Cultural Heritage Report:
Existing Conditions and Preliminary Impact Assessment

Eglinton East Light Rail Transit
Transit Project Assessment Process and Design Update

City of Toronto, Ontario

Draft Report

Prepared for:

HDR
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Archaeological Services Inc. File: 21CH-109

May 2023 (Updated August/September 2023, January, February, and May 2024)

Executive Summary

Archaeological Services Inc. was contracted by HDR, on behalf of the City of Toronto, to conduct a Cultural Heritage Report as part of the Eglinton East Light Rail Transit, Transit Project Assessment Process (T.P.A.P.) and Design Update. As this transit project falls under the T.P.A.P., it follows Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings. The Eglinton East Light Rail Transit Project is a proposed 18-kilometre light rail transit system in Scarborough. It is a distinct service built to purpose, extending from Kennedy Station to Sheppard-McCowan and Malvern Town Centre. The Eglinton East Light Rail Transit includes 27 proposed stops and five rapid transit interchanges (three local and three regional connections). The project will also involve a maintenance storage facility near the intersection of Sheppard Avenue and Conlins Road. It is anticipated that there will be a total of 15 traction power sub-stations (T.P.S.S.s) located along the route. These will be standalone at-grade structures within a radius of approximately 150 metres of a Station/Stop. The Scarborough-Malvern Light Rail Transit Environmental Assessment was the predecessor to the Eglinton East Light Rail Transit Project, for which Archaeological Services Inc. completed a Cultural Heritage Assessment Report (Archaeological Services Inc., 2009).

The Eglinton East Light Rail Transit Project study area extends from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough Campus with connection at the future station of the provincial Scarborough Subway Extension at Sheppard Avenue and McCowan Road. The study area is generally bounded by a mixture of residential, commercial, industrial, and institutional properties and is located in the City of Toronto.

The purpose of this Cultural Heritage Report is to present an inventory of all known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) in the study area, identify existing conditions, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report follows guidelines presented in the Ministry of Citizenship and Multiculturalism (M.C.M.) document: *Sample Tables and Language for "Cultural*

Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants (2019).

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are two known built heritage resources (B.H.R.s) and one known cultural heritage landscape (C.H.L.) in the Eglinton East Light Rail Transit Project study area. No Provincial Heritage Properties or Provincial Heritage Properties of Provincial Interest were identified. An additional five potential B.H.R.s and three C.H.L.s were identified during the background information review and fieldwork.

The proposed work is anticipated to result in direct adverse impacts to three B.H.R.s (B.H.R. 3, B.H.R. 4, and B.H.R. 7) and one C.H.L (C.H.L. 1). Potential vibration impacts as a result of the proposed construction work may result in indirect adverse impacts to B.H.R. 1 to B.H.R. 7, C.H.L. 1 and C.H.L. 4. Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s, etc.

2. As direct impacts are proposed for 3750 Kingston Road (B.H.R. 3) and 156 Galloway Road (B.H.R. 6), resource-specific Heritage Impact Assessments (H.I.A.s) will be undertaken by a qualified person as early as possible during detailed design and in advance of construction. The H.I.A.s will be developed in consultation with, and submitted for review to, the Ministry of Citizenship and Multiculturalism (M.C.M.) and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. A

heritage permit may be required and further consultation with heritage staff at the municipality is recommended.

3. As direct impacts are proposed for 344 Morningside Avenue (B.H.R. 7), and Morningside Avenue from Fairwood Crescent to Tefft Road (C.H.L. 1), resource-specific Cultural Heritage Evaluation Reports (C.H.E.R.s) should be undertaken during the T.P.A.P. to determine if these potential B.H.R.s and C.H.L. have cultural heritage value or interest (C.H.V.I.). If any of the properties or C.H.L. is determined to have C.H.V.I., a H.I.A. should be undertaken by a qualified person as early as possible during detailed design and in advance of construction. The H.I.A. should be developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.

    a. The H.I.A. should be completed following the City of Toronto's Terms of Reference for Heritage Impact Assessment (City of Toronto, 2023).

4. Indirect impacts to identified B.H.R.s within 50 metres of the proposed limits of impact are possible due to construction activities which may result in limited and temporary adverse vibration impacts to five known and potential B.H.R.s. To ensure that identified B.H.R.s are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that the any structures will be subject to vibrations, (1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

6. This final report should be submitted by the proponent to heritage staff at the City of Toronto and the M.C.M. for their information.

7. All subsequent recommended technical cultural heritage studies (e.g., C.H.E.R. and H.I.A.) should be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible prior to any construction activities and submitted for review and comment to the City of Toronto and the Ministry of Citizenship and Multiculturalism, and any other local heritage stakeholders that may have an interest in this project.

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Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act*, 2005 (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.

Project Personnel

- **Senior Project Manager**: Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager – Cultural Heritage Division
- **Project Coordinator:** Jessica Bisson, B.F.A. (Hon.), Dipl. Heritage Conservation, Cultural Heritage Technician, Project Administrator – Cultural Heritage Division
- **Project Manager**: Lindsay Graves
- **Field Review**: Kirstyn Allam, B.A. (Hon), Advanced Dipl. Applied Museum Studies, Cultural Heritage Analyst, Technical Writer and Researcher – Cultural Heritage Division
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- Carolyn Nettleton, B.A., Archaeologist, Geomatics Technician – Operations Division
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- **Report Reviewer(s)**: Lindsay Graves and Kristina Martens, B.A., Dipl. Heritage Conservation, Senior Cultural Heritage Specialist, Assistant Manager – Cultural Heritage Division

Qualified Persons Involved in the Project

Lindsay Graves, M.A., C.A.H.P.
Senior Cultural Heritage Specialist, Assistant Manager – Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (M.A., Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to eside Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at A.S.I. Lindsay is a member of the Canadian Association of Heritage Professionals.

Kirstyn Allam, B.A. (Hon), Advanced Dipl. In Applied Museum Studies
Cultural Heritage Analyst and Project Manager – Cultural Heritage Division

The report writer for this project is **Kirstyn Allam** (B.A. (Hon.), Advanced Diploma in Applied Museum Studies), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division. She was responsible for preparing and contributing to research and technical reporting. Kirstyn Allam's education

and experience in cultural heritage, historical research, archaeology, and collections management has provided her with a deep knowledge and strong understanding of the issues facing the cultural heritage industry and best practices in the field. Kirstyn has experience in heritage conservation principles and practices in cultural resource management, including three years' experience as a member of the Heritage Whitby Advisory Committee. Kirstyn also has experience being involved with Stage 1-4 archaeological excavations in the Province of Ontario. Kirstyn is an intern member of C.A.H.P.

Glossary

Built Heritage Resource (B.H.R.)
Definition: "…a building, structure, monument, installation or any manufactured 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 *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)
Definition: "…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 *Ontario Heritage Act*, 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" (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape
Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act or the Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).

Impact
Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism Culture and Sport, 2006b). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation
Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Tourism Culture and Sport, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape
Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

Significant
Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act.*

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation" (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).

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1.0 Introduction

Archaeological Services Inc. was contracted by HDR, on behalf of the City of Toronto, to conduct a Cultural Heritage Report as part of the Eglinton East Light Rail Transit, Transit Project Assessment Process (T.P.A.P.) and Design Update. As this transit project falls under the T.P.A.P., it follows Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings.

The purpose of this Cultural Heritage Report is to present an inventory of all known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) in the study area, identify existing conditions, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report follows guidelines presented in the Ministry of Citizenship and Multiculturalism (M.C.M.) document: *Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (2019).

1.1 Project Overview

The Eglinton East Light Rail Transit Project is a proposed 18-kilometre light rail transit system in Scarborough. It is a distinct service built to purpose, extending from Kennedy Station to Sheppard-McCowan and Malvern Town Centre. The Eglinton East Light Rail Transit includes 27 proposed stops and five rapid transit interchanges (three local and three regional connections). The project will also involve a maintenance storage facility near the intersection of Sheppard Avenue and Conlins Road. It is anticipated that 15 traction power sub-stations (T.P.S.S.s) along the route. These will be standalone at-grade structures within a radius of approximately 150 metres of a Station/Stop. The Scarborough-Malvern Light Rail Transit Environmental Assessment was the predecessor to the Eglinton East Light Rail Transit Project, for which Archaeological Services Inc. completed a Cultural Heritage Assessment Report (Archaeological Services Inc., 2009).

The proposed Eglinton East Light Rail Transit Project will expand Rapid transit services to seven Neighbourhood Improvement Areas and provide improved connections to the University of Toronto Scarborough Campus, Centennial College, and Malvern Town Centre.

The Eglinton East Light Rail Transit Project study area extends from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough Campus with connection at the future station of the provincial Scarborough Subway Extension at Sheppard Avenue and McCowan Road. The study area is generally bounded by a mixture of residential, commercial, industrial, and institutional properties and is located in the City of Toronto.

1.2 Description of Study Area

The Cultural Heritage Report study area involves a 50-metre buffer from the proposed alignment (Figure 1). It also includes a 50-metre buffer around the proposed maintenance storage facility site property parcel and the 15 proposed T.P.S.S. locations along the proposed alignment. Please see Section 4.2 for more detailed mapping showing the proposed maintenance storage facility site and T.P.S.S. esidentns. This study area been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. All adjacent properties to the project will be captured in the assessment and potential direct and indirect impacts sufficiently addressed. This study area is considered appropriate for the urban environment that the project alignment passes through, and given the proposed infrastructure improvements will be largely contained within the existing right-of-way. Properties within the study area are located in the City of Toronto.

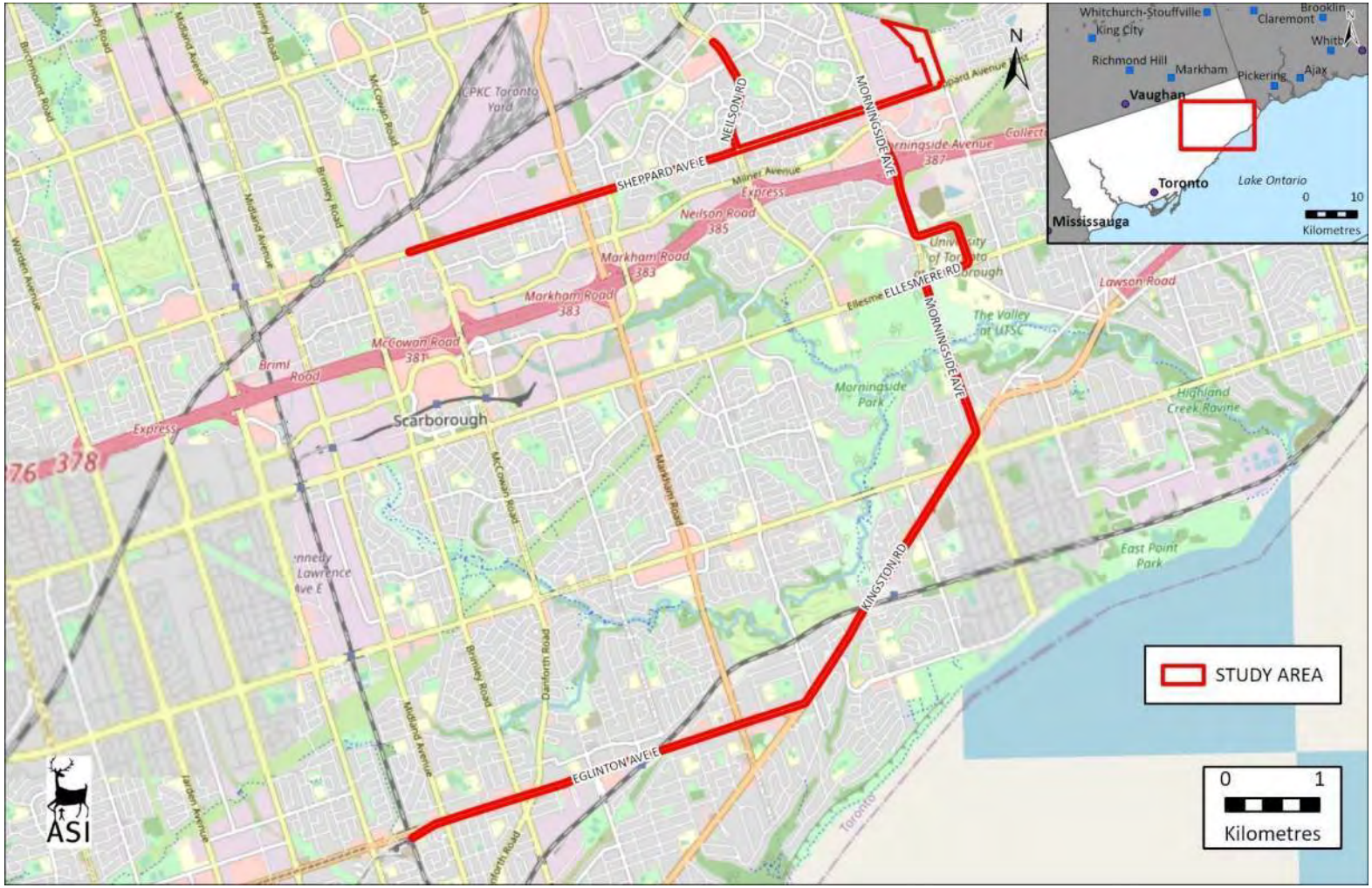


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2023], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that "conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" is a "matter of provincial interest". The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines "environment" to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

Under the Transit Project Assessment Process (T.P.A.P.), the proponent is required to consider whether its proposed transit project could have potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (M.E.C.P.) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest (C.H.V.I.). The M.E.C.P. expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The M.E.C.P.'s *Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide)* (Ministry of the Environment, Conservation and Parks, 2020) provides guidance to proponents undertaking the T.P.A.P. on how to meet the requirements of Ontario Regulation 231/08 under the *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990). The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the T.P.A.P. to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
- identify project-specific location or alignment (including construction staging, land requirements); and,
    - identify expected environmental impacts and proposed measures to mitigate potential negative impacts.

The Ministry of Citizenship and Multiculturalism (M.C.M.) prepared guidance on the preparation of Cultural Heritage Reports within the T.P.A.P. process (2019). This guidance is applicable to the current undertaking. The 2019 M.C.M. guidance states that the study will:

1. Identify existing baseline cultural heritage conditions within the study area. The consultants preparing the Cultural Heritage Report will need to define a study area and explain their rationale. M.C.M. recommends that the study area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the study area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the study area and will identify all known or potential built heritage resources and cultural heritage landscapes in the study area. M.C.M. (2016) has developed screening criteria that may assist with this exercise: Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes.
2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
3. Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential B.H.R.s and C.H.L.s. The proposed mitigation measures are to inform the next steps of project planning and design.

Where a known or potential B.H.R. or C.H.L. is anticipated to be subject to adverse direct or indirect impacts, and where it has not yet been evaluated for C.H.V.I., completion of a Cultural Heritage Evaluation Report (C.H.E.R.) is required to fully understand its C.H.V.I. and level of significance. If an adverse direct impact is identified, a C.H.E.R. will be recommended for that B.H.R. or C.H.L. and it must

be completed during the T.P.A.P. If an adverse indirect impact is identified, a C.H.E.R. will be recommended to be completed for that property during detailed design.

The C.H.E.R. will be undertaken by a qualified person in accordance with Part 2 of the M.C.M. *Heritage Identification and Evaluation Process* (2014), and reference specific municipal/regional Terms of Reference for undertaking a C.H.E.R., as applicable. The C.H.E.R. will be submitted for review to the municipal heritage planner and/or municipal heritage committee, Indigenous Nations, the M.C.M. and interested parties, as appropriate.

If a B.H.R. or C.H.L. is found to be of C.H.V.I., then a Heritage Impact Assessment (H.I.A.) will be required. The H.I.A. will be undertaken by a qualified person as early as possible in the detailed design phase following the T.P.A.P., and developed in consultation with, and submitted for review to, M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous communities, as appropriate. The H.I.A. will discuss the alternatives considered and recommend the preferred alternative to minimize or mitigate adverse effects on the property.

While some C.H.L.s are contained within individual property boundaries, others span across multiple properties. For certain C.H.L.s, it will be more appropriate for the C.H.E.R. and H.I.A. to include multiple properties, in order to reflect the extent of that C.H.L. in its entirety.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Toronto. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- Office Consolidation *Toronto Official Plan* (City of Toronto, 2019a)
- *Highland Creek Community Secondary Plan* (City of Toronto, 2019a)

- *Management Plan for Guild Park & Gardens* (The Planning Partnership & ERA Architects Inc., 2014)
- *Trails Master Plan for Guild Park & Gardens* (The Planning Partnership, 2018)
- *University of Toronto Scarborough Secondary Plan* (University of Toronto Scarborough, 2019)
- *University of Toronto Scarborough Campus Master Plan* (University of Toronto Scarborough, 2011)
- *University of Toronto Scarborough Urban Design Guidelines* (Urban Strategies Inc., 2020)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *MTCS Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (2019). The objective of this report is to present an inventory of known and potential B.H.R.s and C.H.L.s, and to provide a preliminary understanding of known and potential B.H.R.s and C.H.L.s located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected B.H.R.s and C.H.L.s are subject to identification and inventory. Generally, when conducting an identification of B.H.R.s and C.H.L.s within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of B.H.R.s and C.H.L.s in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This

stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified B.H.R.s and C.H.L.s. The field review is also used to identify potential B.H.R.s and C.H.L.s that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential B.H.R. or C.H.L. based on research, the M.C.M. screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of B.H.R.s and C.H.L.s. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the

following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 13 April 2023, include:

- The City of Toronto's Heritage Register Map (City of Toronto, n.d.);
- The City of Toronto's Heritage Property Search Tool (City of Toronto, 2019b);
- The City of Toronto's Open Data Portal, Bridge Structures (City of Toronto, 2022);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2018);
- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- 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 (Parks Canada, n.d.b);

- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- Durham-Scarborough Bus Rapid Transit Project – Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment City of Toronto and Durham Region, Ontario (Archaeological Services Inc., 2022)
- OnCorr Due Diligence Project Stouffville Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, Town of Markham and Town of Whitchurch-Stouffville, Ontario (Archaeological Services Inc., 2020)
- Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Scarborough Subway Extension Environmental Project Report – 2020 Addendum (AECOM Canada Ltd., 2020)
- GO Rail Network Electrification TPAP Cultural Heritage Screening Report (Archaeological Services Inc., 2017b)
- GO Rail Network Electrification TPAP Cultural Heritage Impact Assessment Report (Archaeological Services Inc., 2017a)
- Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes – Existing Conditions – Impact Assessment – Stouffville Corridor Rail Service Expansion Class Environmental Assessment Town of Markham and City of Toronto, Ontario (Archaeological Services Inc., 2014)

- Built Heritage and Cultural Landscape Assessment: Kingston Road/Danforth Avenue Transit Improvements Transit Project Assessment Study City of Toronto, Ontario (Archaeological Services Inc., 2010a)
- Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes Kennedy Station Re-Development City of Toronto, Ontario (Archaeological Services Inc., 2010b)
- Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes: Scarborough – Malvern Light Rail Transit Corridor Transit Project Assessment Study City of Toronto, Ontario (Archaeological Services Inc., 2009)

2.5 Preliminary Impact Assessment Methodology

To assess the preliminary impacts of the proposed infrastructure improvements on identified B.H.R.s and C.H.L.s in the study area, identified resources were considered against a range of possible impacts as outlined by the M.C.M. (2019). Impacts may be positive or negative, direct or indirect, and may affect the property's potential cultural heritage value or interest. Additional factors such as the scale or severity of the impact, whether any changes are temporary or permanent, and if the alterations are reversible or irreversible, should be considered.

The M.C.M. (2019, p. 10) states that "a direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property".

Examples of such impacts 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 cultural heritage value or interest 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 the property, including archaeological resources;
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest 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 cultural heritage value or interest; and,
- continuation or intensification of a use of the property without conservation of heritage attributes.

The M.C.M. (2019, p. 10) states that "an indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes".

Examples of such 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[1] ; and,
- alteration or obstruction of a significant view of or from the property from a key vantage point.

The M.C.M. (2019, p. 11) states that "positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes".

Examples of such impacts include, but are not limited to:

- changes or alterations that are consistent with accepted conservation principles, such as those articulated in M.C.M.'s Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada;
- adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest; and,
- public interpretation or commemoration of the heritage property.

[1] Indirect impacts from construction-related vibration have the potential to negatively affect B.H.R.s or C.H.L.s depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified B.H.R. or C.H.L. where work is taking place within 50 metres of features on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Where any identified above-ground B.H.R.s and C.H.L.s may be affected by direct or indirect impacts, appropriate mitigation measures were developed. Mitigation is the process of minimizing or avoiding anticipated negative impacts to B.H.R.s and C.H.L.s. This may include, but is not limited to, such actions as avoidance, monitoring, protection, relocation, completing a C.H.E.R., a H.I.A., and documentation report, or employing suitable measures such as landscaping, buffering, or other forms of mitigation, where appropriate.

Where properties will be directly affected, the Cultural Heritage Report will recommend a C.H.E.R. to be completed during the T.P.A.P. or during detailed design phase. A C.H.E.R. should be undertaken in reference to specific municipal/regional Terms of Reference for undertaking a C.H.E.R., as applicable. If sufficient detail can be provided within the Cultural Heritage Report to identify and mitigate potential impacts, a C.H.E.R. may not be necessary. C.H.E.R.s will also not be required for previously evaluated properties where the heritage attributes have already been identified.

3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

Part of the study area is located on drumlinized till plains and beaches of the South Slope physiographic region of southern Ontario. The South Slope physiographic region (Chapman & Putnam, 1984) is the southern slope of the Oak Ridges Moraine. The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario,

ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till.

Part of the study area is within the sand plains of the Iroquois Plain physiographic region of southern Ontario. The Iroquois Plain physiographic region of southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 kilometres (Chapman & Putnam, 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman & Putnam, 1984).

A shorecliff intersects the study area on Eglinton Avenue near Kingston Road, and a raised beach feature intersects the study area at Sheppard Avenue East at Morningside Avenue.

3.1.1 Highland Creek Watershed

The study area crosses the main branch of Highland Creek as well as East Highland Creek and associated tributaries. In total, the Highland Creek watershed drains an area of over 103 square kilometres. The creek plays a significant role as a transportation corridor, and as a hunting, fishing and gathering place, and for influencing settlement patterns by Indigenous peoples for thousands of years. As a major landmark along the north shore of Lake Ontario, the Scarborough Highlands lent their name to the creek below (Toronto and Region Conservation Authority, 1999).

Urbanization in the 1960s and 1970s was to the detriment of the former wetlands, forests and meadows that previously characterized this waterway. Channelization of the creek was undertaken to facilitate residential and industrial

development, and to carry stormwater efficiently away (Toronto and Region Conservation Authority, 1999).

3.2 Indigenous Land Use and Settlement

Current archaeological evidence indicates that southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest archaeological evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is interpreted by archaeologists to be indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (J. Brown, 1995, p. 13; Ellis et al., 1990, 2009).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on

the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 B.P. – it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), larger settlement sites focused on horticulture begin to dominate the archaeological record. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990, p. 317). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community disintegration was no longer practised and these populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of these First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Other First Nation communities continued to practice residential mobility and to harvest available resources across landscapes they returned to seasonally/annually.

By 1600 C.E., the Confederation of Nations were encountered by the first European explorers and missionaries in Simcoe County. In the 1640s, devastating epidemics and the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to their dispersal from southern Ontario. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes

inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

The study area is within the Johnson-Butler Purchases and in the traditional territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations, including the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Williams Treaties First Nations, 2017).

The purpose of the Johnson-Butler Purchases of 1787-1788 was to acquire from the Mississaugas all lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek, including the Carrying Place Trail.

As part of the Johnson-Butler Purchases, the British signed a treaty, sometimes referred to as the "Gunshot Treaty" with the Mississaugas in 1787 covering the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase and continuing east to the Bay of Quinte, where it meets the Crawford Purchase. It was referred to as the "Gunshot Treaty" because it covered the land as far back from the lake as a person could hear a gunshot. Compensation for the land apparently included "approximately £2,000 and goods such as muskets, ammunition, tobacco, laced hats and enough red cloth for 12 coats" (Surtees, 1984, pp. 37–45). First discussions about acquiring this land are said to have come about while the land ceded in the Toronto Purchase of 1787 was being surveyed and paid for (Surtees, 1984, pp. 37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Surtees, 1984, pp. 37–45). However, descriptions of the treaty differ between the British and Mississaugas, including the depth of the boundaries: "Rice Lake and Lake Simcoe, located about 13 miles and 48 miles north of Lake Ontario, respectively, were not mentioned as

landmarks in the First Nations' description of the lands to be ceded. Additionally, original descriptions provided by the Chiefs of Rice Lake indicate a maximum depth of ten miles, versus an average of 15-16 miles in Colonel Butler's description" (Surtees, 1984, pp. 37–45).

To clarify this, in 1923, the governments of Canada and Ontario, chaired by A.S. Williams, signed treaties with the Chippewa and Michi Saagiig for three large tracts of land in central Ontario and the northern shore of Lake Ontario, the last substantial portion of land in southern Ontario that had not yet been ceded to the government (Crown-Indigenous Relations and Northern Affairs, 2013).

The Williams treaties were signed on October 31 and November 15, 1923 by representatives of the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation. The purpose of the treaties was to address lands that had not been surrendered through previous treaties and no negotiations preceded the signing of the Williams Treaties in 1923, with a commission established by the Federal and Provincial governments led by Treaty Commissioner A. S. Williams.

Through the Williams Treaties, the Crown received three tracts of land occupying approximately 52,000 square kilometres of land. The territory covered by the Williams Treaties stretched from the northern shore of Lake Ontario between Trent River and the Don River to Lake Simcoe and the eastern shore of Georgian Bay to the French River and Lake Nipissing and was bounded to the north and east by the Ottawa River. Specifically, the Williams Treaties include lands originally covered by the John Collins Purchase (1785), the Johnson-Butler Purchase (1787), the Rice Lake Purchase (Treaty #20 – 1818), and the Robinson-Huron Treaty (Treaty #61 – 1850). In exchange, the signing nations received a one-time payment of $25 for each band member as well as $233,425.00 to be divided amongst the four Mississauga nations and $233,375.00 to be divided amongst the three Chippewa nations. However, records of the acquisition were not clear on the extent of lands agreed upon (Surtees, 1984, pp. 37–45).

However, the seven signatory nations claimed that the original terms of the treaty were not honoured when it was written by the Crown, which included the right to fish and hunt within the treaty lands and did not include the islands along the Trent River (Surtees, 1986; Williams Treaties First Nations, 2017). In 1992, the seven Williams Treaties First Nations filed a lawsuit against the federal government — Alderville Indian Band et al v. Her Majesty the Queen et al — seeking compensation for the 1923 land surrenders and harvesting rights. This case went to trial in 2012 and in September 2018 the Federal and Provincial governments announced that they had successfully reached a settlement with the seven member nations. The settlement includes financial compensation of $1.11 billion to be divided amongst the nations as well as an entitlement for each First Nation to add up to 11,000 acres to their reserve lands and the recognition by the Crown of the First Nation's Treaty rights to harvest on Crown lands within the treaty territories (Government of Canada, 2018).

3.3 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes continued the use of existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Historically, the study area is located in the former Township of Scarborough, County of York in part of Lots 28 – 17, Concession C; Lots 27 – 11, Concession D;

Lots 11 – 9, Concession 1; Lots 23 – 9, Concession 2; and Lots 23 – 9, Concession 3.

3.3.1 Township of Scarborough and Scarborough Village

The township of Scarborough, originally called Glasgow Township, was partially laid out to the east of the township of York. Beginning in 1791, Augustus Jones surveyed the new township, and a baseline was laid out. The early survey of the township was found to be faulty and carelessly done, resulting in numerous lawsuits among property owners. To remedy this situation, a new survey of the township was undertaken under F.F. Passmore in 1864 to correct and confirm the township concession lines. In August 1793, Mrs. Simcoe noted in her diary that she and her party "came within sight of what is named in the Map the high lands of Toronto—the shore is extremely bold and has the appearance of Chalk Cliffs… they appeared so well that we talked of building a Summer Residence there and calling it Scarborough" (Bonis 1968:38). The first land grants were patented in Scarborough in 1796, and were issued to Loyalists, high ranking Upper Canadian government officials, and some absentee Loyalist grantees. Among the first landowners were: Captain William Mayne (1796); David Thomson (1801); Captain John McGill (1797); Captain William Demont (1798); John McDougall (1802); Sheriff Alexander McDonell (1806); and Donald McLean, clerk of the House of Assembly (1805).

The Euro-Canadian settlement of Scarborough remained slow, and in 1802 there were just 89 settlers in the Township. In 1803, the township contained just one assessable house and no grist or sawmills. The livestock was limited to five horses, eight oxen, 27 milch cows, seven "horned cattle" and 15 swine. In 1809 the population had increased to 140 men, women and children. The settlement and improvement of the township was aided when the Danforth Road was constructed across the township but was checked in 1812 with the outbreak of the war. By 1819, new settlement was augmented by settlers from Britain, Scotland and Ireland, but the population remained low at just 349 inhabitants (Bonis 1968:52).

Scarborough Village, located at the intersection of Markham Road and Eglinton, emerged as a speculative railway town after it became known that the Grand Trunk Railway would extend a line through Scarborough. A man named Isaac Stoner laid out a town plan on 40 acres of Lot 16, Concession D, and sold property by auction in lots of one-quarter to one-fifth of an acre in 1855. In 1856, the railway erected a station where the line crossed Markham Road in 1856 (Bonis, 1968; Brown, 1997). Prior to the village being established, a post office opened in 1832 and a school was built in 1847. Scarborough Village relied heavily on traffic along both Kingston Road and Markham Road, and its growth stagnated with the introduction of the rail line (Scarborough Historical Society, n.d.-b).

The Township of Scarborough was incorporated as a municipality in 1850. By this time there were three grist mills and 23 sawmills on the Highland Creek and the Rouge River. Several villages were developing at the various crossroads within the township. Businesses and industries were coming to the township including shipbuilding at the mouths of Highland Creek and Rouge River.

Following Hurricane Hazel in 1954, the Toronto Region Conservation Authority acquired most of the lands within the Highland Creek valley. The Scarborough General Hospital opened in 1956. During the 1960s, there were several major bridges constructed including the Morningside Avenue bridge across Highland Creek in 1964; Lawrence Avenue in 1966; and Ellesmere bridge in 1966. In 1967 it became the Borough of Scarborough in the Municipality of Metropolitan Toronto (Mika & Mika, 1983).

3.3.2 Highland Creek

To the east of the study area at Kingston Road and Military Trail is the village of Highland Creek. One of the first settlers at Highland Creek was William Knowles, who is said to have established a smithy here in 1802. His son, Daniel Knowles, opened the first general store in the village. The first mill in the village was built by William Cornell in 1804. This structure was razed by fire but was replaced with

a gristmill on the same site by William Helliwell in 1847. This structure also burned in 1880 (Brown 1997; MPLS #147).

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

The village was primarily centred around the intersection of Kingston Road and the Military Trail on either side of Highland Creek. The main concentration of settlement here was focused on part of Lots 6, 7 and 8 in Concession 1 on land owned by William Helliwell. The central portion of the village, located on Lot 7, was formally subdivided into 15 large building lots by a plan prepared in January 1855 (Brown, 1997). At that time, a cooper's shop stood in the apex of land on the west side of the intersection of Kingston Road and the Military Trail, and a dwelling house was located south of Kingston Road on the east side of Morrish Road.

Local tradition relates that during the 1860s, approximately 150 local businessmen and speculators formed an oil drilling company along Highland Creek. The only oil discovered here was a small amount that a prankster poured into the rig one night, although a salt deposit was discovered during the drilling operation.

When the West Hill post office was opened in 1879, the community of Highland Creek was divided by the two sides of the Highland Creek valley, West Hill on the west side and Highland Creek on the east. Initially, due to the number of Irish settlers that built homes along Morningside Avenue, the area was known for a

time as Corktown. During the late-nineteenth century there was a school, Methodist church, and three general stores in West Hill near Manse Road. The community saw further growth after 1906 with the introduction of the radial streetcar line to the area from Victoria Park in Toronto (Scarborough Historical Society, n.d.d).

Although never a separate municipality, there was a friendly rivalry between the two communities. When a new school opened in 1918 on the east side, the Highland Creek School (School Section 7), plans soon began for a new school in West Hill (School Section 16) and a new school in West Hill opened in 1920. The use of the name West Hill spread quickly during the 1950s and 1960s, though it always remained part of Highland Creek (Scarborough Historical Society, n.d.d).

3.3.3 Malvern Village

The former village of Malvern is located within the study area and was centred on the intersection of Sheppard Avenue East and Markham Road. Prior to 1850, the intersection of Lansing Road (now Sheppard Avenue) and Markham Road was known as Malcolm's Corners. John and Robert Malcolm operated the Speed the Plough Inn and a harness shop adjacent to their home on the southwest corner of the intersection. Later known as Malvern, the community also included the neighbouring farming community north of what is now Highway 401 (Scarborough Historical Society, n.d.-a).

In 1857, Senator David Reesor laid out a plan for Malvern village. A local legend states that Reesor needed an attractive name and "having heard from locals of a nearby spring which had waters with curative powers, Reesor gave it the name of Malvern, after a place in England which also reputedly had 'magic waters'" (Brown, 1997, p. 129).

Malvern Village was laid out in a slightly larger scale and employed a more formal grid system for streets compared to other contemporaneous village developments in Scarborough. The village contained 195 building lots and eight streets. The streets which ran east-west through the village were named

Adelaide, Queen, King, Victoria and Scarborough. The north-south streets were Markham, Wallace, and Malvern. Of these historic streets Malvern Street remains.

A post office was established in Malvern on October 1, 1856 with David Brown as the first postmaster. The settlement grew slowly and contained a hotel and store with a total population of approximately 125 residents (Crossby, 1873, p. 184). It is also said to have contained a church, two stores, two blacksmiths, a wagon shop, Badgerow's woolen factory, and two hotels (Brown, 1997, p. 129). Malvern contained "the largest public hall" in the township with seating for 1,000 people. As a result, it was frequently used for meetings, lectures, concerts and dances. The basement was home of the ice rink for the Scarborough Curling Club (Boyle, 1896, p. 226). It survived as a community landmark into the 1970s when it was destroyed in a blaze (Brown, 1997). In 1911, the Canadian Northern Railway built a new line of track through Scarborough, and a new two-story wooden station was built at Malvern. This railway failed. The assets were absorbed by the Canadian National Railway and the line was closed (Brown, 1997). In the 1950s, a new Malvern began to take shape. Vast amounts of farmland north east of the old historic village were expropriated and transformed into a densely populated modern community (Scarborough Historical Society, n.d.-a).

3.3.4 Agincourt

Located just outside the western end of the study area along Sheppard Avenue East is the former village of Agincourt. The historical settlement centre of Agincourt grew around the intersection of present-day Sheppard Avenue and Brimley Road. The village was named after a location in France where an English army defeated the French in 1415 (Mika & Mika, 1977). In 1858, a post office was opened, and the community grew to include a general store, grist and sawmills, and two Anglican churches. In 1877, the construction of the Toronto and Nipissing Railway contributed greatly to the growth of the area, which included a station at Agincourt, and later in 1884, the Ontario and Quebec Railway brought a second station to the area (Mika & Mika, 1977).

Agincourt experienced a moderate amount of growth during the twentieth century. It was incorporated as a police village in 1913 and its first bank opened just after the turn of the century. In 1914, a public school opened to support the growing student population. A library was constructed in 1925 after being organized in 1918 and moving around to various sites. Following World War Two, the village saw greater expansion as two additional public schools were built and various industries moved into the village, greatly encouraging development. The village became part of the Borough of Scarborough in the Municipality of Metropolitan Toronto in 1967 (Mika & Mika, 1977).

3.4 Review of Historical Mapping

The 1860 *Map of the County of York* (Tremaine, 1860), and the 1878 *Illustrated Historical Atlas of the County of York* (Miles & Co., 1878), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3). Historically, the study area is located in part of Lots 28 – 17, Concession C; Lots 27 – 11, Concession D; Lots 11 – 9, Concession 1; Lots 23 – 9, Concession 2; and Lots 23 – 9, Concession 3in the former Township of Scarborough, County of York.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

Nineteenth-century mapping depicts the study area within mostly a rural agricultural context (Figure 2 and Figure 3). Both the 1859 and 1878 maps show the study area traveling through the villages of Scarboro and Malvern, with the villages of Highland Creek and Agincourt outside of the study area limits. Much of the land has been subdivided into large lots, with many of them containing a residence by the 1878 map. The maps demonstrate that Eglinton Avenue East, Kingston Road, Morningside Avenue, Ellesmere Road, and Sheppard Avenue East were historically surveyed roads, as were Danforth Road, Lawrence Avenue East, and Military Trail, along with other present-day major north-south roads which intersect with the study area. Many of the roads follow a similar alignment to their present orientation, with the exception that Morningside Avenue diverts to the west around Highland Creek. The Grand Trunk Railway transects the study area at Eglinton Avenue East and Kingston Road, around the village of Scarboro on the 1859 map. By the 1878 map, the Toronto and Nipissing Railway has been constructed and intersects with the western terminus of the study area at the southern end. The Highland Creek watercourse is depicted with a general east-west orientation as it intersects the study area at Morningside Avenue to the north of Kingston Road. A tributary of the Rouge River transects the northeastern portion of the study area along Sheppard Avenue East and at Morningside Avenue.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1914, 1915, 1954, 1965, 1978, and 1992 (Figure 4 to Figure 8). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The 1914-1915 topographic maps (Figure 4) show that Eglinton Avenue East is a metalled roadway and is in a similar alignment to earlier mapping. Many of the residences which were on the earlier mapping are now identified as either wooden structures (black squares) or stone/brick structures (red squares). There are six bridges carrying Eglinton Avenue East over tributaries of Highland Creek.

The Toronto & Nipissing Railway is now labelled as the Grand Trunk Railway (Midland Division). Kingston Road is also a metalled roadway, following in a similar alignment to earlier mapping. There is one bridge along Kingston Road over a tributary of Highland Creek. Now depicted on the mapping, the Toronto and York Radial Railway is illustrated parallel to the alignment of Kingston Road. Morningside Avenue is an unmetalled roadway that is no longer depicted as crossing the Highland Creek valley. To the south of Sheppard Avenue East, a bridge carries Morningside Avenue over a tributary of Highland Creek. Sheppard Avenue East is an unmetalled road and follows a similar alignment to earlier mapping. There are six bridges carrying Sheppard Avenue East over tributaries of Highland Creek. The villages of Scarborough (formerly Scarboro) and Malvern have remained relatively small. The village of Highland Creek is now labelled on the east side of the Highland Creek valley with the village of West Hill on the western side and closer to the study area.

The mid- to late-twentieth century aerial photographs show the transition of the study area from agricultural to an urban context (Figure 5 to Figure 8). The 1954 aerial photographs (Figure 5) shows the beginnings of the transition of the study area from rural and agricultural to a more urban context. In particular, along Eglinton Avenue East and Kingston Road residential developments have been constructed. The construction of Highway 401 to the south of Sheppard Avenue East has started. The 1965 aerial photograph (Figure 6) depicts the continued residential intensification of the study area. Morningside Avenue has been constructed across the Highland Creek valley. The construction of Highway 401 has been completed and a bridge carries Morningside Avenue over the highway. The area along Sheppard Avenue East remains agricultural. The University of Toronto Scarborough campus is to the south of the intersection of Ellesmere Road and Military Trail. By the 1978 aerial photograph (Figure 7) the study area is within an a wholly urban context with residential subdivisions along its entire length. The exception being within the Highland Creek valley which remained in a natural setting. Neilson Road had been constructed following its same present alignment. The 1992 aerial photograph (Figure 8) continues to show the study

area within an urban context within the enlarged City of Toronto. There are some commercial plazas and large commercial buildings along the study area. Also, the University of Toronto Scarborough campus has grown, and Highway 401 has expanded in size to a six-lane highway.

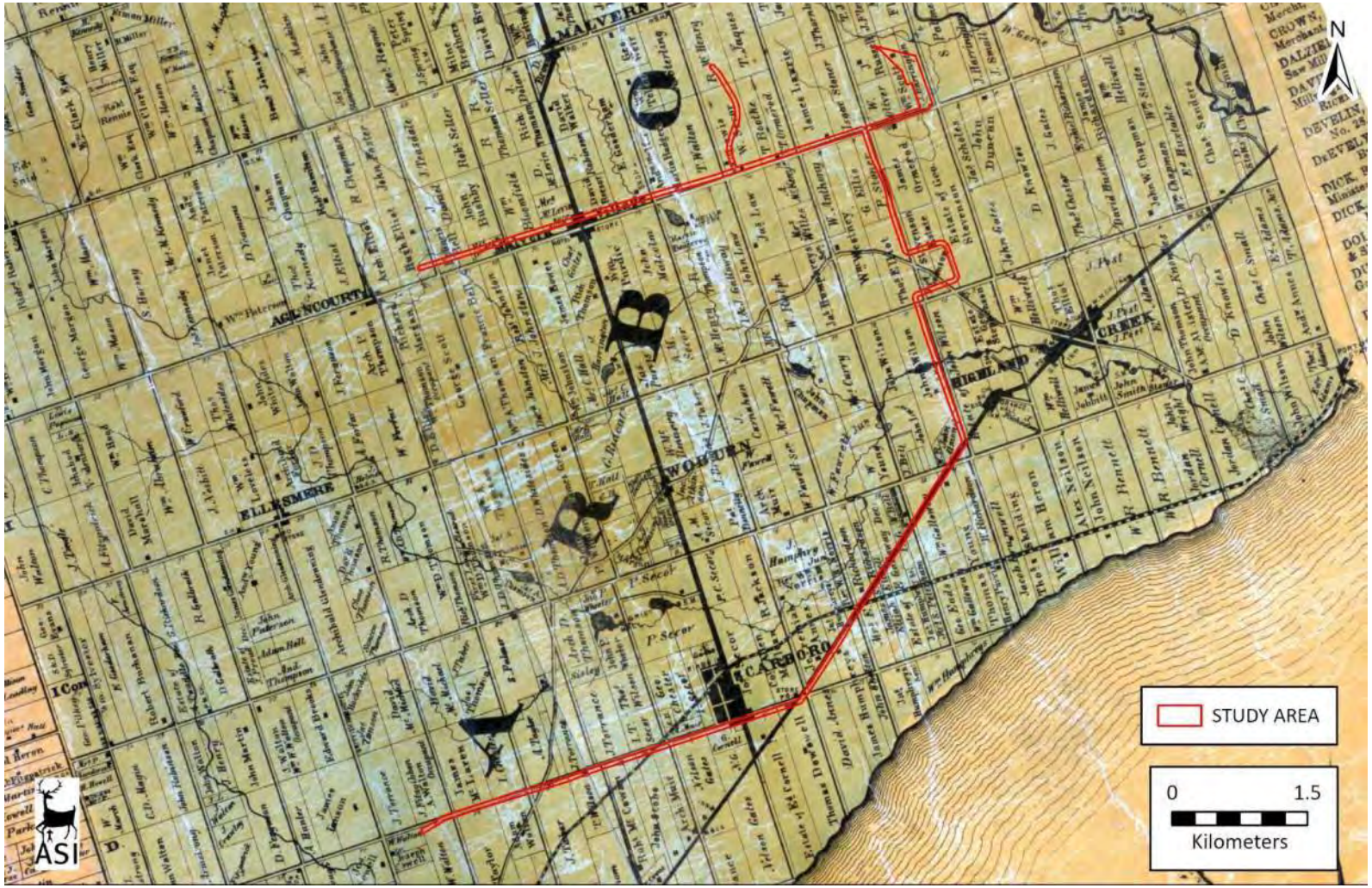


Figure 2: The study area overlaid on the 1860 *Map of the County of York*. Base Map: (Tremaine, 1860).

Figure 3: The study area overlaid on the 1878 *Illustrated Historical Atlas of the County of York.* Base Map: (Miles & Co., 1878).

Figure 4: The study area overlaid on the 1914-1915 topographic maps of Markham and Toronto. Base Map: (Department of Militia and Defence, 1914, 1915).

Figure 5: The study area overlaid on the 1954 aerial photographs of the City of Toronto. Base Map: (Hunting Survey Corporation Limited, 1954).

Figure 6: The study area overlaid on the 1965 aerial photographs of the City of Toronto. Base Map: (City of Toronto Archives, no date).

Figure 7: The study area overlaid on the 1978 aerial photographs of the City of Toronto. Base Map: (City of Toronto Archives, no date).

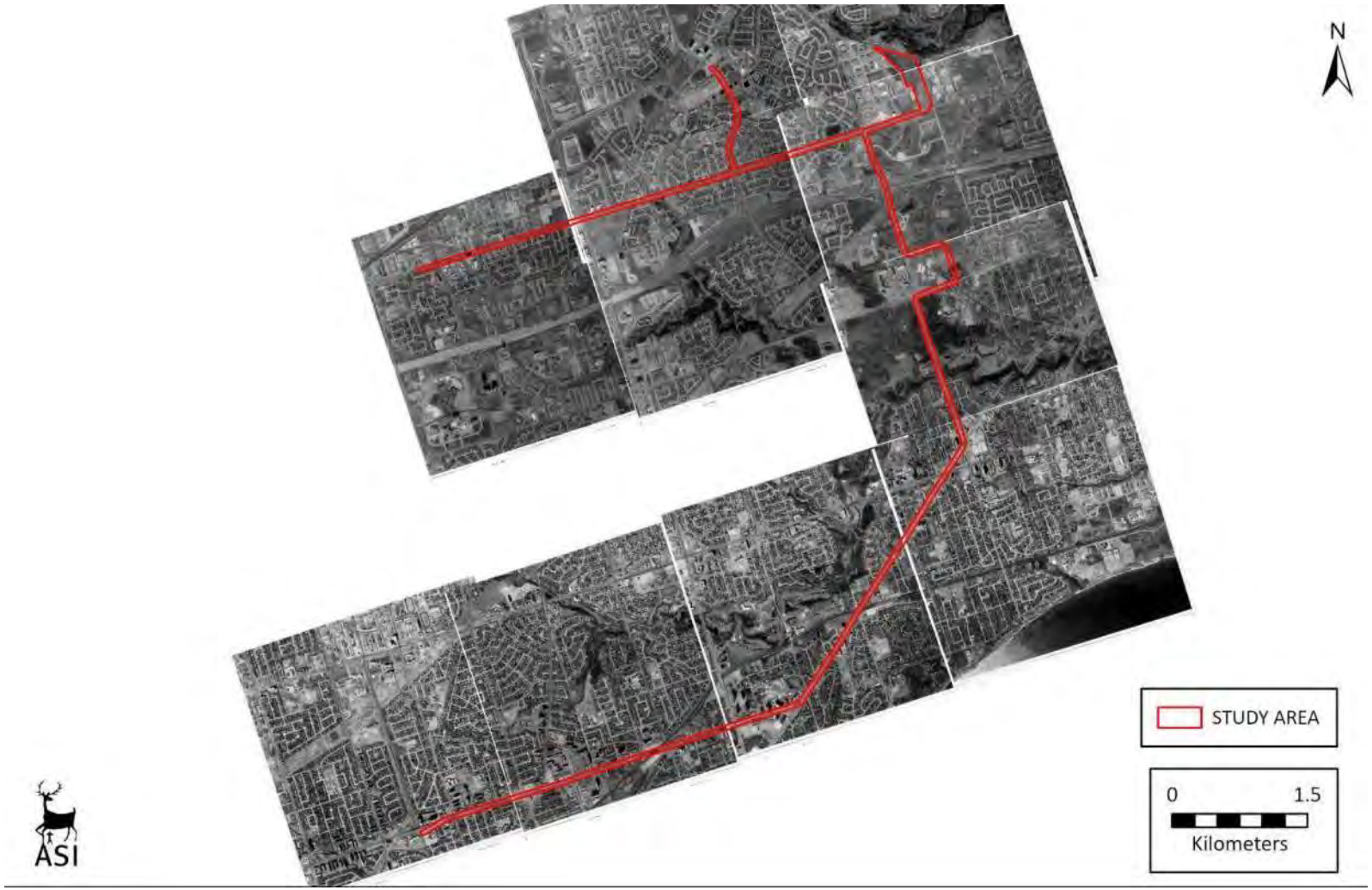


Figure 8: The study area overlaid on the 1992 aerial photographs of the City of Toronto. Base Map: (City of Toronto Archives, no date).

4.0 Existing Conditions

A field review of the study area was undertaken by Kirstyn Allam and Eliza Brandy of Archaeological Services Inc., on 20 April 2023 and by Kirstyn Allam on 26 April 2023 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 25.

4.1 Description of Field Review

The study area along Eglinton Avenue East is approximately 4.6 kilometres in length beginning at the Kennedy Toronto Transit Commission (T.T.C.) Station to the east of Kennedy Road in the west and continues along Eglinton Avenue to its terminus north of the Eglinton Avenue East and Kingston Road intersection (Plate 1 to Plate 4). Eglinton Avenue East has a general east-west alignment and features three-lanes of eastbound vehicular traffic, three-lanes of westbound vehicular traffic, and for much of the study area the roadway has curbs, sidewalks, and boulevards. For portions of Eglinton Avenue East, one lane for each direction of traffic has been designated for use by buses only. Generally, the study area is bounded by a mixture of residential and commercial properties, with the Kennedy T.T.C. Station property at the western end. The Stouffville rail corridor intersects with the western end of the study area along Eglinton Avenue East as well as Line 3 (Scarborough) of the T.T.C. There are two bridges, both constructed in 1979 within the Kennedy Station property, one is over the Kiss-and-Ride with the other being a ramp bridge at the east of the station. Just to the north of the study area is a bridge carrying Eglinton Avenue East over the Stouffville rail corridor that was constructed in 1974 (City of Toronto, 2022). The Lakeshore East rail corridor transects the study area just east of Bellamy Road North and is carried over

Eglinton Avenue East by a bridge that was constructed in 1962 (City of Toronto, 2022).[2]

Plate 1: Kennedy Station, looking southwest (A.S.I., 2023).

[2] Due to their age of construction and their common types, these bridges do not have potential to retain cultural heritage value or interest based on the Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Municipal Engineers Association, 2014).

Plate 2: Eglinton Avenue East with commercial properties on both sides of the road, looking west (A.S.I., 2023).

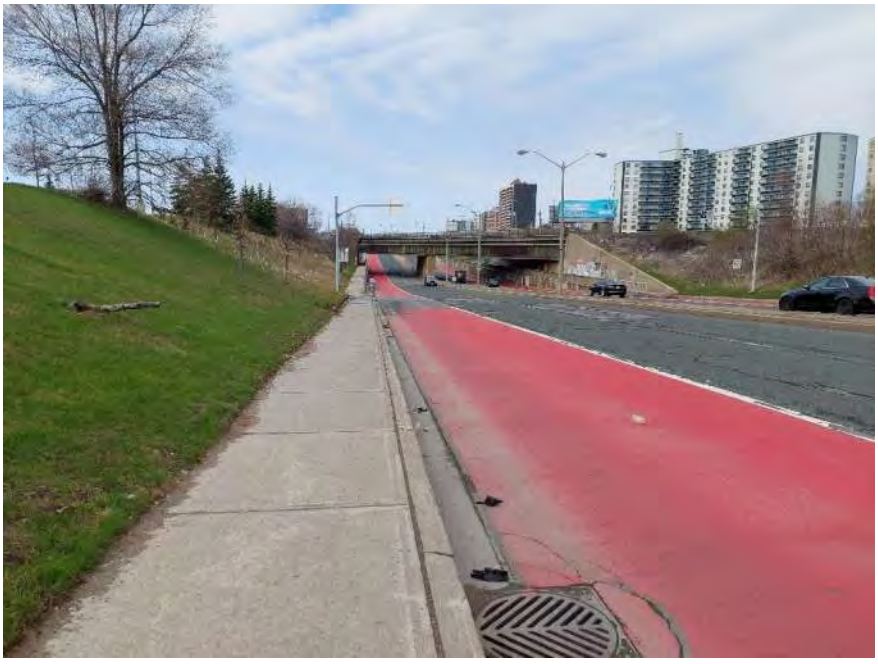


Plate 3: Eglinton Avenue East with the bridge carrying the Lakeshore East rail corridor, looking west (A.S.I., 2023).

Plate 4: The terminus of Eglinton Avenue East with residential buildings on both sides of the street, looking west (A.S.I., 2023).

The study area continues along Kingston Road approximately 3.4 kilometres in length from north of the intersection of Eglinton Avenue East and Kingston Road in the west and extends to the intersection of Kingston Road and Morningside Avenue in the east (Plate 5 to Plate 8). Kingston Road has a general northeast—southwest alignment and features three-lanes of northeast-bound, three-lanes of southwest-bound vehicular traffic, and has curbs, sidewalks, and boulevards. For sections of Kingston Road, one lane for each direction of traffic has been designated for use by buses only. Kingston Road is generally bounded by a mixture of residential and commercial properties, and the Guildwood GO Station at the intersection of Kingston Road and Celeste Drive. The Lakeshore East rail corridor intersects with the study area along Kingston Road south of Celeste

Drive. A bridge that was constructed in 1979 carries Kingston Road over the rail corridor (City of Toronto, 2022).[3]

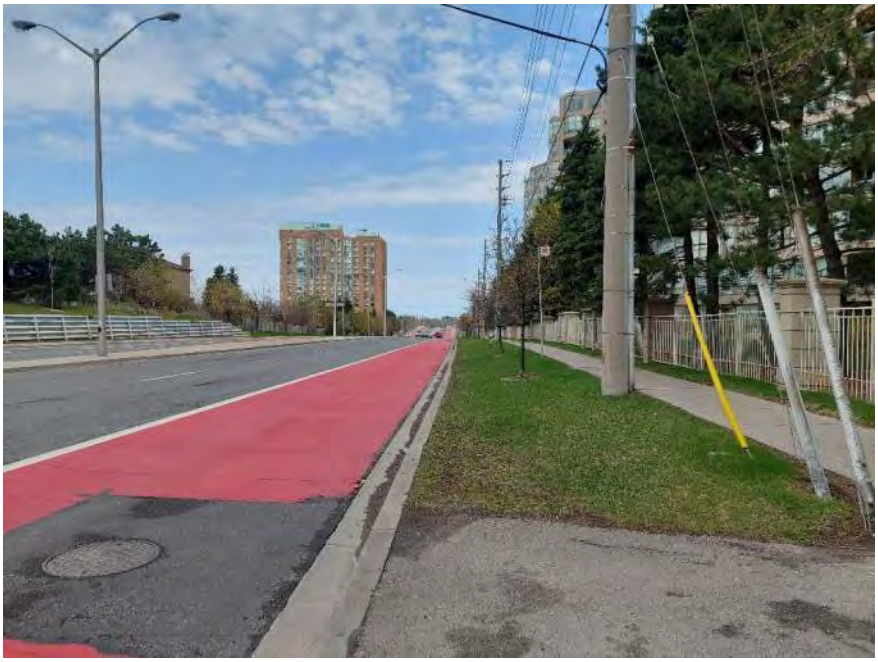


Plate 5: Kingston Road, with dedicated bus lane identified with red paint, looking east (A.S.I., 2023).

[3] Due to its age of construction and common type, this bridge does not have potential to retain cultural heritage value or interest based on the Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Municipal Engineers Association, 2014).

Plate 6: Kingston Road, east of the Guildwood GO Station, looking west (A.S.I., 2023).

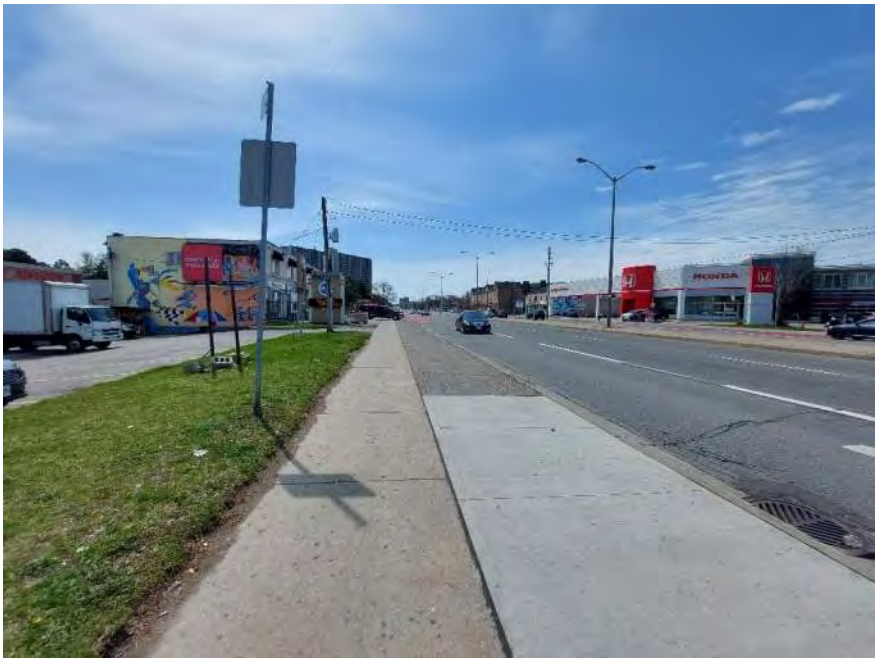


Plate 7: Kingston Road with commercial properties, looking west (A.S.I., 2023).

Plate 8: Intersection of Kingston Road and Morningside Avenue, looking north (A.S.I., 2023).

The study area extends along Morningside Avenue for approximately 1.7 kilometres where it turns eastwards on Ellesmere Road for approximately 0.5 kilometres to Military Trail (Plate 9 to Plate 11). The study area then travels northwards through a university residence building and fields for 0.4 kilometres and then to the west through sports' fields and the Toronto Pan Am Sports Centre property for 0.4 kilometres back to Morningside Avenue at Military Trail (Plate 12 and Plate 13). The study area then continues along Morningside Avenue for 1.4 kilometres to Sheppard Avenue East (Plate 14). Morningside Avenue is generally oriented in a north-south alignment and features two-lanes of northbound vehicular traffic, two-lanes of southbound vehicular traffic, and has curbs, sidewalks, and boulevards along its length. One lane for each direction of traffic has been designated for use by buses only. Ellesmere Road is oriented in an east-west alignment, with two-lanes of eastbound vehicular traffic, two lanes of westbound vehicular traffic, and features curbs on both sides, and sidewalks along the southern side. There are sidewalks along both sides of Ellesmere to the east of Military Trail. Morningside Avenue is generally bounded by residential

properties from Kingston Road to Fairwood Crescent. A secondary school is located on the west side of Morningside Avenue and Beath Street. Morningside Avenue traverses the Highland Creek and valley with Morningside Park on the west side and the University of Toronto Scarborough campus on the east. The university campus is bounded Ellesmere Road and Military Trail. North of Morningside Avenue and Military Trail, the study area is generally bounded by a mixture of residential and commercial properties. Morningside Avenue is carried over Highland Creek by a bridge constructed in 2017 (Niagara Rigging & Erecting Company Ltd., 2023). Morningside Avenue is carried over Highway 401 by a bridge constructed in 1989 (City of Toronto, 2022).[4]

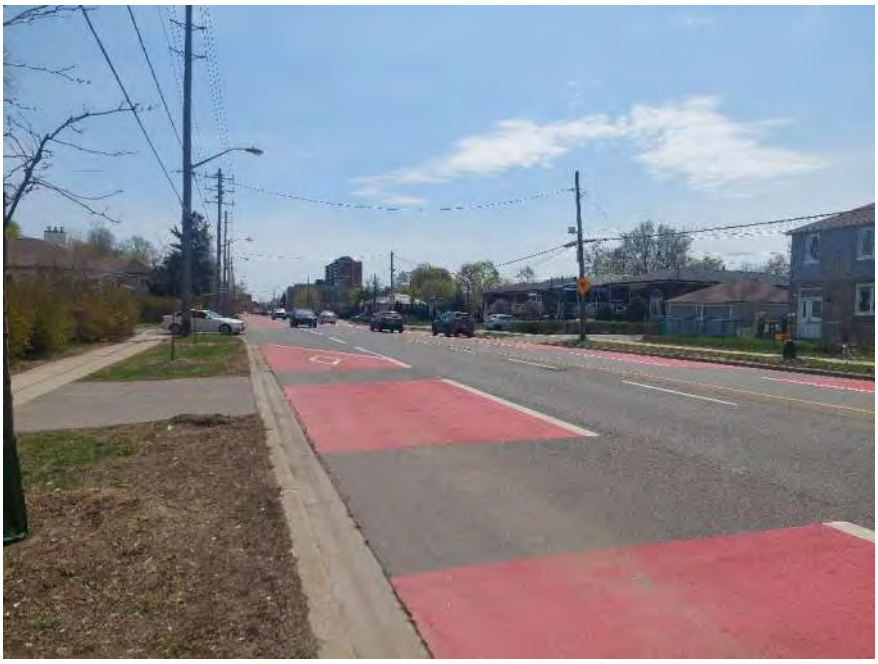


Plate 9: Morningside Avenue with residential properties on both sides, looking south (A.S.I., 2023).

[4] Due to their age of construction and their common types, these bridges do not have potential to retain cultural heritage value or interest based on the Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Municipal Engineers Association, 2014).

Plate 10: Morningside Avenue through the Highland Creek valley, looking north (A.S.I., 2023).

Plate 11: The intersection of Morningside Avenue and Ellesmere Road, looking east (A.S.I., 2023).

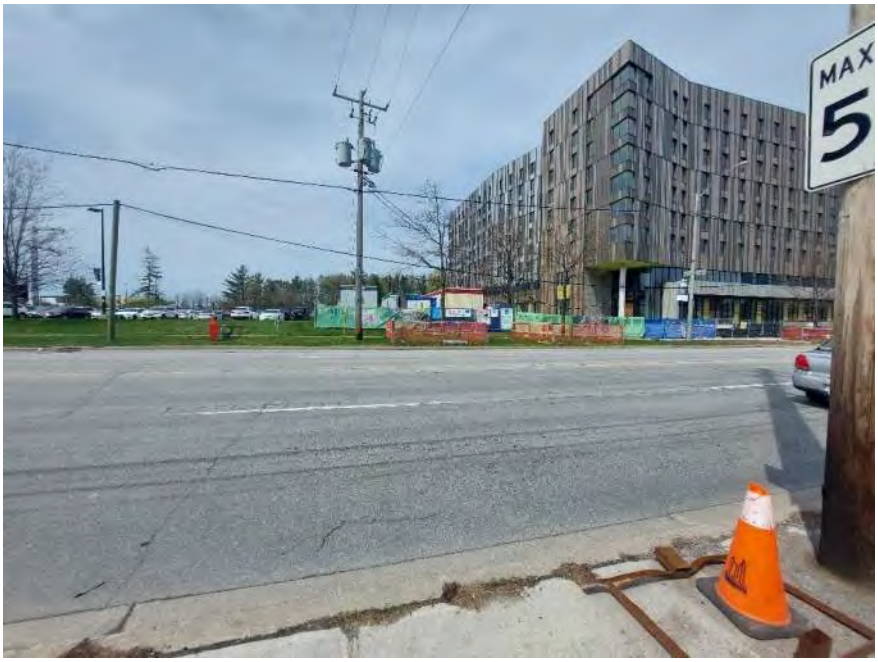


Plate 12: The study area, looking north from east of Military Trail on Ellesmere Road (A.S.I., 2023).

Plate 13: Looking west from Pam Am Drive, Toronto Pan Am Sports Centre is in the right of the photograph (A.S.I., 2023).

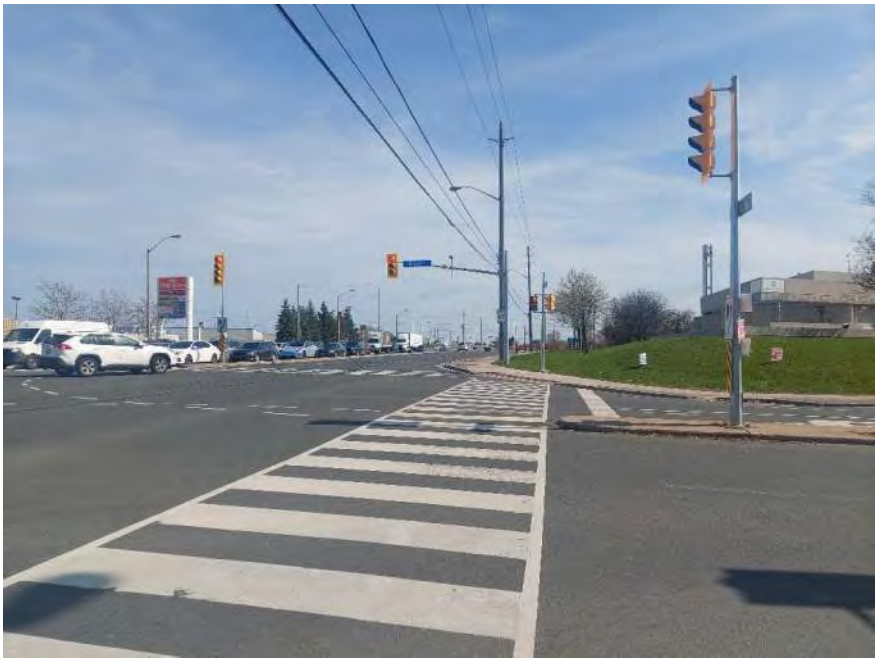


Plate 14: Morningside Avenue from Milner Avenue, looking south (A.S.I., 2023).

The study area extends along Sheppard Avenue East for approximately 5.9 kilometres from the intersection of Sheppard Avenue East and Conlins Road in the east to approximately 0.2 kilometres west of the intersection of Sheppard Avenue East and McCowan Road (Plate 15 to Plate 21). The study area also includes the proposed Maintenance and Storage Facility site at 8304 Sheppard Avenue East. The Rouge National Urban Park is located to the north and east of the proposed Maintenance and Storage Facility site, however it is just outside of the limits of the study area. Sheppard Avenue East is generally oriented in an east-west alignment and features two-lanes of eastbound vehicular traffic, two-lanes of westbound vehicular traffic, and features sidewalks and boulevards. Some portions of the road feature curbs while others have paved shoulders. The study area along Sheppard Avenue East is bounded by commercial properties to the east of Morningside Avenue and by a mixture of residential and commercial properties to the west. Two bridges carry Sheppard Avenue East over two branches of the East Highland Creek, the bridge to the east of Gateforth Drive was

constructed in 1974 and the bridge to the east of McCowan Road was constructed in 1979 (City of Toronto, 2022).[5]

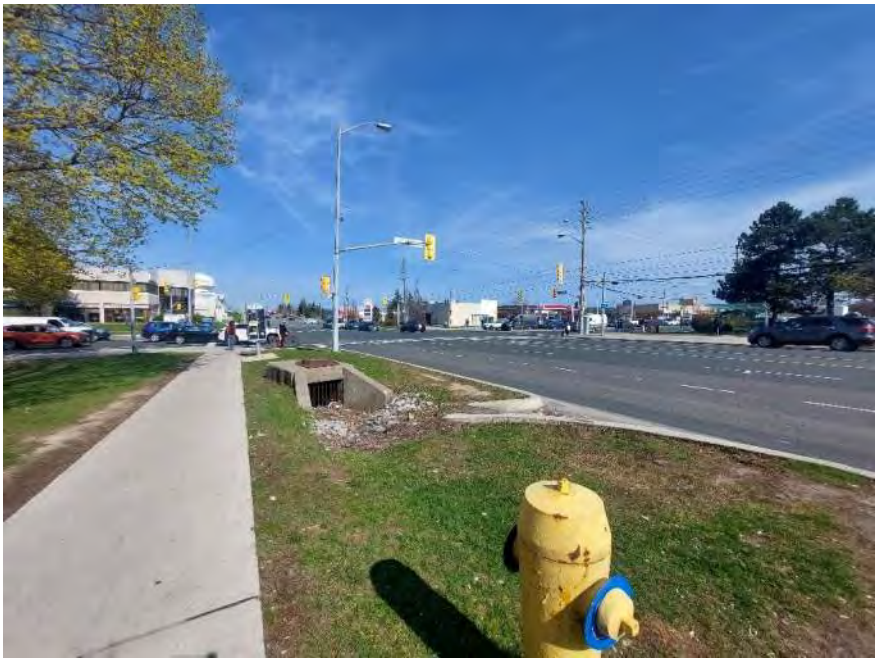


Plate 15: The intersection of Morningside Avenue and Sheppard Avenue East, looking east (A.S.I., 2023).

[5] Due to their age of construction and their common types, these bridges do not have potential to retain cultural heritage value or interest based on the Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Municipal Engineers Association, 2014).

Plate 16: Sheppard Avenue East, looking west (A.S.I., 2023).

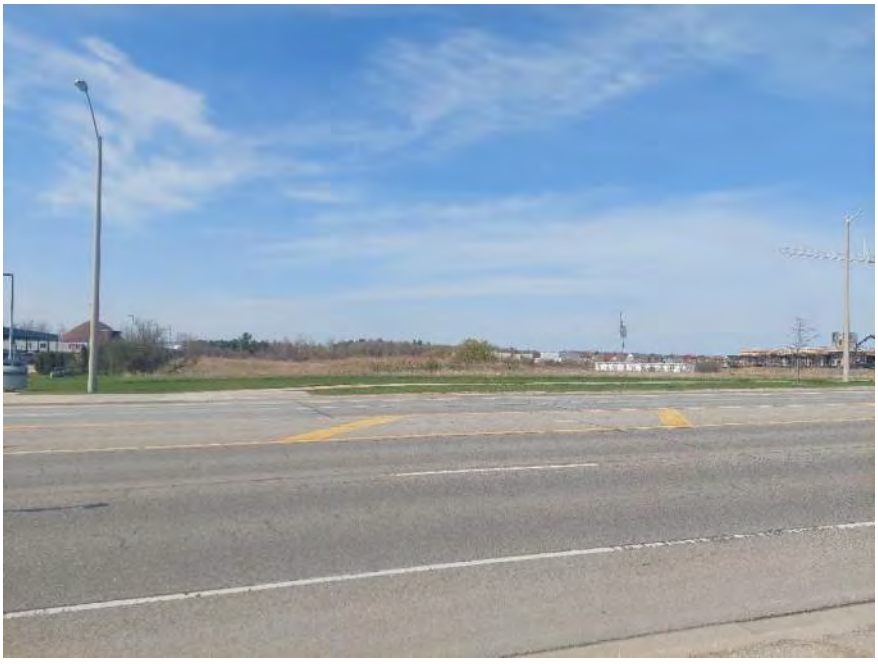


Plate 17: The Maintenance and Storage Facility property at 8304 Sheppard Avenue East, looking north (A.S.I., 2023).

Plate 18: The Maintenance and Storage Facility property beyond the fence (A.S.I., 2023).

Plate 19: Sheppard Avenue East, residential properties back onto the roadway, looking east (A.S.I., 2023).

Plate 20: Commercial properties along Sheppard Avenue East, looking northeast (A.S.I., 2023).

Plate 21: The intersection of Sheppard Avenue East and McCowan Road, looking west (A.S.I., 2023).

The study area also travels along Neilson Road from Sheppard Avenue East for approximately 1.2 kilometres to south of McLevin Avenue (Plate 22 to Plate 25). Neilson Road has a winding orientation but generally travels from north to south. It has two-lanes of northbound vehicular traffic, two-lanes of southbound vehicular traffic, and features curbs, sidewalks, and boulevards along both sides. The study area is generally bounded by esidental properties from Sheppard Avenue East to Tapscott Road/Sewells Road. North of Tapscott Road/Sewells Road the study area is bounded by residential, institutional, and commercial properties including the Malvern Town Centre.

Plate 22: Neilson Road with backyards of residential properties, looking south (A.S.I., 2023).

Plate 23: Intersection of Neilson Road and Tapscott Road/Sewells Road, Malvern Town Centre is in the background, looking northwest (A.S.I., 2023).

Plate 24: Neilson Road with commercial properties along both sides of the road, looking south (A.S.I., 2023).

Plate 25: The northern portion of the study area along Neilson Road, looking north (A.S.I., 2023).

4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, two known built heritage resources (B.H.R.s), one known cultural heritage landscape (C.H.L.), five potential B.H.R.s and three potential C.H.L.s were identified within the study area.[6] These include: three properties designed under Part IV of the *Ontario Heritage Act*; six properties identified in previous reports; and two properties identified during background research and field review. A detailed inventory of known and potential B.H.R.s and C.H.L.s within the study area is presented below

[6] Not included in the inventory for this Cultural Heritage Report is the Danforth Road plaque located at the parkette at the intersection of Ellesmere Road and Military Trail as it was not present during the fieldwork.

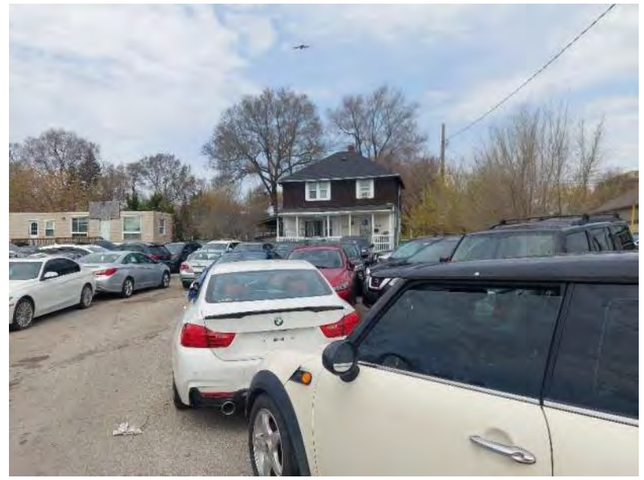
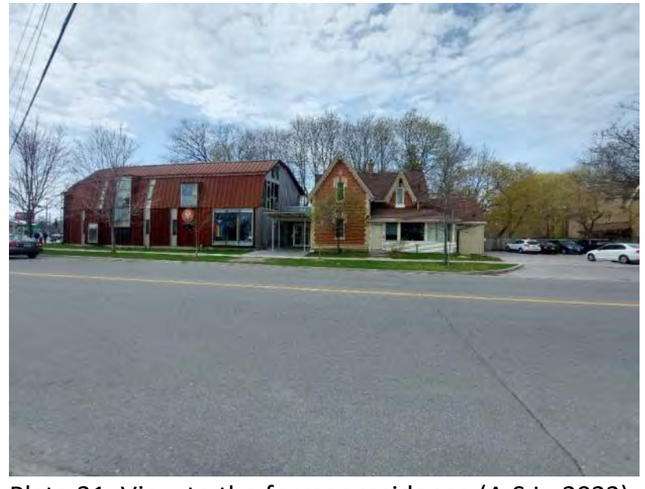
in Table 1. See Figure 9 to Figure 24 for mapping showing the location of identified B.H.R.s and C.H.L.s.

Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

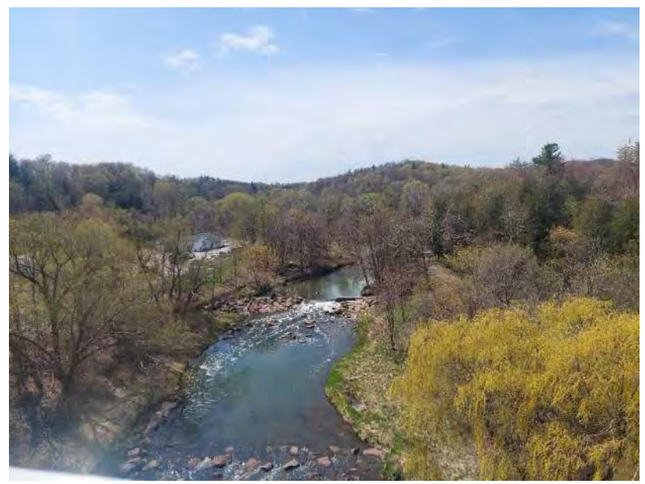
Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 1	Church	3739 Kingston Road	Potential B.H.R. – Identified during background research and field review	The church, known as the Scarborough Bluffs United Church, is located at the southeast corner of the intersection of Kingston Road and Scarborough Golf Club Road. The potential heritage attributes include the church building and the plaque for George H. Dix which is part of a memorial that is built out of some of the foundations of the second church built on the site and includes the former church bell (Read the Plaque, n.d.). The current church was constructed in 1960 and incorporates a portion of one of the previous churches on the property in its western elevation (ACO Toronto, 2022). The 1914-1915 topographic maps (Figure 4) depicts a stone/brick church in the location of the current structure. The property has the potential to retain C.H.V.I. for its design value as a representative mid-century church building in Scarborough, associative value with the Scarborough Bluffs United Church congregation, and contextual value for supporting the characteristics of the suburban setting at the intersection of Kingston Road and Scarborough Golf Club Road.	 Plate 26: View to the church and memorial (A.S.I., 2023)

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 2	Residence	3741 Kingston Road	Potential B.H.R. – Identified during background research and field review	The early twentieth-century residence is located on the south side of Kingston Road to the east of Scarborough Golf Club Road. The potential heritage attributes include the two-storey brick house with square footprint and two-storey rear addition. The house has a cross gable roof and a bay window along the northern elevation. The 1954 aerial photograph (Figure 5) shows a residence in the location of the extant structure. The property has the potential to retain C.H.V.I. for its design value as a representative early-twentieth century residence in Scarborough and contextual value for supporting the suburban setting of Kingston Road to the east of Scarborough Golf Club Road.	 Plate 27: View to the residence (A.S.I., 2023)
B.H.R. 3	Former Residence (Presently Commercial)	3750 Kingston Road	Known B.H.R. – Designated under Part IV of the *Ontario Heritage Act* (Bylaw 18102)	The former residence, now the Stone Cottage Pub, is located on the north side of Kingston Road to the east of Scarborough Golf Club Road. The known heritage attributes include the one-and-half storey fieldstone house with a rectangular footprint, central gable, and Gothic arched window beneath the central gable. The residence has associations with Jeremiah Annis as the owner of the house, and along with his two sons were members of the Scarborough Council (Borough of Scarborough, 1978). For further information and full description of its known C.H.V.I., please see the bylaw available via this link. The 1914-1915 topographic maps (Figure 4) depicts a stone/brick residence in the location of the current structure.	 Plate 28: View to the former residence (A.S.I., 2023)

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 4	Entryway	Guildwood Parkway and Kingston Road	Potential B.H.R. – Identified in Previous Report (Archaeological Services Inc., 2009)	The Stanley Barrack Gates are located at the southeast corner of the intersection of Guildwood Parkway and Kingston Road. The potential heritage attributed include the stone pillars, wrought iron gates, metal fencing, and light fixtures atop the pillars. A datestone states "1957". The gates were relocated from Stanley Barracks to this location when the officer's quarters were demolished in the 1950's (Scarborough Historical Society, n.d.c). According to staff at the City of Toronto, Spencer Clark of the Guild Inn had purchased the gates in 1953, consisting of two larger carriage gates, two smaller pedestrian gates, and the curved iron fences that flanked them. Some of this was incorporated into the entrances at Guildwood Parkway and Kingston Road, some was incorporated into a smaller entrance to the Guild Inn, and some was put in a stone storage compound (personal communication 22 January 2024). The 1965 aerial photograph (Figure 6) depicts the gates at the intersection of Guildwood Parkway and Kingston Road. The gates have the potential to retain C.H.V.I. for their historical associations with Stanley Barracks and the Guild Inn and their contextual value for supporting the entrance to the Guild Inn property since the time of their installation.	 Plate 29: View to the gates (A.S.I., 2023)

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 5	Former Residence (Presently Commercial)	4234 Kingston Road	Potential B.H.R. – Identified in Previous Report (Archaeological Services Inc., 2009)	The former residence is located at the northwest corner of the intersection of Kingston Road and Adams Drive. The potential heritage attributes include the two-storey residence with a square footprint and hipped roof. The house has been clad in clapboard siding and has an internal brick chimney. The 1954 aerial photograph (Figure 5) shows a residence in the location of the extant structure. The property has the potential to retain C.H.V.I. for its design value as a representative early-twentieth century residence in Scarborough and contextual value for supporting the suburban setting of Kingston Road to the west of Adams Drive.	 Plate 30: View to the former residence (A.S.I., 2023)
B.H.R. 6	Former Residence (Presently a Community Facility)	156 Galloway Road	Known B.H.R. – Designated under Part IV of the *Ontario Heritage Act* (Bylaw 20972)	The former nineteenth-century brick residence is located at the northwest corner of the intersection of Galloway Road and Kingston Road. The known heritage attributes include the one-and-a-half storey brick residence with a T-shaped footprint and cross gable roof. The house has elements of the Gothic Revival style with its red and buff brick and bargeboard along the eaves. The house is associated with Richard Eade (Borough of Scarborough, 1982). For further information, please see the bylaw available via this link. In 2011, a southern extension was added to the building. This modern addition fronts on to the corner of Galloway Road and Kingston Road. The property is now known as Ghesig House and was built for Native Child and Family Life Services of Toronto. The 1878 map (Figure 3) depicts a residence in the vicinity of the extant structure.	 Plate 31: View to the former residence (A.S.I., 2023)

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 7	Residence	344 Morningside Avenue	Potential B.H.R. – Identified in Previous Report (Archaeological Services Inc., 2009)	The residence is located on the west side of Morningside Avenue and to the north of Beath Street. The potential heritage attributes include the two-and-a-half storey brick residence with an irregular footprint and cross gable roof. The house has a covered porch and bay along the eastern elevation. The 1914-1915 topographic maps (Figure 4) depicts a frame residence in the vicinity of the current structure. The property has the potential to retain C.H.V.I. for its design value as a representative early-twentieth century residence in Scarborough and contextual value for supporting the residential setting of Morningside Avenue to the north of Beath Street.	 Plate 32: View to the residence (A.S.I., 2023)
C.H.L. 1	Post-War Streetscape	Morningside Avenue from Fairwood Crescent to Tefft Road	Potential C.H.L. – Identified in Previous Report (Archaeological Services Inc., 2009)	The post-war streetscape is located along both the east and west sides of Morningside Avenue generally from Tefft Road to Fairwood Crescent. The potential heritage attributes include the variety of residences which are indicative of post-war residential design, the properties have well-proportioned massing, harmonized setbacks, and incorporation of different, while complimentary floor plans, roof designs, and exterior materials (Archaeological Services Inc., 2009). The 1954 aerial photograph (Figure 5) shows the streetscape with residences lining Morningside Avenue. The streetscape has the potential to retain C.H.V.I. for its design value as a representative post-war streetscape in Scarborough, historical value for its development following the Second World War, and contextual value for contributing to the surrounding character of the area.	 Plate 33: View of the east side of the post-war streetscape along Morningside Avenue (A.S.I., 2023)

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 2	Former Estate (Presently Institution)	130 Old Kingston Road	Known C.H.L. – Designated under Part IV of the *Ontario Heritage Act* (Bylaw 302-1998 and 744-2001)	The former estate property is now associated with the University of Toronto. It is located on the north side of Old Kingston Road to the east of Manse Road. The known heritage attributes include the Miller Lash Estate/McLean House and the Miller Lash Carriage House. The Miller Lash Estate/McLean House was constructed 1913-1914 as a summer estate. The former house is a quasi-bungalow, with concrete and fieldstone walls has elements of the Arts and Crafts architectural style. A stone structure, believed to be a former icehouse, was located to the north of the former house. For additional information, please see the bylaw for Miller Lash Estate/McLean House available via this link. The Miller Lash Carriage House was also constructed 1913-1914, complements the Arts and Crafts style of the residence, and has walls clad with fieldstone. For additional information, please see the bylaw for Miller Lash Carriage House available via this link. The 1954 aerial photograph (Figure 5) shows a residence in the location of the extant structure.	 Plate 34: View to the entrance of the property (A.S.I., 2023)
C.H.L. 3	Watercourse	Highland Creek	Potential C.H.L. – Identified in Previous Report (Archaeological Services Inc., 2009)	Highland Creek intersects with the study area at Morningside Avenue between Fairwood Crescent and Ellesmere Road within the Highland Creek valley. Highland Creek has the potential to retain C.H.V.I. as it is significant as a transportation corridor, and as a hunting, fishing and gathering place, and for influencing settlement patterns by Indigenous peoples for thousands of years. The potential heritage attributes include its association with Indigenous people and Euro-Canadian settlers, its role in influencing settlement patterns, along with the Highland Creek watercourse itself, banks, and the valley. The 1860 map (Figure 2) depicts Highland Creek following a similar alignment to its present orientation.	 Plate 35: View of Highland Creek (A.S.I., 2023)

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 4	University Campus	University of Toronto Scarborough Campus; 1265 Military Trail, Toronto	Potential C.H.L. – Identified in Previous Report (Archaeological Services Inc., 2022)	The University of Toronto Scarborough Campus is located on 300 acres of land in Highland Creek valley to the east of Morningside Avenue and south of Ellesmere Road. The campus has potential to have historical associations with the Lash family and design value associated with the buildings and landscape of the campus. potential heritage attributes of the campus include the historical, design, and contextual values of the property. The campus was founded on agricultural lands of Miller Lash's summer estate (C.H.L. 2). The original Scarborough College building was designed by architect John Andrews. The Andrews Building is considered an iconic example of mid-twentieth-century Brutalist architecture. In the Master Plan for the campus (2011), it identified the following cultural heritage elements that would be protected as part of the university's heritage: the Miller Lash House; and the Science and Humanities Wings of the Andrews Building (Archaeological Services Inc., 2022). The 1965 aerial photograph (Figure 6) shows the university campus under construction.	 Plate 36: View of the university campus (A.S.I., 2023)

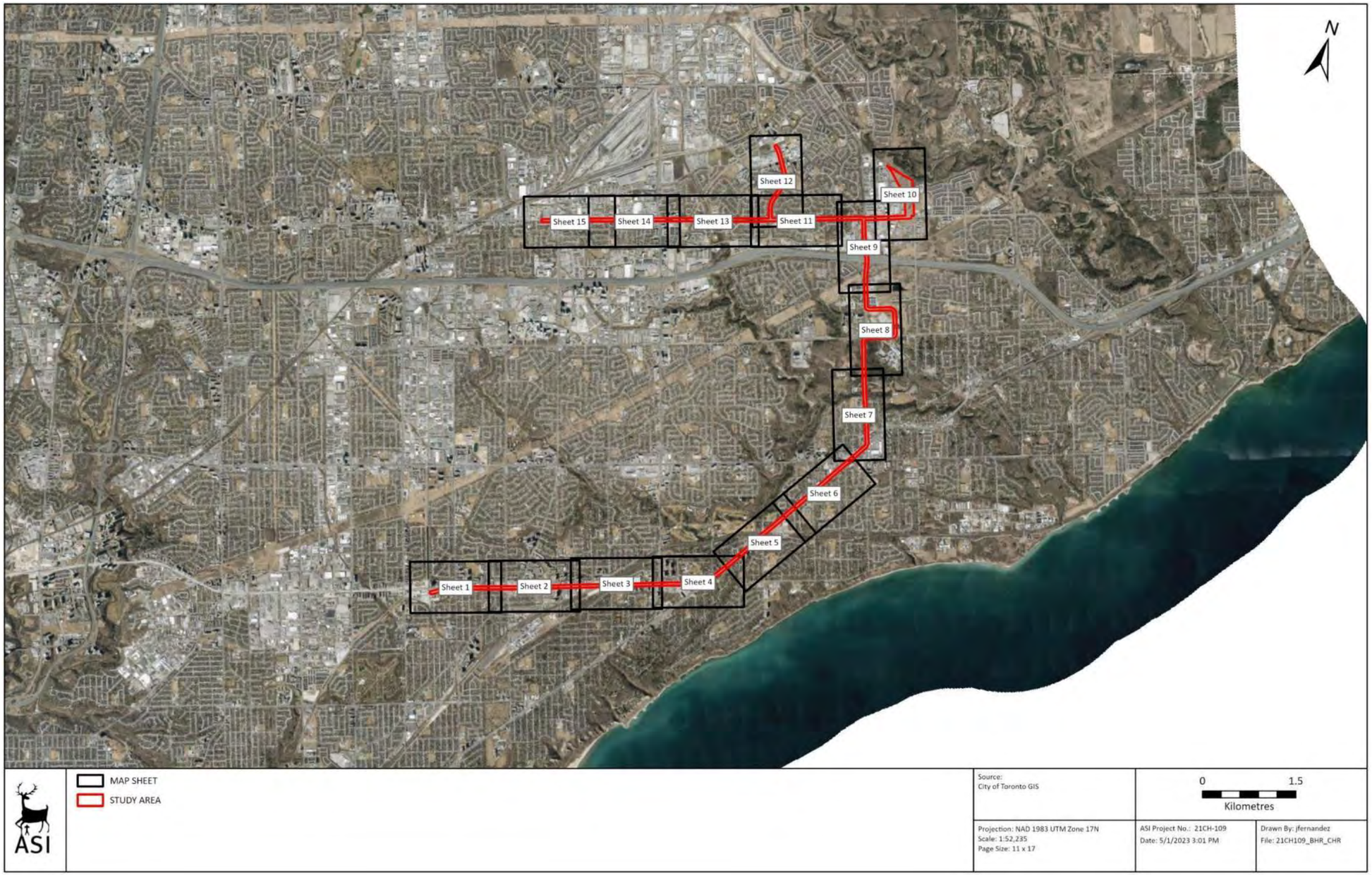


Figure 9: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Key Sheet)

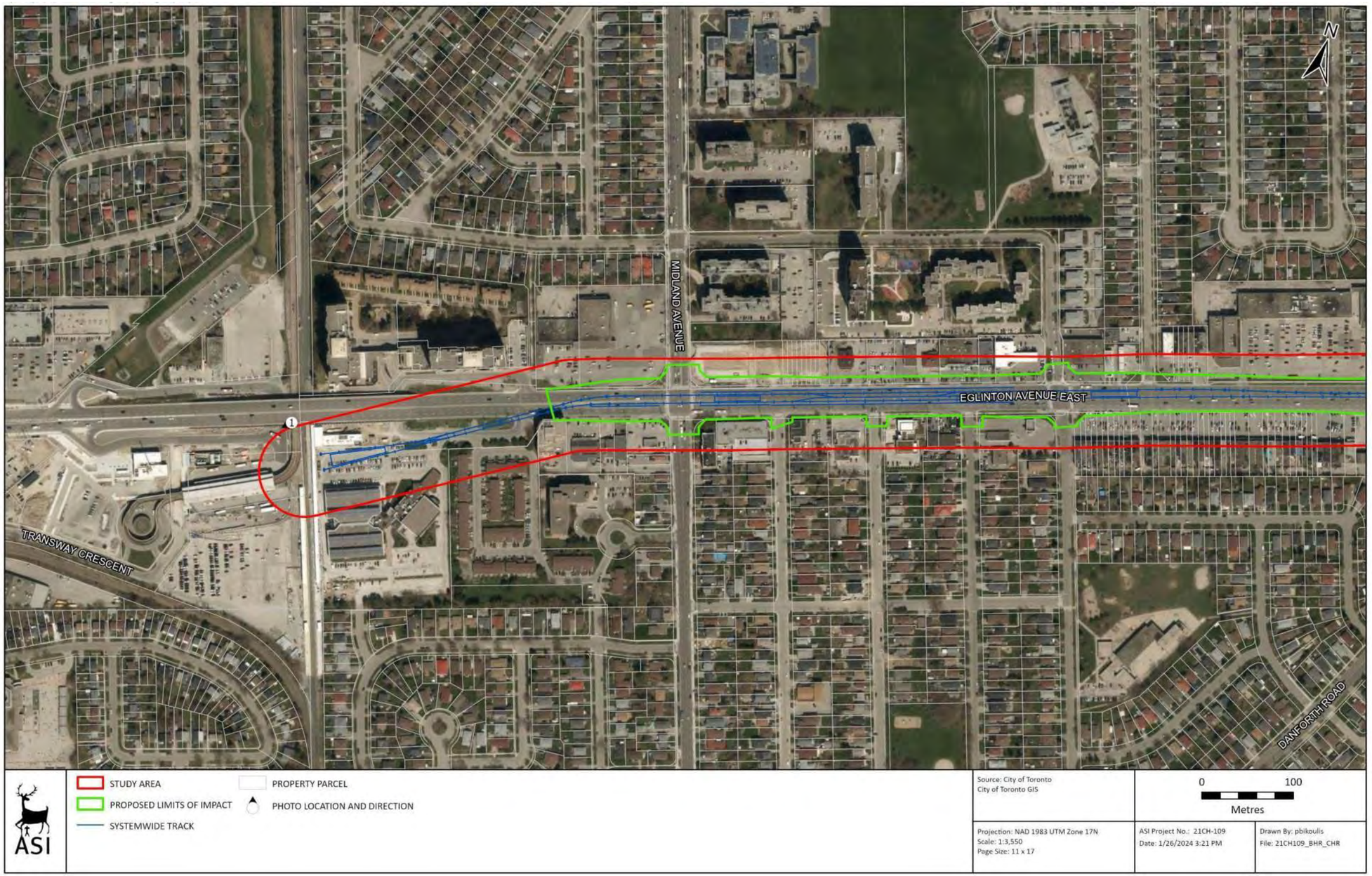


Figure 10: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 1)

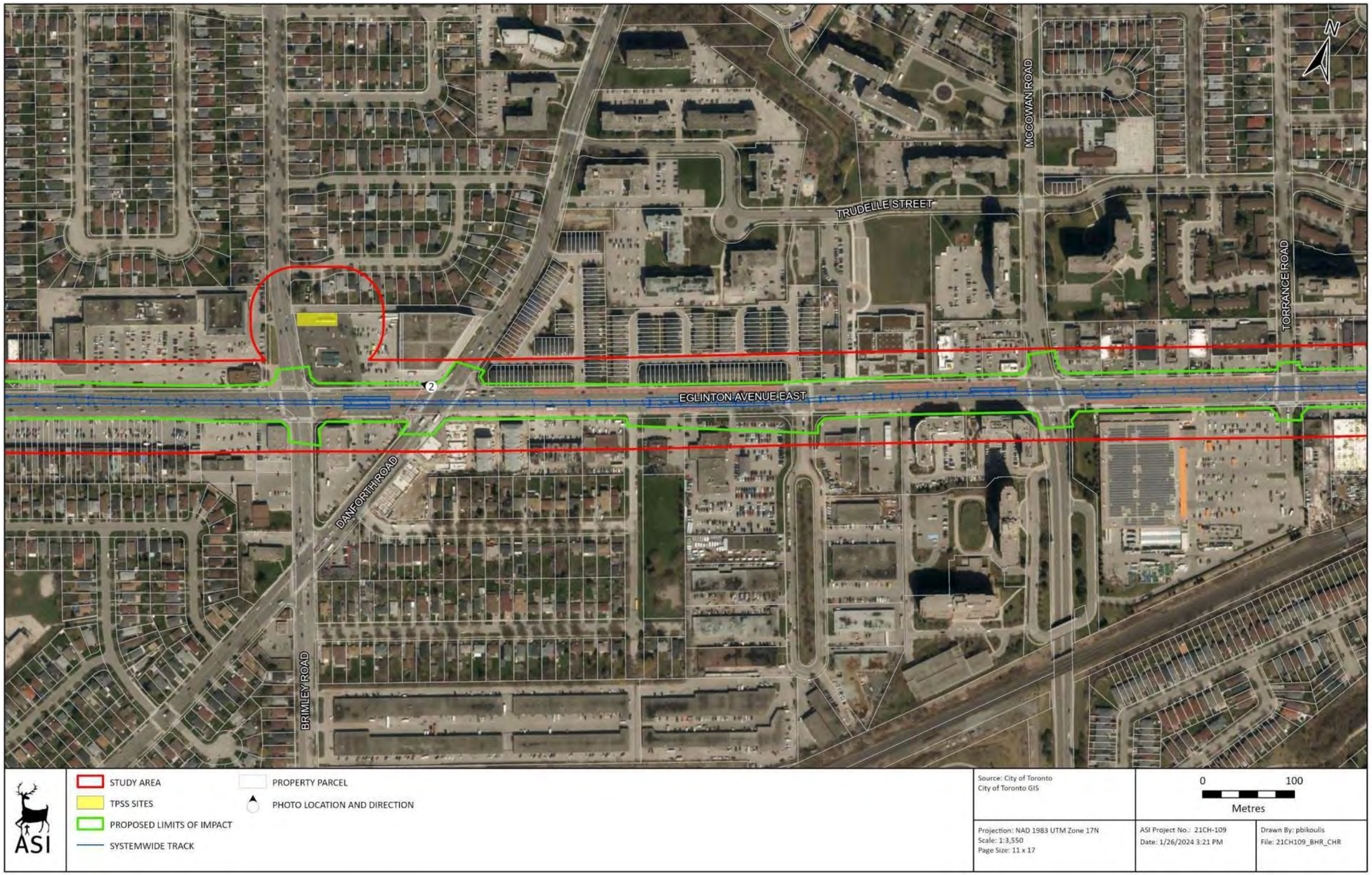


Figure 11: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 2)

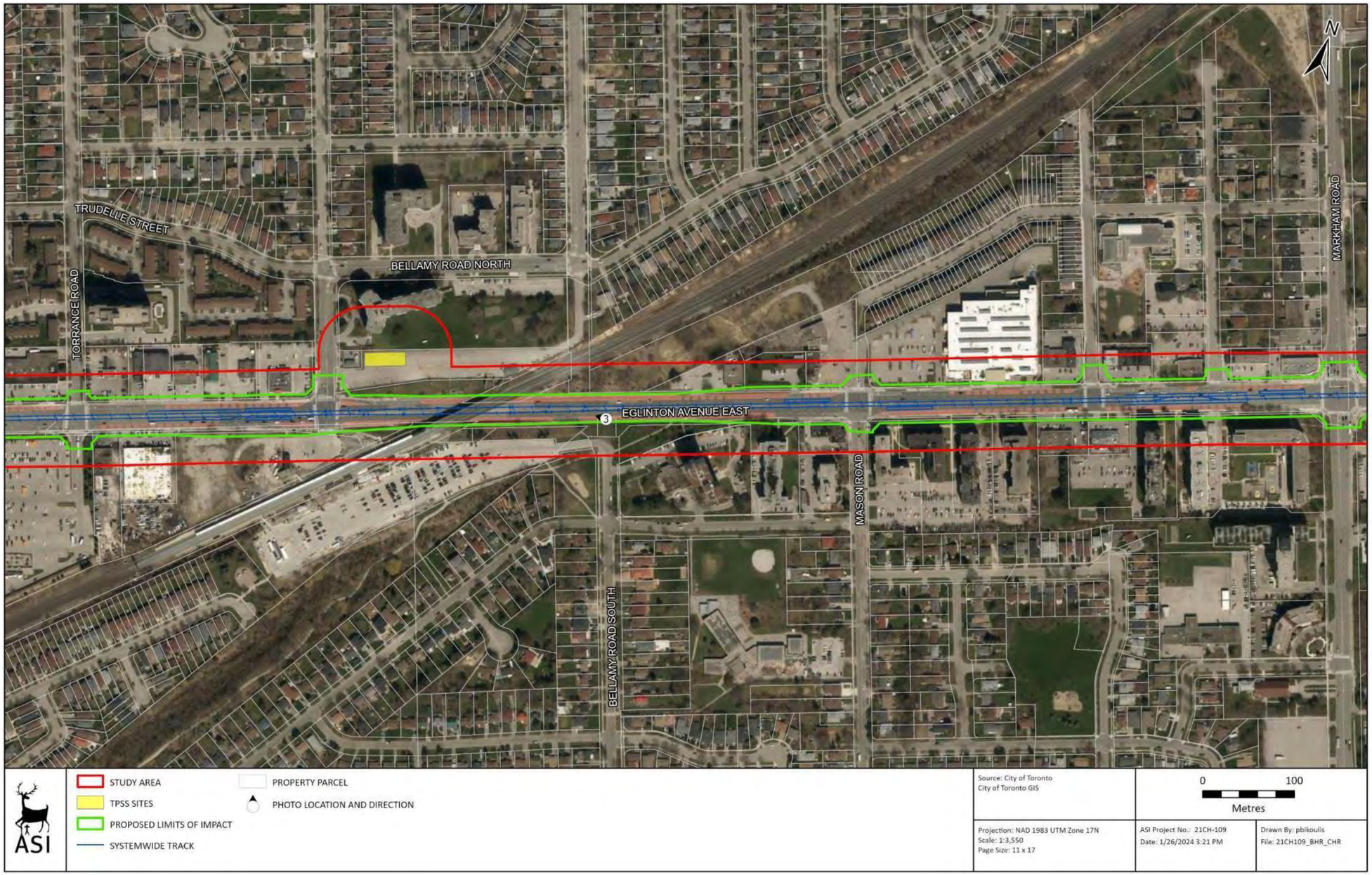


Figure 12: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 3)

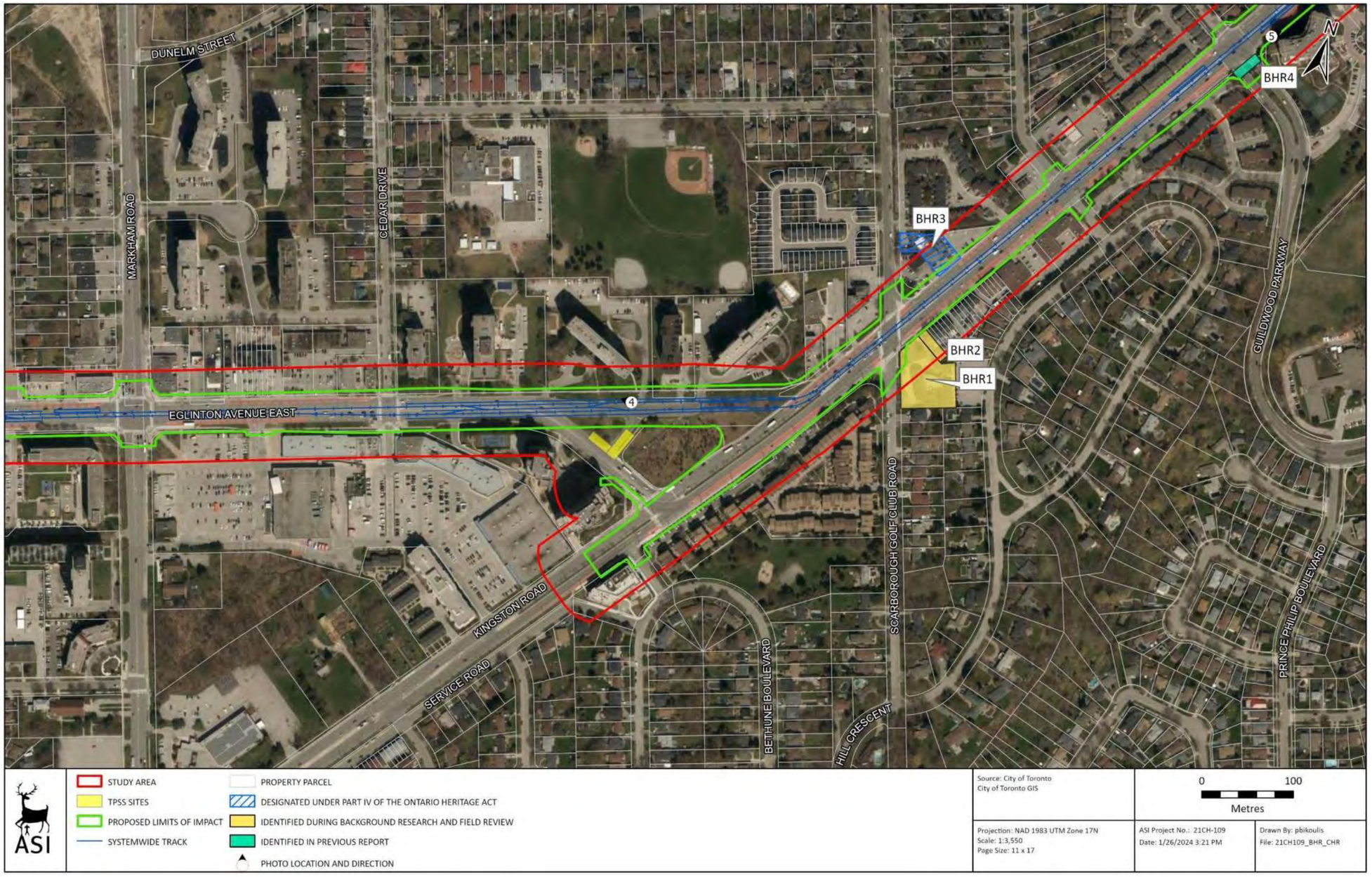


Figure 13: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 4)

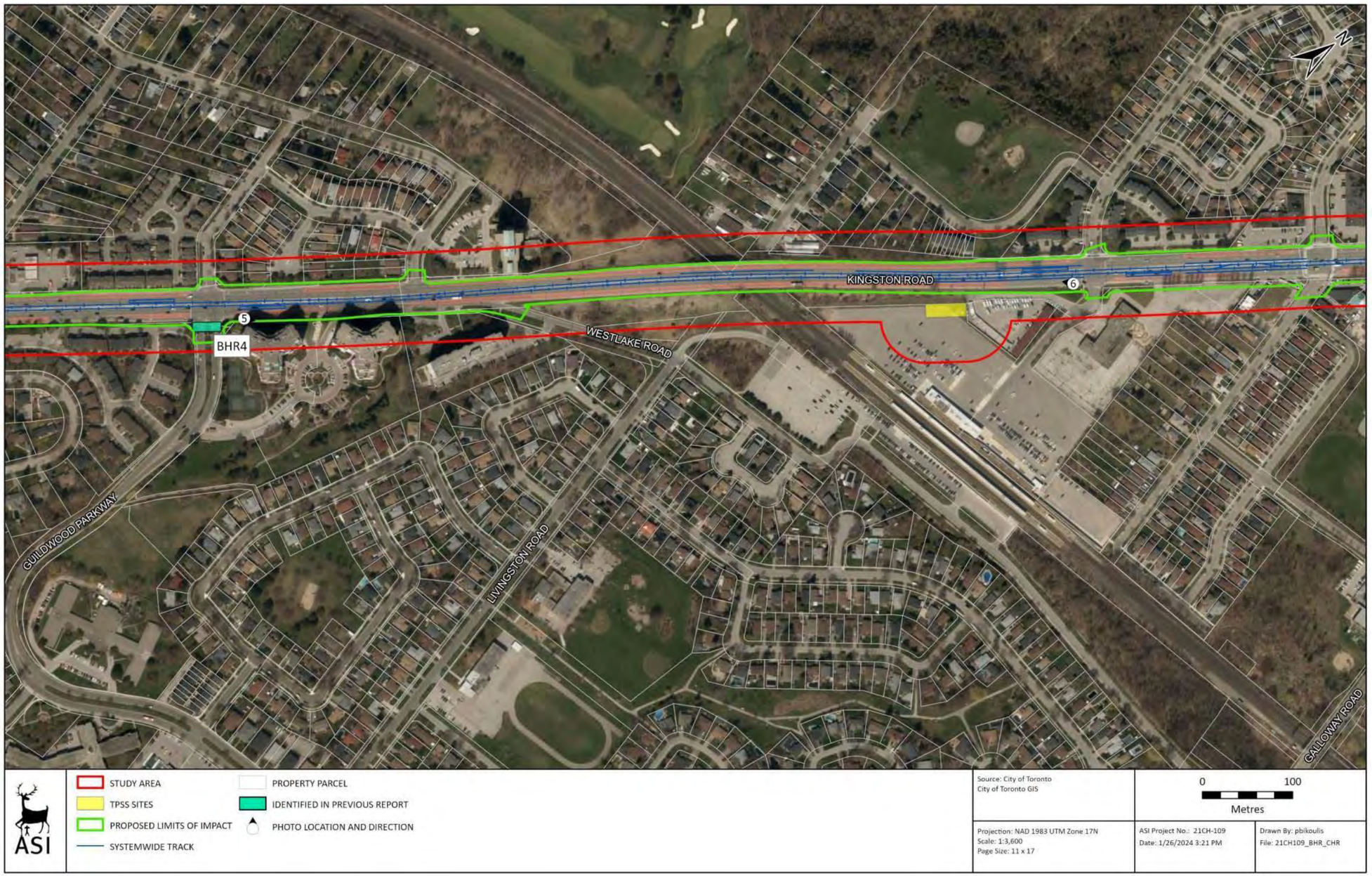


Figure 14: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 5)

Figure 15: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 6)

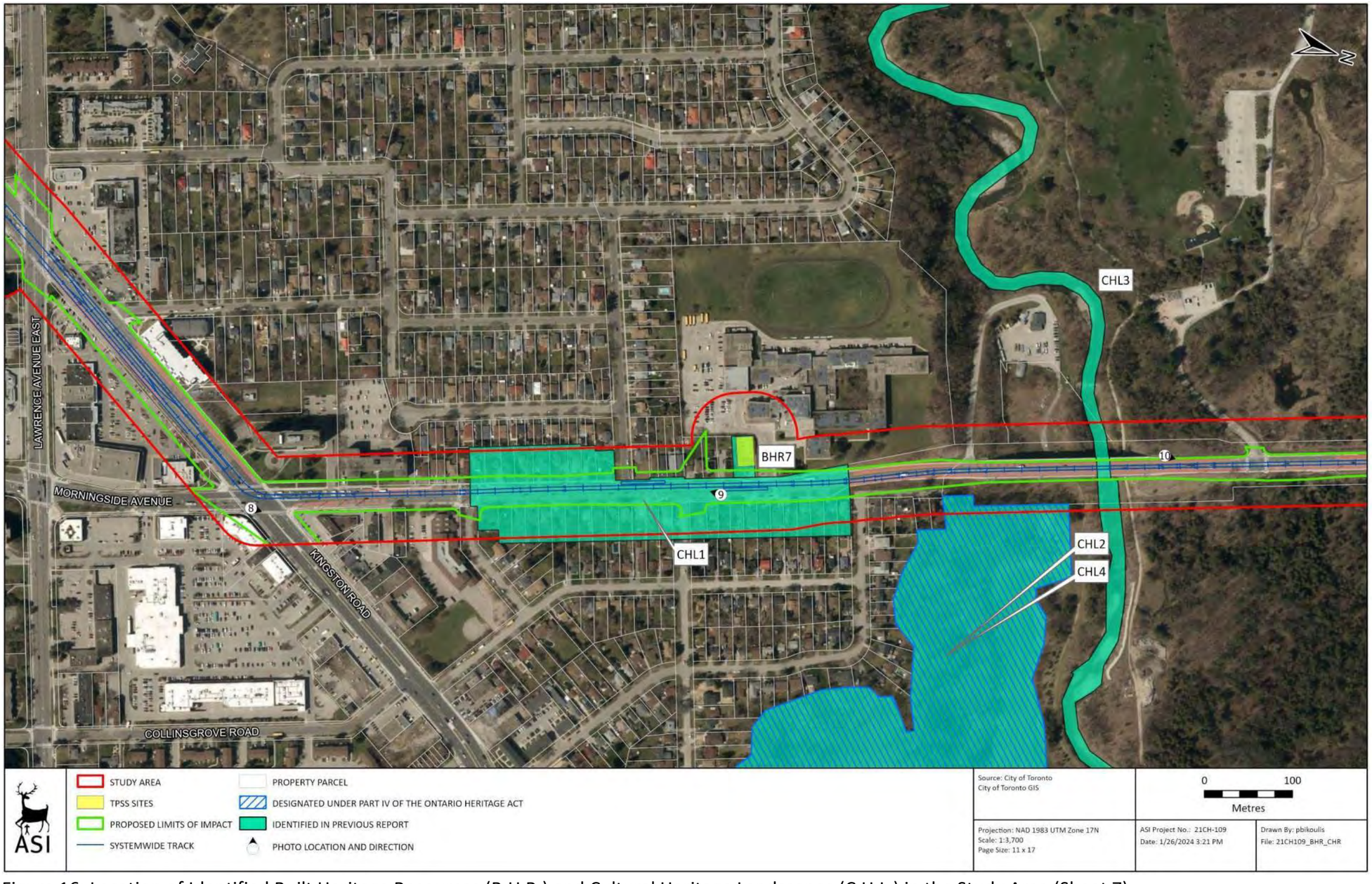


Figure 16: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 7)

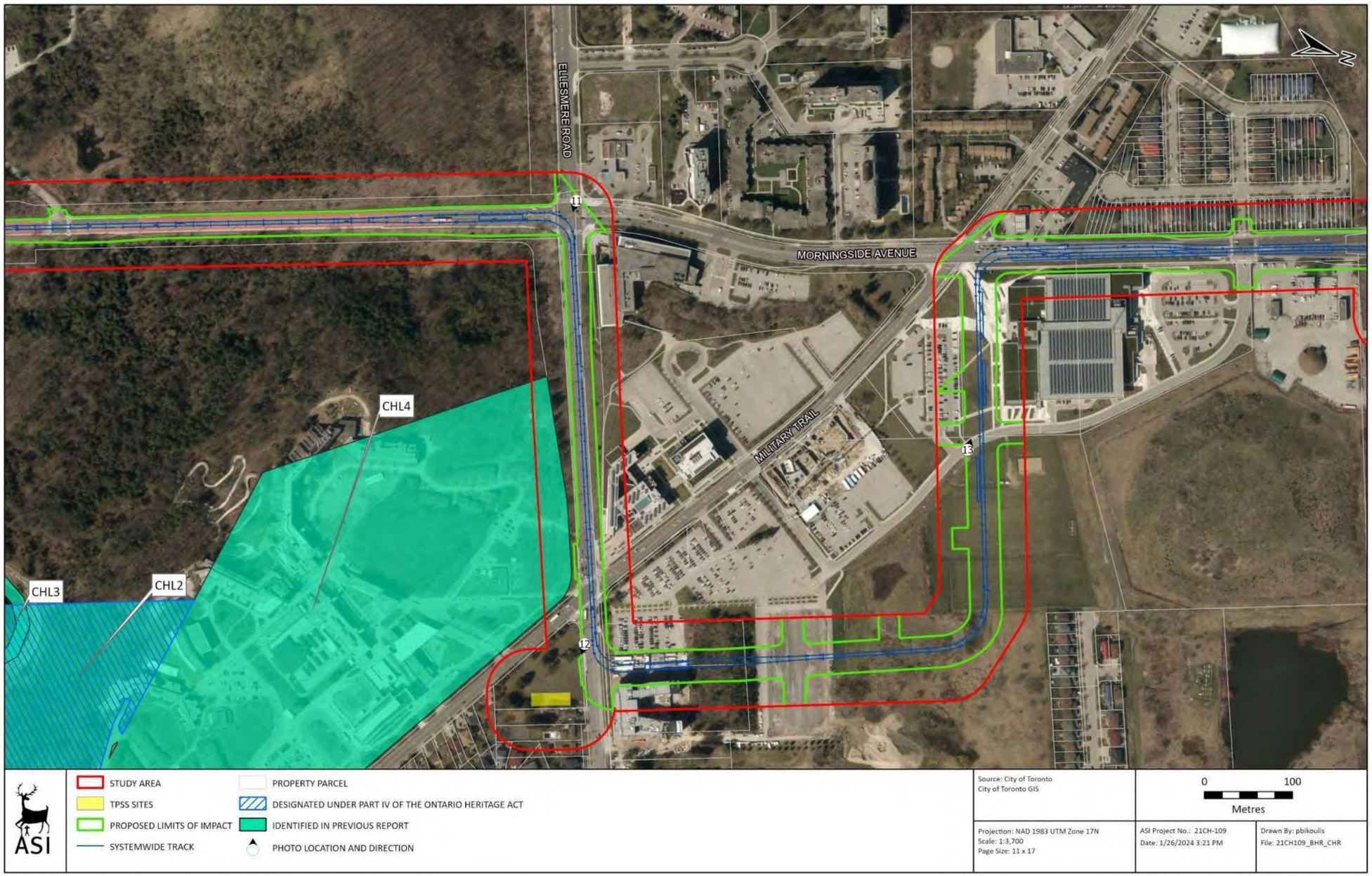


Figure 17: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 8)

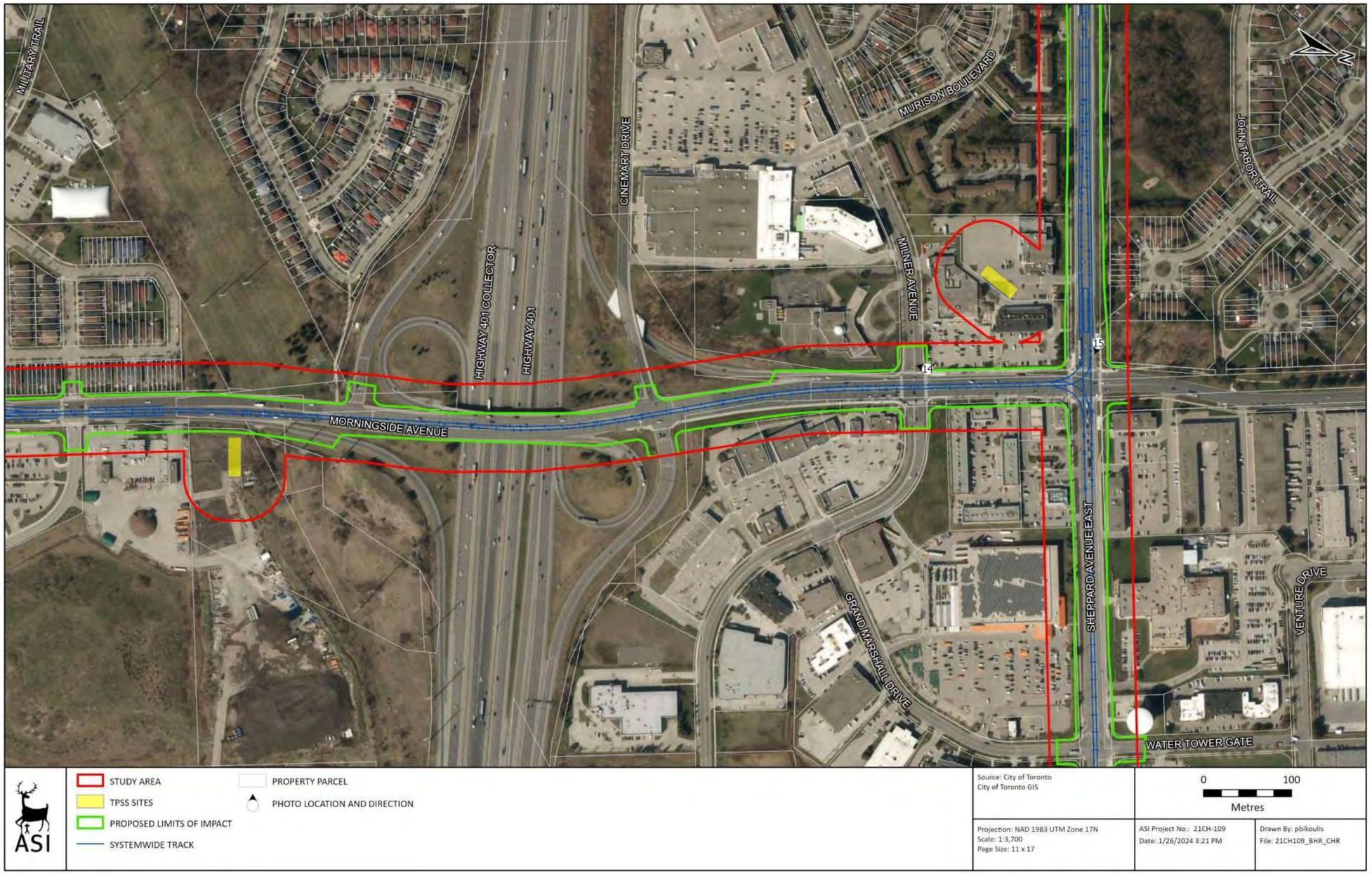


Figure 18: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 9)

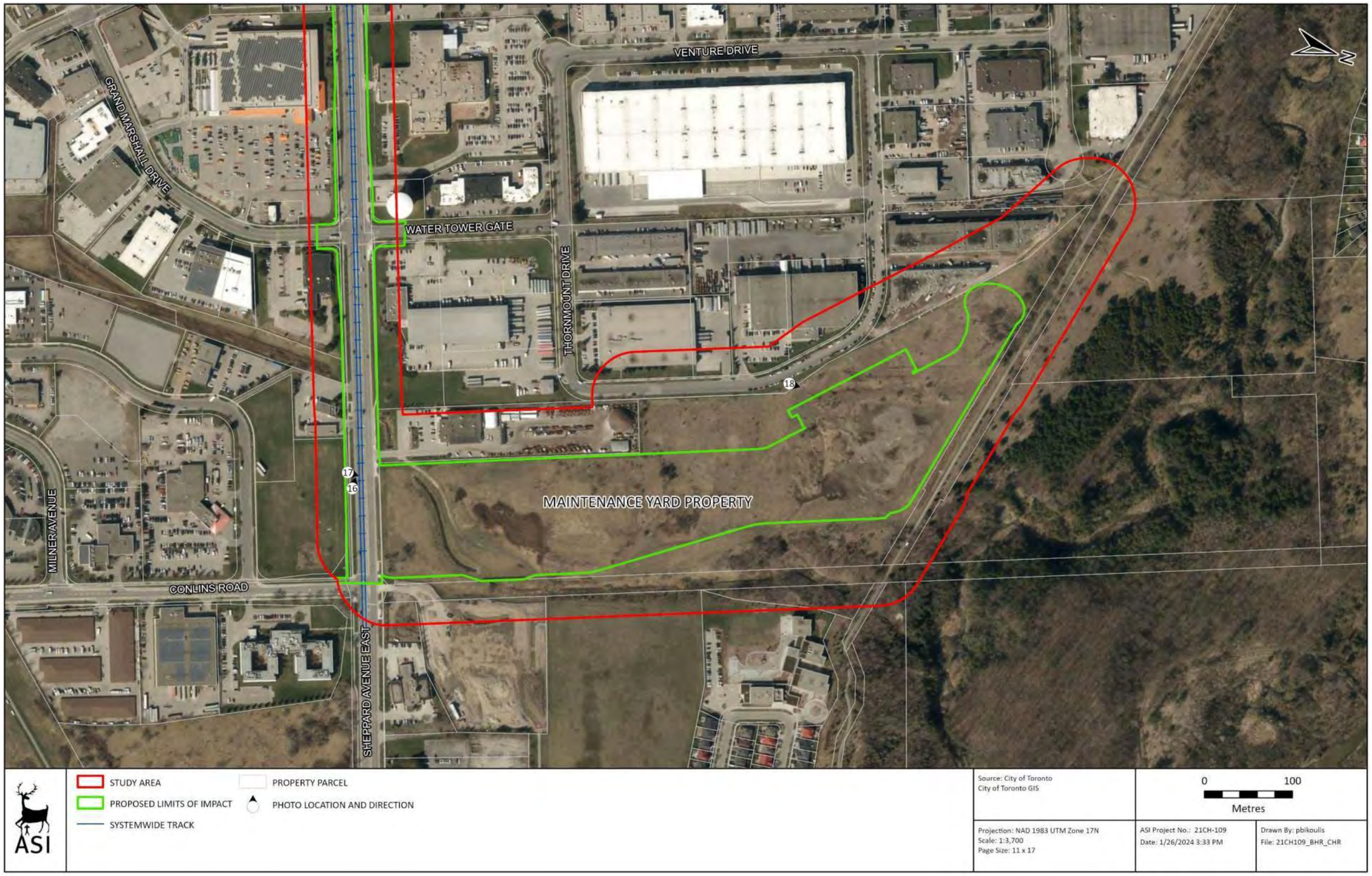


Figure 19: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 10)

Figure 20: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 11)

Figure 21: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 12)

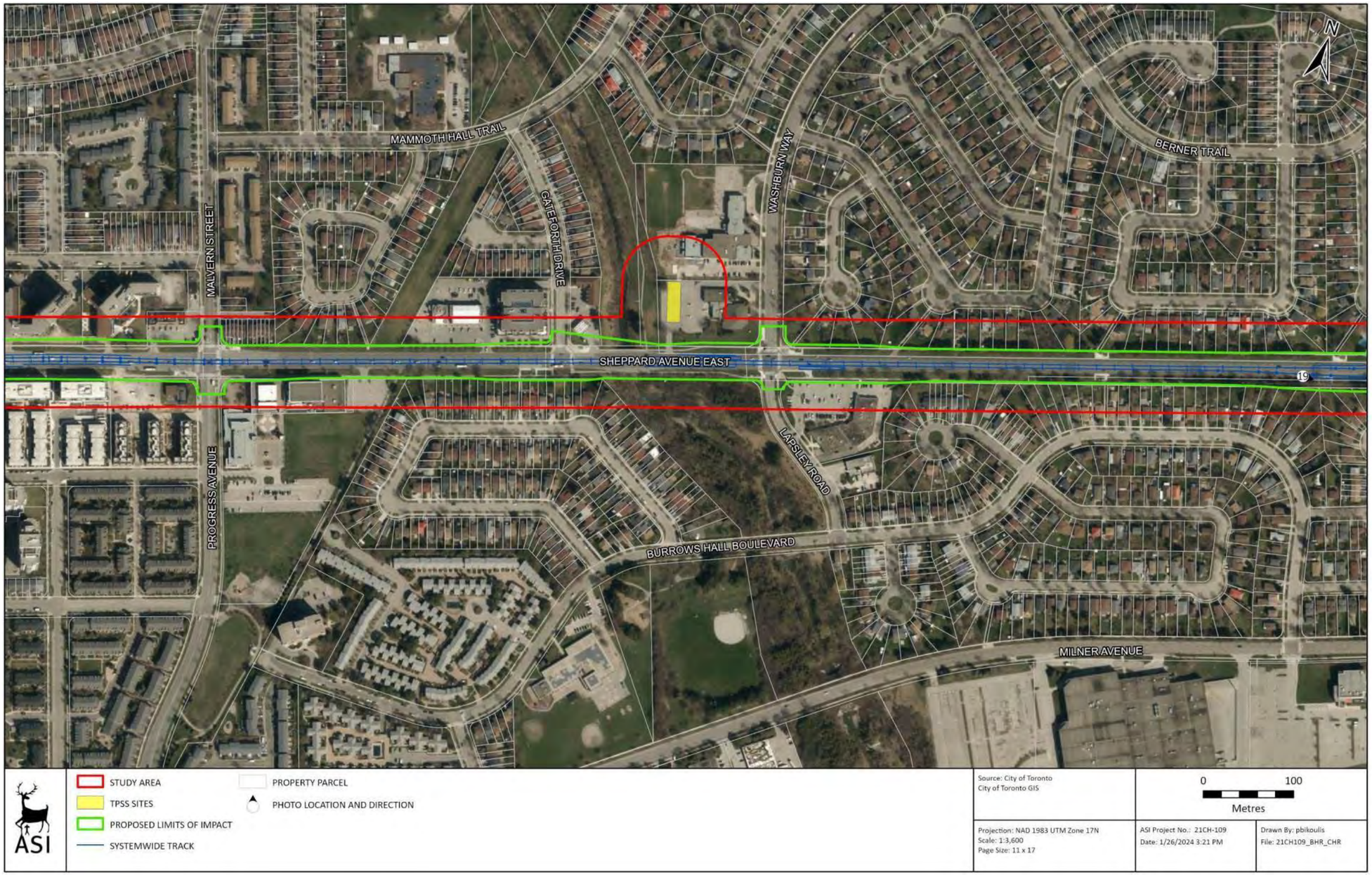


Figure 22: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 13)

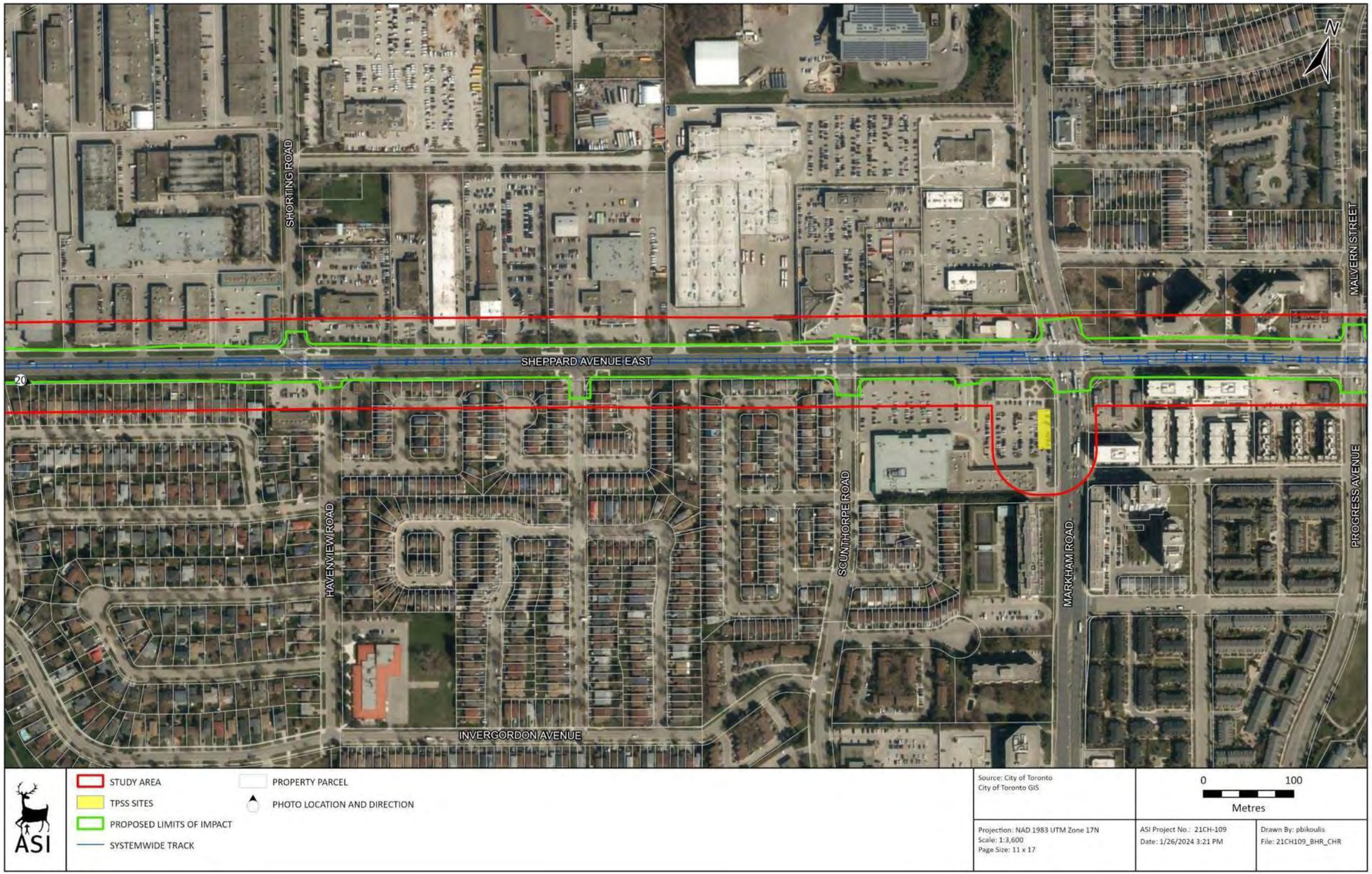


Figure 23: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 14)

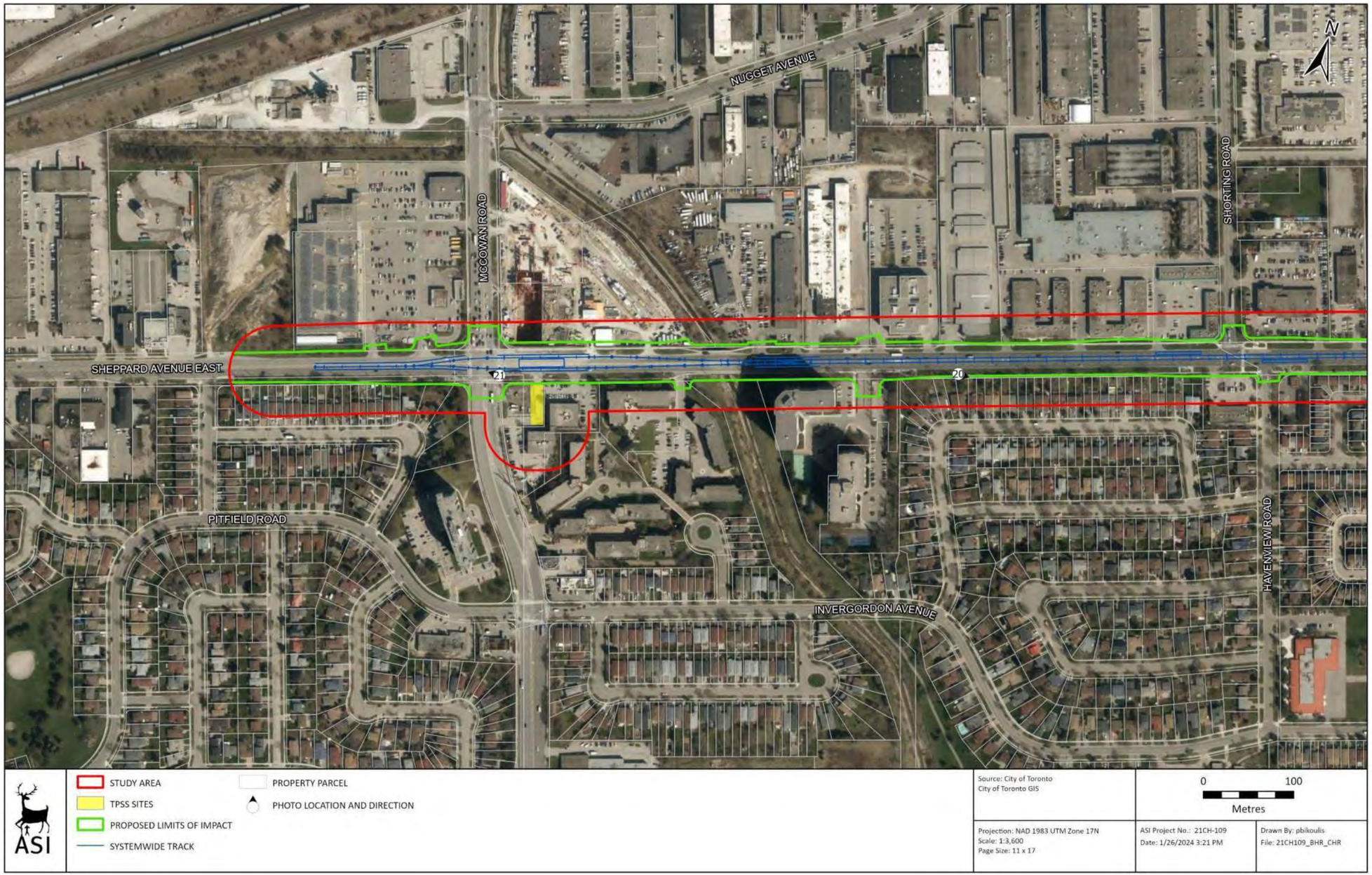


Figure 24: Location of Identified Built Heritage Resources (B.H.R.) and Cultural Heritage Landscapes (C.H.L.) in the Study Area (Sheet 15)

5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s).

5.1 Description of Proposed Undertaking

The proposed Eglinton East Light Rail Transit Project is a proposed 18-kilometre light rail transit system in Scarborough. It is a distinct service built to purpose, extending from Kennedy Station to Sheppard-McCowan and Malvern Town Centre. It includes 27 proposed stops and five rapid transit interchanges (three local and three regional connections). The route has been divided into the following three segments:

- Segment 1: Eglinton Avenue (from Kennedy Station to Kingston Road) and Kingston Road (from Eglinton Avenue to Morningside Avenue).
  - Segment 1 will include 14 stops and a Scarborough Subway Extension interface at Kennedy Station.
- Segment 2: Morningside Avenue (from Kingston Road to south of Ellesmere Road and from New Military Trail to Sheppard Avenue), Ellesmere Avenue (Morningside Avenue to New Military Trail), and New Military Trail.
  - Segment 2 will include five stops and an interface with the Durham-Scarborough Bus Rapid Transit on Ellesmere Avenue.
- Segment 3 – Sheppard Avenue (between Conlins Road and McCowan Road) and Neilson Road (between Sheppard Avenue and south of McLevin Avenue).
  - Segment 3 will include nine stops, an interface with the Scarborough Subway Extension, and the potential Line 4 at Sheppard and McCowan (City of Toronto & Toronto Transit Commission, 2023).

Along with the dedicated light rail transit tracks and platforms along the Eglinton East Light Rail Transit route, there are public realm improvements planned which include: improved pedestrian infrastructure (sidewalks), cycle tracks, and enhanced landscaping and street trees (City of Toronto & Toronto Transit Commission, 2023).

The project will also involve a maintenance storage facility near the intersection of Sheppard Avenue and Conlins Road and Traction Power Sub-stations along the route of the Eglinton East Light Rail Transit project (City of Toronto & Toronto Transit Commission, 2023).

It is anticipated that 15 traction power sub-stations (T.P.S.S.) will be situated along the proposed route. Each T.P.S.S. will be standalone at grade structures whose guideway feed points are collocated within a radius of approximately 150 metres of a Station/Stop. The footprint for each T.P.S.S. is estimated to be 45 metres by 15 metres (675 square metres), inclusive of the 26 metre by 10 metre T.P.S.S. structure, vehicle parking, and access road. If there is no available property within the 150-metre range, alternative T.P.S.S. locations can be considered.

For further information regarding the proposed undertaking, please refer to the Eglinton East Light Rail Transit (EELRT) Functional (10%) Design Phase presentation available here.

5.2 Analysis of Potential Impacts

Table 2 outlines the potential impacts on all identified B.H.R.s and C.H.L.s within the study area.

Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 1	3739 Kingston Road	Potential B.H.R. – Identified during background research and field review	Proposed limits of impact along the east side of Scarborough Golf Club Road and the south side of Kingston Road will result in approximately 4.3 metre encroachment onto this property, reconfiguration of the existing sidewalk, the construction of a cycle track, and may result in the removal of some vegetation. The proposed encroachment will not adversely impact any potential heritage attribute of the property. Further, the scale of the proposed infrastructure within the Kingston Road right-of-way is not expected to visually impact views to or from this B.H.R. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to potential heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. As such, **no direct adverse impacts** are anticipated to the potential heritage attributes of the property. **Indirect impacts** to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified. Furthermore, there is no proposed traction power sub-station (T.P.S.S.) within 50 metres of the B.H.R.	**Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 2	3741 Kingston Road	Potential B.H.R. – Identified during background research and field review	Proposed limits of impact will not result in encroachment on to this property. The scale of the proposed light rail transit infrastructure within the Kingston Road right-of-way is not expected to visually impact views to or from this B.H.R. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to potential heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. As such, **no direct adverse impacts** are anticipated to the potential heritage attributes of the property. **Indirect impacts** to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified. Furthermore, there is no proposed T.P.S.S. within 50 metres of the B.H.R.	**Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 3	3750 Kingston Road	Known B.H.R. – Designated under Part IV of the *Ontario Heritage Act* (Bylaw 18102)	Proposed limits of impact along the north side of Kingston Road will result in approximately 5.8 metre encroachment onto this property, reconfiguration of the existing sidewalk, reconfiguration of the existing parking lot, the construction of a cycle track, and the addition of landscaped tree planters. Significant property acquisition and encroachment on to a designated heritage property will typically trigger the heritage permit process. **Direct impacts** to this property includes encroachment. **Indirect impacts** to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified. Furthermore, there is no proposed T.P.S.S. within 50 metres of the B.H.R.	**Direct impacts:** Preferred Option: Avoid significant encroachment on to this property. Alternative Option: Should it be determined that there is no other technically feasible option than to significantly encroach on to this property, a Heritage Impact Assessment (H.I.A.) will be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the Ministry of Citizenship and Multiculturalism (M.C.M.) and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. A heritage permit may be required and further consultation with heritage staff at the municipality is recommended. **Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 4	Guildwood Parkway and Kingston Road	Potential B.H.R. – Identified in Previous Report (Archaeological Services Inc., 2009)	Proposed limits of impact along the east and west sides of Guildwood Parkway will terminate prior to the stone pillars, merging with the existing sidewalk width to proceed through the gates. Based on comments received from HDR, the pillars and associated potential heritage attributes will not be impacted. Proposed platforms for the Guildwood Parkway Eastbound and Westbound Stations are to the northwest and northeast of the Kingston Road and Guildwood Parkway intersection. The scale of the proposed light rail transit infrastructure within the Kingston Road right-of-way is not expected to visually impact views to or from this B.H.R. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to potential heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. As such, **no direct adverse impacts** are anticipated to the potential heritage attributes of the property. **Indirect impacts** to this resource are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified. Furthermore, there is no proposed T.P.S.S. within 50 metres of the B.H.R.	**Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 5	4234 Kingston Road	Potential B.H.R. – Identified in Previous Report (Archaeological Services Inc., 2009)	Proposed limits of impact along the north side of Kingston Road will result in approximately 6.2 metre encroachment onto this property, reconfiguration of the existing sidewalk, reconfiguration of the existing parking lot, the construction of a cycle track, and the addition of landscaped tree planters. The scale of the proposed light rail transit infrastructure within the Kingston Road right-of-way is not expected to visually impact views to or from this B.H.R. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to potential heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. As such, **no direct adverse impacts** are anticipated to the potential heritage attributes of the property. **Indirect impacts** to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified. Furthermore, there is no proposed T.P.S.S. within 50 metres of the B.H.R.	**Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 6	156 Galloway Road	Known B.H.R. – Designated under Part IV of the *Ontario Heritage Act* (Bylaw 20972)	The proposed limits of impact along the north side of Kingston Road and the west side of Galloway Road will result in approximately 2.3 metre encroachment onto this property, reconfiguration of the existing sidewalk, and the construction of a cycle track. Based on comments received from HDR, the design will be revised to avoid impacts to the building. Proposed platforms for the Galloway Eastbound and Westbound Stations are to the southwest and southeast of the Kingston Road and Galloway Road intersection. The scale of the proposed light rail transit infrastructure within the Kingston Road right-of-way is not expected to visually impact views to or from this B.H.R. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to known heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. **Direct impacts** to this property includes encroachment, reconfiguration of the existing sidewalk, and the construction of a cycle track. **Indirect impacts** to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified. Furthermore, there is no proposed T.P.S.S. within 50 metres of the B.H.R.	**Direct impacts:** Preferred Option: Avoid encroachment on to this property and avoid impacting the known heritage attributes of this B.H.R. Alternative Option: Should it be determined that there is no other technically feasible option than to encroach on to this property, a H.I.A. will be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. A heritage permit may be required and further consultation with heritage staff at the municipality is recommended. **Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 7	344 Morningside Avenue	Potential B.H.R. – Identified in Previous Report (Archaeological Services Inc., 2009)	Proposed limits of impact along the west side of Morningside Avenue will result in approximately 11.8 metres of encroachment onto this property, the construction of a traction power sub-station (T.P.S.S.) on the property, and will result in the removal of the structure on this property. **Direct impacts** to this potential B.H.R. are anticipated through removal of the structure on this property. **Indirect impacts** to this property are possible due to construction activities in proximity to the B.H.R. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified.	**Direct impacts:** <u>Preferred Option:</u> Avoid removal of the potential B.H.R. <u>Alternative Option:</u> Should it be determined that there is no other technically feasible option other than to remove the building, it is recommended that a C.H.E.R. be undertaken during the T.P.A.P. to determine if this potential B.H.R. has C.H.V.I. If the property is determined to have C.H.V.I., a H.I.A. should be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. **Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	Morningside Avenue from Fairwood Crescent to Tefft Road	Potential C.H.L. – Identified in Previous Report (Archaeological Services Inc., 2009)	Proposed limits of impact along Morningside Avenue will result in the removal of several structures on the west side of Morningside Avenue within this streetscape and the construction of a T.P.S.S. adjacent to the streetscape. **Direct impacts** to this potential C.H.L. are anticipated through removal of several structures within the streetscape. The properties proposed for removal are: 304 Morningside Avenue, 306 Morningside Avenue , 308 Morningside Avenue 310 Morningside Avenue, 314 Morningside Avenue, 316 Morningside Avenue, 318 Morningside Avenue, 320 Morningside Avenue, and 324 Morningside Avenue. **Indirect impacts** to the properties within the streetscape are possible due to construction activities in proximity to the buildings which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified.	**Direct impacts:** <u>Preferred Option:</u> Avoid removal of the structures within this C.H.L. <u>Alternative Option:</u> Should it be determined that there is no other technically feasible option other than to remove the buildings within the streetscape, it is recommended that a C.H.E.R. be undertaken during the T.P.A.P. to determine if this potential C.H.L. has C.H.V.I. If the C.H.L. is determined to have C.H.V.I., a H.I.A. should be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. **Indirect impacts:** To ensure the properties within the streetscape are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 2	130 Old Kingston Road	Known C.H.L. – Designated under Part IV of the *Ontario Heritage Act* (Bylaw 302-1998 and 744-2001)	Proposed limits of impact will not result in encroachment on to this property. The scale of the proposed light rail transit infrastructure within the Morningside Avenue right-of-way is not expected to visually impact views to or from this C.H.L. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to known heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. Furthermore, the structure on this property is set back more than 100 metres from the proposed work. As such, **no direct or indirect adverse impacts** are anticipated to the known heritage attributes of the property. In addition, there is no proposed T.P.S.S. within 50 metres of the C.H.L.	As no heritage attributes are anticipated to be impacted, no mitigation is required.
C.H.L. 3	Highland Creek	Potential C.H.L. – Identified in Previous Report (Archaeological Services Inc., 2009)	Proposed limits of impact will not result in encroachment on to this watercourse. The scale of the proposed light rail transit infrastructure within the Morningside Avenue right-of-way is not expected to visually impact views to or from this C.H.L. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to potential heritage attributes or to the setting given that this watercourse is already located beneath an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. The proposed work will involve alterations to the embankment to the north of the Highland Creek Bridge and south of Ellesmere Road; however, these alterations are not anticipated to impact the watercourse. As such, **no direct or indirect adverse impacts** are anticipated to the known heritage attributes of the property. In addition, there is no proposed T.P.S.S. within 50 metres of the C.H.L.	As no heritage attributes are anticipated to be impacted, no mitigation is required.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 4	University of Toronto Scarborough Campus; 1265 Military Trail, Toronto	Potential C.H.L. – Identified in Previous Report (Archaeological Services Inc., 2022)	Proposed limits of impact will not result in encroachment on to this property. The scale of the proposed light rail transit infrastructure within the Ellesmere Road right-of-way is not expected to visually impact views to or from this C.H.L. or adversely impact the setting. The proposed work will not result in direct or indirect impacts to potential heritage attributes or to the setting given that this property is already located on an existing thoroughfare with public transportation and sidewalks already in place. Accordingly, the resulting visual conditions will be similar to existing conditions. Furthermore, the proposed T.P.S.S. east of the intersection of Ellesmere Road and Military Trail is not adjacent to the C.H.L. As such, **no direct adverse impacts** are anticipated to the potential heritage attributes of the property. **Indirect impacts** to this property are possible due to construction activities in proximity to the C.H.L. which may result in limited and temporary adverse vibration impacts. No other adverse indirect impacts were identified.	**Indirect impacts:** To ensure this property is not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations: 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

5.2.1 Summary of Potential Impacts

Direct impacts to B.H.R. 3 are anticipated to include encroachment and property acquisition. This may result in **adverse direct impacts** to potential heritage attributes. The preferred option would be to avoid significant encroachment on to this property. Should it be determined that there is no other technically feasible option than to significantly encroach on to this property, a H.I.A. will be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. A heritage permit may be required and further consultation with heritage staff at the municipality is recommended.

Direct impacts to B.H.R. 6 are anticipated to include encroachment, reconfiguration of the existing sidewalk, and the construction of a cycle track. This may result in **adverse direct impacts** to known heritage attributes. The preferred option would be to avoid encroachment on to this property and direct impacts to heritage attributes. Should it be determined that there is no other technically feasible option other than to encroach onto this property, a H.I.A. will be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. A heritage permit may be required and further consultation with heritage staff at the municipality is recommended.

Direct impacts to B.H.R. 7 are anticipated through removal of the structure on this property and the construction of a traction power sub-station (T.P.S.S.) on the property. This will result in **adverse direct impacts** to potential heritage attributes. The preferred option would be to avoid the removal of the potential B.H.R. Should it be determined that there is no other technically feasible option other than to remove the building, it is recommended that a C.H.E.R. be undertaken during the T.P.A.P. to determine if this potential B.H.R. has C.H.V.I. If

the property is determined to have C.H.V.I., a H.I.A. should be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.

Direct impacts to C.H.L. 1 are anticipated through removal of several structures within the streetscape. The properties proposed for removal are: 304 Morningside Avenue, 306 Morningside Avenue , 308 Morningside Avenue 310 Morningside Avenue, 314 Morningside Avenue, 316 Morningside Avenue, 318 Morningside Avenue, 320 Morningside Avenue, and 324 Morningside Avenue. This will result in **adverse direct impacts** to potential heritage attributes. The preferred option would be to avoid removal of the structures within this C.H.L. Should it be determined that there is no other technically feasible option other than to remove the buildings within the streetscape, it is recommended that a C.H.E.R. be undertaken during the T.P.A.P. to determine if this potential C.H.L. has C.H.V.I. If the C.H.L. is determined to have C.H.V.I., a H.I.A. should be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.

Indirect impacts to B.H.R. 1 to B.H.R. 7, C.H.L. 1, and C.H.L. 4 may occur as a result of their location adjacent to the proposed alignment. To ensure the structures on these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that any structures will be subject to vibrations, 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided, and (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.

6.0 Summary of Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- City of Toronto Request for Information (R.F.I.) system. HDR submitted a request through the R.F.I. system on Archaeological Services Inc.'s behalf (on 24 April 2023) for information from heritage planning staff and the Scarborough Preservation Committee on areas of heritage interest within the study area beyond the listed and designated properties on the City's online heritage mapping. A response was outstanding at the time of report submission.
- Jo Ann Pynn, Manager of Capital Assists and Heritage Facilities Maintenance at the City of Toronto (email communication, January 17 and 22 2024) was contacted to confirm the status of the Stanley Barracks Gates (part of B.H.R. 4). Staff provided information regarding the history of the gates and that some of the original gate and fence material is located at the intersection of Guildwood Parkway and Kingston Road.
- Scarborough Historical Society (18, 30 April and 1 May 2023). A request was sent to the Scarborough Historical Society for confirmation of previously identified B.H.R.s and C.H.L.s and any additional heritage concerns within the study area. A response confirmed the location of the previously listed and designated properties.
- The Ministry of Citizenship and Multiculturalism (M.C.M.) (email communication 4 April and 3 May 2023). Email correspondence confirmed that there are no properties designated by the Minister and the M.C.M. is not aware of any known Provincial Heritage Properties within the study area.

- The Ontario Heritage Trust (email communication 18 and 19 April 2023). Email correspondence confirmed that the Ontario Heritage Trust did not have any properties with conservation easements or Trust-owned properties within the study area.
- At project start-up in April 2023, Archaeological Services Inc. made a request to the proponent that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential built heritage resources or cultural heritage landscapes that are of interest to the respective communities. No feedback was received by the time of report submission.

7.0 Summary of Community Engagement

Two phases of public consultation are planned for this current stage of design, referred to as the functional 10 per cent design stage. Phase One consultation has been completed and a Public Information Centre was presented in May 2023. Phase Two consultation will have a second round of public meetings in late 2023. To date, no questions or concerns have been raised at the public meetings regarding built heritage resources or cultural heritage landscapes.

Comments from City of Toronto staff following review of a draft version of this report was received in November 2023. This feedback was reviewed and incorporated as appropriate into the Cultural Heritage Report in January and February 2024.

Additional engagement with the community will be undertaken through submission of this report for review and comment to the City of Toronto, the Ministry of Citizenship and Multiculturalism, and the Scarborough Preservation Panel. The following communities will receive this report for review and comment:

- Mississaugas of Scugog Island First Nation
- Hiawatha First Nation
- Alderville First Nation

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

This report, and this section, will be updated following the receipt of any additional comments from community engagement, prior to report finalization.

8.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are two known built heritage resources (B.H.R.s) and one known cultural heritage landscapes (C.H.L.s) in the Eglinton East Light Rail Transit Project study area. No Provincial Heritage Properties or Provincial Heritage Properties of Provincial Interest were identified. An additional five potential B.H.R.s and three C.H.L.s were identified during the background information review and fieldwork.

8.1 Key Findings

A total of seven B.H.R.s and four C.H.L.s were identified within the study area:

- Of the identified seven B.H.R.s and four C.H.L.s, three properties are designed under Part IV of the *Ontario Heritage Act* (B.H.R. 3, B.H.R. 6, C.H.L. 2), six properties were identified in previous reports (B.H.R. 4, B.H.R. 5, B.H.R. 7, C.H.L. 1, C.H.L. 3, C.H.L. 4), and two properties were identified during background research and field review (B.H.R. 1, B.H.R. 2).
- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with land use patterns in the City of Toronto.

8.2 Result of Preliminary Impact Assessment

The proposed work is anticipated to result in direct adverse impacts to three B.H.R.s and one C.H.L:

- Impacts to 3750 Kingston Road (B.H.R. 3) are anticipated to include: encroachment.
- Impacts to 156 Galloway Road (B.H.R. 6) are anticipated to include: encroachment, reconfiguration of the existing sidewalk, and the construction of a cycle track.
- Impacts to 344 Morningside Avenue (B.H.R. 7) are anticipated through removal of the structure on this property and the construction of a traction power sub-station (T.P.S.S.) on the property.
- Impacts to Morningside Avenue from Fairwood Crescent to Tefft Road (C.H.L. 1) are anticipated through removal of several structures within the streetscape. The properties proposed for removal are: 304 Morningside Avenue, 306 Morningside Avenue , 308 Morningside Avenue 310 Morningside Avenue, 314 Morningside Avenue, 316 Morningside Avenue, 318 Morningside Avenue, 320 Morningside Avenue, and 324 Morningside Avenue.

The proposed work is anticipated to result in potential vibration impacts to seven B.H.R.s and two C.H.L.s: 3739 Kingston Road (B.H.R. 1), 3741 Kingston Road (B.H.R. 2), 3750 Kingston Road (B.H.R. 3), Guildwood Parkway and Kingston Road (B.H.R. 4), 4234 Kingston Road (B.H.R. 5), 156 Galloway Road (B.H.R. 6), 344 Morningside Avenue (B.H.R. 7), Morningside Avenue from Fairwood Crescent to Tefft Road (C.H.L. 1), and University of Toronto Scarborough Campus; 1265 Military Trail, Toronto (C.H.L. 4). No impacts are anticipated to two C.H.L.s: 130 Old Kingston Road (C.H.L. 2) and Highland Creek (C.H.L. 3).

8.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s, etc.

2. As direct impacts are proposed for 3750 Kingston Road (B.H.R. 3) and 156 Galloway Road (B.H.R. 6), resource-specific Heritage Impact Assessments (H.I.A.s) will be undertaken by a qualified person as early as possible during detailed design and in advance of construction. The H.I.A.s will be developed in consultation with, and submitted for review to, the Ministry of Citizenship and Multiculturalism (M.C.M.) and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate. A heritage permit may be required and further consultation with heritage staff at the municipality is recommended.

3. As direct impacts are proposed for 344 Morningside Avenue (B.H.R. 7), and Morningside Avenue from Fairwood Crescent to Tefft Road (C.H.L. 1), resource-specific Cultural Heritage Evaluation Reports (C.H.E.R.s) should be undertaken during the T.P.A.P. to determine if these potential B.H.R.s and C.H.L. have cultural heritage value or interest (C.H.V.I.). If any of the properties or C.H.L. is determined to have C.H.V.I., a H.I.A. should be undertaken by a qualified person as early as possible during detailed design, and developed in consultation with, and submitted for review to, the M.C.M. and interested parties including the municipal heritage planner and/or municipal heritage committee and Indigenous Nations, as appropriate.

a. The H.I.A. should be completed following the City of Toronto's Terms of Reference for Heritage Impact Assessment (City of Toronto, 2023).

4. Indirect impacts to identified B.H.R.s within 50 metres of the proposed limits of impact are possible due to construction activities which may result in limited and temporary adverse vibration impacts to five known and potential B.H.R.s. To ensure that identified B.H.R.s are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that the any structures will be subject to vibrations, 1) a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

6. This final report should be submitted by the proponent to heritage staff at the City of Toronto and the Ministry of Citizenship and Multiculturalism for their information.

7. All subsequent recommended technical cultural heritage studies (e.g., C.H.E.R. and H.I.A.) should be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible prior to any construction activities and submitted for review and comment to the City of Toronto and the Ministry of Citizenship and Multiculturalism, and any other local heritage stakeholders that may have an interest in this project.

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