



4.3

CULTURAL HERITAGE RESOURCES

The Port Lands will be a special urban environment where heritage resources will be given new life as key components of the contemporary city that provide a visible narrative of the area's history and legacy with placemaking power. The geological, pre-contact and industrial heritage is the DNA of the area. This Plan seeks to not only conserve and showcase heritage resources, but also to integrate them as actively programmed landmarks that enhance the overall character of the area.

4.3.1 Laying The Foundations

The Port Lands rich history dates back many centuries to when the Don River emptied into the Ashbridges Bay Marsh before entering the Inner Harbour and was hunting and gathering territory for First Nations. Starting in the 1870s, man-made interventions to the original geological formation began with the construction of breakwaters, the original Keating Channel and finally with the filling in of the Marsh in the early 20th Century creating the Port Lands we know today.

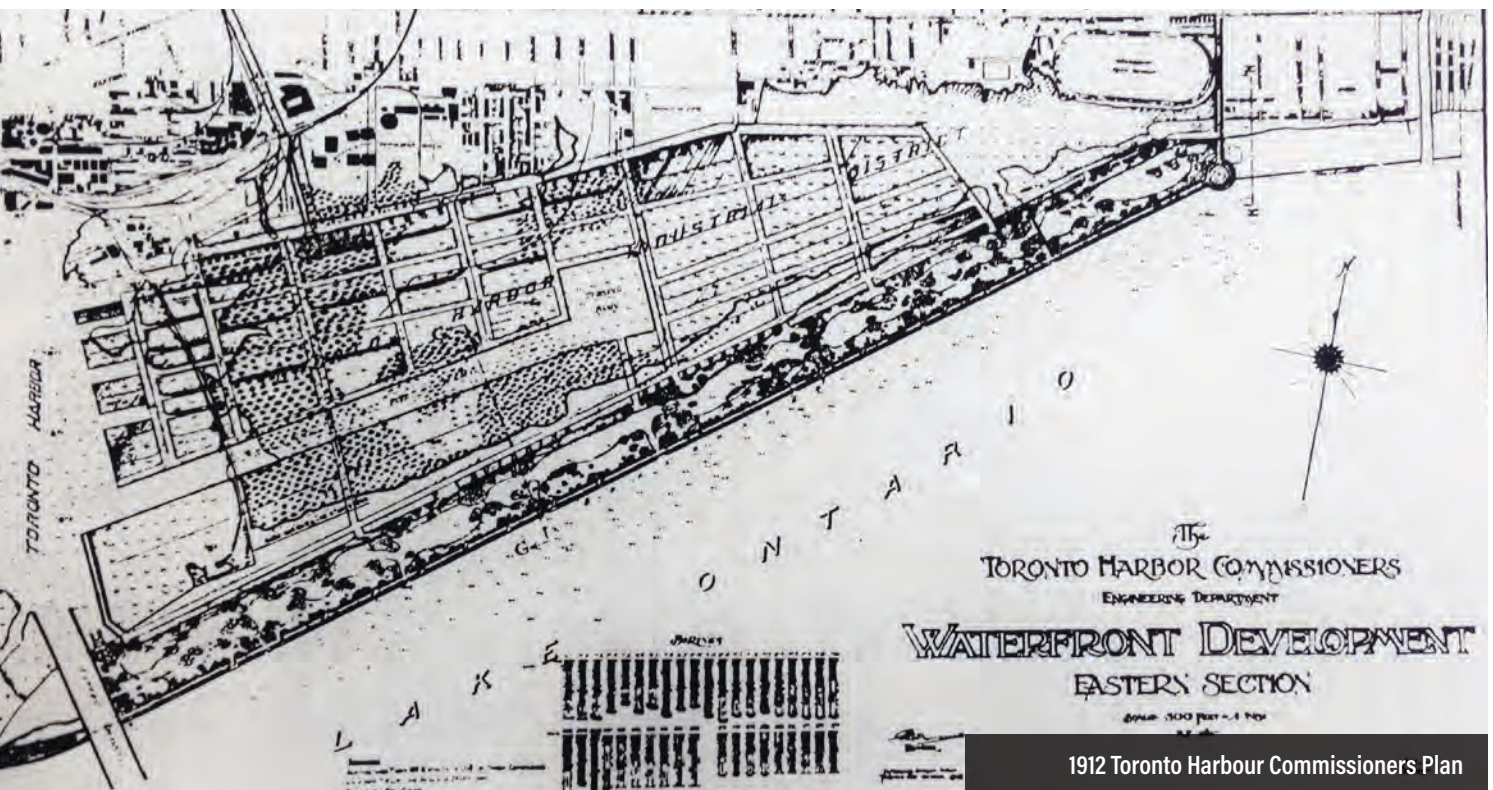
The creation of the Port Lands was, at the time, the largest project of its kind in Canada with ambitions of creating nearly 265 hectares (650 acres) of industrial land to support dense factory

development for a rapidly industrializing metropolis (Reeves, 1992). Equally important elements of the original plan included creating lands to support commercial and dock development and a major park space 300 metres (1,000 feet) wide (Toronto Harbour Commissioners, 1912 and Stinson, 1986).

Many aspects of the original 1912 plan never fully materialized. The uptake of factory development in the Port Lands was “lukewarm” with only a few industries having moved into the area. According to Stinson, by 1925, the largest land use was for material storage of coal and oil. Nonetheless, many elements of the 1912 plan were successfully implemented and are key



1912 Map of the Port Lands



1912 Toronto Harbour Commissioners Plan

features of the Port Lands landscape today, including:

- A vestige of earlier efforts, but maintained in the 1912 Plan, the Keating Channel edged by concrete walls, large metal ship moorings and office and workshop buildings utilized for harbour and maritime purposes;
- The 120-metre-wide Ship Channel and Turning Basin which continues to be capable of handling the largest ships in the Great Lakes and St. Lawrence Seaway;
- A number of smaller commercial and civic buildings along Cherry Street and Commissioners Street intended to provide services for expanding industrial users;
- The original street network established to service the industrial users, including older street plantings as are found on Commissioners Street;
- The network of rail in the Port Lands which is evidence of the Toronto Harbour Commission's efforts to link rail and water transportation in the district; and
- The parkland created south of Unwin Avenue (where the Cherry Beach Life Saving Station and Change Room are heritage features). However, the lagoons and summer cottages that were contemplated were never realized. The shoreline has also continued to evolve over the last century.

The continued evolution of the Port Lands has equally contributed to the formation of an industrial landscape

that offers tremendous opportunities to emphasize the legacy of Toronto's working harbour. The point of departure for this Framework is a recognition of the special history of the Port Lands with its interwoven urban fabric of early 19th and mid-century buildings, silos, monolithic buildings and chimney stacks that are monuments of the Port Lands cultural heritage. Commemoration and interpretation of the geologic and pre-contact history of the Port Lands is an equally important consideration for shaping how regeneration and renewal in the Port Lands will unfold.



The Strauss Trunion Bascule Bridge, 1920



Construction of the Ship Channel

4.3.2 Built and Cultural Heritage

The Port Lands boasts an impressive collection of early and mid-20th century industrial buildings, structures and landscapes spanning three different waves of development - early 20th century port development, 1950s power and civic developments, and St. Lawrence Seaway port expansion in the late 50s and early 60s.

The regeneration and renewal of the Port Lands will include, at its heart, an enthusiasm for conserving, showcasing and adaptively reusing the many heritage and cultural heritage resources that give the Port Lands its unique identity and profile.

Many of these resources are already listed on the City's Heritage Register and/or designated under the **Ontario Heritage Act**. A Cultural Heritage Resource Assessment was undertaken as part of the Port Lands and South of Eastern Transportation and Servicing Master Plan which identified potential additional built and cultural heritage resources that require further evaluation. Additional research to support the development of the Villiers Island Precinct Plan area also provided additional insight into many of the resources within this precinct area.

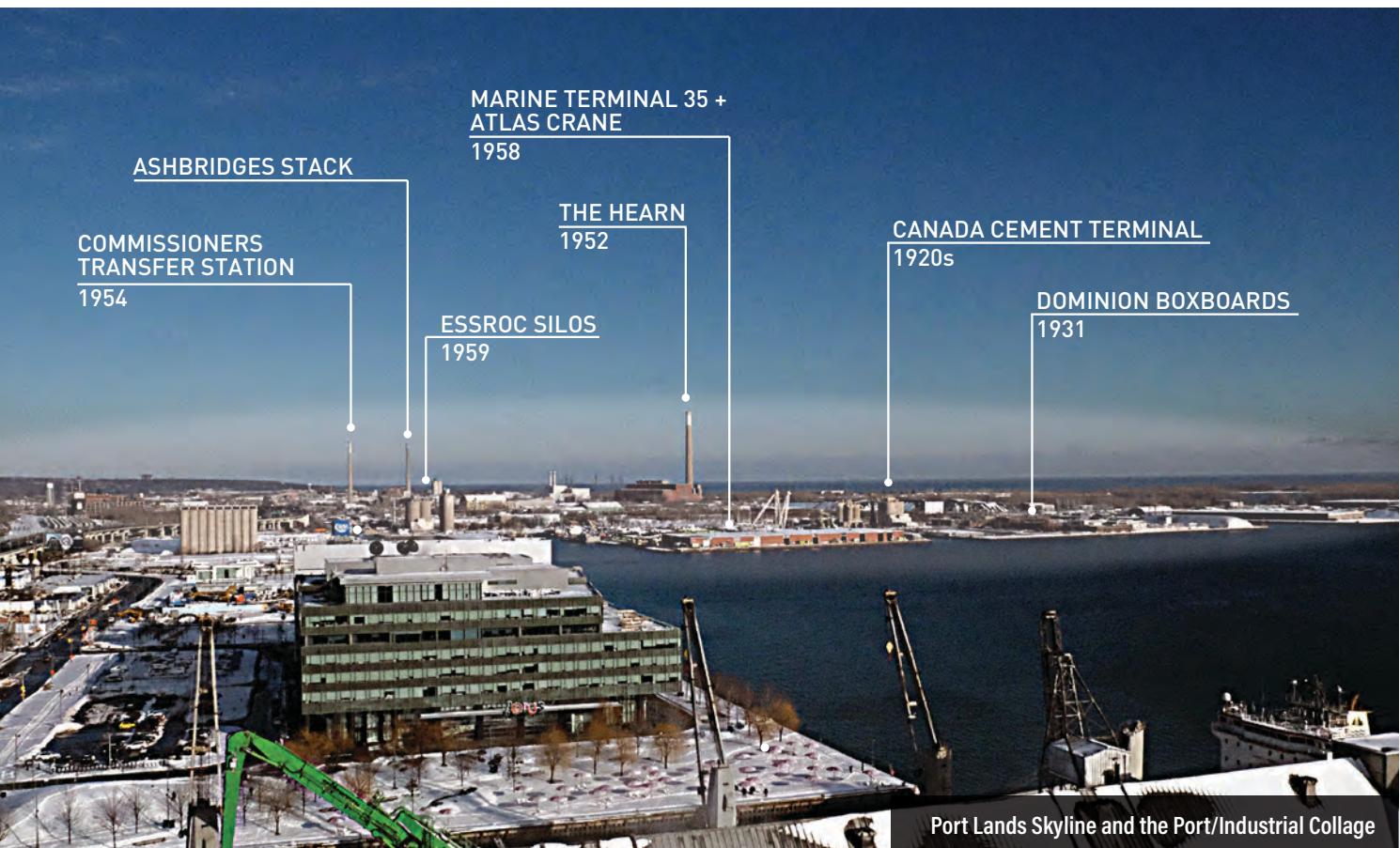


Figure 45: Built and Cultural Heritage



- Port Lands Cultural Heritage Landscape
- Listed Heritage Structures/Buildings
- Designated Heritage Structures/Buildings
- Cultural Heritage Landscapes
- Potential Heritage Structures/Buildings
- Rail Corridors

Early Built Heritage to Support the Port and Industrial District

The oldest buildings in the Port Lands date from the early twentieth century. These include the Queen’s Foundry building and original Toronto Harbour Commissioners buildings constructed along the Keating Channel as bases of operations for the major land reclamation project. The Queen’s City Foundry building is one of the oldest buildings in the Port Lands, dating to 1914. It has a two-storey centre section, gable roof and one storey, shed roof wings on each side. This building has been adaptively reused and repurposed and is now home to Cherry Beach Sound which hosts an eclectic mix of tenants, including sound studios and axe throwing.

The Toronto Harbour Commissioners buildings consist of a series of buildings constructed along the Keating Channel. Notable from a heritage perspective are two one-storey brick buildings, dating to 1916. The buildings served as workshop and office space for the land reclamation undertaking. Although simple buildings with reversible alterations (metal siding covering the original brick and stone base), the elegant Edwardian Classical style is believed to have been intended to set an example for other tenants. A third building within this property with historic significance is the Toronto Dry Dock Company building, built circa 1920s, which is located on the eastern part of the property and was used as



1914 View s.e. showing Keating Channel, the Harbour Commission Workshop and Office, and Queen’s City Foundry



Harbour Commissioners Building



Bank of Montreal Building



Toronto Hydro Substation and the Dominion Bank Building



Sun Oil Company Building

a dry dock facility from 1917 to 1964. The dry dock building is located in the future mouth of the naturalized river and additional assessment on the potential to relocate this resource is required during detailed design of the river valley.

Other early buildings constructed in the Port Lands consist of financial and municipal service buildings. Cherry Street is an important cultural corridor with its series of low-rise buildings that extend along the eastern edge between Villiers Street and Commissioners Street. The corridor is anchored at the northern end by the one-storey, classically designed Bank of Montreal building at the corner of Villiers Street and Cherry Street and the Dominion Bank building at the southern end. Located between these two anchors is the William McGill and Company Building at two-storeys with Art Moderne styling, and the Toronto Hydro Electrical building at 281 Cherry Street which was designated under the **Ontario Heritage Act** in 2012.

Fire Hall No. 30 at 39 Commissioners, which terminates the view of Munitions Street, and the Sun Oil Company Building located on Basin Street in

the Film Studio District are other significant heritage assets. Fire Hall No. 30 will need to be relocated southward to accommodate the future right-of-way of Commissioners Street and dedicated transit. While Munitions Street is proposed to be relocated to the east, a mid-block pedestrian connection extending from Villiers Street and Commissioners Street will be maintained, enabling the Fire Hall No. 30 building to continue to be a key view terminus for the historic corridor.

The Sun Oil Company has occupied its Basin Street location since as early as 1921. T. H. Mothershill and Company designed the two-storey office building in 1930. While on the surface this building appears unassuming, its attention to detailing, shown in the stonework and classically-embellished entrance with nameband reading “Sun Oil Company Ltd”, stands out among the industrial structures in the Port Lands and is one of the few original buildings and structures remaining in the Film Studio District area.

Many of the resources noted above are located within the Lower Don Lands area, which will need to



Toronto Hydro Substation



William McGill and Company Building



Fire Hall No. 30

undergo comprehensive regrading to accommodate the new Mouth of the Don and to ensure the lands are appropriately flood protected. The historical context of resources is a key consideration for the grading plan of the area. Minimal regrading in the vicinity of these resources will be a key objective. Further, any regrading or raising of heritage buildings is to be minimized to the extent possible to ensure the integrity of the heritage resources. Structural and Heritage Impact Assessments will be required where this is proposed.

Channels and Bridges

The Port Lands channels and location adjacent to Toronto’s Inner and Outer Harbours provide a unique sense of place deeply rooted in water and are important aspects of the Port Lands heritage. These resources will have outstanding public amenity and value, for active recreation, continued port activity, and creating scenic views and walks. They enable exciting and diverse public realm opportunities in the Port Lands.

The Keating Channel is an exceptional artifact and collection of authentic

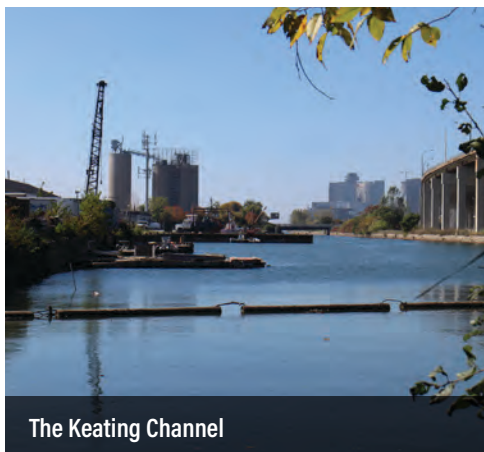
marine construction that includes dock walls, cribs, mooring ties and crane pads which line a unique water body which has served as both a working waterfront and the mouth of the Don River for over a century. The Keating Channel will be retained and repurposed as an iconic public space. It will be the centerpiece of two new precincts north and south of the Channel and a key east-west linear system.

A key feature of the plan as originally conceptualized by the Toronto Harbour Commissioners in the 1912 plan, was for the creation of a ship channel “constructed for a distance of 6,800 feet, terminating in a turning basin 1,000 feet square” (Toronto Harbour Commissioners, 1912), and capable of handling the largest vessels of the time. The Ship Channel was later expanded in the 1960s as part of renewed hopes that the opening of the St. Lawrence Seaway would bring increased traffic. The Ship Channel was extended to Leslie Street, bringing its impressive length to 2,830 metres (7,600 feet) and an area totaling 40 hectares.

The Ship Channel and Turning Basin is one of the most important features



Strauss Trunion Bascule Bridge



The Keating Channel



The Ship Channel

that has, and continues, to shape the landscape in the Port Lands. Still actively used for port purposes, the Ship Channel and Turning Basin offer a number of opportunities. There is the ability to create continuous water's edge promenades on the north side of the Channel and to provide enhanced public access coupled with continued docking and mooring of ships on its southern edge. The Turning Basin and its edges can be capitalized to create both a functional marine and open space amenity.

In association with the Ship Channel, is the Strauss Trunion Bascule Bridge that spans and crosses the Ship Channel at Cherry Street. Constructed in 1931 and designed by the Joseph Strauss and the Dominion Bridge Company, it is an icon of the Port Lands and marks the entrance to the Ship Channel with its massive concrete counterweights and steel girder design, providing exceptional views north and south along Cherry Street and great placemaking potential. It marks the gateway on Cherry Street to the lands south of Ship Channel and will be a focal point for the Maritime Hub.

Streets and Rail

The Toronto Harbour Commissioners 1912 plan laid out a street network and railroad reservations for the planned industrial district. The plan called for a 20 metre (66 feet) right-of-way south of the Ship Channel that extended for over three miles to divide the Industrial District from the park area to the south. North of the Ship Channel, a regular pattern of north-south and east-west streets were illustrated that were to be a minimum of 22.8 metres (75 feet) and maximum of 53.3 metres (175 feet). The plan also boasted the creation of 30 miles of railway tracks with the tracks alternating on every other street.

While this street network never fully materialized as the district developed, some influences from the original plan are evident in the street network that exists today. Unwin Avenue, for instance, is the main east-west street south of the Ship Channel and separates industrial and port lands from the parks and open space to the south, and Commissioners Street is the major east-west spine extending from the Cherry Street to Leslie Street.



Rail Sidings in the Port Lands



Commissioners Street



Row of mature trees in front of the Commissioners Incinerator building

A notable element of the street network is the prevalence of mature street trees along key corridors, unusual for an industrial district. The historic rows of street trees are important aspects to be considered through the reconfiguration of existing streets and introduction of dedicated transit. Where it is not possible to retain these, streets will be designed to both capture and enhance the character these mature trees instill in the area.

Another key feature in the Port Lands is the network of railway tracks that provided rail access and service for industries in the Port Lands. The rail access along the centre median of Villiers Street to the Lake Ontario Portland Cement Company Silos, and within the Film Studio District along Basin Street highlight how both ship and rail were integral aspects to the industrial district. Other railway tracks have been abandoned or are no longer in use. The Harbour Lead Line continues to provide rail access into the Port Lands along Lake Shore Boulevard, Leslie Street and Unwin Avenue. Used infrequently by Toronto Water and Ports Toronto, the line is

anticipated to be maintained. Should rail access no longer be required, inventive approaches to revive this rail line for public use should be further explored, while also recognizing that it is an important wildlife corridor.

Monolithic Buildings and Power

By the early 1950s, the majority of the lands created for the industrial district were being utilized for storage purposes. However, a renewed interest in the Port Lands began with solitary monolithic buildings being constructed to serve the broader city allowing for a renewed function for the Port Lands. Power generation and distribution became an important function associated with the Port Lands during this time.

The Hearn Generating Station, one of the largest structures in Canada, with its impressive Art Moderne facade on its western front and 213 metre high chimney stack, stands proud south of the Ship Channel as a symbol of the Port Lands and is immediately recognizable. One of the first major generating stations constructed by the Ontario government, it initially provided much of Toronto's power



The Commissioners Incinerator



The Hearn

from coal and then was later converted to natural gas. Built in two phases (1953 and an eastward expansion in the early 1960s) and ultimately shuttered in the 1980s, the building's mass is unparalleled, capable of housing two Tate Modern Museums. It is a prominent landmark viewed from multiple vantage points and backdrop for many movies filmed in Toronto. The Hearn and its four outbuildings flanking the Ship Channel have many adaptive reuse opportunities.

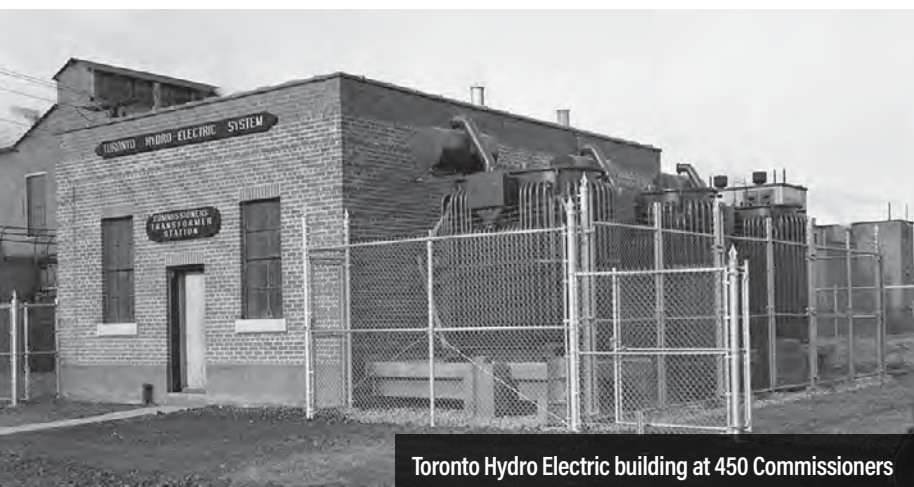
The Province of Ontario recently completed a heritage evaluation of the property. The evaluation concluded that the Hearn is a rare example of

a mid-century, pre-nuclear generating station and plays a significant role in defining the industrial character of the Port Lands. It serves as a landmark due to its prominent presence on the waterfront, recognizable brick mass and highly visible chimney. Predating the Hearn, was the construction of a small generating station at 450 Commissioners Street. This is the smallest remaining heritage building in the Port Lands and a stark contrast to the massive Hearn building. The transmission towers and the original switching station associated with the Hearn (now largely decommissioned) distributed power throughout the city and region. The remnants of this original infrastructure coupled with the Hearn reinforce the importance of “power” to the Port Lands history and evolution.

The Commissioners Incinerator, while a fraction of the size of the Hearn at 6,500 square metres (70,000 square feet), is in its own right a symbol of the Port Lands. Constructed in the early 1950s to service the broader city, with its stone detailing, varied fenestration and stepped ramps that mark the entrances to the tipping floor, it is an impressive piece of civic architecture. It fills the block between Logan Avenue and Bouchette Street and has its own dominating chimney of 137 metres which itself is a prominent visual landmark of the Port Lands. Currently used by Solid Waste Management Services as a transfer station, the transfer station function is proposed to be relocated. The impressive civic building is envisioned to be reprogrammed and McCleary Park expanded to create a new, centrally-located community hub with a wide variety of programming in the Port Lands.



One of the Hearn's Four Outbuildings



Toronto Hydro Electric building at 450 Commissioners

These impressive buildings must remain prominent elements of the Port Lands landscape, adaptively reused for the benefit of all Torontonians. Regeneration and renewal will need to recognize and reinforce the special character these monolithic buildings have in the Port Lands geography.

Silos and Chimney Stacks

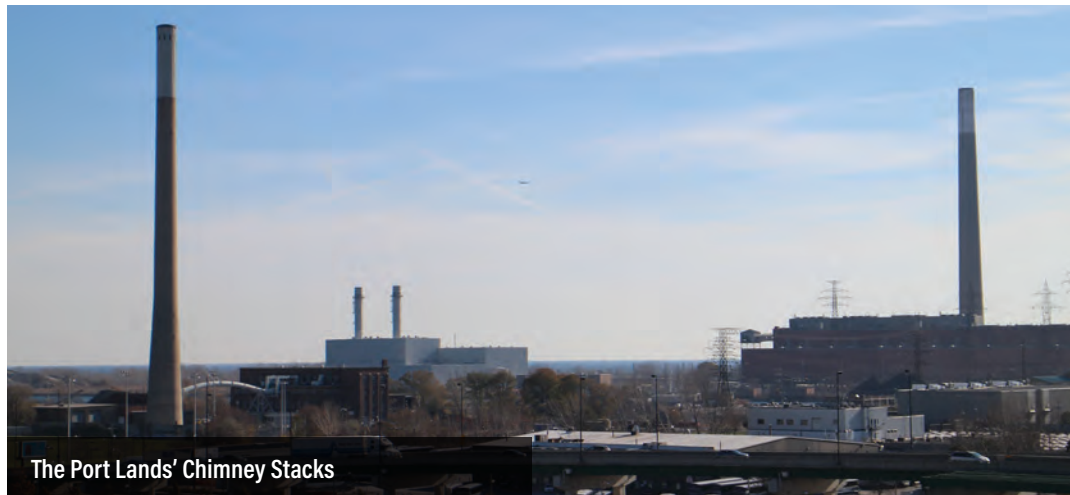
The historic silos and chimney stacks continue to stand as symbolic landmarks of the Port Lands expansion as a port and industrial district of the city. Prominent waterfront landmarks, the silos are among the few structures of this type that survive on Toronto's waterfront and mark the eastern edge

of the harbor (Stinson, 1986). The Lake Ontario Portland Cement Company silos, constructed in the 1960s, provide a powerful view terminus at the end of the long western vista down Villiers Street.

The Port Lands' chimney stacks are other prominent emblems of the Port Lands industrial heritage. Chimneys stood for progress and prosperity (Stinson, 1986). While the chimney stacks that remain at the Incinerator and the Hearn are not the buildings' original stacks, they are nonetheless impressive at 137 metres and 213 metres in height. The Hearn stack, constructed in the early 1970s using compact slip-form construction similar to the CN



The Hearn's 213 m High Chimney Stack



The Port Lands' Chimney Stacks



Canada Cement Company Silos (now owned and operated by Lafarge)



Lake Ontario Portland Cement Company silos constructed in the 1960s

Tower continues to be one of the tallest structures in Canada. It is capable of being seen from New York State. It also provides a remarkable existing view terminus along Carlaw Avenue north of Lake Shore Boulevard East.

Renewed Hope and Investment

The opening of the St. Lawrence Seaway in 1959 brought with it renewed hope for Toronto's burgeoning port and shipping industry. Completed in 1962, Marine Terminal 35 is a surviving example of purpose built accommodation that handled the container cargo brought by ocean-going vessels following the opening of the St. Lawrence Seaway.

The Toronto Harbour Commissioners, known for their attempts to keep pace with developments in cargo handling (Stinson, 1986), introduced a new

type of marine terminal emerging at the time that utilized fork lifts for the unloading and transferring of cargo from the transit shed to truck/rail.

The location, scale, continuous roof canopy and material prominence of the administrative portion of the transit shed are apparent features of the building. Within the transit shed building itself, the structural system of steel columns and plate girders has a distinctive and unique pattern and reinforces the modern expression of the building. The small fork lift building and Atlas Crane located on the site are also important aspects of the original functionality planned for the site and terminal.

The building recently caught fire and only a portion of it remains. It is also located within the footprint of the

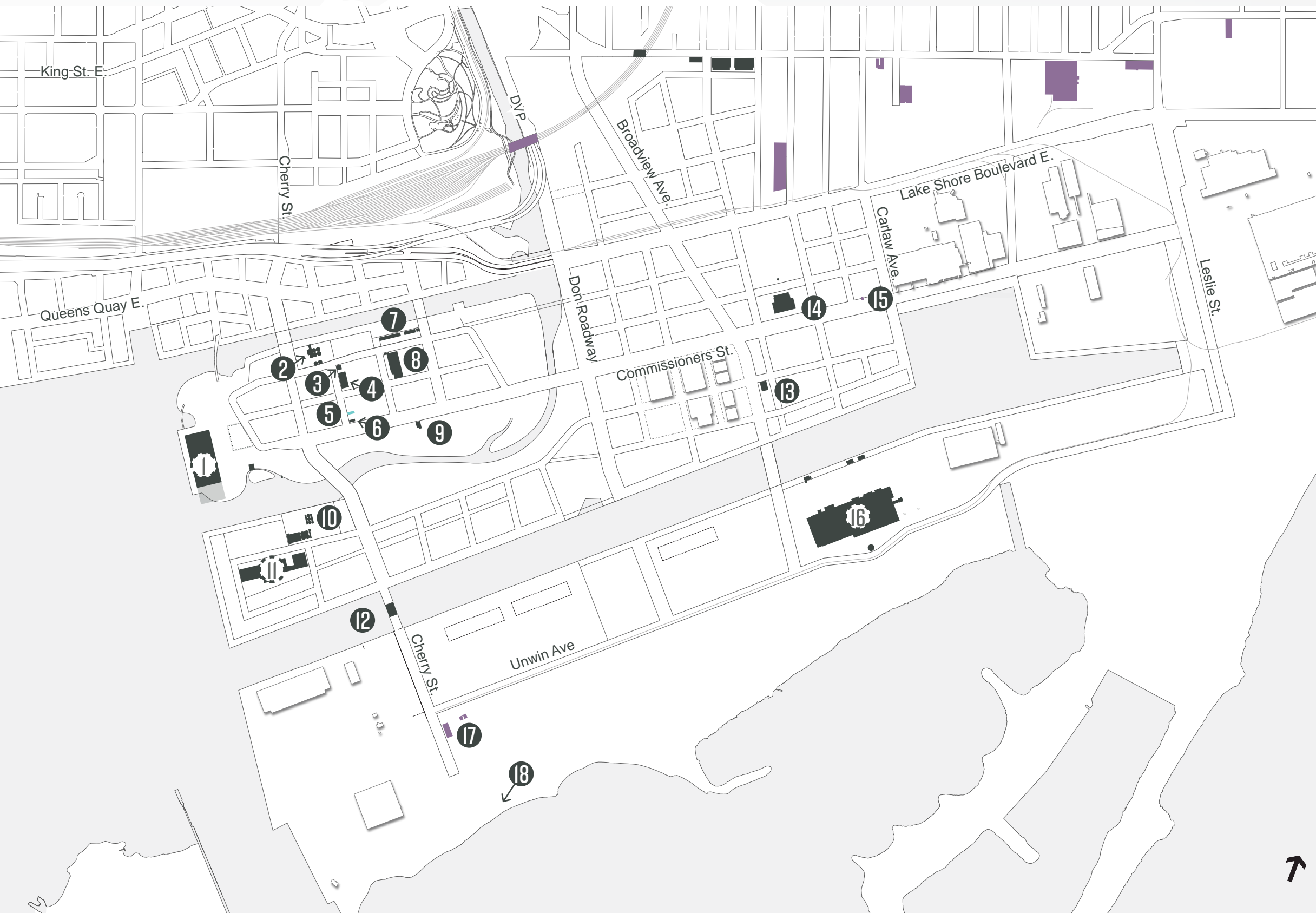


Marine Terminal 35



Atlas Crane

Figure 46: Heritage Buildings/Structures



- Listed Heritage Structures/Buildings
- Designated Heritage Structures/Buildings
- Potential Heritage Structures/Buildings

- 1 Marine Terminal 35
- 2 Century Coal Company Building
- 3 Bank of Montreal
- 4 William McGill and Company Building
- 5 Toronto Hydro Substation
- 6 Dominion Bank Branch
- 7 Toronto Harbour Commissioners Buildings
- 8 Queen's City Foundry
- 9 Fire Hall No. 30
- 10 Canada Cement
- 11 Dominion Boxboards Building
- 12 Strauss Trunion Bascule Bridge
- 13 Sun Oil Company Building
- 14 Commissioners Incinerator
- 15 450 Commissioners Street
- 16 Hearn Generating Station
- 17 55 Unwin Avenue
- 18 Cherry Beach Life Saving Station

future Promontory Park. Any proposed interventions or alternations to the portions of the Terminal building that remain, and to the site itself, will need to ensure that the remaining integrity and cultural heritage value of the property is appropriately retained, conserved and, where appropriate, interpreted in a meaningful way.

South of the Ship Channel, a mid-century industrial complex is located on the south side of Unwin Avenue at Cherry Street. Constructed in the

1950s, the complex consists of two buildings generously set back from Unwin Avenue. With the Hearn, they were the only buildings constructed south of Ship Channel. The buildings have strong massing and rectangular footprints and feature common bond brickwork. Further research into the historical significance of this complex, and its values and attributes, will need to be undertaken to understand its historical significance in the evolving Port Lands landscape.

Adaptive Re-use Concepts for Marine Terminal 35



Activated terminal edge retains berm



Roof opens to sky to let landscape in



Covered landscape engages all-seasons



Open structure invites new habitat



**PRESERVATION OF
TERMINAL BUILDING
COMBINED WITH PARK
LANDSCAPE**

**SELECTIVE-EDITING OF
TERMINAL STRUCTURE
COMBINED WITH PARK
LANDSCAPE**



Ashbridge's Marsh looking northeast, circa 1909



Ashbridge's Bay looking south-east - 1904

4.3.3 Geologic and Archaeological Heritage

Geologic Heritage

Toronto was a city founded next to a marsh. In its natural state, the Port Lands was “an area of shifting channels, small islands, sandbars and marshland” (ACMS, 2008). During the late 1800s and early 1900s, unchecked industrial and municipal discharges into the Don River and Ashbridges Bay Marsh contributed to the Marsh’s general decay and perception as a wasteland - “a source of pestilence and disease”, with its ultimate demise in the pursuit of continued industrialization of the city and under the guise of “land reclamation”. The Don River was channelized in the 1890s, followed by the creation of the Keating Channel created in the late 1890s.

The development of the Ashbridges Bay Treatment Plant occurred in the early 1900s and the eventual filling in of the Marsh was completed through the implementation of the 1912 Toronto Harbour Commissioner’s Plan beginning in 1916.

The renaturalization of the mouth of the Don holds such tremendous power for returning a portion of the Port Lands geography to how it originated and to reinvigorate the area’s geologic and pre-contact heritage in a new chapter of evolution. The renaturalization will revive an environment long since lost and foster a renewed relationship with water and nature.

Archaeological Heritage

In 2008, Waterfront Toronto, in partnership with the City of Toronto, completed an Archaeological Conservation and Management Strategy (ACMS) for the Central Waterfront. The ACMS provided additional analysis for areas with archaeological potential and determined the archaeological significance of potential resources.

The ACMS identifies resources as Grade 1, 2 3 or 4. Grade 1 resources are those that would require additional field work. Grade 2 resources are historically important features for which limited archaeological fieldwork, typically monitoring, is recommended. Grade 3 resources have little historical significance and no mitigation or

monitoring is required. Grade 4 resources consist of lake-filled areas in the waterfront where there is little archaeological interest, but would assist in gaining a better understanding of development occurring in Toronto in the nineteenth century. Within the Port Lands a number of Grade 2 and 3 resources have been identified, requiring, where appropriate monitoring during construction, and interpretation and commemoration.

Since the area includes remnants of landforms around the former Ashbridges Bay Marsh, it is possible that deeply buried remains or artifacts left by one or more First Nations groups are present, dating from before European settlement.

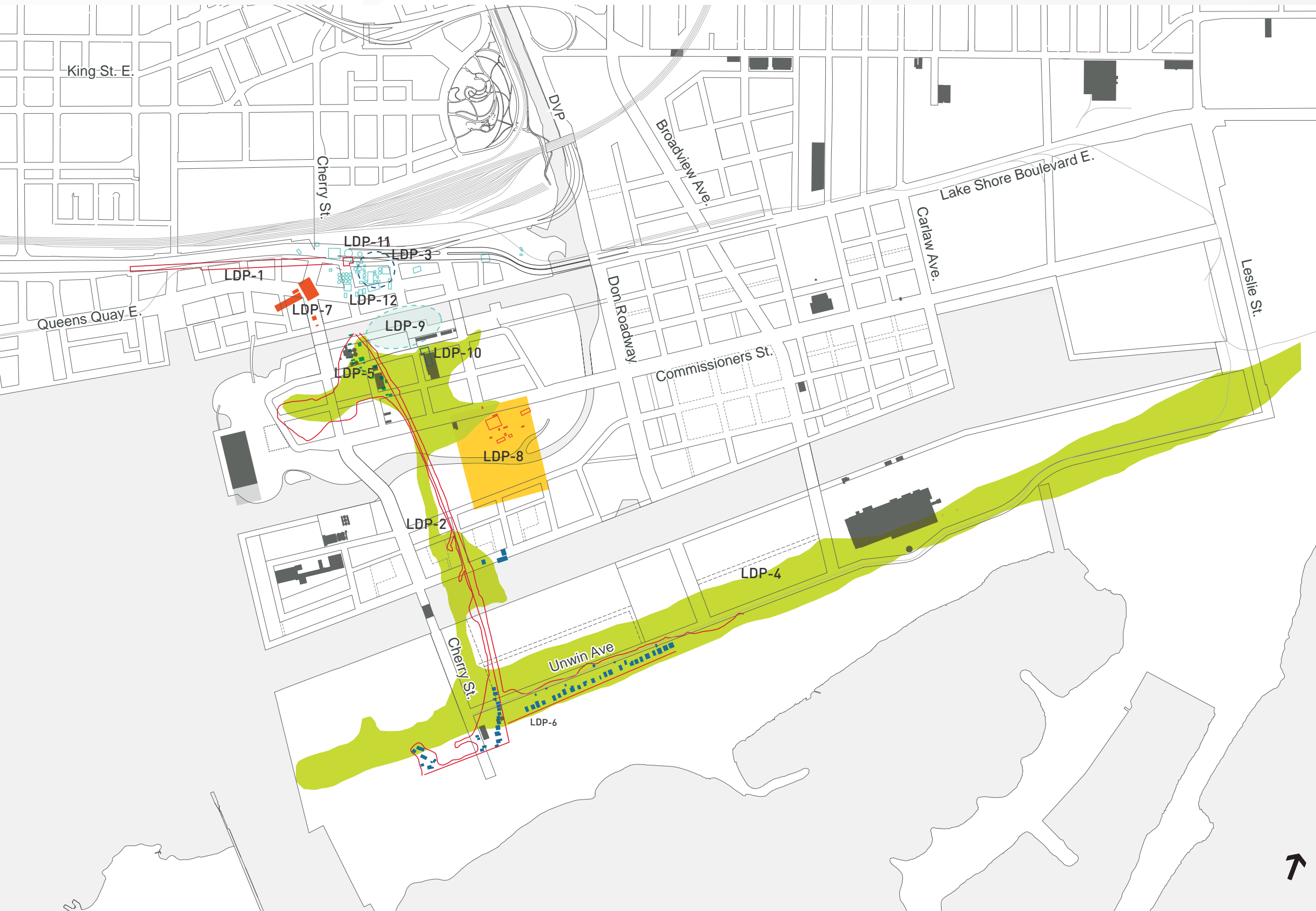
An important aspect of developing this Plan, was consulting with First Nations groups. Many ideas and interpretive opportunities were provided and suggested to ensure that history and activities of First Nations groups are considered in the planning for the area. These ideas and suggestions included:

- Increase public awareness of the history and current activity of First Nations groups such as through integrating the Mississauga's of New Credit First Nations "Moccasin Identifier" project in landscape or trail projects or naming new streets/public spaces using traditional names;
- Consider the traditional use of the lands for hunting and gathering and include consideration for native plantings or practices such as rice gardens;
- Think more naturally and enhance ecology and environmental stewardship through habitat creation and restoration of the natural environment; and
- Recognize the significance and importance of "water". Water was the "highway". Bring people to water through cantilevered walkways or trails and paths.



Artistic rendering of Ontario Place ravine with Moccasin Identifier

Figure 47: Archaeology



- LDP-1 1870 Don Breakwater
- LDP-2 1882 Government Breakwater
- LDP-3 1882 Toronto Dry Dock
- LDP-4 Sand Bar and Fisherman's Island Peninsula
- LDP-5 Simcoe Beach Park, Cottages/ Boat Houses
- LDP-6 Fisherman's Island Cottages/ Boat Houses
- LDP-7 National Iron Works
- LDP-8 British Forgings
- LDP-9 Toronto Ship Building Company
- LDP-10 Foundry Specialities Ltd.
- LDP-11 Toronto Iron Works
LDP-12 British American Oil

Source: Waterfront Toronto Archaeological Conservation And Management Plan

4.3.4 Recommendations

A key objective of the vision for the Port Lands is to celebrate and conserve the unique history of the Port Lands to create new experiences that build on the past and bolster character. The recommendations identified below build on directions in the Central Waterfront Secondary Plan, but provide enhanced policies unique to the Port Lands context consistent with recently adopted heritage policies to the City's Official Plan and recognized City practices and procedures.

Additionally, the recommendations provide guidance for additional exploration and more detailed studies required as detailed design and redevelopment occurs in the Port Lands and where continued consultation as regeneration and renewal activities unfold.



Heritage resources will be appropriately conserved as vital to the cultural heritage landscape of the Port Lands, Toronto waterfront and symbols of the waterfront's industrial heritage:

- Properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and as adopted by Council;
- Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City; and
- When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the **Ontario Heritage Act**. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible.



Buildings, structures and/or landscapes with cultural heritage value or interest are identified on Figures 45 and 46 and will be appropriately conserved and celebrated as important features of the Port Lands. This will include, but not be limited to:

- Evaluating the cultural heritage values, attributes and character of a site, resource or landscape not currently listed on the City's Heritage Register or designated under the Ontario Heritage Act in accordance with relevant legislation and City policies and practices to establish the values and attributes of the resources and, if appropriate, conserving the site and/or resource;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- Ensuring transitions of new development adjacent to or in proximity to a resource through setbacks of buildings to heritage resources, generous setbacks of tall building elements where tall buildings are permitted, and stepping down and tapering the heights of new buildings in order to protect and mitigate negative impacts to heritage properties and/or corridors and to reinforce and distinguish the historic character, setting and scale of the resources;
- Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register and/or identified on Figure 45, conserving whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged;
- Reinforcing views and viewsheds of heritage resources and their attributes, that includes, among others, the silos and chimney stacks as prominent landmarks and termini of long views, through the thoughtful placement, orientation and control of buildings and building heights.
- Completing view studies during precinct planning and the development application review process to demonstrate how the proposed siting and scale of proposed buildings:
 - a) Maintain views to important heritage resources;
 - b) Enable heritage resources to be prominent elements within the overall skyline of the Port Lands as viewed from the promenade of the Central Waterfront between Yonge Street and Sherbourne Common; and
 - c) Ensure the existing scale, character and attributes of the heritage resources and landmarks are not negatively impacted by development within the view corridors.
- Giving silos, chimney stacks and other heritage resources address or frontage on/in major public open spaces and streets; and
- Ensuring that the character of the Cherry Street Cultural Corridor and the Keating Channel Public Promenade in Villiers Island is respected and complemented by maintaining the low-rise character in any proposed development on the east side of existing Cherry Street and lining the Keating Channel Public Promenade.



Heritage Evaluation Reports to the City's satisfaction will be prepared prior to redevelopment or alteration of places and/or landscapes of cultural heritage value identified on Figures 45 and 46 not currently listed on the City's Heritage Registrar or designated under the Ontario Heritage Act. The boundaries of the cultural heritage landscapes on Figure 45 are general and solely based on the street network and/or existing property limits. They are not to be interpreted as the boundaries associated with the values and attributes of the landscapes.



Prior to detailed design of the River and Promontory Park for the Marine Terminal 35 site, an assessment of the heritage values and attributes of the site consistent with provincial regulations and City practices will be undertaken by the City, or to the City's satisfaction, to inform an appropriate conservation and mitigation strategy.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Heritage Impact Assessments will be required prior to alteration of heritage buildings, structures and/or landscapes identified on Figures 45 and 46. The Heritage Impact Assessment will evaluate the impact of a proposed alteration (e.g. grade change, addition, alteration, displacement or relocation) to a property on the Heritage Register, potential cultural heritage resource and/or development adjacent to properties on the Registrar or potential cultural heritage resource, to the satisfaction of the City.



Heritage buildings and/or structures should be conserved in their original location, including minimization of any grade changes needed to flood protect lands. A heritage building and/or structure may be relocated, where technically possible, to accommodate a major public work project, such as the naturalization of the mouth of the Don River or widening major public streets to accommodate transit in dedicated rights-of-way, subject to a completed Environmental Assessment process and securing appropriate conditions in a Heritage Easement Agreement prior to relocation.



The 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS) will serve as the basis for future planning decisions with respect to the archaeological assessment process, including:

- Documentation during construction monitoring for identified Grade 2 resources in the ACMS; and
- Interpretation and commemoration of all archaeological resources identified, and in consultation with any First Nations/Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that First Nations/Aboriginal communities have with the waterfront and the Port Lands.



In the event that First Nations/Aboriginal archaeological sites are encountered, consultation with First Nations communities will take place during the archaeological assessment process when site parameters and significance are determined.



Explore whether there would be potential to make use of the Harbour Lead Line and Unwin rail corridor as a public transit corridor in connection with legal obligations for maintaining continued rail access and ensuring the corridor can be maintained as a key wildlife corridor in and out of the Port Lands.



Undertake an adaptive re-use study for the Commissioners Incinerator Building to create a community hub with community infrastructure and creative sector incubator uses subject to confirmation that the waste transfer station function will be relocated elsewhere in the Port Lands.



Consult with First Nations and Aboriginal groups during detailed design for interpretative and commemorative integration in landscape, open space and streetscape design.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation