

Appendix C

Cultural Heritage Properties

Appendix C: Inventory of Cultural Heritage Properties in Don Mouth Project Study Area

Site No.	Resource	Type	Location	Description	Photograph/Aerial
1.	CHL	Industrial	Port Lands Industrial District. Bounded by Lake Shore Boulevard on the north, Leslie Street on the east, Inner Harbour on the west and shore of the Outer Harbour on the south.	Built on a sand spit at the mouth of The Don River and marshland between the spit and Ashbridge's Bay, where the Don River flowed through to its primary outlet into the Inner Harbour. In 1912 through the construction of dock walls and dredging over 1,00 acres of new land was created. The work included the closing of the Don mouth and its diversion into the Keating Channel. The formation of the Ship Channel and Turning Basin and the construction of roads, railroads and services.	
2.	CHL	Transportation	Railway lines and spurs	Soon after 1912 railway lines entered the Port Lands District south of Keating Channel, and by 1914 the earliest lines, which were temporary and moveable, transported construction materials around the District. A rail line once ran down Munition Street, and the Toronto Street Railway System operated a line on Commissioners Street to Cherry Street. Villiers Street had line down the middle of two paved roads. Spur lines were built to the industrial buildings and to the THC Buildings at 62 Villiers Street.	
3.	BHR	Industrial	Polson Dock Wall	Dock wall along Ship Channel at west end of Polson Street. Built 1917 as part of expansion of the Port Lands Industrial Area.	

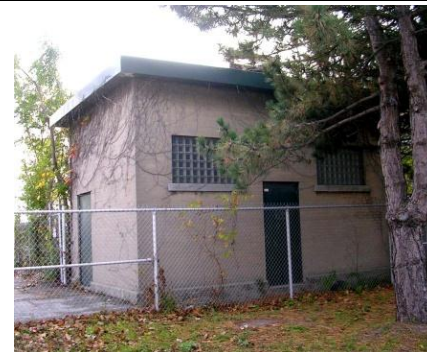
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4.	BHR	Industrial	15, 17, 19, 21, 23 Polson St., south side	No. 15, formerly part of the Dominion Boxboards Limited building. No. 15 is included on City of Toronto Inventory of Heritage Properties.	
5.	BHR	Industrial	39 Polson Street, south side	A one storey brick building on west side of No. 63 Polson St.	
6.	CHL	Industrial	54 Polson St., north side	Lafarge Canada Inc. includes a modernist style office building, concrete silos and rail spurs on the former Canada Cement Co. Ltd. site. A rail spur enters the site on the north side, splitting to proceed to the front of the office building and to the west to the silos. Included on City of Toronto Inventory of Heritage Properties,	 

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Site No.	Resource	Type	Location	Description	Photograph/Aerial
7.	BHR	Industrial	63 Polson St. south side	McGregor, formerly Dominion Boxboards Limited, 1 storey brick building, altered. Included on City of Toronto Inventory of Heritage Properties.	
8.	CHL	Streetscape	Polson Street	East-west paved road leading to Polson Dock, formerly named Carton Street. Later road opened in 1917 in the Port Lands Industrial District to service tenants.	
9.	CHL	Streetscape	Commissioner's Street	Major east-west road, site of earliest industry in Port Lands. Wide road, tree-lined with a single line of hydro-electric towers down the centre of road. One of the earliest roads established by Toronto Harbour Commissions for the Port Lands Industrial Area, once carried a railway line for the Toronto Suburban Railway to Cherry Street.	
10.	BHF	Public	39 Commissioners Street, South side.	Fire Hall No. 30 was designed by City Architect J. J. Woolnough and completed in 1928. It represents plans to attract industries to the Port Lands District by providing municipal services. The two storey, red brick building is designed in Edwardian Classicism and terminates the view south on Munition Street from Villiers Street. Included on City of Toronto Inventory of Heritage Properties.	

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11.	BHR	Public	Commissioners Street, South side to immediate east of Fire Hall No. 30.	A one storey, brick building with glass block windows.	
12.	BHR	Industrial	54 Commissioners Street, North side at Munition Street	Older warehouse structure to rear and possibly under metal siding. Insurance plans (1938. Rev. 1941) indicates building used by Baines & David Ltd., an iron and steel storage facility.	
13.	BHR	Industrial	130 Commissioners Street, North side	Coopers Iron and Metal Building (not a listed heritage property)	
14.	CHL	Streetscape	Munition Street	Wide north-south road linking Commissioners and Villiers St. Note view of Fire Hall No. 30 at south end of road. A railway line once ran down this road.	

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Site No.	Resource	Type	Location	Description	Photograph/Aerial
15.	BHR	Industrial	16 Munition Street /33 Villiers Street south side at Munition St.	An early building in the Port Lands District, this warehouse building, now used by Cherry Beach Sound/The Factory, housed the former Queen's City Foundry, when built in 1917, then the Bond Engineering Co. Works, Ltd. in 1930s/40s. It has a two-storey centre section with a gable roof and one storey, shed roof wings on each side, and is the second oldest industrial building in the Port Lands District. Included on City of Toronto Inventory of Heritage Properties.	
16.	BHR	Industrial	62 Villiers	Toronto Harbour Commissioners Storage Buildings. Built in 1916, as the Harbour Commissioner's office and a workshop, this site contains the first buildings completed by the Toronto Harbour Commission in the new Port Industrial District. The buildings are the survivors of a number of Harbour Commission buildings that once lined the north side of Villiers Street from Cherry Street to the Don Roadway. Included on City of Toronto Inventory of Heritage Properties,	
17.	CHL	Streetscape	Villiers St.	Major east-west road with two lanes of traffic on each side of central railway tracks, Evidence of Toronto Harbour commission efforts to link rail and water transportation in the district.	
18.	BHR	Industrial	(No #) Villiers St., north side, to west of Don Roadway	1 storey frame warehouse with gable roof	

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19.	BHR	Industrial	(No #) Villiers St., north side, west of Don Roadway to east of Site 18.	1 storey frame warehouse with gable roof clad with insulbrick.	See Photograph above
20.	BHR	Industrial	No # Villiers St. north side to east of No. 62 Villiers	1 storey gable ended warehouse/storage building clad in metal siding	
21.	BHR	Industrial	242-292 Cherry Street	Marine Terminal 35 and Atlas Crane site, 1 storey brick warehouse. Included on City of Toronto Inventory of Heritage Properties.	
22.	BHR	Commercial	275 Cherry St., southeast corner of Commissioners and Cherry St.	Former Dominion Bank building, built in 1920. Included on City of Toronto Inventory of Heritage Properties.	
23.	BHR	Public	281 Cherry St., east side	Toronto Hydro Substation, built c1930. Included on City of Toronto Inventory of Heritage Properties.	

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24.	BHR	Commercial	309 Cherry St., to immediate south of former Bank of Montreal.	William McGill and Company Building, c. 1935. Included on City of Toronto Inventory of Heritage Properties.	
25.	BHR	Commercial	309 Cherry St., southeast corner Villiers St. and Cherry St.	Former Bank of Montreal, built 1920, Darling & Pearson. Included on City of Toronto Inventory of Heritage Properties.	
26.	BHR	Industrial	312 Cherry Street, west side at end of Villiers Street.	First silos completed in 1920, now Essroc Toronto Terminal, formerly Century Coal Company Limited (1920-1960s), and Lake Ontario Portland Cement Company. Silos are prominent landmarks, mark Keating Channel entrance, terminate view westward on Villiers St., only silos left south of Keating Channel. Included on City of Toronto Inventory of Heritage Properties.	
27.	CHL	Streetscape	Cherry Street	Wide, north-south road, main access to Port Lands District. Cherry Street Extension ran into the Port Lands Industrial District along the alignment of an earlier road to Toronto Islands lighthouse, which followed the line of the Government Breakwater.	

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Site No.	Resource	Type	Location	Description	Photograph/Aerial
28.	CHL	Transportation	Keating Channel (formerly Don Diversion Channel).	A discrete landscape in Port Lands District, the channel diversion runs east-west. Features include concrete wall, large metal ship moorings along edge. Proposed by E. H. Keating, City Engineer, in 1892, the cut was to ameliorate unsanitary conditions in the bay. Work began in 1893 and continued for the next 20 years until the Toronto Harbour Commission started work on the Port Lands Industrial District. The east end of the channel was closed and Keating's channel was completed in 1912 providing ship access to various Port industries	
29.	BHR	Transportation	Cherry Street Bridge	Bascule Bridge built in 1968 by City of Toronto' R. M. Bremner City Engineer; W. Sefton & Associates, Structural Engineer; Ruliff Grass Construction Co. Ltd; operator's control booth still in place; historical plaque underneath operator booth; concrete substructure of earlier bridge. A wooden draw bridge located over Don Diversion/Keating Channel at Cherry Street in 1899. Current bridge replaced an earlier steel draw bridges in 1912 and 1932.	 

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Site No.	Resource	Type	Location	Description	Photograph/Aerial
30.	BHR	Commercial	351-369 Lakeshore Boulevard East.	Victory Soya Mills Silos, concrete silos built to hold stockpiled soybeans for Victory Mills Ltd., which was opened in March 1946; sold to 1954 to Proctor and Gamble Co. and renamed Victory Soya Mills; sold to Central Soya Inc. in 1980. Closed in 1991. Registered under the Toronto Inventory of Heritage Properties and designated under Part IV of the <i>Ontario Heritage Act</i> (2004).	
31.	CHL	Streetscape	Don Roadway	Plan of the original road plan for the Port Lands Industrial District.	



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MEMORANDUM

April 1, 2011

To: Mr. Marc Rose, MES
Senior Environmental Planner
AECOM, Markham, ON

From: Richard Unterma, MA Conservation Studies
Principal

**Re: Cultural Heritage Technical Report: Don Mouth Naturalization and Port
Lands Flood Protection Project, City of Toronto.**

Unterma McPhail Associates, Heritage Resource Management Consultants in response to the Ministry of Tourism (MTC) letter dated February 18, 2011 for the above-noted project, undertook a review of the alternatives to confirm effects as requested.

The Don Mouth Naturalization and Port Lands Flood Protection Project will result in measurable change to the former Industrial Lands cultural heritage landscape (CHL). Our original examination of the project study area identified thirty-one cultural heritage resources. These resources were considered in the evaluation of the five alternatives found in Table 5-18.

Common to all alternatives as one cultural heritage landscape in the study area is the description of CHL 1 as Industrial lands. In the development of the alternatives an effort to avoid built resources was made in the design. Consequently, most of the cultural heritage resources to be effected within the alternatives are classified as cultural heritage landscapes. The predominant cultural heritage landscape type identified in the project study area is the streetscape.

In the review of the alternatives, it was concluded that the effects for all alternatives are principally equal. All alternatives shared at least three, if not four, of the same effects as a result of the undertaking. The difference in the number of potentially displaced or disrupted resources associated with the alternatives ranged between seven (7) and nine (9). Therefore, the alternatives are judged to be equal or the "same" in terms of the magnitude of effects on cultural heritage.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES IN THE DON MOUTH STUDY AREA IN RELATION TO THE 2013 REVISED ALTERNATIVE (4WS REALIGNED)

Site No.	Resource	Type	Location	Description	Within or Adjacent Flood Plane	Photograph/Aerial
1.	CHL	Industrial	Port Lands Industrial District. Bounded by Lake Shore Boulevard on the north, Leslie Street on the east, Inner Harbour on the west and shore of the Outer Harbour on the south.	Built on a sand spit at the mouth of The Don River and marshland between the spit and Ashbridge's Bay, where the Don River flowed through to its primary outlet into the Inner Harbour. In 1912 through the construction of dock walls and dredging over 1,000 acres of new land was created. The work included the closing of the Don mouth and its diversion into the Keating Channel. The formation of the Ship Channel and Turning Basin and the construction of roads, railroads and services.	Within Displacement	
2.	CHL	Transportation	Railway lines and spurs	Soon after 1912 railway lines entered the Port Lands District south of Keating Channel, and by 1914 the earliest lines, which were temporary and moveable, transported construction materials around the District. A rail line once ran down Munition Street. The Toronto Street Railway System ran a line on Commissioners Street to Cherry Street. Villiers Street had line down the middle of two paved roads. Spur lines were built to the industrial buildings and to the THC Buildings at 62 Villiers Street.	Within Displacement	 Google Maps 2013

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3.	BHR	Industrial	Polson Dock Wall	Dock wall along Ship Channel at west end of Polson Street. Built 1917 as part of expansion of the Port Lands Industrial Area.	Within Displacement	
4.	BHR	Industrial	15, 17, 19, 21, 23 Polson St., south side	No. 15, formerly part of the Dominion Boxboards Limited building. No. 15 is included on City of Toronto Inventory of Heritage Properties.	NA	
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