

FORT YORK AND GARRISON COMMON

Parks and Open Space Design and Implementation Plan

This document has been prepared for the City of Toronto, and is the result of a collaborative effort between the Policy & Development, City Planning and Culture Divisions.

Acknowledgement is made of the significant contribution made by *The Friends of Fort York and Garrison Common* and *The Fort York Management Board*.



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INTRODUCTION

The Fort York and Garrison Common Parks and Open Space Design and Implementation Plan is fort-centred. It focuses on the recovery, restoration, and interpretation of the fort and its landscape setting, and the facilities for visitor access and accommodation. The plan also addresses the broader urban and historical setting of which the fort is an integral part, concentrating on the opportunities for linkage and integration of the public spaces and the interpretation of natural and cultural historic traces.

Opposite: Aerial Photo showing Garrison Common and the Fort Precinct.

These plans for the fort's future improvement and development have been prepared with two objectives in mind. First, for short-term actions to bear long term fruits, they must be based on some image of the future they are to serve and support. Second, to the extent that a long range vision for the fort inspires excitement and confidence, it will itself influence current decisions to create a future development context most consistent with fort-centred objectives.

Report Structure

This report seeks to give direction to Fort York's future development by presenting design concepts that are clear, imaginative and coherent, and which are founded on a thorough understanding of what is most desirable for the fort, and of what is possible in a complex and dynamic physical context.

Since precise design solutions cannot be determined in all cases at this time, the core of the report is a discussion of "Planning Strategies" that sets out specific planning objectives and the general means for their realization. The discussion includes consideration of first principles, planning horizons, and alternatives.

"Demonstration Plans" are presented that illustrate one way in which the strategies could be translated into physical form.

A final chapter identifies priority projects that should be undertaken as soon as funds become available and opportunities arise. While some of these would be independent projects, others represent opportunities arising from major infrastructure works occurring in the vicinity of the Fort.

Fort York Purpose and Operation

Physical planning and design is founded upon and reflects an understanding of purposes, uses, functions and operational practices. Since many of these matters are currently being reviewed, we have made the following assumptions regarding the purposes and operations of the fort.

The fort is a historical resource of very high merit which has for a long time functioned as an open-air public museum. Consequently, the protection and enhancement of the resource must necessarily be balanced against the need to offer visitors an experience that is educational, enjoyable and comfortable.

The fort is largely reliant upon admission fees and other charges to finance its operations. This requires marking the perimeter of the fort to control access to the grounds, and to distinguish between the fort proper and the surrounding public park lands. It also implies that the fort's revenues may be augmented by other fee-paying activities that capitalize on the fort's ambience to generate additional funds, but are not directly related to core programs.

Planning Horizons

The many major changes planned for the lands around the fort present wonderful opportunities for improving the fort's immediate setting and for reconnecting it with the city and the lake. However, the high level of uncertainty surrounding some of these possibilities tends to frustrate our ability to plan or implement with confidence in the long term. For this reason, we have developed demonstration plans that reflect two planning horizons. The short-term planning horizon is defined by projects in the area that are defined and scheduled to proceed. The long range planning horizon is defined by projects that are defined and/or possible, but not yet scheduled.

Study Basis

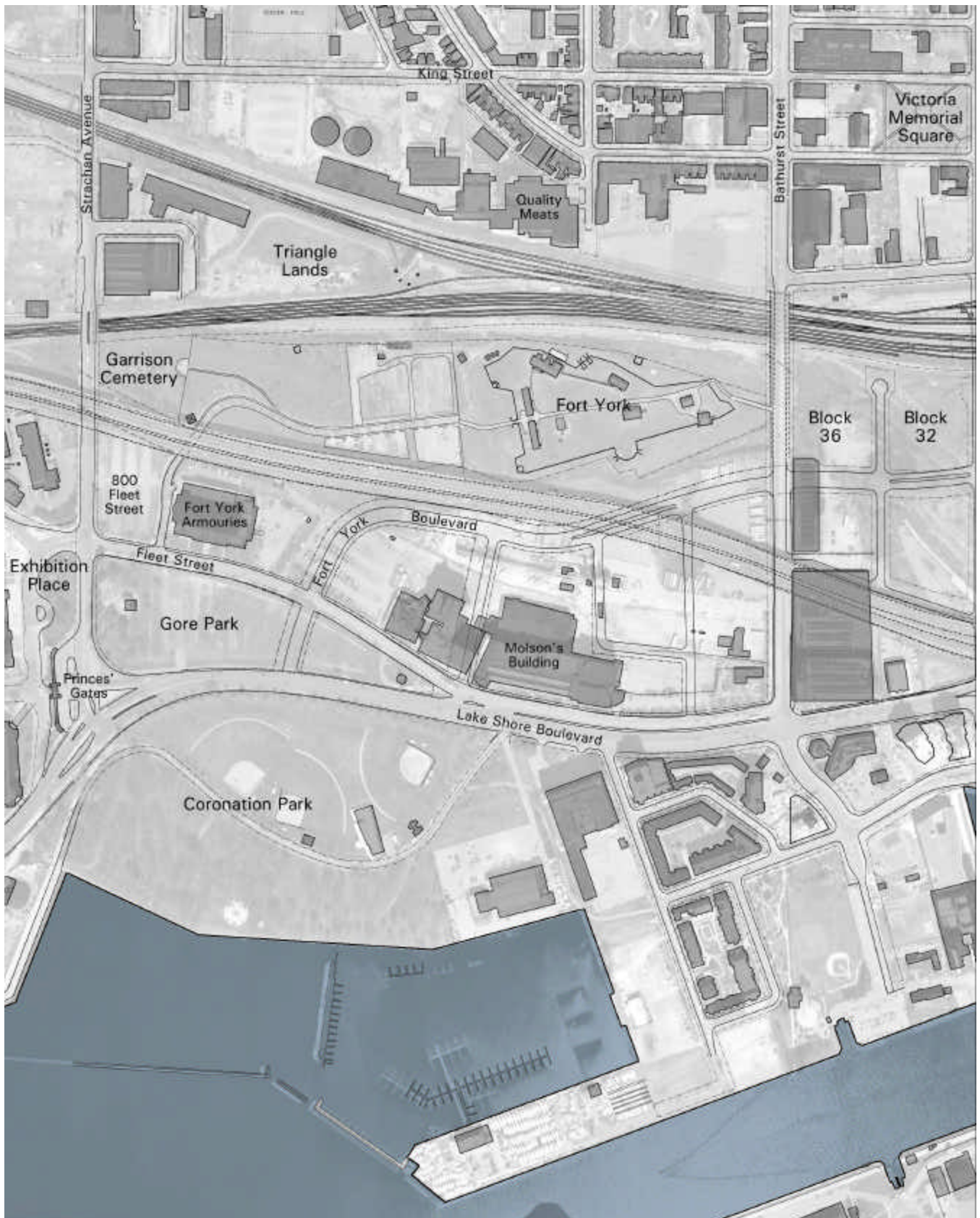
The project is firmly based on *Fort York: Setting it Right*, a study published jointly by the *Friends of Fort York and Garrison Common* and the *Fort York Management Board* in June of 2000. Sub-titled *Fort-Centred Planning and Design Principles*, the report articulates a series of actions that, if implemented, would result in a fort context that is supportive, deferential and interconnected.

The Fort York and Garrison Common Open Space Study examines these and other actions in greater detail and in terms of physical design, phasing and, in some cases, capital cost.

FORT YORK: SETTING IT RIGHT

The Planning and Design Principles:

- The restoration of Fort York should preserve and interpret the various eras of its history. Evidence of previous restoration efforts should also be preserved and interpreted.
- The topographic landscape setting of Fort York should be recovered, restored and interpreted.
- The outstanding archaeological resources associated with Fort York and its neighbourhood should be recognized and protected and, where appropriate, should be explored professionally.
- The cultural elements of the Fort York Precinct should be recovered and restored.
- The Fort York Armouries should be included in the Fort York Heritage Conservation District.
- New constructions or other elements introduced into the fort landscape should be clearly distinguishable from the historic layers of the landscape.
- The common history of Fort York and the fort neighbourhoods should be commemorated.
- The massing and design of new buildings and other structures near the fort precinct should be compatible with the fort.
- Views to and from the fort should be protected and enhanced.
- A system of parks and open spaces should connect the Fort York Precinct with the adjoining neighbourhoods and the waterfront:
- A public pathway system should link the paths in the Fort York Precinct, the sidewalks of the surrounding streets, the paths in adjoining neighbourhoods and the waterfront promenades and trails.
- New streets should give the Fort York Precinct a new address, enhance opportunities for interpretive views of the fort, and improve access for pedestrians, cyclists and transit passengers as well as for motorists.
- The dismantling of the elevated Gardiner Expressway and its below-grade replacement south of the Fort York Precinct should be strongly supported.
- Vehicular access and parking should be provided in ways that support other objectives for restoring the landscape setting of the fort while ensuring ease of access for visitors.
- Visitor Services and the Interpretive Centre facilities should be provided in ways that support other objectives for restoring the fort and its landscape setting while accommodating and enriching a full range of visitor experiences.



Section One:

PLANNING STRATEGIES

This section discusses planning strategies that should govern development of the fort and its surroundings. Where relevant, the discussion includes consideration of both long range and short-term measures.

1. FORT YORK PARK

Below: *Fort York and surrounding public open spaces in relation to the 1816 alignments of Garrison Creek and the Lake Ontario shoreline*

The major open spaces in the area should be consolidated into a single open space/heritage planning unit to be known as Fort York Park, and supported by the most effective available planning instruments.

Although separated by street and railway corridors, Coronation Park, Gore Park, 800 Fleet Street, the Armouries, Blocks 32 and 36, and Stanley Park are closely related to the fort and the contiguous Garrison Common lands to its west. Having been independently planned and developed over the years, these highly visible open spaces now vary widely as to use, character and level of development.

The Waterfront Revitalization Plan offers the potential for these open spaces, if developed in concert, to serve not only as a gateway park to downtown but also as a coordinated expression of crucial historical events in the life of the city. The suggestion has been made to call the ensemble "Fort York Park" in recognition of the fort's central role in the area's (and the City's) development.



2. CHARACTER OF FORT YORK PARK

The open space components of Fort York Park should be developed to promote a sense of continuity from the Lake north to Stanley Park.

To read as a single complex of related open spaces, Fort York Park should have a high degree of consistency among its parts - both in character and level of development. At present, there are a number of features that constrain north/south continuity: Gore Park and 800 Fleet (currently parking lots), the Gardiner Expressway, the Grand Trunk Railway cut, the active rail lines north of the fort, and the municipal yards and abattoir north of the railway. In the long range, these obstacles should be removed or mitigated.

South of the fort, the original shoreline should be developed as a connecting open space feature that threads across the landscape from the Princes' Gates to the mouth of Garrison Creek in Block 36. Similarly, Gore Park should be redeveloped at least to the standards of Coronation Park to the south. The western end of Fleet Street should be redeveloped as a transit only route to further connect Gore Park to 800 Fleet, the Armouries and the open spaces adjacent to the Fort.

Garrison Creek was once an important waterway that is still evident in the the development patterns and parks throughout this part of the city. The restoration of Garrison Creek should be the thematic link connecting open spaces to the east and north of the fort. Redevelopment of Blocks 32/36, Quality Meats, the municipal yards and Stanley Park should express the alignment and character of the former Garrison Creek through the use of vegetation and topography supported by appropriate storm water management techniques.

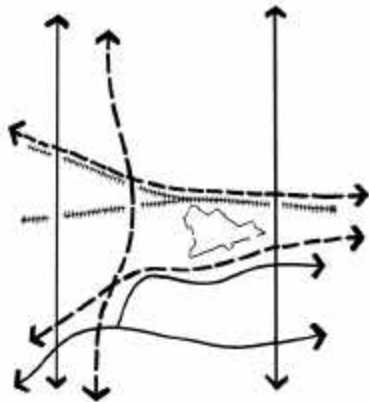
3. CONNECTIONS TO THE CITY

Opposite: *A comprehensive movement network through and beyond the Fort Precinct.*

The fort should be connected to city movement routes.

The development initiatives occurring around the fort offer many opportunities to strengthen linkages between the fort and the city. New and existing streets will work in concert with off-street pathway links to create a network of routes connecting the fort with surrounding lands and beyond.

Primary north/south connections will include Strachan and Bathurst Streets, and an off-street open space corridor from the lake shore north to Adelaide Street. East/west streets include Lake Shore and Fort York/Bremner Boulevards, and off-street open space corridors north and south of the rail lines. East/west connections under the Bathurst bridge will become important links to future communities on the Railway Lands, complementing the pedestrian promenade planned for the north side of Bremner Boulevard.



Street Connections

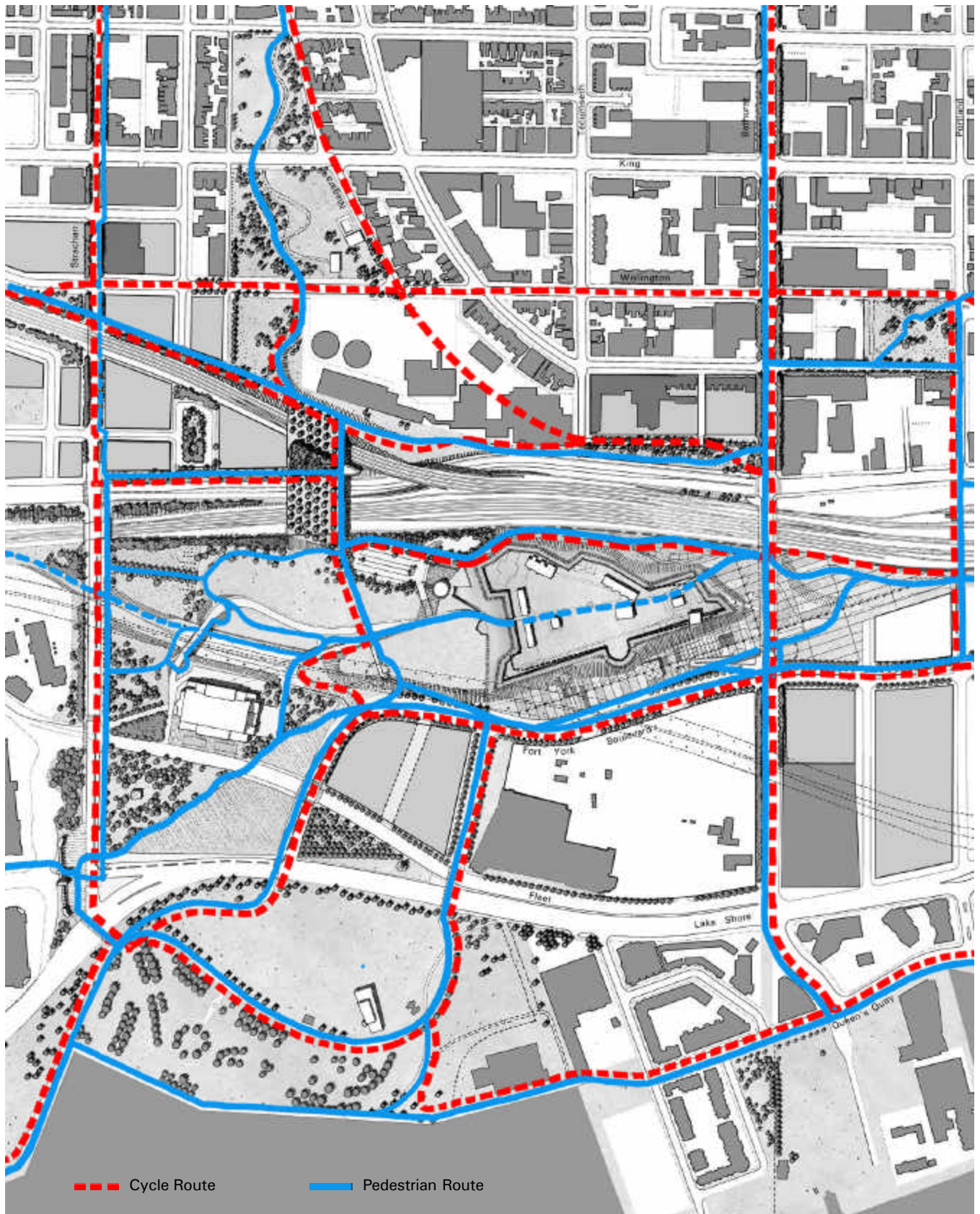
The public street network accommodates the majority of both pedestrian and vehicle movement within the city. Existing streets should be upgraded to reflect their relationship to the fort. Anticipated development in the area will be accompanied by new streets that should be developed to further connect the fort with the city.

Strachan Avenue and Bathurst Street now provide the fort with street presence and offer views of the fort and its immediate setting. The sidewalks along these frontages should be developed to enhance the fort's public presence, to improve views of the fort, and to provide more direct connections to the fort area. The likely reconstruction of Strachan Avenue (in association with Front Street Extension) will provide ample opportunities to realize these objectives.

Bathurst Street north of Front Street should be significantly upgraded. This should take advantage of and highlight the wide right-of-way that is evidence of previous (and unrealized) civic intentions for this important connection.

The Bathurst Street bridge is unique in that it spans the fort area rather than borders it. Consideration should be given to extending the cantilevered sidewalks beyond the main structure to provide unimpeded views of the fort and improve the pedestrian and cyclist environment.

A goal of Fort York Boulevard is to improve the public presence of Fort York. Features being designed include bike lanes, a broad esplanade along the north side, and a connection at the intersection to a lower level boardwalk extending east under the bridge to the Northern Linear Park.



Fort York Boulevard will also establish a strong connection from the fort south to the Coronation Park that should be facilitated by a pedestrian crossing at the intersection with Lake Shore Boulevard.

Bicycles on Streets

The current system of designated bicycle routes and lanes should be extended to take advantage of new streets and open space connections. These routes are necessary to provide safe commuting and recreational use.

The on-street routes illustrated include some important connections that are difficult to implement in the short-term, primarily due to dimensional restrictions. Continued study of these is required.

Off-street Pathways and Bike Routes

The interconnected open spaces throughout the area provide abundant opportunities to create off-street pathway and bicycle route connections that extend and complement those provided on the streets. Key connections should include:

- north from Fort York Boulevard, and across Garrison Common Park to Stanley Park and points north;
- the westward extension of Northern Linear Park under the Bathurst Bridge to the east gate of the fort, to Fort York Boulevard to the south, and to the land bridge via a route north of the fort;
- south from Fort York Boulevard and across Coronation Park;
- southwest from the fort along the former shoreline to the Princes' Gate;
- west from the fort along the former GT Railway cut and under Strachan Avenue to the CNE Grounds;
- west from Bathurst Street, north of Front Street Extension, to Strachan Avenue and beyond, along the CN Weston Sub rail corridor.

Rail Crossing

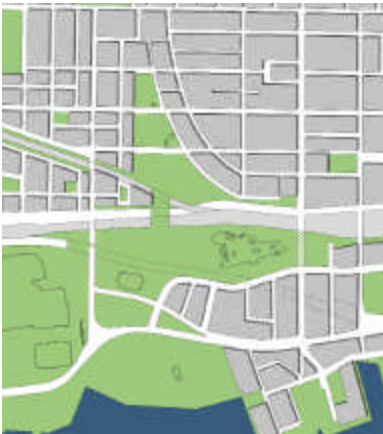
A new land bridge for cyclists, pedestrians, and possibly emergency vehicles should be developed over the rail corridors. This crossing will provide a much-needed alternative to Bathurst Street and Strachan Avenue. The crossing should be developed as a broad land bridge to extend the sense of landscape continuity and improve the development viability of the Triangle Lands. Regrading of the lands to the north will be necessary to provide the required clearance over the railway lines.

This crucial link should be developed as an integral component of Front Street Extension.

4. THE BUILT-FORM SETTING

The heights, massing and design of new buildings and other structures should be controlled to ensure their compatibility with the Fort York Heritage Conservation District and related streets, parks and open spaces.

The continuing evolution of the area around the fort is fuelled in large part by new private development opportunities created and stimulated by changes in the public infrastructure. These developments represent a positive influence on Fort York to the extent that they bring people to the area and help create a physical context that further reveals the Fort and is responsive to the distinctive historical characteristics and features of the Heritage Conservation District.



A Supportive Built Setting

Key redevelopment opportunities north of the Front Street Extension include the Triangle Lands, the publicly owned lands, infill sites and eventually, the Quality Meats site. To the east of Bathurst Street is the redevelopment of the Railway Lands West, including the city-owned Blocks 32 and 36. To the south of Fort York Boulevard are the redevelopment blocks of the Bathurst/Strachan Area.

Comprehensive urban design guidelines should be developed and adopted for all redevelopment sites adjacent to the Heritage Conservation District in order to ensure that development is compatible with the distinctive qualities of the district. Mechanisms should also be established, possibly employing computer simulation modeling techniques, to accurately assess the visual and micro-climatic impacts on the Heritage Conservation District of alternative built-form scenarios or specific development proposals.

Policy directives and/or guidelines are also required to control large scale advertising signs. While these are primarily directed towards the elevated expressway, they impact heavily on the visual environment of the Heritage Conservation District.

Future built-form guidelines should recognize current City of Toronto policies and guidelines that have been prepared to govern and guide development in the area. These include: the Garrison North Part II Official Plan and the draft Part II plan; the Bathurst/Strachan Part II Official Plan and the Report of the Bathurst Strachan Working Committee (April 1995); and the Railway Lands, West and Central, Urban Design Guidelines (June 1999). These documents are very supportive of fort-centred planning goals, and should be adopted as models for future built-form guidelines.

Recommended Built-Form Guidelines

For this Parks and Open Space Study, the principal built-form guidelines relate to view corridors and the “base building” frontage that define and shape the edges of public streets and open spaces. Build-to lines for base buildings and set-backs for higher buildings will also be required.

The height zones and other built-form criteria presented in the various Part II Official Plans, zoning by-laws and urban design guidelines are assumed to be the current policy or guidance of Council and are not re-examined in this Study.

Buildings should clearly define and give form to the edges of streets, parks and open spaces, and contribute to the creation of public streets with pleasing proportions, appropriate scale and visual continuity, adequate sunlight and sky views. An intensive development of street frontages and the edges of public open spaces will provide for clear public/private demarcation and help promote an active public realm.

The built-form guidelines are intended to achieve the following:

- create a respectful setting for the Heritage Conservation District and associated public parks, streets and open spaces, which is compatible with the modest, undramatic scale of the heritage buildings and other features of the fort and its landscape;
- create a well-defined public realm;
- minimize sun shadows and wind effects on the Heritage Conservation District and other areas of the public realm;
- ensure adequate street walls through base building heights and build-to lines adjacent to public streets, parks and open spaces;
- recognize Fort York Boulevard as a new principal city street, a new frontage to the fort and, extending eastwards (Bremner Boulevard), as the east-west spine of the entire Railway Lands;
- recognize Fleet Street frontage as a prominent "front" edge to the city at Gore Park, Coronation Park and the lake;
- allow views to and from the Heritage Conservation District along the public street and open space corridors, and through the larger development blocks.

The diagram on the following page illustrates the development blocks at the "leading edge" of the neighbourhoods adjoining the Heritage Conservation District. Development on these blocks will have the most direct impact on the Heritage Conservation District and associated public open spaces. The recommended heights of base buildings that define the edges of public streets and open spaces are indicated together with the significant view corridors that should be maintained or re-established. In the Bathurst/Strachan area, where development blocks are consolidated by the removal of a planned street allowance, replacement view corridors through the consolidated development blocks should be created.

South of Fort York

For the development area south of Fort York Boulevard, the streets and blocks pattern will be modified to accommodate the retention of the Molson's Building. The Part II Plan goals for building heights however, should remain. That is, "building heights increase in a southerly direction from the Fort with lower buildings established along the southern edge of Bremner Boulevard (Fort York Boulevard)". The recommended base building heights on Fort York Boulevard are intended to establish a medium height street wall. Build-to lines should also be defined to ensure continuity of the building frontages facing the Heritage Conservation District.

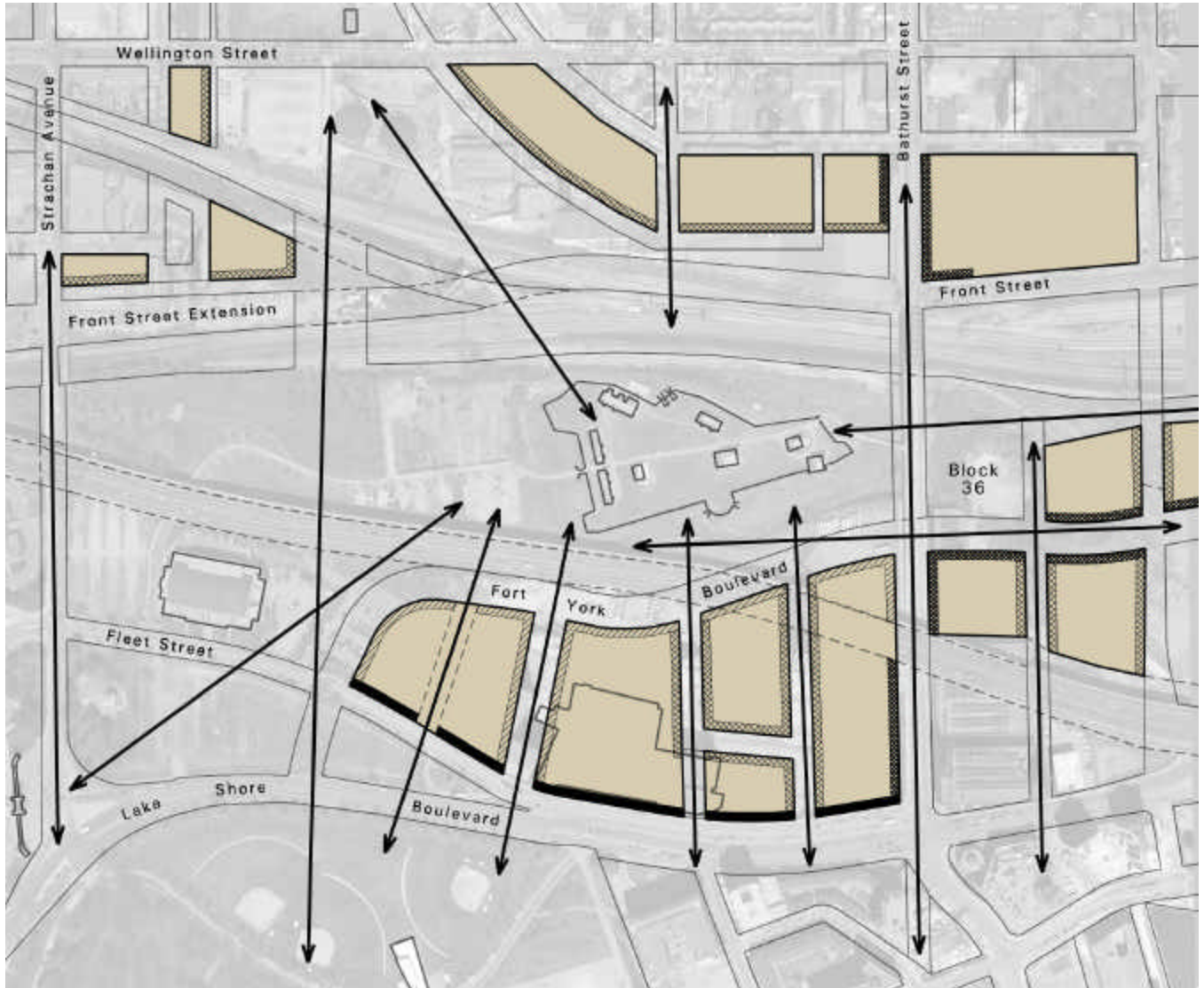
The recommended street-wall, base building heights on Fleet Street respond to the broad scale of the waterfront open spaces as well as the existing Molson's Building. The heights of towers and other taller buildings set back from the base building frontage, should be assessed for their impact on the Heritage District.

North of Fort York






For development blocks in the Garrison Common North/Niagara Neighbourhood, new development should create a clearly defined, low-profile building edge to the public streets and parkland, and maintain the scale of the mixed-use neighbourhood. Base building heights on Bathurst Street (and possibly Strachan Avenue) should be higher to recognize the wider street dimensions and its importance as a major city-to-lake urban corridor.

East of Fort York

For the development blocks east of Bathurst, the Railway Lands West Built-form Guidelines apply. For Blocks 32 and 36, special design guidelines will be required to ensure the integrated design of new buildings, heritage restoration/interpretation and public open space.



Opposite: *Elements of a supportive built-form setting: controlled building heights and view corridors*

-  15m Base Building Height
-  11-15m Base Building Height
-  20m Base Building Height
-  20-25m Base Building Height
-  View Corridor

5. VIEWS

Landscape and built development should protect view corridors to and from the fort.

Once set high on a lakeside promontory overlooking the harbour, Fort York is now hidden by industrial buildings, railways and elevated roadways. Views to the fort from adjacent streets and parks are few and fragmentary, and often compromised by an unsupportive foreground and background. Views from the fort are diminished by the same factors acting in reverse.

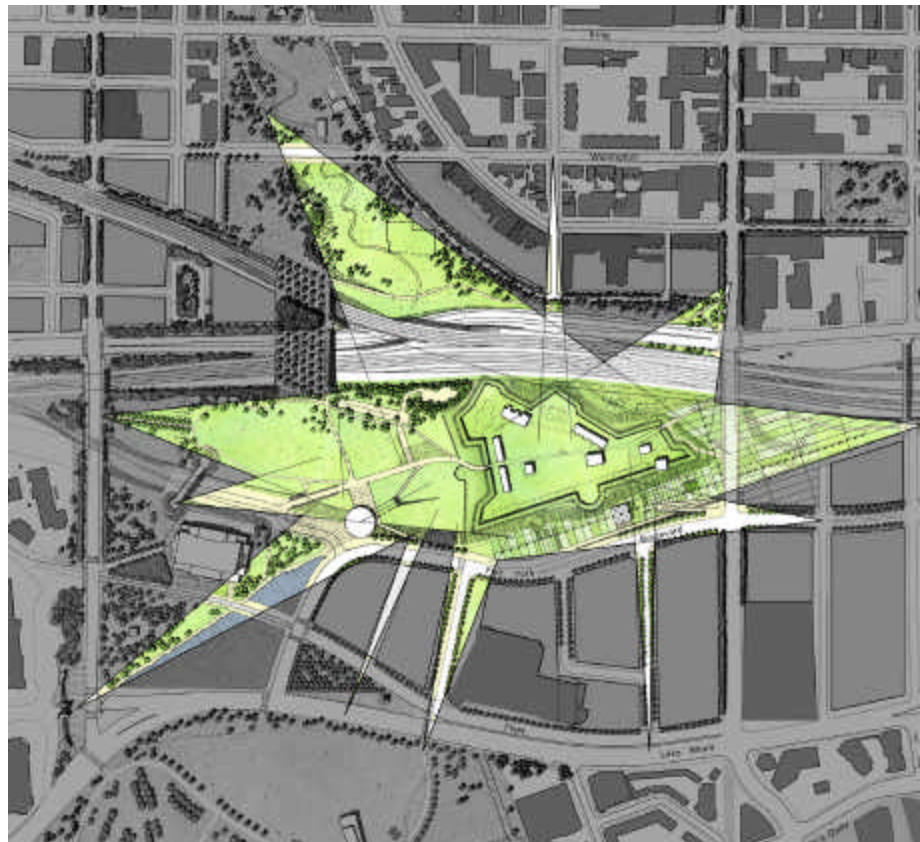
Principal Views to the Fort

In the long range, the fort and the Heritage Conservation District can be made visible from a number of important vantage points. These include Stanley Park, Bathurst/Front intersection, Northern Linear Park, West Rail Lands, Lake Shore Boulevard (through corridors in the Bathurst/Strachan District), Princes' Gate, and Strachan Avenue at Garrison Cemetery.

Since the fort buildings all have a low profile, it is essential to improve the face of the ramparts and reduce incompatible background elements.



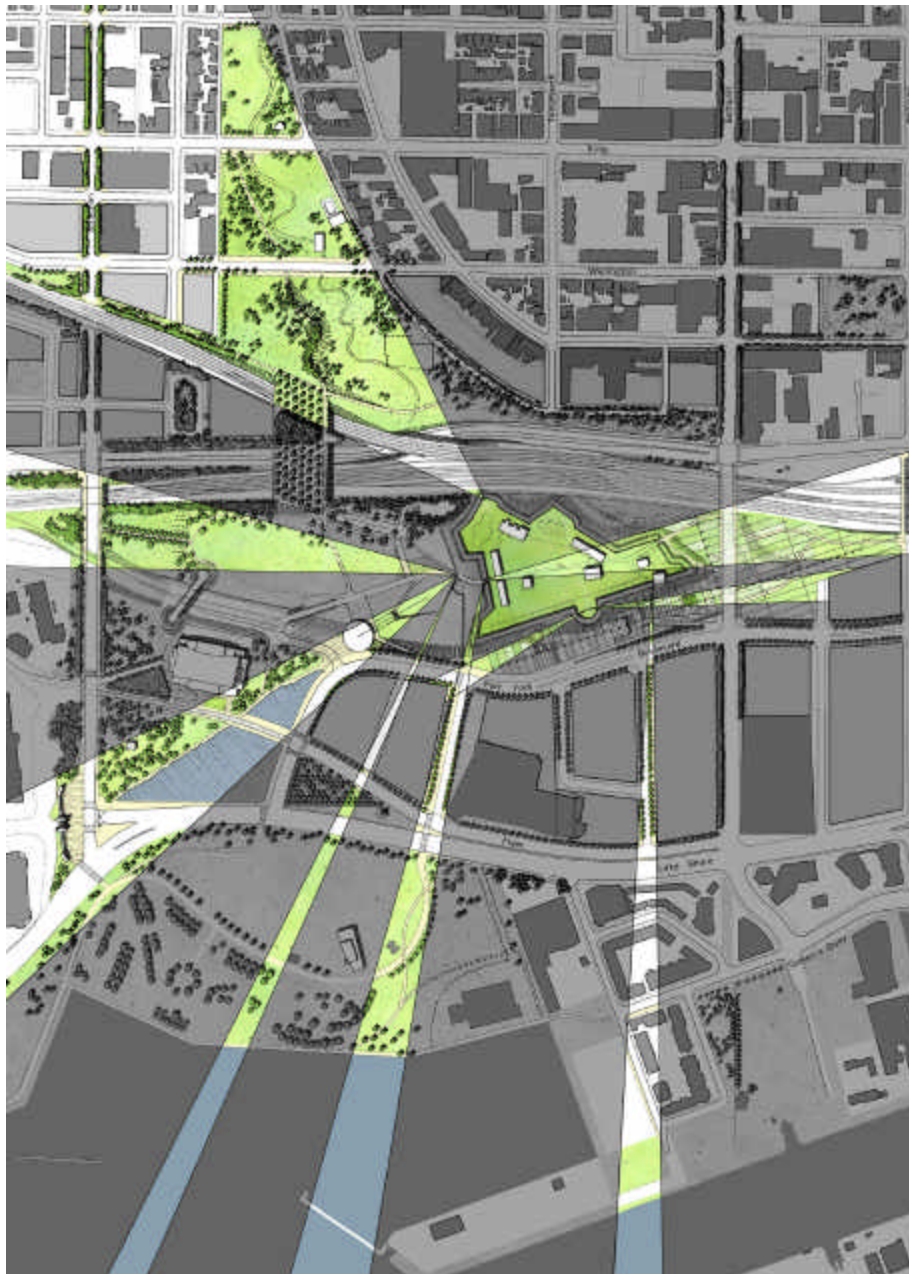
Incompatible foregrounds and backgrounds impact heavily on the image of the fort.



Present and future view corridors and vistas to Fort York

Principal Views from the Fort

In reverse, these corridors will offer long range views from the fort of Garrison Creek, the downtown skyline, Princes' Gate and Garrison Cemetery. Crucial glimpses of Lake Ontario will be made possible through corridors in the Bathurst/Strachan District.



An essential view towards downtown Toronto from within the fort.

Present and future view corridors and vistas from the fort

6. HERITAGE CONSERVATION DISTRICT

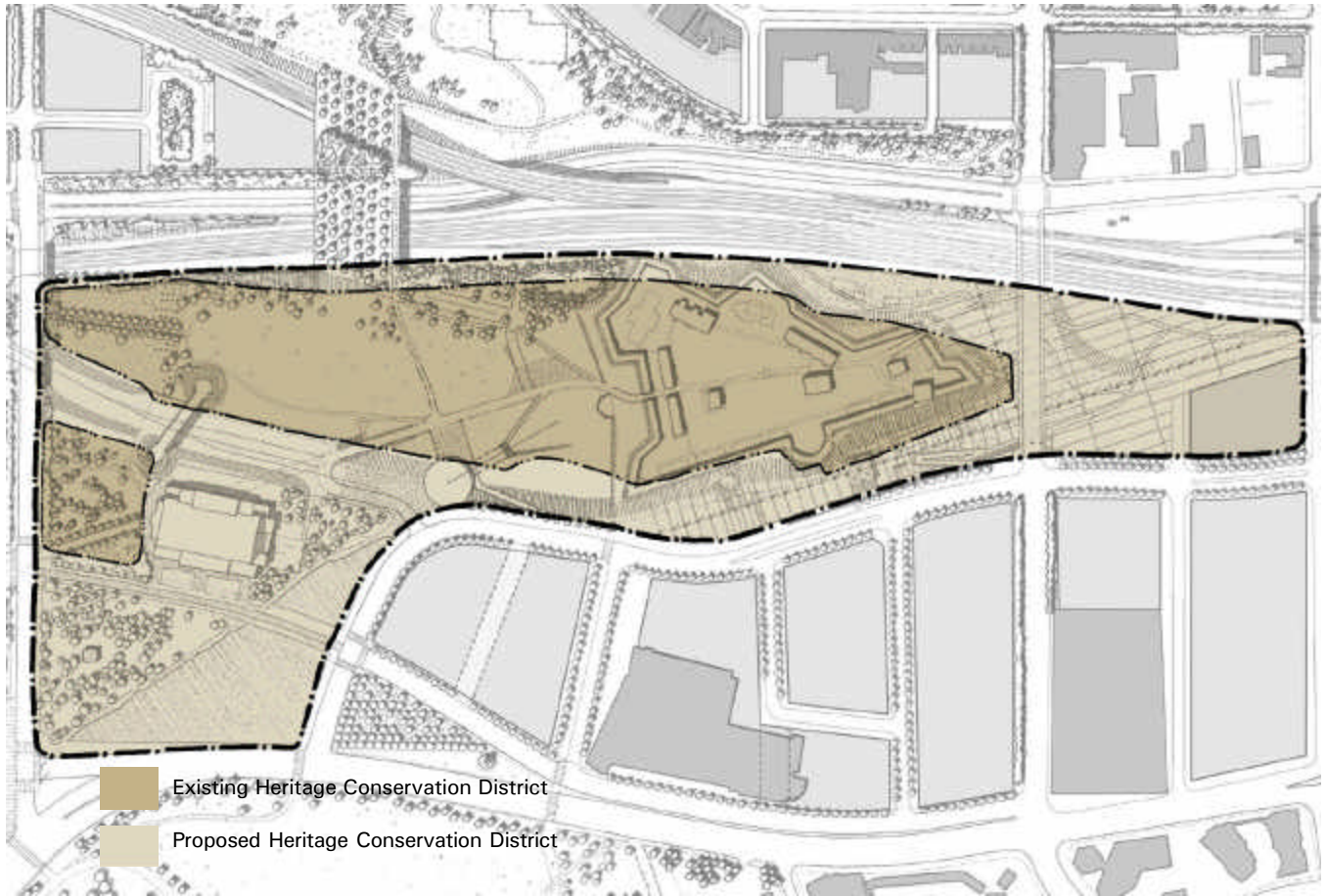
The boundaries of the current Heritage Conservation District should be expanded to include all contiguous lands.

The public lands immediately adjacent to Fort York have expanded as a result of the transfer of CN lands to the north of the fort, and will very soon be reconfigured again when Fort York Boulevard is constructed. Expanding the Heritage Conservation District will serve two objectives. First, it will signal proprietorship over these lands. Second, the planning instruments inherent in the heritage conservation district designation should be applied to as much of the surrounding territory as possible. Expansion of the Heritage Conservation District is recognized in the Bathurst/Strachan Part 2 Plan.

The Fort York and Garrison Common Heritage Conservation District should be expanded to embrace all contiguous city-owned lands. At the very least, the District should be expanded to include:

- the Armouries;
- lands under the Gardiner Expressway;
- lands adjacent to the new Fort York Boulevard;
- newly acquired lands north of the fort;
- lands under the Bathurst Bridge
- Gore Park, west of Fort York Boulevard and south to Lake Shore Boulevard (in its final alignment);
- Railway Lands Blocks 32 and 36, east of Bathurst Street.

Blocks 32 and 36 should be included since they include the mouth of the Garrison Creek, the outer defences of the present fort and the site of the first fort. Although building development is intended for these lands, they are also important parts of a future public open space network linking the fort with new developments in the Railway Lands. Extensive archaeological investigations will be necessary before an appropriate balance between historic restoration/interpretation, public open space and new building development can be determined.



The Heritage Conservation District expanded to include all contiguous public open space lands

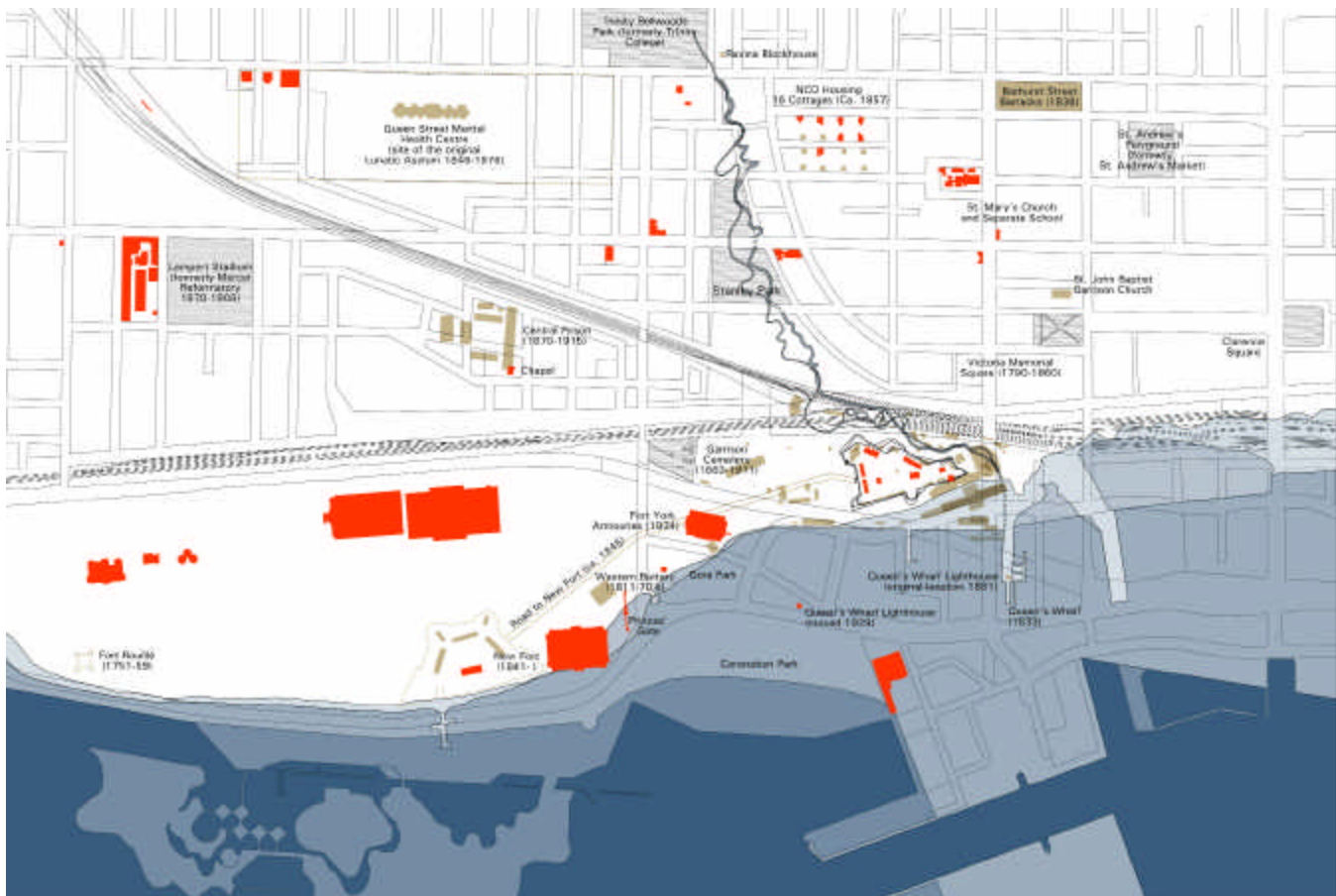
7. THE BROADER HISTORICAL RESOURCE

Below: *Inventory of selected heritage resources in the neighbourhoods surrounding Fort York*

Heritage resources in the area should be interpreted to broaden and enrich the historical context of the fort.

A variety of important natural and heritage resources exist in the broader area beyond the fort that should be interpreted. Many of these are military in nature and bear a direct relationship with the fort and the very significant events that underlie the City's origins and early development. Many others are evidence of the layers of industrial and railway activities that fueled the development of the City, and nearly overwhelmed Fort York in the process.

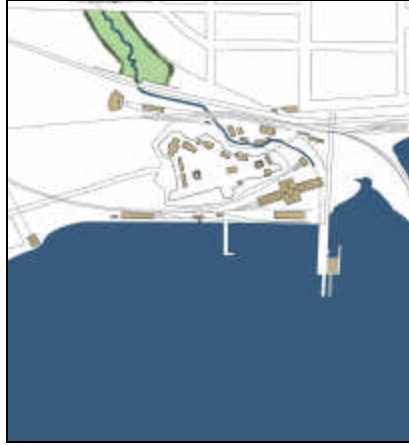
These resources should be protected and interpreted where possible.



- Existing Heritage Features
- Demolished Heritage Features
- Sites of Historical Significance



1816



1856



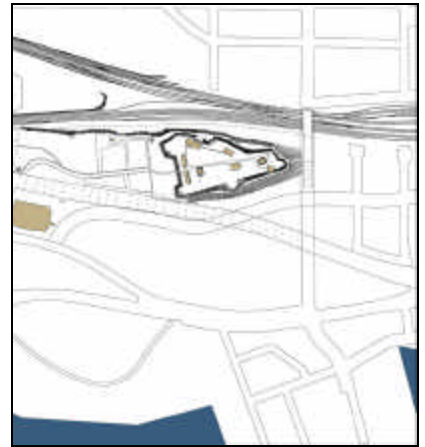
1873



1921



1934



1999

The historical development of the fort and its surroundings

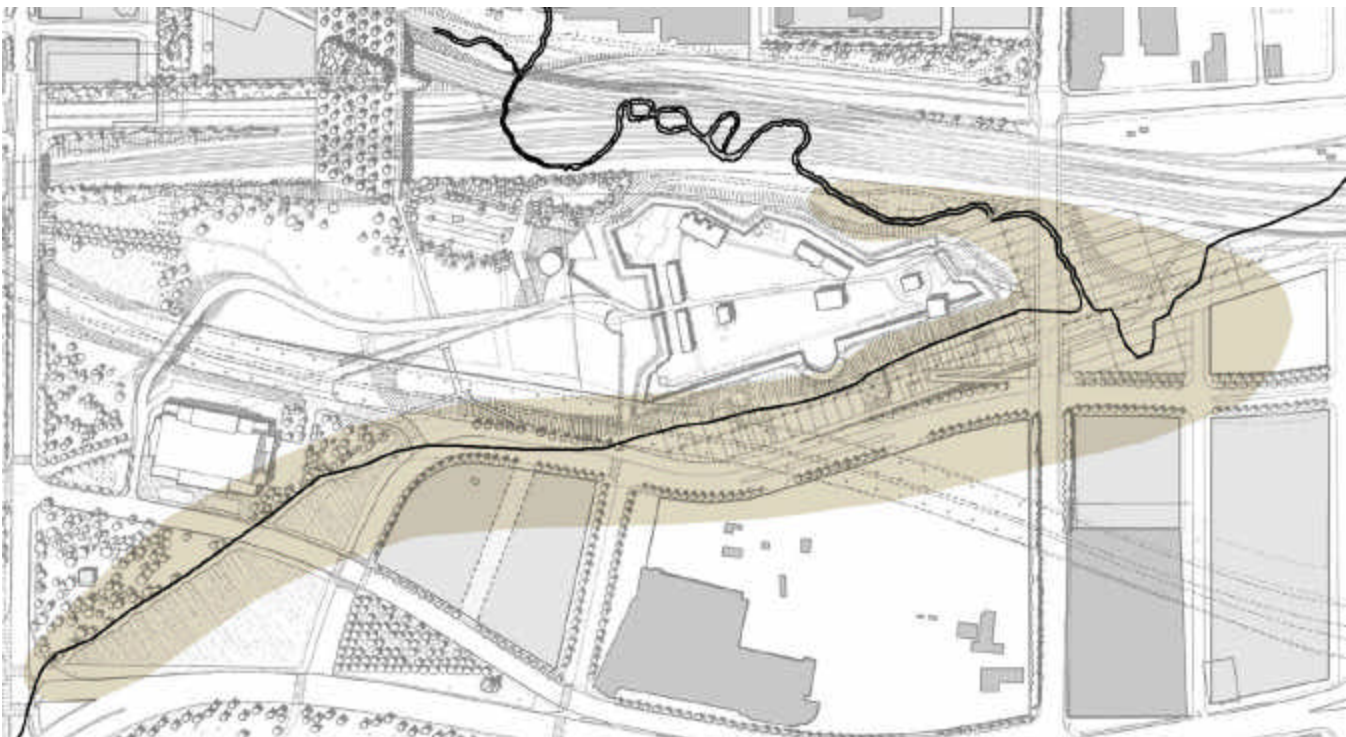
8. ARCHAEOLOGICAL RESOURCE PROTECTION

Below: *The shoreline and shallows of historic Lake Ontario may offer rich archaeological resources.*

Archaeological investigation should be a precursor to all new or restoration construction in the Fort Precinct.

It is known that the fort and lands surrounding it are rich in archaeological resources, many of which have been protected by the land filling that has occurred over the last century and a half. This resource is the means to expanding the understanding and knowledge of the history of the fort and surrounding region. Adequate archaeological investigations should be carried out in advance of any new construction to avoid the unintentional destruction of these resources, particularly in the land and lake edge areas that preceded the 20th century lakefilling operations.

The greatest level of protection of the archaeological resources is most likely to be afforded through designation under the Ontario Heritage Act as part of the Heritage Conservation District.



9. ARCHAEOLOGY: PUBLIC OUTREACH/INTERPRETATION

Ongoing archaeological activities and recovered features should be presented and exhibited in-situ as a principal part of the precinct's interpretive program.

Experience, both at the fort and elsewhere, has demonstrated that archeological digs are of immense interest to the general public, often drawing large crowds and stimulating wide press coverage. To capitalize on this inherent curiosity and increased visitorship, archaeological investigation should be ongoing at all times, accessible to the general public and actively promoted.

Consideration should be given to developing a visible, movable structure that would mark active sites and provide sheltered space for both research and exhibition.

A key component of the Demonstration Plan is the "Archaeological Landscape" south and east of the fort. This is described on page 50.



Archaeological Excavations Adjacent to Blockhouse Number 2, 1992
(Toronto Historical Board)

10. FORT RESTORATION

The fort within the walls should continue to be restored.



"D" Barrack

Janet A. Hamwood, **"Toronto Military Buildings, Fort York, Summer 1928"** (Metropolitan Toronto Library 977-26-101)

Fort York and its immediate surroundings bear witness to a rich and many-layered military, social and industrial history dating back to the founding of Toronto in the late 18th century. Among the more visible artifacts are those dating between 1811 and 1816 as restored in the 1930's, which emerged during the fort's life as a historic site museum, a role it has fulfilled on a continuing basis for the past 70 years.

The preservation, restoration and interpretation of Fort York has been ongoing for many decades. Future work should continue to reveal the layers of history that underlie the fort and make explicit the historical processes involved in its evolution.

Continuing discussion is required to confirm current recovery and restoration programs, and to develop new ones as opportunities arise. The following are landscape-oriented aspects of this recovery process that should be considered:

- restore selected perimeter walls, including gun positions along the south rampart, to recapture the original extent and character of the fort prior to the 1930's restoration efforts;
- lower existing grades at selected locations within the fort to their original elevations;
- interpret (or possibly reconstruct) demolished buildings;

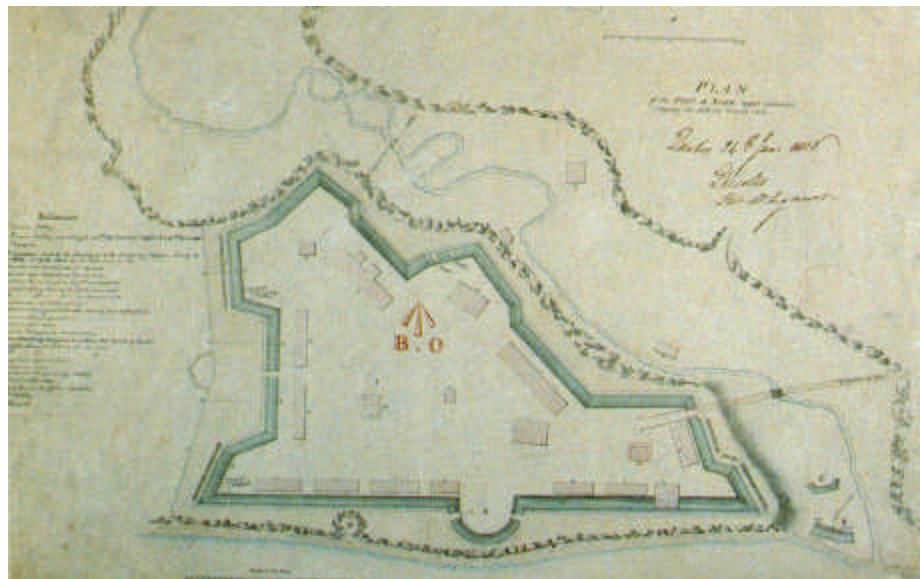


The East Gate to Fort York

John Elliott Woolford, **"Fort at York, 1821"** (National Archives of Canada, C-99558).

"Plan of the Fort at York Upper Canada shewing its state in March 1816" J[ean]-B[aptiste] Duberger, Royal Engineers Drawing Room, Quebec, 16th Feb. 1816.

[Sgd.] G[ustavus] Nicolls, Lt. Col. Royal Engineers, Quebec, 24th June 1816 (National Archives of Canada, NMC 23139)

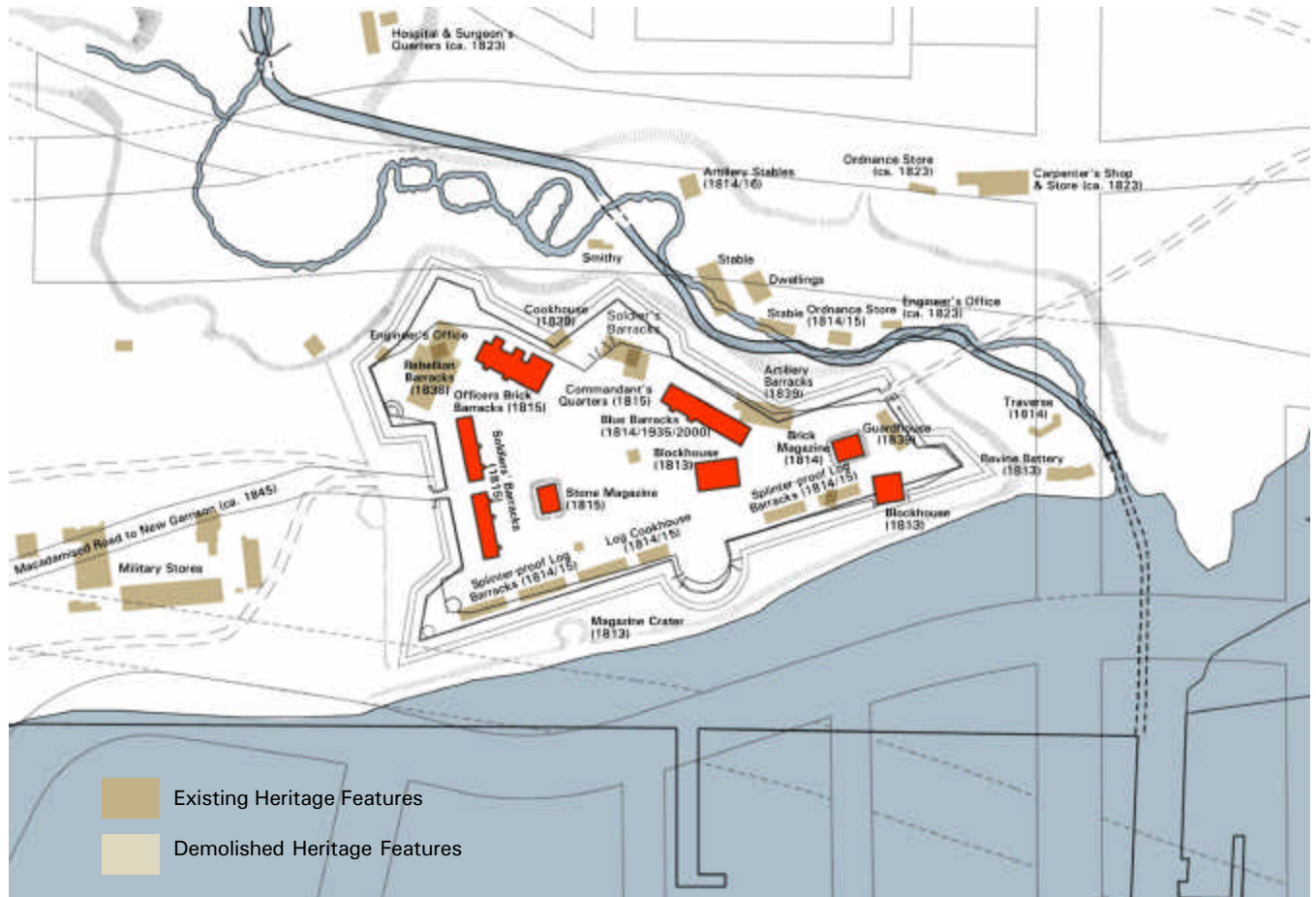


- restore the east gate structure and ramparts;
- restore original earthwork ravelin guarding the west entrance;
- regrade and replant the ramparts (including palisades) to more closely recall earlier landforms believed to be steeper and visually unobstructed;
- re-interpret the landscapes inside the fort to recall earlier design palette/themes as well as the diverse military and domestic activities that once occurred there. These include pavements and ground covers, ornamental and produce gardening, hunting and animal husbandry, sports and recreation, military drilling and social gatherings;
- introduce interpretive elements to enable the public to “read” historical landscape features.



Ornamental and Domestic Plantings

Janet A. Hamwood, “Toronto Military Buildings, Fort York, Summer 1928” (Metropolitan Toronto Library 977-26-101)



Inventory of existing and demolished buildings and structures

11. INDUSTRIAL AND RAILWAY HERITAGE WITHIN THE FORT PRECINCT



Railway Freight Shed, 1918

Merrilees Collection, Dec. 19, 1918.
(National Archives of Canada, C-003443)

The significant industrial and railway heritage within the Fort Precinct should be interpreted.

The lands surrounding the fort bear witness to successive layers of city-building that included major industrial and railway developments. These activities were fundamental to the emergence of Toronto as a major centre.

Built in the mid-1850's, the Grand Trunk Railway (GTR) terminus south of the fort was a crucial transfer point for materials and cargo entering Toronto for reshipment to the hinterland north and west of the city. The construction of this railway also initiated the longstanding practice of filling the lake to gain more land - a practice that eventually led to the "burying" of the fort deep within the fabric of the city.



The industrial and railway context, 1926

Fairchild Aerial Surveys Co. (of Canada) Ltd., Merrilees Collection F 1125, Nov 17, 1926. (Ontario Archives A0 2773)

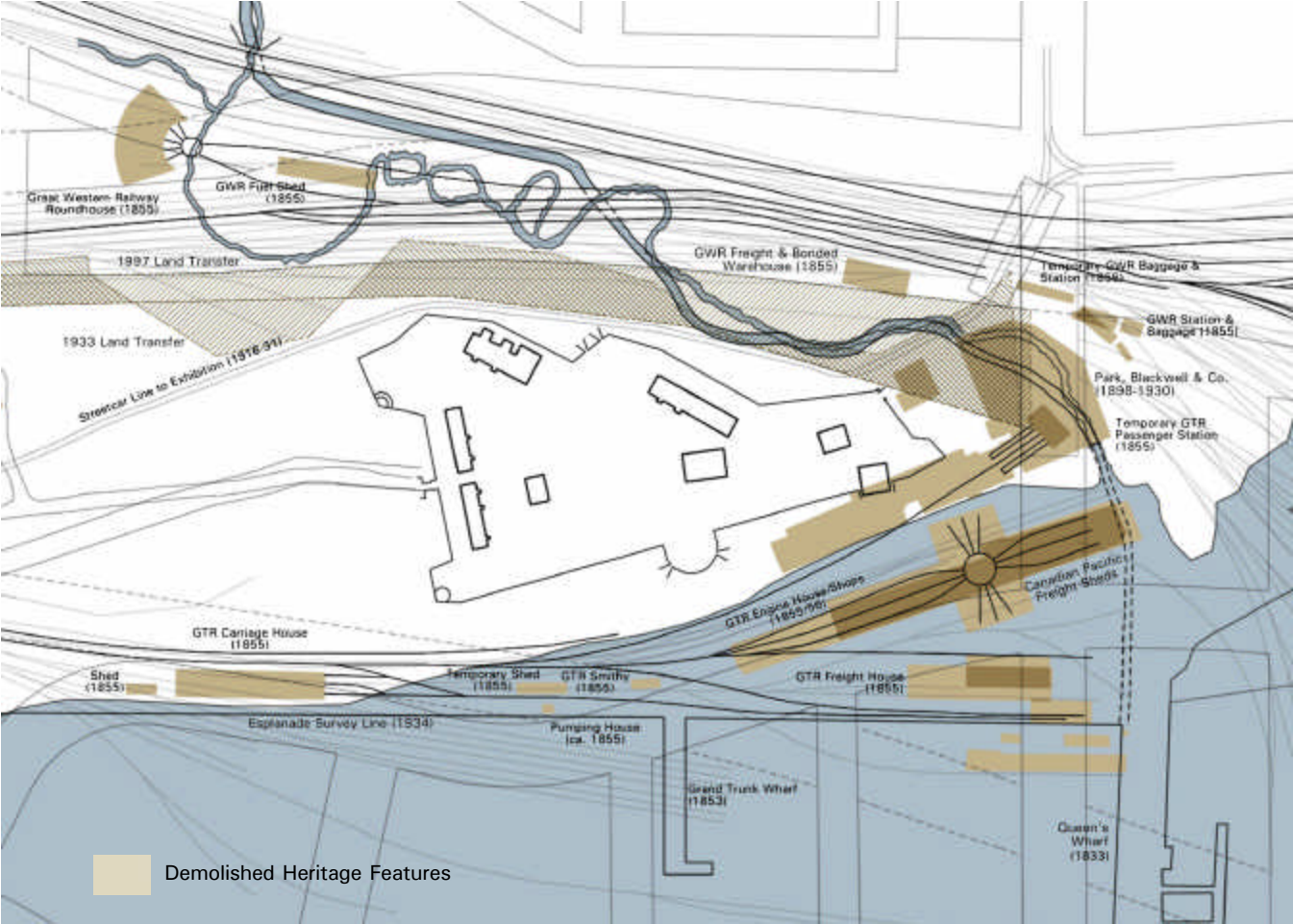
The most striking remaining artifact of the GTR is the dramatic cut passing through the former escarpment southwest of the fort and extending under the present Strachan Avenue. This cut is now largely hidden beneath the Gardiner Expressway.

Future open space development in the area should interpret the railway cut and the remains of heritage buildings (in particular the large cruciform Engine House) that may be revealed in years to come. The cut could become a component of a city-wide railway "museum", taking advantage of the direct access to operational rail lines that could easily be provided. The railway cut could also provide pedestrian (and possibly public transit) access under Strachan Avenue into the Exhibition Grounds.

Grand Trunk Railway spur line under the Gardiner Expressway, 2000



Railway heritage to the north of the fort includes the Great Western Railway Roundhouse that could be interpreted in the design of the proposed Land Bridge and Triangle Lands development.



The industrial and railway heritage resource in the Fort Precinct

12. LANDFORM RECOVERY

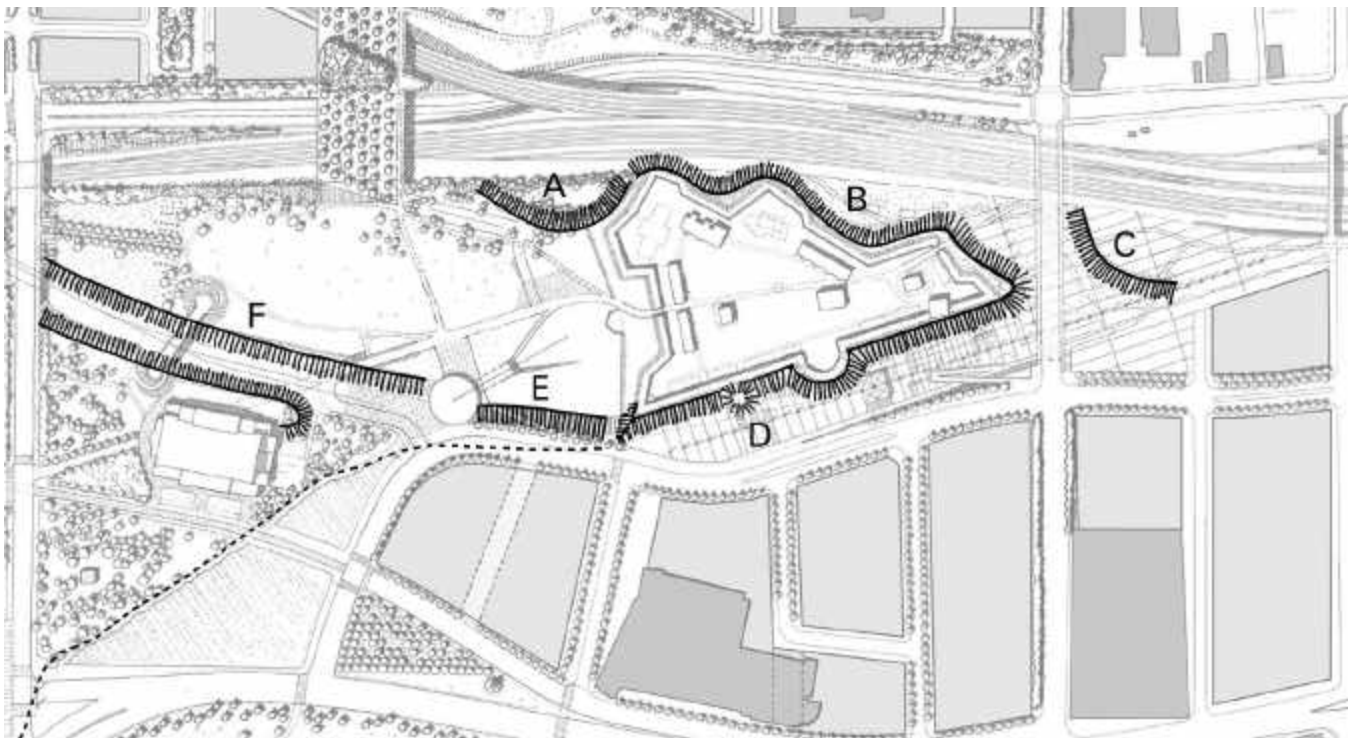
Below: *Important landform features to be preserved or restored*

The landforms defining the fort should be recovered to reveal the fundamental historic conditions of the site.

There is considerable potential now to reverse the incremental "burying" of the fort that has occurred over the past century and, thus, reveal its former strategic location on a height of land at the mouth of a creek and overlooking the lake.

With reference to the diagram below, the following landform restorations should eventually be undertaken:

- Slope A - the original Garrison Creek bank that has been largely filled and overtaken by nursery and service functions;
- Slope B - the north face of the fort and the bank of Garrison Creek should be restored taking advantage of the lands newly acquired from CN;
- Slope C - the east bank of Garrison Creek should be interpreted (including the original road and bridge from the Town of York) and developed as the link to the Northern Linear Park;
- Slope D - the former lake edge (including the grand magazine crater) beneath the fort;



- Slope E - the south escarpment west of the fort should be restored and interpreted parallel to Fort York Boulevard;
- Slope F - the spur line cut should be restored as an artifact of the historic Grand Trunk Railway which played a key role in the early development of Southern Ontario.

In the short to medium term, priority should be given to the slopes facing Fort York Boulevard so that the higher visibility this street will offer the fort is optimized. The east slopes, directly below the fort, should be regraded and replanted, and the fences removed. Most of this work can be viewed as permanent as it is beyond the influence of the Gardiner relocation.

Under the Gardiner, the existing retaining wall should be removed as far west as the new entrance, and the land filled and graded down to meet Fort York Boulevard. The possible temporary nature of this work (which would be removed during the Gardiner relocation) would be more than compensated for by the improved character of the fort as viewed from Fort York Boulevard.

Slope rehabilitation should proceed with all due regard for archaeological resources that may be affected.



Present view of the retaining walls under the Gardiner Expressway

13. LAKE ONTARIO AND GARRISON CREEK

Opposite: *Fort York in its current location, with the 1816 Lake Ontario shoreline superimposed over the short-term demonstration plan.*

The original Lake Ontario shoreline and Garrison Creek alignments should be recovered and expressed.

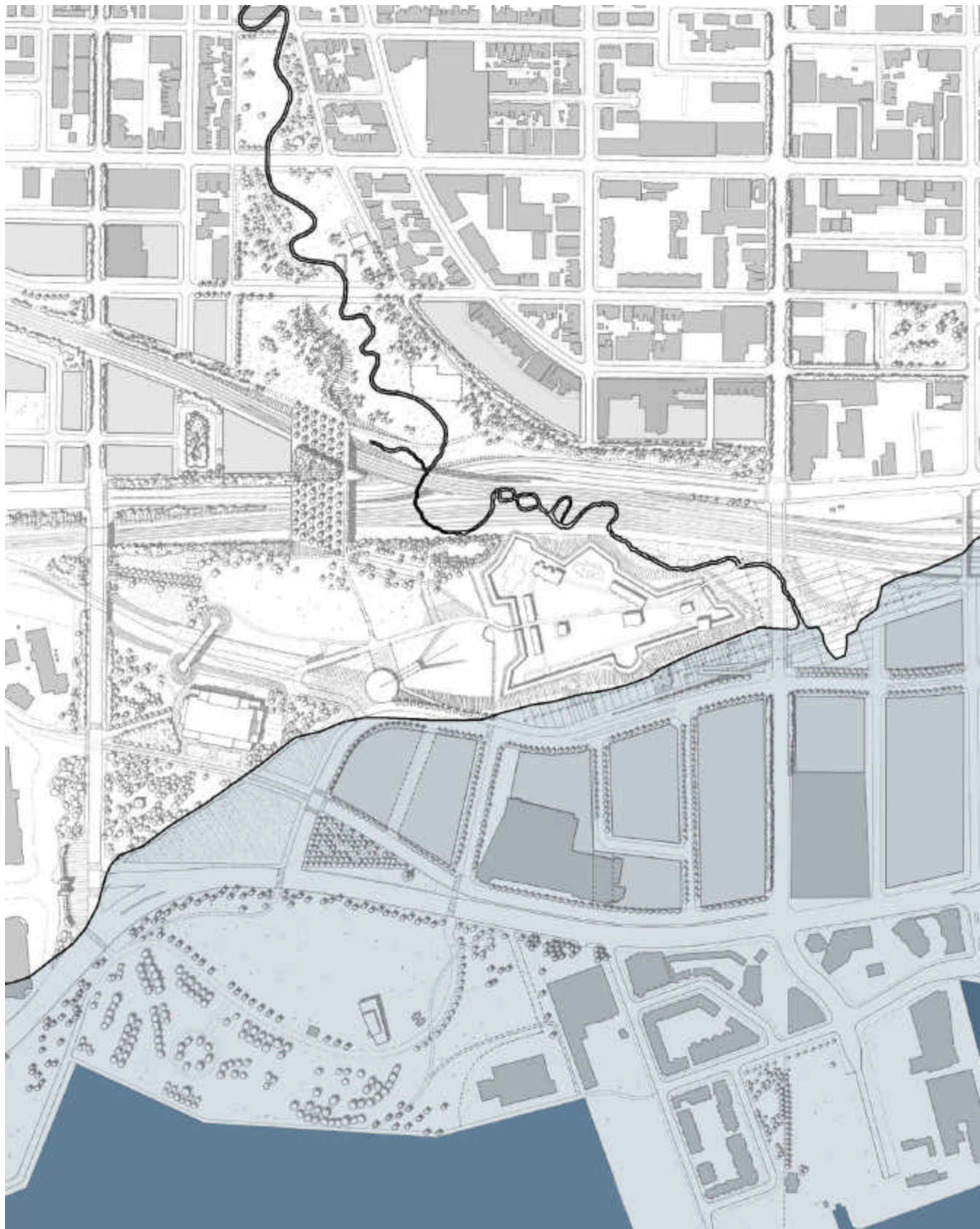
Long lost through decades of filling, the original shoreline should be interpreted. Various early maps and documents indicate that the shoreline lay just south of the fort and angled off west to pass just south of the present-day Armouries and Princes' Gates. The alignment of Fort York Boulevard roughly parallels the former shoreline alignment.

Garrison Creek originally emptied into the lake at a point just east of Bathurst Street in City-owned Blocks 32 and 36. The original meandering alignment of the stream inland from the lake extended north and is today still evident in the parks, topography and street patterns of the Niagara Neighbourhood.

The interpretation of these features can draw upon a very broad spectrum of design expressions. Very literal forms could include open water, restored shingle beaches and wetland vegetation. More abstract and symbolic interpretations might represent the historic circumstances more meaningfully. Such possibilities, coupled with creative stormwater management strategies, should be explored.

Philip John Bainbridge, "**Pier and Fort, Toronto, August 1839**" (National Archives of Canada, C-2801)





14. VISITOR AND PROGRAM-SUPPORT FACILITIES

Below: *Three potential sites for Fort York visitor facilities.*

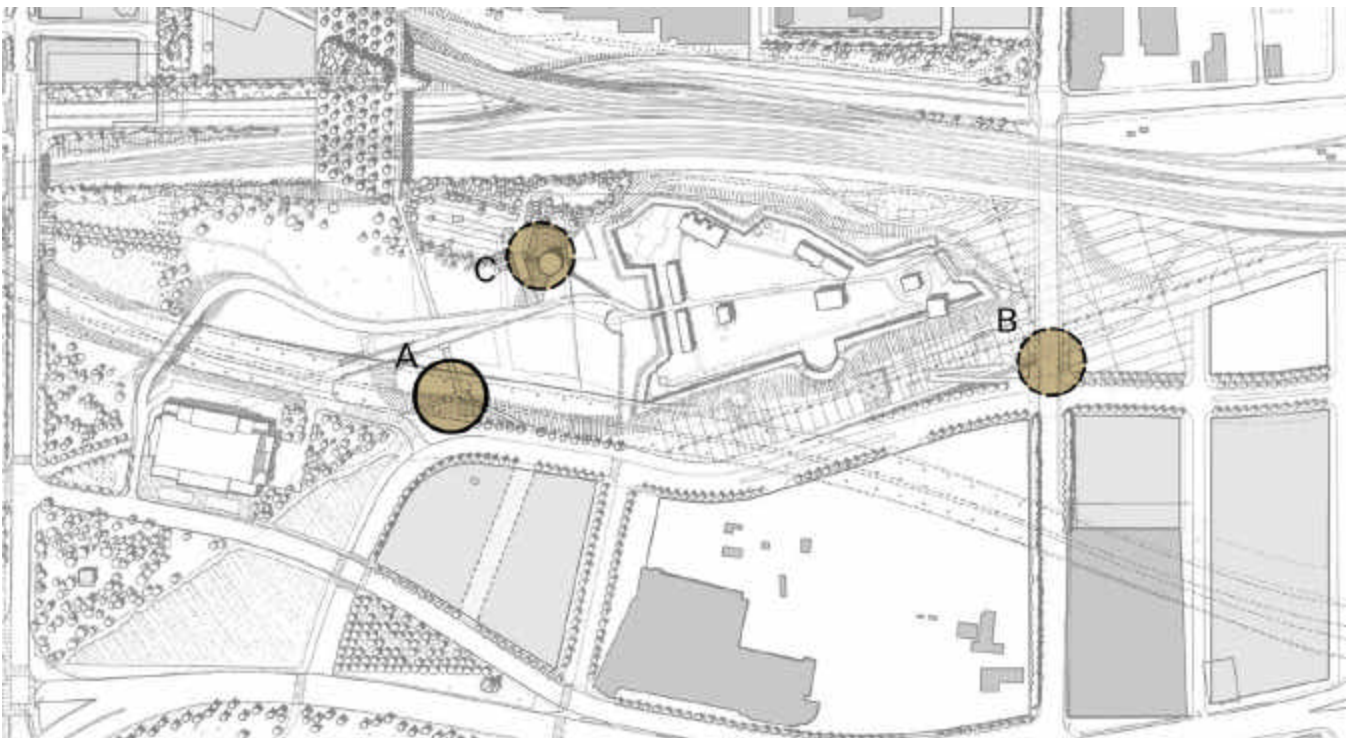
Visitor and program-support facilities should be provided to enhance the public visibility of the fort and support the visitor experience, but should not compromise the heritage integrity of the fort.

New visitor facilities have long been promoted as the means for improving the visitor experience, for decanting non-heritage uses from existing buildings, and for accommodating new revenue generating activities. A possible related objective for new visitor facilities is to create a visible icon that would enhance the public profile of the fort.

The challenge is to locate and design facilities such that these objectives are achieved without overwhelming the fort itself, compromising those very assets it seeks to support.

A series of models has been put forward that describes a spectrum of visitor centre formats, each of which implies a quite different ideological and operational approach to the provision of visitor and program-support services. These models include:

- a freestanding building outside the fort ramparts;
- a subterranean facility with minimal surface exposure;



- a single facility built into the surrounding bridge infrastructure with views out to the fort;
- the adaptive reuse of existing buildings outside or within the fort;
- the recreation of previous historic structures within the ramparts;
- a system of satellite structures utilizing one or more of the types described above;
- a Museum of the City (possibly incorporating the Armouries) where the fort forms a significant west-end “anchor” balancing an east-end Town of York “anchor” (possibly incorporating the historic Parliament Building site) and linked by a reinterpretation of the “Walks and Gardens” along the former city waterfront.

Of the three sites examined, we recommend a reception facility (A) associated with the new entrance on Fort York Boulevard. Taking advantage of the elevation change in this location, the facility would present a highly visible public face on Fort York Boulevard while remaining largely invisible from vantage points within and around the fort itself. Much of the facility would be built underground, and could include a direct walkway connection with the west gate of the fort. A disadvantage is that full implementation would likely be delayed until the Gardiner Expressway is relocated, although this might be obviated through careful siting and design.

A site under or just east of the Bathurst Bridge (B) would provide excellent views of the fort and an authentic approach via the east gate. A facility incorporated into this infrastructure, with entry at street level and exit at “lake” level, would have little impact on views to or from the fort. The site is also strategically located at this important intersection.

A disadvantage is the difficulty of coordinating the design and the implementation sequencing of this facility with other developments occurring in the immediate area.

A facility on the nursery site west of the fort (C) would be conveniently located near the fort's existing west entrance, and could be constructed immediately. Key disadvantages are that the facility would be almost invisible from nearby public streets, it would be more distant from public transit, and it could (unless built largely underground) impact heavily on the visual quality of the fort.

The nursery site could, however, be developed as a small interim facility until the recommended site becomes available. In this case, consideration could be given to a fabric structure or other easily decommissioned building. Alternatively, the site could be developed as a smaller satellite component of a set of interpretive/visitor facilities.



Visitor Facility Location A



Visitor Facility Location B



Visitor Facility Location C

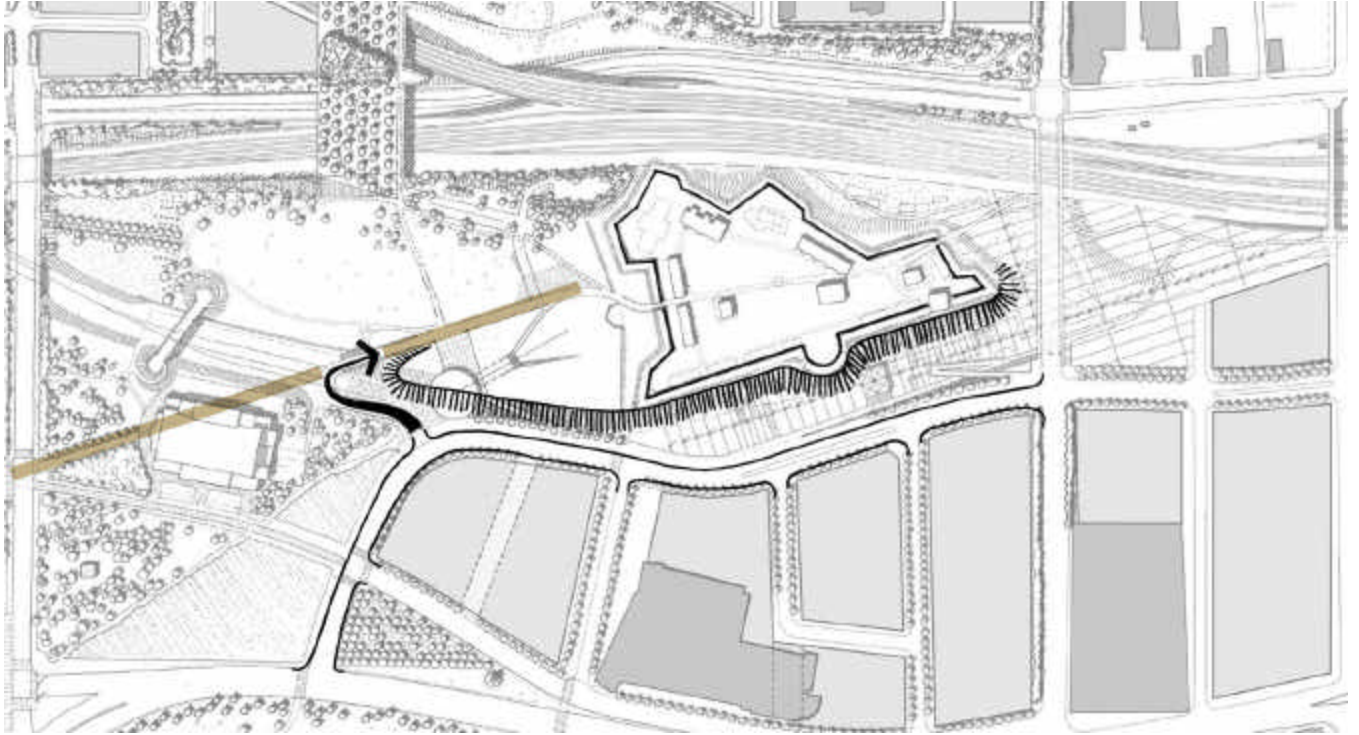
15. ADDRESS AND ENTRANCE

The primary street address and entrance to the fort should be located on Fort York Boulevard.

The opportunity for high visibility and public presence offered by Fort York Boulevard should be embraced and developed. This formal "point of contact" between fort and city should occur just east of the Armouries where the fort and railway landforms come together, and where the grade difference can be accommodated with minimum impact to the fort's forecourt on the higher ground. The entrance should include a driveway that negotiates the grade change and recovers the alignment of the original Garrison Road that once connected Old Fort York to the "New Fort" in the present Exhibition Grounds.

Even in the short-term, before the Gardiner is relocated, a new entrance to the fort should be developed at this location. The driveway (or perhaps pedestrian route in the first stage) would be routed past the expressway columns and mount the escarpment on the alignment of Old Garrison Road. The gain in public profile, visibility and ease of access would more than offset the expenditure of funds on what may prove to be a temporary measure in the medium term.

In the long range, vehicular access from Fort York Boulevard would allow the restoration of the original Garrison Road and reinstatement of the site. The existing bridge over the GTR cut could be redeveloped for pedestrians and bicycles only, thus permitting the extensive abutment earthworks to be significantly reduced.



A legible street address and direct entrance on Fort York Boulevard

16. PARKING

Opposite: *Long Range parking in the former railway cut to serve both Fort York and the Armouries*

Parking should be conveniently located, but should not impact key views of and from the fort.

While public transit will assume greater significance in this part of the city, private vehicles and tour buses will continue to be an important means of access to the fort.

Parking should be located so that there is a balance between convenience and visual/heritage integrity. The existing parking lot is conveniently located but is visually intrusive and occupies key forecourt territory that would be better utilized for programmed events.

In the long term, general public parking should be removed from the upper plateau and located north of the Armouries and within the existing railway cut. The new parking facility in this location would serve both the fort and the Armouries (when redeveloped as a public facility), and would be unobtrusive by virtue of the existing topography. This parking would have a direct relationship with a future reception facility on Fort York Boulevard.

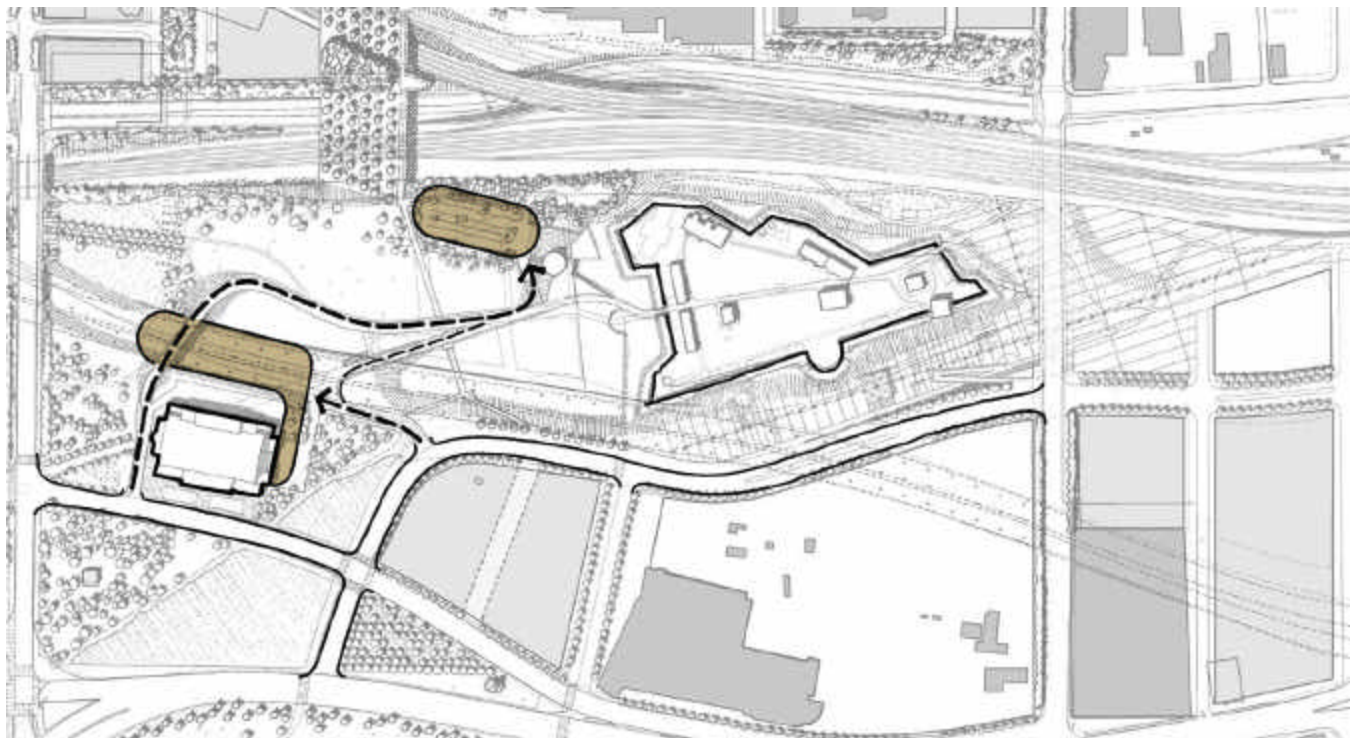
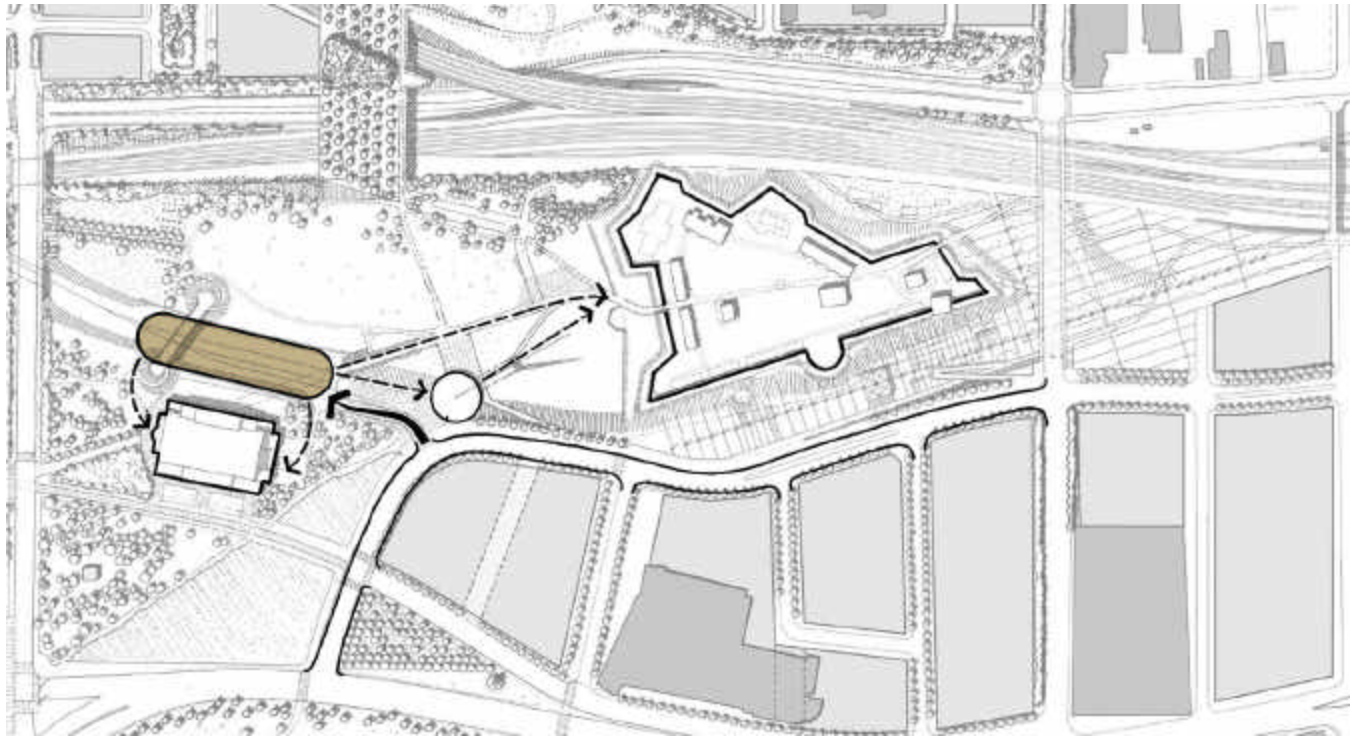
Some public parking may continue to be required near the fort entrance to support scheduled evening activities.

Provision should be made for tour bus drop-off at the entrance to the reception facility, and possibly at the entrance to the fort.

Opposite: *Short-term interim parking on the present nursery site, and a military vehicle compound north of the Armouries*

In the short-term, fort parking should be provided in the redeveloped nursery site to permit development of a large and open forecourt at the fort entrance. The new parking lot should be depressed to reduce the visibility of vehicles and screened with planting.

Also in the short-term, the site under the Gardiner Expressway should be redeveloped as a military vehicle compound to replace the existing facility now located east of the Armouries. Redevelopment of the site for this purpose should include some non-secure parking that could serve as overflow parking for visitors to the fort if coupled with a direct pedestrian connection up the escarpment.



17. SERVICING

A service facility should be provided northwest of the fort.

The operation and development of the fort depends upon the movement and storage of goods and materials, especially to service the entertainment and food service activities now provided. Currently, the movement of service vehicles inside the fort compromises both public safety and programming.

There is a requirement for a limited amount of staff parking to ensure the personal safety of employees arriving or leaving after dark.

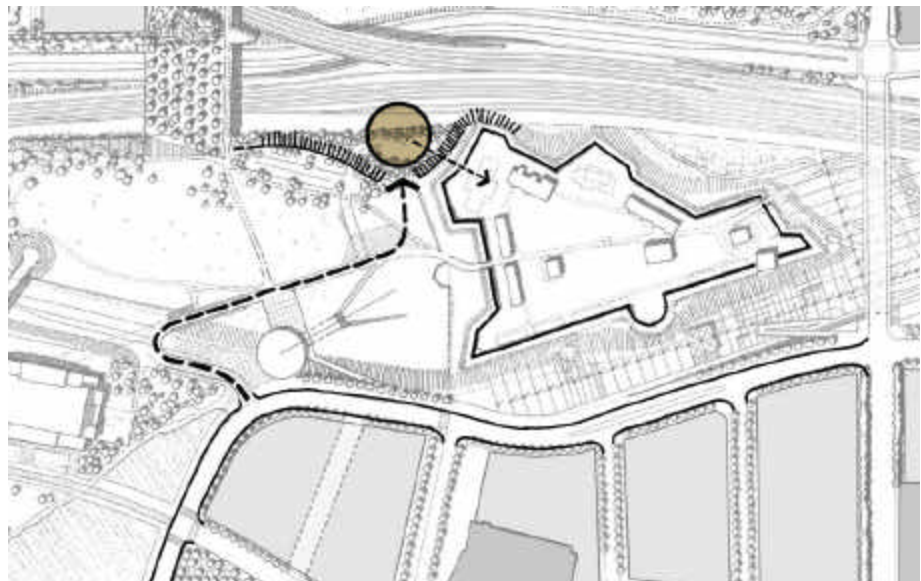
A service facility should be developed close to but outside the fort

The service/parking facility should be located northwest of the fort in the former bend of Garrison Creek. The site should be partially excavated to interpret the original landform and to conceal vehicles and materials from vantage points within and to the west of the fort.

The short-term development of the service facility should include regrading, resurfacing and screen planting. The existing storage shed should be relocated within the new service area. Staff parking during this time will be provided in the interim parking lots to the immediate west of the service area.

In the long range, the service facility could be expanded underground in conjunction with the restoration of the ramparts. This could provide additional storage and administrative space, and could provide direct underground access to nearby buildings within the fort itself.

A service facility providing direct underground access to the fort, but screened from view



18. FORT YORK SECURITY

The limits of the secure fort territory should be defined by the ramparts, and the required property fences relocated.

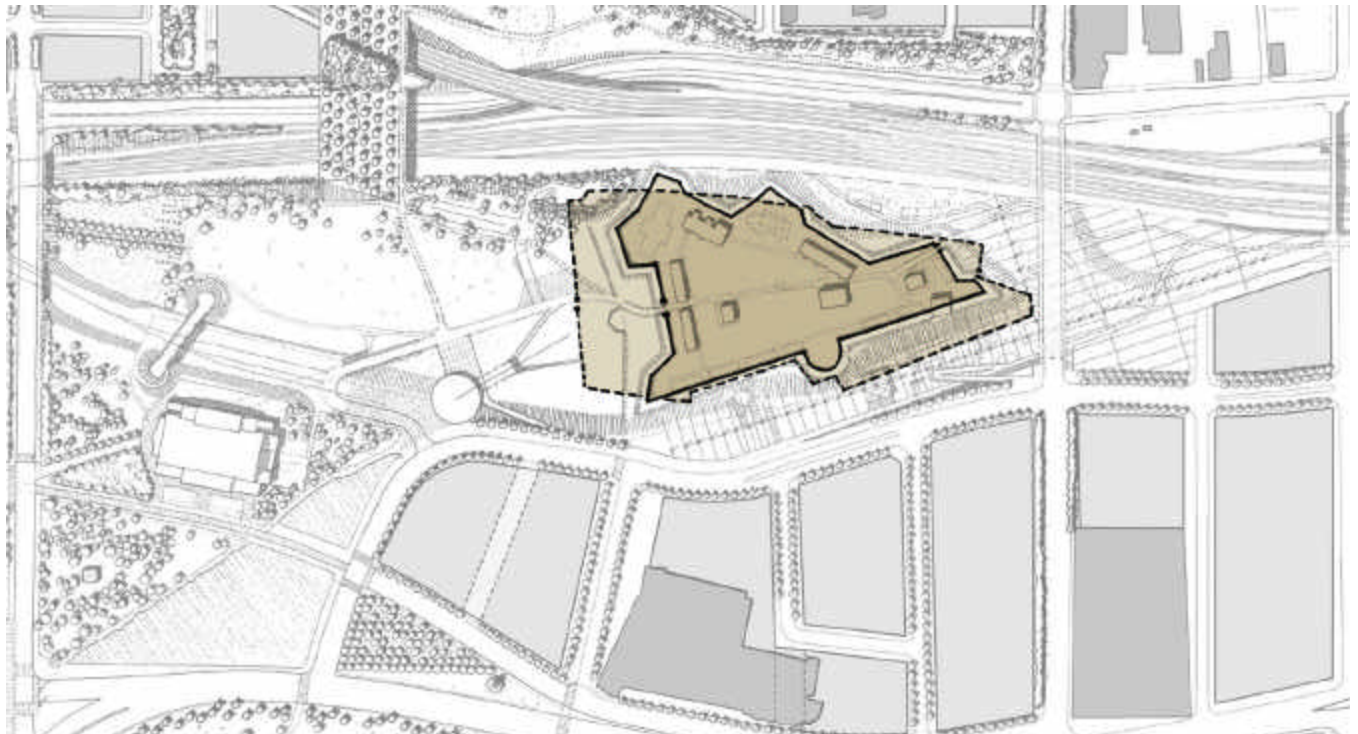
Below: Perimeter security defined by the fort ramparts

As restoration proceeds, the emerging character of areas beyond the ramparts would be severely compromised if security fences were allowed to intrude upon the landscape.

The ramparts, possibly reinforced with restored palisades, offer a natural and historically legitimate means of defining the secure fort territory to which access would be controlled. Some constructed barriers might be required at the gun embrasures, and lockable gates would be required at points of entry. Fort security after dark could be augmented through the use of electronic and/or manned systems.

A fence is required along the north property line for reasons of public safety. This fence should be constructed along the new property line such that the new lands recently acquired from CN are brought into the fort area.

The existing fence just east of Bathurst Street (below the bridge) should be removed to reflect the inclusion of Blocks 36 & 32 in the expanded heritage conservation district.



Section Two:
DEMONSTRATION PLANS

This section presents demonstration plans that illustrate one application of the planning strategies. The discussion includes consideration of two planning horizons and the assumptions on which they are based.



LONG RANGE DEMONSTRATION PLAN

The Long Range Demonstration Plan represents an image of full realization that would result if all known development possibilities were implemented according to the planning strategies discussed in Section 1.

Opposite: Long Range Demonstration Plan

The Long Range Plan is based on the following assumptions concerning adjacent and related development possibilities:

- the Gardiner Expressway is relocated underground in its current alignment;
- Fort York Boulevard is constructed between Bathurst Street and Lake Shore Boulevard;
- Bremner Boulevard is constructed east from Bathurst, aligned with Fort York Boulevard;
- Blocks 36 and 32 of the West Railway Lands are developed within the context of an extended heritage conservation district;
- Front Street Extension is constructed west from Bathurst, and passes under the railway to connect at-grade with Strachan;
- the "Triangle" lands (east of Strachan between the two rail corridors) are re-developed for a mix of uses;
- the City-owned lands north of the rail corridor are made available for open space development;
- the lands now occupied by Quality Meats may eventually be redeveloped;
- railway lands south of Quality Meats made redundant by the construction of Front Street Extension are acquired for public use and redeveloped as open space;
- the Armouries become an integral part of the Fort Precinct functions.

Removal of the Gardiner Expressway is the most important of these, offering significant benefits for the fort:

- greatly improved views to and from the fort;
- the release of lands best suited for a visitor/interpretation facility;
- the opportunity to redevelop the Grand Trunk Railway cut, possibly as a component of a city-wide railway museum.



SHORT-TERM DEMONSTRATION PLAN

There are many actions and improvements to the fort and its context that can be implemented in the short-term future. These include independent projects, as well as exciting opportunities associated with other significant developments planned and scheduled in the area.

Opposite: Short-term Demonstration Plan

The Short-term Demonstration Plan is set within a time-frame defined by the construction of Fort York Boulevard and Front Street Extension, and the development of the west blocks of the Bathurst/Strachan district.

Reversing a decades-old pattern of industrial and urban encroachment, the construction of Fort York Boulevard will reveal the fort and connect it back to the City in a very significant way. The fort will be visible, it will be accessible and it will once again become familiar. Key elements include:

- a broad pedestrian promenade along the north side;
- an access ramp/lookout feature at the Bathurst intersection;
- a "boardwalk" promenade at the lower level that extends east under the Bathurst bridge and (later) to Northern Linear Park;
- an "Archaeological Landscape" that displays active investigation of the fort and its heritage;
- interpretation of the escarpment landform;
- a new entrance to the fort from Fort York Boulevard;
- new parking under the Gardiner Expressway;
- redevelopment of Gore Park and lands surrounding the Fort York Armouries.

Front Street Extension offers the opportunity to develop an essential land bridge link between the fort and Stanley Park to the north, and a new east/west open space corridor between Bathurst and Strachan north of the rail lines. The under-rail design concept now favoured for this road will protect views of and from the fort.

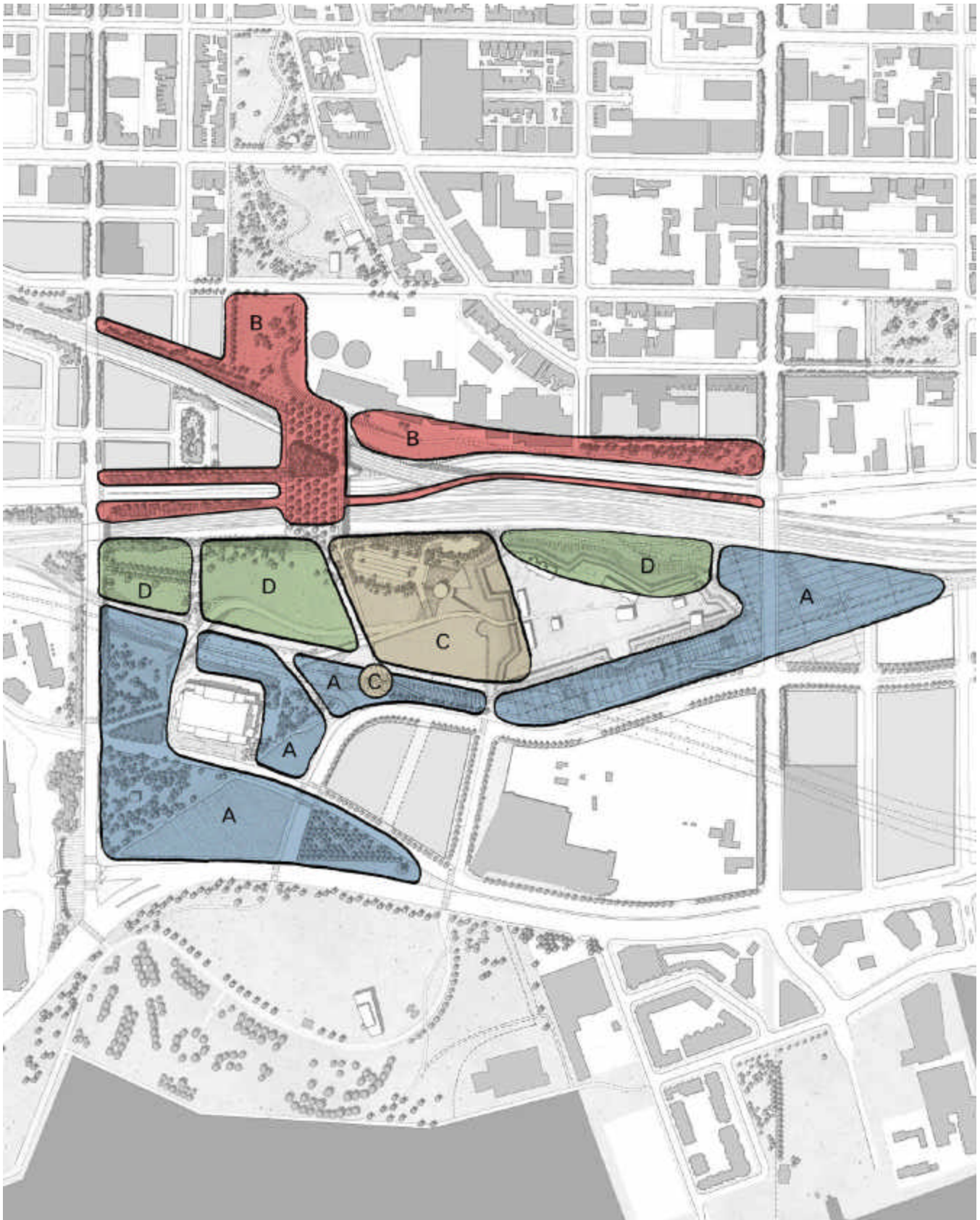
Development of the west blocks of the Bathurst/Strachan district will create a local residential community adjacent to the fort as well as view corridors between the fort and Lake Ontario.

Short-term projects that could proceed independent of these developments include:

- restoration of buildings and landscapes within the fort;
- replacement of the nursery by interim parking and possibly a small visitor reception facility;
- creation of a new forecourt to the fort;
- restoration of Garrison Cemetery.

Section Three:
PRIORITY PROJECTS

This section identifies projects that should be undertaken as a matter of priority and as funds become available.



PRIORITY PROJECTS

From the Demonstration Plans can be abstracted discrete project opportunities associated either with major development initiatives occurring in the area or with specific Fort York operational and restoration objectives. To the extent that they comply with the principles and strategies set out in Section 1, all of the projects support general fort-centred planning goals and objectives.

- A** *Projects related to Fort York Boulevard:*
 - Archaeological Landscape;
 - the south escarpment and a new entrance;
 - Armouries forecourt and vehicle compound;
 - Gore Park and 800 Fleet.

- B** *Projects related to Front Street extension:*
 - Land Bridge;
 - Front Street open space corridor.

- C** *Visitor accommodation projects:*
 - forecourt redevelopment.

- D** *Precinct restoration projects:*
 - Garrison Park;
 - Garrison Cemetery;
 - northern ramparts.

PROJECTS RELATED TO FORT YORK BOULEVARD

Archaeological Landscape

The construction of Fort York Boulevard will define a territory between it and the fort that should be redeveloped as an "Archaeological Landscape" as soon as possible. Development of this territory would seize the opportunity presented by the Boulevard to improve the public visibility and profile of the fort, and would extend the dominion of the fort in a visible way over lands that were previously unavailable.

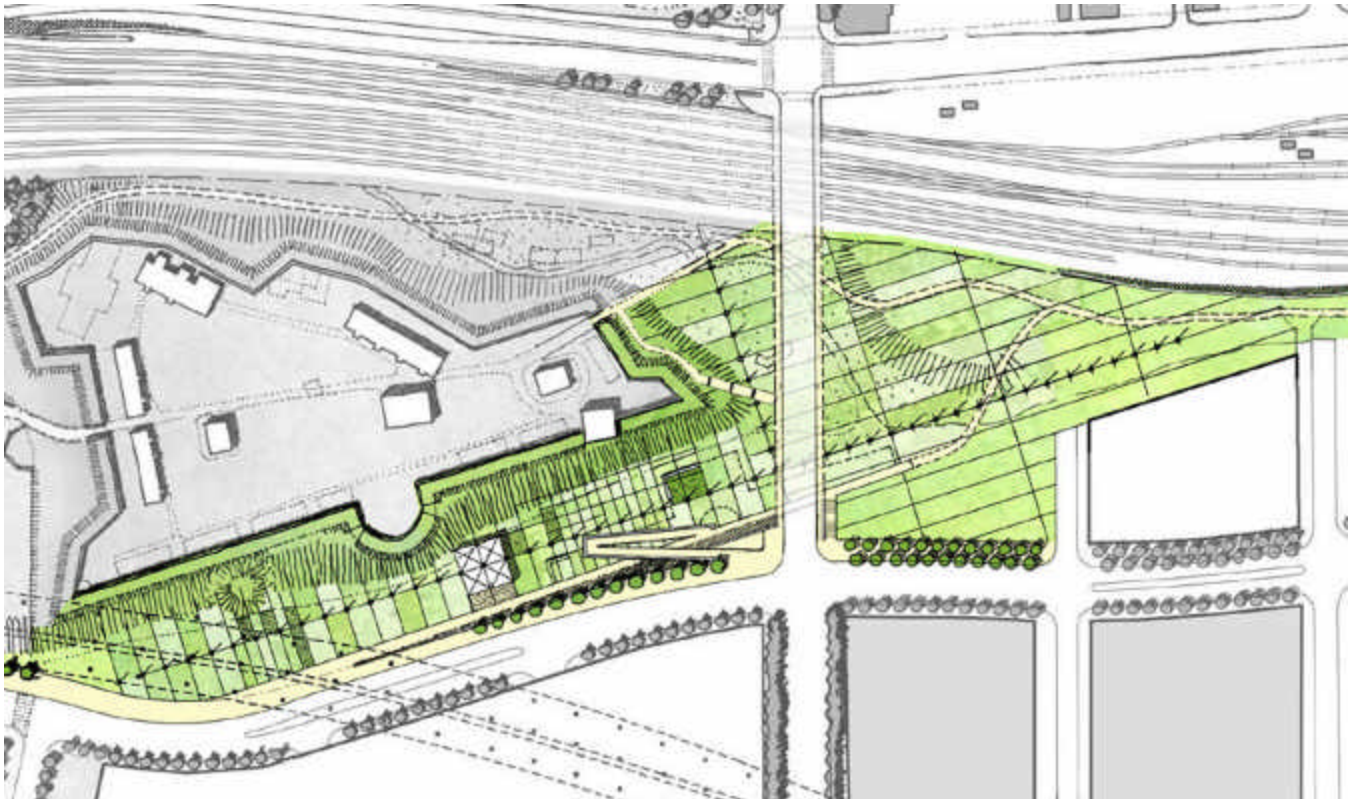
Significant buried heritage resources presumed to exist in this area include the 1813 crater, the original shoreline, remnants of the Grand Trunk Railway operation (including the 1850's Engine House), and various artifacts from post-railway industrial uses. Revealing these important resources would provide valuable insights into the fort's early conditions and into subsequent layers of use. Revealing these resources would also entail an activity that has proven to be of tremendous interest to the public at large, and that could offer a new, continuing and very visible dimension to fort programming.

The Archaeological Landscape is an archaeological dig both real and metaphorical. Since the actual archaeology in progress would occupy a relatively small area at any one point in time, the whole site (including under the Bathurst Bridge and Blocks 36 & 32) would be developed to recall a very large grided archaeological site in process.

As the archaeological process proceeds, a more final form of landscape development would incrementally occur. This would include stabilization of found artifacts, and could include partial excavation to reveal the original shoreline estimated to be about 3.0 metres below the existing grade.

The Archaeological Landscape should extend under the Bathurst bridge into Blocks 36 and 32. Intensive archaeological investigations are required here prior to intensive development due to the rich heritage resource likely associated with the former mouth of Garrison Creek and the site of the first fort (east of Garrison Creek).

Budgets for this work should cover both capital development costs as well as ongoing archaeological staffing and equipment.



The South Escarpment and a New Entrance

When Fort York Boulevard is constructed, the south escarpment should be restored to improve views of the fort and to allow the interpretation of the historical Lake Ontario shoreline. Since the Gardiner Expressway at this location is far off the ground, views of the fort topography are compromised most by the existing retaining wall.

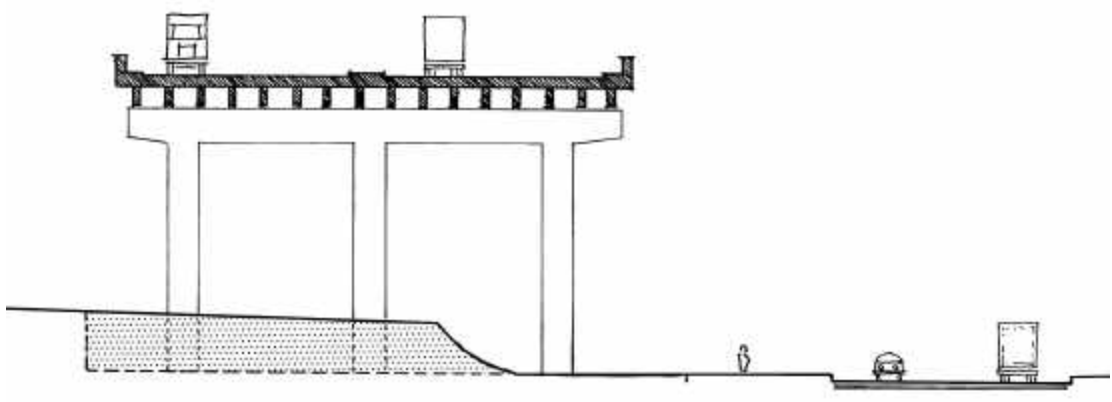
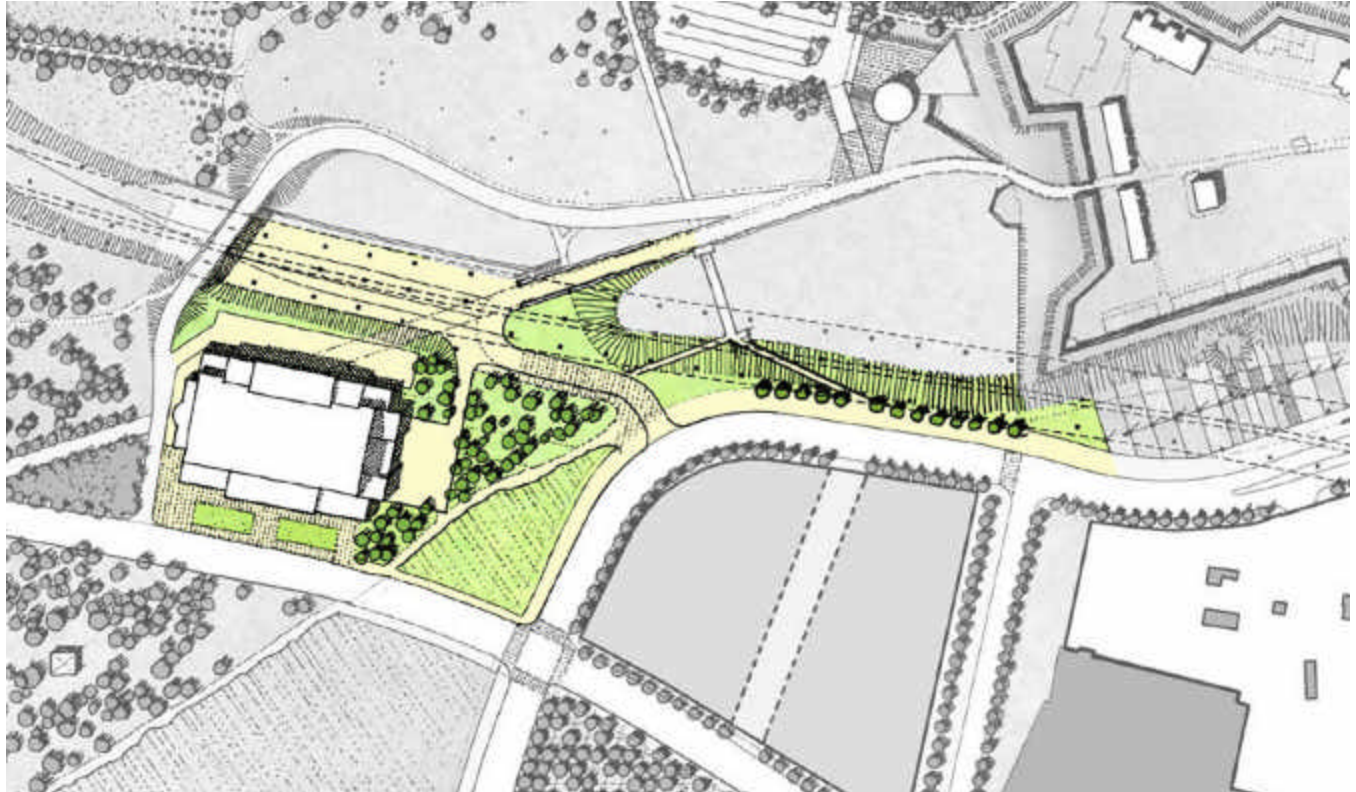
The top of the existing retaining wall should be removed and the slope graded down to the lower level. Additional fill material should be brought in to extend the upper plateau out under the Gardiner Expressway such that the foot of the new slope is adjacent to Fort York Boulevard.

Restoring the slope should be accompanied by the construction of a new entrance on Fort York Boulevard and a route up the escarpment to the fort. If developed for pedestrians only in the first phase, the route should be designed to accommodate vehicular traffic at a later date.

Armouries Frontage and Vehicle Compound

As a matter of some priority, the landscape east of the Armouries should be upgraded to improve the aspect of the building as viewed from Fort York Boulevard, and to establish the north/south continuity of landscapes east of the building.

The existing vehicle compound should be relocated to a site under the Gardiner to be accessed from the new Fort York Boulevard entrance.



Remove the retaining wall and extend the south escarpment

Gore Park and 800 Fleet Street

These existing parking lots should be redeveloped to better link Coronation Park with the Fort Precinct to create the sense of a “Fort York Park” flowing freely north and south around the Armouries. These sites also provide an important foreground to the Princes’ Gate and the CNE grounds beyond.

As illustrated, interpreting the original Lake Ontario shoreline should be the central redevelopment theme. The former shoreline should be clearly and continuously marked, and developed as a pedestrian route connecting the fort to the Princes’ Gate. The areas northwest of the shoreline (the “backshore”) should be well-treed, and the “lake” interpreted through the use of distinctive meadow plantings.



West of the Armouries, Old Garrison Road should be restored and developed as the primary approach to the building. The land to the immediate north should be developed as an informal playing field, and further developed when the future use of the Armouries is defined. The earthwork rampart reported to have existed in this area might be recreated as a feature at the Fleet/Strachan intersection.

In the long range, the Lake should be developed as water feature/skating rink, and Fleet Street should be abandoned, or possibly redeveloped as a transit-only corridor across the open space.



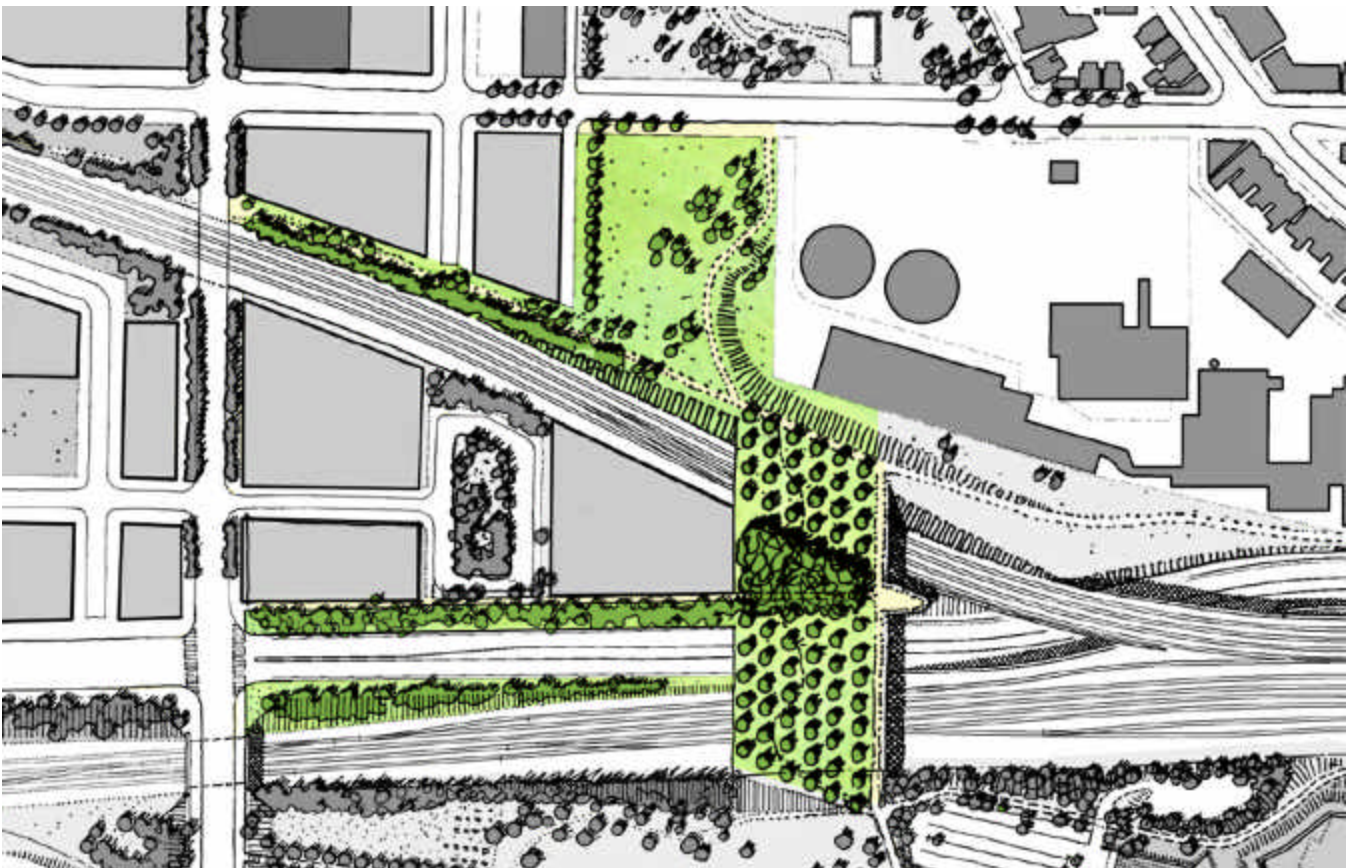
PROJECTS RELATED TO FRONT STREET EXTENSION

Land Bridge

A new land bridge for cyclists, pedestrians, and possibly emergency vehicles should be developed over the rail corridors. This crossing will provide a much-needed alternative to Bathurst Street and Strachan Avenue.

The crossing should be developed as a broad land bridge to extend the sense of landscape continuity and improve the development viability of the Triangle Lands. Former railway buildings and structures should be interpreted, and the excellent views along the rail corridor should be enhanced. Major regrading of the lands to the north will be necessary to provide the required clearance over the railway lines.

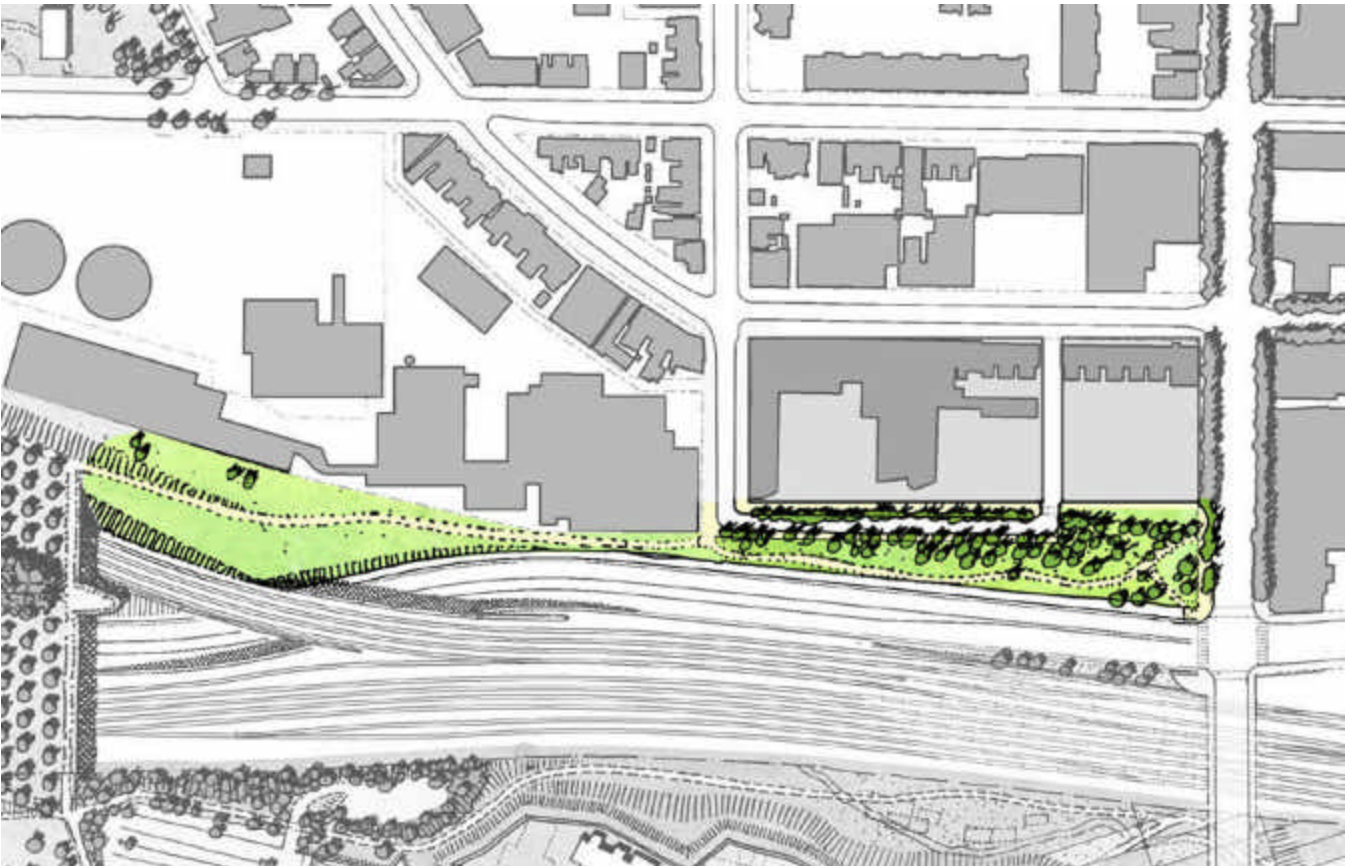
This crucial link should be developed as an integral component of Front Street Extension.



Front Street Extension Open Space Corridor

When Front Street Extension is constructed, the open space corridor to its immediate north should also be established. This corridor will provide essential open space connections and extend the trail system along the CN Weston Sub rail corridor proposed in the Toronto Bike Plan. Lands for this corridor will become available when the tracks are relocated in the area south of Quality Meats, and should be acquired by the City for public use.

Development should include regrading, planting and the construction of pedestrian and cyclist routes. Development should include interpretation of suspected archaeological resources here that include early hospitals and surgeons' quarters.



VISITOR ACCOMMODATION PROJECTS



Forecourt Redevelopment

The open parkland extending west from the fort is the last remaining vestige of the much larger Garrison Reserve, which Henry Scadding described in 1873 as bearing "the same relationship to modern Toronto as the Plains of Abraham do to Quebec". Largely deforested to meet defensive objectives, this land was used for military exercises, hunting, some agriculture, and various athletic and recreational pursuits.

The area west of the fort is currently a segmented series of spaces including a holding nursery, parking lots, an area of treed parkland, the existing Garrison Road bridge approach, and the Garrison Cemetery.

As a first priority, the holding nursery should be relocated off-site, and part of the site redeveloped as interim parking to replace the existing. The new parking lot should be designed to accommodate no more cars than the present one, and should be located north towards the vegetated escarpment. To reduce its visual impact, the new parking lot should be depressed about 1.0 metre and further screened with planting.

A small service/storage area should be developed northwest of the fort in that part of the site formerly occupied by a bend in Garrison Creek. The site should be partially excavated to screen activities from public view. As required, underground service and storage facilities could be developed, possibly in association with reconstruction of the north ramparts.

A small, low-profile visitor reception centre could be built here if required.

The lands outside the west gate should be redeveloped as an open, grassed forecourt. As well as opening views of and from the fort, this space would become a prime venue for re-enactment and other program activities. The forecourt should flow smoothly right up to the moat and the west entrance to the fort. The ravelin originally located near the fort's west entrance should be restored.

Long Range Visitor Accommodation

In the long range, when parking is provided north of the Armouries, the nursery parking lot should be reduced to the minimum necessary for staff and service vehicles. When the north ramparts are rehabilitated, the service area could be expanded underground to provide additional storage and direct connections fort buildings.

When the Gardiner is removed, a visitor reception facility should be built on Fort York Boulevard. This facility could be built under the forecourt with an exit that orients visitors to the fort's west entrance.



PRECINCT RESTORATION PROJECTS

Garrison Park

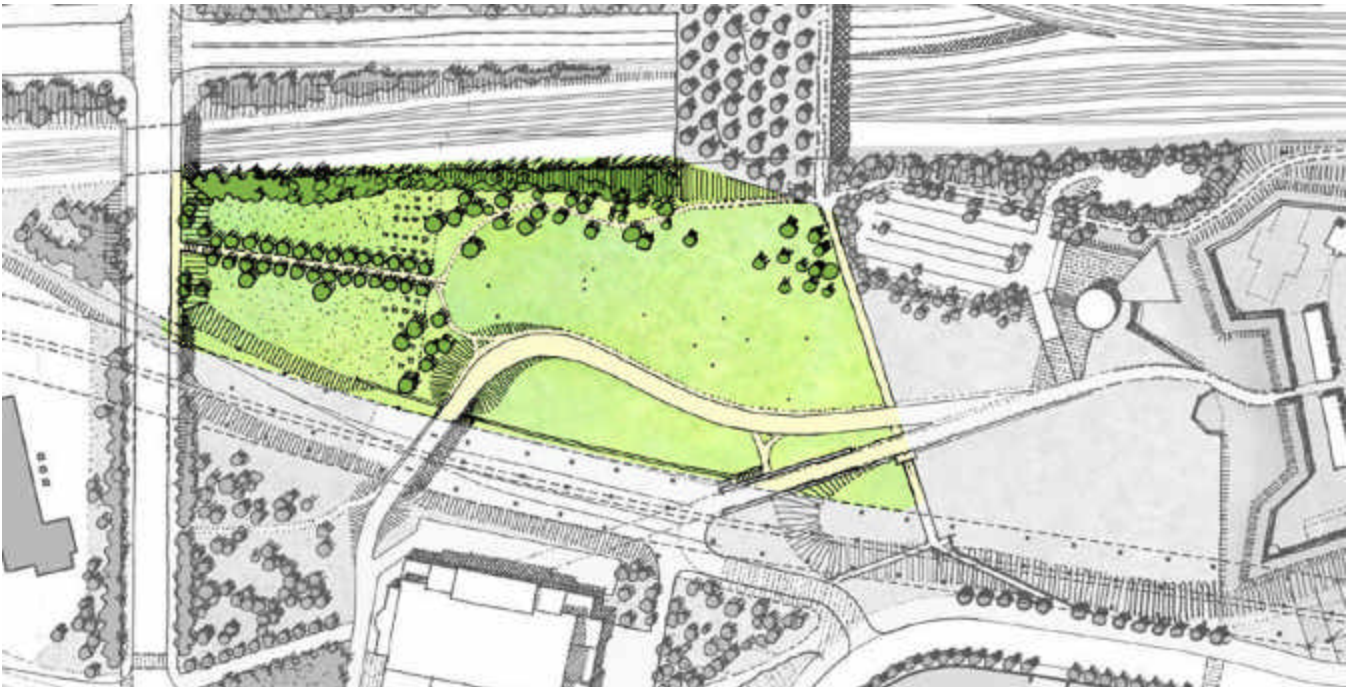
The main body of the lands west of the fort consists of treed parkland bisected by Garrison Road, which rises sharply to the bridge over the Grand Trunk Railway cut. This landform at the end of the bridge is a major element in the landscape.

In the short-term, Garrison Road will remain as the primary vehicle access to the fort, and little can be done to alleviate the visual impact of the road and bridge.

However, consideration should be given to relocating selected trees north of the road to improve long distance views to and from the fort.

Garrison Cemetery

Garrison Cemetery is a remarkable historic resource that should be carefully guarded and restored. The existing entry walls should be removed, and the remaining grave markers preserved. The original central walkway should be reinstated, and known grave sites marked. The perimeter of the cemetery should be defined with a fence in the style of the original. The site could be managed as a wild meadow to further distinguish it from the Mustering Grounds to the east.



Northern Ramparts

In the short-term, pedestrian/bicycle routes should be developed between the fort and the rail corridor. These routes should terminate at the south end of the land bridge, and extend east to connect into Northern Linear Park. A security fence along the new property line will be required to control public access to the rail lines.

The use of these lands for pedestrian/bicycle routes precludes the full restoration of the northern ramparts in the short-term. Improvements that should be made during that planning horizon include regrading and replanting of the slopes, and restoration/interpretation of Garrison Creek.



APPENDICES

1. Social and Physical Conditions
2. Visitor Centre Precedents and Models
3. Participants

APPENDIX 1: SOCIAL AND PHYSICAL CONDITIONS

Descriptions of physical conditions in and around Fort York

Abstract:

Henry Scadding described York's original shoreline as a "gravelly beach" below a "precipitous but nowhere very elevated" cliff rimmed with "a fine succession of forest trees, especially oak." Near the mouth of Garrison Creek, in the shallow water just offshore, early maps showed "rushes," "weed and mud."

Limited clearing of the Garrison Reserve took place when the original fort was built. There was further clearing to the north and west during the War of 1812. Even so, Scadding wrote in 1873 that "a thick green-sward . . . is still to be seen between the old and new garrisons." Judging by an 1835 description, the second growth north of the New Barracks was primarily "Poplar, Hemlock, Maple, Oak, and a few pines..." a mixture of evergreen and deciduous trees typical of the Great Lakes Forest Region. Farther north, the site of the Provincial Lunatic Asylum was said to have begun as "a black ash swamp."

Early maps show two creeks flowing across the Reserve, in a more-or-less southeasterly direction, and thence into Garrison Creek. One, later known as Asylum Creek, crossed Queen Street about halfway between today's Dufferin and Ossington streets; meandered onwards between "banks a little swampy," was channeled, during construction of the asylum, along the southwest boundaries of the 50-acre property; and then meandered on towards Garrison Creek, which it joined near the ox-bows northwest of the fort. The other, described as having a "small bank," rose northwest of today's Ossington and Queen streets and flowed into Garrison Creek just south of King Street. The topography of the Reserve northwest of the Garrison Creek ravine was so nearly flat land that neither of these lesser creeks flowed swiftly nor drained large areas. Thus, while a major public-works project of the 1880s and '90s was turning Garrison Creek into a trunk sewer and burying it, the disappearance of the smaller creeks was more gradual and less costly. The course of Asylum Creek, described on an 1835 map as a "shallow swampy ravine," may have led, in part, to the alignment, early in the 1850s, of the Ontario Simcoe and Lake Huron (later the Grand Trunk) Railroad. The other creek remained visible, as a swale crossing the eastern half of the grounds in front of the asylum, into the 20th century.

According to early maps, other creeks—considerably shorter than the three already mentioned—rose on the Garrison Reserve itself and flowed directly into Lake Ontario. (A trace of the mouth of one of these may still be visible west of Fort York.) There is at least one indication of a tendency towards wetness in this area west of the fort: The second military burying ground, consecrated in August 1863 on land near today's Dufferin Gate, had to be condemned that same October because the ground, in the words of *The Globe*, had been artificially but inadequately drained and was thus still "a swamp in which water lodges." The site chosen for the third burying ground, east of Strachan Ave., proved more satisfactory.

The Reserve's predominantly wetland habitat was ideal for "Snipe and plover," frogs, "insects & reptiles," but not for agriculture. Before planting crops either on the asylum's original 50 acres or on any parts of the Reserve added later (albeit never permanently) to the asylum farm, surface draining and undertilling had to be carried out. These things having been done, however, the rich clay soils gave excellent yields of hay, oats, potatoes, mangel wurtzel, and other crops. The fact that parts of the Reserve had been painstakingly drained for asylum farm purposes may have made them easier to develop later on.

Although the descriptions mentioned above are all of the land west of Garrison Creek, some of the area to the east may have had similar characteristics. One such suggestion occurs on the map of Toronto produced by James Cane in 1842 and today considered generally reliable. Here, on either side of Bathurst Street beginning at Adelaide and extending nearly to [Richmond] Simcoe south of the Bathurst Street Barracks, Cane indicates that there was a large "marshy" area.

DATE	DETAILS	SOURCE
1751	Fort Rouille is constructed.	
1759	Fort Rouille is destroyed.	
1788	Dec. 6: Capt. Gother Mann reports on the possibility of a "Military Post" on or very near the future site of Fort York. On his map, describing the land east of the "Old French Trading Post," he writes: "The north or main shore the whole length of the Harbour is a clay bank from 15 to 20 feet high and rising gradually behind, apparently good land and fit for settlement."	TRL, S118, Vaughan Roberts Papers, Vol. 16, "The Old Fort," p. 1, quoting "Plan of Toronto Harbour with the proposed Town and part of the Settlement"
1793	Simcoe's original Garrison Reserve, between the lakeshore and Lot (Queen) St., reaches from Jarvis St. in the east to near Roncesvalles Ave. in the west.	Otto, "Notes on the Garrison Reserve or Garrison Common, Toronto" (1995), p. 1
1793	July 30: "The Queen's Rangers are encamped opposite to the ship. After dinner we went on shore to fix on a spot where on to place the canvas houses & we chose a rising ground divided by a Creek from the Camp which is ordered to be cleared immediately. The soldiers have cut down a great deal of wood to enable them to pitch their tents."	Elizabeth Posthuma Gwillam Simcoe, entry for 30 th Tuesday, in Mary Quayle Innis, ed., <i>Mrs. Simcoe's Diary</i> (1965), p. 101
1793-1873	On early plans of York's harbour, "Rushes" or "weed and mud" are indicated along the shoreline east of the fort. "Extending from the grounds which surrounded the buildings in the east, all the way to the fort at the entrance of the harbour in the west, there was a succession of fine forest trees, especially oak, underneath and by the side of which the upper surface of the precipitous but nowhere very elevated cliff was carpeted with thick green-sward, such as is still to be seen between the old and new garrisons."	Henry Scadding, <i>Toronto of Old</i> (1873; F. Armstrong, ed., 1987), p. 6
1793	Brush is burned to make the clearing for the fort.	Fort York Library (FYL), hanging file, "Archaeology," Archaeological finds, as reported by Morrison, 1988
Re 1794?	Peter Russell reports construction of "Canal, Locks and Wharf at the Garrison" and a "Bridge and a Road"--the former "erected at the Garrison of York," the latter "opened from the town of York to the Humber, for the better communication with the Garrison."	Peter Russell, "General Statement of Public Property in this Province . . ." York, 2 July 1800; quoted in Vaughan Roberts Papers, Vol. 16, p. 6
1794	Garrison Burying Ground (in today's Victoria Square Memorial Park) is opened.	

Re 1795?	"A powder magazine of square Hemlock logs" is built and "The intervals between the huts were . . . stoccaded [sic], and gates put up with locks and bars-likewise a large space afterwards stoccaded in front of the huts on the Parade. . . . Land cleared and enclosed near the Garrison of York. For the more easy mode of procuring the quantity of Hay required for the King's Oxen, a field of from five to seven acres, was cleared, enclosed, and laid down with grass seeds."	Peter Russell, "General Statement of Public Property in this Province . . ." York, 2 July 1800; quoted in Vaughan Roberts Papers, Vol. 16, p. 8
1796	"A landing pier was being constructed at the Garrison, and a navigable opening made into the Garrison Creek." Also, this "small rivulet [is] being improved with sluices" so boats can have "easy access" to the Ordnance stores.	"The Old Fort," <i>The Globe</i> , 1 Feb. 1890, p. 1, quoting Scadding in <i>Toronto, Past and Present</i> (1884) and D.W. Smith in <i>The Provincial Gazetteer</i> , respectively
1797 & 1799	Peter Russell establishes Peter St. as the western limit of York and the eastern limit of the military reserve.	
1804 & 1805	Lieut. Sempronius Stretton creates views of the pre-War garrison as originally sited: on both sides of Garrison Creek.	NAC and Clements Library, U-Michigan, respectively; reprod. in <i>Setting It Right</i> (June 2000), pp. 2-3 dTAH Postcard-1804.tif
1808-09	Gibraltar Point Lighthouse is constructed at the entrance to the harbour.	
1811	The current west wall and circular battery of the fort are constructed.	Benn, p. 69
1812	Maj. Gen. Isaac Brock grants "much of the reserve west of the Concession Road (present-day Dufferin Street) as well as Park Lot 30 . . . to his cousin James Brock," thus making Dufferin the new western boundary With the others remaining at Peter and Queen streets and Lake Ontario, the Military Reserve is then 800 acres.	Otto, "Notes . . .," p. 1
1813	Apr. 27: Zebulon Pike is mortally wounded when hit and crushed by "a heavy mass of stone" from the Grand Magazine while "sitting on a stump [on the American side], with his staff standing about him."	Vaughan Roberts Papers, Vol. 16, p. 12
1813	July 31-Aug. 1: American troops invade York, burn the fort, steal supplies, and then set sail.	Benn, p. 68
1813	Aug. 26: The process of rebuilding the fort begins on the same site.	Benn, p. 69
1813	Nov. 7: Plan shows a large, fenced garden, subdivided into plots separated by paths, inside the ramparts at the northwest corner.	TRL, 912.713541 1813, "Sketch of the ground in advance of and including York Upper Canada by Geo. Williams. R.M.S.D. Nov. 7 1813."

By 1814-1816	Plans show bridge across Garrison Creek leading to/from Fort. In addition, blockhouses are built on Gibraltar Point and at today's Trinity-Bellwoods Park.	Benn, p. 69
1815/16	Robert Irvine paints the shore of the Town of York from a point just south of Gibraltar Point Lighthouse. Left of the lighthouse is Fort York in its rebuilt form.	AGO; Reprod. in Arthur/Otto, <i>No Mean City</i> , fig. 3.3
1816	J-B Duberger's "Plan of the Fort at York Upper Canada shewing its state in March 1816" shows the rebuilt, the lakeshore, the valley edges, and the confluence of the Asylum and Garrison creeks.	NAC, National Map Collection 23139; reprod in Benn, p. 74, and <i>Setting It Right</i> , p. 9
1818	Lieut. George Phillpott's "Plan of York" gives what is considered a fairly accurate view of the town and "The Military Reserve."	NAC; reprod. in Arthur/Otto, pl. 3.12, and Benn, p. 74
By the 1820s	"Several secondary buildings and functions . . . were located in the Garrison Creek ravine and on the Common. A large open area southwest of the Fort was used as a race-course. Elsewhere licenses of occupation were granted for certain uses . . ." --mainly pasturage, SAO believes, but including the brewery established by John Farr in 1820 . . . on the s. side of Queen St. W., west bank of Garrison Creek and in operation until 1885, with John Cornell as the final owner.	Otto, "Note . . .," p. 1; and Otto, "Early Breweries in the Garrison Common," memo to Cathy Nasmith, 31 July 1995
1821	John Elliott Woolford's "The Fort at York" from the east, 1821, shows rocky headland, palisades, Garrison Creek ravine, and--an artistic device--a serpentine path leading from the town to the bridge at the fort.	NAC, C-99558; reprod. in Benn, p. 81, and <i>Setting It Right</i> , p. 33 dTAH Drawing-1821-tif
1825	"The sun dial at the Garrison . . . has been eaten up by one of His Majesty's Cows--The 12 o'clock gun is therefore fired by guesswork."	<i>Colonial Advocate</i> , 24 Feb. 1825, quoted in Benn, p. 89
By 1833	Military Reserve is largely cleared. Tracts west of the Concession Road (today's Dufferin St.) are "now clearing" but beyond that, are "yet in Forest." A "Salt Springs" has been found in Garrison Creek ravine, north of the military "Hospital."	"Plan of the Town and Harbour of York Upper Canada and also the Military Reserve . . ."
1833	Queen's Wharf (the first public wharf on the waterfront) is created just east of the fort. From Lot (Queen) St., today's Bathurst St. extends south to this "New Pier" at Front St., but to the north it is "not yet quite open" except as a path "nearly straight" to "Kempenfeldt Bay on Lake Simcoe."	"Plan of the Town and Harbour of York Upper Canada and also the Military Reserve . . ."

1833-36	The area east of Garrison Creek is laid out in streets and subdivided. The resulting lots are auctioned off.	
1835	Re land north of "Site of New Barracks": "This uncleared part consists chiefly of young timber Poplar Hemlock, Maple, Oak, and a few Pines The large timber was cut down during the late War towards the Town it is thin Brush but gets thicker towards the West." The later-named. Asylum Creek plus another in a "shallow swampy ravine" flow across the Reserve and join Garrison Creek at King St. and farther south, respectively.	"Plan of the Military Reserve at Toronto, U.C.," R.E. Office Toronto, 20 Feb. 1835
1837	Bathurst Street south of Lot Street is named. for Henry, third earl Bathurst, secretary for War and the Colonies 1812-1827. Sir Frances Bond Head approves a final plan of subdivision for Garrison Common. The area south of today's Front Street is "Reserved for the Public as a promenade and pleasure ground." Military Burial Ground has been included in "Victoria Square," a block bounded by Bathurst, Stewart, Portland, and Niagara streets.	Arthur/Otto, <i>No Mean City</i> , p. 275 Otto, "Notes . . .," p. 2 "Toronto Military Reserve . . .," Feb. 21, 1837
1838	"Isle or peninsula [is still] partly wooded. . ." "New Barracks" stands at Bathurst south of Lot (Queen).	FYL, hanging file, "Diaries," Papers of Lieut. Andrew Agnew "Sketch of the neighbourhood of Toronto shewing the position of the Block Houses," R.E Office Toronto, U.C., 15 Dec. 1838
1838	". . . The Fort was surrounded by a high embankment, which was set with strong pickets placed close together; most of these were upright, while others sloped outwards. The great gates at the entrance were closed, but there was a small postern open through which we were allowed to pass."	"A Visit to the Old Fort in 1838," in "The Old Fort," <i>The Globe</i> , 8 Feb. 1890, p. 1
1838-43	Osgoode Hall is leased to the military as a temporary barracks and mustering takes place on the grounds there.	
1839	Philip John Bainbridge's watercolour shows a 93 rd Highlander on the road east of Fort York	NAC C-2801 DTAH Pier&Fort-1839.tif

1839	<p>Apr.: " . . . I have got [temporary] quarters . . . about half a mile from the Fort, in the middle of an extensive bog, thro' which it requires the utmost care to find our way home at night. Our rooms are in a long wooden building. . . . ague . . . is the prevalent disease of this place. Nothing but the croaking of frogs is to be heard day & night."</p> <p>May: "The only place of enjoyment in hot weather appears to be on or in the Lake, whose clear, blue surface invites one either to swim or sail. . . The 93rd officers are very fond of this last exercise, and of going over to an island . . . to shoot some of the many beautiful birds with which this country seems to abound."</p> <p>July: "On walking or driving about. . . either in the woods or on the Commons, it is impossible not to be struck with the various points of Natural History different from home. Today, when going to bathe, across the extensive Drillground behind the Fort, [I was] struck with the myriads of insects & reptiles, which started and fluttered about at every step I took upon the grass. . . ." [A list follows, incl. "a type of woodpecker they call the 'field officer' because of its black body and red shoulders": the red-headed woodpecker?]</p>	<p>FYL, hanging file, "Diaries," Diary of Dr. William Orde Mackenzie, assigned to the fort</p>
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1840	<p>"... at the end of the point is a lighthouse and opposite it about a quarter of a mile from the town on the bank of the lake an earthen fort of an irregular and very unscientific outline. The rampart is not encircled by a ditch but it is strengthened by a double line of palisades one of which is perpendicular and surrounds the foot of it, the other is planted near the crest of the work from which it projects horizontally... in many places considerable portions of the rampart are left entirely undefended by any flank fire."</p> <p>"The longest [wooden pier] belongs to government and is situated immediately under the fort and consequently nearly opposite the lighthouse at the extremity of this pier is a small harbour light."</p> <p>"There is a good deal of cleared land in the vicinity of Toronto but the forest still predominates in the landscape and in many places form the boundary of the town... The timber in the forest consists partly of pine and partly of oak and other hard woods which gives an agreeable diversity to the wood land scenery."</p>	FYL, hanging file, "Diaries," Diary of Ensign Alexander Cunningham Robinson
1840-42	The "New Fort" (of which today's Officers Quarters is the sole surviving building) is constructed on a promontory about 1000 yards west of the old fort.	Otto, "Notes . . .," p. 2
1842	Henry Bowyer Lane's watercolour of "The Fort, Toronto Upper Canada, 1842" shows the shoreline east of Garrison Creek, with the Queen's Wharf (with a lighthouse near the end), the Old Fort (sporting one flagstaff and one Lombardy poplar), and part of the New Fort (on the next promontory).	AGO, photo by Colin Jeffrey of original in an unidentified private collection; reprod in <i>Setting It Right</i> , p. 13
1842	Thomas Glegg prepares a pen/ink/wash "Birds Eye View of the New Fort at Toronto, Upper Canada, as seen from the NE. The road to/from the Old Fort enters at the centre of the foreground and tree cover begins north of the fortifications.	AO, Thomas Glegg, "Sketch Book, Note Book," 1841-2, reprod. in Edith Firth, <i>Toronto in Art</i> , p. 16
1842	"Marshy" area exists along Bathurst Street just north of Adelaide.	"Topographical Plan of the City and Liberties of Toronto . . .", James Cane, 1842
1844	Thomas Baines establishes a brewery on Queen St. W., s. side, at Niagara St. e. of Garrison Creek. Under various owners, this brewery is in operation until 1961.	Otto, "Early Breweries . . ."

1845	<p>2 May: British Ordnance Dept. grants 50 acres for the Provincial Lunatic Asylum.</p> <p>The land, immediately south of Lot [Queen] Street, stretches from today's Massey Street in the east to today's Abell Street in the west.</p>	<p>AO, RG 15-13-2-42, 411 BP-2, K-539, "Provincial Lunatic Asylum. Plan of Grounds Showing the Building, Drainage, and Approaches. 1863."</p>
1845	<p>May: John Howard draws sketch plan of land granted for Asylum and environs, showing creeks, etc.</p> <p>June: Commissioners in charge of constructing the Asylum [hereafter, the Commissioners] request of the Ordnance Dept. "permission to use the wharf near the New Barracks and to make a road from thence to the Asylum for . . . conveying the Materials for the Building . . ."</p> <p>June: Commissioners open tenders for "making and burning on the grounds two millions of Bricks . . ."</p> <p>July: Commissioners advertise and award tenders for "construction of a Solid Timber rail road from the Wharf at the New Garrison to the Site of the asylum."</p> <p>Also tenders for "constructing the main sewer."</p> <p>Also for "lengthening and repairing the wharf near the Commissariat wood yard for the purpose of landing Stone [quarried near Thorold and Welland] and other Materials thereon."</p>	<p>TRL, Howard Coll., L 27, #945</p> <p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 38</p> <p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 39</p> <p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 44-48</p>
1845	<p>British Ordnance leases 287 acres of Garrison Common to City for 999 years.</p>	<p>"Plan shewing the Military reserves . . .," Henry Davison, 26 Oct. 1850</p>
1845-1850	<p>John Howard's main block of the Provincial Lunatic Asylum is constructed and the lantern of its dome--as per the Military's requirements--serves as a landmark for ships on the lake.</p> <p>The dome itself can be seen from 30 miles away on the lake.</p>	<p>Research by Shirley Morriss</p> <p><i>The Globe</i>, 13 Dec. 1856</p>

1846	<p>Feb.: John Howard surveys the creeks for nearly a mile NW of the asylum site and finds none "sufficiently high" to supply water to the tank in the dome.</p> <p>Apr. Commissioners and Ordnance Dept. begin communicating re "leave to proceed with the [asylum's] main sewers across the Military reserve."</p> <p>Aug.: Ordnance Dept. allows the Commissioners "the use of the road across the Military reserve for one year."</p>	<p>TRL, Howard Coll., L 27, Feb. 1846.</p> <p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 77-80</p> <p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 113</p>
1846	<p>22 Aug.: Cornerstone for Asylum is laid "on what was once a black ash swamp."</p> <p>Speaking at the event, Chief Justice John Beverley Robinson praises the British Government's "great liberality" in granting the 50-acre site " . . . which, although now a pleasing level plain lying beautifully open to the eye from the bay of Toronto, we have some of us seen covered with the primeval forest. . . ." (Born in Lower Canada, JBR arrived in York before the War of 1812.)</p>	<p><i>The Globe</i>, "The Insane. . .," 2 Jan. 1884</p> <p>JBR's oration was published in Toronto newspapers; this quote courtesy of John Court</p>
1848	<p>Mar. 18: In response to plans for a large park west of Garrison Creek and north of the fort, Dept. leases 287 acres to the City for 999 years. (However, the City makes no improvements to the land and, four years later, Ordnance Dept. demands its surrender. Enrolled pensioners were to settle there but, instead, Ordnance Dept. allows railways to cross the Reserve.)</p>	<p>Otto, "Notes . . .," p. 2</p>
1848	<p>June: Asylum Commissioners finally receive sanction of Commanding Royal Engineer to proceed with the [Asylum] Sewers.</p> <p>Nov.: Commissioners advertise for tenders "for constructing the Building for receiving the Machinery for the water works and for the forcing pumps."</p>	<p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 172</p> <p>AO, RG 10, MS 640, 20-B-5, Vol. 2 Minute Book, p. 196</p>
1849	<p>Apr.: "I have been up very early every morning lately trying to shoot the first snipe and this morning . . . [I saw it] fly over the square and get shot by another man."</p> <p>May: Ordnance Dept. authorizes Commissioners "to construct a small guard house to the Commissariat Fuel Yard."</p>	<p>FYL, hanging file, "Diaries," Letters and journal of Gilbert Elliot, Rifle Brigade</p> <p>AO, NA Films, C. 124, RG 1, Analytical Index to State Books, Vol. 5; reference courtesy of Shirley Morris</p>

1850, spring	John Howard prepares "Plan of laying out Asylum grounds."	Howard diaries
1850	May: Toronto voters vote on the coming of the Toronto, Simcoe, & Huron Railroad.	
1850	"Royal Artillery Yard" is immediately north of east half of Old Fort; the strip of land "Reserved for the Public as a Promenade" stretches east along the shore, south of Front Street.	"Plan shewing the Military reserves . . .," Henry Davison, 26 Oct. 1850
Ca 1851	John Howard surveys Garrison Creek and environs.	TRL, Howard Coll., L 27, Acc. 737, 889-891
1851	John Howard creates plan, elevation, and specifications for entrance gates and a fence to enclose land at the west end of King Street (at Garrison Creek), granted to the City for a Park.	TRL, Howard Coll., L 27, dwg. #385 and spec. #1393.
1851-52	Construction of Trinity College, at the top of today's Strachan Avenue, begins in 1851 and, with only the front block completed, the college opens January 1852.	William Dendy, <i>Lost Toronto</i> (1978 ed.), pp. 158-159
1853 and thereafter	The railways arrive and Fort York is soon surrounded by tracks, depots, and wharves. In 1853 Toronto's first train station is opened by Northern, near Front and Bay streets; and in 1858 its second, by Northern and Great Western, near foot of Bathurst Street.	"Plan of the City of Toronto Canada West 1857," Fleming Ridout & Schreiber Christopher Andreae, <i>Lines of Country</i> , p. 150
1854	"The water supplied to the Asylum by the forcing pumps at the bay shore . . . is drawn from the lake, at a distance of only sixty yards from the mouth of the main sewer, which carries off all the fifth of the privies, laundries, and sinks of the establishment."	AO, Report of the Medical Superintendent (Joseph Workman) for 1854
1854	A lithograph "drawn from nature" shows the view westward "From the top of the jail" and the still-extensive tree cover in the area west of the city.	AO, N-1176, C279-00042, #2420, "Toronto, Canada West, published by E. Whitefield, Toronto, 1854.
1855	James Lukin Robinson buys from Trinity College nearly eight acres bounded by Niagara, Richmond, Tecumseth, and Adelaide streets, and builds thereon 16 semi-detached cottages and 9 detached homes--13 of which survive today as "the oldest buildings on the Common apart from the old Fort and the Stanley Barracks."	Otto, "Notes . . .," p. 4
Re ca 1855	". . . when the cutting through the Garrison Common was made for the track of the GTR, which then had its yards and sidings at the Queen's Wharf, the brick sewer which ran from the Asylum to the lake was cut through [and a box drain installed to fill the gap]."	AO, Medical Supt.. Benjamin Workman, annual report for yr. ending 30 Sept. 1875

1856	Imperial authorities hand over Ordnance lands to Canada.	Otto, "Notes . . .," p. 4
By 1857	Stafford St. and Strachan Ave. have been opened.	"Plan of the City of Toronto Canada West 1857," Fleming Ridout & Schreiber
1857	Oxbow in Garrison Creek is marked "old Course of Creek." Also, land for Exhibition Grounds and Crystal Palace are shown as "Grant to the City of Toronto."	AO, "Plan of Part of the Ordnance Reserve," Dennis & Gossage, P.L. Surveyors, 1 Jan. 1857.
1858	Between July 16 and Sept. 5, the Palace of Industry (more commonly known as the Crystal Palace) is built on the Garrison Common south of the Asylum.	Dendy, <i>Lost Toronto</i> (1993 ed.), pp. 168-169
1858	Royal Engineers (Board of Ordinance) rejects Asylum's request to grant pasture land on the Garrison Common but agrees to lease about 75 acres to the asylum.	
1858	The "Garrison Church"--St. John the Evangelist Anglican Church--is constructed just north of the original Military Cemetery.	Benn, p. 87
1859-1860	Three fountains, one large in front and two small in rear, are erected at the Asylum.	AO, various documents
1860	South boundary wall of Asylum is erected as per Kivas Tully's plan, elevation, and specifications, thus completing the enclosure of the grounds. Inspector J.C. Taché describes Asylum as being "about the middle of a level tract in which no broken ground occurs to liven the prospect . . ."	AO, various documents AO, Inspectors' report for 1860
1860	Sept.: Horticultural Gardens (today's Allan Gardens) and its first pavilion are opened by Prince of Wales.	
1860	Aug.: Benson J. Lossing visits Toronto and finds the Old Fort on "the plain westward of the city . . . on the margin of the lake, where the bank is only about eight feet above the water." He describes the fort as having "some timber-work," "abrupt heaps covered with sod," "two deserted block-houses, and some tumble-down barracks, with a public road crossing the very centre of the group." He also mentions "the half-ruined parapet of the north side" and the fact that the gates to the fort "were away." Then, "a few rods westward of the fort were the remains of a battery, the mounds of which were four or five feet in height."	Benson J. Lossing, <i>The Pictorial Field-Book of the War of 1812 . . .</i> (New York: Harper & Brothers, 1869), pp. 587-592

	<p>The book includes Lossing's engraving, "Old Fort at Toronto in 1860" (reprod. in Benn, p. 118, and <i>Setting It Right</i>, p. 16), based on a sketch he made "from the causeway that crosses the ravine at the foot of Bathurst Street." It shows a bridge over Garrison Creek ravine, ramparts beyond, and a Lombardy-type poplar within the ramparts.</p> <p>The book also includes four other engravings Lossing based on this visit: "York in 1813, from the Block-house East of the Don," "Remains of the Western Battery," "Powder-Magazine at Toronto," a map showing the Battle of York, and "Remains of Old Fort Toronto."</p>	
1861	The first Garrison Burying Ground is closed.	
1863	<p>Aug. 4 & 5 respectively: The Protestant and RC sections of the second Burying Ground, on Garrison Common [within today's CNE grounds near Dufferin Gate], is consecrated but, being very marshy, is condemned in Oct.</p> <p>Aug. 25: <i>The Globe</i> reports that a private is injured, while digging a grave, "by the falling in of the sides." It calls this "one of the worst pieces of ground that could possibly be chosen. . . it being a swamp in which water lodges."</p> <p>Strachan Avenue Military Burying Ground opens by Dec. when a number of bodies are transported there from the Common.</p>	<p>Otto, "The Strachan Avenue Military Burying Ground, Toronto, 1863-1911,"</p> <p>"Dangerous," p. 2, c. 7; reference courtesy of SAO</p> <p>Otto, <i>Ibid</i></p>
1864	Dec. 18 & 22 respectively: The Protestant and RC sections of the Strachan Avenue Military Burying Ground are consecrated.	AO, Miscellaneous Coll., #44, Box 1; Otto, <i>Ibid</i> .
Circa 1866	Grounds of asylum and north part of Garrison Common beyond appear bare of any trees except those planted close to the asylum after its construction.	CTA, SC 655-10, "Provincial Lunatic Asylum, Toronto C.W.," stereo pair, Armstrong & Beere, photographers dTAH Lunatic-Asylum.tif
1867	Province purchases "one acre 34 P., of Ordnance Land adjoining the Engine House of the Asylum . . . for the use of that Institution."	AO, NA Films, C. 124, RG 1, Analytical Index to State Books, Vol. 5; reference courtesy of Shirley Morriss

1870	<p>Medical Supt.. Joseph Workman writes, ". . . that horrible conglomeration of ugliness on the south ylept [sic] the 'Crystal Palace!' and its rag-tag conglomeration of stables, cowsheds, pigpens, and other deformities . . . would disgrace any other town than muddy York . . ."</p> <p>He also writes: "I have had the Garrison Common land, north of the GW Railway, fenced in along its western boundary . . . Our workers have cut a number of deep surface drains through the northern portion, and along the west boundary, to dry the numerous swales and ponds which overspread it. . . [and] where I saw horses go down shortly before, almost out of sight. . . . I have laid out all the drains myself . . ."</p>	AO, Medical Supt.'s report written 31 Oct. 1870
1870	<p>City purchases "Ordnance Lands . . . from the Dominion Government" as follows: Old Exhibition Grounds 19 10/100 ac. Field K 7.30 ac. Field F 21 24/100 ac. Field G 1 58/100 ac.</p> <p>Province purchases 150 acres, between Grand Trunk and Great Western railways; but 30 of these acres are quickly appropriated to the proposed Central Prison.</p> <p>South of King Street, map shows "Asylum Farm Buildings" touching Dufferin St. and "Andrew Mercer Reformatory for Females" touching King.</p>	AO, RG 15-13-2-47, K-538, "Map Shewing the Ordnance Lands Toronto Purchased from the Dominion Government, 1870."
1870-1871	<p>In spring, the northern part of the new asylum farm on the Garrison Common is "so inviting to snipes and plover." By the following spring, however, asylum labour has dug surface drains, laid tile, and planted it with potatoes and other crops.</p>	AO, Joseph Workman, Medical Supt., PLA, to J.W. Langmuir, Provincial Inspector, annual report for 1871

<p>Before 1873</p>	<p>"We now soon arrive at the ravine of the 'Garrison Creek'. In the rivulet below, for some distance up the valley, before the clearing away of the woods, salmon used to be taken at certain seasons of the year. Crossing the stream, and ascending to the arched gateway of the Fort (we are speaking of it as it used to be), we pass between the strong iron-studded portals, which are thrown back: we pass a sentry just within the gate, and the guard-house on the left. At present we do not tarry within the Fort. We simply glance at the loopholed block-house on the one side, and the quarters of the men, the officers, and the commandant on the other; and we hurry across the gravelled area . . .</p> <p>We pass on through the western gate to the large open green space which lies on the farther side. This is the Garrison Reserve. It bears the same relation to modern Toronto as the Plains of Abraham do to Quebec. It was here that the struggle took place, in the olden time, that led to the capture of the town. . . .</p> <p>We now enter again the modern Fort, passing back through the western gate. On our right we have the site of the magazine which so fatally exploded in 1813. . . . In close proximity to the magazine was the Government House of the day, an extensive rambling cluster of one-storey buildings, all 'riddled' or shattered to pieces by the concussion when the explosion took place. . . . [leading] to the purchase of Chief Justice Elmsley's house on King Street and its conversion into 'Government House'.</p> <p>From the main battery, which (including a small semi-circular bastion for the venerable flag-staff of the Fort) extends along the brow of the palisaded bank, south of the parade, , the royal salutes used to be fired . . .</p> <p>From the south-eastern bastion, overlooking the ravine below, a twelve-pounded was discharged every day at noon. . . ."</p>	<p>Henry Scadding, <i>Toronto of Old</i> (1873; F. Armstrong, ed., 1987), pp. 36-38</p>
<p>1873</p>	<p>Feb. 12: <i>The Globe</i> urges making Garrison Common a park now or it will be built upon. ". . . There could be laid out in these grounds carriage-drives and foot-paths of almost endless variety, which would make it a place of great attraction for both rich and poor . . ."</p>	<p>"A New West-End Park," p. 2, c. 4. Listed in Isobel Ganton's index to <i>The Globe</i>; reference courtesy of SAO</p>
<p>1874</p>	<p>Central Prison is built. Includes a greenhouse and a piggery.</p>	

1875	July 1: <i>The Globe</i> , in the editorial section, mentions that in his will Dr. Gwynne dedicated street allowance for King St. extension if City would extend King across Garrison Common to Dufferin, and Council has agreed.	Isobel Ganton's index to <i>The Globe</i> ; reference courtesy of SAO
Ca 1875	King Street is extended through the Asylum farm.	
1877	Sept. 15: <i>The Globe</i> urges using Garrison Common as a fair grounds.	Isobel Ganton's index to <i>The Globe</i> ; reference courtesy of SAO
1877	"A number of gas lamps have been put up in the [Asylum] grounds so as to light up the drive and sidewalks from the east gate to the main entrance."	AO, Med. Supt. Daniel Clark's annual report for yr. ending 30 Sept. 1877
1878	Sixty acres of Garrison Common west of Stanley Barracks are granted by federal order-in-council. The Palace of Industry is disassembled and rebuilt, in enlarged form, on this newly acquired land at Exhibition Place.	Dendy, pp. 170, 169
1878	June: For the Mercer Female Reformatory, Province appropriates 600 feet square from the east part of the NW field of the farm facing King Street on the south, and the Asylum's "splendid crop of oats" has to be mown down.	AO, Med. Supt. Daniel Clark's journal
1878	Sept. 13: A disastrous flood: ". . . Part of the roadway and sidewalk in front of the Insane Asylum were submerged . . . The brewery creek [Garrison Creek] was greatly swollen, and Cornell's brewery [on Queen W., s. side, west bank of Garrison Creek] was partly submerged, and several barrells [sic] carried down the stream. . . ."	<i>The Globe</i> , 14 Sept. 1878; reference courtesy of John Court
1878	Dec.: Central Prison and Provincial Lunatic Asylum are connected with the City water system and "there is no longer any necessity for pumping water to those two Institutions from the Lake."	AO, RG 15, Ser. E-1, Box 30, #30-1, J.W. Langmuir to K. Tully, 6 Jan. 1879
1878	First Pavilion at Allan Gardens is demolished.	
1879	In a land exchange between the Province and the City the "Government property adjoining the western city limits [Dufferin St.]"--which the Asylum had been farming--is swapped for "the old Exhibition grounds, about nineteen acres, on the north side of King-street." Asylum patients have to cut down a "superabundant" growth of trees before planting crops on the newly acquired land. However, these grounds are soon sold to the Massey Manufacturing Company.	<i>The Globe</i> , "The City Council," 31 Dec. 1878, p. 4, c. 7 AO, RG 10, MS 640, Supt. Daniel Clark's Journal, May 1, 1879

1879	A fence is to be built between west side of Mercer Reformatory grounds and a "field, which is part of the Asylum farm."	AO, RG 15, Ser. E-1, Box 30, #30-1, J.W. Langmuir to K. Tully, 21 Apr. 1879
1881	Dec. 22: <i>The Globe</i> favours turning Garrison Creek into a covered trunk sewer.	Isobel Ganton's index to <i>The Globe</i> ; reference courtesy of SAO
1883	Oct. 2 and 13 respectively: <i>The Globe</i> reports that the City is to consider Garrison Creek as a sewer; and publishes a letter from a doctor about the health hazards of this creek.	Isobel Ganton's index to <i>The Globe</i> ; references courtesy of SAO
1883-1890	E.M. Morris makes five sketches of Fort York.	Mary Allodi, <i>Canadian Watercolours & Drawings in the Royal Ontario Museum</i> , nos. 1412-16; reference courtesy of SAO
1885	A photograph of the "Toronto Fort" shows the 1815 Officers' Barracks and an 1838 cookhouse in a stark landscape with board walkways.	TRL, T 11599 dTAH Toronto-Fort-1885.tif
1886	Victoria Square Memorial Park is created and all legible grave markers are moved to a specially created memorial terrace.	Michael J. Rudman, "York's 1794 Garrison Burying Ground," <i>OHS Bulletin</i> , Oct. 2000, p. 8
1886	Poster for 1886 Industrial Exhibition has bird's-eye view of grounds from sw, with original shoreline and Crystal Palace at lower left and Old Fort at far right.	Reprod. in James Lorimer's <i>The Ex.</i> ; reference courtesy of SAO
1888	John Ross Robertson describes the founding of the military burying ground at today's Victoria Square: "... a clearing was laid out in the thick brushwood ... its four picket sides directed exactly towards the four cardinal points of the compass. ..." The third burying ground, west of the fort, he writes, "is now rankly overgrown with grass and thistles ... There are about two hundred graves distinguishable by the mounds of earth. ..." Two sketches illustrate the article: "Old [Victoria Square] Cemetery Tombstones" and "Cemetery West of the Garrison."	JRR, "Landmarks of Toronto. The Military Cemeteries," <i>The Evening Telegram</i> , 4 Oct. 1888, p. 2, c. 4-5 (reference courtesy of SAO); and <i>Robertson's Landmarks of Toronto</i> , vol. 1, p. 67 dTAH Garrison-Cemetery.tif
1889	"A city sewer is to be put down King street from Dufferin street to the Garrison Creek sewer. ..."	AO, Med.. Supt.. Daniel Clark's annual report for yr. ending 30 Sept. 1889
1890s	Med.. Supt.'s annual reports mention annual passes for about 120 asylum patients to attend the Industrial Exhibition.	

1890	Feb.: An article in <i>The Globe</i> features five cuts: "The Old Fort from Bathurst Street Bridge," "The Battery," "Western Entrance," "The Northwest Corner," and "The Old Block-House." Quotes a visitor in 1838 and Henry Scadding's <i>Toronto of Old</i> (1873).	"The Old Fort. A Reminder of Toronto's Early Days. Something of Its History. . . Descriptions of the Garrison in Olden Times--Looking Back Over a Century." <i>The Globe</i> , 8 Feb. 1890, p. 1, c. 1-5; reference courtesy of SAO
1890	A watercolour by William James Thomson is a bird's-eye view of the asylum from the northwest, with an undeveloped Garrison Common beyond and the lakeshore in the distance. Captioned "Old Asylum Buildings on Queen Street," a cut based on Thompson's painting appears in <i>The Globe</i> .	Collection CAMH Archives <i>The Saturday Globe</i> , 5 Apr. 1890; reference courtesy of Alec Keefer
1890	Alfred E. Boulton's watercolour sketch of Fort York shows it from the east, with a stretch of picket fence near No. 2 blockhouse (1813) at the left and another stretch of fence near the 1838 Artillery Barracks.	NAC, C-40091 dTAH, Fort-York-1890.tif
1891	Plan of Lunatic Asylum shows two fields between south boundary wall and King Street, and a third in NE corner of Shaw and King streets.	AO, RG 15, E-1, Box 17-7, Misc. Statements & Reports, 1868-1891, 23 Dec. 1891
1892	The writer mentions lying on "the grass" at the fort "against those mossy hillocks that lean out towards the lake"; describes the ramparts where "those piles still stretch out threateningly"; notes "stumbling into holes hidden by the long grass, and sitting on the great guns, honeycombed with time and age." Later, "we stumbled down through the blackened piles round the old powder magazines . . ." Then, proceeding west of the fort, she uses such phrases as "the grassy hillocks and a bit of road," "the field where the 'small arms' powder magazine used to be, now a fallen-in, disused mass covered with rank grass. There was a cow in the field . . . And so we reached the little white gate . . . and presently we were standing amongst the soldiers' graves. There are not many monuments or headstones there, but the place is neatly kept and looks trim and orderly . . . The rows of nameless graves . . . the few words on the sparse tombstones . . ." Heading back through the fort she notices the "little tuft of London pride drooped tiredly over the tiny [sic] board fence . . . bachelor's buttons . . . bantam rooster . . . clothes-line . . . the handle of the blue pump . . ."	"Woman's Kingdom. Kit's Gossip and Chit-Chat. A Ramble Round the Old Fort," <i>The Toronto Mail</i> , 1 Oct. 1892; reference courtesy of SAO

	Accompanying the article are two sketches signed by A.M. Ross: "We Climbed on One of the Old Black Fellows" (cannons) and "The Old Well" (with wellhouse).	
1893	A brick structure replaces the 1858 board-and-batten St. John the Evangelist Anglican Church.	Benn, p. 87
1894	Northwest branch of the Garrison Creek Sewer is being constructed e. of Dovercourt betw. Churchill Ave. to s. and College St. to n.	CTA, City Engineer's Coll., Index Vol. 1, pp, 12-13
1899	C.M. Manley sketches the Old Fort surrounded by industry and calls it <i>History and Progress</i> . Near a barracks he shows picket fencing, boardwalks, rough grass, an old cannon, and a flock of geese.	TRL, Toronto Art Students' League Calendar, 1900; reprod. in Firth, p. 91
1901-1911	A group of new buildings goes up at the Exhibition: Manufacturers' Building (1902), Art Gallery and Administration Buildings (1905), a new grandstand (1907), Horticultural Building (1907-08), Railway Building (1908), Dufferin Gate (1911), and Government Building (1911).	Dendy, p. 171
1902	June: Second Pavilion at Allan Gardens is destroyed by fire.	
1904	29 June: A garden party and a concert by the Queen's Own Rifles mark the opening of new entrance gates at the University of Trinity College at the top of Strachan Ave.	TRL, Broadside Collection, 1904, "New Gates."
1904	Photograph of "Old Fort" shows Strachan Ave. Military Burying Ground, with cross-axial path and enclosed officers' plot and monuments in foreground; trees lining axial path; and, in background, mounds and monuments, picket fence along east boundary, and Fort York beyond.	CTA, City Engineer's Collection, RG 8, Series 14, Vol. 1, p. 54 (Index Vol. 1A, p. 6); reference courtesy of SAO, who has an 8 x 10" b-&-w glossy print of it
1904	Four photographs of "Old Fort" taken within the ramparts show buildings surrounded by rough grass and connected by boardwalks.	CTA, City Engineer's Collection, Index Vol. 5, pp. 12-15
1906	Crystal Palace is destroyed by fire.	
1906	Mercer Reformatory is closed and the building converted into an annex for the Asylum. Re the asylum: "Instead of the desirable two or three hundred acres, some 26 acres are enclosed within gaol like walls; the days and nights are made hideous by electric cars, on the one side, and railway traffic passes directly by the south wall, where a freight shunting yard is also located. . . . The smoke from the many trains and factories in the neighbourhood, pollutes the air. . ."	AO, Inspector's report for yr. ending 30 Sept. 1906 AO, Med. Supt.'s report for yr. ending 30 Sept. 1906

1909	May 17: Remaining Garrison Common lands are granted to City.	
1910	Palm House at Allan Gardens opens.	
1911	Last burial takes place in Strachan Avenue Military Burying Ground.	
1915	Central Prison is closed.	
1916	May 1-2: City Council authorizes construction of an eastern entrance to the CNE grounds via Bathurst St. and the Garrison Common. Work commences the next day, with the Old Fort 's northerly embankment being "cut and excavated to grade at its eastern and western extremities."	Vaughan Roberts Papers, Vol. 16, p. 23
1918	Plan titled "Military Burying Ground Old Fort Scale 1"=20' Oct. 5 1918 Book No. 33. Pages 10-13" shows layout of cemetery. Identifies all marked graves then present; axial "trail" beginning at Strachan and meeting "Gravel Path" continuing eastward; posts, pickets, and fences (including fenced plot shown in 1904 photo); "I Cross" enclosed by a "Picket Fence" in the RC half; "Ditch" along eastern boundary; axial line of elms in central area (as shown in 1904 photo); and location, diameter [?], and genus of trees along north, east, and south boundaries.	CTA, City Engineer's Collection [?]; reference and copy of plan courtesy of SAO
1920s	Princes' Gate is built at the Exhibition.	
1921	Griffin says the cemetery is bounded "on the east, by a dumping ground" and mentions the "black, ghostly ribs of an old broken board fence," a "couple of majestic elms standing sentinel by the railroad tracks," and a "score of other smaller, gentler trees in the southeast corner." Photo accompanying the article, captioned "Broken Fragments in Old Soldiers' Cemetery," shows John Hanney and James Walsh's monuments with east-boundary picket fence and dead tree beyond.	Fred G. Griffin, "Old Soldiers in a Neglected Corner, A Military Cemetery [sic] Crushed by City," <i>Toronto Weekly Star</i> , 29 Oct. 1921, p. 19, c. 2-4; reference courtesy of SAO
1922	Oct. 23: Ernest F. Collins, Supt., City Parks, prepares a plan for Strachan Ave. Military Burying Ground. Parks is authorized to level the mounds, collect the broken monuments into a square plot near the NE corner, replace the pipe iron missing from around the officers' plot, reroute the existing "trail" and "Gravel Path" shown in 1918 with a cinder pathway, and erect a flagpole.	Otto, "The Strachan . . .," p. 4 & pl. 1
Between 1922 and 1970	Photograph shows square plot in Strachan Avenue Military Burying Ground after changes made by City Parks in 1922.	AO, C-7 (Boyd Coll.), Vol. VII, p. 38, #22019; reference courtesy of SAO

Before 1924?	Aerial view of Toronto shows Strachan Ave. bridge and Military Burying Ground near lower right-hand corner, with 1922 reconfiguration.	NAC, Acc. 1972-101, Alexandra Studio Coll., neg. #76, Box 3225, RD 947; photocopy courtesy of SAO
1924	Re the asylum: "An incinerator has been built . . . We can burn any garbage or refuse that accumulates about the hospital. . . "	AO, Med.. Supt.'s annual report for yr. ending 31 Oct. 1924
1926	Nov. 17: One of a series of six aerial photos of the Toronto waterfront (the earliest by professional photographers, SAO believes) shows the Fort and environs. Bathurst St. ends at Front, continuing only as a jagged roadway to the wharf.	AO, Merrilees Coll., 2273, F-1125-A-6; photocopy courtesy of SAO dTAH Fort-York-1926.tif
1927?	Photo with "CNE bleachers . . . for Prince of Wales visit?" in foreground shows domed. CNE buildings framed. by poplars, New-Fort barracks, and tall flagstaff.	CTA, William James Collection, Vol. 28, #2032
1929	Lighthouse is moved from end of Queen's Wharf.	
1930, 1932, 1933, 1934	At least 37 photographs of the "Old Fort" before, during, and after the 1933-34 restoration show buildings, bridges, new "grading" of the north slope, etc.	CTA, RG 8, Dept. of Public Works, Vol. 11, "Fort York"
1932	Dec. 8: Photograph shows building the stone walls inside the ramparts of Fort York.	CTA, Parks Dept. #1543 dTAH Fort-York-1932.tif
1934	The 1838 Rebellion Barracks at Fort York is demolished. The Fort York Armouries, designed by Marani, Lawson, and Morris Architects, are completed.	1928 photo reprod. in Benn, p. 103 <i>Setting It Right</i> , p. 18
1935	Memorial terrace in Victoria Square Memorial Park is dismantled and monuments and markers are stored by Parks Dept.	Rudman, Oct. 2000
1950s	Monuments and markers in Victoria Square Memorial Park are placed in their present position at base of cenotaph.	Rudman, Oct. 2000
1952	Annual Remembrance Day services begin at Strachan Avenue Military Burying Ground, under IODE auspices.	
1953	June 25: John A. McGinnis describes the Strachan Ave. Military Burying Ground verbally and in two accompanying diagrams. He finds four monuments remaining in the west (officers') plot; 30 in the east plot.	"Military Cemetery," in Toronto Historical Board files at Fort York, 2 pp.; copy courtesy of SAO
1959	The 1911 Dufferin Gate is demolished for the Gardiner Expressway.	
1961	City gives jurisdiction over Strachan Ave. Military Burying Ground to Toronto Historical Board (THB).	Otto, "The Strachan . . .," p. 4

1970	Strachan Ave. Military Burying Ground is reconfigured for a second time, when City allows THB to mount the remaining monuments in the brick wall where they remain in 2000.	Otto, "The Strachan . . .," p. 4
1985	City designates Fort York, Garrison Common, and a part of the old garrison reserve at the corner of Fleet St. and Strachan Ave. as the "Fort York Heritage Conservation District," under the Ontario Heritage Act.	Benn, p. 160
1997	The City acquires 1.33 acres east of the fort adjacent to Bathurst St.	<i>The Fife and Drum</i> , 4,2 (Nov. 13, 2000):8
2000	The City completes the purchase from CN Railway of a 2.13-acre strip running from Bathurst midway to Strachan along the north side of the fort.	<i>The Fife and Drum</i> , 4,2 (Nov. 13, 2000):8
2000	Fall: There are 850 trees on the site of the Queen St. site of the Centre for Addiction and Mental Health (CAMH). The City names Joseph Workman Park, between Shank St. and the south boundary wall of the asylum, to honour institution's medical superintendent from 1853 to 1875.	Quiz for CAMH employees, United Way campaign, fall 2000; info courtesy of John Court <i>CAMH Museum Newsletter</i> , spring/summer 2000, p. 8

Descriptions of social life in and around Fort York

Abstract:

The Garrison was not self-sufficient. Rations were either imported, purchased locally, or both. Not all officers lived at the fort. Officers routinely interacted and socialized with citizens of their own class: at dances, teas, dinners, parties, and charity bazaars. As well, officers entertained their civilian peers at the fort. The harbour was a gathering place in winter, for skating and sleighing, and in summer, for swimming and sailing. Regimental drills and parades, on Garrison Common and through the city streets, were popular with townspeople, and the newspapers routinely reported them. Regimental bands played on the College Avenue and at private pleasure grounds such as Caer Howell. Officers took part in sporting events such as steeple chases, horse races, cricket matches, and racket games—sometimes held on the Common, sometimes elsewhere. Cricket was very popular. The Common was regularly used for drills and parade practice. Military maneuvers were not limited to the Common, however; it sometimes extended into the Don valley. Rifle matches, too, were held on the Common, and at one such event, the ranges were 200, 400, and 600 yards long. Prostitutes frequently frequented the Common during the warm months unless rounded up by city police called in by officers of the fort. In town, soldiers got into various kinds of trouble—often drink-related—and, although these instances were noted in the newspapers, the individuals' names were usually not mentioned. As the population and extent of the city grew the impact of the military on its life diminished.

DATE	DETAILS	SOURCE
1787	First documents for the Toronto Purchase from the Mississaugas.	
1813-1835	Garrison had its own bakehouse at the north end of the Bathurst St. bridge, where Bathurst crosses Front. Following its removal, the contract for the fort's bread supply likely passed to a baker in town. There were at least two cookhouses at the fort, east and west of the flag bastion.	Fort York Library (FYL), hanging file, "Diet," Memo, John Summers to Ft. York Staff, 1986. "Bake house" is shown on 1833 map.
1816, 1823, 1835	Plans show Ordnance Store(s) on east side of Garrison Creek, north of road to town, near foot of today's Tecumseth Street.	
1828	"A town purse of L10 . . . was run on the Garrison Race Course [southwest of the fort] on Tuesday last."	FYL, hanging file, "Sports"
Ca 1830	Trustees of King's College have College Ave. [today's University Ave.] north from Queen St. laid out as a broad tree-lined approach to the college--as per ca 1829 plan by André Parmentier.	Stephen A. Otto and Pleasance Crawford, "André Parmentier's 'Two or Three Places in Upper Canada'," on line at www.apa.umontreal.ca/gadrat/formcont/seminaire98/conf_en.html
1833-34	The York city directory, alphabetical listings, includes "Garrison and Barracks, West end of the Town." In a section near the end it includes "Military Staff of Upper Canada Stationed at York," "Regiment of Line Serving in York (the 66 th Regiment of Infantry), "Royal Artillery Stationed at York," "Volunteer Artillery Company of York," and "Militia of Upper Canada." A cross-check in the alphabetical listings, under each man's name, reveals: that a few of the Military Staff lived on or near the Common but most lived elsewhere in town; however, regarding the 66 th Regiment, all but the commander and the paymaster lived "at the Garrison."	TRL, York Directory, 1833-34 <i>Note: For details, see separate file</i>
1837	". . . The Common, west of the Garrison has been chosen as playing ground for this season" by the Toronto Cricket Club.	<i>The Patriot</i> , 12 May

1838	<p>"Almost all the officers [at the fort] quartered in a large villa belonging to Col Dunn." (John Henry Dunn, Receiver General of UC from 1820-43, lived near today's Richmond St. w. of Peter.)</p> <p>". . . College Avenue on which Military bands come play in fine weather."</p> <p>"Among our first rides was up Yonge St, over the Don to Gallows Hill almost 4 miles off."</p> <p>"Dance at Mrs. Sherwood's. . . dinner at Government House." (Built by John Elmsley and located at Simcoe St. at s.w. cor. of King St. W., this frame villa served as Government House 1815-1860.)</p>	FYL, hanging file, "Diaries," Papers of Lieut. Andrew Agnew
1838	"85 th Regiment [is reviewed] on the Garrison Common."	FYL, hanging file, "Parades and Reviews," <i>The Mirror</i> , 13 Sept. <i>Note: This file is the source of this and many similar newspaper stories from the 1838-1875 period..</i>
1839	Aug.: [Enthusiastic description of the College Avenue as a beautiful place and "seat of amusement" where regimental bands play on Wednesdays and Saturdays]	FYL, hanging file, "Diaries," Diary of fort Dr. William Orde Mackenzie
1840	[Description of the College Avenue] "at the end of which is a pastry cook a racket court and a bowling green where the [military] band occasionally plays. . ."	FYL, hanging file, "Diaries," Diary of Ensign A.C. Robinson
1840	[During his posting at Toronto he befriends town's socially prominent families, attends their balls, quadrilles, dinners, charity; plays rackets and cricket with a master at UCC; travels to Niagara.]	FYL, hanging file, "Diaries," Diary of Lieut. A.H. Freeling
1841	A garrison library opens with 144 books shipped from England.	Benn, p. 86
1842	"A Garrison Steeple Chase took place up Yonge Street . . . which attracted a great number of spectators. It was won by Mr. Sandford of the 43 rd Regiment, Mr. Hay of the 93 rd coming second."	<i>The Patriot</i> , 19 Apr.
1842	"Hurdle Race on St. Leger Course [north of The Grange] . . . Mr. Sandford of the 43 rd Regiment was the winner."	<i>The Patriot</i> , 26 Apr.
1842	Cricket match between the Garrison and the Toronto Club, played on grounds adjacent to Caer Howell (near site of today's Princess Margaret Hospital).	<i>The Patriot</i> , 9 Aug.

1842-43	Officers of the 83 rd Regiment sleigh with townspeople on Toronto Bay.	TRL, T13382; reprod. in Benn, p. 88
1847	Cricket match between 22 players of UCC and 22 Gentlemen of Upper Canada, with band of the Rifle Brigade in attendance.	<i>British Colonist</i> , 31 Aug.
1847, Dec.	" . . . balls, tea fights [flights?], dinners and breakfasts [in town] The Rifle B- have also commenced their series of parties for the season..." "When the bay is frozen over, all Toronto turns out onto the ice. . . "	FYL, hanging file, "Diaries," Letters and journal of Gilbert Elliot, Rifle Brigade
1848	Apr.: "Took the men onto the Common, kept them at light drill for an hour. . . " July: "Nothing goes on here now but cricket which I amongst others have taken to. . . "	FYL, hanging file, "Diaries," Letters and journal of Gilbert Elliot, Rifle Brigade
1849	May: " . . . the season . . . wound up in a big ball last week. . . . Cricket has begun . . . "	FYL, hanging file, "Diaries," Letters and journal of Gilbert Elliot, Rifle Brigade
1849	Police officers sent to arrest prostitutes on Garrison Common	Benn, 90
1850	" . . . a numerous assemblage of spectators on the 'Garrison Common'" watched a review, at the end of which the troops "returned to their quarters."	<i>Toronto Daily Patriot & Express</i> , 10 Aug.
1858	The "Garrison Church," St. John the Evangelist Anglican, is constructed northeast of the Old Fort and directly north of the Military Burying Ground.	TRL, T30655. Reprod. in Benn, p. 87
1860	The Toronto regiment, the Queen's Own Rifles, is formed. as the 2 nd Battalion Volunteer Militia Rifles of Canada. (The name is changed to 2 nd Battalion or Queen's Own Rifles of Canada in 1863.)	Firth, p. 45
1861	"Cricket Match . . . upon the grounds at Caer Howell, officers of the 30 th Regiment & eleven of the Toronto Club [incl. John Beverley Robinson]."	<i>British Herald</i> , 7 Aug.
1863	24 Aug.: "The members of No. 5 Company . . . forty strong, marched to the Garrison Common yesterday . . . The ranges were 200, 400, and 600 yards, five rounds at each range. . . . [Other corps also competing were 10 th Royals, Highlanders, and University Rifles.] It was blowing half a gale of wind during the contest, which greatly interfered with the shooting."	<i>The Globe</i> , 25 Aug. 1963, p.2, c. 7
1863	An annual rifle match "on Garrison Common."	<i>The Globe</i> , 7 Sept.

1864	June: "Since the warm weather set in the Garrison Common has been infested, as it usually is at this season of the year, with a gang of disorderly . . . women. The officers of the garrison have done all they could to rout them . . . [but failed and called in the police who on Saturday night] with a posse . . . and a number of soldiers" arrested several of the women--three of whom were convicted the following Monday and each sentenced to four months in jail.	<i>The Globe</i> , "The Garrison Common," 20 June 1864, p. 2, c. 8--reference courtesy of Steve Otto (SAO); and "Police Court," 21 June 1864, p. 2
1865	May: More prostitutes are arrested on Garrison Common.	"A Good Haul," <i>The Globe</i> , 22 May 1865, p. 2, c. 8; reference courtesy SAO
1865	May: An artilleryman is "violently assaulted" while passing on Queen St. near Bishop. Five days later an Irishman and a Scotsman are charged with the crime.	<i>The Globe</i> , "Assault," 22 May 1865, p. 2, C. 3; and "Beating a Soldier," 27 May 1865, p. 2, c. 8
1865	May: An artillery policeman and a private in the 47 th Regiment, after drinking in a tavern on Queen beyond John St. for "a considerable time, are "blackguarded" there by one Mrs. Munro. The military policeman calls in a city policeman to arrest her but the latter refuses on the grounds that he did not witness the offence. An argument ensues which ends "in smoke." <i>The Globe</i> opines that military policemen should identify themselves by wearing a "duty badge."	"The Military Police," <i>The Globe</i> 30 May 1865, p. 2, c. 8
1865	June: "The Military Games of the Toronto Garrison . . . took place yesterday afternoon on the grounds of the Toronto Cricket Club. A large number [nearly 2500] of citizens were present. . . The band of the 47 th added much to the hilarity."	<i>The Globe</i> , 14 June
1865	"The 47 th Regiment . . . marched down to the Don yesterday forenoon, and there went through some military practice. . ."	<i>The Globe</i> , 8 Nov.
1866	"The 13 th Hussars . . . were first inspected . . . on parade [on horseback] at the Palace, and afterwards marched through King Street towards the eastern section of the city. Returning they passed along Front Street, to their quarters."	<i>The Globe</i> , 6 Oct.
1867	". . . The whole of the troops in the garrison were inspected . . . on Wellington Street, the line stretching from Simcoe Street to Wellington Place and the 17 th at their barracks. They afterwards marched through the city. . ."	<i>The Globe</i> , 12 Jan.
1868	Field Day, 13 th Hussars, and a battery of the Royal Artillery "on the Bathurst Street commons yesterday forenoon . . ."	<i>The Globe</i> , 22 Aug.

1870	When the British army turns the Fort over to the Canadian militia and returns home, the city's population is 56,000. Benn writes: "As the city expanded and its economy became more diversified, the military's impact . . . diminished, but always remained significant while Fort York housed an imperial garrison."	Otto, "The Strachan Avenue Military Burying Ground," p. 2; and Benn, p. 84
1870, 1871, 1874, etc.	Rifle matches continue to take place on Garrison Common: in 1870, the 10 th Royals; thereafter, the Queen's Own Rifles	FYL, hanging file, "Sports," transcriptions of various items from <i>The Globe</i>
1987	Faunal analysis of archaeological sites at Fort York indicates that whereas officers' diets of beef/pork/bread--the standard rations--were supplemented with domestic species including fish, diets of enlisted men were not.	Garden, "A Comparative Analysis of the Diets of Enlisted Men and the Officers at Historic Fort York, Toronto," 1990.

Addendum to part 2: The Military Presence in York in 1833-34.

Source: 1833-1834 YORK DIRECTORY, special section on the military, pp. 157-158, plus alphabetical listing in same, under individuals' names, to obtain residential addresses.

MILITARY STAFF OF UPPER CANADA STATIONED AT YORK				
DEPT.	JOB TITLE	RANK	NAME	RESIDENCE
[Top Brass]:				
	Commanding Officer and Lieutenant Governor	Sir	John Colborne	Governor's residence/ Government offices, King-st. opposite the College
	Aid-de-Camp to the above	Captain	R.E. Phillpotts	Market st.
Adjutant General's Department:				
	Assistant Adjutant General	Lieutenant-Colonel	C. Foster	Peter st. top of Newgate st.
	Clerk		James Leckie	Grave st.
Royal Engineer Department:				
	Commanding Officer	Captain	R.H. Bonnycastle	John-street
	Clerk of Works		George Houghton, Esq.	Lot-street west
	Clerk		Michael McNamara	33 Richmond street
	Master Carpenter		Thomas Bell	Lot-street West, on the Common

Commissariat Department:				
	Assistant Commissary General		Francis R. Foote, Esq.	Front-street, near the Garrison
	Deputy Assistant		Charles Tidmarsh	Front-street near the Garrison
	Deputy Assistant		F.B. Fielde [aka Feilde]	[no address given]
	Issuer		F. McMahan	Lot-street East, North of Ontario-street
	Issuer		B. Ekerlin	64 Front-st.
	Issuer		E. Barnet	[no address given]
	Issuer		S. Amos	[no address given]
	Issuer		Edward Cressall [aka Cressell]	60 Front-street
Indian Department:				
	Chief Superintendent		James Givins, Esq.	Lot-street West, beyond Farr's brewery
Officiating Chaplain to the Forces:				
		Rev.	William Boulton, B.A.	at the College

REGIMENT OF LINE SERVING IN YORK. 66 TH REGIMENT OF INFANTRY				
	JOB TITLE	RANK	NAME	RESIDENCE
	Commander	Major	James Baird	226 King-street
		Brevet Major	Peter Duncan	at the Garrison
		Captain	Peregrine Warren	at the Garrison
		Captain	T.H. Johnston	Garrison
		Lieutenant	Thomas Rainsford	at the Garrison
		Lieutenant	W.L. Dames	at the Garrison
		Lieutenant	---- Love	[no address given]
		Lieutenant	---- Gordon	[no address given]
		Ensign	John Currie	at the Garrison
	Surgeon		Walter Henry	at the Garrison
	Paymaster	Captain	K.R. Ross	Graves-st.
	Adjutant		Robert Steele	at the Garrison
	Quarter Master		William Hornby	Garrison
Effective strength averaging at York about Two Hundred.				

ROYAL ARTILLERY STATIONED AT YORK			
		1 Sergeant	[Names and residences not given.]
		8 Rank & File	

VOLUNTEER ARTILLERY COMPANY OF YORK				
This Company is Fifty strong: it has a good Band, and a very elegant standard				
The officers are:				
		RANK	NAME	RESIDENCE
		Captain	Thos. Carfrae, jun.	General store, 209 King-street
		1 st Lieut.	Silas Burnham	His general store, 67 King-street
		Lieut and Adjutant	James Leckie	Grave-st.

MILITIA OF UPPER CANADA					
		JOB TITLE	RANK	NAME	RESIDENCE
		Col. & Adjutant General	Colonel	Nathaniel Coffin	66 Front-st.
		Asst. Adjutant General	Colonel	Walter O'Hara	Lot-street west, near Farr's Brewery

Addendum to parts 1 and 2: Some points made by Carl Benn in phone conversation on 21 Nov. 2000

At many other Great Lakes forts, enrolled pensioners lived in small cabins nearby. These structures were typically single-storey wood-frame cottages measuring 8' x 22' x 8' and were placed together on a grid. At Fort York, as elsewhere, the cabins would probably have been behind the fort and thus beyond the line of fire. [n.b. I have found no evidence that enrolled pensioners were granted land on the Garrison Reserve. Although the Crown expressed its intention to do so, the City objected and the railways came onto the reserve instead.] Much of the research done by Parks Canada in the 1970s and '80s for restoring the pensioner's cottage at Fort Malden to the 1851-2 period provides parallels for Fort York. [n.b. I have a copy of Claude Potvin's "Pensioners Cottage Landscape, Fort Malden, H.H.P., Amherstburg, Area Development Plan (1987).] Pensioners were poor and of necessity grew much of their own food in garden plots beside their cottages. The War Office Records at NAC include ledgers with quantities of produce grown and numbers of livestock kept by some enrolled pensioners.

Carl emphasizes that there's a distinction between what the army provided in terms of housing and what the men did to make it livable—such as gardening. Descriptions of other Great Lakes posts make it clear that officers often had large gardens and grew vegetables for their own use and possibly even for sale. They supplied their own seeds and plants; these were not issued by the military. They also kept livestock and fowl. [This probably means the gardens had fences to keep out the livestock.] The soldiers worked in the officers' gardens. Fort York "guys" (Carl's term) had gardens either inside the fort or on the Common or both. Judging by descriptions of other forts, they could have grown all the common vegetables, small fruits, and fruit trees of the period. An 1813 drawing of Fort York shows a garden. [reference?] Although most gardening was food-related, lilac bushes were planted by soldiers at Fort York in the 1870s. [reference?] Officers had lots of time for such pursuits; they were usually finished with their duties by three o'clock. The person who planted a garden might be assigned to a new post before he could harvest it, and there was a standard protocol for passing on one's garden.

Rations were provided in huge quantities and even the soldiers were considered "fat" compared to others of their class. But rations were mainly meat and bread so the men had reason to supplement their rations for the sake of variety. Only officers could hunt because only they were allowed to use their guns off-duty. The archaeological evidence at Fort York does not show a lot of game eaten, yet Walter Henry wrote in 1833 of the huge number of passenger pigeons killed at Fort York and on the Common. Even though soldiers could not shoot the birds they could knock down the young ones with sticks. Also, soldiers were experienced gatherers because of their rural origins—mainly Irish—and at other posts they are known to have supplemented their diets in this way, as well as by fishing.

To provide more details about the above, Carl faxed me four pages from his 1992 ms. report, "The Army Officer's Home in Old Ontario, 1783-1870."

Other points: Carl imagines that parts of the Common were very rough, much like any vacant lot. In fact, rough terrain would have been advantageous for maneuvers. He mentions the changing nature of the Common, which began as a "huge chunk of land" but gradually diminished as sites were granted for Parliament Buildings, Government House, Central Prison, and other "causes the Government liked."

He says there is some evidence that the rifle range may have been on the west side of Stanley Barracks. He thinks they shot out over the lake, at least in some instances. He has found some evidence that certain maneuvers were carried out up the Humber.

I will get back to him with further questions.

Compiled by Pleasance Crawford

Version of 25 April, 2001

APPENDIX 2: SITING VISITOR ACCOMMODATION FACILITIES

Introduction

The discussion of how and where visitor services should be located has been extensive and broad. Through the work of *Fort York: Setting it Right*, previous studies, a community charette and many discussions, several options have been identified.

For each option there are opportunities and constraints. Some of these are physical, some are temporal, and some are attitudinal, but in each case there is potential to be explored at the appropriate time.

The "Visitor Centre" has been most frequently considered in the singular, as a freestanding building. However, it is reasonable at this time to discuss the overall experience of the visitors as they move about the site and are presented with sights, artifacts, histories and ideas contained within a larger district. This implies that the "visitor centre" could become a system of multiple facilities organized to present programme elements in the most opportune sequence and location. At a practical level this approach may create the opportunity to phase the construction of the facility (or facilities) as well as enrich the site more broadly.

Design Philosophy

The philosophy of the design is somewhat dependent upon the selected approach.

A desire has been expressed by some to create a noteworthy architectural monument. This is a reasonable expectation where the presence of the new structure doesn't significantly impact the subtle characteristics of the historic district or come to dominate the environment or experience and understanding of the site. One could argue that the visitor centre is here to serve the experience not to be the experience, although the excitement and drama possible in a new facility, if properly presented, is a contribution to the visit and experience not to be easily dismissed.

Fort York: Setting it Right has established some very important principles for the relationship of the historic structures to the site and the extension of these through view corridors both inward and outward, access routes, valued landscapes, historic relationships and so on. These principles should be respected when the siting or design of a new structure is being considered.

Properly sited, the expression of a new visitor facility should be a local landmark. Its expression should draw interest and curiosity and inspire a desire to understand and respect the unique quality of the site, its history, and importance. The facility would have a destination quality and, in its form, guide and orient the visitor upon arrival at the site.

The scale of this design expression need not be massive, and one would argue a massive expression would diminish the authentic expression of prowess inherent in the original buildings. In the creation of the visitor facilities at the Louvre in Paris, the architects were careful to create a striking but simple landmark in the landscaped plaza of the original buildings. The juxtaposition of a simple, elegant, glass pyramid with the rich Baroque qualities of the Louvre engage ones attention and curiosity while avoiding a struggle with the architecture of the original. The striking simplicity of this approach is much more effective than a building that occupied more space and attempted to emulate the Baroque.

A similar struggle to find the right expression for new elements exists at the fort. The right balance of extroverted personality and deference must be found.

Where new building(s) encroach on the historic enclosure of the ramparts an even more difficult condition is created. Unless the building is a replica of a former building, the design must be small scale and deferential. The presence of a new structure changes our perception of the old, and creates a new spatial structure that further alters our understanding of the place.

The fort should not be trivialized by any new work. It was originally conceived and built as a seat of military power on a rise of land overlooking the harbour. During Toronto's early days, the fort provided the security required for the development of the town and the establishment of sovereignty over the land. Its presence and the associated garrison lands further shaped the surrounding district which can still be interpreted today. Every effort should be made to create an experience which builds on this role and relationship to the city.

Access and Parking

The very geography which made this site an excellent choice as a defensive site has made access to the fort difficult. Through the 19th and 20th century the construction of railways, industry and the road infrastructure contributed to its remoteness to the extent that the fort can now barely be seen, let alone accessed. The construction of Fort York Boulevard will—for the first time in many years—present the opportunity to see and access the fort from a normal urban street.

The clearest and perhaps most rational entrance opportunity on Fort York Boulevard occurs west of the fort. In this zone, the fort can be seen and accessed. Parking opportunities exist under the Gardiner Expressway, underground in the embankment, or on the mustering grounds above via a new ramped driveway up the embankment. Seeing the fort, turning in and parking has a kind of shopping mall simplicity, and intelligibility.

An alternative entrance could be provided east of Bathurst Street from the eastern extension of Fort York Boulevard (Bremner Boulevard). The entrance would lead through Block 36 to parking under Bathurst Street and near the eastern gate to the fort. While entrance from this direction may be less intuitive, it would support a visitor facility located east of the fort.

Other possible points of access, such as Strachan Avenue at the west end of the site, the lead smelter site north of the rail corridors, or the new Front Street Extension are less desirable and not explored at this time.

Links to the City

Although automobile access to the site will continue to be important, public transit and pedestrian access should be improved and expanded. These modes of travel may, however, suggest different locations for the "front door".

The original road to the site from the Town of York was from the east. It passed through the valley of Garrison Creek and entered the fort through a gate structure in the east wall. From this direction, the fort can be understood as a westward extension of the city. Although the East Gate was originally the front door to the fort, we have become accustomed to entering the back door. The east entrance connection is and will continue to be the most challenging to represent. The elevated position of Bathurst Street creates the erroneous impression that the Fort is located in a depression. Current proposals for new developments to the east as well as altered grading will work to further obscure the fort's relationship to the city.

Block 36 will be extremely important because it will offer direct access to the Garrison Creek valley. At this lower level, connections can be made to a partially restored valley bottom, to the city via the existing and new street grid, and around the fort exterior where the original lakeshore and mouth of Garrison Creek can be interpreted.

Visitor Facility Archetypes

In our discussion, we have identified seven archetypical approaches to the provision of visitor services at the fort:

- a freestanding building at some open location separate from the district enclosed by the fort ramparts;
- a single facility minimally exposed but substantially subterranean ;
- a single facility built into the surrounding infrastructure with views out to the fort;
- the adaptive reuse of an existing building near to the fort;
- the recreation of missing historic structures within the ramparts;
- a system of satellite structures at the site of one or more of the types described above;
- a Museum of the City where the fort forms a significant anchor to the west and balances another eastern anchor (possibly the historic Parliament Buildings site).

1. ***A freestanding building at some open location separate from the district enclosed by the fort ramparts.***

Opportunities

- The Fort York mustering grounds and the lands to the south under the Gardiner Expressway as far as the Armouries are large enough to accommodate any new interpretive centre. If sited appropriately, new structures would present themselves easily and dramatically to Fort York Boulevard.
- To the east of the fort, Block 36 and the land under Bathurst Street present another opportunity for siting a visitor centre. Although currently considered a site for housing, this municipally owned land is historically significant to the fort, and could provide for a very reasonable east end solution. In this location a new visitor centre would be visible from both Fort York Boulevard and Bathurst Street as well as being located near major pedestrian and public transit routes.



Old Fort William Visitor's Centre

Constraints

- Lands to the west under the Gardiner are subject to current speculation that the Gardiner will be demolished and reconstructed in the same path underground. Until this is resolved any new building solution in this area must avoid the path of the Gardiner.
- If a new freestanding building is to be placed on the open site of the Mustering Ground great care must be taken to site it so that its visual impact on the fort, views in, views out and the relationship of the fort to the open space is respected. This may be difficult or impossible to achieve with a freestanding scenario.
- Aside from the visual and architectural impact of this siting, the sheer consumption of open space for building, servicing and parking will detract from other program and restoration priorities.

Precedents

- There are many examples of freestanding interpretive centre /visitor centre buildings. Indeed, this approach could be considered the norm. As such, it is the approach to creating a facility most easily understood. Examples exist for the full spectrum from architectural monuments through banal utilitarian structures to replica period buildings.
- Some local examples include the visitor centres at Black Creek Pioneer Village, Fort William, and Ste Marie Among The Hurons.

*Subterranean Visitors' Centre,
Stonehenge, England*



2. A single facility minimally exposed but substantially subterranean

Opportunities

- The original lakeshore embankment which runs across the south front of the site is a rise of land that will become accessible from its lower edge when Fort York Boulevard is constructed. This embankment will be restored to represent the original condition of the fort and could be accessed horizontally by a visitor facility that extends underground towards the fort.
- A facility here would enjoy excellent exposure on Fort York Boulevard, without being visible from the fort itself. An architectural feature could be developed at the lower level that would serve as a local landmark and an organizing feature. Free of the constraints of a traditional building representation, the "building" could be a sequence of interconnected spaces linking the car park and street entrance to the western gate of the fort. Visitors would emerge near the current gate, in the dry moat, or at some other appropriate point.
- Since the facility is largely underground, the point of emergence could be placed close to the fort entrance without significant impact.
- An secondary overland approach to the fort could be created from the parking lot along the foot of the embankment to the east gate and on again around the fort to the west gate. This would create the opportunity to tell the story of the siting of the fort and the town from a realistic perspective before actually entering the fort complex.

Constraints

- The placement of the building may be constrained by buried archaeology or main service lines such as the Garrison Creek sewer line.
- The location and final design of the entrance could be constrained by the Gardiner Expressway both in its current location and during its relocation underground.

Precedents

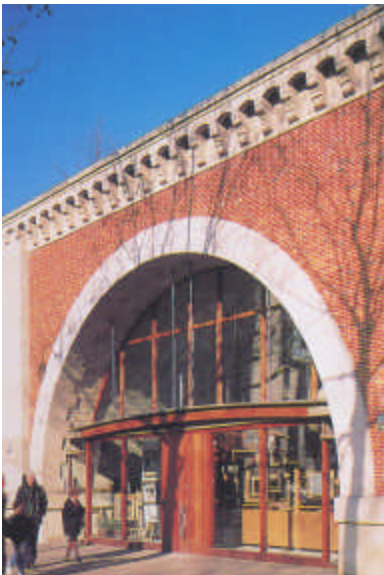
- There are several precedents of this approach, but perhaps the new visitor facility at the Louvre in Paris is the most famous example of the type.
- Another example is the interpretive centre at Head Smashed In Buffalo Jump in Alberta where this archetype was used to solve similar problems without a significant impact on the landscape.



Entrance to the Louvre Museum Visitor's Centre

Shops and businesses were incorporated into the structural arches of this 19th century brick railway viaduct.

Patrick Berger, **Bastille Viaduct Refurbishment, Paris, France**
(Landscape Architectural Review, September 1996, p. 52-55)



3. A single facility built into the surrounding infrastructure with views out to the fort.

Opportunities

- The current design for the Fort York Boulevard/ Bathurst Street intersection offers a potential site for a visitor facility, which could be integrated in the new structure.
- A visitor facility built into the infrastructure here could serve as a direct link between Bathurst Street and the pedestrian/cyclist routes at the lower level which would also link the interpreted historic lake shore, Garrison Creek valley, and Northern Linear Park to the east.
- A visitor facility here would connect directly to the fort's east gate, the historic main entrance, recapturing the original approach to the fort from the Town of York.
- Visitors could be engaged by an interpretation of the mouth of Garrison Creek and additional archaeology related to the many military and support structures once located in the valley.
- With the street and bridge infrastructure "concealed" overhead, this location could provide fine views of the fort to the west, and of the city's downtown to the east.
- The design of the building could include a landmark element at the intersection, orienting feature, and viewing opportunity.
- Parking could be accommodated on Block 36 with access provided from Bremner Boulevard east of Bathurst Street.
- Construction would not be constrained by future plans for the Gardiner.

Constraints

- Since Fort York Boulevard is now under design, any intention to develop a visitor facility in this location would require immediate coordination to ensure that appropriate provision is provided in the road/bridge design.
- Acoustic and vibration issues would have to be taken into account
- Current development objectives for Block 36 may need to be revisited in light of the historic relationship of this site to the fort, and the opportunities for valley restoration and interpretation.

The Fort York Armouries



4. The adaptive reuse of an existing building near to the fort

Opportunities

- Fort York is located in an unusual urban context which offers limited opportunities for acquiring and adapting an existing historic building to accommodate visitor facilities. In fact, the only significant opportunity is the Fort York Armouries building on Fleet Street.
- This building is a high quality structure with a large open floor plate and many desirable attributes. It has excellent exposure to Fleet Street, Fort York Boulevard and the Exhibition Grounds while still a relatively short walk to the historic fort.
- The function and location of the Armouries relate directly to the longstanding military history of the area shared by Fort York. The interpretation of the fortifications of this end of the city including the old fort, the new fort (Stanley Barracks), the island fortifications, and the Armouries itself could be presented in this building, and by its location readily understood.
- The building is large enough to accommodate the immediate visitor reception requirements of Fort York within the context of a larger facility that could be a "Museum of Toronto" or western centre for a district museum.
- The location is well served by roads, readily accessible to the waterfront and Garrison Creek trail systems, and enjoys direct access by public transit.
- The building would not be affected by the reconstruction of the Gardiner Expressway, except that a temporary connection would be required to the historic fort.
- Re-use of this building would comply with current heritage policies contained within Toronto City Plan 91, adopted 1993.

Constraints

- An obvious constraint is the current lease on the building held by the DND. However, acquisition of all or part of the building could possibly be negotiated with the Federal Government, a partner in the current plans for waterfront redevelopment.
- Although not so long, the walk from the Armouries to the historic fort is somewhat unpleasant because of the Gardiner Expressway above.

Precedents

- There are many examples of historic buildings being adaptively reused for similar purposes. In Toronto, The Hockey Hall of Fame is a good example of the type.

Replica of a section of Hadrian's Wall, England



5. The recreation of missing historic structures within the ramparts

Opportunities

- Many of the fort's historic structures have been demolished over the years. Through most of its life up to the "restoration" of 1934, the site was a densely built, busy place with a wide variety of building types and sizes. These ranged from the massive 1838 Rebellion Barracks west of the Officers Quarters, to small sheds, outhouses, wood sheds, and cookhouses. It can be argued the current presentation of a few carefully restored buildings in a green park is as misleading as a site with reconstructed buildings. A necessary discussion of the authenticity and appropriateness of adding reconstructed buildings to the site must precede any decision along these lines, but the effect could be quite exciting visually and add building area which could house visitor services and administration in new facilities.
- Some structures might not be full buildings but could act as shelters to protect and display significant archaeological remains similar to the approach taken at the museum of Old Montreal.

Constraints

- There is a significant philosophical issue surrounding the recreation of buildings on an existing historic site. A full discussion of the limitations of this approach is required prior to proceeding.
- The construction of any replacement structures would by necessity require the removal, incorporation or alteration of existing archaeology. If the buildings are true replicas they would have to be built directly over the remains of the original, possibly destroying evidence of their own existence.
- Access to the buildings requires admittance to the site, and a journey from the parking lot. This approach might best be coupled with the construction of a visitor reception facility at the parking lot and arrival area.

Precedents

- There are several good examples of replication of historic buildings in Canada. These include Louisbourg, Fort William and Ste Marie Among the Hurons.



Louisbourg Historical Site Gate Reconstruction



Subterranean Archaeology, Pointe-A-Callière Museum, Montreal

6. A system of satellite structures at the site of one or more of the types described above

Opportunities

- In this scenario, visitor facilities are considered as a series of structures each of which is designed to fulfill specific components of a comprehensive visitor accommodation program. The actual placement and design of structures would depend on their intended function. The whole architectural program could include new, replica and restored structures.
- A system of satellite facilities would provide services and interpretation over an area larger than the fort itself. This would support the emerging identity of the fort with territories beyond including Lake Ontario, Garrison Creek, the Mustering Ground. This approach to visitor services would provide for a more diverse experience and specific local displays based on actual archaeology. It could further allow for appropriate comfort stations, food and interpretation dispersed around the site.
- This approach could more easily accommodate multiple entrance points to the site.
- Construction of the project could proceed in phases.
- Work already in place such as the Blue Barracks could naturally contribute to the scheme.

Constraints

- Individual elements would be constrained by their approach. See 1-5 above
- This scenario is potentially operationally more expensive, as it may require more staff and be serviced by a number of smaller mechanical and electrical systems which may be less efficient.

Precedents

- Museum of Old Montreal includes new building, subterranean covered archaeology, and renovated historic buildings, as well as several entrances and visitor services.



Above-ground entrance to Pointe-A-Callière Museum, Montreal

Fort York and the original town of York are both still discernible within the urban context of the City of Toronto

Map of York (Surveyed and drawn by Lieut. George Phillpotts, Royal Eng.; Drawn 1818; Signed Sept 24, 1823. NAC, C-96380)



7. A Museum of the City where the fort forms a significant anchor to the west and perhaps another anchor is created in the east (historic Parliament site)

Opportunities

- This scenario expands thinking about visitor services to consider the fort as a component of a broadly based district museum in which many sites are linked under one umbrella set of services. In this approach the visitor could concentrate on a single site or set out to explore the system of sites.
- Sites could vary in size, and centres could be as small as an interpretive station. In this system, the fort could act as a west end centre and the Parliament site or Gooderham and Worts site as an east end centre similar to the opposing anchors in a shopping mall.
- The entire waterfront and old city would become elements of the museum, and the relationships between the elements can be expressed and interpreted
- The entire system would be accessible from many points and even a casual lunch stroll downtown could bring visitors in contact with the system inviting further exploration.
- Development of the system would be flexible and expandable in multiple phases.

Constraints

- It is a large scale coordinated project involving sites which may or may not be public. As an unusual idea it would require development and marketing to be fully appreciated.
- It may be perceived as too spread out, difficult to manage and maintain, and operationally expensive. Technology may be able to overcome some difficulties.

APPENDIX 3: PARTICIPANTS

Steering Committee

City of Toronto

Barry Hughes
Economic Development, Culture &
Tourism

David O'Hara
Economic Development, Culture &
Tourism

Ian Cooper
Urban Development Services

Eric Pedersen
Urban Development Services

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Economic Development, Culture &
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Jo Ann Pynn
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Alka Lukatela
Urban Development Services

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Works and Emergency Services

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Pleasance Crawford Landscape Architect

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Horst Leingruener

