

**APPENDIX 3.2
CULTURAL HERITAGE
ASSESSMENT REPORT**

CULTURAL HERITAGE ASSESSMENT REPORT

**CULTURAL HERITAGE LANDSCAPES
& BUILT HERITAGE RESOURCES**

**DON AND WATERFRONT TRUNK SEWERS
AND CSO CONTROL STRATEGY
CLASS ENVIRONMENTAL ASSESSMENT PROJECT**

December 2010

**Prepared for:
MMM Group Ltd.**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

MMM Group Ltd., on behalf of the City of Toronto, retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a cultural heritage resource assessment for built heritage resources and cultural heritage landscapes for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project. The Project will follow the Municipal Class Environmental Assessment (EA) planning process. This study will require approvals under the Ontario Environmental Assessment Act (Municipal Engineers Association Municipal Class Environmental Assessment process, 2000, as amended in 2007). The Don River and Central Waterfront Project will result in a solution to capture and treat stormwater and CSOs. In addition, the Project is also focused on a review and upgrade, where necessary, of trunk sanitary sewers (large sewers that carry flows from smaller sewers to treatment plants).

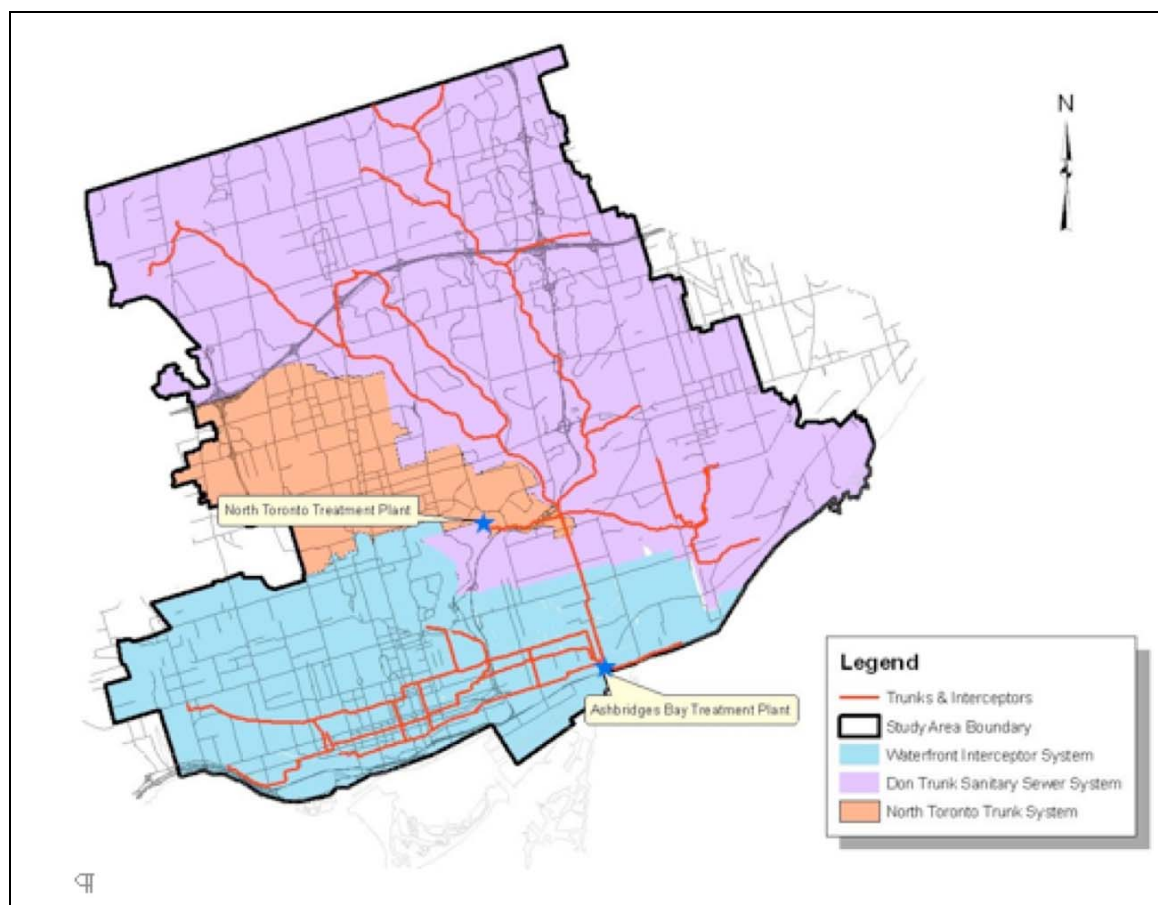


Figure 1. Study area map for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project [MMM Group Ltd.]

In 1987, the International Joint Commission identified the City of Toronto's Waterfront as an Area of Concern (AOC) in the Great Lakes Basin. Toronto's Waterfront is an AOC, largely due to poor water quality and sediment conditions in the Inner Harbour, and loss of fish habitat and contaminant levels in fish. Flows from both storm sewers and combined sewers—sewers that contain both sanitary sewage flows and stormwater—were identified as the main sources of pollution, particularly in the Don River and Central Waterfront.

Due to these concerns, the City of Toronto is currently undertaking the Don River and Central Waterfront Class EA project to study available options for capturing, storing, and treating CSOs and to identify long and short term trunk servicing needs. The project builds on the results of the previously completed and adopted City-wide 2003 Wet Weather Flow Master Plan.

The Project is made up of three separate, yet interconnected components:

- Dry Weather Flow Component (dealing with the upgrades to the sanitary trunk sewer system for improved operations and future growth).
- Wet Weather Flow Component (dealing with capturing and storing combined sewer overflows (CSOs)).
- Wet Weather Treatment Component dealing with the treatment of stored CSOs.

Thirty (30) potential construction sites within the study area have been identified as the recommended solutions for the EA.

Unterman McPhail Associates undertook a windshield survey of the study area on May 27 and 28, 2010. Cultural heritage landscapes and principal, above ground built heritage resources older than forty years within and adjacent to the proposed solution provided by MMM Group Ltd. were reviewed. Given the nature of the project, the emphasis of the site review was placed on the identification of those cultural heritage resources located within or immediately beside the existing right-of-way, or close to the sites identified for improvements.

1.1 Purpose of Report

The principal objectives of this Cultural Heritage Assessment Report are:

- to prepare an historical summary of the development of the study area;
- to conduct a survey of the proposed solution sites and their associated cultural heritage landscapes and built heritage resources;
- to identify sensitivities for change; and
- to make general mitigation recommendations respecting the proposed endeavour.

A description of the identified cultural heritage resources including built heritage resources and cultural heritage landscapes is contained in Table 1. The locations of the resources are mapped in Figures 2 to 7. Historical maps are included in Appendix A.

2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

For the most part, the analysis of cultural heritage resources in the study area addresses those above-ground, person-made heritage resources over 40 years old. The application of this rolling forty year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value. Its application does not imply however that all built heritage resources or cultural heritage landscapes that are over forty years old are worthy of the same levels of protection or preservation.

2.1 Ontario Environmental Assessment Act (EAA)

Environmental assessments are undertaken under the *Ontario Environmental Assessment Act*. The EAA provides for the protection, conservation and wise management of Ontario's environment. It defines environment in a broad sense that includes natural, social, cultural, economic and built environments. This broad definition of the environment makes the assessment of the impact of the undertaking on cultural heritage resources part of the standard environmental assessment process in Ontario. Environmental assessments made under the EAA therefore assess and address the impact of the undertaking on cultural heritage resources.

The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), which defines "*environment*" to include:

"...cultural conditions that influence the life of humans or a community";

as well as,

"any building, structure, machine or other device or thing made by humans".

Infrastructure undertakings such as new sewer infrastructure may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and, or their setting.

2.1.1 Municipal Class Environmental Assessment (MCEA)

The Municipal Class Environmental Assessment Act (October 2000, as amended 2007) outlines a procedure whereby municipalities can comply with the requirements of the *Environmental Assessment Act*. It identifies potential positive and negative effects of projects such as road improvements, facility expansions or to facilitate a new service. The process includes an extensive evaluation of impacts on the natural and social environment. The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects.

Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule A generally includes normal or emergency operational and maintenance activities where the environmental effects of these activities are usually minimal, and therefore these projects are pre-approved. Schedule B generally includes improvements and minor expansions to existing facilities where there is the potential for some adverse environmental impacts and, therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected. Schedule C generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five-phased environmental assessment planning process.

2.2 Ontario Heritage Act (OHA)

The *OHA* gives the Ontario Ministry of Tourism and Culture the responsibility for the conservation, protection and preservation of Ontario's culture heritage resources. Section 2 of the *Ontario Heritage Act (OHA)* charges the Minister with the responsibility to,

"...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario."

The Ministry of Tourism and Culture describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes of the property that cause it to have cultural heritage value or interest. Part IV of the *OHA* enables municipalities to list, and to designate by by-law properties of cultural value or interest after consultation with its municipal advisory committee, if one is appointed. Under *OHA* subsection 27 (1), the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated under Part IV of the *OHA* by the

municipality or by the Minister of Tourism and Culture. Municipal designation of heritage resources under Part IV the *OHA* publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value. This includes protection from demolition. Once a property has been designated and notice has been given to the Ontario Heritage Trust, the property is then listed on the provincial register of heritage properties.

The alteration process under the *OHA* section 33 helps to ensure the heritage attributes of a designated property, and therefore its heritage value, are conserved. If an owner of a designated property wishes to make alterations to the property that affects the property's heritage attributes, the owner must obtain written consent from the council. This applies not only to the alteration of the buildings or structures but also to alterations of other aspects of the designated property, such as landscape features or natural features, which have been identified as heritage attributes.

The *OHA* subsection 27 (1.2) also allows a property that is not designated, but considered to be of cultural heritage interest or value by the municipal council, to be placed on the register. This is commonly referred to as "listing". In many cases, listed (non-designated properties) are candidates for designation protection under *OHA* section 29. Once a property is listed under the *OHA*, any application to demolish the building on a listed property is delayed for 60 days under *OHA* 27(3).

2.3 Ministry of Tourism and Culture (MTC)

The Ministry of Tourism and Culture (MTC) is responsible for the administration of the *Ontario Heritage Act* and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes, built heritage and archaeological resources.

MTC guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They are, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

"When speaking of man-made heritage we are concerned with works of man and the effects of his activities in the environment rather than with moveable human artifacts or those environments that are natural and completely undisturbed by man."

The guidelines state one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area

perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roadscares, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are 'continuing landscapes', which maintain the historic use and continue to evolve, while others are 'relict landscapes' where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible.

Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures, etc.

The guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and the attributes necessary for the identification and evaluation of built heritage resources.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

For the purposes of this built heritage and cultural heritage landscape assessment Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities within the study area through historical research and a review of topographical and historical mapping;
- the identification of built heritage resources and cultural heritage landscapes within and adjacent to the proposed construction sites through major historical themes and activities, historical mapping and a review of the City of Toronto Heritage Inventory;
- a windshield survey of the construction sites to identify any built heritage resources and principal cultural heritage landscapes of forty years and older located within or adjacent to the right-of-way, as well as any other built heritage resources less than forty years of age deemed to be of some cultural heritage interest or value; and
- preparation of a built heritage resource and cultural heritage landscape assessment report.

The consultant undertook the windshield survey on May 27 and 28, 2010.

3.2 Public Consultation and Recognition

Staff of Preservation Services, City of Toronto, and the *City of Toronto Heritage Inventory* were consulted in regard to recognized cultural heritage properties and landscapes.

Presently, there is one (1) municipally listed property under *Ontario Heritage Act*, namely, 1091 Eastern Avenue, Ashbridge's Bay Treatment Plant Pumping Station, located adjacent to the study area. Riverdale Park to the west of the Don River is located within the boundaries of the Cabbagetown South Heritage Conservation District, which is municipally designated under Part V of the *Ontario Heritage Act*.

There are no provincial or federally recognized properties or commemorative plaques or identified cemeteries within the study area. The Necropolis Cemetery is adjacent to Riverdale Park.

4.0 HISTORICAL SUMMARY OF STUDY AREA DEVELOPMENT

4.1 Nineteenth Century: York and Scarborough Townships

In 1788, Lord Dorchester, Governor of Canada divided the western part of the old province of Quebec into four administrative districts, Lunenburg, Mecklenburg, Nassau and Hesse. A judge and sheriff were appointed for each one. Quebec was subsequently split into Upper and Lower Canada in 1791. When John Graves Simcoe became the Lieutenant-Governor of Upper Canada he subdivided the four districts into 19 counties for the purpose of parliamentary representation and military organization. The County of York was one of the original counties established in 1791. In the same year the districts were renamed. The Township of York and the Township of Scarborough were included within the County of York in the Home District, formerly Nassau District.

A row of eleven townships was laid out in 1791 along Lake Ontario in a westerly direction from the Trent River including the future York and Scarborough to the west. Augustus Jones, Deputy Provincial Surveyor, undertook the initial survey along the fronts of the townships of York and Scarborough in 1791. Additional work was carried out in subsequent years to complete the surveys. A significant impetus to growth in the region came in 1796 with Simcoe's selection of York as the new capital of Upper Canada. Simcoe erected the defences at Fort York, laid out a nearby town site, built a sawmill on the Humber River and undertook the construction of Yonge Street from York to Lake Simcoe for military purposes.

The Township of York originally encompassed all of the land between Victoria Park Avenue in the east, the Humber River in the west, Lake Ontario in the south and Steeles Avenue in the north. Three southern concessions were surveyed parallel to Humber Bay in 1793. The rest was surveyed with concessions set 1-¼ miles apart, extending east to

west. Yonge Street formed the centre north-south concession line within the township and concessions were numbered east and west from Yonge Street. Road allowances were provided between concessions at every fifth lot. Yonge Street was opened as far as Sheppard Avenue by May 1794 and completed to Lake Simcoe by February 1796. Lots laid out on either side of Yonge Street were offered as free land grants to potential settlers providing the specified settlement duties were met.

The Township of Scarborough was surveyed into nine concessions although the four southerly ones were incomplete on account of the irregular lakeshore. From south to north they were designated A, B, C, D, 1, 2, 3, 4 and 5. The fifth concession was only one-third of the full width. Lots were numbered from 1 to 35 from east to west across the township. Road allowances were provided between concessions and every second lot. Generally settled in the early 1800s, the York and Scarborough Townships were transformed by mid century into agricultural landscapes with small hamlets and villages. Early settlement focused on Yonge Street within the Township of York. With the outbreak of the War of 1812, Yonge Street was quickly improved to facilitate the movement of troop supplies. After the war, land was taken up in the rest of York and Scarborough Townships. By the mid 1820s, stagecoaches travelled up and down Yonge Street on a regular basis. A small community at York Mills, also known as Big Creek Bridge, Heron's Bridge, Milford Mills and Hogg's Hollows over the years, developed on the west Don River at Yonge Street around three mill sites in the early-to-mid 1800s.

Smith's Canadian Gazetteer (1846) described York and Scarborough as townships in the Home District. York Township had 55,236 acres of land taken up with 24,238 acres under cultivation. Scarborough Township had 38,709 acres occupied with 16,083 acres under cultivation.¹ For agricultural purposes the land was considered less fertile adjacent to Lake Ontario, but it improved considerably to the north with mixed forests of pine and hardwood. York and Scarborough were described as well settled with many good farms. York had eight gristmills and 35 sawmills, and Scarborough had one gristmill and 18 sawmills.² York's population in 1842 comprised 5,720 people and Scarborough 2,750.³ By 1850, Scarborough had three gristmills and 18 sawmills and a population of 3,821 people.⁴ The Grand Trunk Railway (GTR) was constructed its rail line along the shores of Lake Ontario in the 1850s traveling through York Township, the City of Toronto and Scarborough.

Tremaine's map (1860) shows the north-south sideroads of Bayview Avenue and Victoria Park Road, Warden Avenue and Kennedy Road to the east of Yonge Street were

¹ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H & W. Rowsell, 1846) 57, 167 and 225.

² Ibid.

³ Ibid.

⁴ Mulvany, Charles Pelham et al. *History of Toronto and County of York, Ontario, containing an outline of the history of the Dominion of Canada, a history of the city of Toronto and the county of York, with the townships, towns, villages, churches, schools, general and local statistics, biographical sketches, etc. Volumes I and II* (1885). Volume 1 (Toronto: C. Blackett Robinson, Publisher, 1885) 109.

open in York and Scarborough Townships. The map also shows a settled rural landscape with a well-developed network of local roads, numerous farms and scattered villages and hamlets with mills, schoolhouses and churches in York and Scarborough Townships. The *Illustrated Historical Atlas of the County of York* (1878) shows a well-established agricultural landscape with many farm complexes, small hamlets and villages and an established local road system in both York and Scarborough Townships outside of the principal villages and City of Toronto to the south. In 1885, the Township of York was reported as having one half the farms under first-class fencing, and two-thirds of the houses and outbuildings built of stone, brick or first-class frame.⁵ Scarborough's population of 4,615 in 1871 had decreased to 4,208 by 1881 as a result of emigration to the west. The Township of Scarborough was described in the mid 1880s as having about half the land under first-class fences, the material employed being generally rails and posts, two-thirds of the houses built in brick, stone or first-class frame and the remaining one-third being log or inferior frame, two-thirds of the outbuildings are also reckoned first-class.⁶

Starting in the early 19th century, numerous grist, saw and paper mills were established along the Don River. In 1842, valley residents improved the access to the City of Toronto by using voluntary labour of men and teams to construct Don Mills Road, which served the various milling establishments along that stretch of the river. It crossed the Don River at the present day Winchester Street and went west to Sumach Street, and from the Don to the east, it approximately followed the existing on-ramp to the DVP, Broadview Avenue and O'Connor Drive, crossed the river and continued north.

The Taylor Brothers established the Don Valley Brick Works in 1889. The Taylors had purchased the site in the Don Valley in the 1830s for a paper mill. They discovered good quality clay and a quarry was soon established at the north end of the site and a brick making plant was built at the south end of the property near the Don River. Todmorden Mills Road, now Pottery Road, provided access to the valley. In 1893, the company expanded its operation with the addition of a continuous down-draft kiln, which increased the quality and, amount of bricks produced.

Walter Massey, a member of an established Toronto family best-known for their farm implement company Massey-Harris (later Massey-Ferguson), bought a tract of land that stretched from Dawes Road to Pharmacy Avenue in 1897, and established Dentonia Farms. The estate was named after Susan Marie Denton, who married Massey.

⁵ Ibid, 82.

⁶ Ibid, 109-110.

4.1.1 The City of Toronto

Lieutenant-Governor John Simcoe moved the capital of Upper Canada from Niagara-on-the-Lake to Toronto Carrying Place, which he renamed York, in 1793. The Simcoe administration established a grid pattern of roads soon after the founding of York in 1793 with streets running north to south or east to west and meeting at right angles. Simcoe authorized work on Dundas Street to the west and Yonge Street to the north providing overland transportation routes to York. Fort York was established as a British military garrison on the shores of Lake Ontario west of the original town site.

In 1795, Simcoe received a Crown grant of 200 acres that encompassed land west of the Don River to Parliament Street and south from Bloor Street to Carlton Street; The Simcoes built Castle Frank, which was completed in 1796, overlooking the Don River north of the present Winchester Street. Simcoe returned to England in 1796 and did not return. Peter Russell replaced Simcoe in 1798 and proposed to expand York to the west and the New Town was surveyed. John Scadding, Simcoe's secretary and manager of Woford Estate in Devonshire, was granted approximately 250 acres on the east side of the Don River, stretching from Danforth Avenue south to the "broken front" of the lakeshore and east to Broadview Avenue. By 1794, Scadding erected a small log cabin just south of Queen Street east of the Don. In 1820, after returning to England then back to Upper Canada to develop his land holdings east of the Don River, Scadding took over the management of the Simcoe property on the west side of the Don River; this property was formally transferred to Scadding's sons in 1833.

The Don River posed a major barrier to the eastward expansion of Toronto. It was bridged in c1784 at about Winchester Street and with Scaddings Bridge at the present Queen Street to link York with the Kingston Road completed in 1800.⁷ Other bridges were built at strategic points along its length during the 19th century. The Don River also became a transportation route and a power source for mills, distilleries, tanneries and other industries.

When the City of Toronto was incorporated in 1834, it's boundaries were Lake Ontario to the south, Parliament Street on the east, Bathurst Street to the west and a line just north of Lot Street (Queen Street). The area above the northern town boundaries and between Parliament Street and the Don River became part of the land known as the "liberties".⁸ When it was decided to build a new fort, the Garrison Reserve was sold between 1833 and 1836 to finance the new fort and new roads and to allow the town to expand further to the west, rather than to the east into the Don Marshes.⁹ Wharfs, including the King's Wharf, were constructed along the waterfront to serve the fort and the subdivision of the land within and around the city quickened. The area around Parliament and Front Streets

⁷ George, Rust-D'Eye, *Cabbagetown Remembered* (Boston Mills Press, 1984) 15.

⁸ Derek Hayes, *Historical Atlas of Toronto* (Toronto: Douglas & McIntyre, 2008) 36.

⁹ Ibid, 40.

was developed in the mid-1800s for mixed residential and industrial use. The area around the present West Donlands area became known as Corktown after the Irish immigrants from County Cork who lived there and worked in the local businesses. The Palace Street School was opened at the southeast corner of Front Street (formerly Palace Street) and a market square was set aside on Eastern Avenue at the south end of Sumach Street.

The 1850s brought the railway to Toronto and ushered in a new age of economic prosperity. The Ontario, Simcoe and Huron Railway, known as the Northern Railway, began in 1851. The Grand Trunk Railway (GTR) completed its rail line along the shores of Lake Ontario in the 1856. Provision for the railways to enter Toronto was made along the Toronto waterfront and the lake shore was filled in to accommodate the lines. The Hamilton and Toronto Railway was completed in 1855 and amalgamated with the Great Western Railway in 1871, and then absorbed by the Grand Trunk in 1882. The coming of the railway changed the Toronto waterfront from an area of long planned esplanades and public waterfront walk to an area cut off from the city. Much later in the early 1890s, the Ontario and Quebec Railway built a branch line down the Don Valley to the eastern waterfront.

In 1856, Scadding's heirs sold the bulk of their remaining property in the area of the Don River north of today's Gerrard Street East to the City for the future public institutions. This marked a change in land use between Gerrard and Bloor/ Danforth Street from agricultural and industrial uses towards increasingly institutional use. The initial residential development in the area began in the 1850s, generally from the south to the north, with larger housing developments built in the 1870s and 1880s. The St. James Cemetery was established on Parliament Street was established in 1845; land for the Necropolis Cemetery, overlooking the Don Valley just north of Riverdale Park was acquired in 1850 and the grounds were laid out in 1858. The Necropolis cemetery acquired land south of Winchester Street in 1864 for expansion, but after local protest, the City bought the land, which became part of Riverdale Park. In the 1870s, the Necropolis Cemetery was taken over by the Trustees of the Toronto General Burying Ground and the present chapel, gatehouse and gate designed by architect Henry Langley were built in 1872.¹⁰ The City bought 119 acres of land from the Scaddings in 1856 for a park and an industrial farm. Riverdale Park was officially opened in 1880; and in 1890 all of the lands were designated as parkland. The Riverdale Zoo opened in 1894.¹¹

In 1883, the City of Toronto annexed its first new land since 1834, Yorkville to the north. The following year it added Brockton to High Park to the west and Riverdale across the Don River to the east as far as Greenwood Avenue. South Rosedale and land north of Bloor and west of Bathurst Street including Seaton Village, Sunnyside and Parkdale were added by 1890.¹²

¹⁰ Rust-D'Eye, 76-78.

¹¹ Ibid, 89.

¹² Hayes, 90.

As the City of Toronto's eastern waterfront was altered extensively in the 19th century, the shoreline was expanded into the lake with fill and the Don River was channelized in the late 1880s. Adjacent lands lying in the floodplain were raised three feet above the lake high-water mark. The mouth of the Don River underwent change over the years.

Historically, the river followed a meandering path through its lower reaches. Shifting channels, small islands, sandbars and marshland characterized the area at its mouth. The City of Toronto spent considerable effort in the late 19th addressing the issue of silting at the mouth of the Don, flooding and pollution. City Council allocated funds in 1886 to straighten and deepen the lower Don River. Work included removing bends in the river, deepening the channel to below lake level and reinforcing the banks with timber piling. Land on either side of the channel was reserved for docks, railways and roads. Land on either side of the river were also raised above the lake high-water mark.

4.2 Twentieth Century Development

In the early 20th century York Township continued to be reduced in area with the incorporation of the Town of North Toronto on Yonge Street in 1912 and several years later, the incorporation of the Township of North York in 1922. The Village of Forest Hill was incorporated in 1923, the Township of York in 1924, and the Town of Leaside in 1925. The Township of North York took in part of the northern section of York Township, separating the agricultural areas in the northern part from the residential development south of Eglinton Avenue West. The City of Toronto continued to thrive and expand in the early 20th century.

The hamlet of Eglinton was established at the intersection of Eglinton Avenue and Yonge Street in the 19th century. It became part of the town of North Toronto in 1890, a primarily agricultural farming community with large parcels of subdivided land held by speculators. Housing construction began in the 1890s when North Toronto became the northernmost stop on the Metropolitan Street Railway. The community was annexed by the City of Toronto in 1912. Development along Eglinton Avenue accelerated after this annexation and the area was completely developed by the 1940's. Eglinton Avenue East stopped at Leslie Street and there was no through road into Scarborough Township along this route until the mid 1950s.

Railway development continued in the Don Valley. The Canadian Pacific built a line that ran from the Toronto Junction eastward and then in a northwesterly direction east of Yonge Street to the east side of Leslie Street at Eglinton Avenue before it crossed the West Branch of the Don River. The Canadian Northern Ontario Railway was built west of Don Mills Road along the Don River in 1905.

The former 19th century railway station stop named Leaside developed in the early 20th century as a planned residential community—a model town to be the new upper class

residential area of Toronto (the new Rosedale). Frederick Todd prepared village plans separating the residential and industrial areas, and the Town of Leaside was incorporated in 1913. In the same year, Canada Wire and Cable became Leaside's first industry. The Leaside Munitions Factory and an airfield were established during World War I. As industry prospered, workers' houses were built. Although the Leaside Housing Company received a provincial loan to build working class houses in 1919, the work did not proceed due to transportation problems. The Leaside Viaduct was built across the Don Valley in 1927 and a high level bridge and an underpass was built below the railway line. Residential construction began in the 1930s and continued into the 1950s. The Town of Leaside was incorporated in 1925 and became part of the Borough of East York in 1967.

Scarborough Township generally continued in agricultural use with a network of small hamlets supporting the rural population. Mid 20th century topographic maps depict the largely rural landscape of Scarborough Townships and the increasingly urban area of York Township north of Eglinton Avenue. In the second half of the 20th century, after World War II, the more rural areas of the Townships of York, North York and Scarborough underwent a dramatic change. The population increased tremendously in the second half of the 20th century. Topographic maps (1964 and 1979) clearly depict the rapid urbanization of York and Scarborough.

The return of service personal after World War II, combined with an influx of new immigrants, contributed to a period of growth and expansion. The Municipality of Metropolitan Toronto was incorporated on April 15, 1953, and included North York, The City of Toronto, East York and Scarborough along with other municipalities under a common government. Young families embraced the suburbs and the townships planned aggressively for businesses and industries to balance the growing residential tax base. In 1967, York Township became the Borough of York, and later the City of York. North York became the Borough of North York in 1967, and on February 14, 1979, the City of North York.

In Scarborough, residential, industrial and commercial development rebounded immediately after W.W. II due to the demand of returning war veterans for housing and jobs. As a result, the township experienced tremendous population growth and development from the 1950s into the latter part of the 20th century. Prior to World War II, Eglinton Avenue Road east of Victoria Park Avenue was open farmland. In the early 1940s, several wartime factories were built. After the war, the Township of Scarborough bought the land for municipal use, selling the excess land to private industry. The development of "The Golden Mile", patterned after the Golden Mile in London, England, stretched from Victoria Park Avenue east to Warden Avenue, and was the site of intensive industrial and commercial development in the 1950s and 1960s.

The Prince Edward Viaduct was built over the Don Valley in 1915-18. It opened up the area east of the Don north of Gerrard Street for development. On the west side of the Don River, the population of the Cabbagetown area in Toronto between Gerrard Street and Winchester Street and east of Parliament Street had become the home of a mixture of small businessmen, office, retail and factory workers and professionals by the early 20th century; this economic diversity was reflected in the housing stock ranging from small cottages to larger more substantial brick homes. After World War II the area populace declined until the 1960s, then urban renewal began in the 1970s reviving the neighbourhood. Riverdale Zoo was closed in 1974 and Riverdale Farm was opened in 1978 surrounded by recreational fields and green parkland extending down into the Don River Valley to the Bayview Extension.

In the 1890s and early 20th century, the City of Toronto began to address water and sewage issues. The Town of North Toronto was annexed to the City of Toronto in 1912. The town had acquired a site for a new waterworks in 1902. In 1912, the North Toronto watermains were linked up to the High Level Pumping Station on Poplar Plains Road. Improved sewage disposal was difficult due to topography and direct connection to the city system impractical. In 1925, the City of Toronto passed a bylaw authorizing the construction of local sewers, trunk sewers and outlets, and a system of combined sewers designed to carry both sewage and storm run-off. In 1926, the construction of a sewage disposal plant in proximity to the Don River to serve North Toronto, Leaside and Forest Hill was approved. Construction began in 1926, and the North Toronto Treatment Plant began operation on August 1, 1929.

In 1908, the site of the City's first municipal sewage treatment facility was approved on the east side of Leslie St south of Lake Shore Boulevard at Ashbridge's Bay. The original plant was built by the City of Toronto in 1910. The main pumping station on Eastern Avenue was started in 1911 and completed in 1913. The Ashbridge's Bay Treatment Plant remained the City's sole sewage treatment facility until 1926.

By the early 20th century Don River was channelized eliminating the original serpentine shape of the natural watercourse. The Toronto harbour area was in economic decline by 1900. Lake Ontario had become a backwater for marine shipping, only able to accommodate vessels with a 14-foot draft necessary to exit the lake. Continual silting of the Western Channel, Eastern Gap and slips impeded trade even further. Fingerling docks, many in poor condition, characterized the central waterfront that extended south from the extensive railway lands. The Toronto Harbour Commission (THC) was established in May 1911 through a federal act of Parliament to create a modern port and industrial sector. It controlled the area from the Humber River on the west to the Victoria Park Avenue on the east. Municipally owned lands were transferred to the THC in December 1911 and agreements were subsequently reached for the lands dominated by the Grand Trunk Railway (GTR) and the Canadian Pacific Railway (CPR) along the north shore of the Inner Harbour.

The first priority of the THC was to prepare a plan for the overall development of the waterfront, which the Commission submitted to City Hall on November 14, 1912. The plan divided the waterfront into three sections—west, central and east, to be developed for industrial, commercial and recreational purposes. Recreational activities focused on the western section from Bathurst west to the Humber and included beaches, parkland, the Exhibition Grounds and baseball stadium and aquatic clubs. For the central section, or Inner Harbour, the plan proposed new dock walls extending up to 1,000 feet south of the existing shoreline and the dredging of the harbour for ocean-going vessels to allow the port to reach its commercial potential. A combination of industrial and recreational activities characterized the eastern section, including Ashbridge's Bay.

Work on the harbour improvements began in 1913 including major dredging operations and the construction of breakwaters along the eastern and western beaches. Dredging and landfill in the Portlands industrial area resulted in 75 acres being ready for occupancy by 1917. Work on the central waterfront area was delayed awaiting land settlements with the railway companies. The railways, which owned the waterfront lands between Bathurst and York Streets in 1911, agreed to give up their riparian rights only after lengthy negotiations. With a settlement in place, work proceeded on the construction of harbourhead walls and fill behind the walls between Bathurst and Yonge Streets. The land came under control of the THC for the construction of docks and warehouses. Development proceeded almost as soon as the land became available with the construction of the Maple Leaf Stadium, Loblaw's warehouse, Tip Top Tailors, the Cross and Blackwell building, two grain elevators, the Terminal Warehouse, ferry docks and the Canada Steamship Lines docks in the 1920s.

Work to the east of Yonge Street was held up by ongoing delays with the proposed construction of a railway viaduct and development of the waterfront lands between Yonge and Parliament Streets, and it took place later than the area to the west of Yonge Street. A temporary bulk headline was constructed along what is now Queen's Quay between Yonge and Parliament Streets in 1927. The lands were filled in and landscaped and Queen's Quay was extended east from Yonge Street beside the wall creating industrial land in the central harbour area. The land between the bulkhead line and the harbourhead line between Yonge and Parliament remained to be completed as needed. Coronation Park was created in 1934 to the west when a seawall was built from Strachan Avenue to Bathurst Street.

The Toronto Harbour Commission's master plan of 1912 had largely been implemented by 1937. About 2,000 acres of land were created across the waterfront and Toronto Island was expanded. In the Inner Harbour freight-forwarding facilities, grain elevator complexes and ferry docks were developed. Fleet Street and Boulevard Drive (now Lake Shore Boulevard) ran east/west across the new land, the city's first high-speed thoroughfares.

When Nazi Germany attacked Norway in 1940, the Royal Norwegian Air Force (RNAS) were defeated. The Norwegian forces, the King, key members of the government and the military left Norway for England in June 1940. The Norwegian government-in-exile began the process of setting up a new base of operations, and eventually arrangements were made to transfer Norwegian pilots to a North American headquarters. Land for a training camp was provided free by the Toronto Harbour Commission at the foot of Bathurst Street, west of the ferry dock. Known as "Little Norway", the camp was opened officially on November 10, 1940, and by the end of that year, 500 officers and men were stationed there. The base comprised numerous buildings including a hospital, headquarters, schools, recreation hall, depot, guardhouse, barracks and messes. Once the base was established, young Norwegians migrated to the site to enroll in the RNAS in Canada. In 1943, the "Little Norway" operation was transferred to the Muskoka airfield.

With the development of the St. Lawrence Seaway in the 1950s the filling of the remaining land between Yonge and Parliament, south of Queen's Quay was completed. The Government of Canada constructed a dock wall and the lands behind were filled in. Modern transit terminals were built in the area. The first terminal, Marine Terminal No. 11 and later renamed Marine Terminal No. 27, was opened in 1954 with 100,000 square feet of cargo handling with customs facilities. Construction of the Liquor Control Board of Ontario office and warehouse and the Toronto Star print shop proceeded at the same time to the north of Queen's Quay. Further development of the area took place with the construction of the Redpath Sugar Refinery and the Queen Elizabeth Docks. Queen Elizabeth II viewed both these facilities on her visit to Canada to officially open the St. Lawrence Seaway in 1959.

Metropolitan Toronto was created as a governmental level in 1954 and included York, North York and Scarborough. Metro Toronto undertook improvements along Eglinton Avenue East extending it over the Don River into Scarborough in the 1950s. The Don Valley Parkway (DVP) was built as part of an expressway plan initiated by Metro Toronto government in the 1950s. When completed in 1966, the present interchange at Eglinton Avenue East was opened. The Bayview Avenue Extension was built in the 1950s and Pottery Road, formerly Todmorden Road, which once ran from Don Mills Road (now Broadview) to Moore Avenue was shortened. The Cities of York and Scarborough and the Borough of East York became part of into the new City of Toronto in 1998.

By the 1980s, the 19th and 20th century transportation and industrial functions of the area were in decline and much of the land became derelict. Presently the provincial and municipal governments are in the process of redeveloping the land for high-density residential purposes. The land from Parliament Street to the Don River, and from Eastern Avenue south to the railway embankment, with exception of the Gooderham & Worts complex, which is a national historic site, was expropriated in 1988.

Little Norway Park was completed at the west end of Queens Quay Boulevard in 1986 to commemorate the World War II training base, used by the Norwegian Air Force that once existed on the site.

4.3 Public Parks and Recreational Lands

In 1944, a decision was made at a conference in London, Ontario, to establish a conservation branch in the provincial government. A bill that became the Conservation Authorities Act was passed in 1946, and several Conservation Authorities were created in the Toronto Area including the Etobicoke-Mimico Creek C.A., the Humber River C.A., the Don River C.A., and the Rouge-Duffins-Highland-Petticoat Conservation Authorities to deal with pressing flood control issues and reforestation within their watersheds. In 1957, the four Toronto area Conservation Authorities were amalgamated into the Metropolitan Toronto and Region Conservation Authority (MTRCA).

On October 15th and 16th 1954, Hurricane Hazel resulted in massive flooding and destruction along the Toronto area water courses. Most of the bridges on the Don River were badly damaged or destroyed. The MTRCA's reacted to the disaster by implementing flood control programs. The Provincial government amended the Conservation Authorities Act to enable an Authority to acquire lands for recreation and conservation purposes along the flood plains. The Plan for Flood Control and Water Conservation was finalized in 1959. A significant portion of the lands acquired for flood protection was located in Toronto. Bill 148 amended the Conservation Authorities Act changed the name of MTRCA to the Toronto and Region Conservation Authority (TRCA), to reflect the amalgamation of the former cities and borough within Metropolitan Toronto in December of 1997. The MTRCA flood protection lands acquired within the City of Toronto were turned over to the City to become the present integrated parks system along the East and West Don River and tributaries. The green space along each watercourse provides social and recreational infrastructure for the public and wildlife corridors for permanent and migratory species.¹³

The following provides a summary description of the various parks located along the proposed solution for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project.

Ernest Seaton Park

E. T. Seton Park is located in the Central Don area of the West Don River valley, south of Eglinton Avenue East. The parkland was acquired from the Flemingdon Development Corporation in the 1960s for the Metropolitan Toronto Zoo, which was eventually built in the Rouge Valley. Beginning July 1, 1965, the Province of Ontario leased the north-east

¹³ The History of Flood Control in the TRCA. *Metropolitan Toronto and Region Conservation Authority*. 1980. Access:-< www.trca.on.ca/dotAsset/26240.pdf>.

corner of the park from the former Metropolitan Toronto for ninety-nine years to operate the Ontario Science Centre. Seton was an artist and author; he was recognized as the pre-eminent naturalist of the early twentieth century, and furthered this cause by forming the Woodcraft Indians in 1902. Seton's idea to teach boys about Indian lore and the wilderness was later adopted by Lord Baden-Powell who founded the Boy Scouts.¹⁴

Wilket Creek Park

Alexander Milne first settled the northern end of the valley now known as Wilket Creek after the War of 1812. Until the 1950s, it was known as Milne Creek. The name Wilket Creek originally referred to a tributary of the East Don River nearly three miles further north. The park was developed by Metropolitan Toronto in 1960 to provide a suitable link between Edwards Gardens, the original Milne settlement, and Serena Gundy Park.¹⁵ Wilket Creek Park is well-known for its mature coniferous and deciduous forest communities.

Sunnybrook Park

Joseph Kilgour, President of the Canada Paper Company, acquired 154-hectares of land east from Bayview Avenue to Leslie Street above Glenvale Boulevard in the late 1890s and in 1909 established for Sunnybrook Farm, one of Bayview's first country estates. It encompassed the Burke Ravine, named after Edward and Jonas Burke, who settled here in the 1860s and 1870s. On this site, the original farm was considered a perfect model of the day and featured one of the first indoor riding arenas in Canada. Amenities included a viewing gallery, complete with a minstrel's section and grooms quarters. The farm also contained cattle barns, sheep pens, piggeries, heavy horse stabling, a dairy, and a granary, in addition to the show stable.¹⁶ The first Provincial Plowing Match was held on Sunnybrook Farm in 1913. Many other estate homes were located adjacent to Sunnybrook Farm including the Vaughan family's "Donnington", the Gundy Estate, and the McLean family's 365-hectare "Donlands Farm" to the east. In 1928, after her husband's death, Mrs. Alice Kilgour gave a 71-hectare parcel to the City of Toronto for parkland in memory of her husband. The Toronto Field Naturalists opened the first urban wilderness trail in Canada at Sunnybrook Park on June 7, 1930. The parkland became a favorite campground for Boy Scouts and, during the Second World War, a transit camp for troops preparing to leave for Europe.

In 1946, the Department of Veterans Affairs purchased the remaining land to build Sunnybrook Veterans Hospital, which opened in September of the same year. The Burke

¹⁴ City of Toronto, Toronto Parks, E.T. Seton Park. Access:--< http://www.toronto.ca/parks/parks_gardens/etseton2.htm>.

¹⁵ City of Toronto, Toronto Parks, Wilket Creek Park, Access:--< http://www.toronto.ca/parks/parks_gardens/wilketcreek2.htm>.

¹⁶ Sunnybrook Stable Inc. Access:--<<http://www.sunnybrookstables.ca/history.html>>.

Ravine and the eastern portion of the property remained as parkland. Sunnybrook Park was officially opened by the former Metropolitan Toronto government on June 12, 1969, after land was acquired from the City of Toronto and from the Estate of Alice Kilgour in December 1965. In 1968, memorial gates were built at the south entrance of the park, and access from Bayview Avenue has been maintained. In 1994, the Thomas H. Thomson Nature Trail was established.

Serena Gundy Park

Serena Gundy Park is named after the first wife of the late James H. Gundy, owner of a 20-hectare private estate and president of the large securities dealer Wood Gundy Limited. The Gundy Estate donated the parkland in March 1960.

Charles Sauriol Conservation Area

The Charles Sauriol Conservation Reserve lies between the Forks of the Don and Lawrence Avenue East. The Charles Sauriol Conservation Reserve East Valley - Don River was dedicated on September 6, 1989. The land at the Forks of the Don was acquired by Capt. Philippe De Grassi, a veteran of the Napoleonic Wars. In the early 1920s, Charles Sauriol of the 45th East Toronto Troop of Boy Scouts camped in this valley. In 1927, Charles Sauriol acquired 40 hectares of the De Grassi tract comprising valley land at the Forks of the Don, which he used as a summer residence. Part of the land was expropriated for the Don Valley Parkway. In 1968, the MTRCA acquired the balance as part of a program to procure most of the valley lands previously in private hands.¹⁷

Taylor Creek Park and Massey Creek Park

Taylor-Massey Creek, also historically known as Silver Creek and Scarboro Creek, is a tributary to the Don, and was once home to paper mills and other industries. The creek is named after two prominent Toronto families, the Taylors who owned and operated the Don Valley Brickworks and the Massey family, who owned the Canadian farm equipment manufacturing company Massey-Ferguson. Both families owned sizable estates in the vicinity of the creek.

Noel Harding's art work *The Elevated Wetlands* is a "functioning sculpture" that creates a wetland environment within six giant polystyrene "animal-like" plastic containers located next to the Don River in Taylor Creek Park.¹⁸

¹⁷ Points of Interest along Lost Streams Charles Sauriol Conservation Reserve. Access:--< <http://www.lostrivers.ca/points/Sauriol.htm>>.

¹⁸ City of Toronto Archives. Noel Harding fonds. Access:--< http://www.toronto.ca/archives/acquisitions_fonds1236_noelharding.htm>.

Dentonia Park

Walter Massey bought about 100 hectares of land that stretched from Dawes Road to Pharmacy Avenue in 1897, and established his estate known as Dentonia Farms. The estate was named after Susan Marie Denton, who married Walter Massey, a member of an established Toronto family best known for their farm implement company Massey-Harris (later Massey-Ferguson) and their philanthropy. After his death, his wife Susan Massey continued to operate the City Dairy Company until the 1930s. Her home was donated to the Crescent School for Boys in 1933. Susan Massey donated part of the land to the City of Toronto in 1926 for public parkland. In 1961 the Municipality of Metropolitan Toronto acquired the land from the City, and the Dentonia Park Golf Course was opened in 1967. Toronto's Parks, Forestry and Recreation Division now maintain the course.

Riverdale Park

Toronto pioneer John Scadding once owned the area comprising Riverdale Park. The City of Toronto bought 119 acres of land from the Scadding estate in 1856 for a park and an industrial farm site, which was a jail with lands for prisoners to farm. Riverdale Park was opened officially on August 11, 1889; in 1890, all of the lands except the jail property were designated to remain as parkland. The first animal collection at Riverdale took place in 1899; Riverdale Zoo opened in 1894 as Toronto's first zoo. The Donnybrook building was erected in 1902 by the Toronto Railway Company. Eventually Riverdale Park included 162 acres of land, much situated on garbage and manure landfill laid out by the prisoners of the industrial farm.¹⁹

The Riverdale Zoo was closed On June 30, 1974, and from 1974 to 1978, many of the zoo buildings were removed and the site leveled with the exception of the Residence, the Donnybrook, and the Island House buildings, which form the nucleus of the Riverdale Farm. A large barn structure from Markham was moved to the park, and a brick farmhouse was built from reclaimed brick to the design on architect B. Napier Simpson Jr. The farmhouse became the Napier Simpson Farmhouse, after the architect's untimely death in 1978. Riverdale Farm officially opened on September 9, 1978, and the remainder of the site was established as recreational parkland.²⁰

Little Norway Park

Completed in 1986, Little Norway Park commemorates the World War II training base, used by the Norwegian Air Force that once existed on the site. Land for a training camp was provided free by the Toronto Harbour Commissioners at the foot of Bathurst Street, west of

¹⁹ Rust-D'Eye, 89.

²⁰ City of Toronto, Toronto Parks, Riverdale Farm History. Access:--< <http://www.toronto.ca/parks/Acriverdalehistory.htm>>; and, George, Rust-D'Eye, 90.

the ferry dock. The camp, known as "Little Norway" was opened officially on November 10, 1940, and by the end of that year, 500 officers and men were stationed there. The base comprised numerous buildings including a hospital, headquarters, schools, recreation hall, depot, guardhouse, barracks and messes. In 1943 the "Little Norway" operation was transferred to the Muskoka airfield.

Existing park facilities include a baseball diamond and soccer pitch, playground and wading pool, as well as landscaped gardens and art installations. A plaque at the base of the flag pole explains the significance of the park and its history and the totem pole. *The Dreamwork of the Whale* conceived and produced by the Ne Chi Zu Works, a group of Toronto-born artists living in *Vancouver*. A logging camp donated a cedar tree and a grant was provided by the City of Vancouver for a work of art for downtown Toronto. The log arrived at the foot of Bathurst Street in the spring of 1980. It was cared for by principal designer/sculptors Ben Barclay, Julian Bowron, Lynn Daly, Daniel Gauvin and Earl Thomlinson and raised in October 1981 in the north end of park in a landscaped garden. There is a Heritage Toronto plaque commemorating The Royal Norwegian Airforce at the Island Airport Administration Building across from Little Norway Park.

Coronation and Battery Park

Coronation Park was created in 1934 when the seawall was built from Strachan Avenue to Bathurst Street. A commemorative planting for the park was organized, inspired by war veterans and conservationists such as "Men of the Trees", an international organization known for its promotion of reforestation as a means of uniting nations. The planting occurred on May 12, 1937; it was believed to be the largest ceremonial planting in Canada at the time. A Royal Oak tree was planted in tribute to King George VI and surrounded by a ring of silver maples, symbolizing the countries of the British Empire. A grove of maple trees was planted in memory of the many Canadian troops who fought overseas. On November 14, 1995, the World War II 50th Anniversary Memorial was unveiled in the park. It is a memorial designed by John McEwen and dedicated to the many Canadians who served their country at home and abroad. The Victory Garden surrounds the tall flagpole situated near the sculptural circle. In 1993, the park became a regional softball centre and a multi-purpose facility was built in the park.²¹

²¹ City of Toronto, Toronto Parks, Coronation Park and Battery Park, Access:--< http://www.toronto.ca/parks/parks_gardens/coronation_bat2.htm>.

4.4 Water and Sewage Treatment Facilities

North Toronto Sewage Treatment Plant

The Town of North Toronto was annexed to the City of Toronto in 1912. Until the 1890s, the people of North Toronto used well water on their own properties, then in 1890 a municipal system was required and a pumping station was built on Roselawn Avenue, west of Avenue Road. The town acquired a site for a new waterworks in 1902. In 1912, after annexation, the North Toronto watermains were linked up to the High Level Pumping Station on Poplar Plains Road, and the Sherwood Park pumping station was decommissioned.

Improved sewage disposal was difficult due to topography and direct connection to the city system impractical. In September 1925, the City of Toronto passed a bylaw authorizing the construction of local sewers, trunk sewers and outlets, a system of combined sewers designed to carry both sewage and storm run-off. In 1926, the City Council passed a second bylaw authorizing the construction of sewage disposal plant to serve North Toronto as well as the municipalities of Leaside and Forest Hill.²² The site for the sewage treatment plant was chosen due to its proximity to the Don River so the effluent could be easily disposed of and its elevation well below the level of the district to be served so gravity flow was possible, thus eliminating the necessity and the expenses of pumping. Where possible the trunk sewers were laid out along the existing valleys.²³ Construction of the system began in 1926, and the North Toronto plant was put in operation on August 1, 1929. The plant was transferred to Metropolitan Toronto on January 1, 1954 when the new level of government assumed responsibility for sewage treatment. As of 1998, it belongs to the City of Toronto.²⁴

Ashbridge's Bay Sewage Treatment Plant and Pumping Station

In 1907, the City's Medical Officer of Health warned the City it must treat its sewage or face health consequences. In response, a proposal to develop a sewer system for the City and to build the City's first municipal sewage treatment facility was approved in 1908 for a site located on the east side of Leslie St south of Lake Shore Boulevard at Ashbridge's Bay in 1908. East and west of Ashbridge's Bay, the City of Toronto built the original plant in 1910. The main pumping station on Eastern Avenue, now part of the Ashbridge's Bay Treatment Plant, was started in 1911 and was completed in 1913. The area was selected due to its relative isolation and the availability of open space for the tanks and storage beds that received and separated wastes. The first pumping station, now known as

²² Toronto. History–North Toronto Sewage System http://www.toronto.ca/water/wastewater_treatment/treatment_plants/north_toronto/historical.htm>.

²³ Points of Interest along Lost Streams: North Toronto Sewage Treatment Plant. Access:--<http://lostrivers.ca/points/NTSTP.htm>>.

²⁴ Toronto. History–North Toronto Sewage System.

Building M, was under construction in 1911. The Ashbridge's Bay Treatment Plant remained the City's sole sewage treatment facility until 1926.

During World War II, City Council approved an addition to the existing pumping station at Ashbridge's Bay and extended the site southwest of Lake Shore Boulevard East to accommodate additional structures. After 1953, the Municipality of Metropolitan Toronto continued the expansion to oversee public works and other services shared by the City of Toronto and its neighbouring municipalities. A modern water reservoir was built c1960s. To the southwest of the 1911 pumping station, the Mid-Toronto Interceptor Pumping Station, now called Building T, was constructed according to 1971 design plans prepared by Gore and Storrie Limited, consulting engineers. The pumping station building and water reservoir now sits within the Ashbridge's Grove Park.²⁵

Contextually, with its location in Ashbridge's Grove Park, this large expanse of parkland northwest of Lake Shore Boulevard East and Coxwell Avenue containing the M-Building and T-Building of the Ashbridge's Bay Treatment Plant is a neighbourhood landmark. Ashbridge's Grove Park is presently the site of a Detailed Landscape Plan for Pump House Park undertaken for the City of Toronto.

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of cultural heritage resource identification, this section provides a brief description of the existing environment and the principal built heritage resources and cultural heritage landscapes identified within or adjacent to the sites for the proposed solution.

Unterman McPhail were asked to survey the proposed construction sites for wet weather storage shafts and tank sites, dry weather tank sites, tunnel shaft sites and treatment sites for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project within the City of Toronto.

The proposed solution was identified through a series of screenings and evaluations for the dry weather, wet weather and treatment components. Further analysis of the construction sitings and locations will be undertaken as part of the conceptual design.

²⁵ City of Toronto, "Reasons for Listing: 1091 Eastern Avenue, Ashbridge's Bay Treatment Plant Pumping Station (1911 and 1971)".

5.2 Description of the Existing Environment

From its headwaters on the Oak Ridges Moraine and South Slope, its two principal tributaries flow south through the City of Vaughan and Towns of Markham and Richmond Hill in the Regional Municipality of York. The East Don and West Don Rivers cross Steeles Avenue to enter the City of Toronto and meet on the Iroquois Sand Plain south of Eglinton Avenue. Wilket Creek joins with the East Don River just north of the confluence with the West Don River. Taylor/Massey Creeks joins to the south of the confluence. The Lower Don flows south to the outlet of the Keating Channel where it empties into Toronto Harbour and Lake Ontario. The Don River Watershed is managed by the Toronto Region Conservation Authority (TRCA); its predecessor the Metropolitan Region Conservation Authority (MRCA) was formed after Hurricane Hazel in 1954.

The Don River system is characterized by steep sided valleys. The existing environment is comprised of urban development with residential, commercial, industrial uses along the edges of the parkland and green space associated with the Don River system. Its numerous creek and river valleys include East and West Don Rivers, Wilket Creek, Massey Creek, Taylor-Massey Creek from the Don Valley to the east.

5.3 Description of Identified Cultural Heritage Resources

Unterman McPhail Associates undertook a windshield survey of the proposed solution in May 2010. The findings of identified cultural heritage landscapes and built heritage resources found within and adjacent to the proposed solutions for nineteen (19) construction sites, four (4) wet weather flow storage tanks for remote sites, four (4) dry weather offline storage tank sites and three (3) treatment sites for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project are based on the survey as well as consultation with the City of Toronto.

A description of the identified cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in Table 1. Figures 2 to 7 locate the identified built heritage resources and cultural heritage landscapes contained in Table 1.

Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- o Sites are numbered generally from north to south in the study area.
- o Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, bridge, residence, etc.
- o The municipal address, when applicable, locates the identified cultural heritage resources.
- o A brief description of the cultural heritage resource, e.g., notable landscape features, structures on the property, construction period(s), building materials,

roof shape, number of storeys, important architectural details, architectural style or influence and alterations/additions, is based upon information gained from the public roadway.

- Known heritage recognition such as listing and designations under the *Ontario Heritage Act*, inclusion in a local inventory or register, provincial or federally recognized properties, etc., is identified within the site description.
- Digital photographs with caption taken from the public right-of-way are supplied for each resource. Aerial maps are also used.

Although the various city owned parkland and recreational lands within or adjacent to the proposed solution sites are not included in Table 1, all are considered to be cultural heritage landscapes of some heritage merit, some have historical antecedents and others are a result of 20th century development. A number are associated with the Don River water system and others are associated with the development of the waterfront on Lake Ontario as recreational areas to the immediate west of the Harbourfront area.

Two proposed solution sites— 1HES-2 and RP-1—contain properties listed on the City of Toronto's Inventory of Heritage Buildings, namely, the Ashbridge's Bay Treatment Plant Pumping Stations at 1091 Eastern Avenue (**CHL 6**) and Riverdale Park west of the Don River (**CHL 7**), which is located within the Cabbagetown South Heritage Conservation District designated under Part V of the *Ontario Heritage Act* (**Figure 6**). There are no provincial or federally recognized built heritage resources or cultural heritage landscapes within the study area. At the park entrance on Winchester Street and in front of the Napier Simpson Farmhouse, there is a Toronto Historical Board (Heritage Toronto) plaque commemorating the replica brick farmhouse designed to represent the 1850s house from the Francy Farm in Markham Township and the work of architect B. Napier Simpson Jr.

Potential impacts to identified built heritage resources and cultural heritage landscapes in regard to the proposed solution are discussed in Section 6.0.

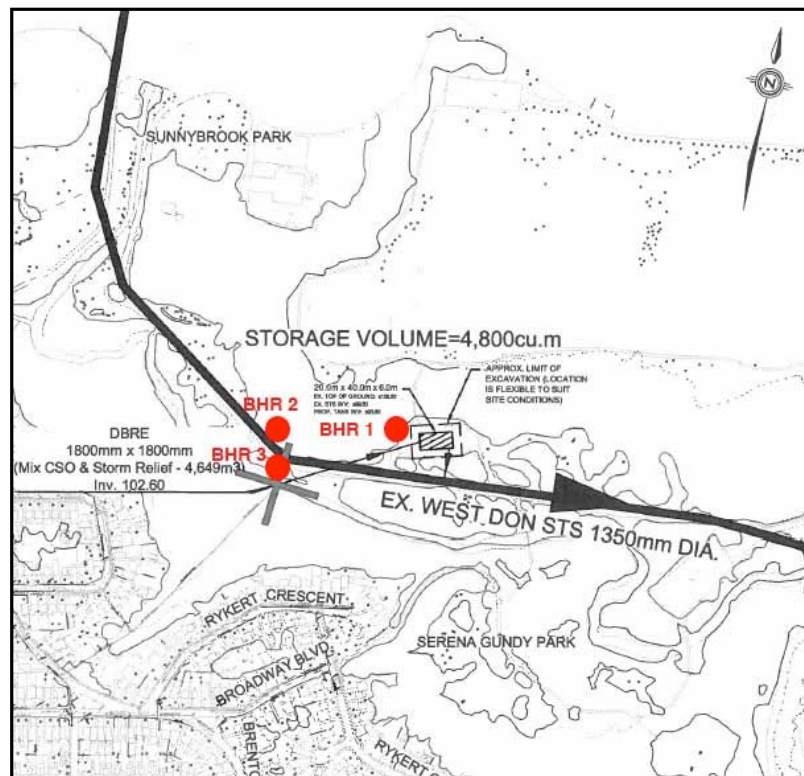


Figure 2. Location of BHR 1, BHR 2 and BHR 3 in Serena Gundy Park and Sunnybrook Park [MMM Group. May 2010].

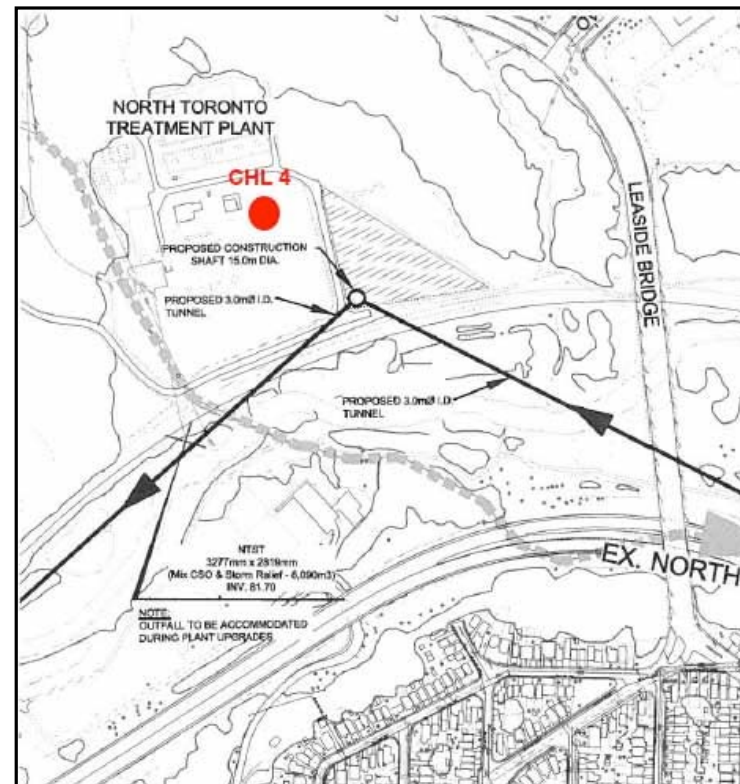


Figure 3. Location of CHL 4 at North Toronto Treatment Plant [MMM Group. May 2010].

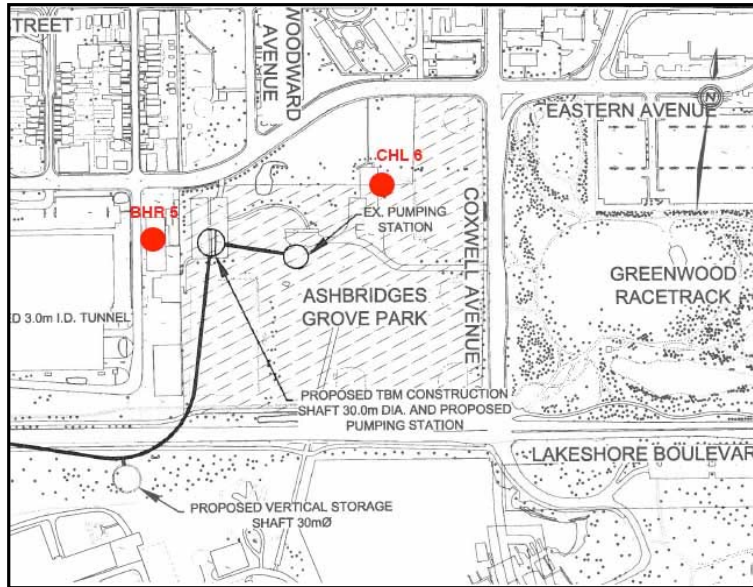


Figure 4. Location of BHR 5 and CHL 6 in Ashbridges Grove Park [MMM Group, May 2010].

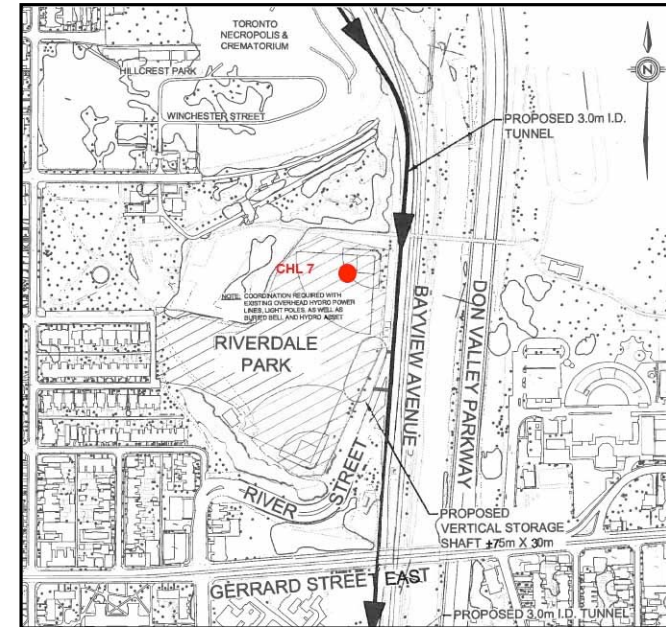


Figure 5. Location of CHL 7 in Riverdale Park [MMM Group, May 2010].

Figure 6. Boundary of Cabbagetown South Heritage Conservation District [Cabbagetown South Heritage Conservation District Heritage Character.



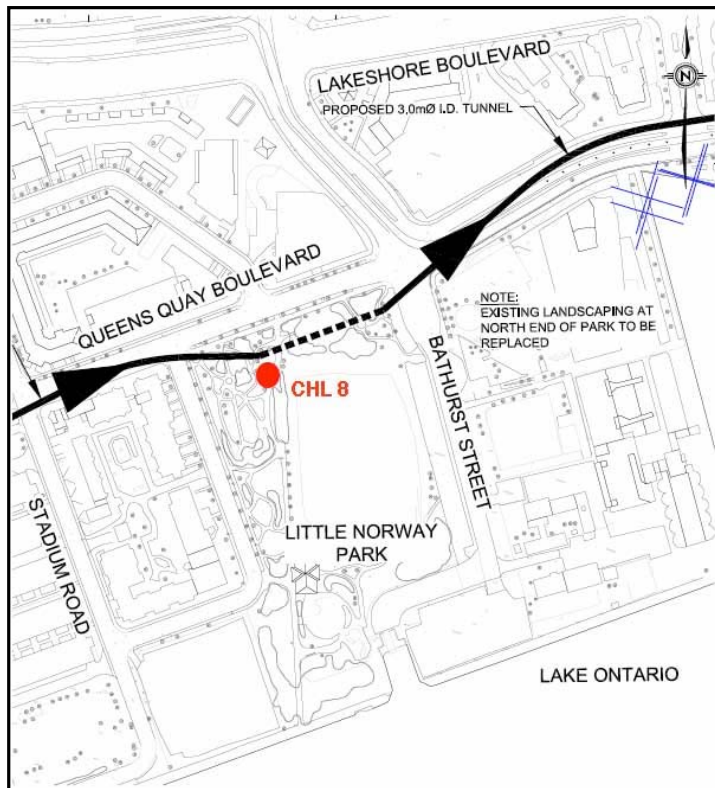


Figure 7. Location of CHL 8 in Little Norway Park [MMM Group, May 2010].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE PROPOSED SOLUTION FOR THE DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT



Site #	Resource Type	Category	Location	Site	Description/ Heritage Recognition	Digital Photographs/Aerials
1.	BHR	Recreational: Park facility	Serena Gundy Park/ Figure 2	Tank WDT-1	One storey log cabin with side gable roof history unknown.	 South elevation of a log cabin.
2.	BHR	Recreational: Park Gates	Sunnybrook Park Figure 2	Tank WDT-1	Eastern gates to Sunnybrook Park with two limestone columns on either side of the drive and commemorative plaques on north column. First plaque reads: <i>“Sunnybrook Park dedicated to the City of Toronto by Alice M. Kilgour In Memory of her husband the late Joseph Kilgour “A Great Lover of Nature” A.D. MDCCCXXVIII”.</i>	 View to eastern entrance gate to Sunnybrook Park.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE PROPOSED SOLUTION FOR THE DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT



Site #	Resource Type	Category	Location	Site	Description/ Heritage Recognition	Digital Photographs/Aerials
	BHR	Recreational: Park Gates			<i>Second plaque reads: Developed by the Municipality of Metropolitan Toronto A.D. MCMLXVIII".</i>	 North column with commemorative plaques.
3.	BHR	Recreational: Historical plaque	Sunnybrook Park to the immediate southeast of east entrance gate. Figure 2	Tank WDT-1	Rock with a commemorative plaque that reads: "Red Oak (<i>Quericux Rubra</i>) Planted by William R. Allen, Q.C., Chairman Municipality of Metropolitan Toronto during the ceremonies marking the official opening of Sunnybrook Park June 12, 1969".	 Commemorative plaque fastened to rock.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE PROPOSED SOLUTION FOR THE DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT



Site #	Resource Type	Category	Location	Site	Description/ Heritage Recognition	Digital Photographs/Aerials
4.	CHL		21 Redway Road in the Don Valley. Figure 3	NTTPT-1	North Toronto Sewage Treatment Facility, built in 1929, is a complex of brick main building, small frame buildings, chimney and other more modern buildings set in the Don River Valley.	 View southwest to treatment facility.
5.	BHR		1001 Eastern Avenue Figure 4	IHES-2	Le Papillion on the Park Restaurant, former 2 ½ storey brick residence, built circa late 1800s, early 1900s.	 North (front) elevation of restaurant.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE PROPOSED SOLUTION FOR THE DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT


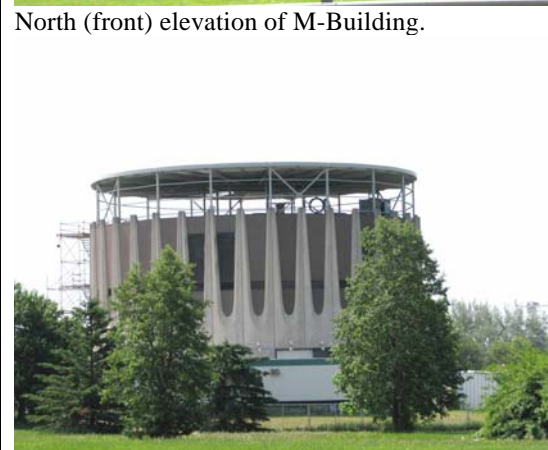
Site #	Resource Type	Category	Location	Site	Description/ Heritage Recognition	Digital Photographs/Aerials
6.	CHL	Public-Utilities	1091 Eastern Avenue, Ashbridge's Grove Park Figure 4	IHES-2	<p>Ashbridge's Bay Treatment Plant Pumping Stations, 1911 and 1971.</p> <p>The two storey brick Pumping Station (1911) known as the M-Building (Pump Station) displays design elements associated with Edwardian Classicism, the most popular style of the period before World War I and often used to express a building's importance as a public edifice. The T-Building is a unique example of 1970s Modernism applied to a Toronto public building and it features a visually striking circular shape enhanced by engaged concrete arches.</p> <p>The park also includes public softball and rugby fields, a skate park area, and grass areas.</p> <p>Listed on the City of Toronto Inventory of Heritage Properties (October 30, 2008).</p>	 <p>North (front) elevation of M-Building.</p>  <p>Elevation of T-Building.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE PROPOSED SOLUTION FOR THE DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT



Site #	Resource Type	Category	Location	Site	Description/ Heritage Recognition	Digital Photographs/Aerials
7.	CHL	HCD	Riverdale Park west of the Bayview Avenue Figures 5 and 6	RP-1	<p>Riverdale Park west of the Don River was established in 1894 as the Riverdale Zoo.</p> <p>At the Winchester Street entrance to the park, a Toronto Historical Board (Heritage Toronto) plaque commemorates the replica brick farmhouse and the work of architect B. Napier Simpson Jr.</p> <p>Located within the boundaries of the City of Toronto's Cabbagetown South Heritage Conservation District designated under Park V of the <i>Ontario Heritage Act</i>.</p>	 <p>Aerial of Riverdale Park [Google 2010].</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE PROPOSED SOLUTION FOR THE DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT

Site #	Resource Type	Category	Location	Site	Description/ Heritage Recognition	Digital Photographs/Aerials
8.	CHL	Recreational-Park	<p>Little Norway Park, southwest corner of Bathurst Street and Queen's Quay West.</p> <p>Figure 7</p>	IHWS-1 (B)	<p>Little Norway Park and its flag pole with a plaque at its base explaining the significance of the park and its history and the totem pole. <i>The Dreamwork of the Whale</i> totem pole was raised in October 1981 in north end of park in landscaped garden.</p>	 <p><i>The Dreamwork of the Whale</i> totem pole.</p>

6.0 POTENTIAL IMPACTS OF THE UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides an assessment of potential adverse effects or impacts that may result due to the proposed solutions proposed for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally new development has the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, as well as after construction. Built heritage and/or cultural heritage landscapes may experience displacement or direct impacts, i.e., removal, if they are located within the rights-of-way of the undertaking. There may also be potential for disruption or indirect impacts to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

For the most part, the proposed solutions for the construction sites, the wet weather storage shafts and tanks, dry weather tanks, tunnel shafts and treatment sites for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project are located within parkland/green space along the East and West Don River, away from the built urban environment. The parkland comprises 20th century cultural heritage landscapes, associated with some former 19th century historical properties and/or valley lands and green space associated with the establishment of the Don River Valley Conservation Authority, later the Metropolitan Toronto Conservation Authority, along the Don River watershed.

6.2 Direct Impacts

Little Norway Park (**CHL 8**) in Site IHWS-1 (B) will be subject to direct impact/displacement effects, i.e., demolition or removal, of built heritage resources and a cultural heritage landscape. There are no other anticipated direct impacts identified within or adjacent to the proposed solutions for the wet weather flow storage shafts and tanks, tunnel shafts, dry weather tank sites and treatment sites surveyed for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project.

6.3 Indirect Impacts

There are five (5) cultural heritage resources within three (3) locations that have potential for indirect/disruption impacts to built heritage resources and cultural heritage landscapes identified within or adjacent to the proposed solution for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project. They are described in Table 2.

TABLE 2: INDIRECT IMPACTS TO CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN AND ADJACENT TO THE FACILITY SITES OF THE PROPOSED SOLUTION FOR DON AND WATERFRONT TRUNK SEWERS AND CSO CONTROL STRATEGY CLASS ENVIRONMENTAL ASSESSMENT PROJECT.

TYPE OF FACILITY	PROPOSED SOLUTION SITE	CULTURAL HERITAGE RESOURCE	HERITAGE RECOGNITION	POTENTIAL INDIRECT/ DISRUPTION IMPACTS
1) WET WEATHER FLOW STORAGE TANKS				
	WDT-1	BHR 1 BHR 2 BHR 3	N/A	Sunnybrook Park 1) Adjacent to a Log Cabin (BHR 1). 2) The trunk sewer line runs along the park road near the east entrance gates (BHR 2) and commemorative plaque (BHR 3).
2) CONSTRUCTION SITES				
	NTTPT-1	CHL 4	N/A	Adjacent to the North Toronto Sewage Treatment Facility at 21 Redway Road.
	IHES-2	CHL 6	1091 Eastern Avenue, the Ashbridge's Grove Pumping Station and Water Tower, located in Ashbridge's Grove Park is a municipally listed property and included on the City of Toronto Inventory of Heritage Properties.	Adjacent to 1091 Eastern Avenue, the Ashbridge's Grove Pumping Station.

7.0 MITIGATION RECOMMENDATIONS

New development should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources. It may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

7.1 Direct Impacts

Construction Site IHWS-1 (B) (Little Norway Park)

- Construction activity in the north end of Little Norway Park (**CHL 8**) will affect the mature landscaping, flag pole with commemorative plaque and totem pole art installation are located. If landscaping elements are to be removed, photo documentation of the existing cultural heritage landscape should be completed, and all elements protected and reinstated to existing conditions upon completion of the construction. The existing cultural heritage landscape elements being removed/impacted should be considered for incorporation into the new design for the space when they cannot be restored to existing conditions upon completion of construction.

7.2 Indirect Impacts

Wet Weather Flow Storage Tank Site – WDT- 1(Sunnybrook Park)

- Avoid the log cabin (**BHR 1**) located on the northwest corner of the parking lot during construction of the wet weather flow storage tank site in the adjacent parking lot and as a construction lay down area. Prepare background information on structure before construction to ascertain its heritage merit.
- Avoid east entrance gates (**BHR 2**) to Sunnybrook Park during construction of wet weather flow storage tank and associated sewer connections.
- Avoid site and relocation of commemorative plaque (**BHR 3**) during construction of the wet weather flow storage tank and associated sewer connections.
- All proposed work should be co-coordinated with the Park Master Plan.

Construction Site NTTPT-1

- Prepare a cultural heritage evaluation and photo documentation of the cultural heritage landscape of the North Toronto Sewage Treatment Facility (**CHL 4**) if construction is proposed within the fenced perimeter of the site.

Construction Site IHES-2 (Ashbridge's Grove Park)

- o When it is confirmed that there is to be indirect impacts to the Ashbridge's Bay Treatment Plant Pumping Station; i.e., the municipally listed resources, M and T Buildings at 1091 Eastern Avenue (**CHL 6**), a Heritage Impact Assessment Report (HIA) will be required.
- o Ashbridge's Grove Park is presently the site of a Detailed Landscape Plan for Pump House Park. All work in the park will be co-coordinated with the Park Master Plan.

This report has been submitted by:



Richard Unterman
Principal
December 17, 2010

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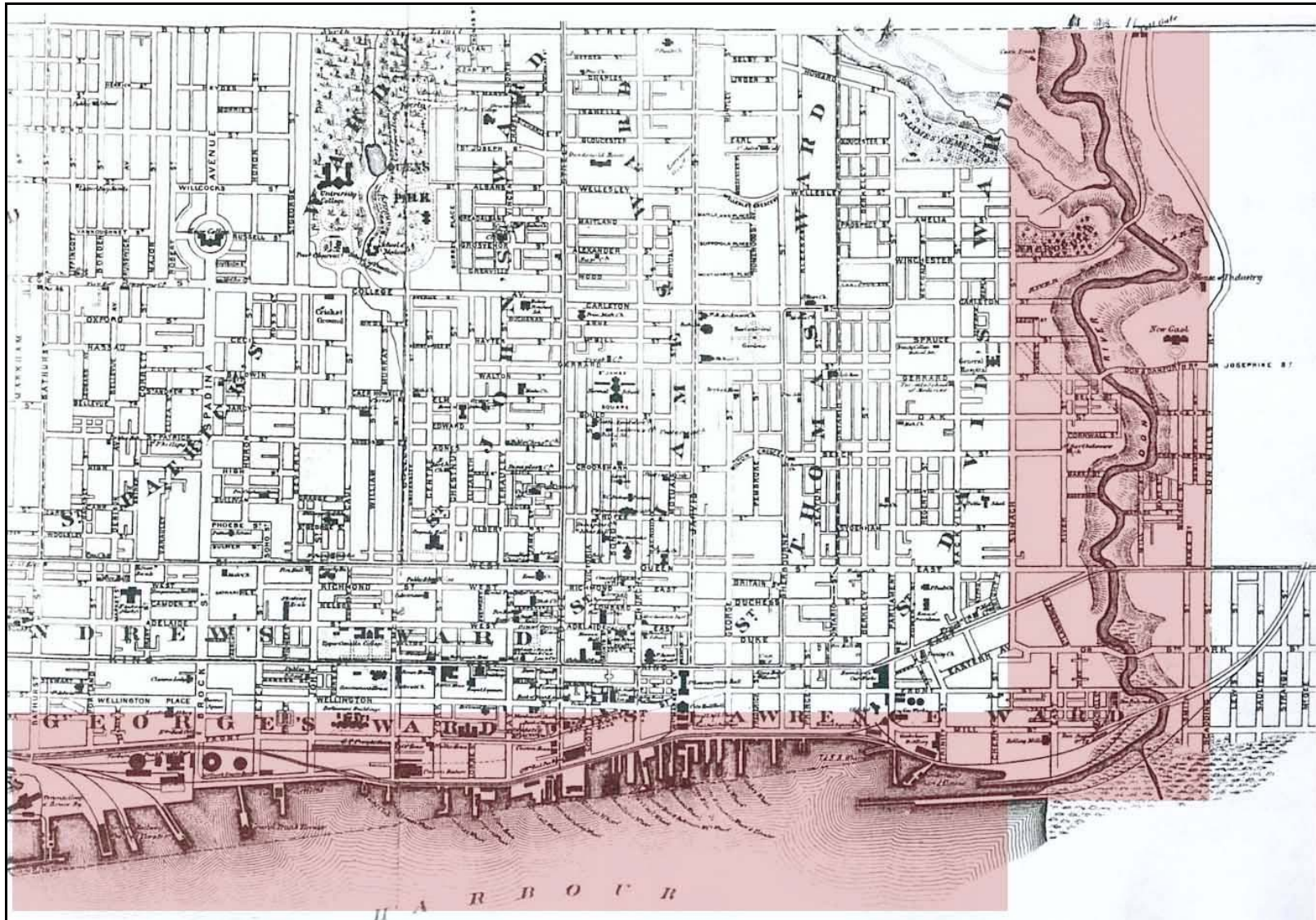
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City of Toronto Contacts

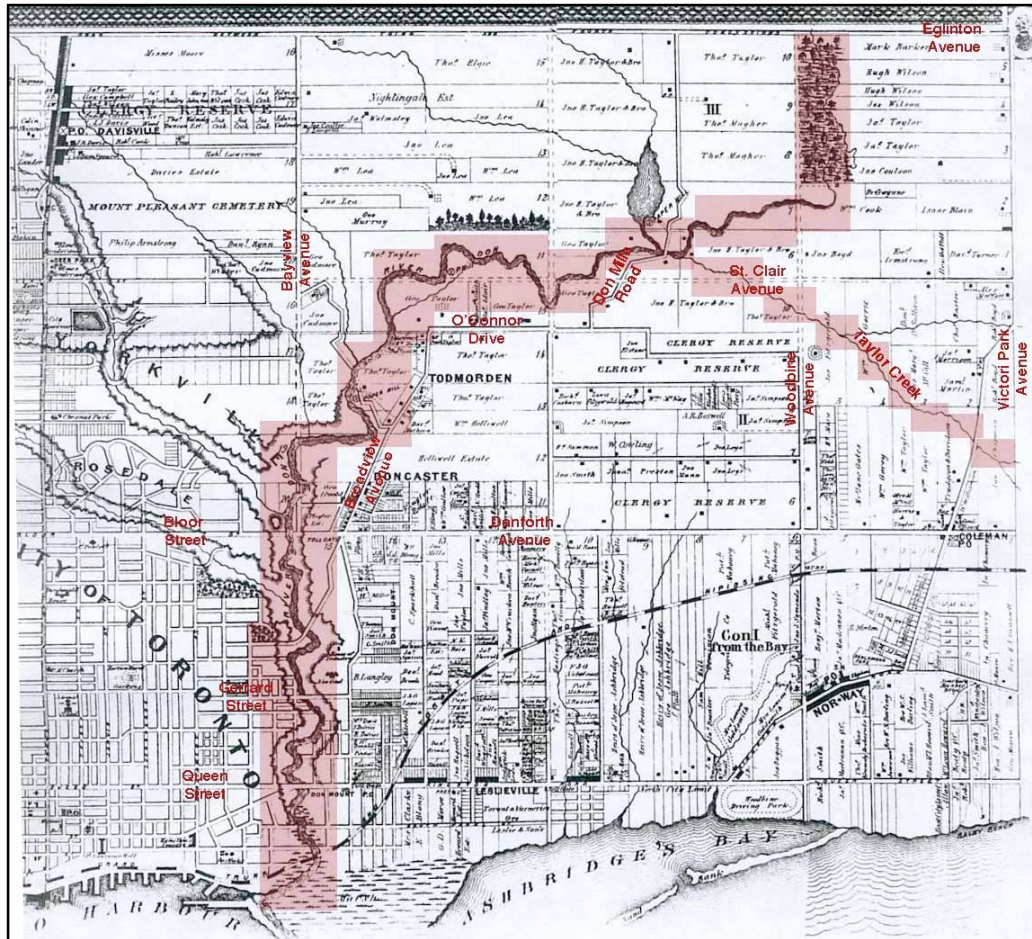
Kathryn Anderson, Preservation Services, City of Toronto.

Marilyn Miller, Preservation Services, City of Toronto.

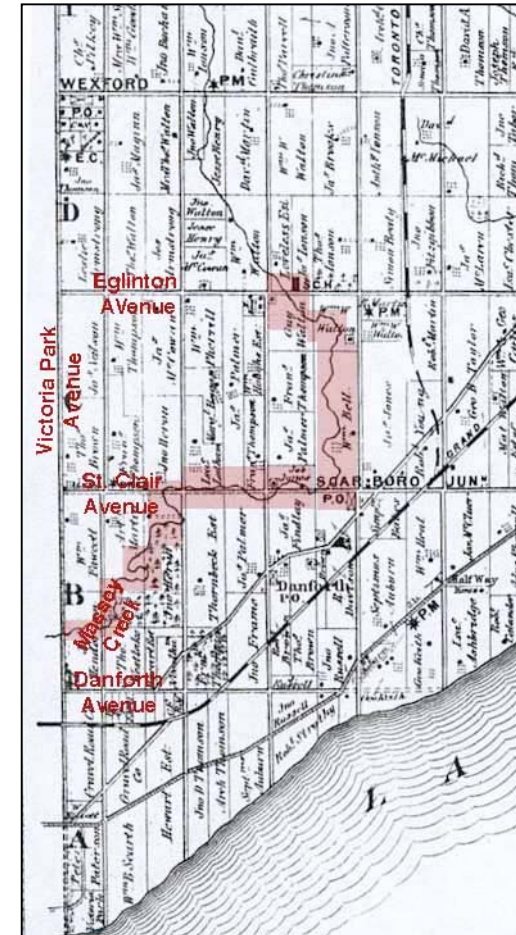
APPENDIX: HISTORICAL MAPS



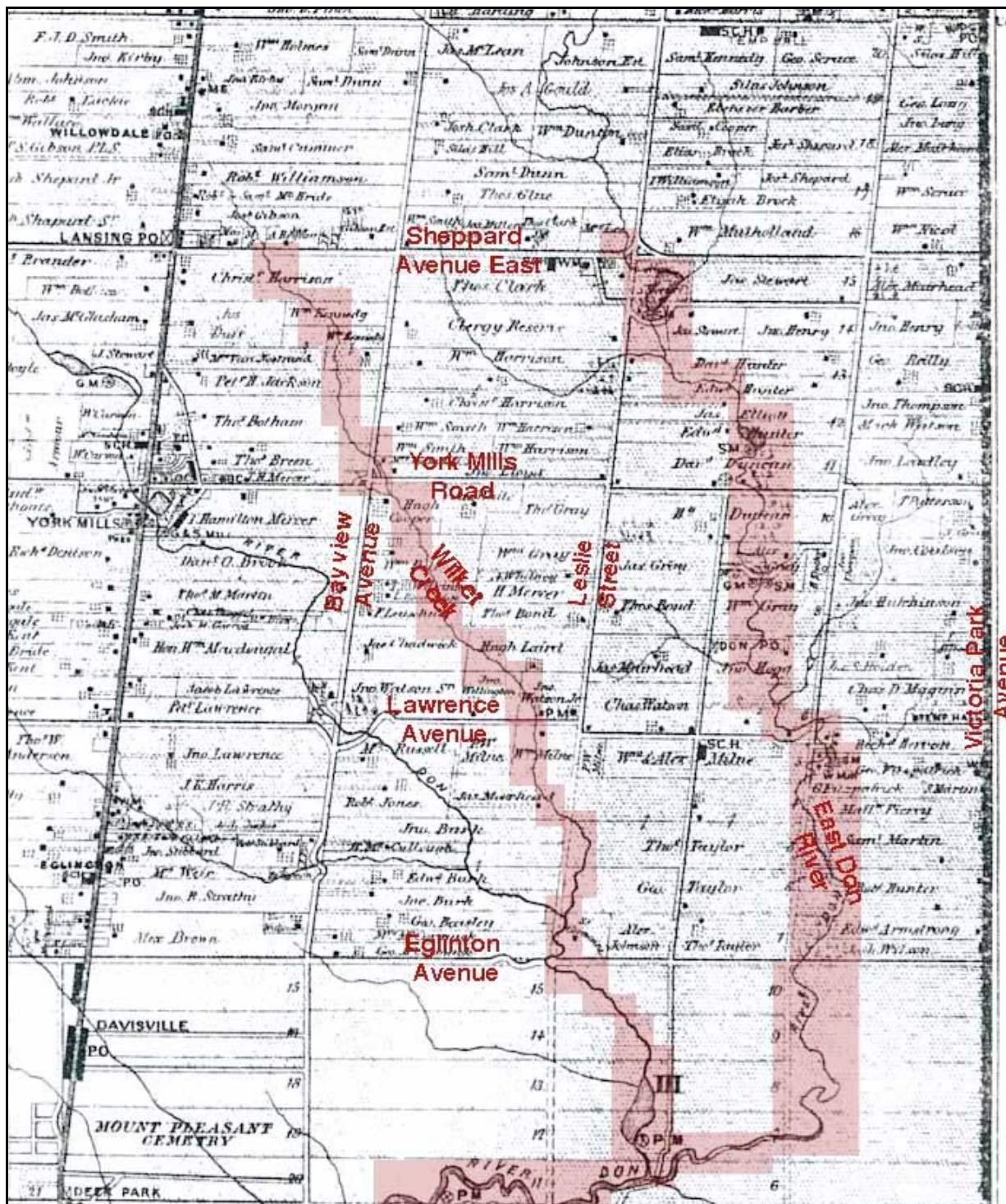
General location of Proposed Solution for the Don and Waterfront Trunk Sewers and CSO Control Strategy Class Environmental Assessment Project along the Don River and harbourfront of the City of Toronto [Illustrated Historical Atlas of the County of York. Toronto: Miles & Co., 1878].



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