

**APPENDIX G**

# Cultural Heritage Report



CITY OF TORONTO

# CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS STUDY

JANUARY 22, 2024





# CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

SOUTHWEST AGINCOURT  
TRANSPORTATION CONNECTIONS  
STUDY

CITY OF TORONTO

ORIGINAL REPORT

PROJECT NO.: 19M-01888-00

DATE: JANUARY 22, 2024

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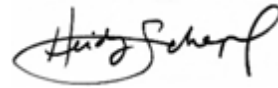
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# EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by the City of Toronto (the Client) to undertake a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) for the Southwest Agincourt Transportation Connections Study in the City of Toronto (“the Project”). The Southwest Agincourt Transportation Connections Study includes approximately 51 ha of land and is bounded by Dowry Street to the north, Village Green Square to the south, Kennedy Road to the west and the Stouffville GO Train Line to the east (the “Project location”; Figure 1). More specifically, the Southwest Agincourt Transportation Connections Study lands are located on part of Lots 27 and 28 in Concessions II and III, in the Geographic Township of Scarboro, York County, now the City of Toronto, Ontario.

This Cultural Heritage Report identifies all existing and potential Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) within the study area. Further, the report includes a review of the background history of the study area, the results of a field review undertaken to confirm existing conditions, a preliminary impact assessment to identify negative impacts to BHRs and CHLs, preliminary mitigation recommendations, and determination of whether a Cultural Heritage Evaluation Report (CHER) or Heritage Impact Assessment (HIA) is required for all or parts of the study area to be impacted.

The cultural heritage identification and assessment documented in this Cultural Heritage Report will be conducted in accordance with the *Ontario Heritage Act* (OHA 2005), the *Provincial Policy Statement* (2020), and the City of Toronto *Official Plan* (2015). The cultural heritage identification and evaluation documented in this Cultural Heritage Report follows the process set out in the *Draft Existing Conditions and Preliminary Impact Assessment Report Guidelines* provided by the Ministry of Citizenship and Multiculturalism (MCM 2019; formerly the Ministry of Tourism, Culture and Sport). In addition, best practice in heritage identification and assessment will be used, as outlined in the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MCM 2010), *Identification and Evaluation Process* (2014) and the *Ontario Heritage Toolkit* (2006a)

This Cultural Heritage Report was prepared by Lauren Walker, BA, Chelsey Tyers, B.E.S. and Emily Game, BA, Cultural Heritage Specialist and reviewed by Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario. A field review was conducted on December 12, 2019, by Lauren Walker which confirmed that there were 14 BHRs and four CHLs within the study area. The preliminary impact assessment determined that there will be direct impacts to four BHRs and three CHLs and potential indirect impacts to two BHRs and one CHL given the proximity of construction activities.

The report has resulted in the following recommendations:

- 1 Storage and construction staging areas should be appropriately located and/or planned to avoid impacts to any of the identified BHRs and CHLs.
- 2 For BHR-3, BHR-4, BHR-5, and BHR-8, if a portion of the property is acquired, a CHER is recommended to evaluate the property’s CHVI using O. Reg. 9/06 prior to detailed design. If the property is found to possess CHVI, an HIA should be completed, as early as possible during detailed design and prior to any ground disturbing activities, to assess potential impacts to the resource and recommend appropriate mitigation measures. The CHER and/or HIA shall be submitted for review and comment to City of Toronto heritage planning staff, MCM, and other interested parties.

- 3 Construction activities should seek to avoid direct impacts to West Highland Creek (CHL-4). If necessary, construction fencing should be erected along the banks of the creek to ensure trees and vegetation are not damaged by any construction machinery or vehicles.
- 4 Vibration studies are recommended for BHR-1, BHR-3, BHR-4, BHR-5, BHR-6, BHR-8. These studies should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.
- 5 Should future work require expansion of the Southwest Agincourt Transportation Connections Study area, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on known or potential BHRs and CHLs.

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# PROJECT PERSONNEL

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# TABLE OF CONTENTS

|       |  |    |
|-------|--|----|
| 1     | INTRODUCTION.....  | 1  |
| 1.1   | Study Purpose and Objectives.....                                    | 1  |
| 1.2   | Project Description .....  | 2  |
| 1.3   | Study Area .....   | 2  |
| 2     | LEGISLATIVE FRAMEWORK.....   | 4  |
| 2.1   | United Nations Declaration on the Rights of Indigenous Peoples ..... | 4  |
| 2.2   | Provincial Policy Statement .....                                    | 5  |
| 2.3   | Environmental Assessment Act.....                                    | 5  |
| 2.4   | Ontario Heritage Act.....  | 6  |
| 2.4.1 | Ontario Regulation 9/06 .....  | 7  |
| 2.5   | City of Toronto Official Plan.....                                   | 8  |
| 2.6   | Agincourt Secondary Plan .....                                       | 9  |
| 2.7   | Federal and Provincial Heritage Guidelines .....                     | 9  |
| 3     | METHODOLOGY .....  | 10 |
| 3.1   | Information Gathering .....  | 10 |
| 3.2   | Community Engagement.....  | 11 |
| 3.3   | Field Assessment .....   | 12 |
| 3.4   | Screening for Potential Cultural Heritage Value or Interest .....    | 13 |
| 3.5   | Screening for Potential Impacts.....                                 | 13 |
| 4     | HISTORICAL CONTEXT.....  | 16 |
| 4.1   | Historical Context Overview.....                                     | 16 |
| 4.2   | Pre-Contact Period .....   | 16 |
| 4.2.1 | Paleo Period.....  | 16 |
| 4.2.2 | Archaic Period .....   | 17 |
| 4.2.3 | Early and Middle Woodland Periods .....                              | 17 |
| 4.2.4 | Late Woodland Period.....  | 18 |
| 4.3   | Post-Contact Period .....  | 19 |
| 4.3.1 | York County .....  | 20 |
| 4.3.2 | Scarborough Township .....   | 21 |
| 4.3.3 | City of Toronto.....   | 22 |
| 4.3.4 | Agincourt Village.....   | 23 |
| 4.3.5 | Historical Mapping Review .....                                      | 24 |

|       |   |    |
|-------|---|----|
| 5     | EXISTING CONDITIONS .....                                   | 25 |
| 5.1   | Property Visit .....  | 25 |
| 5.2   | Description of Existing Conditions.....                     | 25 |
| 5.2.1 | Sheppard Avenue East .....                                  | 26 |
| 5.2.2 | Kennedy Road.....   | 26 |
| 5.2.3 | Gordon Avenue and Collingwood Street.....                   | 27 |
| 5.2.4 | Dowry Street and Reidmount Avenue .....                     | 28 |
| 5.2.5 | Village Green Square.....                                   | 28 |
| 5.3   | Previous Cultural Heritage Assessments.....                 | 29 |
| 6     | IDENTIFIED CULTURAL HERITAGE<br>RESOURCES.....              | 29 |
| 7     | PRELIMINARY IMPACT ASSESSMENT .....                         | 40 |
| 7.1   | Preliminary Impacts on Cultural Heritage Resources<br>..... | 40 |
| 8     | CONCLUSIONS .....   | 45 |
| 9     | RECOMMENDATIONS .....                                       | 46 |
| 10    | REFERENCES .....  | 47 |

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## TABLES

|  |    |
|--|----|
| TABLE 3-1: AGENCY DATA REQUESTS.....   | 11 |
| TABLE 6-1: IDENTIFIED BHRS AND CHLS WITH<br>KNOWN OR POTENTIAL CHVI .....              | 31 |
| TABLE 7-1: IMPACTS AND PRELIMINARY MITIGATION<br>STRATEGIES FOR BHRS AND CHLS<br>..... | 41 |

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## APPENDICES

|          |                                  |    |
|----------|----------------------------------|----|
| <b>A</b> | FIGURES 2-13.....                | 51 |
| <b>B</b> | 30 COLLINGWOOD STREET CHER ..... | 52 |



# 1 INTRODUCTION

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## 1.1 STUDY PURPOSE AND OBJECTIVES

WSP Canada Inc. (WSP) was retained by the City of Toronto (the Client) to undertake a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the Southwest Agincourt Transportation Connections Study in the City of Toronto (“the Project”). The Southwest Agincourt Transportation Connections Study includes approximately 52 hectares of land and is bounded by Dowry Street to the north, Village Green Square to the south, Kennedy Road to the west and the Stouffville GO Train Line to the east (the “Project location”; Figure 1). More specifically, the Southwest Agincourt Transportation Connections Study lands are located on part of Lots 27 and 28 in Concessions II and III, in the Geographic Township of Scarboro, York County, now the City of Toronto, Ontario.

This Cultural Heritage Report was undertaken to identify all municipally, provincially, and federally recognized heritage properties as well as all potential heritage properties within the Project location (the “study area”) and assess the impacts that the Project may have on cultural heritage resources.

A Cultural Heritage Report is required as part of the planning process to: identify existing and potential built heritage resources (BHR) and cultural heritage landscapes (CHL); review the background history of the study area; complete a site visit to confirm existing conditions; provide a preliminary impact assessment to conserve BHRs and CHLs; identify mitigation and/or monitoring for potential impacts; and determine whether additional heritage reporting is required.

To meet these objectives, the report will:

- Introduce the study including the purpose and methodology used to undertake the work.
- Review background studies to complete a summary history of the study area using local histories, historical mapping and aerial photographs. This work will trace the evolution of the study area and aid in the identification of existing and potential BHRs and CHLs.
- Obtain information regarding the City of Toronto's heritage recognitions and identification of listed and/or designated heritage properties within the study area.
- Confirm the presence of previously recognized BHRs and CHLs. This process will aid in the identification of cultural heritage resources that may be impacted by the undertaking. This task will include a review of municipal, provincial, and federal heritage registers and inventories, including the City of Toronto Municipal Registers (2021).

This work will be conducted in accordance with the *Ontario Heritage Act* (OHA 2005), the *Provincial Policy Statement* (2020), and the City of Toronto Official Plan (2015). The cultural heritage identification and evaluation documented in this Cultural Heritage Report follows the process set out in the *Draft Existing Conditions and Preliminary Impact Assessment Report Guidelines* provided by the Ministry of Citizenship and Multiculturalism (MCM 2019; formerly the Ministry of Tourism, Culture and Sport). In addition, best practice in heritage identification and assessment will be used, as outlined in the *Standards*

## 1.2 PROJECT DESCRIPTION

The purpose of this study is to identify improvements to enhance connectivity for all modes of transportation from Village Green Square (south of the Canadian Pacific Railway corridor), Cowdray Court and Collingwood Street to Sheppard Avenue East (in the vicinity of Reidmount Avenue and the Agincourt GO Station). A map of the study area can be found in Figure 1.

The number of people living and working in this area has grown and will continue to grow as a result of planned development. As the number of people using the transportation system increases, transportation infrastructure improvements will be needed to ensure that people can drive, walk, and cycle to destinations safely and efficiently.

The study Focus Area is bound by Kennedy Road to the west, Dowry Street to the north, the Stouffville GO Train Line to the east, and Village Green Square to the south.

The SW Agincourt EA objectives are as follows:

1. Provide high quality transportation infrastructure that addresses the needs of this growing area;
2. Improve street network connectivity to key destinations, particularly the Agincourt GO station, Collingwood Park and schools; and
3. Improve the safety of people walking, cycling, taking public transit, and driving.

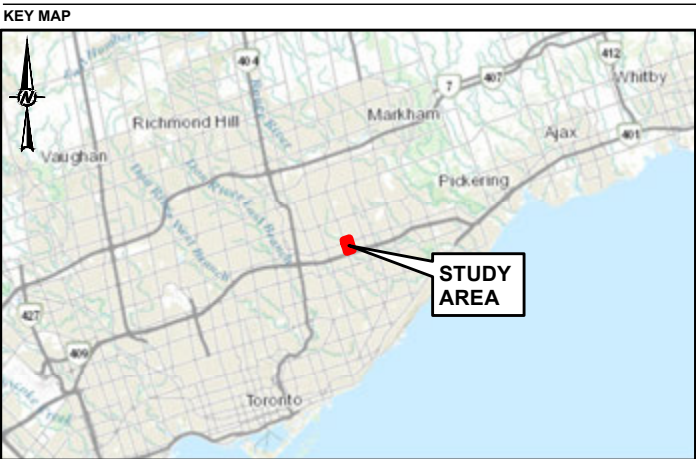
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## 1.3 STUDY AREA

A Focus Study Area has been identified for the SW Agincourt EA (Figure 1). The Focus Study Area is bounded by Dowry Street to the north, Village Green Square to the south, Kennedy Road to the west and the Stouffville GO Train Line to the east.



PATH: S:\Clients\City of Toronto\SW Agincourt\_Transp\_Connect\_Study\09\_PROD\19M-01888-00\_Toronto\_Transport\_Study\09\_PROD\19M-01888-00\_Cultural\_Heritage\_Report\19M-01888-00-0001.mxd PRINTED ON: 2023-02-17 AT: 12:38:21 PM



SCALE 1:650,000

- LEGEND**
- STUDY AREA
  - PREFERRED DESIGN ALTERNATIVE
  - RAILWAY
  - WATERCOURSE
  - UNEVALUATED WETLAND

**DRAFT**



**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO  
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY  
3. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

**CLIENT**  
CITY OF TORONTO

**PROJECT**  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

**TITLE**  
SITE PLAN

|            |            |            |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-02-17 |
|            | DESIGNED   | EG         |
|            | PREPARED   | BR         |
|            | REVIEWED   | ----       |
|            | APPROVED   | ----       |



PROJECT NO. 19M-01888-00 CONTROL 0001 REV. A FIGURE 1

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



## 2 LEGISLATIVE FRAMEWORK

This report reviews BHRs and CHLs within the study area to ensure that the Project takes into consideration these resources. This section outlines the various legislative frameworks and policies relevant to the report.

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### 2.1 UNITED NATIONS DECLARATION ON THE RIGHTS OF INDIGENOUS PEOPLES

On June 21<sup>st</sup>, 2021, the Canadian federal government enacted *United Nations Declaration on the Rights of Indigenous Peoples Act* and confirmed that the *United Nations Declaration on the Rights of Indigenous Peoples* (Declaration - 2007) “must be implemented in Canada.” As a result, Indigenous peoples in Canada are recognized as having unique rights, including those that pertain to the conservation of Indigenous heritage. As per Articles 11 and 31 of the Declaration:

11. 1) Indigenous peoples have the right to practice and revitalize their cultural traditions and customs. This includes the right to maintain, protect and develop the past, present and future manifestations of their cultures, such as archaeological and historical sites, artefacts, designs, ceremonies, technologies and visual and performing arts and literature.
31. 1) Indigenous peoples have the right to maintain, control, protect and develop their cultural heritage, traditional knowledge and traditional cultural expressions, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literatures, designs, sports and traditional games and visual and performing arts. They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional cultural expressions.
- 2) In conjunction with Indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights.

These rights to historical sites, ceremonies, cultural traditions, etc. (collectively understood as Indigenous heritage) are pertinent to the planning process through Articles 25 and 26 of the Declaration, which state that:

25. Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources and to uphold their responsibilities to future generations in this regard.
26. 1) Indigenous peoples have the right to the lands, territories and resources which they have traditionally owned, occupied or otherwise used or acquired.
- 2) Indigenous peoples have the right to own, use, develop and control the lands, territories and resources that they possess by reason of traditional ownership or other traditional occupation or use, as well as those which they have otherwise acquired.

3) States shall give legal recognition and protection to these lands, territories and resources. Such recognition shall be conducted with due respect to the customs, traditions, and land tenure systems of the Indigenous peoples concerned.

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## 2.2 PROVINCIAL POLICY STATEMENT

The *Provincial Policy Statement* (PPS) (2020) outlines provincial “policy direction on matters of provincial interest related to land use planning and development” (Part I: Preamble PPS 2020). The intent is to provide for appropriate development that protects resources of public interest, public health and safety and the quality of the natural and built environment. The PPS 2020 identifies the conservation of significant built heritage resources and cultural heritage landscapes as a provincial interest in Section 2.6.1.

Relevant definitions from the PPS 2020 include:

**Built Heritage Resources (BHR):** means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of the OHA, or that may be included on local, provincial, federal and/or international registers.

**Cultural Heritage Landscapes (CHL):** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the OHA, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

**Conserved:** means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

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## 2.3 ENVIRONMENTAL ASSESSMENT ACT

The *Environmental Assessment Act* (EAA) sets out planning and decision-making processes so that potential environmental effects are identified before a project begins (Government of Ontario 1990a). The EAA applies to provincial ministries and agencies, municipalities, and public and private bodies. Under the EAA, there are two types of assessments: Individual EAs and Streamlined EAs. Individual EAs are large-scale, complex projects with the potential for significant environmental effects. Streamlined EAs are routine projects that have predictable and manageable environmental effects. There are different types of Streamlined EA processes, depending on project type. Municipal infrastructure planning projects fall under the Municipal Class Environmental Assessment (MCEA) which are classified in terms of

Schedules, depending on the magnitude of effects. The Schedule A, B and C Municipal Class EAs are defined within the MCEA Manual as follows:

**Schedule A:** These projects generally apply to normal, or emergency operational/maintenance procedures and the resulting effects are usually minimal and, therefore, these projects are pre-approved.

**Schedule A+:** These projects, similarly to the Schedule 'A', are pre-approved and typically involved minimal effects/impacts. Unlike the Schedule 'A' these projects require the public to be notified prior to the planned work.

**Schedule B:** These projects generally include improvements and minor expansions to existing facilities and there is a potential for some adverse environmental impacts.

**Schedule C:** These projects generally include the construction of new facilities and/or major expansions to existing facilities. As a result these projects have the potential for significant environmental effects.

(MCEA 2015)

Section A.3.7 of the MCEA Manual identifies Indigenous Nations as an important group for municipal consultation. It directs the municipal proponents to contact the Ministry of the Environment, Conservation and Parks for direction on consultation with the Indigenous Nations.

The requirement to consider cultural heritage in Class EAs is discussed in the MCEA Manual (2015) where the cultural environment is identified as one of the key considerations in the MCEA process (MEA 2015: B.1.1). Under Section B of the MCEA Manual, the cultural environment includes archaeological resources, areas of archaeological potential, built heritage resources, and cultural heritage landscapes (MEA 2015: B.1.1[4]). Further, the MCEA Manual (2015: B1.1[4]) gives the following direction regarding the cultural environment:

*Significant cultural heritage and archaeological resources features should be avoided where possible. Where they cannot be avoided, then effects should be minimized where possible, and every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures. Cultural heritage features should be identified early in the process in order to determine significant features and potential impacts.*

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## 2.4 ONTARIO HERITAGE ACT

The Ontario Heritage Act (OHA) (2005) gives municipalities and the provincial government powers to preserve the heritage of Ontario, with a primary focus on protecting heritage properties and archaeological sites. The OHA grants the authority to municipalities and to the province to identify and designate properties of heritage significance, provide standards and guidelines for the preservation of heritage properties and enhance protection of heritage conservation districts, marine heritage sites and archaeological resources.

Designation ensures the conservation of important places and can take the form of individual designations (Part IV of the OHA) or as part of a larger group of properties, known as a Heritage Conservation District (Part V of the OHA). An evaluation using the criteria outlined in Ontario Regulation (O. Reg) 9/06 (as amended by O. Reg 569/22) is used to determine whether a property possesses cultural heritage value or interest and may be worthy of designation under the OHA. Designation offers protection for properties under Sections 33, 34 and 42 of the OHA, prohibiting the owner of a designated property from altering, demolishing or removing a building or structure on the property unless the owner applies to the council of the municipality and receives written consent to proceed with the alteration, demolition or removal.

In addition to designated properties, the OHA allows municipalities to list properties that are considered to have cultural heritage value or interest on their Municipal Heritage Register. Under Part IV, Section 27 of the OHA, municipalities must maintain a Register of properties situated in the municipality that are of cultural heritage value or interest. Section 27 (1.1) states that the register shall be kept by the clerk and that it must list all designated properties (Part IV and V). Under Section 27 (1.2), the Register may include property that has not been designated, but that council believes to be of cultural heritage value or interest. Listed properties, although recognized as having cultural heritage value or interest, are not protected under the OHA to the same extent as designated properties, but are acknowledged under Section 2 of the PPS 2020 under the *Planning Act*. An owner of a listed heritage property must provide the municipality with 60 days' notice of their intention to demolish a building or structure on the property.

The OHA also allows for the designation of provincial heritage properties (PHP). Part III.1 of the OHA enables the preparation of standards and guidelines that set out the criteria and process for identifying the cultural heritage value or interest of PHPs (Part II of the OHA) and cultural heritage value or interest of provincial heritage properties of provincial significance (PHPPS) (Ontario Regulation (O. Reg.) 10/06 of the OHA) and to set standards for their protection, maintenance, use, and disposal.

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#### 2.4.1 ONTARIO REGULATION 9/06

The criteria for determining cultural heritage value or interest is defined in O. Reg. 9/06. This regulation was created to ensure a consistent approach to the designation of heritage properties under the OHA. All designations under the OHA made after 2006 must meet the criteria outlined in the regulation.

A property may be designated under Section 29 of the OHA if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

- 1 The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- 2 The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
- 3 The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
- 4 The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.



- 5 The property has historical value or associative value because yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
- 6 The property has historical value or associative value because demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- 7 The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
- 8 The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
- 9 The property has contextual value because it is a landmark.

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## 2.5 CITY OF TORONTO OFFICIAL PLAN

The City of Toronto's *Official Plan* (2008, Office Consolidation September 2020) addresses cultural heritage in Section 4.10. Policies relevant to this report include:

### 4.10.1 Built Heritage

4.10.1.3 All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the Ontario Heritage Act to help ensure effective protection and their continuing maintenance, conservation and restoration.

4.10.1.4 Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a resource for past, present or future generations. The significance of a cultural heritage resource is embodied in its heritage attributes and other character defining elements including: materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:

- Aesthetic, Design or Physical Value;
- Historical or Associative Value; and/or,
- Contextual Value.

4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

### 4.10.9 Implementation

- 4.10.9.4 The City shall acquire heritage easements, and enter into development agreements, as appropriate, for the preservation of heritage resources and landscapes.
- 4.10.9.5 Landowner cost share agreement should be used wherever possible to spread the cost of heritage preservation over a block plan or a secondary plan area on the basis that such preservation constitutes a community benefit that contributes significantly to the sense of place and recreational and cultural amenities that will be enjoyed by area residents.
- 4.10.9.11 The relevant public agencies shall be advised of the existing and potential heritage and archaeological resources, Heritage Conservation District Studies and Plans at the early planning stage to ensure that the objectives of heritage conservation are given due consideration in the public work project concerned.
- 4.10.9.13 Lost historical sites and resources shall be commemorated with the appropriate form of interpretation.
- 4.10.9.14 The City will undertake to develop a signage and plaquing system for cultural heritage resources in the City.
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## 2.6 AGINCOURT SECONDARY PLAN

The study area is located within the Agincourt Secondary Plan area. The Agincourt Secondary Plan came into effect in 1995 (previously named the Agincourt Centre Secondary Plan) (October 2013) and forms part of the Council-approved City of Toronto Official Plan. The secondary plan establishes more detailed development policies to guide growth and change within the Agincourt area. The Agincourt Secondary Plan includes Site and Area Specific Policies (SASPs) that, among other matters, encourage development of lands for a mix of residential and employment uses, where appropriate, that are anchored by strong transportation connections to major arterial roads and Highway 401. The Agincourt Secondary Plan does not identify specific cultural heritage policies for the area.

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## 2.7 FEDERAL AND PROVINCIAL HERITAGE GUIDELINES

In accordance with the City of *Toronto's Official Plan*, additional guidelines were considered including Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (Second Edition, 2010), hitherto referred to as Parks Canada's *Standards and Guidelines*; the *Appleton Charter for the Protection and Enhancement of the Built Environment* (1983), the former Ministry of Culture's *Eight Guiding Principles in the Conservation of Historic Properties* (1997) and *Heritage Conservation Principle's for Land Use Planning* (2007); and *Well-Preserved: the Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* (1988).

## 3 METHODOLOGY

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### 3.1 INFORMATION GATHERING

WSP consulted multiple online resources relating to the City of Toronto, including their Municipal Registers, as well as provincial and federal databases and inventories to gain further insight into the potential significance of built heritage resources and cultural heritage landscapes located within the Southwest Agincourt Transportation Connections study area. The MCM's current list of Heritage Conservation Districts was consulted. No designated districts were identified in the study area (MCM, 2020). The Ontario Heritage Trust (OHT) plaque database was under construction so the *Inventory of Provincial Plaques Across Ontario* was searched (OHT, 2021), as well as the Canadian Register of Historic Places (Parks Canada, n.d.a) and the Directory of Federal Heritage Designations (Parks Canada, n.d.b).

BHRs and CHLs already recognized by the municipality, the Ontario Heritage Trust (OHT), provincially and federally were identified by reviewing the following:

- The inventory of OHT easements;
- The OHT's Ontario Heritage Plaque Guide, an online, searchable database of Ontario Heritage Plaques;
- Ontario's Historical Plaques website;
- The Ontario Genealogical Society's Ontario Cemetery Index
- Parks Canada's Historic Places website, an online, searchable register that provides information on historic places recognized at the local, provincial/territorial and national levels;
- Parks Canada's Directory of Federal Heritage Designations, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings and Heritage Lighthouses;
- Canadian Heritage River System, a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage; and,
- UNESCO World Heritage Sites.

The study area is not commemorated with an OHT plaque or listed on the Canadian Register of Historic Places or the Federal Canadian Heritage Database. The Ontario Heritage Bridge List, current as of 2012, was also consulted and no structures in the study area were included (MCM, 2008).

The following resources specific to the City of Toronto were consulted in addition to contacting the City's Heritage Planners:

- *Municipal Register of Cultural Heritage Resources Designated under the Ontario Heritage Act* (2021), which includes properties designated under Part IV and V of the OHA;
- *Municipal Register of Cultural Heritage Resources* (July 2021), which includes listed properties that may be considered for designation; and

- Official Plan Cultural Heritage Map (2020).

For the purposes of this study, any property previously identified by a municipality, municipal staff, provincial or federal agencies as containing, or having the potential to contain, cultural heritage value or interest (CHVI) will be determined to be a BHR or CHL, and if applicable, will be discussed in Section 6.

In addition, Project stakeholders at the City of Toronto, MCM and OHT were contacted to gather cultural heritage information or concerns related to the study area.

A summary of data requested through consultation with the agencies noted above is provided in Table 3-1.

**Table 3-1: Agency Data Requests**

| CONTACT NAME<br>/ POSITION /<br>ORGANIZATION                     | CONTACT INFORMATION             | DATES OF<br>COMMUNICATION  | INFORMATION RECEIVED   |
|--|---------------------------------|--|--|
| Yasmina Shamji,<br>Administrative<br>Support, City of<br>Toronto | yasmina.shamji@toronto.ca       | <b>Sent:</b><br>February 17, 2023  | To date, no response has been received.  |
| Kevin Baksh, OHT<br>Registrar, OHT                               | kevin.baksh@heritagetrust.on.ca | <b>Sent:</b><br>February 17, 2023<br><b>Received:</b><br>February 21, 2023 | Mr. Baksh confirmed there are no OHT conservation easements or owned properties within or adjacent to the study area.  |
| Karla Barboza,<br>Team Lead,<br>Heritage Planning<br>Unit, MCM   | karla.barboza@ontario.ca        | <b>Sent:</b><br>February 17, 2023<br><b>Received:</b><br>February 21, 2023 | Ms. Barboza confirmed that the MCM is not aware of any Provincial Heritage Properties and/or Provincial Heritage Properties of Provincial Significance within the study area.<br><br>The MCM requested that any technical heritage studies (e.g. Cultural Heritage Assessment Report, Cultural Heritage Evaluation Report, Heritage Impact Assessment) be sent for MCM review as part of the environmental assessment process. |

## 3.2 COMMUNITY ENGAGEMENT

Community engagement with the public, interested and relevant stakeholders, property owners, agencies, and Indigenous communities was undertaken by the Public Consultation Unit at the City of Toronto as part of the broader EA project. A summary of the relevant engagement is provided below. For a full description of engagement activities and results, please see Section 10 of the projects Environmental

Study Report (ESR). Copies of all communications with Indigenous communities are appended to the ESR.

The Notices of Commencement and Notices of Public Consultation were sent by email to the following Indigenous communities, identified by the Ontario Ministry of the Environment, Conservation and Parks (MOECP) as potentially affected by the transportation improvements being considered through the study:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation

Chippewas of Rama and Mississaugas of the Credit First Nation responded in regards to the archaeological work undertaken for the project, and had no comments regarding the Cultural Heritage work.

Curve Lake First Nation requested information about how the study will assess potential impacts on Aboriginal heritage and cultural values, in addition to other environmental aspects. A response was provided via email on November 24, 2020 that included the draft Stage 1 Archaeological Assessment for review. Curve Lake First Nation provided feedback and no further concerns were raised.

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### 3.3 FIELD ASSESSMENT

Field assessment for this report included a survey of the cultural heritage study area from both a desk top review and the publicly accessible right-of-way to confirm or identify all existing and/or potential BHRs and CHLs. Where identified, potential resources were photographed and mapped, and physical characteristics visible from the right-of-way or aerial imagery were described.

The use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (MCM 2016). While identification of a resource that is 40 years 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 younger than 40 years old it does not preclude this resource from having CHVI, however it does provide a systematic means of identifying properties that have a higher likelihood of retaining cultural heritage value.

This report includes background research that summarizes the history of the study area. In addition to textual sources, historical mapping and aerial photography was consulted to identify the presence of structures/building, settlement patterns and other previously recognized BHRs and CHLs.

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## 3.4 SCREENING FOR POTENTIAL CULTURAL HERITAGE VALUE OR INTEREST

Properties identified during field review were screened by employing an application of the 40-year threshold used to identify potential BHRs and/or CHLs, followed by a high-level and cursory assessment based on a theoretical understanding of the criteria outlined in O. Reg. 9/06 for determining CHVI (see Section 2.3.1 for full criteria). The criteria in O. Reg. 9/06 were established to identify properties with sufficient CHVI to warrant designation under the OHA. It is considered best practice when identifying potential BHRs and CHLs to employ O. Reg. 9/06 as it provides a general framework for understanding and interpreting heritage value. It should be noted, however, that the application of this framework is used as a theoretical underpinning, not as a strict measurement applied, to a greater or lesser degree, to each property under study. This report does not provide a comprehensive evaluation of a property according to O. Reg. 9/06 and does not satisfy the requirement for a Cultural Heritage Evaluation Report (CHER).

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## 3.5 SCREENING FOR POTENTIAL IMPACTS

To establish potential impacts, identified BHRs and CHLs were considered against a range of possible impacts as outlined in the Ministry of Citizenship and Multiculturalism (MCM) *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (Information Bulletin 3)* (2017).

A direct adverse impact is described as one that would have a permanent and irreversible negative affect on the CHVI of a property or result in the loss of a heritage attribute on all or part of the property.

Examples of direct adverse impacts on a BHR or CHL may include, but are not limited to:

- Removal or demolition of all or part of any heritage attribute;
- Removal or demolition of any building or structure on the property whether or not it contributes to the CHVI of the property (i.e., non-contributing buildings);
- Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a property, including archaeological resources;
- Alterations to the property in a manner that is not sympathetic, or is incompatible, with CHVI of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs;
- Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security;
- Introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features;
- Changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features;

- Change in use for the property that could result in permanent, irreversible damage or negates the property's CHVI; and,
- Continuation or intensification of a use of the property without conservation of heritage attributes (MCM, 2017:6-7).

An indirect adverse impact is described in *Information Bulletin 3* as one that would result from an activity on or near the property that may adversely affect its CHVI and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:

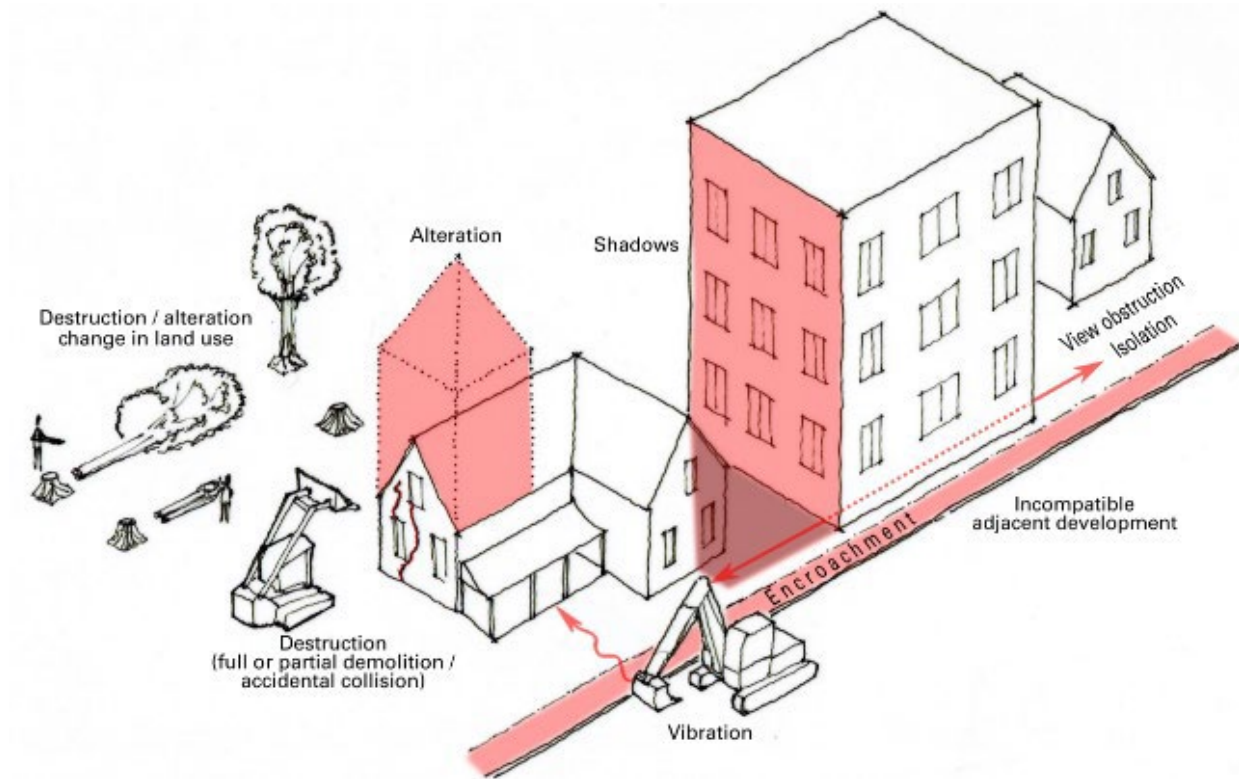
- Shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Vibration damage to a structure due to construction or activities on or adjacent to the property; and,
- Alteration or obstruction of a significant view of or from the property from a key vantage point (MCM, 2017:7).

The MCM describes positive impacts as those that may positively affect a property by conserving or enhancing its CHVI and/or heritage attributes. Examples of positive impacts may include, but are not limited to:

- Changes or alterations that are consistent with accepted conservation principles, such as those articulated in the MCM *Eight Guiding Principles in the Conservation of Historic Properties*, *Heritage Conservation Principles for Land Use Planning*, and Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*;
- Adaptive re-use of a property, notably alteration to fit new uses or circumstances of the property in a manner that retains its CHVI; and,
- Public interpretation or commemoration of the property (MCM, 2017:7).

Other potential impacts may also be considered, such as encroachment or construction vibration (Plate 1) particularly for heritage attributes within 60 m of proposed construction (Carmen et al., 2012:31). Historic structures, particularly those built using masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. Like any structure, they are also threatened by collisions with heavy machinery or subsidence from utility line failures (Randl, 2001:3-6).





**Plate 1: Examples of negative impacts**

Although the MCM *Heritage Resources in the Land Use Planning Process* (2006) identifies types of impact, it does not advise how to describe its nature or extent. For this, the MCM's *Information Bulletin 3* provides criteria of:

- Magnitude (amount of physical alteration or destruction that can be expected);
- Severity (the irreversibility or reversibility of an impact);
- Duration (the length of time an adverse impact persists);
- Frequency (the number of times an impact can be expected);
- Range (the spatial distribution, widespread or site specific, of an adverse impact); and
- Diversity (the number of different kinds of activities to affect a heritage resource).

Where any identified BHRs and CHLs may experience direct or indirect impacts, appropriate mitigation measures will be recommended. This may include the recommendation to complete a CHER to determine if the property possesses CHVI.

# 4 HISTORICAL CONTEXT

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## 4.1 HISTORICAL CONTEXT OVERVIEW

The study area is located on part of Lots 27 and 28 in Concessions II and III, in the Geographic Township of Scarboro, York County, now the City of Toronto, Ontario. The following provides a generalized cultural history of the Indigenous people within the study area's surroundings.

The sections below present a sequence of Indigenous land-use for the region from the earliest known human occupation following deglaciation, as well as more recent Euro-Canadian land-use history in the region. These periods are the Pre-Contact period and the Post-Contact (Historic) period.

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## 4.2 PRE-CONTACT PERIOD

The pre-contact period in Ontario has been reconstructed, primarily, from the archaeological record and interpretations made by archaeologists through an examination of material culture and site settlement patterns. Technological and temporal divisions of the pre-contact period have been defined by archaeologists based on changes to natural, cultural, and political environments that are observable in the archaeological record. It is pertinent to state that although these divisions provide a generalized framework for understanding the broader events of the pre-contact period, they are not an accurate reflection of the fluidity and intricacies of cultural practices that spanned thousands of years. The following presents a sequence of Indigenous land-use from the earliest human occupation following deglaciation to the more recent past based on the following periods as defined by archaeologists:

- The Paleo Period
  - The Archaic Period
  - The Woodland Period
  - The Post-Contact Period
- 

### 4.2.1 PALEO PERIOD

Paleo period populations were the first to occupy what is now Southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years before present (BP). The first Paleo period populations to occupy Southern Ontario are referred to by archaeologists as Early Paleo (Ellis & Deller, 1990).

Early Paleo period groups are identified by their distinctive projectile point morphological types, exhibiting long grooves, or 'flutes', that likely functioned as a hafting mechanism (method of attaching the point to a wooden shaft). These Early Paleo group projectile point types include Gainey (ca. 10,900 BP), Barnes (ca. 10,700), and Crowfield (ca. 10,500) (Ellis & Deller 1990). By approximately 10,400 BP, Paleo projectile points transitioned to various unfluted varieties, such as Holcombe (ca. 10,300 BP), Hi Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). These tool types were used by Late Paleo period groups (Ellis & Deller 1990). Both Early and Late Paleo period populations

were highly mobile, participating in the hunting of large game animals. Paleo period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis & Deller 1990).

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### 4.2.2 ARCHAIC PERIOD

By approximately 8,000 BP, climatic warming supported the growth of deciduous forests in Southern Ontario. These forests introduced new flora and faunal resources, which resulted in subsistence shifts and a number of cultural adaptations. This change is reflected in the archaeological record by new tool-kits that are reflective of a shift in subsistence strategies and has been categorized as the Archaic period.

The Archaic period in Southern Ontario is sub-divided into the Early Archaic (ca. 10,000 to 8,000 BP), Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) periods. Generally, in North America, the Archaic period represents a transition from big game hunting to broader, more generalized subsistence strategies based on local resource availability. This period is characterized by the following traits:

- An increase in stone tool variation and reliance on local stone sources,
- The emergence of notched and stemmed projectile point types,
- A reduction in extensively flaked tools,
- The use of native copper,
- The use of bone tools for hooks, gorges, and harpoons,
- An increase in extensive trade networks, and
- The production of ground stone tools and an increase in larger, less portable tools.

The Archaic period is also marked by population growth with archaeological evidence suggesting that, by the end of the Middle Archaic period (ca. 4,500 BP), populations had steadily increased in size (Ellis, et al. 1990).

Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories and were shifting to more seasonal encampments. From the spring into the fall, settlements were focused in lakeshore/riverine locations where a variety of different resources could be exploited. Settlement in the late fall and winter months moved to interior sites where the focus shifted to deer hunting and the foraging of wild plants (Ellis et al. 1990:114). The steady increase in population size and the adoption of a more localized seasonal subsistence strategy led to the transition into the Woodland period.

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### 4.2.3 EARLY AND MIDDLE WOODLAND PERIODS

The beginning of the Woodland period is defined by the emergence of ceramic technology. Similar to the Archaic period, the Woodland period is separated into three timeframes: the Early Woodland (ca. 2,800 to 2,000 BP), the Middle Woodland (ca. 2,000 to 1,200 BP), and the Late Woodland (ca. 1,200 to 350 BP) (Spence et al. 1990; Fox 1990).

The Early Woodland period is represented in Southern Ontario by two cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP). During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic

with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decoration. These early ceramics exhibit cord impressions, which are likely the result of the techniques used during manufacture rather than decoration (Spence et al. 1990).

The Middle Woodland period has been differentiated from the Early Woodland period by changes in lithic tool forms (i.e., projectile points, expedient tools), and the increased decorative elaboration of ceramic vessels (Spence et al., 1990). Additionally, archaeological evidence suggests the rudimentary use of maize (corn) horticulture by the end of the Middle Woodland Period (Warrick 2000).

In Southern Ontario, the Middle Woodland has been divided into three different complexes based on regional cultural traditions: the Point Peninsula Complex, the Couture Complex, and the Saugeen Complex. These groups are differentiated by sets of characteristics that are unique to regions within the province, specifically regarding ceramic decorations.

The Point Peninsula Complex extends from south-central and eastern Ontario into southern Quebec. The northernmost borders of the complex can be found along the Mattawa and French Rivers. Ceramics are coil constructed with conical bases, outflaring rims, and flat, rounded, or pointed lips. The interior surfaces of vessels are often channelled with a comb-like implement, creating horizontal striations throughout. The exterior is smoothed, or brushed, and decoration generally includes pseudo-scallop stamps or dentate impressions. Occasionally, ceramics will have been treated with a red ochre wash (Spence et al. 1990).

The Saugeen Complex is found generally in south-central Ontario and along the eastern shores of Lake Huron. The Saugeen Complex ceramics are similar in style to Point Peninsula Complex; however, the vessels tended to be cruder than their Point Peninsula counterparts. They were characterized by coil construction with thick walls, wide necks, and poorly defined shoulders. Usually, the majority of the vessel was decorated with pseudo-scallop stamps or dentate impressions, with the latter occurring more frequently at later dates (Spence et al. 1990). The Couture Complex is found in southwestern Ontario and outside of the scope of the study area.

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#### 4.2.4 LATE WOODLAND PERIOD

There is much debate as to whether a transitional phase between the Middle and Late Woodland Periods is present in Ontario, but it is generally agreed that the Late Woodland period of occupation begins around 1,100 BP. The Late Woodland period in Southern Ontario can be divided into three cultural sub-phases: The early, middle, and late Late Woodland periods. The early Late Woodland is characterized by the Glen Meyer and Pickering cultures and the middle Late Woodland is characterized by the Uren and Middleport cultures. These groups are ancestral to the Iroquoian-speaking Neutral-Erie (Neutral), the Huron-Wendat (Huron), and Petun Nations that inhabited Southern Ontario during the late Late Woodland period (Smith 1990:285).

The Pickering and Glen Meyer cultures co-existed within Southern Ontario during the early Late Woodland period (c.1250-700 BP). Pickering territory is understood to encompass the area north of Lake Ontario to Georgian Bay and Lake Nipissing (Williamson 1990). Glen Meyer is centred around Oxford and Norfolk counties, but also includes the southeastern Huron basin and the western extent is demarcated by the Ekfrid Clay Plain southwest of London, Ontario (Noble 1975). Villages of either tradition were generally smaller in size (~1 ha) and composed of smaller oval structures, which were later replaced by

larger structures in the Late Woodland period. Archaeological evidence suggested a mixed economy where hunting and gathering played an important role, but small-scale horticulture was present, indicating a gradual shift from hunting-gathering to a horticultural economy (Williamson 1990).

The first half of the middle Late Woodland period is represented by the Uren culture (700-650 BP) and the second half by the Middleport (650-600 BP). Uren and Middleport sites of the middle Late Woodland share a similar distribution pattern across much of southwestern and south-central Ontario. (Dodd et al. 1990). Significant changes in material culture and settlement-subsistence patterns are noted during this short time. Iroquois Linear, Ontario Horizontal, and Ontario Oblique pottery types are the most well-represented ceramic assemblages of the middle Late Woodland period (Dodd et al. 1990). At Middleport sites, material culture changes included an increase in the manufacture and use of clay pipes as well as bone tools and adornments (Dodd et al. 1990; Ferris & Spence 1995).

The appearance of evidence of small year-round villages, secondary ossuary burials, and what are thought to be semi-subterranean sweat lodges suggest a marked increase in sedentism in Southern Ontario during the Uren and Middleport cultures (Ferris & Spence 1995). The increasing permanency of settlements resulted in the development of small-scale cultivation and a subsequent increased reliance on staple crops such as maize, beans, and squash (Dodd et al. 1990; Warrick 2000; Ferris & Spence 1995).

Archaeological evidence from the middle Late Woodland sites also documents increases in population size, community organization and village fissioning, and the expansion of trade networks. The development of trade networks with northern Algonquian peoples has also been inferred from findings at Middleport sites along the northern parts of southwestern and south-central Ontario. These changes resulted in the more organized and complex social structures observed in the late Late Woodland period.

During the late Late Woodland period, village size significantly increased as did the complexity of community and political systems. Villages were often fortified with palisade walls and ranged in size from a few longhouses to over 100 longhouses observed in large villages. Larger longhouses oriented differently than others in the village have been associated with primary familial groups and it has been suggested that longhouses that were located outside of palisade walls may have been for visiting groups for the purposes of trade or social gatherings (Ramsden 1990). More recent research has indicated that smaller, temporary camp or cabin sites were often used seasonally for the tending of agricultural fields or as fishing camps (Ramsden 1990). By this time, large-scale agriculture had taken hold, making year-round villages even more practical as a result of the ability to store large crop yields over winter.

Early contact with European settlers at the end of the Late Woodland period resulted in extensive changes to the traditional lifestyles of most populations inhabiting Ontario including settlement size, population distribution, and material culture. The introduction of European-borne diseases significantly increased mortality rates, resulting in a drastic drop in population size (Warrick 2000).

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## 4.3 POST-CONTACT PERIOD

Early European presence around the study area began as early as 1615 with the travels of the French explorer Etienne Brulé who travelled with the Huron along the major portage route known as the Toronto Carrying Place Trail, which connected Lake Ontario with Lake Simcoe to the north by way of the Humber River and the Holland Marsh. By the 1650s, the Neutral had been dispersed as a result of increasing

conflicts with the Haudenosaunee, and the warfare and disease that had arrived with European colonization. A significant number of the Neutral had also been adopted into Haudenosaunee populations. The large-scale population dispersals gave way for the Haudenosaunee to occupy the territory along the north shore of Lake Ontario where they settled along inland-running trade routes. Due to increased military pressure from the French in the late 1600s, and the return of the Anishinaabe Nations (Ojibwa, Odawa, Potawatomi, and Mississauga) who had previously retreated to the north, the Haudenosaunee abandoned their villages along the north shore of Lake Ontario.

The study area is situated within the boundaries of Treaty No. 19, also known as the Ajetance Purchase. This treaty was signed on October 28, 1818, between representatives of the Crown and Anishinaabe peoples. The treaty covers approximately 6,500 km<sup>2</sup>. The Ajetance Purchase is named for the Chief of the Credit River Mississaugas. Some signatories of this Treaty also signed Treaty 18, such as James Givins, who worked with Reverend Peter Jones at the Credit Mission (Government of Ontario 2023).

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### 4.3.1 YORK COUNTY

The study area is situated in the historic County of York, now the City of Toronto. The land that includes York County was surrendered by the Mississauga to the British Crown as part of Treaty No. 13, the Toronto Purchase (1805). After the American Revolution ended in 1783, those who remained loyal to the British Crown (United Empire Loyalists) began to move into southern Ontario, creating a greater demand for land.

In 1787, senior officials from the former Indian Department met with the Mississaugas of the Carrying Place to acquire land along the northern shores of Lake Ontario extending northward toward Lake Simcoe (Surtees, 1994, p. 107). Due to irregularities in the land boundaries of the original 1787 land surrender, the Deputy Superintendent of Indian Affairs, William Claus, entered into negotiations with the Mississauga to redefine the northern and western boundaries as well as purchase a larger tract of land. The irregularities disputed between the Crown and the Mississauga over the original 1787 land surrender was whether or not the Humber or Etobicoke Creek was the western boundary of the purchase (Harris, n.d.). Scarborough Bluffs in the east and Etobicoke Creek in the west, the final agreement included much of what was once the western half of York County, including Etobicoke Township. In 1805, the Crown purchased the 250,000 acres of land that is included in the Toronto Purchase.

After the British conquest of the area, the land that became York County was originally part of the District of Nassau and, later, the Home District. York County was created in 1791 and consisted of an east and west Riding extending from the County of Durham to the east, the La Trench River (now Thames River) to the west, and Lake Geneva (now Burlington Bay) to the south (Mika & Mika, 1983, p. 681). Governor John Graves Simcoe was among the first to settle in the newly established county. Accompanied by the Queen's Rangers, he occupied the area around what was once Fort Rouille on the modern-day Exhibition lands in Toronto. Fort Rouille was originally constructed by the French in 1751 to control the fur trade in the area and was subsequently destroyed in 1759 to prevent its use by the British. It was at this site that Simcoe began to lay the foundations of York, the new capital of Upper Canada (Mika & Mika, 1983, p. 681).

Early settlers in York County included the Pennsylvania Quakers, Germans from Genesee Valley, Pennsylvania Dutch, and French Royalists. The population in the county grew rapidly as a result of the construction of two major transportation routes, historic Yonge and Dundas Streets, and the desire to



settle in the capital of Upper Canada. Yonge Street was constructed from Toronto Harbour to Holland Landing in the north, and Dundas Street was established from Downtown Toronto to London in the West. These became major transportation routes as they allowed for settlement and trade with the interior of southern Ontario (Mika & Mika, 1983, p. 682).

In 1851, the County of York encompassed the townships of Etobicoke, Vaughan, Markham, Scarborough, York, King, Whitchurch, Gwillimbury East, and Gwillimbury North. The County of York was briefly united with the County of Peel from 1853 to 1866. Municipalities including the Township of Georgina, the City of Toronto, and villages of Aurora, Holland Landing, Newmarket, Richmond Hill, and Yorkville were added to the boundaries of York County after 1866 (Mika & Mika, 1983, p. 682).

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### 4.3.2 SCARBOROUGH TOWNSHIP

In the Toronto area, the land was occupied by the Anishinaabe, Haudenosaunee, and Huron-Wendat communities (Turner, 2015). The Toronto Carrying Place is a well documented complex of foot trails, portages and river routes that provided Indigenous people with a “highway” to access Lake Ontario, the Atlantic coast, the Midwest and the rest of the Great Lakes (Turner, 2015). Upon their arrival in the early 1700s, French traders began utilizing these established trails, along with Toronto’s natural harbour. The French built fortified trading posts at the mouth of and along the Humber River as early as 1720 to capitalize on trade with Indigenous peoples using the preestablished trails (Guillet, 1946). After the success of Magasin Royal, and Fort Toronto along the Humber River, a larger fort, Fort Rouillé, was constructed at the start of the Carrying-Place Trail, near the historical waterfront now located within the lands of Exhibition Place (Turner, 2015). The location of the French fort was chosen to capitalize on trading opportunities with the Indigenous communities travelling through this area and to disrupt British trade (Turner, 2015).

The area within Scarborough Township was first surveyed by Augustus Jones in 1791 (Mika & Mika, 1983). By 1793, the Township was named “Scarborough” by Elizabeth Simcoe, wife of Lieutenant Governor John Graves Simcoe. Euro-Canadian settlers soon began arriving in the area with David and Mary Thompson being the first to arrive in 1799, settling along Highland Creek (Welch & Payne, 2019). Scarborough Township was very slow to grow as new settlers were instead drawn to York Township. In 1802, the Township population had only reached 89 residents. However, by the 1830s, the population was 1,135.

In the mid-1800s twenty-three grist sawmills and three grist mills were operating along Highland Creek and the Rouge River (Mika & Mika, 1983). By 1850, Scarborough had reached a sufficient population to be officially incorporated as a self-governing Township. Even as the borders of the City of Toronto began to encroach the area, several small communities had begun to develop within the Township of Scarborough, including: Highland Creek, Danforth, Scarborough Junction, Scarborough Village, Wexford, Benlomond, Ellesmere, and Agincourt (Guillet, 1946).

The Township had a significantly rural landscape with expanses of farmland dotted with small farmhouses. This landscape began to change after the end of World War II in 1945. During this time, Scarborough was subject to rapid growth and development as both industrial and commercial endeavors were established throughout the area (Mika & Mika, 1983).



In 1953, Scarborough Township became a part of Metropolitan Toronto. The Township then became a Borough in 1967 and later the City of Scarborough by 1983 (Mika & Mika, 1983).

During the 1960s, the rapid development and construction of infrastructure within the Township continued. A University of Toronto campus was established in Scarborough in 1964 and Centennial College opened in 1966 (Welch & Payne, 2019).

In 1998, Scarborough, Etobicoke, York, East York, North York, and Toronto were amalgamated to form the City of Toronto. The Township of Scarborough grew from a quiet rural area into an urban borough within Toronto that is still well-known for its scenic areas like the Rouge River and the Scarborough Bluffs located along the shoreline of Lake Ontario (Welch & Payne, 2019).

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### 4.3.3 CITY OF TORONTO

Early settlement in the City of Toronto began in 1793 with the establishment of Fort York by Governor Simcoe. Two years later, he cut the path of the future Yonge Street, connecting York with Lake Simcoe in the north. In 1796, the first Parliament building was constructed at Front and Berkeley Streets; however, the building was burned down in the war of 1812, and the subsequent 1818 brick building was also destroyed by fire. The third parliament building was built at Front Street, west of Union Station, which remained in use until 1893, when it was replaced by the current structure (Mika & Mika 1983, p. 539).

By 1807, the first school and church were opened. The District Grammar School was a one-room stone building at the corner of King and George Streets, which eventually became Jarvis Collegiate Institute, and the Church of St. James was constructed at the northeast corner of Church and King Streets. Many other churches were to follow, and Toronto soon became known as the “city of churches”. In 1827, King’s College was constructed and was the first institute of higher learning in present-day Ontario. The college eventually became the present-day University of Toronto (Mika & Mika, 1983, pp. 539-540).

The village of Toronto was incorporated as a City in 1834 with a population of 9,000. In 1844, the first City Hall was erected on Front Street between Jarvis and Market Street. It burned down in 1849 and was replaced by St. Lawrence Hall, which still stands today. Over the next several decades, Toronto flourished as transportation in the city improved. By the 1840s, a horse-drawn omnibus ran along Yonge Street between the St. Lawrence Market and the Red Lion Hotel in Yorkville, which was the first mode of public transportation (Mika & Mika, 1983, p. 539). In 1853, the first steam engine built in Canada was made at Good’s Foundry and soon ran a line from Toronto to Machell’s Corner, present day Aurora, to the north.

The Grand Trunk Railway arrived in Toronto in 1856, running a line eastward to Montreal. Union Station was established as part of the railway and soon came to accommodate the Northern and Great Western Railways as well. A small brick building on York Street, it was later replaced in 1873 and constructed into its current iteration in 1914. By 1892, the public transit of Toronto saw its first electric streetcar running along Church Street (Mika & Mika, 1983, p. 539). To this day, the electric streetcar still forms an important pillar of the public transit system in modern Toronto.

By 1867, the City’s boundaries had expanded to what is now Bloor Street in the north, Dufferin Street in the west, and the Don River in the east. Between 1883 and 1889, Toronto annexed a number of surrounding villages including Yorkville, Brockton, and Parkdale. This exponential growth continued into

the twentieth century and, by 1909, the City had almost doubled in size with a population of approximately 1,000,000 people (The City of Toronto, 1980).

During the early 1900s, York Township could no longer be distinguished from the rapidly growing City of Toronto. into a commercial and industrial center for southern Ontario. With housing in the City at a premium, large numbers of people began settling in the outlying areas in suburban neighborhoods. These surrounding areas were ill-equipped to cope with the sudden influx of inhabitants. To accommodate this growth and to better govern the needs of each community, the City introduced a two-tiered system of government, which introduced the use of suburban municipalities (The City of Toronto, 1980).

As Toronto's population continued to grow, so did the urban sprawl. By the 1950s Toronto had developed into a thriving metropolitan city with a large multi-cultural population. In 1953, the Townships of York, Etobicoke, and Scarborough were separated from the remainder of York County and the Municipality of Metropolitan Toronto was created (The City of Toronto, 1980). In 1998, the Municipality of Metropolitan Toronto was amalgamated into a single tier government, the City of Toronto.

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#### 4.3.4 AGINCOURT VILLAGE

Agincourt Village first developed as small rural village centred around the Knox Presbyterian Church. Agincourt developed along Sheppard Avenue between Kennedy and Brimley Roads. At its centre were the crossroads, Main Street (now Sheppard Avenue) and Church Street (now Midland Avenue). The original church was a wooden frame building built in 1846. It was replaced in 1872 with a gothic revival dichromatic brick church at the north-east corner of Sheppard Avenue East and Midland Avenue.

On June 6, 1858, when John Hill, a local proprietor, was granted permission to open a post office in his general store. Hill secured this post office with the help of a Quebec member of Parliament who insisted the post office be given a French name. Hill's customers were mostly English and Scottish and so he chose the name "Agincourt" after the site of Henry V's decisive English victory over French forces in 1415. The settlement name was spelled differently and more in line with Agincourt, Meurthe-et-Moselle. This small community served what was then a rural agricultural population. The community was incorporated as the police village of Agincourt in about 1912.

Two railway stations were constructed in the second half of the nineteenth century in Agincourt. The first station, built in 1871, was located on what is now the site of the current Agincourt GO station. A second station was built east of the crossroads, just north of Sheppard Avenue and Brimley Road, on what is today the CP Rail track. With the creation of these stations, access to transportation in the area improved and the local economy grew. Commuter rail service to Toronto's Union Station was offered but discontinued in the 1970s. GO Transit established service in the area in 1982 and built a renovated a station structure in the 1990s.

In 1913, a farmer named W. H. Paterson decided to sell off a large parcel of his family farm, "Lot 27 in the third Concession of the Township of Scarborough in the City of York", which ran north from Sheppard Ave. to Havendale between Midland and The Grand Trunk Rail Line (later the Canadian National Railway (CNR) Line and currently the Metrolinx GO Line). The land was divided into 82 lots, 75 feet wide, and various depths. The first "subdivision" in Agincourt was born. The main street running north from Sheppard Ave. was called First Avenue (now Agincourt Drive). This led to the building of the first

Agincourt subdivision in 1913, on the old Paterson farm north of Sheppard Avenue, between Midland Avenue and the Railway tracks.

In the early twentieth century, several small businesses were established along Sheppard Avenue. These included a bank, post office, hardware store, general store, butcher, village inn and farm implement dealer. In 1913, the Heather Ice Rink and Hall was built at what is now the corner of Sheppard and Glen Watford Drive. In 1914, a school was built, which is now Agincourt Junior Public School. The original four room school included both primary and secondary education. A bowling green was later built at the corner of Sheppard Avenue and Agincourt Drive (then First Avenue) in the early 1930s.

The most significant wave of development in Agincourt took place between 1945 and 1965, when most of the present-day neighbourhood was developed. Following the end of the Second World War, the community experienced rapid growth with the arrival of many immigrants from Britain and Europe. Much of the farmland around the village centre was turned into new housing developments. Agincourt has continued to change from the 60s through to the present day with an influx of immigrants from various countries of the world.

Agincourt saw an influx of Hong Kong Chinese and Taiwanese emigrants during the 1980s, especially in the area along Sheppard Avenue near Midland Avenue. Since the development of Chinese-centric shopping centres in the 1980s, it has become a booming suburban Toronto Chinatown and was the vanguard for the proliferation of "Chinese malls", catering specifically to the Chinese community across the Greater Toronto Area.

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#### 4.3.5 HISTORICAL MAPPING REVIEW

A review of historical mapping and aerial photography was undertaken to understand the changing landscape and built environment within and adjacent to the study area. To determine the presence of historical features within or adjacent to the study area from the nineteenth century, the 1860 Tremaine's Map of the County of York, Canada West and the 1878 York County Atlas were reviewed (Figures 2-3). In addition, topographic maps from 1914-1974 and aerial photographs from 1947-2017 were reviewed, though only select photographs are included in this report (Figures 4-13). These visual sources were used to identify historical features from the twentieth century and to examine the evolution of the shoreline.

In the 1860 Tremaine's Map of the County of York (Figure 2), the study area consists of a predominantly agricultural area, with few farmhouses, and a small rural crossroads village of Agincourt appears at the intersection of Main Street (now Sheppard Avenue) and Church Street (now Midland Avenue) as well as at the intersection Sheppard Avenue and Brimley Avenue. No railways were constructed as of 1860.

In the Canada West and the 1878 York County Atlas (Figure 3), the study area remains predominantly agricultural, however the number of farmhouses increased and the rural crossroads village of Agincourt has grown to include the entirety of Sheppard Avenue between Midland Avenue and Brimley Avenue, including multiple mills, a post office, and the Presbyterian church and cemetery. The Toronto and Nipissing Railway appears (what would become the Grand Trunk Rail Line, later the Canadian National Railway Line), bisecting the study area. The farmhouse at 4158 Sheppard Avenue East appears in this map on the property of John L. Patterson.

The topographic mapping from 1914-1974 (Figures 4-7) provides a detailed picture of the evolution of the study area during the early- to mid-twentieth century. The 1914 topographic map shows the Canadian Pacific Rail line constructed diagonally through the south of the study area. The area remains predominantly agricultural. By 1930 the topographic mapping also records the first subdivision in the study area to the east of the CNR line, adjacent to the rail station. This early rail suburban development marked the beginning of a suburban intensification trend that continues to this day. In the 1960 and 1974 topographic maps, this suburban trend has expanded to include lands on either side of Sheppard Avenue to the north and south. Agincourt is identified as a neighbourhood, as opposed to a village.

Aerial photographs from 1947-2017 (Figures 8-13) demonstrate the changes in the study area in the second half of the twentieth century and the first decades of the twenty-first century. Following World War II, the area experienced significant suburban development, consistent with the suburban trend in other areas of the GTA. In the 1947 aerial photograph, the beginnings of post-war suburban development appear in the form of extended street networks, including what would become Gordon Avenue and Collingwood Street. By the 1956 aerial photograph Gordon Avenue and Collingwood Street have been fully developed, and corresponding areas on Reidmont Avenue and Dowry Street to the north have also begun to be developed. The 401 appears under construction in 1956 as well. In the 1968 aerial photograph the Agincourt Mall has been constructed at the corner of Sheppard and Kennedy. Modern Tower Park development appears in 1971, and this period of infill is complete by 1983, as evidenced by the aerial photograph published in that year. Another significant period of infill includes the condo developments along Village Green Square to the southern end of the study area, which begin redevelopment in the 2012 aerial photograph.

## 5 EXISTING CONDITIONS

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### 5.1 PROPERTY VISIT

A field visit was conducted on December 12, 2019 by Lauren Walker, Cultural Heritage Specialist, to record the existing conditions of the study area. The field review was preceded by a review of available, current and historical, aerial photographs and maps. These photographs and maps were reviewed for any potential cultural heritage resources that may be extant in the study area. The existing conditions of the study area are described below. Four CHLs and 14 BHRs were identified and are presented in Table 6-1 in Section 5.4. Mapping of these BHRs and CHLs are presented in Figure 13, Appendix A.

### 5.2 DESCRIPTION OF EXISTING CONDITIONS

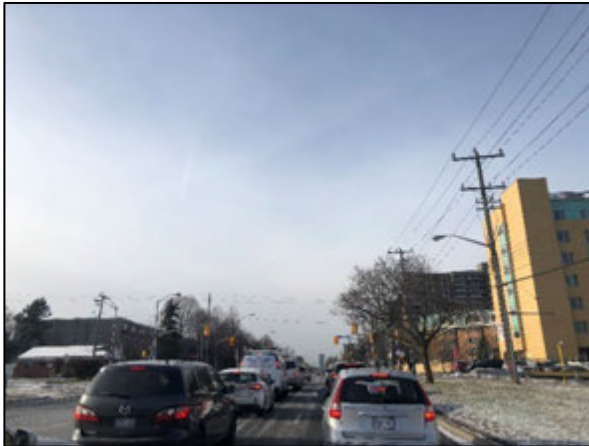
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The Southwest Agincourt Transportation Connections Study includes approximately 52 hectares of land and is bounded by Dowry Street to the north, Village Green Square to the south, Kennedy Road to the west and the Stouffville GO Train Line to the east.

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### 5.2.1 SHEPPARD AVENUE EAST

The study area encompasses the portion of Sheppard Avenue East between Kennedy Road to the west and the Stouffville Go Train Line to the east, intersecting with Gordon Avenue and Reidmount Avenue. Sheppard Avenue East runs west-east with two lanes of traffic in each direction as well as pedestrian sidewalks on each side of the street (Image 1-4). Between Kennedy Road and the Stouffville GO Train Line consists of the former Main Street of the former Agincourt Village historic settlement centre. Several one to three storey residential and commercial buildings are located along this section of Sheppard Avenue East.



**Image 1: View looking east on Sheppard Avenue East**



**Image 2: Looking east on Sheppard Avenue East towards mid-rise apartment buildings**



**Image 3: Looking east on Sheppard Avenue East towards the Stouffville GO Line overpass**



**Image 4: Looking southwest on Sheppard Avenue East towards 4125 Sheppard Avenue East**

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### 5.2.2 KENNEDY ROAD

The study area encompasses the portion of Kennedy Road between Village Green Square to the south and almost reaches Cardwell Avenue to the north, intersecting with Pentley Crescent, Collingwood Street/Jade Street, Cowdray Court and Sheppard Avenue East. Kennedy Road runs north-south with



three lanes of traffic in each direction as well as pedestrian sidewalks on each side of the street (Image 5-6). Between Village Green Square and Sheppard Avenue, the Kennedy Road Streetscape is dominated by single storey dwellings with a few low-rise commercial buildings. Between Sheppard Avenue and Cardwell Avenue, the Kennedy Road Streetscape consists of low-rise commercial, mid-rise mixed use and some high-rise residential buildings.



**Image 5: View of Kennedy Avenue looking south from Sheppard Avenue**



**Image 6: Looking east on Kennedy Road towards low-rise former residential**

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### **5.2.3 GORDON AVENUE AND COLLINGWOOD STREET**

The Gordon Avenue and Collingwood Road Residential Area is located south of Sheppard Avenue East and east of Kennedy Road. Gordon Avenue runs north-south with one lane of traffic in each direction a pedestrian sidewalk on the east side of the street (Image 7). Collingwood Street runs west-east with one lane of traffic in each direction (Image 8). The area is characterized by post-war residential development, consisting of 1-2 storey single detached residential dwellings, and was largely developed by the 1960s.



**Image 7: View of Gordon Avenue looking northeast**



**Image 8: View of Collingwood Street, looking southeast**

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#### 5.2.4 DOWRY STREET AND REIDMOUNT AVENUE

The Dowry Street and Reidmont Avenue Residential Area is located north of Sheppard Avenue East and east of Kennedy Road. Reidmont Avenue runs north-south with one lane of traffic in each direction a pedestrian sidewalk on the west side of the street (Image 7). Dowry Street runs west-east with one lane of traffic in each direction (Image 8). The area consists of post-war and post-modern residential development, consisting of 1-2 storey single detached and townhouse-style residential dwellings, and was largely developed by the 1980s.



**Image 9: View of Reidmont Avenue looking northwest**



**Image 10: Dowry Street looking west**

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#### 5.2.5 VILLAGE GREEN SQUARE

The Village Green Square Area is located south of the CPR line and east of Kennedy Road. Village Green Square is a redevelopment of previous industrial lands associated with the rail lines and consists of one lane of traffic in each direction a pedestrian sidewalk on both sides of the street (Image 11-12) The area consists of contemporary high-rise condo and townhouse-style residential developments and is currently under redevelopment.



**Image 11: View of Village Green Square, looking northeast**



**Image 12: View of Village Green Square, looking north**

## 5.3 PREVIOUS CULTURAL HERITAGE ASSESSMENTS

A number of cultural heritage assessments have been completed for portions of the study area, identifying and evaluating BHRs or CHLs with known or potential CHVI. A summary of identified EAs completed in the study area are summarized below (it should be noted that this list is not exhaustive and other cultural heritage reporting may exist for the study area):

- Sheppard East LRT Class Environmental Study. URS, 2009.
- Cultural Heritage Evaluation Report: 30 Collingwood Avenue (Collingwood Park). AECOM, 2017.
- Functional Planning Report for the Road and Multi-Use Pedestrian/Cycling Connections Between Agincourt GO Station/Sheppard Avenue East and Village Green Square. Cole Engineering Ltd., October 2014.



## 6 IDENTIFIED CULTURAL HERITAGE RESOURCES



Background research and a field visit were completed to identify known and potential BHRs and CHLs older than 40 years of age located within or adjacent to the study area as described in Section 3. In addition, a review was conducted to determine previously identified heritage resources documented within or adjacent to the study area, including listed (registered non-designated) and designated properties, heritage conservation districts and known CHLs. This included a review of the City of Toronto's Municipal Registers (2021).





During the field review, the study area was examined for potential heritage resources by employing a high-level and cursory evaluation based on an understanding of the criteria identified in the MCM's *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*. As a result of this review, four CHLs and 14 BHRs were identified in the study area. See Table 5-1 on the following page for a description of the heritage resources and Figure 13 in Appendix A for an illustration of their location within the study area.



Table 6-1: Identified BHRs and CHLs with Known or Potential CHVI



| BHR OR CHL # | RESOURCE TYPE    | LOCATION                  | HERITAGE RECOGNITION   | DESCRIPTION OF KNOWN OR POTENTIAL CHVI  | PHOTOGRAPHS  |
|--------------|------------------|---------------------------|--|---|--|
| BHR-1        | Place of worship | 4125 Sheppard Avenue East | Identified in the Sheppard East LRT Class EA Study (URS, 2009) | <p>The property includes a two-storey red brick church structure with gothic revival influences. St. Timothy's Anglican Church was built in 1919. It is located within the rural historic settlement of Agincourt village.</p>  |   |
| BHR-2        | Residential      | 4023 Sheppard Avenue East | Identified during field review                                 | <p>The property contains a vernacular expression of the Colonial Revival style. The two-storey structure features a side gable roof with a large, shed roof dormer, smooth red brick cladding, and a portico supported by wood posts on brick piers. The façade is symmetrical with three bays. The windows appear to be original to the structure, they are rectangular in shape and have cast stone sills.</p> <p>Period Revivals were popular in Ontario from 1900 to present (Blumenson, 1990).</p> |  |

| BHR OR CHL # | RESOURCE TYPE | LOCATION                  | HERITAGE RECOGNITION   | DESCRIPTION OF KNOWN OR POTENTIAL CHVI   | PHOTOGRAPHS  |
|--------------|---------------|---------------------------|--|--|--|
| BHR-3        | Residential   | 4019 Sheppard Avenue East | Identified during field review   | <p>The property contains a two-storey vernacular structure with a rectangular plan and an hipped roof. The building is clad in brick and has an asymmetrical façade with windows of varying sizes.</p> <p>The property is located within the rural historic settlement of Agincourt village.</p>   |   |
| BHR-4        | Residential   | 2229 Kennedy Road         | Identified in the Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | <p>Constructed c. 1940, the residence on the property is a one and-a-half storey Victory House that is stylistically reminiscent of a simplified Cape Cod Colonial. The house, clad in a combination of brick and horizontal siding has a rectangular plan and a steeply pitched gable end roof. The house has an symmetrical façade and a pediment over the main entrance.</p> <p>Located on Kennedy Road, and area of Agincourt that underwent early suburban development.</p> |  |



| BHR OR CHL # | RESOURCE TYPE | LOCATION          | HERITAGE RECOGNITION   | DESCRIPTION OF KNOWN OR POTENTIAL CHVI   | PHOTOGRAPHS  |
|--------------|---------------|-------------------|--|--|--|
| BHR-5        | Residential   | 2223 Kennedy Road | Identified in the Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | Constructed c. 1940, the residence on the property is a one and-a-half storey Victory House that is stylistically reminiscent of a simplified Cape Cod Colonial. The house is clad in horizontal siding and has a rectangular plan with a steeply pitched gable end roof, asymmetrical façade, two front-facing dormers and a modern enclosed porch. The property is located on Kennedy Road, and area of Agincourt that underwent early suburban development. |   |
| BHR-6        | Residential   | 2221 Kennedy Road | Identified in Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014)     | Constructed c. 1940, the residence on the property is a highly altered one and-a-half storey Victory House that is stylistically reminiscent of a simplified Cape Cod Colonial. The house is clad in stucco and has a large addition on the main façade. The property is located on Kennedy Road, and part of the early suburban development of the Agincourt area.  |  |





| BHR OR CHL # | RESOURCE TYPE | LOCATION             | HERITAGE RECOGNITION   | DESCRIPTION OF KNOWN OR POTENTIAL CHVI  | PHOTOGRAPHS  |
|--------------|---------------|----------------------|--|---|--|
| BHR-7        | Residential   | 9 Collingwood Street | Identified in the Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | Built circa 1940, the structure is associated with the early suburban settlement of Agincourt. The house is one-and-a-half storeys in height and has an asymmetrical façade. The house is clad in horizontal siding, has a front facing shed-roof dormer and an exterior chimney in the gable end. The property is located on Collingwood Street, an early suburban road, and is located within the early suburban development of the Agincourt area. |   |
| BHR-8        | Residential   | 17 Gordon Avenue     | Identified in the Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | <p>The residence on the property is a vernacular expression of the Edwardian architectural style. The two-storey red brick structure features a front-facing gable roof. The main façade is asymmetrical and has an open porch, supported by a series of brick columns. The windows have rusticated stone sills.</p> <p>Edwardian style houses in Ontario generally date from 1900 to 1930 (Blumenson, 1990).</p>                                     |  |



| BHR OR CHL # | RESOURCE TYPE | LOCATION           | HERITAGE RECOGNITION           | DESCRIPTION OF KNOWN OR POTENTIAL CHVI   | PHOTOGRAPHS  |
|--------------|---------------|--------------------|--------------------------------|--|--|
| BHR-9        | Residential   | 6 Agincourt Drive  | Identified during field review | <p>The residence on the subject property consists of a one-and-a-half story bungalow clad in brick with a high foundation, parged in concrete. The front façade is asymmetrical, an enclosed porch spans the facade. The house has an end gable roof and a centrally placed front-facing dormer. The window openings have cast concrete lintels and sills.</p>                                 |   |
| BHR-10       | Residential   | 14 Agincourt Drive | Identified during field review | <p>The residence on the property is a highly altered double house. The façade is symmetrical with four bays, including two windows and two doors. An open porch with a shed roof and a centrally placed pediment spans the façade, it is supported by Tuscan order columns. The front-facing roof has two dormers. The windows and doors on the building appear to be modern replacements.</p> |  |





| BHR OR CHL # | RESOURCE TYPE | LOCATION           | HERITAGE RECOGNITION           | DESCRIPTION OF KNOWN OR POTENTIAL CHVI   | PHOTOGRAPHS  |
|--------------|---------------|--------------------|--------------------------------|--|--|
| BHR-11       | Residential   | 16 Agincourt Drive | Identified during field review | <p>The residence on the property is a highly altered double house. The façade is symmetrical with four bays, including two windows and two doors. An open porch with a shed roof and a centrally placed pediment spans the façade, it is supported by Tuscan order columns. The front-facing roof has two dormers. The windows and doors on the building appear to be modern replacements.</p>                                     |   |
| BHR-12       | Residential   | 26 Agincourt Drive | Identified during field review | <p>The residence on the property is a vernacular expression of the Edwardian architectural style. The one-and-a-half storey brick structure features a front-facing gable roof. The main façade is covered with a one-story enclosed porch and addition. The windows in the upper storey have rusticated stone sills and lintels.</p> <p>Edwardian style houses in Ontario generally date from 1900 to 1930 (Blumenson, 1990).</p> |  |

| BHR OR CHL # | RESOURCE TYPE | LOCATION           | HERITAGE RECOGNITION           | DESCRIPTION OF KNOWN OR POTENTIAL CHVI  | PHOTOGRAPHS  |
|--------------|---------------|--------------------|--------------------------------|---|--|
| BHR-13       | Residential   | 32 Agincourt Drive | Identified during field review | <p>The residence on the property is an expression of the Edwardian architectural style. The two-storey structure, clad in red brick, features a hipped roof, front dormer and rusticated stone sills and lintels. The main façade is asymmetrical and features a porch with a shed roof. The property contains a number of mature trees.</p> <p>Edwardian style houses in Ontario generally date from 1900 to 1930 (Blumenson, 1990).</p>   |   |
| BHR-14       | Residential   | 36 Agincourt Drive | Identified during field review | <p>The residence on the property is an expression of the Edwardian architectural style. The two-storey structure features a hipped roof and a front dormer; it is clad in red brick. The residence has a two-bay asymmetrical main façade. An open porch, supported by modern wood posts on brick piers spans the main façade. The windows and doors on the residence appear to be modern; the openings have rusticated stone sills and lintels.</p> <p>Edwardian style houses in Ontario generally date from 1900 to 1930 (Blumenson, 1990).</p> |  |



| BHR OR CHL # | RESOURCE TYPE               | LOCATION                                      | HERITAGE RECOGNITION           | DESCRIPTION OF KNOWN OR POTENTIAL CHVI  | PHOTOGRAPHS  |
|--------------|-----------------------------|---|--------------------------------|---|--|
| CHL-1        | Historic Settlement Centre  | Agincourt Village                             | Identified during field review | <p>A nineteenth century rural crossroads village, centered around the intersections of Main Street (now Sheppard Avenue) and Church Street (now Midland Avenue).</p> <p>Established circa 1858, when John Hill, a local proprietor, was granted permission to open a post office in his general store. One of several early rural settlement centres in the former Scarborough Township, which have largely been enveloped by suburban development.</p>   |   |
| CHL-2        | Cultural Heritage Landscape | Post-War Suburban Development and Tower Parks | Identified during field review | <p>The most significant wave of development in Agincourt, consisting of one-to-two storey single detached dwellings and residential tower park developments, took place between 1945 and 1975, when most of the present-day neighborhood was developed.</p> <p>Following the end of the Second World War, the community experienced rapid growth with the arrival of many immigrants from Britain and Europe. Much of the farmland around the village centre was turned into new housing developments. Agincourt has continued to change from the 1960s through to the present day with an influx of immigrants from various countries of the world.</p> <p>Part of the post-war suburban trend which reshaped all communities in the Greater Toronto Area.</p> |  |

| BHR OR<br>CHL # | RESOURCE<br>TYPE | LOCATION            | HERITAGE RECOGNITION                | DESCRIPTION OF KNOWN OR POTENTIAL CHVI   | PHOTOGRAPHS  |
|-----------------|------------------|---------------------|-------------------------------------|--|--|
| CHL-4           | Recreational     | Collingwood Park    | Identified in the AECOM CHER (2017) | <p>Collingwood Park is a park landscape located along the West Highland Creek. It consists of a 2.4-hectare park straddling the West Highland Creek near Kennedy Road and Sheppard Avenue East featuring a children's playground and open green space.</p> <p>Located within the historic settlement centre of Agincourt Village, the park was likely built post-1974.</p>   |   |
| CHL-5           | Waterway         | West Highland Creek | Identified during field review      | <p>West Highland Creek - Markham Branch is a river in Toronto, Ontario, Canada, a tributary of Highland Creek in the Lake Ontario drainage basin. The creek and its tributaries are entirely within the old City of Scarborough, and it provides the watershed for the northwest of the city.</p> <p>The majority of this branch was artificially channeled and straightened in the 1960s and 1970s, and much of it was lined with a concrete bed.</p> <p>Once nearly one hundred percent forested, today approximately six percent of the Highland Creek watershed is forested, making it the most urbanized watershed in the Toronto region.</p> |  |

# 7 PRELIMINARY IMPACT ASSESSMENT

To establish potential impacts, identified BHRs and CHLs were considered against a range of possible impacts as outlined in the MCM's *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017) (see Section 3.4 for a full description of impacts).

Where any BHRs and CHLs may experience direct or indirect impacts, appropriate mitigation measures will be developed. If appropriate, this may require the completion of a CHER to identify the property's CHVI and heritage attributes if the property's heritage attributes have yet to be defined. For properties that have been subject to a CHER or their CHVI has otherwise been defined, a HIA may be required to determine appropriate mitigation measures.

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## 7.1 PRELIMINARY IMPACTS ON CULTURAL HERITAGE RESOURCES

This section provides a preliminary assessment of the potential adverse affects that may result from the establishment of the Southwest Agincourt Transportation Connections Study. The conservation of BHRs and CHLs in planning is considered to be a matter of public interest. Changes to land uses have the potential to adversely affect BHRs and CHLs by displacement and/or disruption during and after construction. These heritage resources may experience displacement (i.e., removal) if they are located within the footprint of the undertaking. There may also be potential for disruption or indirect impacts to BHRs and CHLs by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

Methods of minimizing or avoiding a negative impact on a BHR or CHL include, but are not limited to:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting and materials;
- Limiting height and density;
- Allowing only compatible infill and additions;
- Reversible alterations;
- Buffer zones, site plan control and other planning mechanisms;
- Recommendations for additional studies, including CHERs, HIAs and Strategic Conservation Plans; and
- Alterations to project design during construction planning and project controls (i.e., vibration reduction, dust suppression or other measures).

Table 7-1 considers the potential impacts of the Project on known or potential BHRs and CHLs. The study area for the Southwest Agincourt Transportation Connections Study was reviewed to assess impacts to identified heritage resources (Figure 13 in Appendix A).



Table 7-1: Impacts and Preliminary Mitigation Strategies for BHRs and CHLs

| BHR OR CHL # | RESOURCE TYPE    | LOCATION                  | HERITAGE RECOGNITION   | DISCUSSION OF IMPACT  | MITIGATION STRATEGIES  |
|--------------|------------------|---------------------------|--|---|--|
| BHR-1        | Place of worship | 4125 Sheppard Avenue East | Identified in Sheppard East LRT Class EA Study (URS, 2009)                                     | <b>Indirect Impact:</b><br><br>Measured from the road corridor, the church on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.   | Mitigation measures should be undertaken during construction; staging areas for materials and equipment, as well as construction site parking areas, should be strategically located well away from subject property to reduce any accidental damage to the structure.<br><br>Vibration studies are recommended for this property. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.  |
| BHR-2        | Residential      | 4023 Sheppard Avenue East | Identified during field review   | <b>No Impact:</b><br><br>Project impacts will be limited to lands east of Kennedy Road; therefore no direct or indirect impacts are anticipated to BHR-2 as a result of the proposed undertaking.   | None required.   |
| BHR-3        | Residential      | 4019 Sheppard Avenue East | Identified during field review   | <b>Direct Impact:</b><br><br>The widening of the Gordon Avenue right of way is proposed east of the property. Encroachment and potential property acquisition is expected as a result of the road widening.<br><br><b>Indirect Impact:</b><br><br>Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.       | Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.<br><br>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property has CHVI, an HIA should also be completed to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.<br><br>Mitigation measures should be undertaken during construction; staging areas for materials and equipment, as well as construction site parking areas, should be strategically located well away from subject property to reduce any accidental damage to the structure.<br><br>Vibration studies are recommended for this property. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource. |
| BHR-4        | Residential      | 2229 Kennedy Road         | Identified in Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | <b>Direct Impact:</b><br><br>The widening of the Collingwood Street right of way is proposed south of the property. Encroachment and potential property acquisition is expected as a result of the road widening.<br><br><b>Indirect Impact:</b><br><br>Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated. | Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.<br><br>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property has CHVI, an HIA should also be completed to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.<br><br>Mitigation measures should be undertaken during construction; staging areas for materials and equipment, as well as construction site parking areas, should be strategically located well away from subject property to reduce any accidental damage to the structure.  |

| BHR OR CHL # | RESOURCE TYPE | LOCATION             | HERITAGE RECOGNITION   | DISCUSSION OF IMPACT   | MITIGATION STRATEGIES   |
|--------------|---------------|----------------------|--|--|---|
|              |               |                      |  |  | Vibration studies are recommended for this property. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.   |
| BHR-5        | Residential   | 2223 Kennedy Road    | Identified in Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | <p><b>Direct Impact:</b></p> <p>The widening of the Collingwood Street right of way is proposed north of the property. Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p><b>Indirect Impact:</b></p> <p>Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p>Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property has CHVI, an HIA should also be completed to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p> <p>Mitigation measures should be undertaken during construction; staging areas for materials and equipment, as well as construction site parking areas, should be strategically located well away from subject property to reduce any accidental damage to the structure.</p> <p>Vibration studies are recommended for this property. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.</p> |
| BHR-6        | Residential   | 2221 Kennedy Road    | Identified in Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | <p><b>Indirect Impact:</b></p> <p>Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p>  | Vibration studies are recommended for this property. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.   |
| BHR-7        | Residential   | 9 Collingwood Street | Identified in Agincourt Feasibility Study, Functional Planning Report (Cole Engineering, 2014) | <p><b>Direct Impact:</b></p> <p>The extension of Gordon Avenue south of Collingwood Street is expected to remove the residence on the subject property. Demolition and potential property acquisition is expected as a result of the road widening.</p>  | A CHER was completed in 2020 (WSP, 2020). The property at 9 Collingwood Street was determined not to possess cultural heritage value or interest. No further cultural heritage reporting is recommended.  |
| BHR-8        | Residential   | 17 Gordon Avenue     | Identified in Agincourt Feasibility Study  | <p><b>Direct Impact:</b></p> <p>The widening of the Gordon Avenue right of way is proposed west of the property. Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p><b>Indirect Impact:</b></p> <p>Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p>       | <p>Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property has CHVI, an HIA should also be completed to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p> <p>Mitigation measures should be undertaken during construction; staging areas for materials and equipment, as well as construction site parking areas, should be strategically located well away from subject property to reduce any accidental damage to the structure.</p>  |
| BHR-9        | Residential   | 6 Agincourt Drive    | Identified during field review   | <b>No Impact:</b>  | None required.  |

| BHR OR CHL # | RESOURCE TYPE               | LOCATION                                      | HERITAGE RECOGNITION           | DISCUSSION OF IMPACT   | MITIGATION STRATEGIES  |
|--------------|-----------------------------|---|--------------------------------|--|--|
|              |                             |   |                                | Project impacts will be limited to lands south and west of Agincourt Drive; therefore no direct or indirect impacts are anticipated to BHR-9 as a result of the proposed undertaking.                                      |  |
| BHR-10       | Residential                 | 14 Agincourt Drive                            | Identified during field review | <b>No Impact:</b><br><br>Project impacts will be limited to lands south and west of Agincourt Drive; therefore no direct or indirect impacts are anticipated to BHR-10 as a result of the proposed undertaking.            | None required.   |
| BHR-11       | Residential                 | 16 Agincourt Drive                            | Identified during field review | <b>No Impact:</b><br><br>Project impacts will be limited to lands south and west of Agincourt Drive; therefore no direct or indirect impacts are anticipated to BHR-11 as a result of the proposed undertaking.            | None required.   |
| BHR-12       | Residential                 | 26 Agincourt Drive                            | Identified during field review | <b>No Impact</b><br><br>Project impacts will be limited to lands south and west of Agincourt Drive; therefore no direct or indirect impacts are anticipated to BHR-12 as a result of the proposed undertaking.             | None required.   |
| BHR-13       | Residential                 | 32 Agincourt Drive                            | Identified during field review | <b>No Impact</b><br><br>Project impacts will be limited to lands south and west of Agincourt Drive; therefore no direct or indirect impacts are anticipated to BHR-13 as a result of the proposed undertaking.             | None required.   |
| BHR-14       | Residential                 | 36 Agincourt Drive                            | Identified during field review | <b>No Impact</b><br><br>Each of the Project options will be limited to lands south and west of Agincourt Drive, therefore no direct or indirect impacts are anticipated to BHR-14 as a result of the proposed undertaking. | None required.   |
| CHL-1        | Historic Settlement Centre  | Agincourt Village                             | Identified during field review | <b>Direct Impact:</b><br><br>Within the study Area, Sheppard Avenue East is proposed to be widened, and bike lanes added, resulting in an alteration of the streetscape.   | None required. The widening of Sheppard Road East is consistent with the evolved, dynamic nature of the streetscape and the growing capacity of the area. As such, mitigation measures are not required.   |
| CHL-2        | Cultural Heritage Landscape | Post-War Suburban Development and Tower Parks | Identified during field review | <b>No Impact</b><br><br>Project impacts will be limited to lands east of Kennedy Road; therefore no direct or indirect impacts are anticipated to BHR-13 as a result of the proposed undertaking.                          | None required.   |
| CHL-3        | Recreational                | Collingwood Park                              | Identified during field review | <b>Direct Impact:</b><br><br>Encroachment and potential property acquisition is expected as a result multi-use trail construction.   | A CHER was completed in 2017 (AECOM, 2017). The property at 30 Collingwood Street was determined not to possess cultural heritage value or interest. No further cultural heritage reporting is recommended. This CHER is provided in Appendix B. |

| BHR OR CHL # | RESOURCE TYPE | LOCATION            | HERITAGE RECOGNITION           | DISCUSSION OF IMPACT  | MITIGATION STRATEGIES  |
|--------------|---------------|---------------------|--------------------------------|---|--|
| CHL-4        | Waterway      | West Highland Creek | Identified during field review | <b>Indirect Impact:</b><br><br>Indirect impacts to trees and vegetation growing along the creek banks may result from construction equipment and grading. | Storage and construction staging areas should be located as close to the grading limits as possible. If necessary, construction fencing should be erected along the banks of the creek to ensure trees and vegetation are not damaged by any construction machinery or vehicles. |

## 8 CONCLUSIONS

The results of the background historical research and review of the secondary source materials, including historic mapping, revealed that the study area consists of lands that have been shaped by early settlement dating from the nineteenth and early twentieth centuries, as well as the post-war development.

The following provides a summary of the assessment results:

- Four CHLs and 14 BHRs were identified within the study area for the Southwest Agincourt Transportation Connections Study;
- Of these BHRs, eight were identified during the field review and six, have been previously identified. Of the BHRs, two were identified during the field review and one was previously identified.
- Most of the identified CHLs and BHRs reflect the nineteenth century development of the study area, as well as residential development typical of the post-war construction boom.



## 9 RECOMMENDATIONS

Based on the results of the background data collection and assessment of impacts to the study area, it has been determined that there will be potential direct impacts to BHR-3, BHR-4, BHR-5, and BHR-8 and indirect impacts to BHR-1, BHR-3, BHR-4, BHR-5, BHR-6, and BHR-8. As such, this Cultural Heritage Report has resulted in the following recommendations:

- 6** Storage and construction staging areas should be appropriately located and/or planned to avoid impacts to any of the identified BHRs and CHLs.
- 7** For BHR-3, BHR-4, BHR-5, and BHR-8, if a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using O. Reg. 9/06 prior to detailed design. If the property is found to possess CHVI, an HIA should be completed, as early as possible during detailed design and prior to any ground disturbing activities, to assess potential impacts to the resource and recommend appropriate mitigation measures. The CHER and/or HIA shall be submitted for review and comment to City of Toronto heritage planning staff, MCM, and other interested parties.
- 8** Construction activities should seek to avoid direct impacts to West Highland Creek (CHL-4). If necessary, construction fencing should be erected along the banks of the creek to ensure trees and vegetation are not damaged by any construction machinery or vehicles.
- 9** Vibration studies are recommended for BHR-1, BHR-3, BHR-4, BHR-5, BHR-6, BHR-8. These studies should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.
- 10** Should future work require expansion of the Southwest Agincourt Transportation Connections Study area, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on known or potential BHRs and CHLs.

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# APPENDIX

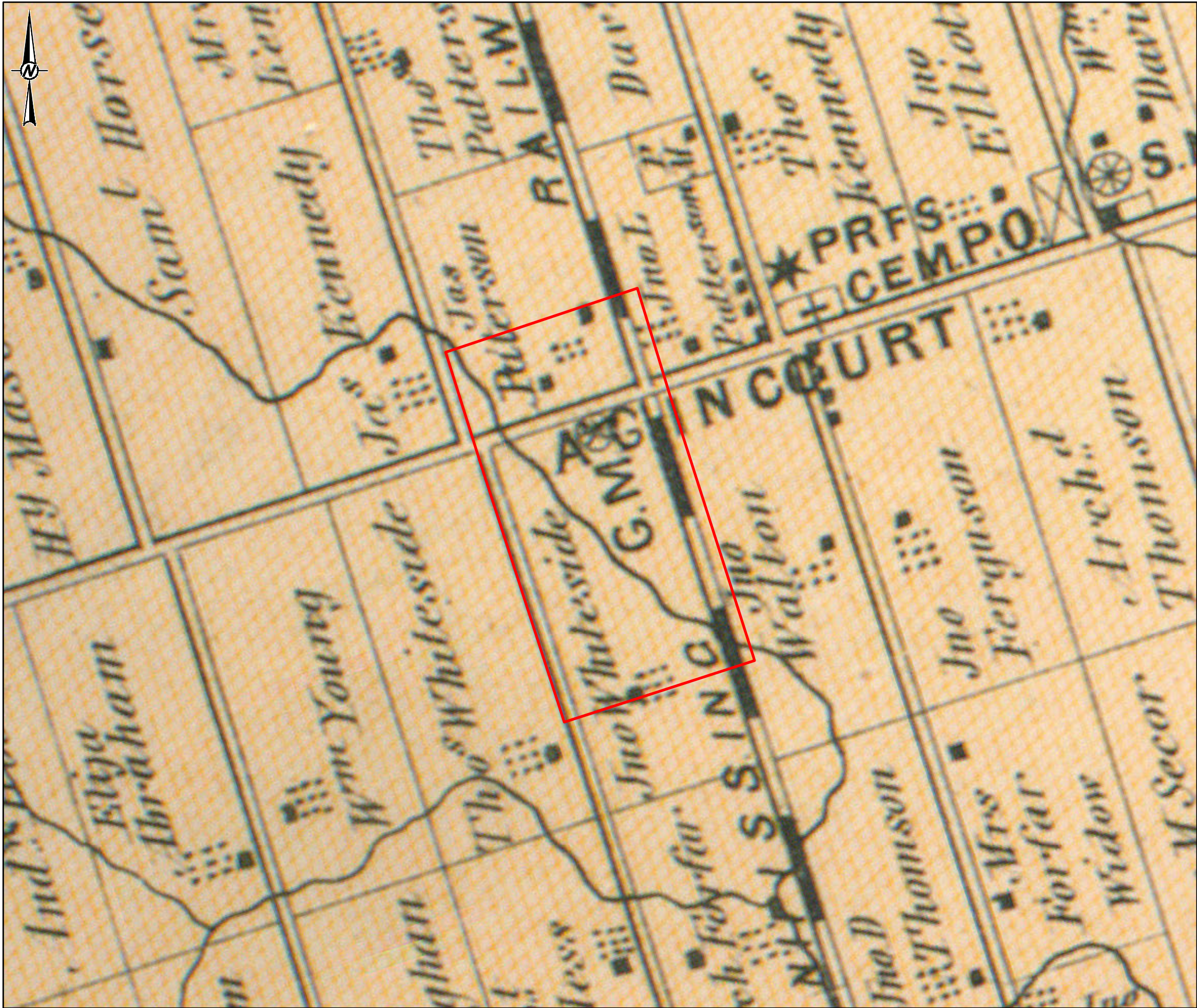
## A FIGURES 2-13











LEGEND

STUDY AREA

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NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

1. TOWNSHIP OF SCARBORO FROM THE ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF YORK & THE TOWNSHIP OF WEST GWILLIMBURY & TOWN OF BRADFORD IN THE COUNTY OF SIMCOE, ONT. (MILES AND CO. 1878)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT

CITY OF TORONTO

PROJECT

SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS STUDY – CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE

HISTORICAL MAPPING (1878)

CONSULTANT

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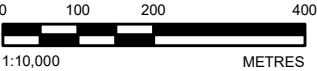
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NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

1. DEPARTMENT OF MILITIA AND DEFENCE (1914)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT

CITY OF TORONTO

PROJECT

SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE

1914 TOPOGRAPHIC MAP, MARKHAM

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**NOTE(S)**

1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**

1. DEPARTMENT OF MILITIA AND DEFENCE (1930)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT

CITY OF TORONTO

PROJECT

SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE

**1930 TOPOGRAPHIC MAP, MARKHAM**

|   |            |            |            |
|---|------------|------------|------------|
|  | CONSULTANT | YYYY-MM-DD | 2023-02-17 |
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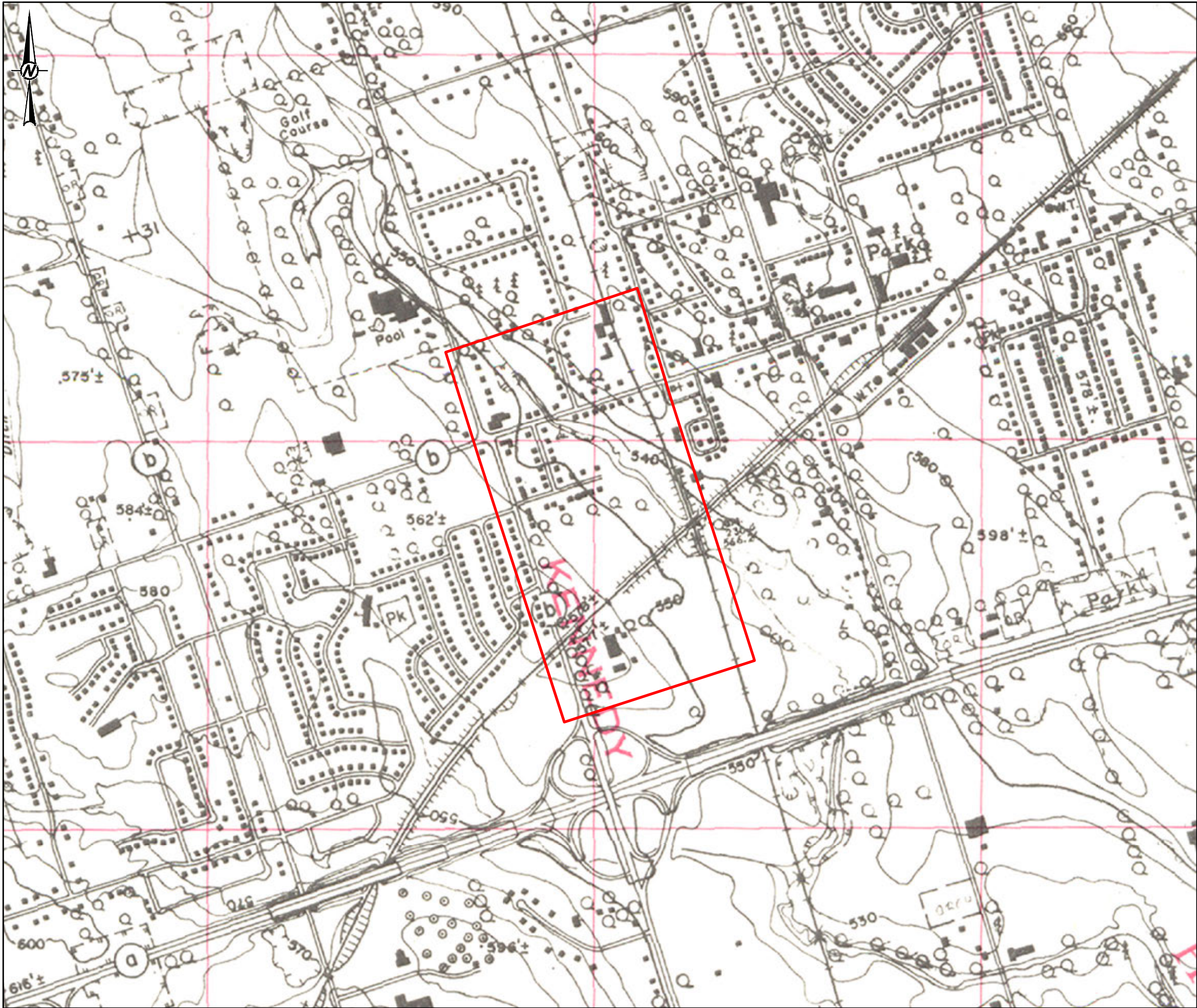
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LEGEND

STUDY AREA

**DRAFT**



NOTE(S)  
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)  
1. DEPARTMENT OF ENERGY, MINES AND RESOURCES  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
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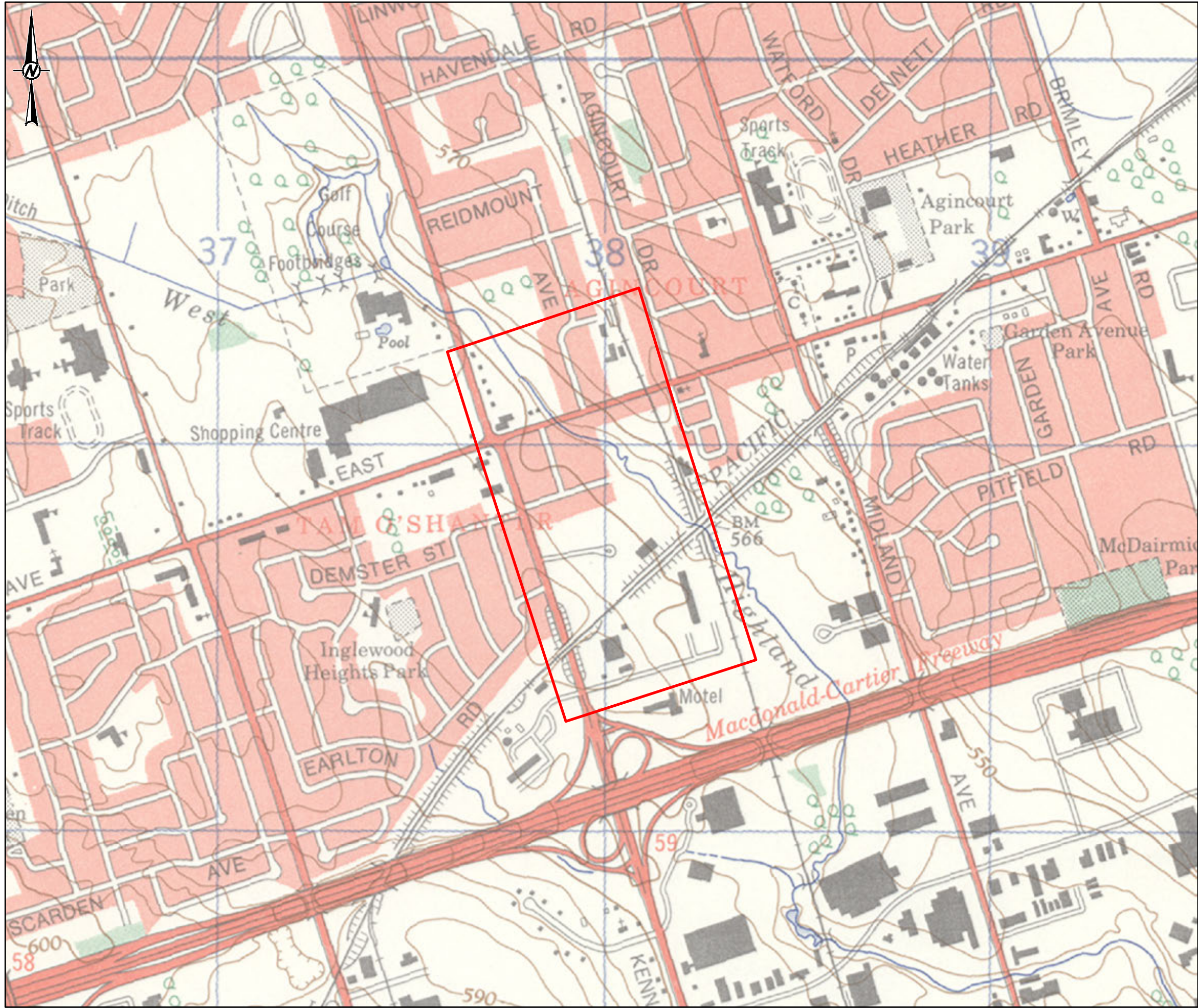
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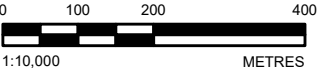


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LEGEND  
STUDY AREA

DRAFT



NOTE(S)  
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)  
1. DEPARTMENT OF ENERGY, MINES AND RESOURCES (1974)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
1974 TOPOGRAPHIC MAP, AGINCOURT

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LEGEND

 STUDY AREA



NOTE(S)  
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)  
1. THE MUNICIPALITY OF METROPOLITAN TORONTO (1947)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
1947 AERIAL IMAGERY

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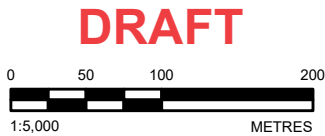
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**LEGEND**  
 STUDY AREA



**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
1. THE MUNICIPALITY OF METROPOLITAN TORONTO (1956)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
**1956 AERIAL IMAGERY**

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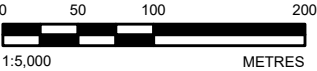
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STUDY AREA

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**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
1. THE MUNICIPALITY OF METROPOLITAN TORONTO (1965)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
**1965 AERIAL IMAGERY**

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LEGEND

STUDY AREA



**NOTE(S)**

1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**

1. THE MUNICIPALITY OF METROPOLITAN TORONTO (1971)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT

CITY OF TORONTO

PROJECT

SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE

**1971 AERIAL IMAGERY**

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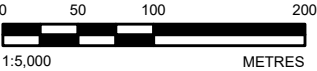
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LEGEND

STUDY AREA

**DRAFT**



**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
1. THE MUNICIPALITY OF METROPOLITAN TORONTO (1983)  
2. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
**1983 AERIAL IMAGERY**

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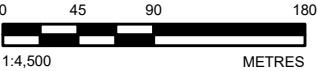
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- LEGEND**
- STUDY AREA
  - POTENTIAL CULTURAL HERITAGE LANDSCAPE
  - POTENTIAL BUILT HERITAGE RESOURCE
  - RAILWAY
  - WATERCOURSE
  - UNEVALUATED WETLAND

**DRAFT**



**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO  
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY  
3. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N

CLIENT  
CITY OF TORONTO

PROJECT  
SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS  
STUDY – CULTURAL HERITAGE REPORT: EXISTING  
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

TITLE  
**RESULTS**

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|            | DESIGNED   | EG         |
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# APPENDIX

**B**

30 COLLINGWOOD  
STREET CHER



**Cultural Heritage Evaluation Report  
Collingwood Park (CHL-5), 30 Collingwood Street  
City of Toronto Ontario**



**Prepared for:**  
METROLINX  
97 Front Street West,  
Toronto, ON M5J 1E6  
Tel: 416-874-5900  
<http://www.metrolinx.com>

**Prepared by:**  
AECOM (Legacy URS Canada, Inc.)  
Consulting Engineers & Geoscientists  
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Richmond Hill, ON L4B 4N4  
Tel: 905-882-4401  
[www.aecom.ca](http://www.aecom.ca)

**October 30, 2015**  
**Project No.: 60316835**  
**Report Type: Original**

## EXECUTIVE SUMMARY

AECOM was retained by Metrolinx to conduct a *Cultural Heritage Evaluation Report* (CHER) for Collingwood Park, located at 30 Collingwood Street, in the City of Toronto, Ontario.

Metrolinx is planning to double track the railway corridor from the Scarborough Junction to Unionville GO Station in order to improve operational reliability and overall performance. In 2014, Collingwood Park was evaluated in a *Cultural Heritage Screening Study* (CHSS) by Archaeological Services Inc. Based on the findings of this CHSS, AECOM was retained by Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for Collingwood Park.

The CHER was conducted in accordance with the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*.<sup>1</sup> This CHER is to be read in conjunction with the *Cultural Heritage Evaluation Recommendation Report* (CHERR) prepared as part of the assessment.

The CHER and CHERR concluded that Collingwood Park does not contain cultural heritage value under the criteria of either Ontario Regulation 9/06 or 10/06.

This report was prepared by Christopher Andreae, Fern Mackenzie, CAHP, and Emily Game of the Cultural Heritage Management Department, AECOM. The field review was carried out by Emily Game on April 23, 2015.

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<sup>1</sup> Contained in the *Metrolinx Interim Cultural Heritage Management Process* (2013)

## Table of Contents

|  |           |
|--|-----------|
| <b>1.0 Introduction .....</b>                                  | <b>1</b>  |
| 1.1 Introduction .....   | 1         |
| 1.2 Historical Summary .....                                   | 1         |
| 1.3 Description of Property .....                              | 2         |
| 1.4 Current Context .....                                      | 2         |
| <b>2.0 Methodology and Sources .....</b>                       | <b>3</b>  |
| <b>3.0 Heritage Recognitions .....</b>                         | <b>4</b>  |
| 3.1 Within Study Area .....                                    | 4         |
| 3.2 Adjacent Lands .....                                       | 4         |
| <b>4.0 Archaeology .....</b>                                   | <b>5</b>  |
| <b>5.0 Community Input .....</b>                               | <b>6</b>  |
| <b>6.0 Ontario Regulations 9/06 and 10/06 Discussion .....</b> | <b>7</b>  |
| 6.1 O.Reg 9/06 Discussion .....                                | 7         |
| 6.2 O.Reg 10/06 Discussion .....                               | 8         |
| <b>Appendix A: Data Sheet .....</b>                            | <b>9</b>  |
| <b>Appendix B: Figures .....</b>                               | <b>10</b> |
| <b>Appendix C: Photo Plates .....</b>                          | <b>16</b> |
| <b>Appendix D: Chronology .....</b>                            | <b>35</b> |
| <b>Appendix E: Bibliography .....</b>                          | <b>36</b> |
| <br><b>LIST OF TABLES</b>                                      |           |
| <b>Table 1: Community Input .....</b>                          | <b>6</b>  |



## 1.0 Introduction

### 1.1 Introduction

AECOM was retained by Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for Collingwood Park (CHL-5). Collingwood Park is located north of Highway 401 and east of Kenney Road, in the City of Toronto.

The objective of a CHER is to determine whether a property may be of cultural heritage value or interest, and, if so, to identify the physical elements that contribute to its heritage value. A CHER assembles all information that is relevant for the evaluation of the built heritage and cultural landscape components of a property. The *Cultural Heritage Evaluation Recommendations Report* (CHERR) evaluates the CHER property against criteria in Ontario Regulations 9/06 and 10/06 of the Ontario Heritage Act (OHA) and provides a recommendation to the Metrolinx Heritage Committee regarding the level of significance (if any) of the property.

Metrolinx is planning to double track the railway corridor from Scarborough Junction to the Unionville GO Station in order to improve operational reliability and overall performance. In 2014, Archaeological Services Inc. prepared a *Cultural Heritage Screening Study* (CHSS) of the study corridor that identified Collingwood Park (CHL-5) as a built heritage resource. Based on the findings of this CHSS, the CHER prepared by AECOM was conducted in accordance with the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*.<sup>2</sup> This CHER is to be read in conjunction with the *Cultural Heritage Evaluation Recommendation Report* (CHERR) prepared as part of the assessment.

This report was prepared by Christopher Andreae, Fern Mackenzie, CAHP, and Emily Game of the Cultural Heritage Management Department, AECOM. The field review was carried out by Emily Game on April 23, 2015.

### 1.2 Historical Summary

**Physical landscape:** Collingwood Park is located in an area of generally flat land. Highland Creek and its valley provide the main topographical feature in this otherwise level land. Highland Creek consists of four branches, of which the West Branch passes to the east of the park. Much of the stream has been straightened, and lined with concrete. Much of the stream has been channelized and lined with concrete. No information was identified about the reason, but it is assumed that this was done for flood and erosion control required by the increasing urbanization of the area of the last several decades.

**Settlement:** The Township of Scarborough was surveyed in 1793. In order to connect the concession roads in Scarborough, side roads running north/south were surveyed between every second lot. Today, Midland Avenue is the former side road on east side of Collingwood Park while Kennedy Road is the west side.

---

<sup>2</sup> Contained in the *Metrolinx Interim Cultural Heritage Management Process* (2013)

**Metrolinx Railway Development:** In 1871, the Toronto and Nipissing Railway (T&NR) was completed in 1871 from Scarborough Junction (Today Scarborough GO Station) and to Uxbridge. The company was financed primarily by Toronto business men, to bring lumber and cordwood for into the city. At Scarborough Junction, the railway used the Grand Trunk line to enter Toronto. The railway was one of two narrow gauge railways to serve the City of Toronto. Narrow gauge lines enjoyed a brief vogue of popularity in the 1860s-80s. Such lines were seen as a cheap way to build into lightly settled rural areas, as found north of Toronto. In practice, the cost saving of construction and operation was negligible compared to the costs incurred by having to trans-ship freight and passengers to standard gauge rail cars of other companies. When the T&NR merged with the Midland Railway in 1880, the line track was converted from narrow to the latter company's standard gauge. Through various mergers, the original T&NR became part of the Grand Trunk in 1884 and the Canadian National Railways in 1923.

**Canadian Pacific Railway Development:** In 1882 the Canadian Pacific Railway (CPR) built a line from Ottawa to Toronto. The track crossed over the T&N Railway at Highland Creek. Later, in 1912, the CPR completed a second line from Montreal and Ottawa that joined its earlier line near Agincourt. The company constructed a railway yard at the junction. The new employees were housed, in part, in a new subdivision located north of Sheppard Avenue, between Midland Avenue and the railway tracks.

### 1.3 Description of Property

Collingwood Park is located on Lot 28, Concession 2 in the former Township of now Scarborough, in the County of York. The park property consists of 2.4 hectares of land located south of Sheppard Avenue between Midland Avenue and Kennedy Road (Figure 1). The Bendale Branch of Highland Creek divides the park, extending from the northwest corner of the park, extending southeast towards the Metrolinx Stouffville line and the Canadian Pacific Railway line. The park features a children's playground, manicured lawns, established willow trees and a bridge. Collingwood Park is shown as open green space in the 1954 aerial photo of Toronto.

### 1.4 Current Context

Collingwood Park consists of a 2.4 hectare park on an irregular shaped parcel. The Bendale Branch of the West Highland Creek bisects the park, extending from Sheppard Avenue in the northwest corner, to the CNR and the Canadian Pacific Railway line south east corner of the park. The creek is fully channelized. The park is bound on the east by the Metrolinx Stouffville rail corridor and to the north and west by a mid-density residential neighbourhood. A vacant lot is located directly south of Collingwood Park, there a light industrial area to the south west. The overall character of the lands surrounding the park has evolved from mixed farming and agricultural and small towns and villages to a highly developed mix of business and light industrial parks and residential and commercial uses.

## 2.0 Methodology and Sources

This CHER report was prepared in accordance with the Metrolinx' Interim Cultural Heritage Management Process (Fall 2013). The following steps were undertaken:

- Research was carried out using primary and secondary sources to establish a historical context for the study property;
- The City of Toronto Inventory of Heritage Properties was consulted on April 10, 2015 to determine whether the property is designated or listed. The City had no further information regarding the potential cultural heritage value of the property;
- The Ontario Heritage Trust, the Archaeology Branch of the Ontario Ministry of Tourism Culture and Recreation (MTCS), the City of Toronto Heritage Preservation Services and Inventory of Heritage Properties, Canadian Register of Historic Places, and the City of Markham were all consulted for information about recognized heritage resources in, or adjacent to, the study corridor;
- A field review survey of the property was undertaken on April 23, 2015; and
- The findings of the field work and research were analysed according to the criteria contained in O.Reg. 9/06, and 10/06.

The cultural heritage value of the property O.Reg. 9/06 is defined in the CHERR associated with this CHER. A Statement of Significance was prepared summarizing the heritage attributes of the property.

## 3.0 Heritage Recognitions

### 3.1 Within Study Area

**Municipal:** AECOM consulted the City of Toronto's Heritage Preservation Services as well as the City of Toronto's Inventory of Heritage Properties and received confirmation that Collingwood Park is not designated under the Ontario Heritage Act, nor is it municipally listed. AECOM also referred to The City of Toronto's Archaeological Potential Map confirmed there is archaeological potential within the study area.

**Provincial:** No information was received from the Ontario Heritage Trust regarding the status of the park. Based on information received from the Ministry of Tourism, Culture and Sport, no archaeological assessments have been conducted within park lands. A Stage 1 Archaeological assessment was conducted adjacent to the study area and it was determined that lands east of the park retain no archaeological potential.

**Federal:** There are no heritage resources recognized by the Federal Heritage Buildings Review Office or the Historic Sites and Monuments Board of Canada within the study area.

### 3.2 Adjacent Lands

**Municipal:** There are no formally recognized resources located on lands adjacent to Collingwood Park. As such, there are no municipal obligations for these lands.

**Provincial:** There are no formally recognized resources located on lands adjacent to Collingwood Park. As such, there are no provincial obligations for these lands.

**Federal:** There are no formally recognized resources located on lands adjacent to Collingwood Park. As such, there are no provincial obligations for these lands



## 4.0 Archaeology

In 2014, Archaeological Services Inc. prepared the only archaeological assessments / archaeological resource screening within the immediate vicinity of CHL-5. The report – *Stage 1 Archaeological Assessment (Background Study and Property Inspection): Stouffville Corridor Rail, GO Transit Class Environmental Assessment Study and Preliminary Design. Former Township of Scarborough and Former Township of Markham, York County. City of Toronto and Regional Municipality of York, Ontario* – determined that the study area is disturbed and contains no archaeological potential.

Mapping in the City of Toronto's Open Data website indicates that the lands within Collingwood Park contain areas of archaeological potential (**Figure 4**).

## 5.0 Community Input

Table 1 below describes community interest in the property's heritage value.

**Table 1: Community Input**

| Contact   | Contact Information   | Date           | Notes  |
|---|---|----------------|--|
| Heritage Preservation Services, City of Toronto               | 416-338-1095  | April 10, 2015 | No concerns  |
| City of Toronto Heritage Register                             | <a href="http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=104752cc66061410VgnVCM10000071d60f89RC">http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=104752cc66061410VgnVCM10000071d60f89RC</a> | April 10, 2015 | The subject property is not listed on the City of Toronto Heritage Register      |
| Easement Program Coordinator, Ontario Heritage Trust, Toronto | Kiki Aravopoulos: 416-314-1751: Easements Program Coordinator   | April 8, 2015  | Street addresses are required for the OHT to conduct a database search           |
| MTCS  | Robert vonBitter  | April 8, 2015  | No archaeological resources within the study area                                |
| Canadian Register of Historic Places                          | <a href="http://www.historicplaces.ca/en/rep-reg/search-recherche.aspx">http://www.historicplaces.ca/en/rep-reg/search-recherche.aspx</a>   | April 8, 2015  | The subject property is not included in the Canadian Register of Historic Places |

## 6.0 Ontario Regulations 9/06 and 10/06 Discussion

### 6.1 O.Reg 9/06 Discussion

**Historical or Associative Value:** Neither the research nor site visit identified any historic events associated with the park history.

**Design or Physical Value:** Collingwood Park is located on an irregularly shaped parcel of floodplain land that is situated between 1950s-era residential development and an apartment complex that was built during the 1970s. The study area is located at Lot 28, Concession II, in the historic township of Scarborough, County of York. The park, totaling 2.4 hectares in size, located south of Sheppard Avenue between Midland Avenue and Kennedy Road. The West Bendale Branch of Highland Creek divides the park, extending from the northwest corner of the park towards the CNR and the Canadian Pacific Railway line in the southeast. The park, which is owned by the City of Toronto, features a children's playground, manicured lawns, established willow trees, and a bridge.

Based on aerial photography from the City of Toronto website, it appears that Collingwood Park developed organically, coinciding with the growth and development of the surrounding neighbourhood. The 1950 aerial photograph (Photo Plate 15) illustrates the relatively undeveloped nature of the area; houses are present on Sheppard Avenue East, however, much of the land in the area remains agricultural. Growth continues within the area surrounding the park, with a mix of residential, light industrial and agricultural development, as seen in the 1960 aerial photo (Photo Plate 16).

By 1971, many of the houses on the south side of Sheppard Avenue East are removed; and it appears that the land making up the present day park are no longer being actively farmed (Photo Plate 17). Between the years of 1971 and 1983, the West Highland Creek was channelized and a pedestrian bridge was constructed at its present day location. It is also clear from the aerial photos that, by this time, the land was no longer agricultural, but remained open green space. The layout and features of the park have remained the same since the 1983 aerial photograph (Photo Plate 18).

Within the City of Toronto there are over 1,500 parks, covering approximately 8,000 hectares<sup>3</sup>. Collingwood Park is not an uncommon or unique park within the City of Toronto; the park grew organically as the surrounding community developed. It does not represent a unique or significant landscape as it is a representative member of a large group of similar parks.

**Contextual Value:** The lands surrounding Collingwood Park have been much altered as a result of the growth and urbanization of the area that occurred between 1945 and 1965. It was during this time of development that the character of the landscape evolved from that of an agricultural landscape to one of mixed use, with areas of residential subdivisions as well as commercial and light industrial land use. This mix is typical within urbanized areas of Toronto. The Bendale Branch of the West Highland Creek that bisects the park was canalized in the 1970s, further eliminating any remnants of a natural landscape.

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<sup>3</sup> City of Toronto. Trails and Parks.

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=5c98dada600f0410VgnVCM10000071d60f89RCRD>





## 6.2 O.Reg 10/06 Discussion

O.Reg 10/06 applies to provincially owned properties and those of prescribed provincial agencies, including Metrolinx. Properties owned by the Province cannot be designated under the Ontario Heritage Act, but those properties that are determined to have cultural heritage value according to O.Reg 10/06 must follow the *Ministry of Tourism Culture and Sport Standards and Guidelines for Conservation of Provincial Heritage Properties*.

| Criteria 10/06   | Discussion                                     |
|--|--|
| 1. The property represents or demonstrates a theme or pattern in Ontario's history.  | None identified in the research or field work. |
| 2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history   | None identified in the research or field work. |
| 3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage   | None identified in the research or field work. |
| 4. The property is of aesthetic, visual or contextual importance to the province   | None identified in the research or field work. |
| 5. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period  | None identified in the research or field work. |
| 6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use | None identified in the research or field work. |
| 7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province  | None identified in the research or field work. |

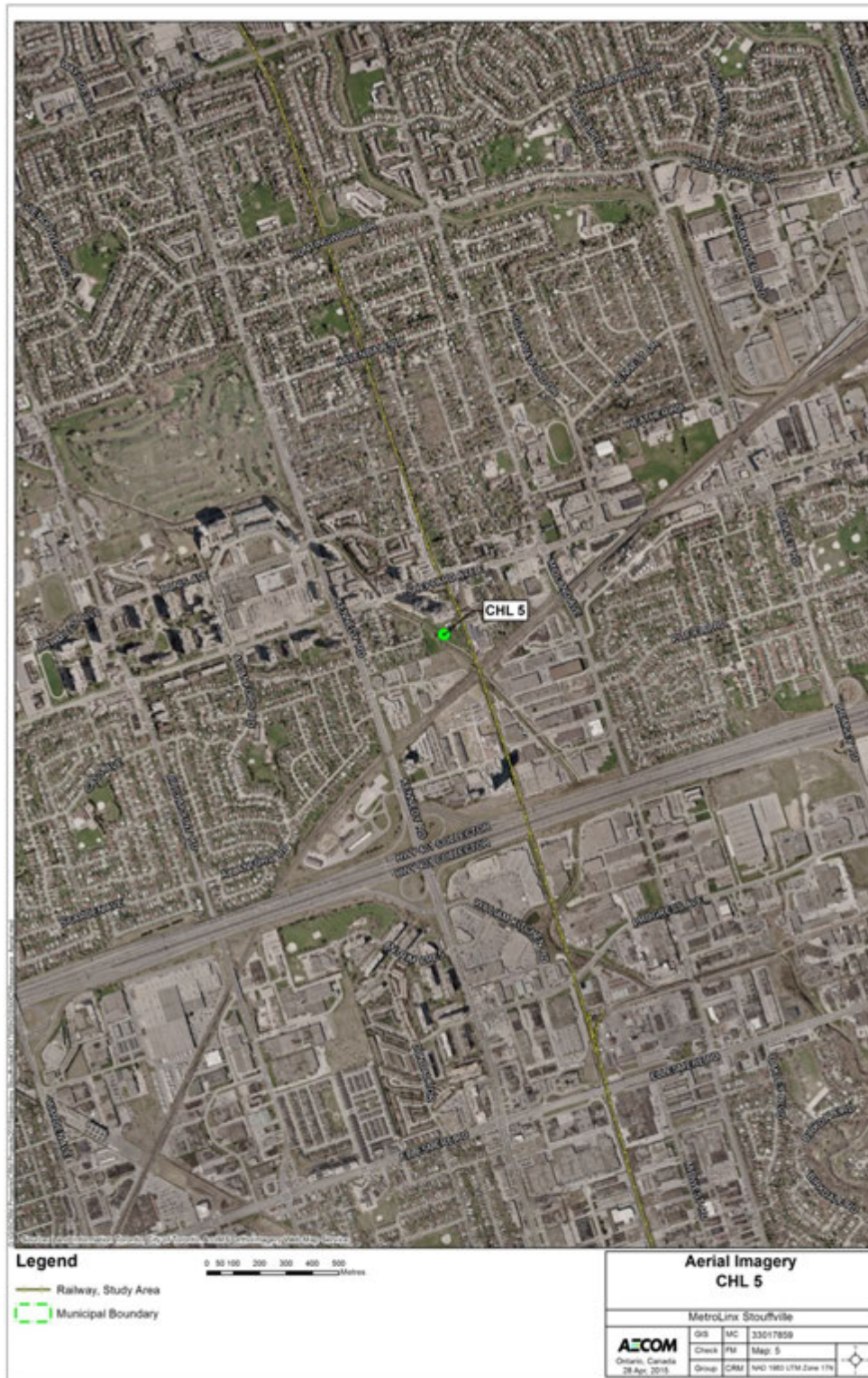
## Appendix A: Data Sheet

| Property Data Sheet  |   |
|--|---|
| FIELD  | PROPERTY DATA   |
| Property Name  | Collingwood Park  |
| Municipal Address  | 30 Collingwood Street   |
| Municipality   | City of Toronto   |
| Metrolinx/GO Transit Rail Corridor                                       | Unknown   |
| PIN  | Unknown   |
| Ownership [Metrolinx, other government, or private, any lease]           | City of Toronto   |
| Aerial photograph indicating boundaries of Collingwood Park              |  <p>Aerial photograph of Collingwood Park (City of Toronto Map Catalogue, 2015)</p> |
| Current photograph, bridge over Highland Creek                           |  <p>April 23, 2015, AECOM</p>   |
| Date of construction of built resources (known or estimated, and source) | Park developed during the 1970s (estimated, aerial photos)  |
| Architect/designer/builder (and source)                                  | Not applicable  |
| Previous owner(s) or occupants   | Thomas Whitesides (1860), Jno Whitesides (1878)   |
| Current function   | City park   |
| Previous function(s)   | Agricultural  |
| Heritage Recognition/Protection (municipal, provincial or federal)       | There is no municipal, provincial or federal heritage recognition   |
| Local Heritage Interest  | There is no local heritage interest   |
| Adjacent lands   | There are no recognized built heritage resources on adjacent lands  |

## Appendix B: Figures

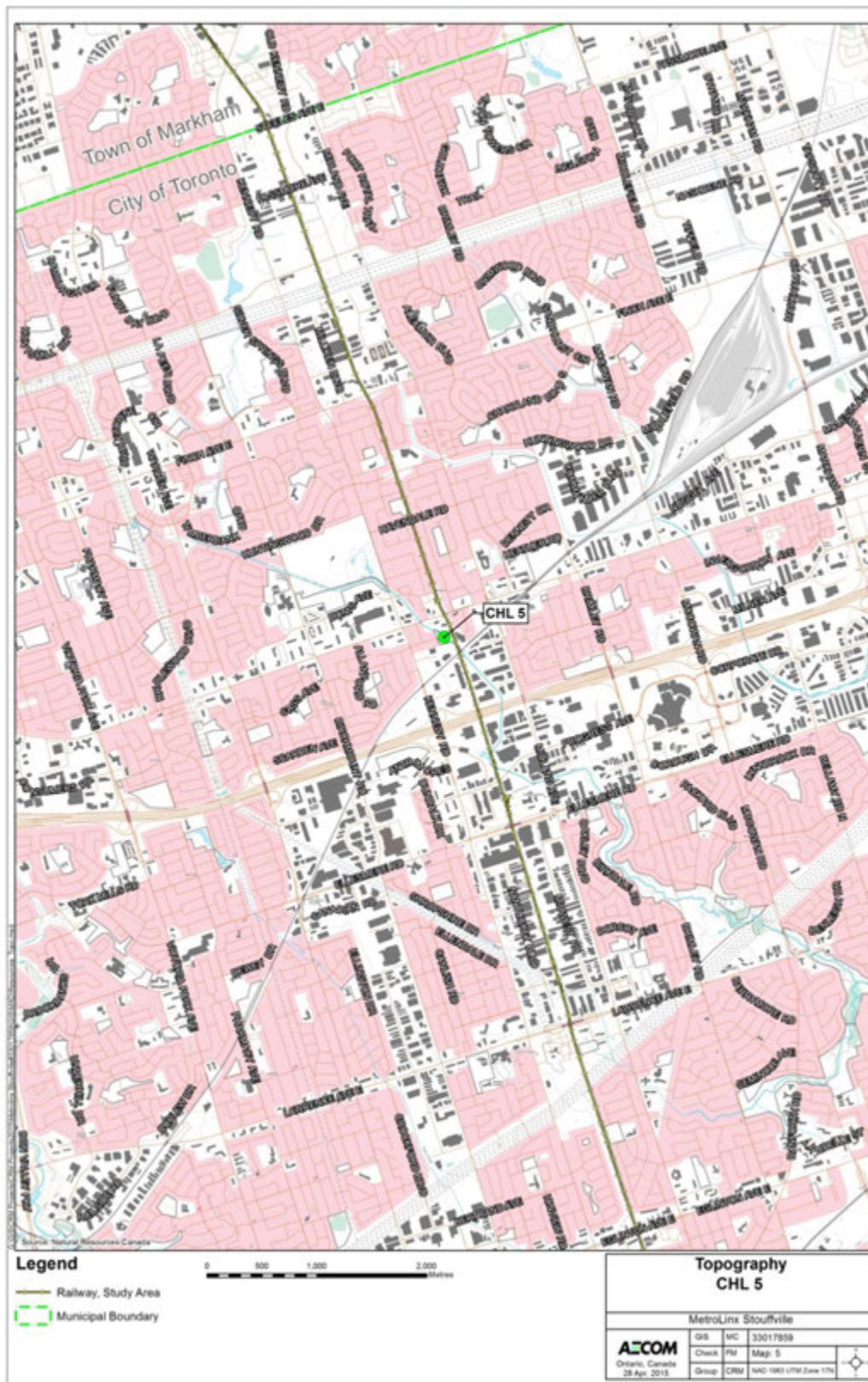






**Figure 1:** Aerial Photograph Indicating the Location of Collingwood Park





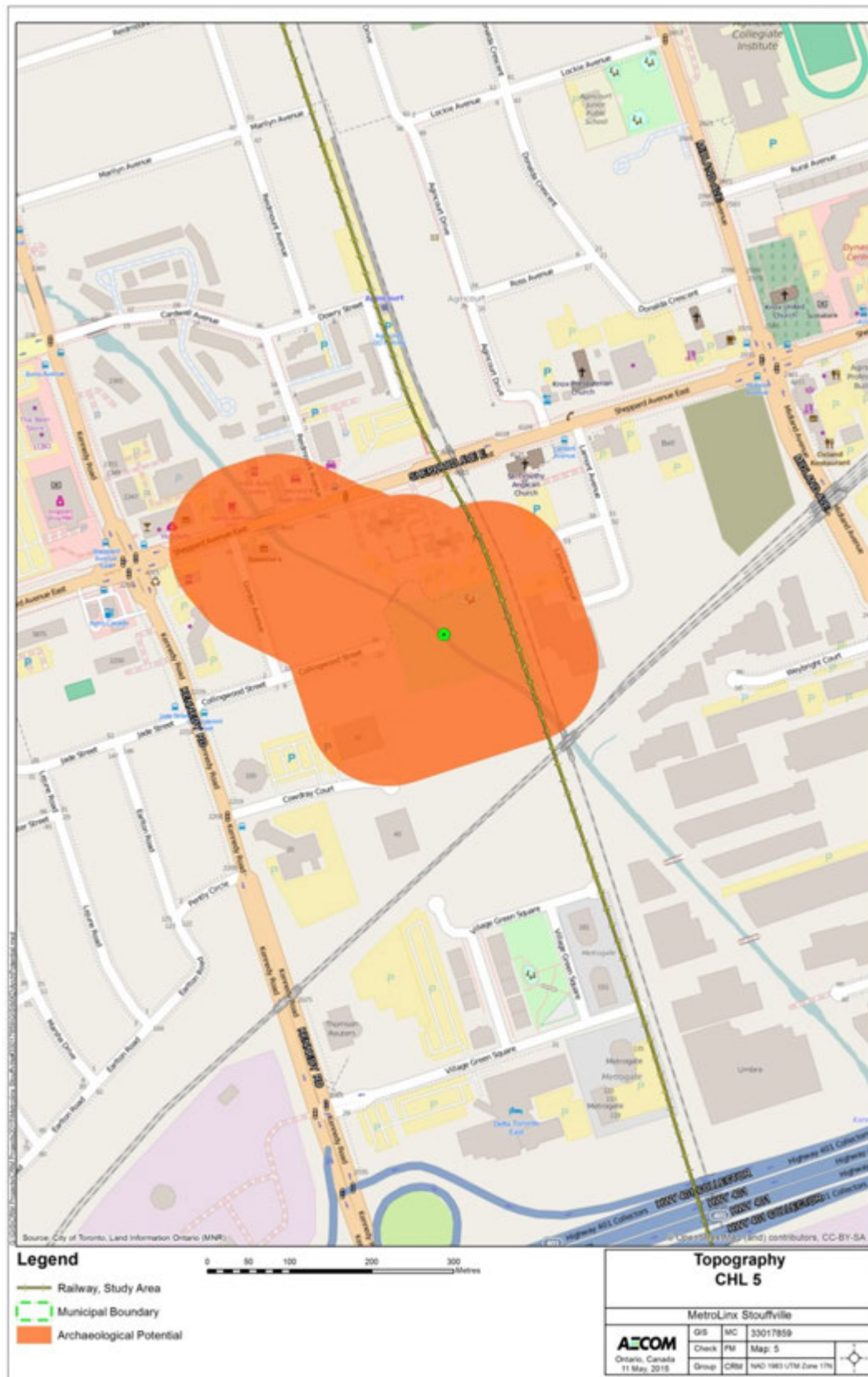
**Figure 2:** Location of Collingwood Park (Natural Resources Canada, 2015)





**Figure 3:** Location of Collingwood Park on the 1878 Historic Atlas Map (Miles & Co, 1878)





**Figure 4:** Archaeological Potential Map (City of Toronto Open Source Data, 2015)



Figure 5: Key to Photo Plates

## Appendix C: Photo Plates





**Plate 1:** View to northwest of Highland Creek (April 23, 2015, AECOM)



**Plate 2:** View to southeast of Collingwood Park and Highland Creek (April 23, 2015, AECOM)



**Plate 3:** Open green space, facing southeast (April 23, 2015, AECOM)





**Plate 4:** Open green space and playground, facing east (April 23, 2015, AECOM)



**Plate 5:** View to southwest of Highland Creek and mature willow trees (April 23, 2015, AECOM)



**Plate 6:** Highland Creek, facing northwest (April 23, 2015, AECOM)





**Plate 7:** Established willow trees adjacent to Highland Creek, facing north (April 23, 2015, AECOM)



**Plate 8:** View to north east of open green space and CHL-1 (April 23, 2015, AECOM)



**Plate 9:** Playground within park, facing southwest (April 23, 2015, AECOM)





**Plate 10:** Pedestrian bridge crossing Highland Creek, facing northeast (April 23, 2015, AECOM)



**Plate 11:** Pedestrian bridge crossing Highland Creek west (April 23, 2015, AECOM)



**Plate 12:** Open green space and footpaths within park, facing north east (April 23, 2015, AECOM)





**Plate 13:** Entrance to park from Collingwood Street, facing southeast (April 23, 2015, AECOM)



**Plate 14:** View to south of green space within Collingwood Park (April 23, 2015, AECOM)



**Plate 15:** 1950 Aerial Photograph of Collingwood Park (City of Toronto, 2015)





**Plate 16:** 1960 Aerial Photograph of Collingwood Park (City of Toronto, 2015)



**Plate 17:** 1971 Aerial Photograph of Collingwood Park (City of Toronto, 2015)



**Plate 18:** 1983 Aerial Photograph of Collingwood Park (City of Toronto, 2015)



## Appendix D: Chronology

Unless otherwise noted, all citations are from Daniel Garcia and James Bow. "GO Transit's Stouffville Line," *Transit Toronto: Public Transit in the GTA Yesterday, Today and Tomorrow*. <http://transit.toronto.on.ca/regional/2110.shtml>, accessed 25 June 2015.

- 1868 Toronto & Nipissing Railway is patented; directors include William Gooderham, J.G. Worts and Sir Henry Pellatt
- 1871 T&NR opens from Scarborough Junction to Uxbridge
- 1873 The line ends at Coboconk
- 1881 Midland Railway acquires the T&NR, conversion of the track from narrow gauge to standard gauge
- 1884 GTR acquires Midland outright
- 1884 the new Canadian Pacific Railway main line intersects the GTR 370m south of Sheppard Avenue<sup>4</sup>
- 1920 GTR becomes part of Canadian National Railway
- 1950s Passenger service cancelled Uxbridge to Coboconk
- 1963 Passenger service to Uxbridge cancelled
- 1971 CN-operated commuter trains daily to Markham
- Between 1971 and 1983 The Bendale Branch of West Highland Creek is channelized though Collingwood Park. During this time span the park appears to have been established.
- 1977 Via Rail assumes responsibility for the service
- 1982 GO Transit assumes responsibility for the Stouffville line
- 2001 GO Transit acquires the Stouffville line from CN, giving priority to commuter traffic and allowing for infrastructure upgrades designed specifically for that traffic.

---

<sup>4</sup> Andreae (1997), plate 21.

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## **Cultural Heritage Evaluation Recommendation Report Collingwood Park (CHL-5), 30 Collingwood Street City of Toronto, Ontario**



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**October 30, 2015**  
**Project No.: 60316835**  
**Report Type: Original**

## **EXECUTIVE SUMMARY**

AECOM was retained by Metrolinx to conduct a *Cultural Heritage Evaluation Report* (CHER) and a *Cultural Heritage Evaluation Recommendation Report* (CHERR) for Collingwood Park (CHL-5), located at 30 Collingwood Street, in the City of Toronto.

Metrolinx is planning to double track the railway corridor between the Scarborough Junction and Unionville GO stations in order to improve operational reliability and overall performance. The 15.5 km study area was evaluated in a *Cultural Heritage Screening Study* (CHSS) for Built Heritage Resources and Cultural Heritage Landscapes completed in 2014. Based on the recommendations of the CHSS, Metrolinx retained AECOM undertake a *Cultural Heritage Evaluation Report* (CHER) for the Metrolinx culvert (CHL-5). The CHER was conducted in accordance with the Metrolinx Interim Cultural Heritage Management Process (2013).

This CHERR is to be read in conjunction with the CHER prepared as part of the assessment. The CHER identifies and evaluates the cultural resources that are evaluated in this CHERR.

This report was prepared by Fern Mackenzie, CAHP, and Emily Game of the Cultural Heritage Management Department, AECOM. The field review was carried out by Emily Game on April 23, 2015.



## TABLE OF CONTENTS

### EXECUTIVE SUMMARY

|  |          |
|--|----------|
| <b>1.0 Introduction .....</b>  | <b>1</b> |
| <b>2.0 Cultural Heritage Resource Evaluation.....</b>  | <b>2</b> |
| 2.1 Standard & Guidelines for the Conservation of Provincial Heritage Properties .....   | 2        |
| 2.2 Evaluation Under “Criteria for Determining Cultural Heritage Value or Interest,”<br>Ontario Regulation 9/06 .....                            | 2        |
| 2.3 Evaluation Under “Criteria for Determining Cultural Heritage Value or Interest of<br>Provincial Significance,” Ontario Regulation 10/06..... | 3        |
| <b>3.0 Recommended Outcome of Evaluation .....</b>   | <b>4</b> |
| <b>4.0 Sources .....</b>   | <b>5</b> |

## 1.0 Introduction

The *Cultural Heritage Evaluation Report* (CHER) of Collingwood Park assessed the park's cultural heritage value or interest, and identified physical elements that contribute to its heritage value as a cultural landscape. This *Cultural Heritage Evaluation Recommendations Report* (CHERR) evaluates the cultural landscape against criteria in Ontario Regulations (O.Reg.) 9/06 and 10/06 and provides recommendations to the Metrolinx Heritage Committee regarding the level of significance (if any) of the cultural heritage landscape.

The park consists of 2.4 hectares (Map 1). The Bendale Branch of Highland Creek divides the park, extending from the northwest corner of the park, extending southeast towards the CNR and the Canadian Pacific Railway line.

Metrolinx requires this CHERR to fulfil the requirements of *the Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Terms of Reference).

This report was prepared by Fern Mackenzie, CAHP, and Emily Game of the Cultural Heritage Management Department, AECOM. The field review was carried out by Emily Game on April 23, 2015.

## 2.0 Cultural Heritage Resource Evaluation

### 2.1 Standard & Guidelines for the Conservation of Provincial Heritage Properties

The *Standards and Guidelines for Conservation of Provincial Heritage Properties* came into effect July 1, 2010 under the authority of the *Ontario Heritage Act, Section 25.2*. The *Standards and Guidelines* apply to properties owned by the Government of Ontario or prescribed public bodies, including Metrolinx.

A *Cultural Heritage Screening Study* (CHSS) identified the Collingwood Park as having potential heritage value. The CHER prepared by AECOM applied the *Terms of Reference* and identified historic themes and features of CHL-5 that exhibited heritage value or interest. This CHERR applied O. Reg. 9/06 and 10/06 criteria to determine if the resources had provincial heritage value that warranted protection or mitigation.

### 2.2 Evaluation Under “Criteria for Determining Cultural Heritage Value or Interest,” Ontario Regulation 9/06

| Criteria  | Response | Evaluation  |
|---|----------|---|
| 1. The property has design value or physical value because it,  |          |   |
| i is a rare, unique, representative or early example of a style, type, expression, material or construction method                      | None     | None identified in research or field work: park was established in 1970s and the design is typical of neighbourhood parks in Toronto  |
| ii. displays a high degree of craftsmanship or artistic merit, or   | None     |   |
| iii demonstrates a high degree of technical or scientific achievement   | None     |   |
| 2. The property has historical value or associative value because it,   |          |   |
| i has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community | None     | None identified in research: park was built on former farmland and the design is typical of neighbourhood parks in Toronto. No individuals were identified as having association with the history of the property or the development of the park. |
| ii yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or                | None     |   |
| iii demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community | None     |   |
| 3. The property has contextual value because it,  |          |   |
| i. is important in defining, maintaining or supporting the character of an area,  | None     | None identified in research or field work: park was established in 1970s and the design is typical of neighbourhood parks in Toronto; park is surround by a mixture of post 1950 residential subdivisions and commercial /industrial plazas       |
| ii. is physically, functionally, visually or historically linked to its surroundings, or  | None     |   |
| iii is a landmark   | None     |   |



### **2.3 Evaluation Under “Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance,” Ontario Regulation 10/06**

If a property meets the criteria in O.Reg 9/06, it is a “provincial heritage property” and may be designated by a municipality under the provisions of the Ontario Heritage Act. If the property meets the criteria in O. Reg. 10/06, it is a “provincial heritage property of provincial significance”.

The process for evaluating significance of a provincially owned property is first to apply O.Reg 9/06 to determine if it is a provincial heritage property and then apply O.Reg. 10/06 to determine if it is a provincial heritage property of provincial significance. If the property is determined to have cultural heritage value, a “Statement of Cultural Heritage Value” and a description of its heritage attributes must be prepared.

Since Collingwood Park was determined not to be eligible for designation under O.Reg. 9/06, it was not evaluated under O.Reg. 10/06.

### **3.0 Recommended Outcome of Evaluation**

No further action is recommended.

## **4.0 Sources**

AECOM. *Collingwood Park, City Of Toronto Ontario, Cultural Heritage Evaluation Report*  
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