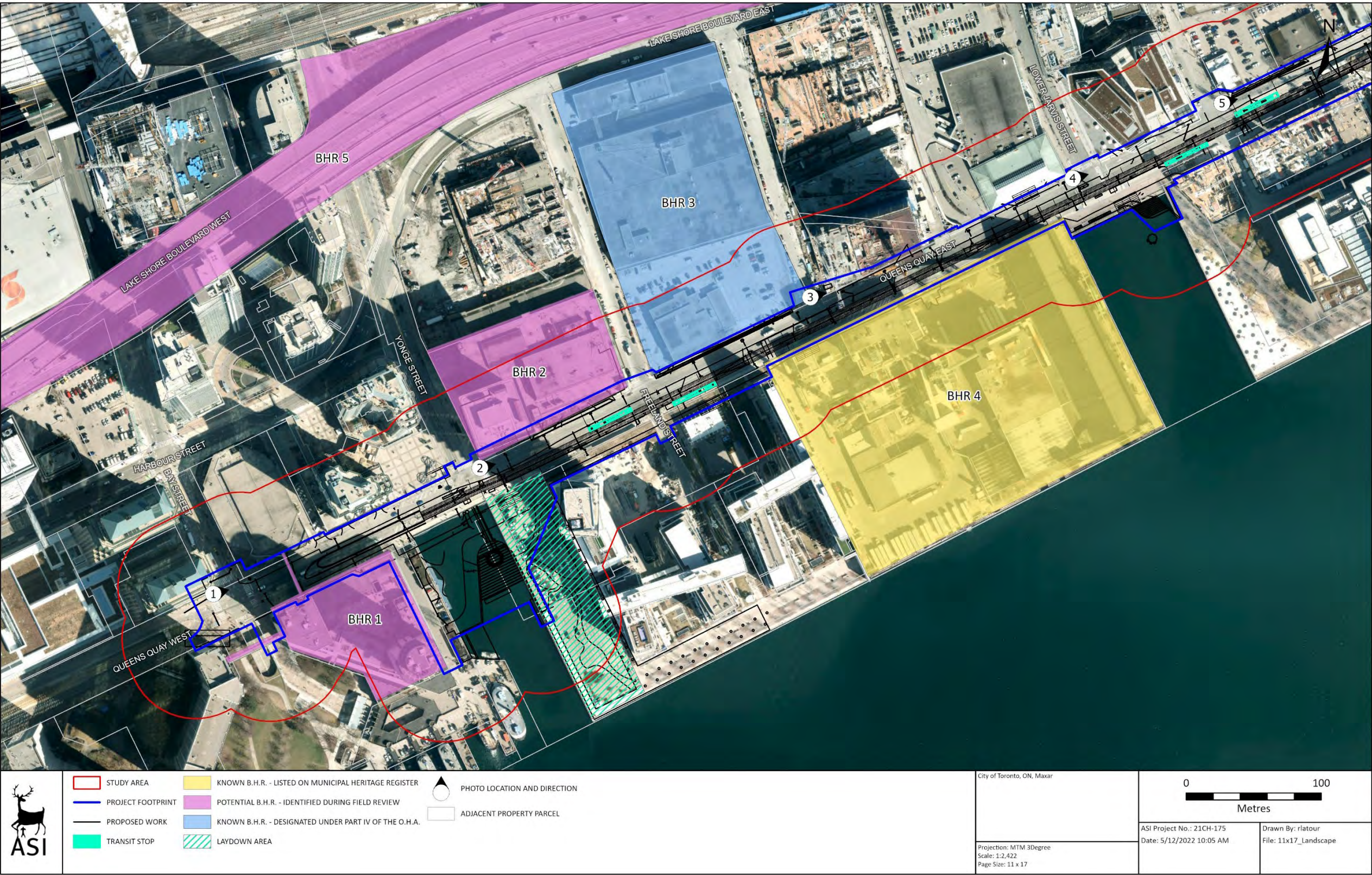


Figure 13: Proposed Work with Location of Identified Built Heritage Resources (B.H.R.s) in the Study Area and Field Photo Locations (Sheet 1)





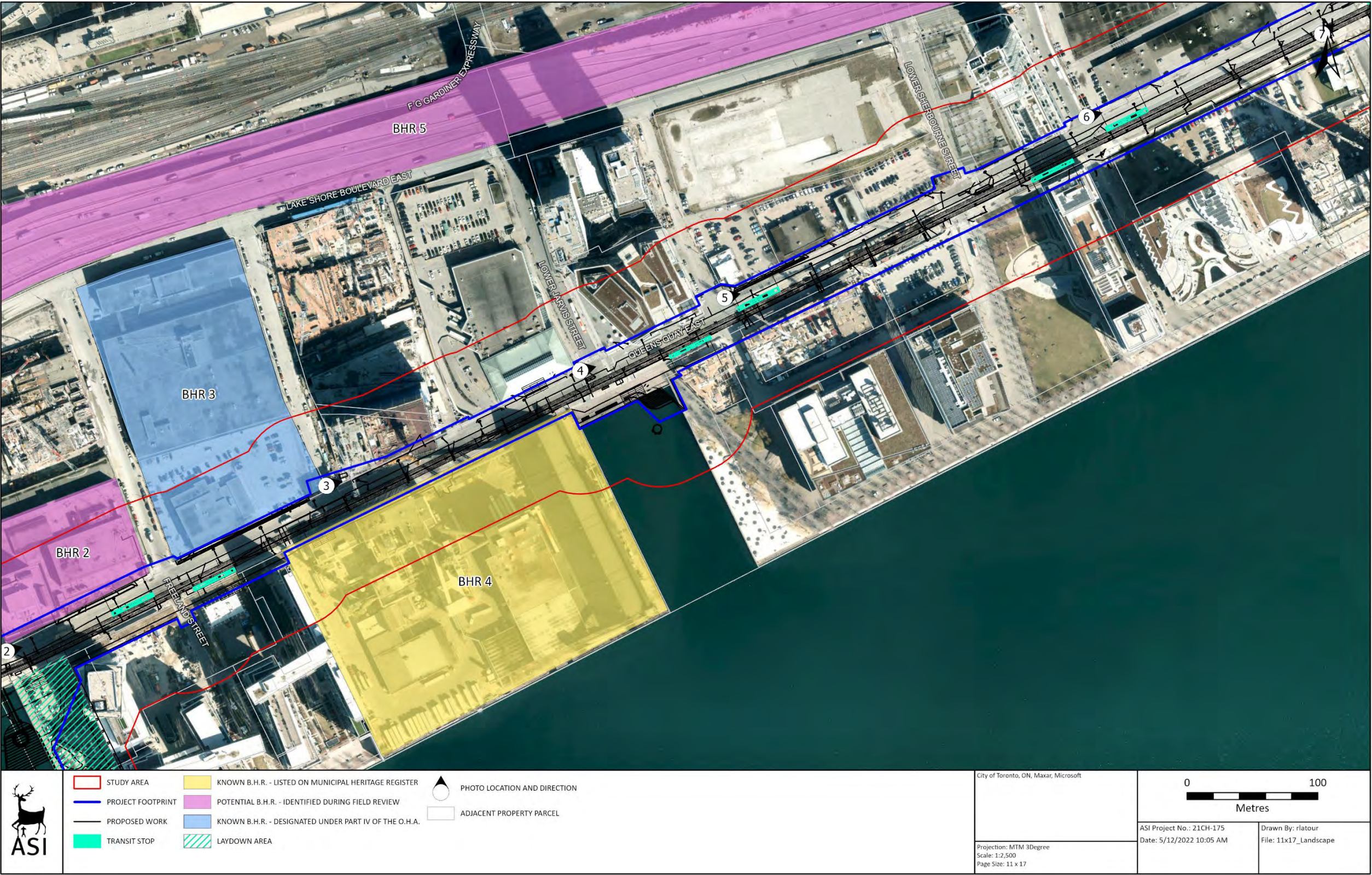


Figure 14: Proposed Work with Location of Identified Built Heritage Resources (B.H.R.s) in the Study Area and Field Photo Locations (Sheet 2)





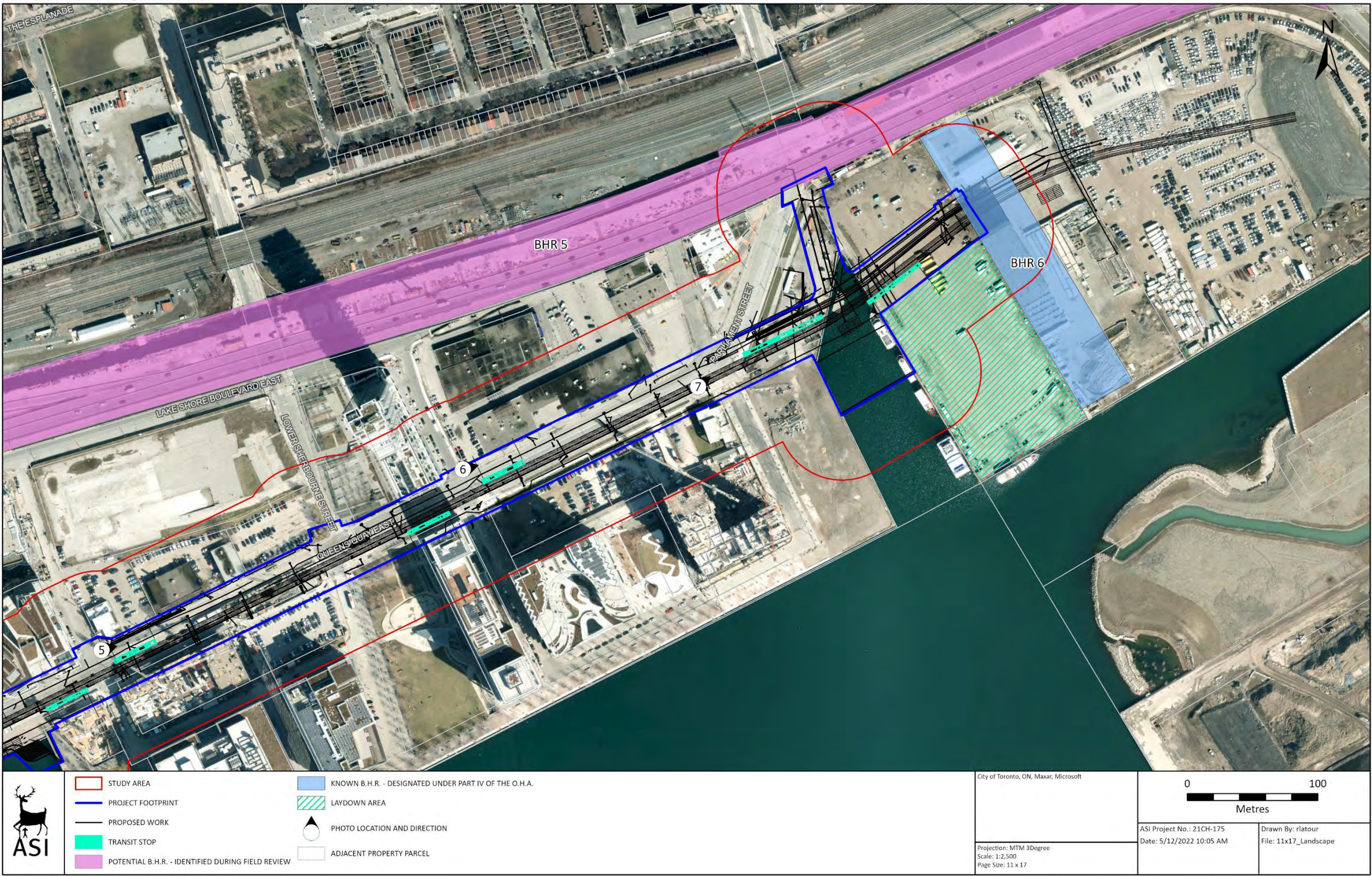


Figure 15: Proposed Work with Location of Identified Built Heritage Resources (B.H.R.s) in the Study Area and Field Photo Locations (Sheet 3)



## 5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified built heritage resources and cultural heritage landscapes.

### 5.1 Description of Proposed Undertaking

The proposed undertaking for the Waterfront East Light Rail Transit Project study area involves the provision of new and improved infrastructure to operate additional streetcar services to the East Bayfront area and into the Lower Don Lands. The proposed project runs from Union Station south along Bay Street to Queens Quay, and east along Queens Quay to the Distillery Loop and south on Cherry Street to the future Villiers Loop, all located in the City of Toronto. The current project footprint includes the western portion of Segment 2, from Bay Street in the west to the future Street A east of Parliament Street in the east. The project study area encompasses the project footprint surrounded by a 50-metre buffer.

The western portion of Segment 2 includes Queens Quay West and Queens Quay East between Bay Street and the future Street A. The streetcar will transition from below-grade to at-grade through a portal located between Bay Street and Yonge Street. A partial slip infill at Yonge Street will provide vehicular access to the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal following the construction of the new portal. The resultant land will be accessible via a new south leg at the signalized Yonge Street intersection. The 38-metre right-of-way will include a light rail transit guideway in the middle of the street, flanked to the north by a bidirectional roadway and to the south by the Martin Goodman Trail and pedestrian promenade. The future cross section will require a reduction in the number of lanes on the roadway from four to two but will result in increased space and improved conditions for transit, pedestrians, and cyclists. To accommodate the future right-of-way, there are a number of properties in the western portion of Segment 2 from which land must be conveyed. Additionally, some properties will be impacted by access agreements or by surface works. The *Queens Quay East Bayfront Adjacent Property Impacts* report (West 8 & D.T.A.H.,



2021) was reviewed to determine the extent of land conveyances and proposed improvements on private property.

## **5.2 Analysis of Potential Impacts**

Table 2 outlines the potential impacts on all identified built heritage resources (B.H.R.s) within the study area.

Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 1	1 Harbour Square/Westin Harbour Castle	Potential B.H.R. – Identified during field review	<p>Proposed limits of impact along the south side of Queens Quay East will result in approximately 170 metre<sup>2</sup> of surface improvements on the Westin Harbour Castle hotel property. The impacts include replacing concrete pavement with granite unit paving to the building face. The proposed work will also result in the relocation of the driveway entrance and associated building alterations, including the removal of concrete slabs, walls, and bollards, and the relocation of utilities. This will result in <b>adverse direct impacts</b> to potential heritage attributes.</p> <p><b>Indirect impacts</b> to this property are possible due to construction activities upon and in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts.</p>	<p><b>Direct impacts:</b> Should it be determined that there is no other technically feasible option other than to undertake the proposed impacts and building alterations, it is recommended that a Cultural Heritage Evaluation Report be undertaken during the T.P.A.P. to determine if this potential B.H.R. has cultural heritage value or interest (C.H.V.I.). If the property is determined to have C.H.V.I., a Heritage Impact Assessment should be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.</p> <p><b>Indirect impacts:</b> To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>



Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 2	1 Yonge Street/Toronto Star Building	Potential B.H.R. – Identified during field review	<p>Proposed limits of impact along the north side of Queens Quay East will result in approximately 1.6 metre encroachment onto this property due to minor site-regrading and replacement of disturbed concrete pavement. The proposed limits of impact will result in the installation of new granite unit paving on the sidewalk in front of the Toronto Star Building at 1 Yonge Street. An access agreement is required at 1 Yonge to allow people to walk on portions of the 1 Yonge property in order to provide sufficient clearway around trees/site furnishings and around the existing colonnade. No new physical accesses will be added to 1 Yonge. <b>No direct impacts</b> are anticipated to the potential heritage attributes of the property.</p> <p><b>Indirect impacts</b> to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified.</p>	<p><b>Indirect impacts:</b> To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>



Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 3	55 Lake Shore Boulevard East/2 Cooper Street/Liquor Control Board of Ontario (L.C.B.O) complex	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act. See <a href="#">Bylaw 45-2021</a>	Proposed limits of impact along the north side of Queens Quay will result in encroachment onto the property at 2 Cooper Street, as a memorandum of understanding is being pursued by the City of Toronto to expand the paved right-of-way 1 metre onto the 2 Cooper site. 1.6 metres of public property will be conveyed immediately south of 2 Cooper Street and will receive minor site regrading and new granite paving. The only building on this property that is within the study area – namely the garage and retail outlet of the L.C.B.O. at 2 Cooper Street – is specified in the designation by-law as not being a heritage attribute. As such there will be <b>no indirect or direct impacts</b> because there are no heritage attributes to receive the impacts. The remaining two buildings on the property which are heritage attributes are located outside of the study area, to the north of the garage and retail outlet building and at a sufficient distance to the proposed work that no adverse direct or indirect impacts to them are anticipated.	As no heritage attributes are anticipated to be impacted, no mitigation is required.
B.H.R. 4	95 Queens Quay East/Redpath Sugar Refinery	Known B.H.R. – Listed on Municipal Heritage Register	<p>The proposed limits of impact along the south side of Queens Quay East will not result in any encroachment onto this property. As such, <b>no direct impacts</b> are anticipated to the potential heritage attributes of the Redpath Sugar Refinery.</p> <p><b>Indirect impacts</b> to this property are possible due to construction activities in proximity to the property which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified.</p>	<b>Indirect impacts:</b> To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.





Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 5	Gardiner Expressway over Parliament Street	Potential B.H.R. – Identified during field review	<p>The proposed impacts along Parliament Street include site re-grading, new road bed and granite curbs, and new granite and concrete unit paving. The resulting visual conditions will be similar to existing conditions. As such, <b>no direct impacts</b> are anticipated to the potential heritage attributes of the Gardiner Expressway.</p> <p><b>Indirect impacts</b> to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified.</p>	<p><b>Indirect impacts:</b> To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
B.H.R. 6	351 Lake Shore Boulevard East/Victory Soya Mills Silos	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act. See <a href="#">Bylaw 183-2021</a> .	<p>The proposed limits of impact will result in construction of a road and transit infrastructure on the property adjacent to this B.H.R. on the west side at 333 Lake Shore Boulevard East. Additionally, a laydown area is planned during construction for this adjacent property. The planned construction will not result in a change to the setting or visual conditions of the B.H.R., as roads and transit stops are already located in the vicinity. As such, <b>no direct impacts</b> to the B.H.R.’s heritage attributes are anticipated.</p> <p><b>Indirect impacts</b> to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. Indirect impacts to this property are also possible due to the laydown area in proximity to the B.H.R., which may result in limited and temporary adverse visual impacts.</p>	<p><b>Indirect impacts:</b> To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p> <p>The laydown area should be minimized and located as far away from the silos on B.H.R. 6 as possible.</p>



## 5.2.1 Summary of Impacts

**Direct impacts** to B.H.R. 1 are proposed through the replacement of concrete pavement with granite unit paving to building face and the relocation of the driveway entrance and associated building alterations, including the removal of concrete slabs, walls, and bollards, and the relocation of utilities. This may result in **adverse direct impacts** to potential heritage attributes. As such, it is recommended that a Cultural Heritage Evaluation Report be undertaken during the T.P.A.P. to determine if this potential B.H.R. has cultural heritage value or interest (C.H.V.I.). If the property is determined to have C.H.V.I., a Heritage Impact Assessment should be undertaken by a qualified person as early as possible during the detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.

**Indirect impacts** to B.H.R. 6 may occur as a result of the location of a construction laydown area on the property adjacent to this B.H.R. on the west side at 333 Lake Shore Boulevard East. The laydown area should be minimized and located as far away from the silos on B.H.R. 6 as possible.

**Indirect impacts** to B.H.R. 1, 2, 4, 5, and 6 may occur as a result of their location adjacent to the proposed alignment. To ensure the structures on these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations, 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided, and (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

## 6.0 Summary of Community Data Collection

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural



heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Yasmina Shamji, Heritage Planning, City of Toronto (email communication 23 December 2021). A response was not received at the time of report submission, however City of Toronto Heritage Planning staff have since reviewed the draft report (see Section 7.0 below).
- Karla Barboza, Acting Team Lead, Heritage, the M.C.M. (email communication 23 and 29 December 2021). Email correspondence confirmed that there are no Minister-designated or Provincial Heritage Properties in the study area.
- Krystal Power, Co-ordinator, Real Property Portfolio, the Ontario Heritage Trust (email communications 23 December 2021 and February 8, 2022). Email correspondence confirmed that the Trust does not have any conservation easements or own any properties within the study area.

## 7.0 Summary of Community Engagement

An earlier draft of this Cultural Heritage Report was submitted by Waterfront Toronto for review to the municipal heritage staff at the City of Toronto. A response via email received on March 10, 2022 from Kristen Flood, Heritage Planner at the City indicated that she had no comments or recommendations regarding the Report.

This Cultural Heritage Report was submitted to the Ministry of Citizenship and Multiculturalism in June 2023. Comments from the Ministry were received on July 31, 2023 and this finalized report has been updated to reflect the Ministry's comments.

Engagement with the general public regarding this transit project was undertaken in the winter and summer of 2021. Feedback was received via virtual community consultation meetings (February 17 and June 21, 2021), online surveys (February 17 to March 4 and June 21 to July 11, 2021), and emails to the project team (February 3 to March 4 and June 7 to July 6, 2021). No heritage concerns within the study area were raised by the community during



this engagement. A summary of public engagement activities can be found in Chapter 5 of the EPR.

Engagement with Indigenous communities regarding this transit project was undertaken on April 5, 2023. Introductory materials were provided to the following communities:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River (Elected Council and Haudenosaunee Confederacy Chiefs Council)
- Huron-Wendat Nation

The materials included an invitation to provide input regarding cultural heritage. No feedback specific to cultural heritage was received by the time of report submission. Several communities expressed interest in further coordination once the draft Environmental Project Report is completed.

This Cultural Heritage Report will be made available for public review following the T.P.A.P. Notice of Completion in accordance with *Ontario Regulation 231/08*.

## 8.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the early-to-mid twentieth century as a result of infilling activities in the Toronto Harbour. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are three known built heritage resources (B.H.R.s) within the Waterfront East Light Rail Transit study area. An additional three potential built heritage resources were identified during field review.

### 8.1 Key Findings

- A total of 6 built heritage resources were identified within the study area.



- Of the 6 identified built heritage resources (B.H.R.), one is listed on the municipal heritage register (B.H.R. 4), two are designated under Part IV of the *Ontario Heritage Act* (B.H.R. 3 and 6), and three were identified during the field review (B.H.R. 1, 2, and 5).
- Identified cultural heritage resources are historically, architecturally, and contextually associated with land use patterns in the City of Toronto and more specifically, B.H.R. 3, 4, and 6 are representative of the early industrial nature of this stretch of Queens Quay East.

## 8.2 Results of Preliminary Impact Assessment

The proposed work is anticipated to result in building alterations to one B.H.R.: 1 Harbour Square (B.H.R. 1). The proposed work is anticipated to result in a construction laydown area on the adjacent property to the west of 351 Lake Shore Boulevard East (B.H.R. 6). The proposed work is anticipated to result in potential vibration impacts to five B.H.R.s: 1 Harbour Square (B.H.R. 1), 1 Yonge Street (B.H.R. 2), 95 Queens Quay East (B.H.R. 4), the Gardiner Expressway over Parliament Street (B.H.R. 5), and 351 Lake Shore Boulevard East (B.H.R. 6). No impacts are anticipated to one B.H.R.: 55 Lake Shore Boulevard East (B.H.R. 3).

## 8.3 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 unintended negative impacts to identified cultural heritage resources.
2. Establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any unintended negative impacts to all cultural heritage resources.
3. Indirect impacts to identified B.H.R.s within 50 metres of the proposed limits of impact are possible due to construction activities which may



result in limited and temporary adverse vibration impacts to five known and potential B.H.R.s. To ensure that identified B.H.R.s are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that the any structures will be subject to vibrations, 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

4. As indirect impacts are proposed for B.H.R. 6 due to the location of a construction laydown area on the property adjacent to this B.H.R. on the west side at 333 Lake Shore Boulevard East, the laydown area should be minimized and located as far away from the silos on B.H.R. 6 as possible.
5. As direct impacts are proposed for B.H.R. 1, it is recommended that a Cultural Heritage Evaluation Report (C.H.E.R.) be undertaken to determine if this potential B.H.R., which was identified during field review and which is not a listed or designated property, has Cultural Heritage Value or Interest (C.H.V.I). The C.H.E.R. should be completed during the T.P.A.P. If the property is determined to have C.H.V.I., a Heritage Impact Assessment should be undertaken by a qualified person as early as possible in the detailed design phase following the T.P.A.P., and developed in consultation with, and submitted for review to the Ministry of Citizenship and Multiculturalism, and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.
6. 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.





7. This final report should be submitted by the proponent to heritage staff at the City of Toronto and the Ministry of Citizenship and Multiculturalism for their information.



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