

APPENDIX C5 – ARCHAEOLOGICAL ASSESSMENT AND CULTURAL HERITAGE ASSESSMENT REPORTS

**Cultural Heritage Assessment Report:
Built Heritage Resources and Cultural Heritage Landscapes**

**Scarborough – Malvern Light Rail Transit Corridor
Transit Project Assessment Study
City of Toronto, Ontario**

Submitted to:

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Scarborough – Malvern Light Rail Transit Corridor
Transit Project Assessment Study
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| 1.0 | INTRODUCTION |
| Archaeological Services Inc. (ASI) was contracted by IBI Group, Toronto, to conduct a built heritage and cultural landscape assessment as part of a Transit Project Assessment for the Scarborough – Malvern Light Rail Transit (LRT) Corridor, City of Toronto, Ontario (Figure 1). The study corridor is approximately 13 km long. The project consists of developing a cost-effective surface transit alternative that would provide fast and frequent service between Kennedy Station and northern Scarborough, Malvern (Figure 1). | |
| The purpose of this report is to present the built heritage and cultural landscape inventory in the study corridor and to assess the impact of the proposed activities on above ground cultural heritage resources. This research was conducted under the project direction of Rebecca A. Sciarra, Heritage Planner. | |
| 2.0 | BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT |
| 2.1 | Approach and Methodology |
| This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the <i>Environmental Assessment Act</i> . This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value. | |
| The proposed transit improvements have the potential to affect cultural heritage resources in a variety of ways. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting. | |
| For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscape and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development. | |



Figure 1: Location of the study corridor (NTS Sheets 30M/11 Toronto and 30M/14 Markham)



The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act*, *environment* is defined in subsection 1(c) to include:

Cultural conditions that influence the life of man or a community;

as well as,

Any building, structure, machine or other device or thing made by man.

The Minister of Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992) and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* states the following:

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

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as *cultural landscapes* and as *cultural features*.

Within this document *cultural landscapes* are defined as follows:

The use and physical appearance of the land as we see it now is a result of man’s activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land-uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogenous character; or as an intermediate sized area of homogenous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.



A *cultural feature* is defined as the following:

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

Additionally, the *Planning Act* and related Provincial Policy Statement make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest...;

This provides the context not only for discrete planning activities detailed in the *Act* but also for the foundation of policy statements issued under Section 3 of the *Act*.

The Policy Statement indicates in IV. Implementation/Interpretation that:

- 4.5 The official plan is the most important vehicle for implementation of this Provincial Policy Statement.
- Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.
- Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that “Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeological Resources*, makes the following provisions:

- 2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.



Built heritage resources mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

Cultural heritage landscapes mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (Provincial Policy Statement, 2005).

In addition, *significance* is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. In regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

These policy provisions will be considerations in this heritage assessment.

2.2 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources within the study corridor are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historic research, which includes consultation of primary and secondary source materials and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study corridor. This stage in the data collection process enables the researcher to determine the presence of heritage-sensitive areas that correspond to 19th century settlement patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. For this assignment, the Ministry of Culture’s Ontario Heritage Properties Database and the City of Toronto’s Inventory of Heritage Properties were the main data collection sources. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. A built structure or landscape is identified as a cultural heritage resource that should be



considered during the course of the environmental assessment, if the resource meets a combination of the following criteria:

- It is 40 years or older;
- It is a rare, unique, representative or early example of a style, type, expression, material or construction method;
- It displays a high degree of craftsmanship or artistic merit;
- It demonstrates a high degree of technical or scientific achievement;
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity;
- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the City of Toronto; the Province of Ontario; Canada; or world heritage;
- It yields, or has the potential to yield, information that contributes to an understanding of: the City of Toronto; the Province of Ontario; Canada; or world heritage;
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the City of Toronto; the Province of Ontario; Canada; or world heritage;
- It is important in defining, maintaining, or supporting the character of an area;
- It is physically, functionally, visually, or historically linked to its surroundings;
- It is a landmark;
- It illustrates a significant phase in the development of the community or a major change or turning point in the community’s history;
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region;
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)

If a resource satisfies an appropriate combination of these criteria, it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, further historical research and consultation is required to determine the specific significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

| | |
|------------------------|--|
| <i>Farm complexes:</i> | comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards. |
| <i>Roadscapes:</i> | generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features. |
| <i>Waterscapes:</i> | waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns. |
| <i>Railscapes:</i> | active or inactive railway lines or railway rights of way and associated features. |



| | |
|--|---|
| <i>Historical settlements:</i> | groupings of two or more structures with a commonly applied name. |
| <i>Streetscapes:</i> | generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period. |
| <i>Historical agricultural landscapes:</i> | generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings and structures |
| <i>Cemeteries:</i> | land used for the burial of human remains. |

Results of background historical research and field review are contained in Section 3.0; while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to potential disruptions and displacements of identified heritage resources pertaining to the Scarborough-Malvern LRT Corridor Class EA study.

3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historic research and a description of previously identified above ground cultural heritage resources that may be affected by the proposed Scarborough-Malvern LRT Corridor. The study corridor is located on Lots 9-30, Concessions C-D, I-IV, in the former Township of Scarboro (Figure 2 & 3). The City of Toronto, formerly the City of Scarborough, is in the historic Township of Scarborough, County of York.

3.2 Historical Land Use Summary

Scarborough Township was initially surveyed by Augustus Jones beginning in 1791, when the baseline was laid out, and it was then known as Glasgow Township. The early survey of the township was found to be faulty and carelessly done, resulting in numerous law suits between property owners. To remedy this situation, a new survey of the township was undertaken under F.F. Passmore in 1864 to correct and confirm the township concession lines.

In August 1793, Mrs. Simcoe noted in her Diary that she and her party “came within sight of what is named in the Map the high lands of Toronto--- the shore is extremely bold and has the appearance of Chalk Cliffs... they appeared so well that we talked of building a Summer Residence there and calling it Scarborough” (Bonis 1965:38). The first land grants were patented in Scarborough in 1796, and were issued to Loyalists, high ranking Upper Canadian government officials, and some absentee Loyalist grantees. The first land owners include Captain William Mayne (1796), David Thomson (1801), Captain John McGill (1797), Captain William Demont (1798), John McDougall (1802), Sheriff Alexander McDonell (1806) and Donald McLean, clerk of the House of Assembly (1805).

Settlement in Scarborough remained slow, and in 1802, there were just 89 inhabitants within the Township. In 1803, the township contained just one assessable house and no grist or sawmills. The



livestock was limited to five horses, eight oxen, 27 milch cows, seven “horned cattle” and 15 swine. In 1809 the population had increased to 140 men, women and children. The settlement and improvement of the Township was aided when the Danforth Road was constructed across the township, but was halted in 1812 with the outbreak of the War. By 1819, new settlement was augmented by settlers from Britain, Scotland and Ireland, but the population remained low at just 349 inhabitants (Bonis 1965:52).

The first transportation routes to be established across the study corridor followed early aboriginal trails, both along the lakeshore and adjacent to various creeks and rivers. This included the Toronto Passage, which connected Lake Ontario (via the Humber River and other waterways and trails) to Georgian Bay. Local roads were initially cleared by the grantees of adjacent land as part of their settlement duties although the many branches and tributaries of the Humber and Don Rivers posed a challenge to the gridded road system, and 19th century maps detail the many jags and detours necessary to avoid bad crossing points.

After Simcoe established York as the capital of Upper Canada, he commissioned the Queen’s Rangers to build the Dundas Highway (also known as the Governor’s Road) running west to Ancaster and east toward Kingston, connecting with Kingston Road. This important transportation corridor was intended to provide an overland military route between Lake Ontario, Lake Saint Clair and Lake Huron. The road (later known as Dundas Street and now Highway 5) was intended to serve a dual purpose – to support settlement in Upper Canada and to deter expansionist American interests. Work on the Governor’s Road commenced in 1793 but the rocky and heavily treed landscape made progress slow and the route was still barely passable when Simcoe returned to England in 1796 (Byer and McBurney 1982). Eventually, however, Dundas Street served the purpose of supporting settlement in southern Ontario once the colonial government purchased new lands adjacent to it.

Eventually, villages lost their dependency on river banks when roads were surveyed and improved through the wilderness and as crossroads communities sprang up wherever major thoroughfares and concession and line roads intersected. The same was true after 1856 when the construction of railway lines created junction communities adjacent to stops along the route. At first, these crossroads and junction settlement centres existed largely to provide goods and services to travelers along long distance journeys, or to aid in the shipment of goods across the province. But, as resident families settled near the crossroads and created other institutions and amenities of village life, population growth, diversified industries and a consolidation of a strong agricultural base allowed villages to flourish beyond their initially transient economies.

In 1805, it was predicted that Scarborough would become a very valuable township due to its proximity to York, and was noteworthy for its highlands which were “remarkable and are visible many leagues from the shore” (Boulton 1805:88). In 1846, Scarborough was described as “well settled, and contains many good farms: a large portion of which are let to the occupants” at an average rent of \$2 per acre. It was further noted that the land nearest the lakeshore was poor quality forested with pine, but richer land was found in the rear of the township and was covered with hardwood (Smith 1846:167).



Figure 2: The study corridor overlaid on to the Township of Scaboro, as found in the 1860 *Tremaine’s Map of York County*.





Figure 3: The study corridor overlaid on to the Township of Scarborough, as found in the 1878 *Illustrated Historic Atlas of the County of York*



3.3 Review of Historic Mapping

The study corridor is located on Lots 9-30, Concessions C-D, I-IV, in the former Township of Scarborough. The 1860 *Tremaine's Map of the County of York* (Figure 2) and the 1878 *Illustrated Historical Atlas of the County of York* (Figure 3) illustrates the following features within the study corridor: property owners; houses; orchards; post offices; toll gates; schools; churches; saw mills; grist mills; railways; roads; and historic communities that include Highland Creek and Scarborough Village. Some of these features are still present today, the most visible being the road and railroad alignments. It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the historic mapping.

Southern Section

The southern section of the study corridor travels along Eglinton Avenue, from Kennedy Station to Kingston Road, and then in a north-easterly direction to Lawrence Avenue. More specifically, the southern section is located within part of Lots 9-30, Concession C & D (Figure 4). The historic community of Scarboro Village falls within this section of the study corridor. There are also a number of roads which continue to follow the alignment of the original roads depicted in the 1878 *Atlas*. These include: Eglinton Avenue; Lawrence Avenue East; Kingston Road; Birchmount Road; Kennedy Road; Midland Avenue; Brimley Road; Danforth Road; Markham Road; and Scarborough Golf Club Road. The Grand Trunk Railway bisects this section of the study corridor. Table 1 lists information concerning the historical features and property owners/residents, according to the 1878 *Atlas*, illustrated within the southern section of the study corridor. The historical features illustrated in the 1878 atlas consist mostly of farmsteads, but also include schools, churches, and the Scarboro Post Office. A toll gate was also present along Kingston Road just east of Markham Road.



Figure 4: The southern section of the study area overlaid on the historic map of the Township of Scarborough, as found in the 1878 *Illustrated Historical Atlas of the County of York*.



| Table 1: Property Owner(s)/Resident(s) and Historical Feature(s) Illustrated within the Southern Section of the Study Corridor | | | |
|--|-----|---|---|
| Con. | Lot | Owner/Resident | Historical Feature(s) |
| C | 14 | Jason Humphrey | |
| | 15 | John Shelton Jason Humphrey | |
| | 16 | David Annis | Homestead, orchard, cemetery |
| | 17 | Arch Muir | 2 homesteads |
| | 18 | Russel Cornell | Homestead, orchard |
| | 19 | Nelson Gates J.C. J.L. | Homestead |
| | 20 | Nelson Gates | |
| | 21 | Alex Muir Robert Slobo | |
| | 22 | Isaac Slobo Robert McCowan | |
| | 23 | David Wilson | Homestead, orchard |
| | 24 | John Tabor | 2 homesteads, orchard |
| | 25 | George Carttes | Homestead |
| | 26 | George B. Taylor | |
| | 27 | Robert Martin | Homestead |
| | 28 | P. Martin William W. Walton Jason Jones | Primitive Methodist Church Orchard |
| | 29 | William W. Walton | Homestead, orchard |
| | 30 | Guy Walton | Homestead, orchard |
| D | 9 | William Heron | |
| | 10 | Thomas Skelrting William Coleman J.W. | Homestead |
| | 11 | Thomas Young | 2 homesteads, 2 orchards |
| | 12 | William Galloway | Homestead, orchard |
| | 13 | Exovy Robarge J. Galloway L.C. R. Bodes W. Chamber W. Galloway | Homestead Homestead Homestead Homstead |
| | 14 | John N. Lake John Richardson | Homestead, orchard Homestead, orchard |
| | 15 | Shelton H. John Shelton Jason Humphrey Morgan Gladstone | Homestead, Evangelical Congregational Church |
| | 16 | Morgan Gladstone | Homestead, orchard, Wesleyan Methodist Church |
| | 17 | J. Annis | Homestead, orchard, Scarboro Post Office |
| | 18 | J. Annis | 3 homesteads |
| | 19 | | 10 homesteads, school house |
| | 20 | George Chase Thomas Wilson Mrs. H A. Muir | |

| Con. | Lot | Owner/Resident | Historical Feature(s) |
|------|-----|---------------------------------|--|
| D | 21 | Smith Wilson Isaac Secor | Homestead, orchard Homestead, orchard |
| | 22 | John Young | Homestead, orchard |
| | 23 | John Young | Homestead, orchard |
| | 24 | Andrew Taylor J.W. | Homestead, orchard |
| | 25 | Isaac Chester | 4 homesteads, orchard |
| | 26 | Jason McLaren | Homestead, orchard |
| | 27 | John Fitzgibbon | Homestead, orchard |
| | 28 | Simon Beaty | Homestead, orchard |
| | 29 | Thomas Ionson | Homestead, orchard |
| | 30 | Jason Ionson Loveless Estate | School House Homestead, orchard |

Northern Section

The northern section of the study corridor is located within part of Lots 9-11, Concessions I-III (Figure 5). The historic community of Highland Creek falls within this section of the study corridor. There are also a number of historic roads within this section, including Morningside Avenue, Military Trail and Lawrence Avenue. Table 2 lists information concerning the historical features and property owners/residents illustrated within the northern section of the study corridor. The historical features illustrated in the 1878 atlas consist mostly of farmsteads, but also include churches, a school, and a grist mill.

Historic Communities

Highland Creek was first settled by William Knowles who is said to have established a smithy here in 1802. His son, Daniel Knowles, opened the first general store in the village. The first mill in the village was built by William Cornell in 1804. This structure was razed in a destructive conflagration, but was replaced with a gristmill on the same site by William Helliwell in 1847. This structure was unfortunately also burned in 1880 (MPLS #147; Brown 1997:104).

Highland Creek was established as a post office on July 6, 1852, with William Chamberlain as the first postmaster. The office was rocked by scandal in 1856, when the second postmaster, John Page, absconded. The post office is still in operation although its name has been changed to the West Hill sub postal outlet #2. The community once contained four stores, two hotels and two gristmills with a total population of approximately 500 inhabitants (Crossby 1873:144). By 1885, it was described as a “considerable village” with a population of about 600 (Blackett Robinson 1885:112). By the late 1890s, it contained three churches representing Catholics, Methodists and Presbyterians (Boyle 1896:224).

The village was primarily centred around the intersection of Kingston Road and the Military Trail on either side of Highland Creek. The main concentration of settlement here was focused on part of Lots 6, 7 and 8 in Concession 1 on land owned by William Helliwell. The central portion of the village, located on Lot 7, was formally subdivided into fifteen large building lots by a plan prepared in January 1855 (Plan 114). At that time a cooper’s shop stood in the apex of land on the west side of the intersection of Kingston Road and the Military Trail, and a dwelling house was located south of Kingston Road on the east side of Morrish.



Figure 5: The northern section of the study corridor overlaid on the historic map of the Township of Scarboro, as found in the 1878 *Illustrated Historical Atlas of the County of York*



| Table 2: Property Owner(s)/Resident(s) and Historical Feature(s) Illustrated within the Northern Section of the Study Corridor | | | |
|--|-----|--|---|
| Con. | Lot | Owner/Resident | Historical Feature(s) |
| I | 9 | John H. Richardson Mrs. Stephenson William Muir | Homestead, orchard, Presbyterian Church, Grist Mill, Highland Creek |
| | 10 | John Collins Donald G. Stephenson | Homestead, orchard 2 homesteads, Highland Creek |
| | 11 | TS John Wilson | Homestead, orchard, sawmill, Highland Creek |
| | 12 | Par Village J. McCuffy H. Morley | Homestead Homestead Evangelical Congregational Church |
| II | 9 | Thomas Stephenson Robert Alton | Homestead, orchard, creek |
| | 10 | William Tredway John Taylor Josh Symons Richard Slaton Jason Aneroid | Homestead Homestead, orchard, creek Homestead, orchard Homestead, orchard, creek |
| | 11 | William Humphrey Josh Symons Thomas Forfar | Homestead, orchard Homestead, orchard Homestead, orchard, creek |
| | 12 | Jason Lawrie | 2 Homesteads, several orchards, creek |
| III | 9 | George Scott J. Harrington | Homestead Homestead, creek |
| | 10 | Stephen Westney | Homestead, orchard |
| | 11 | Jason Fleming | Homestead, orchard, creek |
| | 12 | Thomas Ormerod Geoffrey Young Thomas Jacques | Homestead, orchard Homestead, orchard Homestead |
| | 14 | Lewis Secor | Two homesteads, an orchard, and a Temperance Hall |
| | 15 | Jonathan Neilson J. Weir J. Stirling | Homestead, orchard Homestead, orchard |

Local tradition relates that during the 1860s, approximately 150 local businessmen and speculators formed an oil drilling company along Highland Creek. The only oil discovered here was a small amount that a prankster poured into the rig one night, although a salt deposit was discovered during the drilling operation. Despite the loss of heritage structures within the village due to modern developments, the history of Highland Creek is kept alive through large painted outdoor murals (Brown 1997:105). The west end of the village was said to have contained a cluster of shanties built by Irish railway workers during the 1850s. As a result, this part of the village was referred to as “Corktown” (Brown 1997:105).

Scarboro’ Village was located on part of Lots 18 and 19 in Concessions “C” and “D” around Kingston Road and Eglinton Avenue. It was first named “Scarborough Post Office” when a post office was established here in 1830. Peter Secor was appointed as the first postmaster. The name of the community was changed to Scarboro’ Village around 1856, and then was re-named “Scarborough” as a sub-post office in May 1955. This post office was finally closed in April 1959. Located on the Grand Trunk Railway line, it contained a general store, blacksmith, school, church, a tavern known as Baird’s Hotel,



and some homes. It also boasted a telegraph office and a population of approximately 200 inhabitants (Crossby 1873:309). By the late 1880s, the population had grown to about 300, and was described as “an attractive and pleasant neighbourhood” (Blackett Robinson 1885:112).

The west half of the village was laid out on part of Lot 19 by proprietor Isaac Stoner in 1856, who sold the building lots at auction. It is said that some of the choice lots sold for as much as \$428 at the time. The west half soon became the larger and more populous half of the village, laid out on a grid which contained a number of streets and 107 building lots, as well as the Grand Trunk Railway freight depot and station. Unlike the other mid-Victorian village developments within the study corridor, many of the streets laid out on the Isaac Stoner plan still survive to this day. The notable exceptions are the disappearance of Railway Street and the renaming of Smith Street as Luella Street.

The first plan of subdivision showed two structures on “W. Hall’s lot” on the northwest corner of Markham Road and Eglinton Avenue East. The plan of 1856 also showed the line of track for the Great Western Railway, as well as a freight depot and station house. Another private owner named G. Chester had purchased Lot 80, situated at the intersection of Baker Street and Markham Road.

A recent history of this community has described it as “one of those many speculative railway towns” (Brown 1997:196). It is said that due to the steepness of the grade and the curve, the Grand Trunk Railway found it difficult to stop and start here. This led to the relocation of the track and station from its original Kingston Road-Eglinton Avenue location in 1856, at which time the name of the settlement was changed from Scarborough Post Office to Scarborough Village. Even the new location proved to be unsatisfactory for the station, which was moved yet again to the vicinity of Scarborough Junction near Midland Avenue. By the late 1890s, Scarborough Village had ceased to be a regular station stop and it was “considered by many to be a ghost town and most of the lots remained empty” (Brown 1997:196).

During the 1960s, Markham Road was widened and several structures on the west side of the road were demolished. During the 1980s, Eglinton Avenue was widened and other heritage buildings fell victim to the new developments. Today, a few 19th century structures remain within the boundaries of the village, although most of the present day housing dates between the 1960s and 1980s (Brown 1997:197).

3.4 Existing Conditions

In order to determine the existence of previously identified cultural heritage resources in the study corridor, the Ministry of Culture’s Ontario Heritage Properties Database and the City of Toronto’s Inventory of Heritage Properties were consulted in order to collect relevant information. This part of the data collection process revealed that a number of mid to late 19th century and early 20th century features have been previously recognized for their heritage significance, either through *Ontario Heritage Act* designation or via municipal ‘listing’. A field review was then carried out by Rebecca Sciarra, Heritage Planner at ASI, in December 2008 to confirm the location and general condition of previously identified cultural heritage resources and to also identify any additional cultural heritage resources that have not been previously designated or listed, but which may retain potential cultural heritage value.

Table 3 lists all of the cultural heritage resources located within the Scarborough-Malvern LRT study corridor. Appendix A provides a description of each feature while Appendix B provides study corridor mapping illustrating the general location of identified features.

| Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located within the Scarborough-Malvern LRT Study Corridor | | | | |
|---|--|--------------|--|-------------|
| Feature | Location | Designation* | Description and Comments | Map # |
| BHR 1 | 27 Old Kingston Rd | Designated | John-Richardson House, By-law: 18852 | Figure 7-5 |
| BHR 2 | 21 Old Kingston Rd | Designated | Richard-Corson House, By-law: 19474 | Figure 7-5 |
| BHR 3 | 4234 Kingston Road | Identified | Early 20 th century residence | Figure 7-3 |
| BHR 4 | 156 Galloway Rd | Designated | Richard Eade House, By-law: 20972 | Figure 7-3 |
| BHR 5 | 3750 Kingston Rd | Designated | Jeremiah Annis House, By-law: 18102 | Figure 7-1 |
| BHR 6 | 344 Morningside Drive | Identified | | Figure 8-1 |
| BHR 7 | Guildwood Inn | Identified | Entrance way to Guildwood Inn was constructed in 1957 and is located in close proximity to the Kingston Road right-of-way | Figure 7-2 |
| CHL 1 | Highland Creek | Identified | The creek traverses the study corridor at Morningside Avenue, just north of Kingston Road | Figure 8-2 |
| CHL 2 | Post-War Residential Streetscape | Identified | Located on the east and west sides of Morningside Drive, from approximately Fairwood Crescent southward to Teft Road. | Figures 8-1 |
| CHL 3 | CNR Double Tracks – East-West Orientation | Identified | The first of these tracks were originally laid in 1856 by the Grand Trunk Railway, connecting Toronto to the towns to the east along the northern shore of Lake Ontario. The second track was laid to the north of the first one by the Grand Trunk Railway. The portion connecting Scarborough Junction to Toronto was constructed between 1884 and 1887. The portion connecting Scarborough Junction to the towns to the east was built in 1892. The tracks are still in use, and are now operated by CNR. | Figure 6-5 |
| CHL 4 | Owned and Operated by Go Transit/ Metrolinx Single Track – North-South Orientation | Identified | This single track was originally laid in 1871 by the Grand Trunk Railway, connecting Scarborough Junction with Stouffville. In the 1878 Atlas, it is known as the Toronto Nipissing Railway. The track remains in use, and is now operated by CNR. | Figure 6-2 |
| * <i>Designated</i> : Designated under Part IV or Part V of the <i>Ontario Heritage Act</i> <i>Listed</i> : Listed on the City of Toronto’s Inventory of Heritage Properties <i>Identified</i> : Identified during review of historic mapping and/or field assessment | | | | |

4.0 CONCLUSIONS

Historic research revealed that the study corridor has origins in 19th century survey and settlement and has been substantially altered by urbanization. However, this is not to say that the study corridor does not retain a wide number of cultural heritage resources. While significant traces of mid 19th century settlement patterns have largely diminished in the study corridor, vestiges are still present amidst a wider array of built forms and landscapes that are associated with early urban development patterns in the City of Toronto generally and Scarborough specifically. The following is a summary of the structures and cultural landscapes of heritage interest located within the study corridor:

- A total of seven built heritage resources and four cultural heritage landscapes were identified in the study corridor, which include six residences (BHR 1 – BHR 6), one entrance way (BHR 7), one waterscape (CHL 1), one post-war streetscape (CHL 2), and two railsapes (CHL 3 and CHL 4);
- A total of four built heritage resources located in the study corridor have been designated under Part IV of the *Ontario Heritage Act* (BHR 1, BHR 2, BHR 4, and BHR 5);
- Built heritage resources and cultural heritage landscapes identified during the field review (BHR 3, BHR 6, BHR 7, and CHL 2) were assessed as retaining potential cultural heritage sensitivities based on their architectural form, siting, and contribution to the character and setting of the surrounding area;
- Identified built heritage resources and cultural heritage landscapes tend to be associated with the historic settlement centres of Scarboro’ Village and Highland Creek, as well as the major historic thoroughfares of Kingston Road, Eglinton Road and Morningside Avenue, and in some cases post-war residential development; and
- All of the major arterial roads that may be considered historic thoroughfares, as they are indicated on 19th century historic mapping, have been significantly altered over the course of the 20th century and development of the City of Scarborough. Eglinton Avenue, Kingston Road, Morningside Avenue, Sheppard Avenue East, and many of the cross-roads that traverse the study corridor are part of this category.

5.0 RECOMMENDATIONS

Proposed transit improvements within the Scarborough-Malvern LRT Corridor can have a variety of impacts upon the identified built heritage resources and cultural heritage landscapes. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

The proposed transit project is expected to generally utilize the existing road right-of-way along Eglinton Avenue, Kingston Road, and Morningside Drive. However, mapping provided by the client indicates that in some cases the proposed LRT infrastructure will extend beyond the current right-of-way. This extension has the potential to directly impact resources located in close proximity to the road right-of-way (BHR 7, BHR 2, CHL 2, and BHR 6). There is potential that alterations to road beds and curbs in the vicinity of BHR 7 and BHR 2 could result in direct impacts or premature deterioration. Moreover, it is expected that right-of-way requirements along Morningside Avenue will result in the direct removal of residences in the vicinity of West Hill Collegiate and in the reduction of vehicular access on the east side of Morningside Avenue, between Teft Road and Fairwood Crescent. Removal of an earlier 20th century residence (BHR 6) is of concern. Appendix C provides a synthesis of expected impacts and recommended mitigation measures.

Based on these potential impacts, it is recommended that:

1. The proposed light rail transit route be suitably planned in a manner that avoids all identified, aboveground, cultural heritage resources. Where any identified, aboveground, cultural



heritage resources are to be affected by loss or displacement, further research should be undertaken to identify the specific heritage significance of the affected cultural heritage resource. Based on the results of a detailed heritage evaluation, appropriate mitigation measures such as retention, relocation, salvage, and/or documentation, should be adopted. Specifically, a heritage impact assessment (HIA) should be prepared to determine the specific heritage significance of BHR 6 and to develop appropriate mitigation measures. This study should be completed in advance of detailed designs and should recommend appropriate intervention measures.

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APPENDIX A:

Built Heritage and Cultural Landscape Inventory

Scarborough – Malvern Light Rail Transit Corridor
Transit Project Assessment Study
City of Toronto, Ontario



| | |
|---------------------------------|--|
| Built Heritage Resource: | BHR 1 |
| Location: | 27 Old Kingston Road |
| Description: | This 2 ½ store house features a brick exterior on a stone foundation. This residence is set in a classic, Ontario Gothic-Revival inspired farmhouse design. Its central gable, decorative bargeboard, hood mouldings, and detailed veranda that spans the full front façade are typical design elements of this style. |
| Comments: | Known as the John-Richardson House, Designated under the <i>Ontario Heritage Act</i> , By-Law 18852 |



| | |
|---------------------------------|---|
| Built Heritage Resource: | BHR 2 |
| Location: | 21 Old Kingston Road |
| Description: | This 2 ½ storey residence features a brick exterior, half timbering, and a cross-gable roof-line. Based on its architectural detailing, it is likely that this structure was constructed in the earlier 20 th century. A smaller, brick outbuilding is situated on the southern elevation of the property and in close proximity to the road right-of-way. |
| Comments: | Known as the Richard-Corson House; Designated under the <i>Ontario Heritage Act</i> , By-Law 19474 |



Built Heritage Resource: BHR 3

Location: 4234 Kingston Road

Description: This structure is set back from the current road right-of-way and features clapboard siding, a hipped roof, and internal brick chimney. It is likely that this structure dates to the earlier 20th century.

Comments: Identified during the field review.



Built Heritage Resource: BHR 4

Location: 156 Galloway Road

Description: This 1 ½ storey residence dates to the mid to late 19th century and is modelled in the Classic, Ontario Gothic-Revival inspired farmhouse design. Its centre gabled, wrap-around veranda, buff brick work, and decorative bargeboard are typical design elements of this style.

Comments: Known as the Richard Eade House; Designated under the *Ontario Heritage Act*, By-Law 20972



Built Heritage Resource: BHR 5

Location: 3750 Kingston Road

Description: This 1 ½ storey house features a stone exterior on a likely stone foundation. Its central gable, symmetrical façade, and stone exterior indicate that it was likely built in the mid 19th century.

Comments: Jeremiah Annis House; Designated under the *Ontario Heritage Act*, By-Law 18102.



Built Heritage Resource: BHR 6

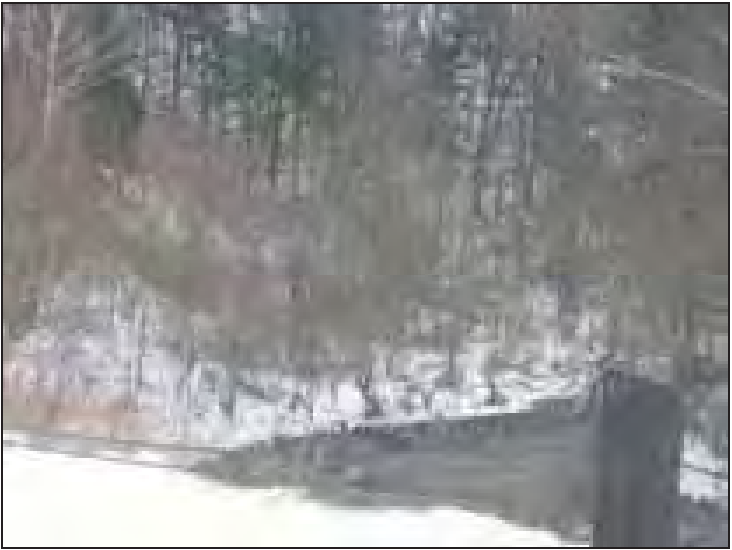
Location: 344 Morningside Avenue

Description: This 2 ½ storey residence features a brick exterior on an unknown foundation. Its massing, front-facing gable roof line, and use of a turret-design suggest that it was built in the early 20th century. Although some additions have been made on the front and side, its original design elements and massing are still clearly visible.

Comments: Identified during the field review.



| | |
|---------------------------------|--|
| Built Heritage Resource: | BHR 7 |
| Location: | Corner of Guildwood Parkway and Kingston Road. |
| Description: | At the corner of the Guildwood Parkway and Kingston Road, an entrance way to this cultural landscape stands, composed of stone and wrought-iron materials. A 1957 datestone is etched on to this entrance way. Research suggests that these gates were originally located at the Stanley Barracks. |
| Comments: | Identified during the field review. |



| | |
|-------------------------------------|--|
| Cultural Heritage Landscape: | CHL 1 |
| Location: | Traverses Morningside Avenue in an east-west direction. |
| Description: | This waterscape is indicated on historic mapping and likely served as a basis for early settlement patterns. |
| Comments: | Identified through historic mapping/field review. |



Cultural Heritage Landscape: CHL 2

Description: This post-war streetscape lines the east and west sides of Morningside Avenue, from Teft Road to Fairwood Crescent. Structures in this location are indicative of post-war residential design and contribute to the surrounding character of the area. The east side of the road retains a number of houses that reflect a good degree of scenic amenity and contribute to the streetscape, by virtue of well-proportioned massing, harmonized set-backs and incorporation of different, but complimentary, floor plans, roof-designs, and exterior materials.

Comments: Identified during the field review.



Cultural Heritage Landscape: CHL 3

Description: Passes over Eglinton Avenue, east of Cedar Brae Boulevard. The first of these tracks were laid in 1856 by the Grand Trunk Railway company, connecting Toronto to the towns to the east along the northern shore of Lake Ontario. The second track was laid to the north of the first one by the Grand Trunk Railway. The portion connecting Scarborough Junction to Toronto was constructed between 1884 and 1887. The portion connecting Scarborough Junction to the towns to the east was built in 1892.

Comments: Identified through historic mapping/field review.

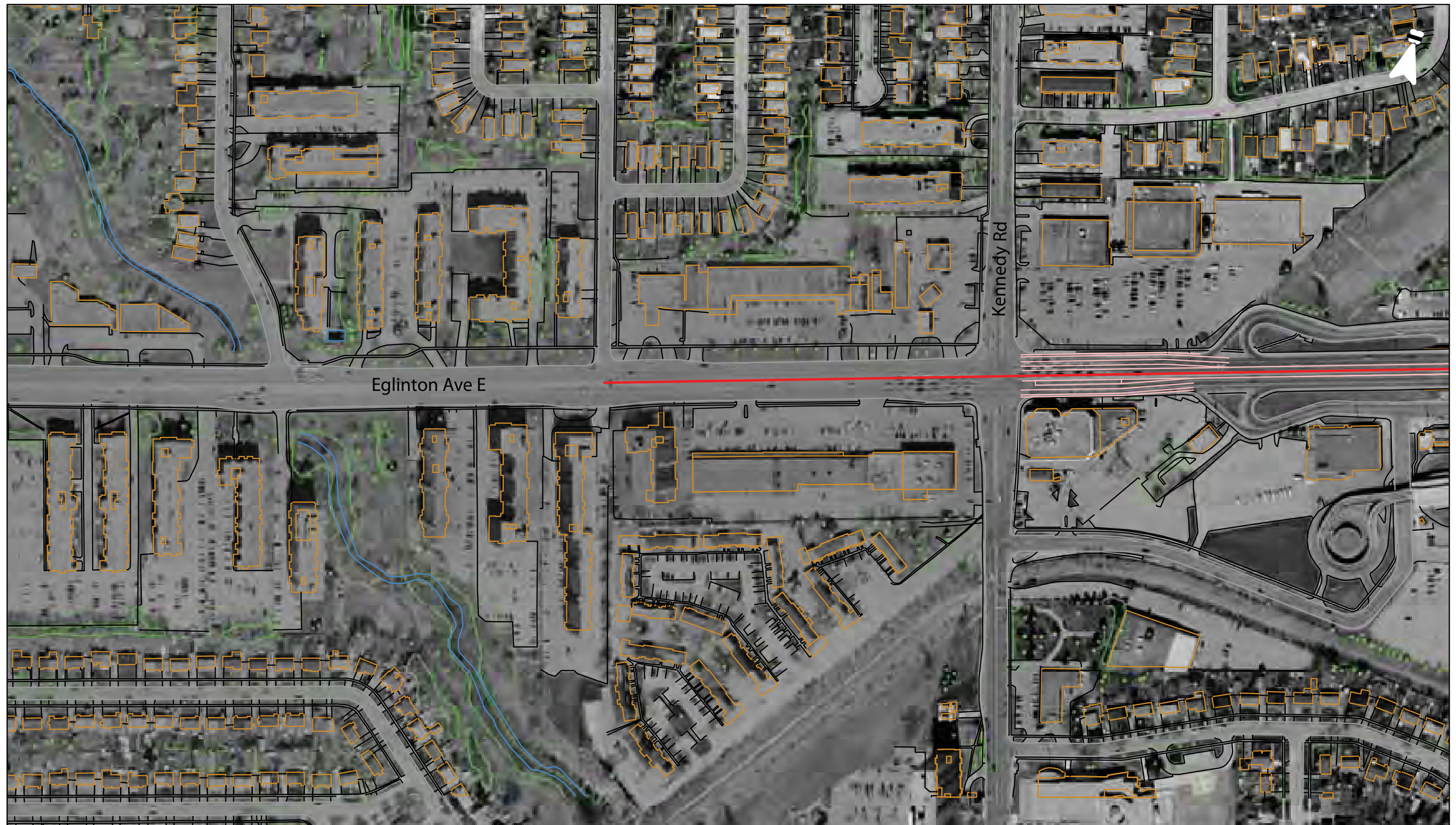


| | |
|------------------------------|---|
| Cultural Heritage Landscape: | CHL 4 |
| Description: | Passes over Eglinton Avenue, in a north-south direction, just west of Midland Avenue. The single track of this rail line was originally laid in 1871 by the Grand Trunk Railway, connecting Scarborough Junction with Stouffville. In the 1878 Atlas, it is known as the Toronto Nipissing Railway. |
| Comments: | Identified through historic mapping/field review. |

APPENDIX B:

Built Heritage Resource and Cultural Heritage Landscape Mapping

Scarborough – Malvern Light Rail Transit Corridor
Transit Project Assessment Study
City of Toronto, Ontario



Eglinton 6 of 6

| | | | | | |
|-------------------------------------|---|--|------------------------------------|---|---|
| <p>Archaeological Services Inc.</p> | <p>— Existing Roads and Sidewalks</p> <p>— Existing Buildings</p> | <p>— Proposed Roads, Rails, and Platforms</p> <p>— LRT Alignment</p> | <p>— Water</p> <p>— Vegetation</p> | <p>■ Cultural Heritage Landscape</p> <p>■ Built Heritage Resource</p> | <p>0 30 60 90 120 150</p> <p>Meters</p> |
| | <p>DATE: Sept 24, 2009</p> <p>FILE: 08EA-103-104_ScarbMalv_Sheets</p> | | | | |

Figure 6-1: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes, Scarborough-Malvern LRT Environmental Assessment



Eglinton 5 of 6



- | | | | |
|--------------------------------|--|--------------|-------------------------------|
| — Existing Roads and Sidewalks | — Proposed Roads, Rails, and Platforms | — Water | ■ Cultural Heritage Landscape |
| — Existing Buildings | — LRT Alignment | — Vegetation | ■ Built Heritage Resource |

| | |
|---|--|
| 0 30 60 90 120 150 Meters | |
| DATE: Sept 24, 2009 | FILE: 08EA-103-104_ScarbMalv_Sheets |

Figure 6-2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment

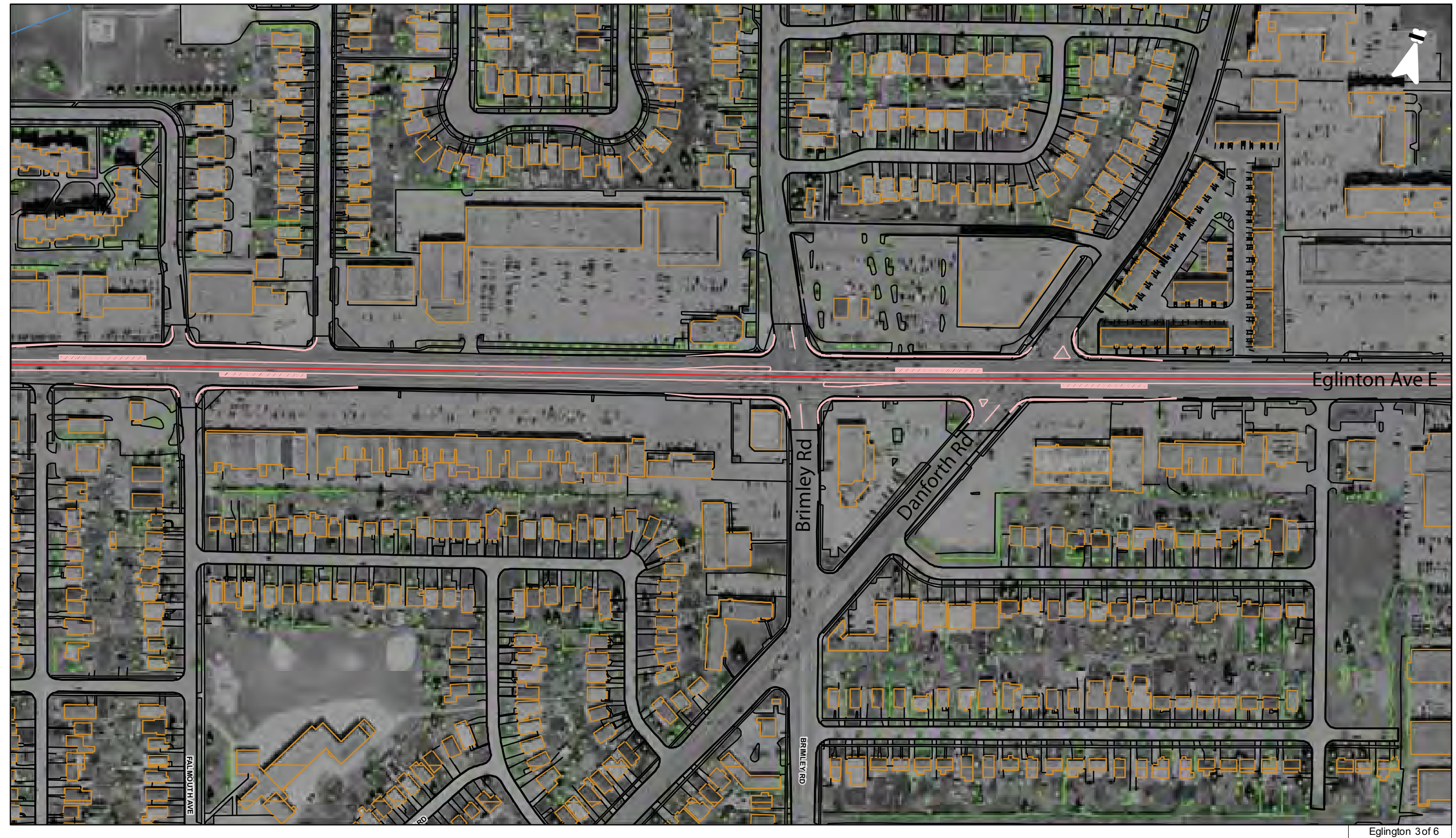


Figure 6-3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment

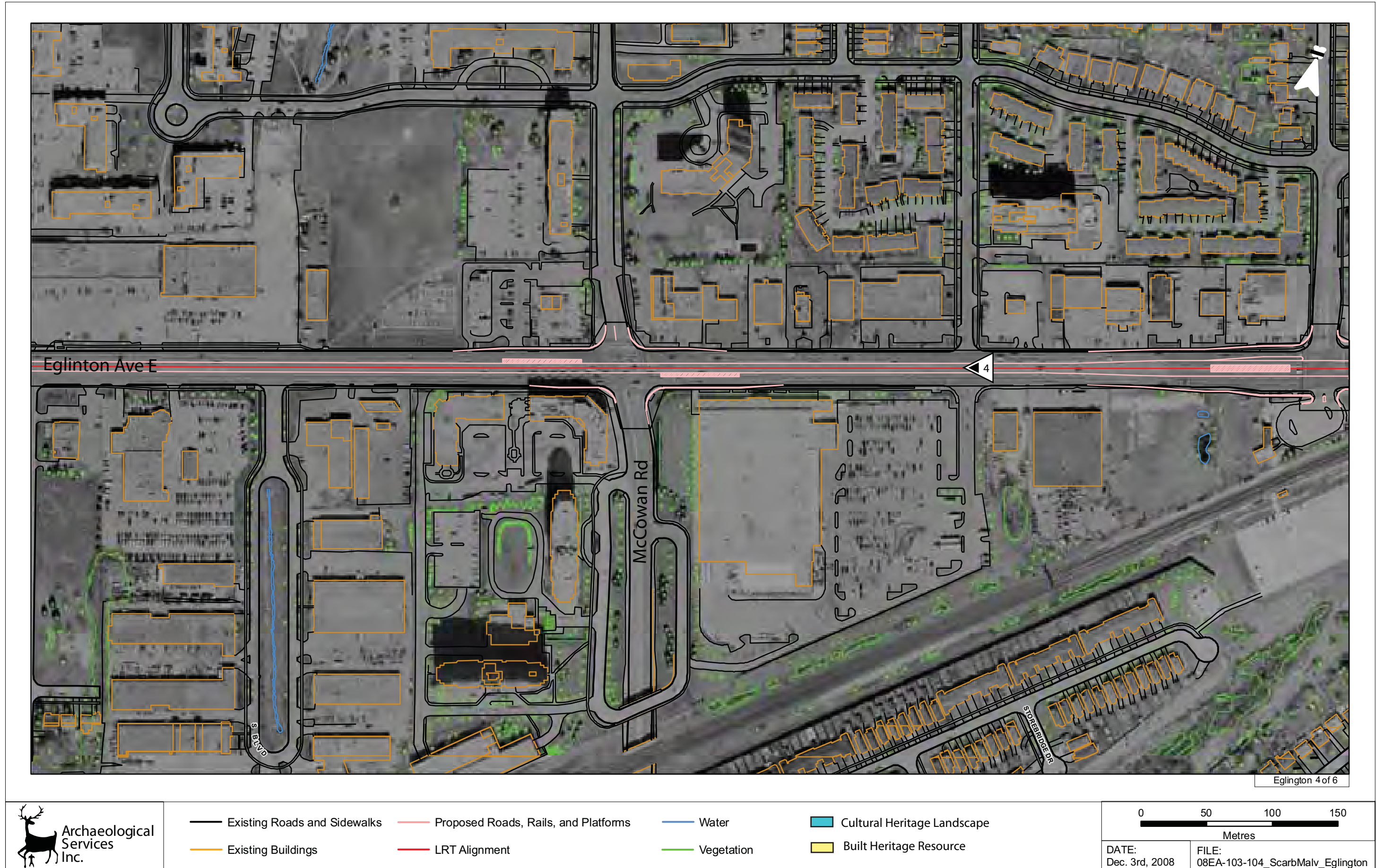


Figure 6-4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Existing Roads and Sidewalks

Proposed Roads, Rails, and Platforms

Water

Cultural Heritage Landscape

Existing Buildings

LRT Alignment

Vegetation

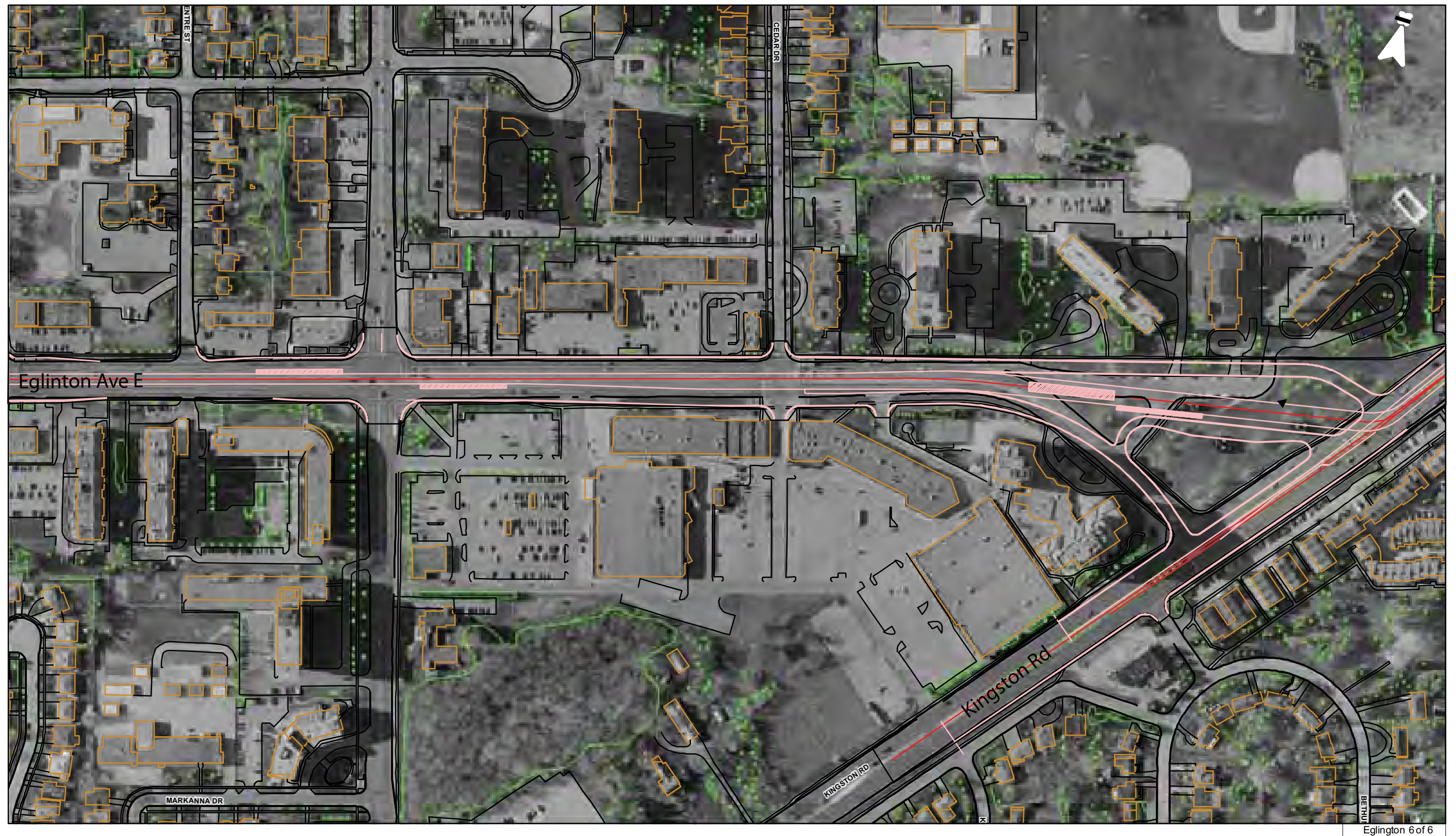
Built Heritage Resource

0 50 100 150
Metres

DATE:
Dec. 3rd, 2008

FILE:
08EA-103-104_ScarbMalv_Eglinton

Figure 6-5: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Eglinton 6 of 6



— Existing Roads and Sidewalks
— Existing Buildings

— Proposed Roads, Rails, and Platforms
— LRT Alignment

— Water
— Vegetation

— Cultural Heritage Landscape
— Built Heritage Resource

0 50 100 150
Metres

DATE:
Dec. 3rd, 2008

FILE:
08EA-103-104_ScarbMalv_Eglinton

Figure 6-6: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Kingston 1 of 5



- | | | | |
|--------------------------------|--|--------------|-------------------------------|
| — Existing Roads and Sidewalks | — Proposed Roads, Rails, and Platforms | — Water | ■ Cultural Heritage Landscape |
| — Existing Buildings | — LRT Alignment | — Vegetation | ■ Built Heritage Resource |

0 50 100 150
Metres

DATE:
Dec. 3rd, 2008

FILE:
08EA-103-104_ScarbMalv_Kingston

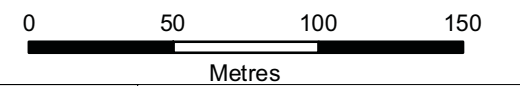
Figure 7-1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Kingston 2 of 5

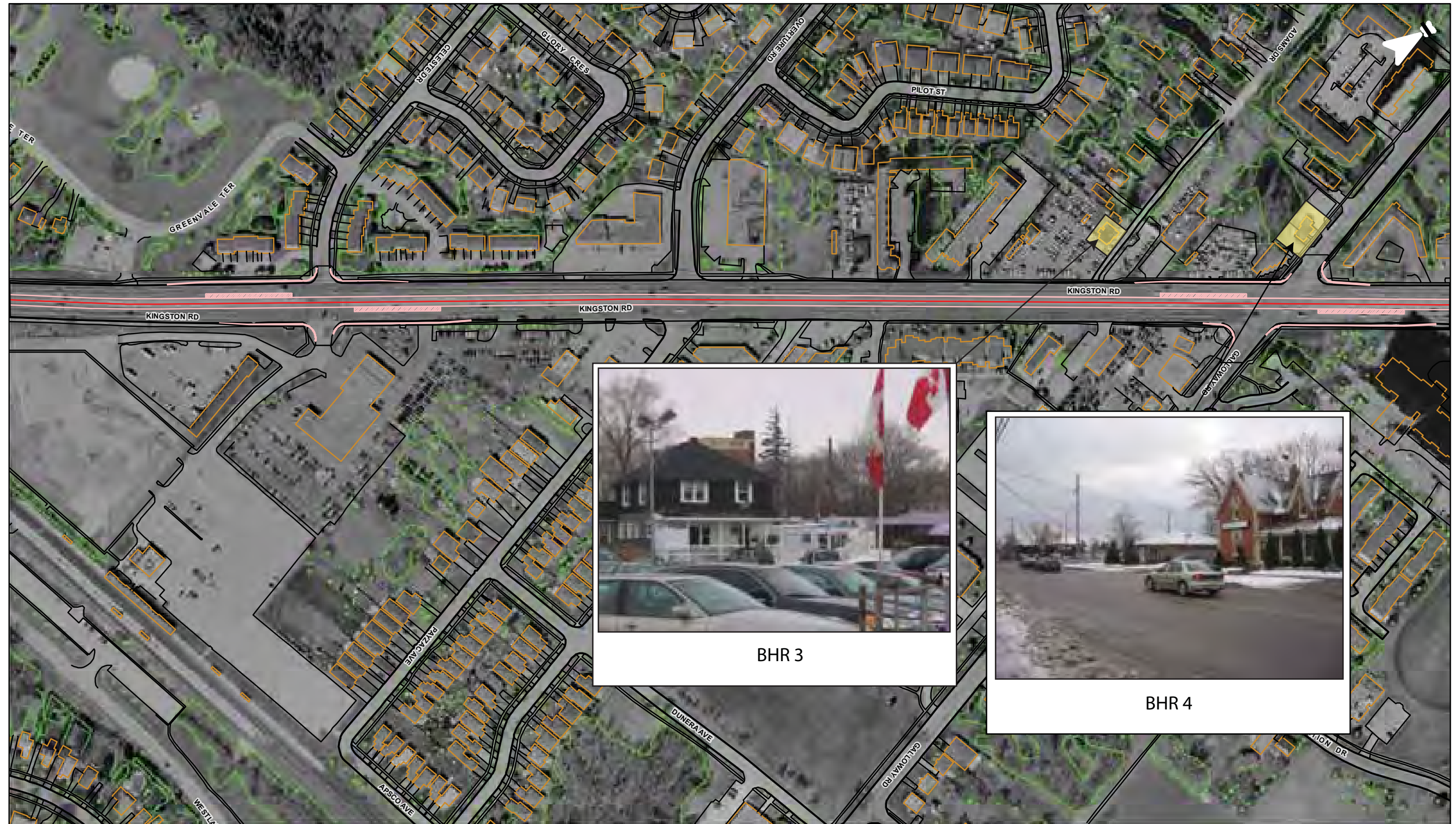


- | | | | |
|--------------------------------|--|--------------|-------------------------------|
| — Existing Roads and Sidewalks | — Proposed Roads, Rails, and Platforms | — Water | ■ Cultural Heritage Landscape |
| — Existing Buildings | — LRT Alignment | — Vegetation | ■ Built Heritage Resource |



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| DATE: Dec. 3rd, 2008 | FILE: 08EA-103-104_ScarbMalv_Kingston |
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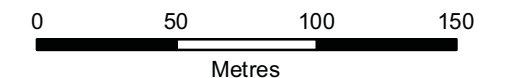
Figure 7-2: Identified Built Heritage Resources (BHR) and Cultural Heritage Resources (CHL), Scarborough-Malvert LRT Environmental Assessment



Kingston 3 of 5

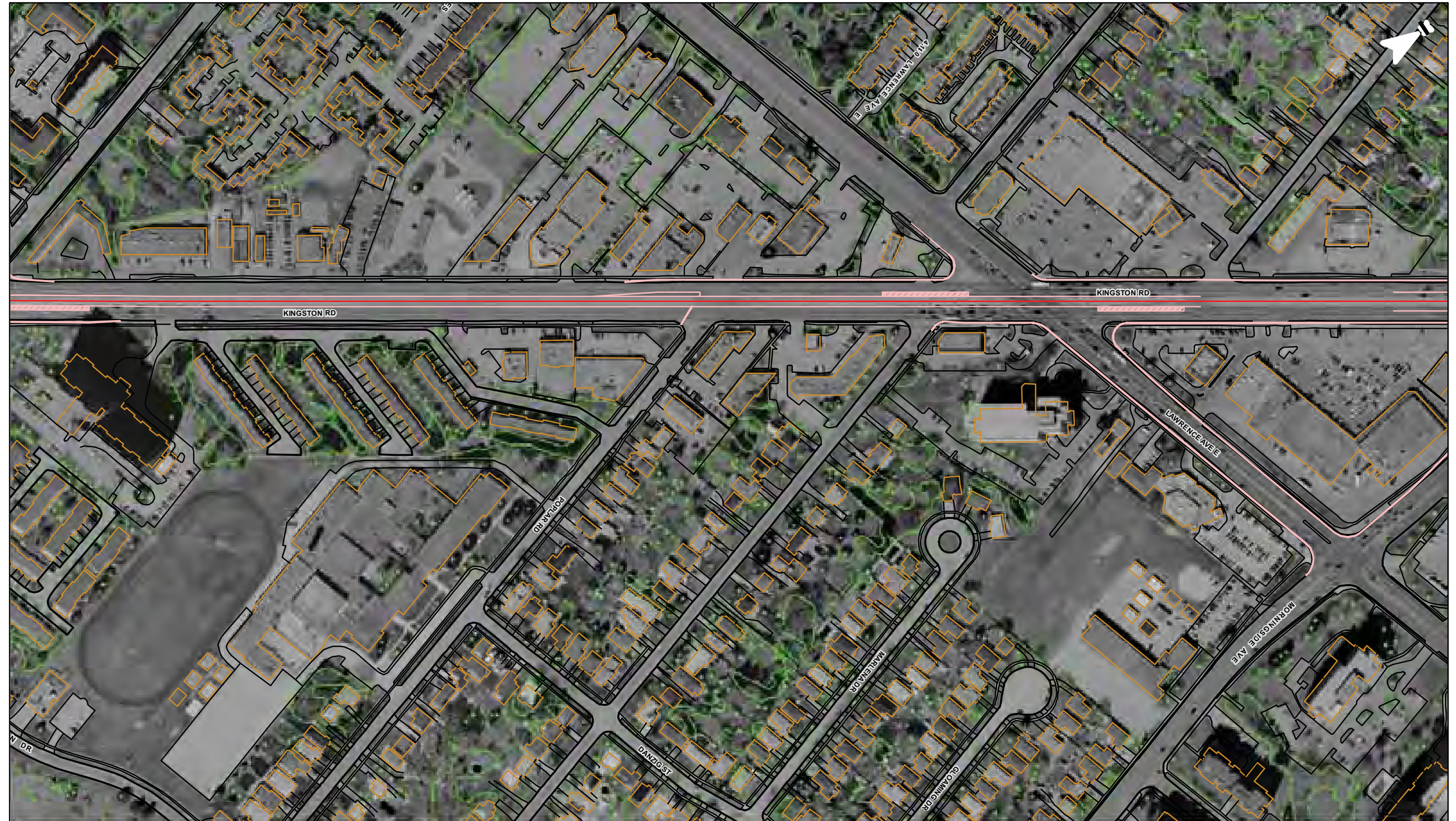


- | | | | |
|------------------------------|--------------------------------------|------------|-----------------------------|
| Existing Roads and Sidewalks | Proposed Roads, Rails, and Platforms | Water | Cultural Heritage Landscape |
| Existing Buildings | LRT Alignment | Vegetation | Built Heritage Resource |



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| DATE: Dec. 3rd, 2008 | FILE: 08EA-103-104_ScarbMalv_Kingston |
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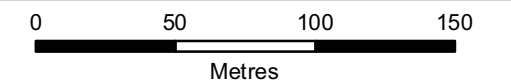
Figure 7-3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Kingston 4 of 5



- | | | | |
|------------------------------|--------------------------------------|------------|-----------------------------|
| Existing Roads and Sidewalks | Proposed Roads, Rails, and Platforms | Water | Cultural Heritage Landscape |
| Existing Buildings | LRT Alignment | Vegetation | Built Heritage Resource |



| | |
|-------------------------|--|
| DATE: Dec. 3rd, 2008 | FILE: 08EA-103-104_ScarbMalv_Kingston |
|-------------------------|--|

Figure 7-4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Kingston 5 of 5



Existing Roads and Sidewalks

Existing Buildings

Proposed Roads, Rails, and Platforms

LRT Alignment

Water

Vegetation

Cultural Heritage Landscape

Built Heritage Resource

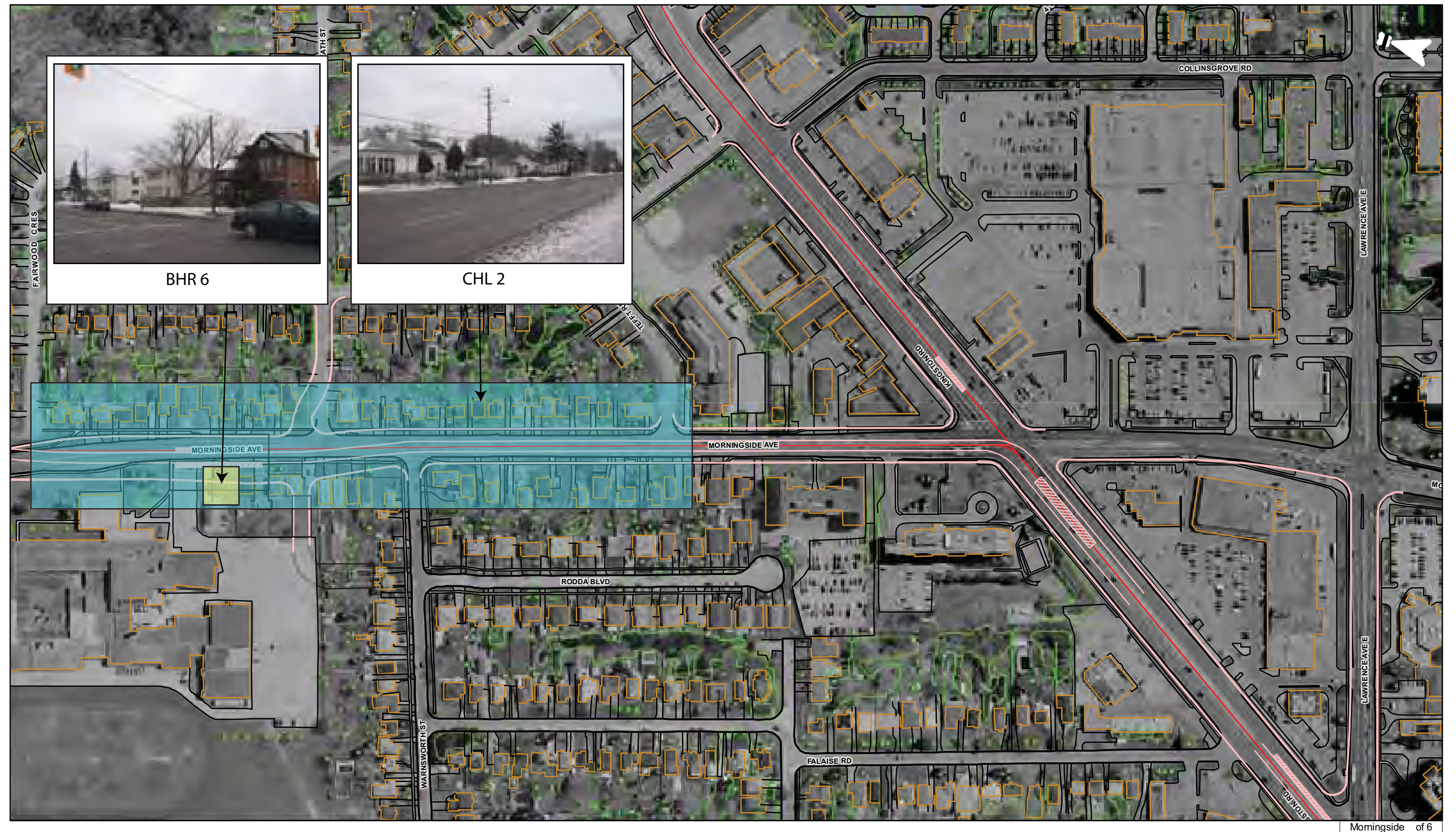
0 50 100 150

Metres

DATE:
Dec. 3rd, 2008

FILE:
08EA-103-104_ScarbMalv_Kingston

Figure 7-5: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Morningside of 6



- Existing Roads and Sidewalks
- Proposed Roads, Rails, and Platforms
- Water
- Cultural Heritage Landscape
- Existing Buildings
- LRT Alignment
- Vegetation
- Built Heritage Resource

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Morningside 2 of 6

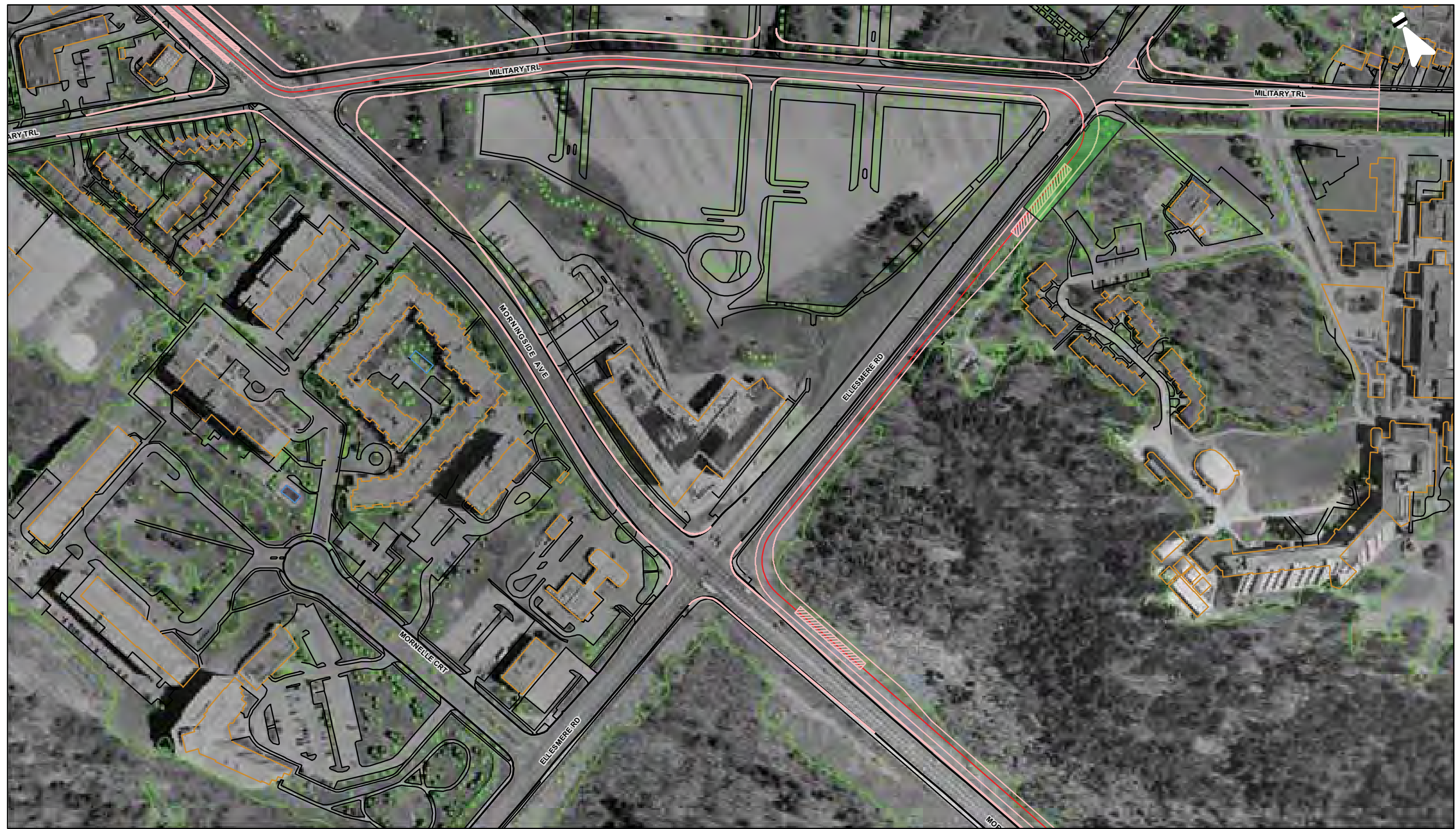


- | | | | |
|------------------------------|--------------------------------------|------------|-----------------------------|
| Existing Roads and Sidewalks | Proposed Roads, Rails, and Platforms | Water | Cultural Heritage Landscape |
| Existing Buildings | LRT Alignment | Vegetation | Built Heritage Resource |

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Morningside 4 of 6



Existing Roads and Sidewalks

Existing Buildings

Proposed Roads, Rails, and Platforms

LRT Alignment

Water

Vegetation

Cultural Heritage Landscape

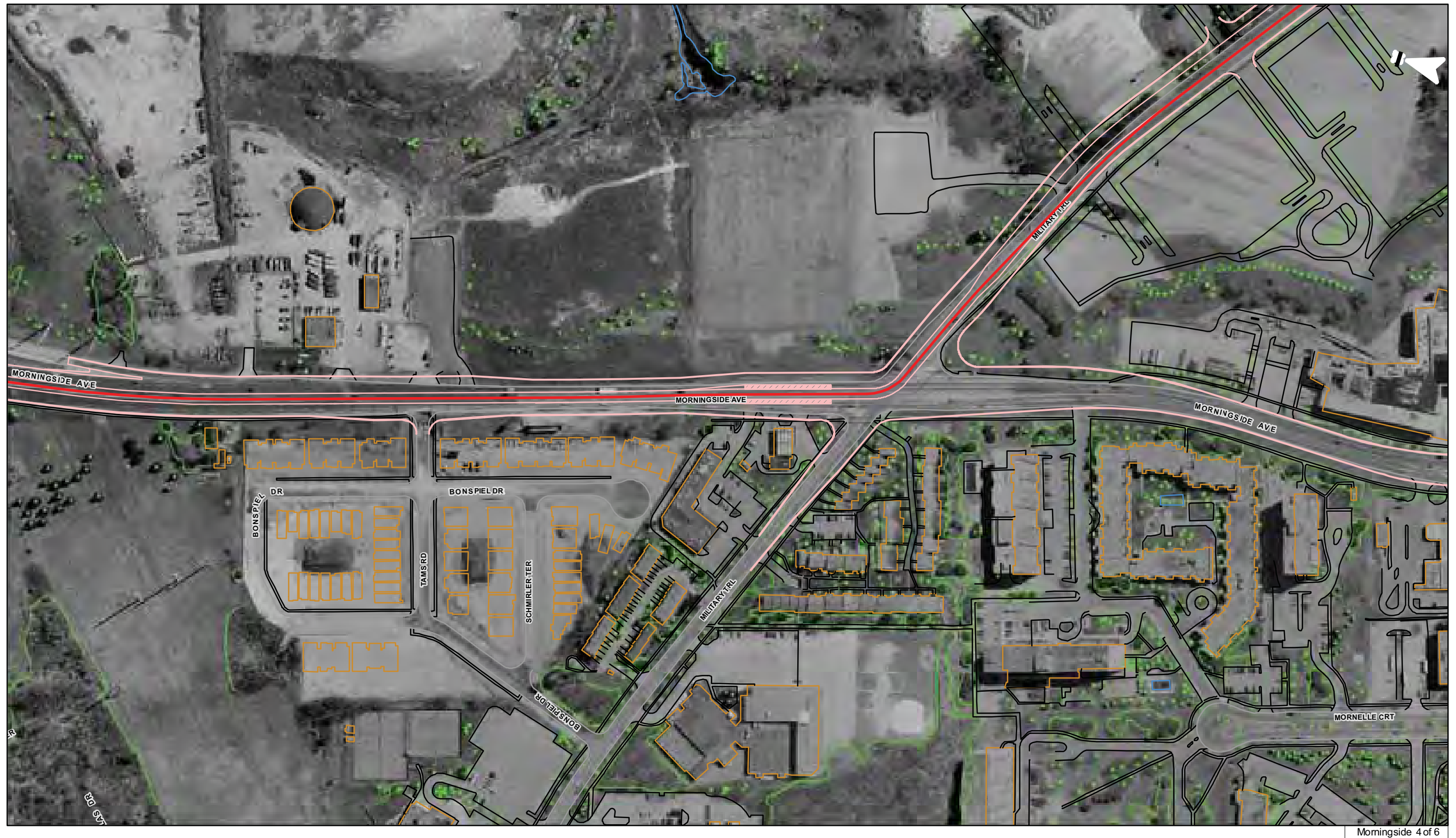
Built Heritage Resource

0 50 100 150
Metres

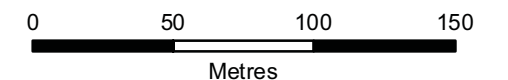
DATE:
Dec. 3rd, 2008

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Figure 8-3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



- | | | | |
|--------------------------------|--|--------------|-------------------------------|
| — Existing Roads and Sidewalks | — Proposed Roads, Rails, and Platforms | — Water | — Cultural Heritage Landscape |
| — Existing Buildings | — LRT Alignment | — Vegetation | — Built Heritage Resource |



| | |
|-------------------------|---|
| DATE: Dec. 3rd, 2008 | FILE: 08EA-103-104_ScarbMalv_Morning |
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Figure 8-4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment

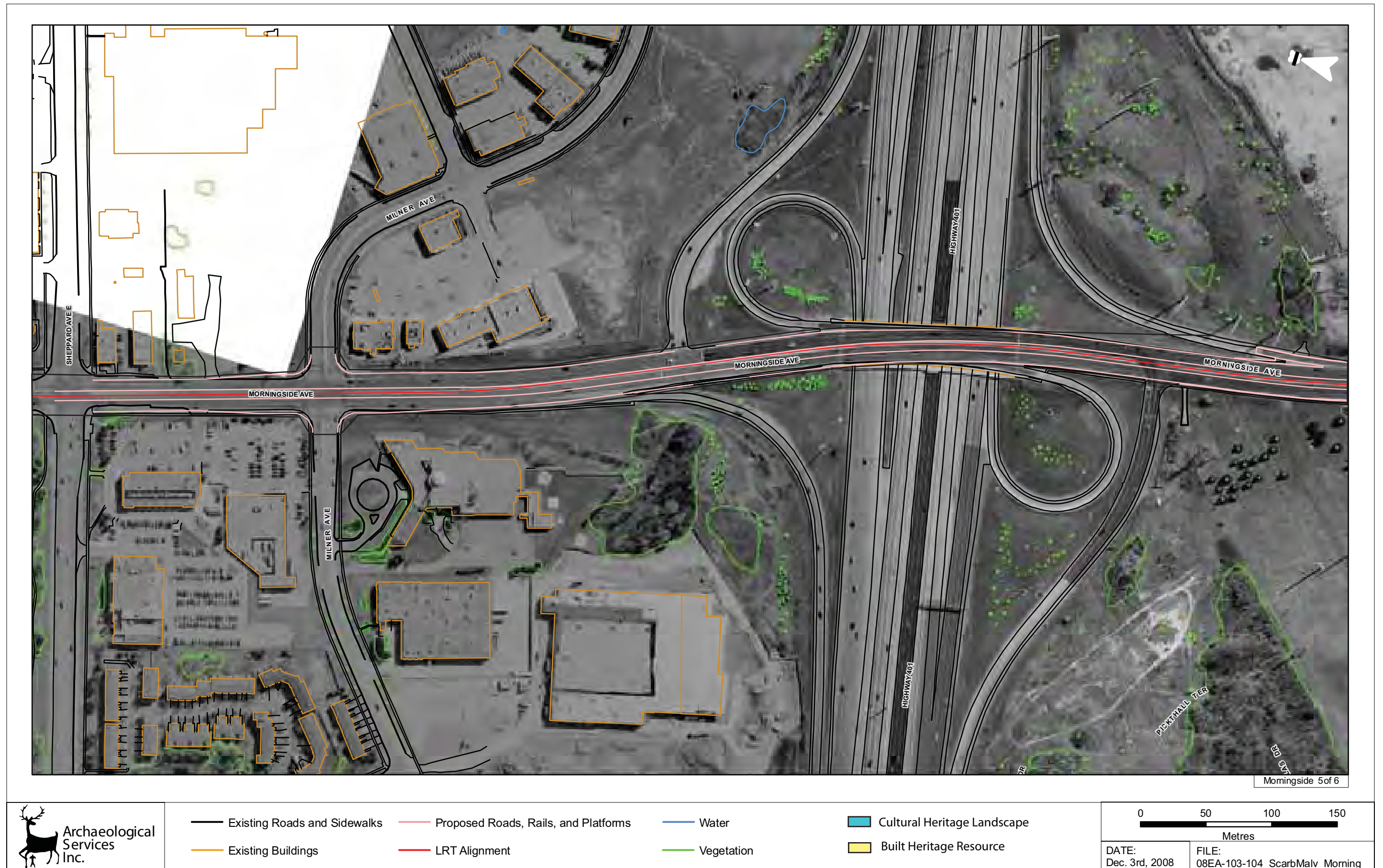


Figure 8-5: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment



Morningside 6 of 6



- | | | | |
|--------------------------------|--|--------------|-------------------------------|
| — Existing Roads and Sidewalks | — Proposed Roads, Rails, and Platforms | — Water | — Cultural Heritage Landscape |
| — Existing Buildings | — LRT Alignment | — Vegetation | — Built Heritage Resource |

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-6: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL), Scarborough-Malvern LRT Environmental Assessment

APPENDIX C:

Assessment of Impacts to Archaeological, Built Heritage Resource, and Cultural Heritage
Landscape Resources

Scarborough – Malvern Light Rail Transit Corridor
Transit Project Assessment Study
City of Toronto, Ontario

SCARBOROUGH-MALVERN LRT ENVIRONMENTAL ASSESSMENT
ALIGNMENT DETAILED ASSESSMENT

ASSESSMENT OF IMPACTS TO ARCHAEOLOGICAL, BUILT HERITAGE, AND CULTURAL HERITAGE LANDSCAPE RESOURCES

| Objective | Factor | Indicator | Measure | Rationale | Effect / Impact (Direct; During Construction; During Operations) | Mitigation Measures | Net Effect / Impact | Monitoring / Future Work / Contingency |
|--|---|---|--|--|---|---|---|---|
| Minimize adverse environmental effects within alignment and stop location footprint areas | Potential effects on cultural heritage resources. | There are no previously registered sites located within alignment and stop location footprint areas. | <ul style="list-style-type: none">There are no known archaeological sites.Likelihood of the discovery of archaeological remains within alignment and stop location footprint areas along the Eglinton Avenue and Kingston Road corridors is low.Likelihood of the discovery of archaeological remains within alignment and stop location footprint areas along the Morningside Avenue corridor high. | Archaeological sites are valuable resources that should be maintained. The intent is to minimize the loss of and disturbance to cultural heritage resources. | Along the Morningside Avenue corridor, between Wansworth Street and Highland Creek, and along Military Trail a number of areas have remained undisturbed, and they exhibit archaeological site potential and may be impacted during construction. | If avoidance is not possible, and the proposed project encroaches upon undisturbed land with archaeological potential, a Stage 2 assessment should be conducted | Potential adverse effects to known or potential archaeological resources would be avoided or mitigated. | To mitigate negative impacts on archaeological resources, a Stage 2 archaeological assessment should be conducted on lands determined to have archaeological potential that are to be impacted by the proposed project. Such assessments will identify any archaeological resources that may be present along the corridor and provide appropriate recommendation measures (i.e. a Stage 3 and/or Stage 4 Archaeological Assessment) |
| | | A total of four cultural heritage resources are located within alignment, stop location footprint areas, and in close proximity to the road right of way (BHR 2, BHR 6, BHR 7, CHL 2) | <ul style="list-style-type: none">One resource designated under the <i>Ontario Heritage Act</i> is located in very close proximity to the proposed alignment (BHR 2).Three resources identified during the field review are located within the alignment, stop location footprint areas, and/or in close proximity to the road right-of-way (BHR 6, BHR 7, CHL 2) | Built heritage features and cultural landscapes are valuable resources that should be maintained. The intent is to minimize the loss of and disturbance to cultural heritage resources. | It is expected that BHR 6 and CHL 2 will be directly impacted by the proposed transit improvements through displacement. It is expected that BHR 2 and BHR 7 may be impacted during construction and could be subject to premature deterioration dependent upon their proximity to the road way and transit infrastructure. | Transit improvements should be designed to avoid identified cultural heritage resources. | Potential displacement and disruption to identified cultural heritage resources. | To mitigate negative impacts on built heritage resources and cultural heritage landscapes, it is recommended that heritage impact assessments/statements be undertaken with respect to BHR 6, CHL 2, BHR 2, and BHR 7, prior to further detailed designs. Such assessments will identify the specific heritage significance of these resources and provide appropriate recommendation measures (i.e. retention in situ, retention, documentation, document and salvage) |
| Minimize adverse environmental effects within adjacent zones of influence | Potential effects on cultural heritage resources. | There are no previously registered sites located within adjacent zones of influence. | <ul style="list-style-type: none">There are no known archaeological sites.Likelihood of the discovery of archaeological remains within adjacent zones of influence along the Eglinton Avenue and Kingston Road Corridors is low.Likelihood of the discovery of archaeological remains within adjacent zones of influence along the | Archaeological sites are valuable resources that should be maintained. The intent is to minimize the loss of and disturbance to cultural heritage resources. Note: Zones of influence will be qualitative impact assessment generated by the LRT implementation and operation. Analysis will follow provincially recognized protocols. | Along the Morningside Avenue corridor, between Wansworth Street and Highland Creek, and along Military Trail a number of areas have remained undisturbed, and they exhibit archaeological site potential and may be impacted during construction. | If avoidance is not possible, and the proposed project encroaches upon undisturbed land with archaeological potential, a Stage 2 assessment should be conducted | Potential adverse effects to known or potential archaeological resources would be avoided or mitigated. | To mitigate negative impacts on archaeological resources, a Stage 2 archaeological assessment should be conducted on lands determined to have archaeological potential that are to be impacted by the proposed project. Such assessments will identify any archaeological resources that may be present along the corridor and provide appropriate recommendation measures (i.e. a Stage 3 and/or Stage 4 Archaeological Assessment) |

| Objective | Factor | Indicator | Measure | Rationale | Effect / Impact (Direct; During Construction; During Operations) | Mitigation Measures | Net Effect / Impact | Monitoring / Future Work / Contingency |
|-----------|--------|---|---|---|--|--|--|--|
| | | A total of eleven cultural heritage resources are located within adjacent zones of influence (BHR 1, BHR 3 – BHR 5, CHL 1, CHL 3 – CHL 4) | <div>Morningside Avenue corridor high.</div> <ul style="list-style-type: none">Three resources designated under the <i>Ontario Heritage Act</i> are located within adjacent zones of influence (BHR 1, BHR 4, BHR 5)Four additional resources were identified during the field review, which are located within adjacent zones of influence (BHR 3, CHL 1, CHL 3, and CHL 4) | Built heritage features and cultural landscapes are valuable resources that should be maintained. The intent is to minimize the loss of and disturbance to cultural heritage resources. | <p>It is expected that BHR 1, BHR 3, BHR 4, and BHR 5 will be indirectly impacted during construction based on their proximity to the road right-of-way.</p> <p>It is expected that BHR 1 and BHR 5 will be indirectly impacted during operations via introduction of visual elements not in keeping with the original setting of the resources.</p> | Transit improvements should be designed to avoid identified cultural heritage resources. | Potential displacement and disruption to identified cultural heritage resources. | It is not expected that resources designated under the <i>Ontario Heritage Act</i> will be significantly impacted by the proposed transit improvements (BHR 1, BHR 4, and BHR 5). However, appropriate noise and vibration studies should be conducted with respect to these resources, to ensure that they do not prematurely deteriorate due to the transit improvements or are at a risk of impact based on planned construction activities. Detailed designs should also be reviewed by a qualified heritage consultant to ensure that construction activities and operational designs do not impair access to these structures. |