

A decorative graphic on the left side of the page, consisting of a large light blue rectangle stacked on top of a smaller red rectangle.

# Appendix F

Cultural Heritage Report

A solid dark grey horizontal bar located at the bottom right of the page.

# Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

## ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study

### City of Toronto, Ontario

---

#### Final Report

Prepared for:

#### **HDR Corporation**

100 York Boulevard, Suite 300  
Richmond Hill, ON L4B 1J8

Archaeological Services Inc. File: 21CH-106

April 2022 (revised June 2022, October 2024, January, February and April 2025)



## Executive Summary

Archaeological Services Inc. (A.S.I.) was contracted by HDR Corporation, on behalf of the City of Toronto, to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study. The ReNew Golden Mile Environmental Assessment Study (E.A. Study) establishes the preferred alignments and designs of new and reconfigured streets to support the future development and growth as identified in the Golden Mile Transportation Master Plan and the Golden Mile Secondary Plan. The Study will complete Phases 3 and 4 of the E.A. process. The Study involved developing and evaluating alternative street alignments and designs for the following transportation infrastructure:

- A reconfiguration of O'Connor Drive, along with an extension to Birchmount Road
- A new east-west public street north of Eglinton Avenue East from Victoria Park Avenue to Birchmount Road ("Golden Mile Boulevard")
- A potential realignment, widening and reconfiguration of Craigton Drive to directly connect to Ashtonbee Road
- Reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection

Additionally, other corridor improvements are recommended along Jonesville Crescent and Ashtonbee Road to Birchmount Road that do not require completion of phases 3 and 4 of the Municipal Class Environmental Assessment.

The project study area consists of lands north and south of Eglinton Avenue East between Bermondsey Road to the west and Kennedy Road to the east. The study area is bounded by the Gatineau hydro corridor to the north and a series of east-west streets to the south, including Sunrise Avenue, Holswade Road, Comstock Road, and Foxridge Drive.

The purpose of this report is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), identify



existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an Indigenous history spanning several millennia and an urban history dating back to the mid-twentieth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are two known B.H.R.s within the study area. One additional potential B.H.R., two potential C.H.L.s, and two commemorative features were also identified during background research and field review.

The proposed O'Connor Drive extension is anticipated to result in direct adverse impacts to C.H.L. 2 and B.H.R. 2. C.H.L. 2 corresponds with the former lands occupied by the General Engineering Company (G.E.C.O.), where workers manufactured war munitions in several factories during the Second World War. B.H.R. 2 was a ball bearings plant operated by Svenska Kullagerfabriken (S.K.F.) when it opened in 1950; it was the first industrial building along Eglinton Avenue East following the end of the Second World War and helped to propel the development of other industrial operations along the Golden Mile.

The proposed works may also result in potential indirect adverse impacts due to construction-related vibration to the buildings at 15 and 17 Civic Road within C.H.L. 2. No direct or indirect adverse impacts are anticipated upon any of the identified heritage attributes of C.H.L. 1, B.H.R. 1, B.H.R. 3, and the two commemorative features, as a result of the proposed undertaking.

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, C.H.L.s, and commemorative features. 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 there are direct adverse impacts anticipated to the former General Engineering Company (G.E.C.O.) lands (C.H.L. 2) and the property at 2201 Eglinton Avenue East (B.H.R. 2), and given their potential cultural heritage value, a Cultural Heritage Evaluation Report (C.H.E.R.) should be conducted for each to determine their cultural heritage value or interest (C.H.V.I.). As there are direct impacts anticipated, should the C.H.E.R.s determine that they retain C.H.V.I., a Heritage Impact Assessment (H.I.A.) should be conducted for each to evaluate alternatives, assess potential impacts, and recommend appropriate mitigation measures.
  - a. The C.H.E.R./H.I.A.s should be completed early in detailed design by a qualified heritage professional with recent and relevant experience, follow the City of Toronto's Terms of Reference for C.H.E.R.s and H.I.A.s, and should be 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.
  - b. Regarding B.H.R. 2, it is understood that the proposed O'Connor Drive extension will run directly through the building at 2201 Eglinton Avenue East, resulting in direct adverse impacts because the entire building complex is anticipated to be demolished. If technically feasible, a partial retention plan should be investigated as part of this project and recommended as part of the Environmental Study Report. A partial retention plan would result in retention and continued use of the front (north) portion of the building facing Eglinton Avenue, located just to the north of the proposed road. This option is recommended and can be explored in further detail through a property-specific H.I.A. early in detailed design.
3. To ensure that the buildings at 15 and 17 Civic Road within C.H.L. 2 are not adversely affected during construction, baseline vibration monitoring should be undertaken during detailed design. Should this advance monitoring assessment conclude that the two buildings will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.



4. Consideration should be given to a commemorative strategy to preserve, commemorate, and celebrate the cultural heritage of the Golden Mile. Such a strategy should be scoped in consultation with heritage staff at the City of Toronto. Interpretation can be an effective strategy to foster public awareness and can contribute to the layered storytelling that links the past, present, and future of the Golden Mile. An interpretation and commemoration strategy allows for the history and stories of the Golden Mile to be shared, understood, and appreciated by members of the public through a variety of means. These include, but are not limited to, interpretive signage, exhibits, plaques, cultural festivals and events, public art, walking tours, and educational programs. The development of a robust and integrated commemoration strategy should consider perspectives from multiple stakeholders, including Heritage Planning staff at the City of Toronto, historians, First Nations, artists, and other experts.
5. Should future work require an expansion of the study area, then a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential heritage resources.
6. This report should be submitted to heritage planning staff at the City of Toronto and the Ministry of Citizenship and Multiculturalism for review and comment, and to any other local heritage stakeholders that may have an interest in this project.



## 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](mailto: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:** Katrina Thach, B.A. (Hon), Associate Archaeologist, Project Coordinator - Environmental Assessment Division
- **Field Review:** Michael Wilcox, P.h.D., Historian - Cultural Heritage Division
- **Report Production:** Michael Wilcox
- **Graphics Production:** Jonas Fernandez, M.S.c., Manager, Geomatics - Operations Division
- Peter Bikoulis, P.h.D., Archaeologist, Geomatics Technician - Operations Division
- **Report Reviewer(s):** Lindsay Graves
- John Sleath, M.A., Cultural Heritage Specialist, Project 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 the 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 above ground cultural heritage resources. 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 fulfill 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.

**Michael Wilcox, P.h.D.**

**Historian - Cultural Heritage Division**

The report writer for this report is **Michael Wilcox** (P.h.D., History), who is a Historian within the Cultural Heritage Division. He was responsible for preparing and contributing to background historical research, reviewing existing heritage inventories, and technical reporting for this project. His current responsibilities



focus on identifying and researching historical documents as well as background research, assessment, and evaluation of built heritage resources and cultural heritage landscapes in Ontario. He has over a decade of combined academic and workplace experience in conducting historical research and crafting reports, presentations, articles, films, and lectures on a wide range of Canadian history topics.



## Glossary

### **Built Heritage Resource (B.H.R.)**

Definition: "...a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community" (Ministry of Municipal Affairs and Housing, 2024, p. 40).

### **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" (Ministry of Municipal Affairs and Housing, 2024, p. 41).

### **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 Citizenship and Multiculturalism, 2022).

### **Impact**

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource or 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, and land disturbances (Ministry of Citizenship and



Multiculturalism, 2006c). Indirect impacts also include potential vibration impacts (See Section 2.6 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 Citizenship and Multiculturalism, 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 Citizenship and Multiculturalism, 2022).

### **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*” (Ministry of Municipal Affairs and Housing, 2024, p. 52).

### **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 (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).



## Table of Contents

|                                                                                 |           |
|---------------------------------------------------------------------------------|-----------|
| Executive Summary                                                               | 1         |
| Report Accessibility Features                                                   | 5         |
| Project Personnel                                                               | 6         |
| Qualified Persons Involved in the Project                                       | 7         |
| Glossary                                                                        | 9         |
| Table of Contents                                                               | 12        |
| <b>1.0 Introduction</b>                                                         | <b>17</b> |
| 1.1 Project Overview                                                            | 17        |
| 1.2 Description of Study Area                                                   | 18        |
| <b>2.0 Methodology</b>                                                          | <b>20</b> |
| 2.1 Regulatory Requirements                                                     | 20        |
| 2.2 Municipal/Regional Heritage Policies                                        | 21        |
| 2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes | 22        |
| 2.4 Background Information Review                                               | 23        |
| 2.4.1 Review of Existing Heritage Inventories                                   | 23        |
| 2.4.2 Review of Previous Heritage Reporting                                     | 24        |
| 2.4.3 Community Information Gathering                                           | 25        |
| 2.5 Community Engagement                                                        | 26        |
| 2.6 Preliminary Impact Assessment Methodology                                   | 26        |
| <b>3.0 Summary of Historical Development Within the Study Area</b>              | <b>29</b> |
| 3.1 Indigenous Land Use and Settlement                                          | 29        |
| 3.2 Historical Euro-Canadian Township Survey and Settlement                     | 32        |



|       |                                                                                                 |    |
|-------|-------------------------------------------------------------------------------------------------|----|
| 3.2.1 | Township of Scarborough                                                                         | 33 |
| 3.2.2 | Township of York                                                                                | 34 |
| 3.3   | Review of Historical Mapping                                                                    | 37 |
| 4.0   | Existing Conditions                                                                             | 47 |
| 4.1   | Description of Field Review                                                                     | 47 |
| 4.2   | Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes | 55 |
| 5.0   | Preliminary Impact Assessment                                                                   | 65 |
| 5.1   | Description of Proposed Undertaking                                                             | 65 |
| 5.2   | Analysis of Potential Impacts                                                                   | 71 |
| 5.3   | Summary of Potential Impacts                                                                    | 75 |
| 6.0   | Results and Mitigation Recommendations                                                          | 75 |
| 6.1   | Key Findings                                                                                    | 75 |
| 6.2   | Recommendations                                                                                 | 76 |
| 7.0   | References                                                                                      | 79 |
|       | Appendix A: General Engineering Company Lands Map                                               | 87 |



## List of Tables

|                                                                                                                           |    |
|---------------------------------------------------------------------------------------------------------------------------|----|
| Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area | 56 |
| Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures                                                | 71 |

## List of Figures

|                                                                                                                                         |    |
|-----------------------------------------------------------------------------------------------------------------------------------------|----|
| Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))   | 19 |
| Figure 2: The study area overlaid on the 1860 Tremaine's Map of the County of York (Tremaine, 1860).                                    | 38 |
| Figure 3: The study area overlaid on the 1878 Historical Atlas of the County of York (Miles & Co., 1878).                               | 39 |
| Figure 4: The study area overlaid on a 1909 topographic map, Toronto Sheet (Department of Militia and Defence, 1909).                   | 40 |
| Figure 5: The study area overlaid on a 1927 topographic map, Toronto Sheet (Department of National Defence, 1927).                      | 41 |
| Figure 6: The study area overlaid on a 1947 aerial image of Scarborough (City of Toronto Archives, n.d.).                               | 42 |
| Figure 7: Eglinton Avenue East, looking east from Victoria Park Avenue, 1949 (Scarborough Historical Society).                          | 43 |
| Figure 8: Eglinton Avenue East, looking east from Victoria Park Avenue, 1969 (Scarborough Historical Society).                          | 44 |
| Figure 9: The study area overlaid on a 1957 aerial image of Scarborough (City of Toronto Archives, n.d.).                               | 45 |
| Figure 10: The study area overlaid on a 1975 topographic map, East Toronto Sheet (Department of Energy, Mines and Resources, 1975).     | 46 |
| Figure 11: The study area overlaid on a 1992 aerial image of Scarborough (City of Toronto Archives, n.d.).                              | 47 |
| Figure 12: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.)). | 48 |
| Figure 13: Postwar houses along Southmead Road (A.S.I. 2022)                                                                            | 56 |



|                                                                                                                                                                                        |    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Figure 14: Postwar houses along Coniston Road (A.S.I. 2022)                                                                                                                            | 56 |
| Figure 15: Aerial image of the potential C.H.L. (Google Earth, 2023)                                                                                                                   | 57 |
| Figure 16: The former change house building at 15 Civic Road (Google Streetview, 2024)                                                                                                 | 58 |
| Figure 17: The former change house building at 17 Civic Road (Google Streetview, 2024)                                                                                                 | 58 |
| Figure 18: Former Volkswagen Canada building at 1940 Eglinton Avenue East (A.S.I. 2022)                                                                                                | 59 |
| Figure 19: Former S.K.F. Plant at 2201 Eglinton Avenue East (A.S.I. 2022)                                                                                                              | 60 |
| Figure 20: Thomas Ionson House, c. 1955 (Scarborough Historical Society)                                                                                                               | 61 |
| Figure 21: Thomas Ionson House (A.S.I., 2022)                                                                                                                                          | 61 |
| Figure 22: Golden Mile Plaque 1 (A.S.I., 2022)                                                                                                                                         | 62 |
| Figure 23: Golden Mile Plaque 2 (A.S.I., 2022)                                                                                                                                         | 62 |
| Figure 24: General Motors and the Golden Mile Plaque (A.S.I., 2022)                                                                                                                    | 63 |
| Figure 25: Photo Locations and Location of Identified Built Heritage Resources (B.H.R.s), Cultural Heritage Landscapes (C.H.L.s), and commemorative features (C.F.s) in the Study Area | 64 |
| Figure 26: Recommended Street Alignments of the ReNew Golden Mile: Reconfigured & New Streets Environmental Study (City of Toronto, 2024)                                              | 67 |
| Figure 27: Location of Proposed Works and Identified B.H.R.s, C.H.L.s, and commemorative features within the study area (A.S.I., 2024)                                                 | 68 |
| Figure 28: Zoomed in Location of Proposed Works and Identified B.H.R.s, C.H.L.s, and commemorative features within the study area, Sheet 1 (A.S.I., 2024)                              | 69 |
| Figure 29: Zoomed in Location of Proposed Works and Identified B.H.R.s, C.H.L.s, and commemorative features within the study area, Sheet 2 (A.S.I., 2024)                              | 70 |
| Figure 30: Map of the General Engineering Company (G.E.C.O.) lands, circa 1942. Note that north is at the bottom and south is at the top (map provided by HDR Corporation)             | 88 |

## List of Plates

|                                                                                                                                                                     |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Plate 1: Eglinton Avenue East, looking west from west of Victoria Park Avenue.<br>Note the L.R.T. under construction in the middle of the road (A.S.I. 2022). ..... | 50 |
| Plate 2: Birchmount Road, looking north from Comstock Road (A.S.I. 2022). .....                                                                                     | 50 |
| Plate 3: Hydro Corridor, looking east from east of Pharmacy Avenue (A.S.I. 2022).<br>.....                                                                          | 51 |
| Plate 4: Ashtonbee Reservoir Park, looking northwest from Ashtonbee Road, west<br>of Hakimi Avenue (A.S.I. 2022).....                                               | 51 |
| Plate 5: Trail along the Taylor-Massey Creek, within the Farlinger Ravine, looking<br>north (A.S.I. 2022).....                                                      | 52 |
| Plate 6: Large commercial area along Eglinton Avenue East, looking west from<br>west of Warden Avenue (A.S.I. 2022). .....                                          | 52 |
| Plate 7: Typical strip mall along Eglinton Avenue East within the study area,<br>looking northwest from west of Rosemount Drive (A.S.I. 2022). .....                | 53 |
| Plate 8: Typical low rise industrial building within the study area, looking<br>southeast from intersection of Manville Road and Sherry Road (A.S.I. 2022). .....   | 53 |
| Plate 9: Postwar houses along Maywood Park, looking northwest (A.S.I. 2022). .                                                                                      | 54 |
| Plate 10: Eglinton Avenue East, with apartment buildings on right, looking east<br>from Rosemount Drive (A.S.I. 2022).....                                          | 54 |



## 1.0 Introduction

Archaeological Services Inc. (A.S.I.) was contracted by HDR Corporation, on behalf of the City of Toronto, to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study Municipal Class Environmental Assessment (E.A.). The purpose of this report is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

### 1.1 Project Overview

The ReNew Golden Mile Environmental Assessment Study (E.A. Study) establishes the preferred alignments and designs of new and reconfigured streets to support the future development and growth as identified in the Golden Mile Transportation Master Plan and the Golden Mile Secondary Plan. The Study will complete Phases 3 and 4 of the E.A. process. The Study involved developing and evaluating alternative street alignments and designs for the following transportation infrastructure:

- A reconfiguration of O'Connor Drive, along with an extension to Birchmount Road
- A new east-west public street north of Eglinton Avenue East from Victoria Park Avenue to Birchmount Road ("Golden Mile Boulevard")
- A potential realignment, widening and reconfiguration of Craigton Drive to directly connect to Ashtonbee Road
- Reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection

Additionally, other corridor improvements are recommended along Jonesville Crescent and Ashtonbee Road to Birchmount Road that do not require completion of phases 3 and 4 of the Municipal Class Environmental Assessment.

The project study area consists of lands north and south of Eglinton Avenue East between Bermondsey Road to the west and Kennedy Road to the east. The study area is bounded by the Gatineau hydro corridor to the north and a series of east-west streets to the south, including Sunrise Avenue, Holswade Road, Comstock Road, and Foxridge Drive.

## 1.2 Description of Study Area

This Cultural Heritage Report will focus on the project study area (Figure 1). This project study area has been defined as inclusive of those lands that may contain B.H.R.s or C.H.L.s that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Toronto.



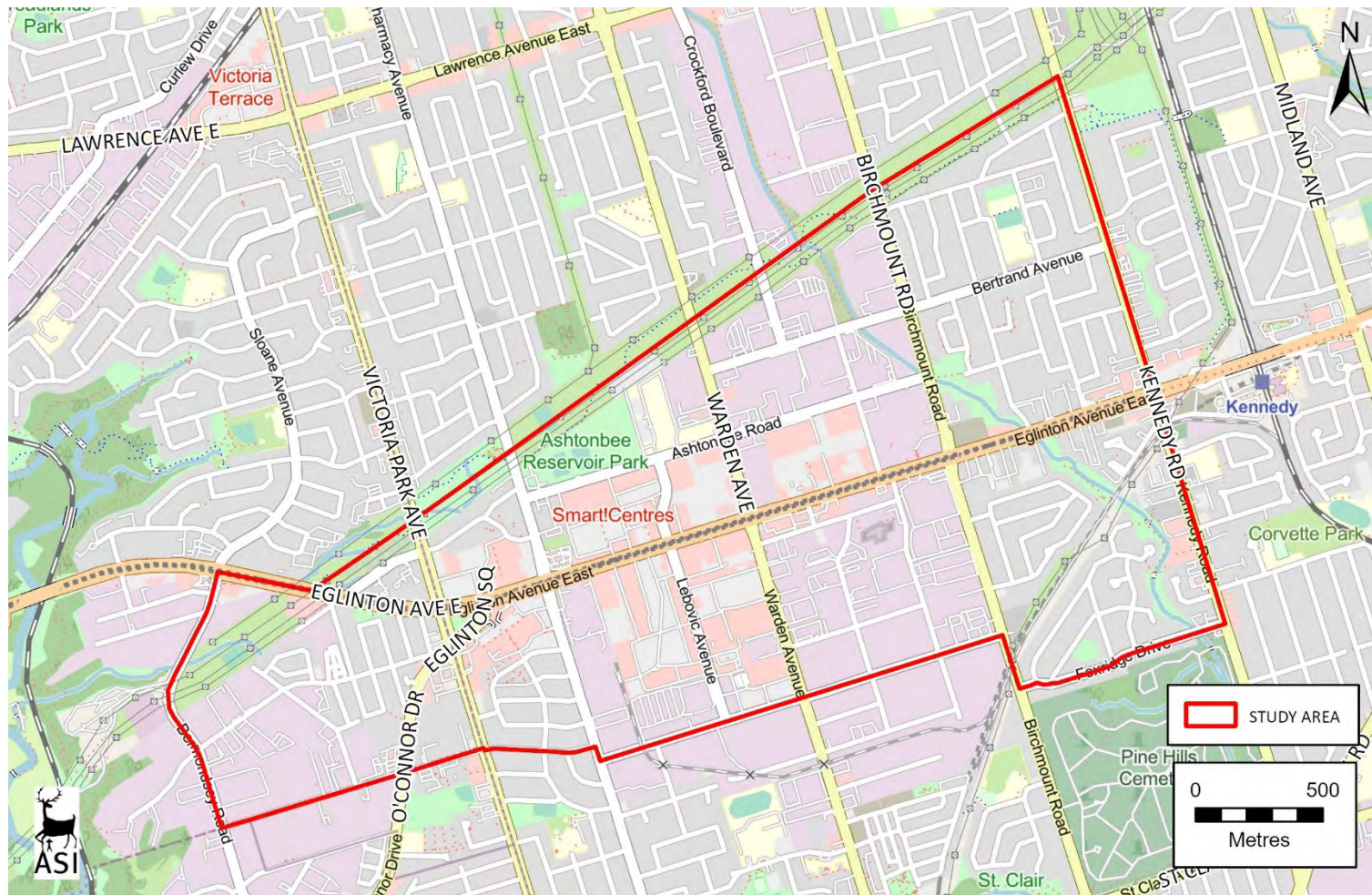


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

## 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 (B.H.R.s) and cultural heritage landscapes (C.H.L.s) 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, [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” (cultural heritage resources) is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2024), 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.



The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Citizenship and Multiculturalism, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in the identification of B.H.R.s and C.H.L.s. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) provides a guide to evaluate heritage properties. To conserve a B.H.R. or C.H.L., the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

## 2.2 Municipal/Regional Heritage Policies

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

- *City of Toronto Official Plan* (City of Toronto, 2019c)
- *Golden Mile Secondary Plan* (City of Toronto, 2019a)
- *Golden Mile Transportation Master Plan* (City of Toronto, 2019b)



- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Government of Ontario, 2020)

## 2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Citizenship and Multiculturalism, 2022). 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 Ministry 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 built heritage resources and cultural heritage landscapes. 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 B.H.R.s and C.H.L.s within the study area, the following sections present the resources that were reviewed as part of this Cultural Heritage Report.

### 2.4.1 Review of Existing Heritage Inventories

A number of resources were reviewed to identify previously identified B.H.R.s and C.H.L.s within the study area. These resources, reviewed on April 4, 2022, include:

- The City of Toronto's Heritage Register Map (City of Toronto, n.d.);
- 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 P.D.F. of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2023);
- 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 heritage studies undertaken within parts of the study area were also reviewed. These include:

- Stage 1 Archaeological Resource Assessment of 1920-1940 Eglinton Avenue East, 880-900 Warden Avenue, and 20-50 Ashtonbee Road, City of Toronto, Ontario (Archaeological Services Inc., 2019b)



- Stage 1 Archaeological Assessment of 1960 Eglinton Avenue East, Part of Lot 32, Broken Front Concession D, Geographic Township of Scarborough, York County, City of Toronto (Archaeological Services Inc., 2019a)

### 2.4.3 Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential B.H.R.s and C.H.L.s, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Yasmina Shamji, Heritage Planning, City of Toronto (email communication April 4 and 14, 2022 and June 14, 2022). No response was received by the time of report submission.
- Gary Miedema, Policy and Research Unit of Heritage Planning, City of Toronto (email communication December 2, 9, and 13, 2022). Email correspondence discussed the identification of potential additional B.H.R.s, including but not limited to surviving General Engineering Company buildings, as they primarily relate to Scarborough's industrial development in the post-Second World War era.
- The Scarborough Historical Society (email communication December 6, 2022). An email was sent inquiring about the history of the two listed properties identified, as well as for information about the history of the F.P.C. Building at 1891 Eglinton Avenue East, the S.K. Plant at 2201 Eglinton Avenue East, and buildings within the former General Engineering Company lands. No response was received at the time of the report's submission.
- The Ministry of Heritage, Sport, Tourism, and Culture Industries (now the Ministry of Citizenship and Multiculturalism) (email communication April 4 and 12, 2022). Email correspondence confirmed that there are no additional previously identified heritage resources or concerns regarding the study area.



- The Ontario Heritage Trust (email communications April 4, 2022, June 14, 2022, October 18, and November 18, 2024). Email correspondence confirmed that there are no Trust-owned properties nor Trust-protected easements regarding the study area.

## 2.5 Community Engagement

Indigenous communities engagement for this project is being completed by the City of Toronto. The following Indigenous communities were notified of this project:

- Mississaugas of the Credit First Nation;
- Williams Treaties First Nations;
  - Chippewas of Georgina Island First Nation;
  - Chippewas of Rama First Nation;
  - Beausoleil First Nation;
  - Curve Lake First Nation;
  - Alderville First Nation;
  - Mississaugas of Scugog Island First Nation; and
  - Hiawatha First Nation.

Any feedback regarding B.H.R.s and C.H.L.s received from the above listed communities will be considered and incorporated into the final report.

## 2.6 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified B.H.R.s and C.H.L.s are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Citizenship and Multiculturalism, 2006c). These include:

Direct impacts:



- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes 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 identified built heritage resources and cultural heritage landscapes 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).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are



outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment (now Ministry of the Environment, Conservation and Parks) entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

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

The proposed undertaking should endeavor to avoid adversely affecting known and potential B.H.R.s and C.H.L.s and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified B.H.R.s and C.H.L.s. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the B.H.R. or C.H.L. if it is to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.



## 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 Indigenous land use and Euro-Canadian settlement.

### 3.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).<sup>1</sup> During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There

---

<sup>1</sup> While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1650 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

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 the Carrying Place Trail and lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek. 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 1984:37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Fullerton & Mississaugas of the Credit First Nation, 2015). 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” (Fullerton & Mississaugas of the Credit First Nation, 2015).

However, records of the acquisition were not clear regarding the extent of lands agreed upon (Surtees, 1984). To clarify this, in October and November of 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).

In 2018 the Government of Canada reached a settlement with the Williams Treaties First Nations reaffirming the recognized Treaty harvesting rights in the Williams Treaties territories of each of the seven nations.

The study area is also within the active Rouge River Valley Tract Claim, filed in 2015 by the Mississaugas of the Credit First Nation. The Mississaugas of the Credit were not signatories to the Williams Treaty and claim unextinguished title to their traditional territories within the southern part of the Rouge River Valley (Fullerton & Mississaugas of the Credit First Nation, 2015; Mississaugas of the Credit First Nation, 2018).

## **3.2 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 (A.S.I., 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.

Throughout the period of initial European settlement, Indigenous groups continued to inhabit Southern Ontario, and continued to fish, gather, and hunt within their traditional and treaty territories, albeit often with legal and informal restrictions imposed by colonial authorities and settlers. In many cases,



Indigenous peoples acted as guides and teachers, passing on their traditional knowledge to Euro-Canadian settlers, allowing them to sustain themselves in their new homes. Indigenous peoples entered into economic arrangements and partnerships, and often inter-married with settlers. However, pervasive and systemic oppression and marginalization of Indigenous peoples also characterized Euro-Canadian colonization, with thousands being displaced from their lands, denied access to traditional and treaty hunting, fishing, and collecting grounds, and forced to assimilate with Euro-Canadian culture through mandatory attendance at Day and Residential Schools (Ray, 2005; Rogers & Smith, 1994).

Historically, the study area is primarily located in part of Lots 28-35, Concessions C and D in the former Township of Scarborough, County of York. A small portion of the eastern end of the study area is located in part of Lot 1, East of Yonge Street and Lot 5, Concession 3 from the Bay in the former Township of York, County of York.

### **3.2.1 Township of Scarborough**

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.

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. 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 impeded 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).

British and American settlers began to settle in greater numbers throughout the first half of the nineteenth century. By 1850, the year the Township was incorporated, nearly 4,000 people called Scarborough home, and they had established a prosperous agricultural settlement. Throughout the second half of the nineteenth century, several villages were established in Scarborough Township. These communities, located at the crossroads of north-south and east-west thoroughfares, often had a mill, blacksmith shop, train station, inn, post office, church, and a school (Scarborough Historical Society, n.d.-a).

In the twentieth century, Scarborough continued to grow at a rapid pace, all while becoming an important suburban community on the outskirts of Toronto. It became a borough in 1967 and was incorporated as a city in 1983. As part of municipal restructuring in Toronto in 1997, the city of Scarborough was amalgamated with five other municipalities and is now a constituent part of the City of Toronto (Scarborough Historical Society, n.d.-a).

### **3.2.2 Township of York**

Between 1784 and 1792, this part of southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec. Augustus Jones undertook the first township survey for York in 1791, when the base line, corresponding to present day Queen Street, was established (Winearls 1991:591; Firth 1962:11). The Township comprised part of the East Riding of York in the Home District, which, between 1792 and 1800, was administered from Niagara. York was



planned to be the unofficial capital of Upper Canada in the winter of 1796. It was not, however, until February 1798 that it was selected as the “seat of Government on mature deliberation” by the Duke of Portland. On January 1, 1800, the Home District was elevated into a separated administrative district from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-52 (Firth 1962:24-47; Armstrong 1985:143).

The Town of York was incorporated as the City of Toronto on March 6, 1834. The etymology of ‘Toronto’ is most likely related to the Toronto passages (Archaeological Services Inc. et al., 2004). It is thought to be derived from the Mohawk word *tkaronto* which means “where there are trees standing in the water” or from the Huron-Wendat word *toronton* meaning “place of meetings”/ “place of plenty.” Late seventeenth and early eighteenth century French sources refer to Lake Simcoe as *Lac Taronto*, which is thought to be on account of the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (N.R.C.A.N., 2007). By 1670, Lake Simcoe is also found labeled on a number of early French maps as *Lac de Taronto* and in 1686, the Humber carrying place was known as the *Passage de Taronto*. In turn, that river became known as *Riviere Taronto*. On the other hand, Nicolas Perrot, a seventeenth-century explorer, interpreter, and fur-trader, used Toronto in his memoirs to apply to the old Huron-Wendat country evacuated in 1650. He also noted that “Toronto” was used by Cadillac in a letter at the turn of the seventeenth century and by the remnant populations of the exiled Huron-Wendat, Petun and Neutral as the name of the region from which they had been expelled fifty years before by the Iroquois.

In its first 30 years, York Township (separate from the Town of York) was a rolling and well wooded countryside. The centre of the township was Yonge Street and Eglinton Avenue or Eglinton Village. Eglinton Avenue, which was surveyed as the township’s baseline, was at that time known as Baseline Road, and the crossroads community had a number of services including four hotels and a Masonic Hall. Yonge Street was settled on both sides and one mile south of Eglinton the Davis



family ran a pottery business (in the community later known as Davisville). A large number of suburban residences were constructed along the Davenport Ridge, an early Indigenous trail. Other villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village, and Sunnyside were all annexed directly to Toronto during the 1880s.

The population of the Township increased steadily during the nineteenth century. In 1797, for instance, the total number of inhabitants “of Yonge Street” was estimated at 86 persons (i.e., 52 males and 34 females.) Within the space of one decade, the Township proper contained 502 men, women, children and “servants.” At the outbreak of the War of 1812, York Township contained 756 inhabitants, and by 1823 this number had increased to 1,909 residents. In 1837, the population had reached 4,320, and by 1842 this number had increased again to 5,720 (Mosser, 1984; Smith, 1846, 1851; Walton, 1837). This required the growing urban area to stretch its northern limits from Queen Street to Bloor Street. Outside of the core of the city, especially north along Yonge Street, Yorkville (above Bloor) was a prosperous village and some Torontonians settled between Bloor and Eglinton as new street railway services improved suburban to urban access.

New immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912 and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fueled the construction of new office towers: a total of fourteen between 1922 and 1928. Increased automobile use necessitated improvements to local roads and crossings. Before the Second World War ended a post-war reconstruction plan was put together for the city and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city’s density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded.



Toronto is Ontario's capital city and Canada's largest municipality, after its amalgamation in 1998 of all the former cities of Toronto, North York, Scarborough, York and Etobicoke, and the former borough of East York.

### 3.3 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 primarily located in part of Lots 28-35, Concessions C and D in the former Township of Scarborough, County of York. A small portion of the eastern end of the study area is located in part of Lot 1, East of Yonge Street and Lot 5, Concession 3 from the Bay, in the former Township of York, 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.

The 1860 Tremaine's Map (Figure 2) shows the study area in a largely settled rural countryside. All lots have owners, and several residences dot the landscape. A wagon shop is visible at the southwest corner of Eglinton Avenue East and Birchmount Road, and a church is located at the southeast corner of Eglinton Avenue East and Kennedy Road. Eglinton Avenue East, Victoria Park Avenue,



Pharmacy Avenue, Warden Avenue, Birchmount Road, and Kennedy Road are all primary thoroughfares within the study area, with roughly the same trajectories as today. The major difference is that Eglinton Avenue East's western terminus in Scarborough Township does not align with its eastern terminus in York Township. The course of the Don River runs in a north-south orientation west of the study area, while the east branch of the Don River (now called Taylor-Massey Creek) also runs north-south through study area.

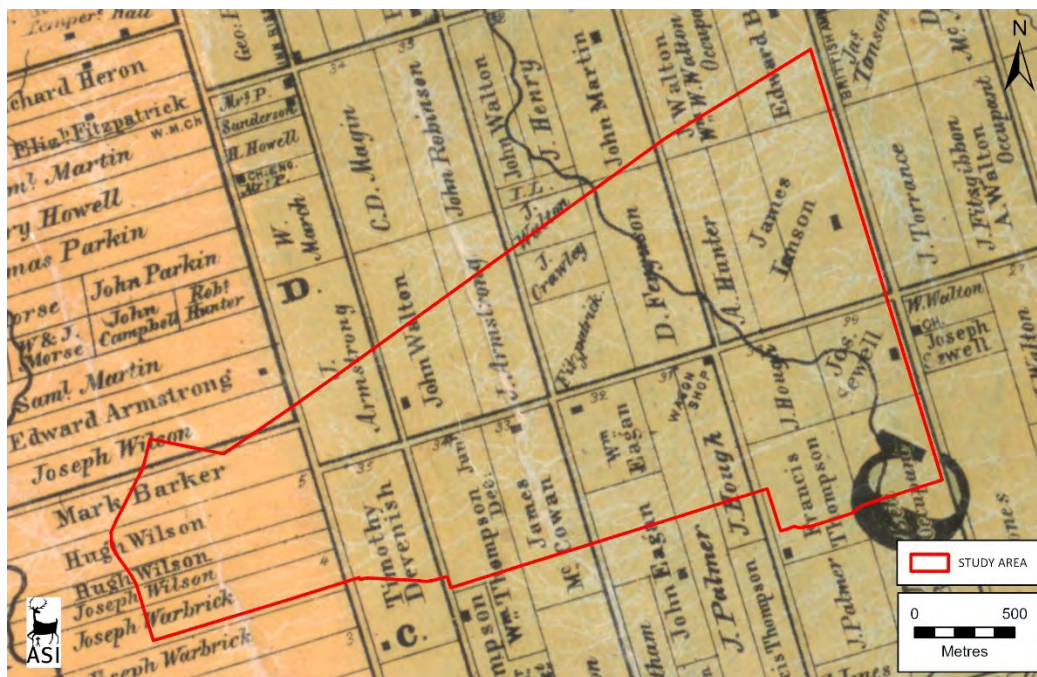


Figure 2: The study area overlaid on the 1860 Tremaine's Map of the County of York (Tremaine, 1860).

The 1878 Historical Atlas (Figure 3) continues to depict the study area in a rural-agricultural context. Farmsteads line the Eglinton Avenue East corridor, as well as all north-south concession roads. Many lots include orchards, although some forested areas are also visible northwest of Eglinton Avenue East and Kennedy Road. The major changes from the 1860 map include a school erected in 1863 on the north side of Eglinton Avenue East between Birchmount and Kennedy Roads and the construction of the Toronto and Nipissing Railway east of the study area.



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

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 1909, 1927, 1947, 1949, 1957, 1969, 1975, and 1992 (Figure 4 to Figure 11). 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 1909 topographic map (Figure 4) depicts the study area in a rural-agricultural context. Several creeks and rivers run through the study area, and forested areas are depicted throughout. Most of the farm houses are found next to the roadways, with the only cluster of houses located at the corner of Birchmount Road and Eglinton Avenue East, which was known as Hough's Corners. The roadways that are now known as Victoria Park Avenue, Pharmacy Avenue, Kennedy Road, and Eglinton Avenue East are all "metalled roads", while Birchmount Road and Warden Avenue remain as "unmetalled roads."



Figure 4: The study area overlaid on a 1909 topographic map, Toronto Sheet (Department of Militia and Defence, 1909).

The 1927 topographic map (Figure 5) depicts the study area in much the same manner as described above with reference to the 1909 map. The main differences include the addition of a proposed gridded road network at the western terminus of Eglinton Avenue East and the creation of the Canadian National Railways (C.N.R.) line with a northeastern-southwestern orientation toward the eastern end of the study area. The railway line included an embankment and bridge erected around the crossing of the east branch of the Don River, near the intersection of Eglinton Avenue East and Kennedy Road, which was itself re-aligned to accommodate the railway.

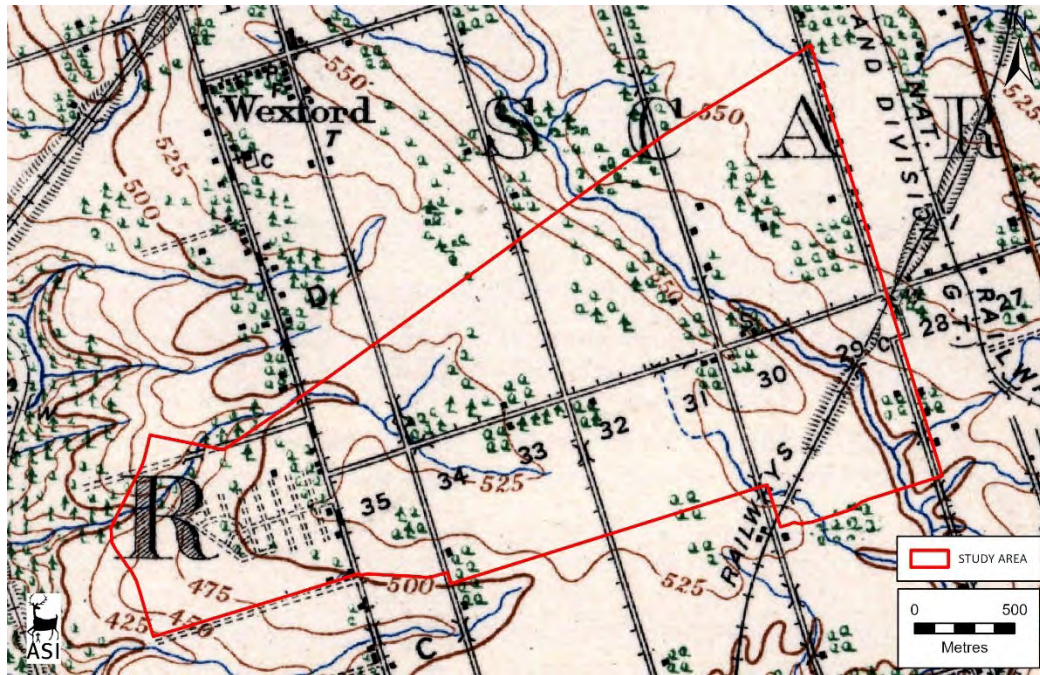


Figure 5: The study area overlaid on a 1927 topographic map, Toronto Sheet (Department of National Defence, 1927).

The area remained largely agricultural over the following two decades, though the General Engineering Company manufactured war munitions out of a series of factories within the study area during the Second World War. This dichotomy is visible on the 1947 aerial image (Figure 6), which depicts large agricultural fields dominating the landscape within the study area, though with the munitions factories disrupting the rural landscape on the south side of Eglinton Avenue East between Warden Avenue and Birchmount Road. At the west end of the study area, O'Connor Drive has been built and runs along a northeastern-southwestern axis southwest of the intersection of Victoria Park Avenue and Eglinton Avenue East.



Figure 6: The study area overlaid on a 1947 aerial image of Scarborough (City of Toronto Archives, n.d.).

The General Engineering Company sold 250 acres to Scarborough Township in 1948 (Gillmor, 2007). While many of their former buildings were repurposed – including some for municipal offices and for a library – many newer industrial operations took over. Other industrial and manufacturing structures came soon thereafter, including factories for Frigidaire, Inglis, S.K.F., Thermos, General Motors, Volkswagen, and others (as well as large commercial centres such as the Golden Mile Plaza). In 1950, more than 25% of all building permits in Scarborough Township were for facilities along the stretch of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road, and this jumped to more than 46% in 1951 (Leblanc, 2006). By the time Scarborough officially joined the new municipal government structure of Metropolitan Toronto in 1953, this stretch of Eglinton Avenue East was already known as the “Golden Mile” or the “Golden Mile of Industry.” At the same time, the area experienced the beginning of a residential construction boom – both houses and apartment buildings – and accompanying commercial centres. Overall, by the early 1950s, the area had a reputation as an innovative, modern, and prosperous suburb. Its recognition as an important

stretch was solidified when Queen Elizabeth II stopped at the plaza during her royal tour of 1959 (Gillmor, 2007; Leblanc, 2006).

The shift from an agricultural to an industrial landscape is dramatically shown in the following aerial photographs from 1949 and 1969, respectively (Figure 7 to Figure 8).



Figure 7: Eglinton Avenue East, looking east from Victoria Park Avenue, 1949 (Scarborough Historical Society).



Figure 8: Eglinton Avenue East, looking east from Victoria Park Avenue, 1969 (Scarborough Historical Society).

The 1957 aerial image (Figure 9) also shows the development highlighted above. Beginning at the western end of the study area, Eglinton Avenue East has been fully extended and is shown curving along a northwestern-southeastern axis to connect sections of Eglinton Avenue formerly cut off by the Don Valley and Don River. Industrial buildings line Bartley Drive all the way from Victoria Park Avenue to the Don Valley. The Eglinton Square Shopping Centre and associated parking lot, located at the southeast corner of Eglinton Avenue East and Victoria Park Avenue, is now extant, with a small subdivision constructed to the south. Another large commercial building(s) and parking lot has been constructed on the northeast corner, with apartment buildings built to the north. Moving east, most of the agricultural fields have been replaced by factories large and small, constructed along both the major thoroughfares as well as on new streets. Residential subdivisions are found toward the eastern end of the study area. A few old farmhouses and stand-alone residences remain standing on the primary thoroughfares, and there are a few vacant properties visible. The hydro corridor is

a prominent feature on the landscape, running along a northeastern-southwestern trajectory and separating the industrial and commercial area from the residential areas to the north.



Figure 9: The study area overlaid on a 1957 aerial image of Scarborough (City of Toronto Archives, n.d.).

The 1975 topographic map (Figure 10) shows the entire study area within a mixed commercial, industrial, and residential context. All formerly vacant lots appear to have been infilled. Large factories and shopping plazas line both the north and south side of Eglinton Avenue East between Victoria Park Avenue and Birchmount Road. Some of the industrial sites have railway spurs connecting them with the C.N.R. line. The eastern end of the study area is more residential, with neighbourhoods such as Ionview and Kennedy Park located along the west side of the Kennedy Road corridor. Schools and parks are scattered throughout the study area, though most often found in the residential neighbourhoods. The hydro corridor remains a prominent feature and continues to separate the industrial and commercial area from the residential area to the north.

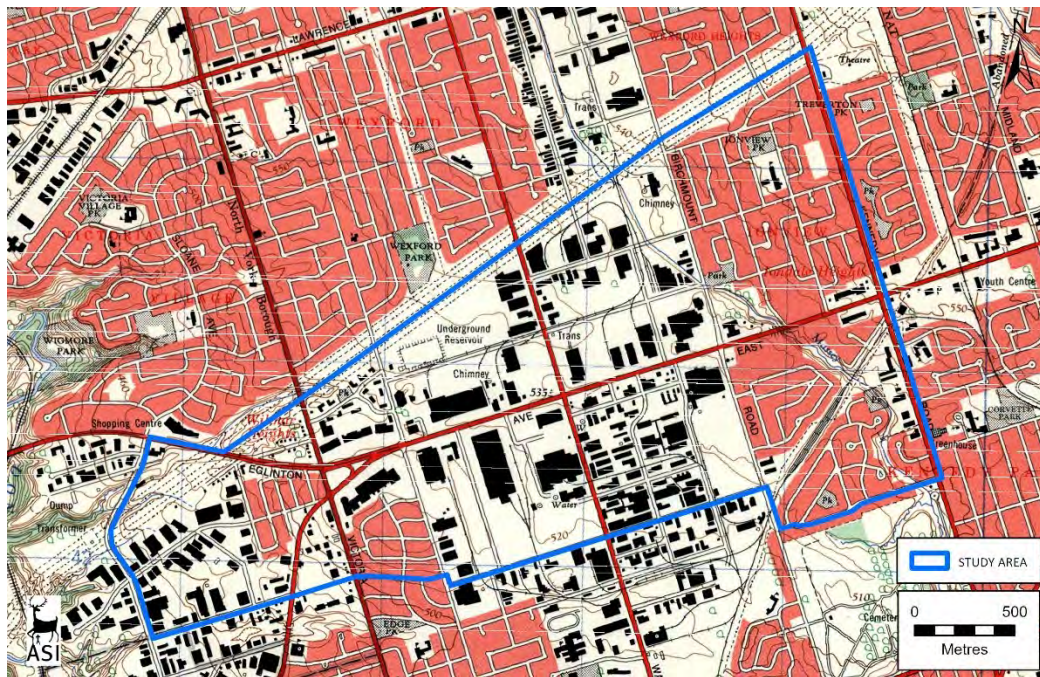


Figure 10: The study area overlaid on a 1975 topographic map, East Toronto Sheet (Department of Energy, Mines and Resources, 1975).

The 1992 aerial image (Figure 11) shows even greater infill, particularly at the west end of the study area, where many industrial buildings had been erected in the previous two decades. The shopping plaza at the northeast corner of Eglinton Avenue East and Victoria Park Avenue (which had been oriented toward Eglinton Avenue East) has been demolished, replaced by a large commercial building (now Golden Mile Plaza/Ali's No Frills) that is oriented toward Victoria Park Avenue. This area also has several new apartment buildings in the vicinity. As a whole, the area remains a mix of industrial, commercial, and residential buildings.



Figure 11: The study area overlaid on a 1992 aerial image of Scarborough (City of Toronto Archives, n.d.).

## 4.0 Existing Conditions

A field review of the study area was undertaken by Michael Wilcox of Archaeological Services Inc., on April 12, 2022, 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 10. All photo locations are provided in Figure 25.

### 4.1 Description of Field Review

The project study area consists of lands north and south of Eglinton Avenue East between Bermondsey Road to the west and Kennedy Road to the east. The study area is bounded by the Gatineau hydro corridor to the north and a series of east-west streets to the south, including Sunrise Avenue, Holswade Road, Comstock Road, and Foxridge Drive (Figure 12).

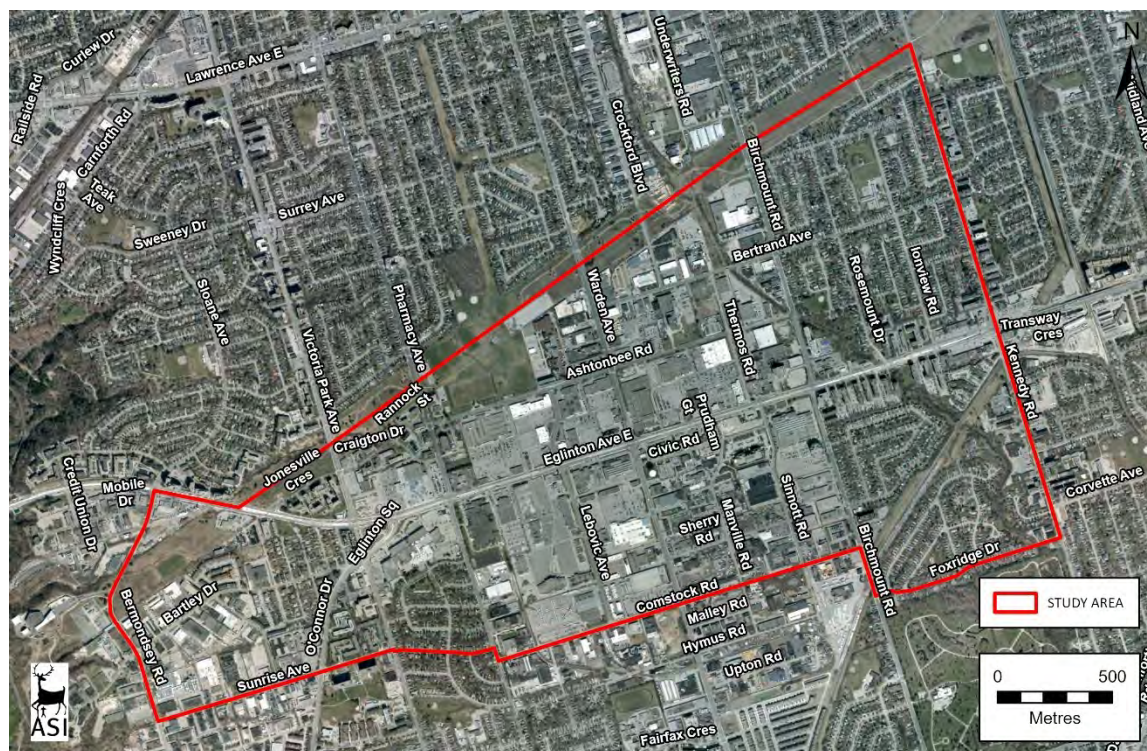


Figure 12: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.)).

A diversity of land uses and buildings characterize the study area, including industrial, residential, commercial, recreational, institutional, religious, and educational areas and structures. The study area includes one major east-west roadway (Eglinton Avenue East) as well as five major north-south roadways (Victoria Park Avenue, Pharmacy Avenue, Warden Avenue, Birchmount Road, and Kennedy Road). Each of these roadways are four lanes, at a minimum, and Eglinton Avenue East includes the Crosstown Light Rail Transit (L.R.T.) currently under construction (Plate 1 and Plate 2). The majority of all other roadways within the study area intersect with one of the above-named arterial roads.

The northern boundary of the study area is the Gatineau hydro corridor, with large hydro towers and power lines running high above recreational spaces such as soccer fields, green fields, and a pedestrian pathway (Plate 3). The largest greenspace within the study area, Ashtonbee Reservoir Park, is adjacent to the hydro corridor near the northeast corner of Ashtonbee Road and Pharmacy

Avenue (Plate 4). Other green spaces and/or parks are found within the study area, primarily in residential areas. These include Maidavale Park, Ionview Park, Warner Park, and the Farlinger Ravine which runs alongside Taylor-Massey Creek, the principal waterway through the study area (Plate 5).<sup>2</sup>

The study area is also filled with a diverse mix of commercial buildings, including grocery stores, a large mall, huge “big box” stores, and smaller strip malls. Most of these are concentrated along both sides of Eglinton Avenue East, and each includes a parking lot (Plate 6 and Plate 7). The study area is also the home of many industrial operations, both large and small. These industrial areas are found primarily in the far west of the study area as well as in the north and south of the central portion of the study area, slightly removed from the commercial strip along Eglinton Avenue East (Plate 8). Finally, a mix of residential structures and neighbourhoods are also found within the study area. This includes semi-detached and detached houses, apartment buildings, and postwar residential subdivisions with detached houses (Plate 9 and Plate 10).

---

<sup>2</sup> Note that the study area included the presence of two bridges and five culverts along Taylor-Massey Creek and one culvert along a tributary of the Don River below Eglinton Avenue East. The two bridges date to 1975 and 1980 and the six culverts date to between 1951 and 1978. These were all considered for Cultural Heritage Value or Interest (C.H.V.I.) and were determined to not have potential for C.H.V.I. based on age, common construction materials, and design for this era.





Plate 1: Eglinton Avenue East, looking west from west of Victoria Park Avenue. Note the L.R.T. under construction in the middle of the road (A.S.I. 2022).



Plate 2: Birchmount Road, looking north from Comstock Road (A.S.I. 2022).



Plate 3: Hydro Corridor, looking east from east of Pharmacy Avenue (A.S.I. 2022).



Plate 4: Ashtonbee Reservoir Park, looking northwest from Ashtonbee Road, west of Hakimi Avenue (A.S.I. 2022).



Plate 5: Trail along the Taylor-Massey Creek, within the Farlinger Ravine, looking north (A.S.I. 2022).



Plate 6: Large commercial area along Eglinton Avenue East, looking west from west of Warden Avenue (A.S.I. 2022).



Plate 7: Typical strip mall along Eglinton Avenue East within the study area, looking northwest from west of Rosemount Drive (A.S.I. 2022).



Plate 8: Typical low rise industrial building within the study area, looking southeast from intersection of Manville Road and Sherry Road (A.S.I. 2022).



Plate 9: Postwar houses along Maywood Park, looking northwest (A.S.I. 2022).

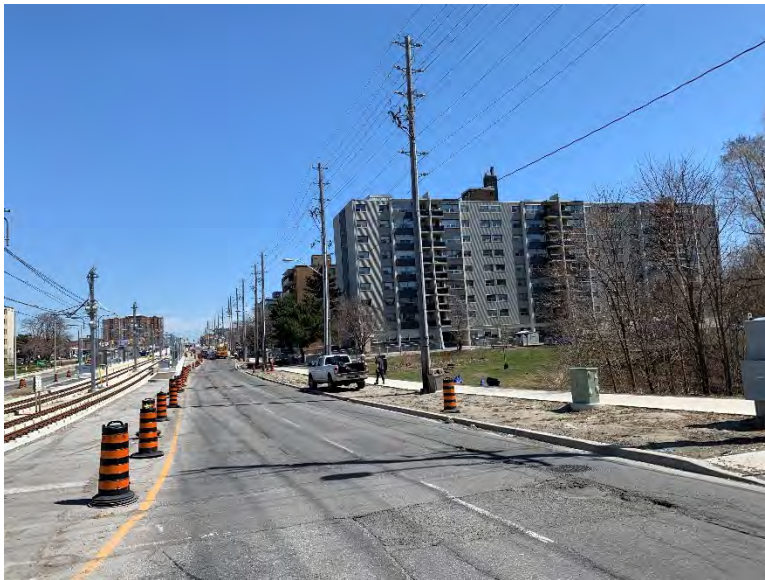


Plate 10: Eglinton Avenue East, with apartment buildings on right, looking east from Rosemount Drive (A.S.I. 2022).

## 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 potential B.H.R., and two potential cultural heritage landscapes (C.H.L.s) were identified within the study area. Two commemorative features were also identified within the study area. A detailed inventory of known and potential B.H.R.s, C.H.L.s, and commemorative features within the study area is presented below in Table 1. See Figure 25 for mapping showing the location of identified B.H.R.s and C.H.L.s.

Note that the industrial building at 1891 Eglinton Avenue East had been identified as B.H.R. 1 in an earlier iteration of this report, submitted in June 2022. However, it has been removed from the inventory table in this report as it has now been demolished.



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                                                                                                                                                                      |
|--------------|-------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.H.L. 1     | Residential subdivision | South of Eglinton Square between Victoria Park Avenue and Pharmacy Avenue | Potential C.H.L. - Identified during background research and field review | In the early 1950s, this residential subdivision was the first to be developed within the study area. It was part of an effort to allow workers to live close to their places of employment, which was booming in the area around Eglinton Avenue East, east of Victoria Park Avenue (Gillmor, 2007; Heritage Toronto, 2020; Leblanc, 2006). Potential heritage attributes include the curved streets and uniform one-and-a-half storey postwar houses, which remain largely intact today (Figure 13 and Figure 14). | <div></div> <div></div> |

| 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     | Industrial       | The rectangular-shaped boundary is bordered by Eglinton Avenue East to the north, Sinnott Road to the east, Hymus Road to the south, and Warden Avenue to the west. | Potential C.H.L. - Identified during background research and field review | <p>This potential C.H.L. corresponds with the former lands occupied by the General Engineering Company (G.E.C.O.). The C.H.L. boundaries are based on a map produced by Barbara Dickson (see Appendix A). During the Second World War, the G.E.C.O. lands comprised 172 buildings and the famed “bomb girls” and many other workers manufactured war munitions in several factories (Dickson, 2024).</p> <p>Potential heritage attributes of the C.H.L. include the structures at 15 and 17 Civic Road; 781 Warden Avenue; 116, 119, 120, 123, 127, and 128 Manville Road; and 76 Sherry Road. Additional potential heritage attributes may include the road network which formed as the G.E.C.O. lands were developed, variety in scale and massing of the buildings, and boundaries established by Eglinton Avenue East, Sinnott Road, Hymus Road, and Warden Avenue.</p> <p>Note that, based on a preliminary review of the properties at the addresses listed above, the identified buildings have been heavily modified to accommodate their change in uses over time. The potential C.H.L. may have historical value</p> |  <p>Figure 15: Aerial image of the potential C.H.L. (Google Earth, 2023)</p> |

| 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                                                                                                                                                                                                                                                                                                                                                   |
|--------------|------------------|---------------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |                  |                     |                                 | given its connection to the Second World War and to the industrialization of Scarborough (Figure 15 to Figure 17). | <div><p>Figure 16: The former change house building at 15 Civic Road (Google Streetview, 2024)</p><p>Figure 17: The former change house building at 17 Civic Road (Google Streetview, 2024)</p></div> |

| 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     | Commercial       | 1940 Eglinton Avenue East | Known B.H.R. - Listed on Municipal Heritage Register | <p>This B.H.R. is a midrise commercial building built in 1978 (Figure 18). It is known as the Volkswagen Building in the Toronto Heritage Register map. It was designed by the architect Erland Gustavs, the electrical engineer was Mulvey Engineering Ltd., and the mechanical engineer was Tamblyn, Mitchell and Partners Ltd. (A.C.O., 2021). The building has four levels, which are stacked and become increasingly smaller higher up the building. Four bands of windows circle the entire building, and there are curved edges instead of corners. The building served as the administrative headquarters for Volkswagen Canada. Potential heritage attributes include its footprint, massing, and scale. Its potential heritage value may stem from it being one of the last remaining buildings associated with automobiles along the Golden Mile, a stretch of road widely known for its car dealerships and lots (Heritage Toronto, 2020; Josey, 1983).</p> | <div></div> <p>Figure 18: Former Volkswagen Canada building at 1940 Eglinton Avenue East (A.S.I. 2022)</p> |

| 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     | Industrial       | 2201 Eglinton Avenue East | Potential B.H.R. - Identified during background research and field review | <p>This B.H.R. is currently owned by Scotiabank. It is formerly the ball bearings plant operated by Svenska Kullagerfabriken (S.K.F.). The building was opened in 1950 and was the first industrial building along Eglinton Avenue East following the end of World War II and the sale of a vast swath of land by the General Engineering Company. It helped to propel the development of other industrial operations along what soon became known as the Golden Mile (Heritage Toronto, 2020; Leblanc, 2006). The original building, which includes the two-storey brick structure with central entrance fronting onto Eglinton Avenue East, underwent various expansions, including on the southwest corner in 1959, on the south wall in 1961, and the largest expansion on the east and south sides in 1966. Little has changed since that time, including the large semi-circular front driveway and parking area. Potential heritage attributes include the building footprint, massing, and scale, as well as the semi-circular front driveway (Figure 19). It has the potential to have historical and contextual value as an early and surviving example of an industrial building along the Golden Mile.</p> | <div></div> <p>Figure 19: Former S.K.F. Plant at 2201 Eglinton Avenue East (A.S.I. 2022)</p> |

| 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. 3     | Residential      | 12 Iondale Place    | Known B.H.R. - Listed on Municipal Heritage Register | <p>This B.H.R. is a one-and-a-half storey brick house (since clad over in stucco) and has a front gable featuring two window dormers (Figure 20 and Figure 21). A one-and-a-half storey brick extension (also clad in stucco) is evident, though this may be a former barn or secondary residence that has been joined with the main residential structure. The residence is known as the Thomas lonson House in the Toronto Heritage Register map, though the Scarborough Historical Society has it marked as the James and Thomas lonson house. It is plausible that James lived in one residence and Thomas lived in the other (Scarborough Historical Society, n.d.c). Potential heritage attributes include the building footprint, massing, and scale. It has the potential to have historical value given its connection to Thomas lonson, a significant person in the local context. Iondale Place and lonview Road are both named in honour of the lonson family (Scarborough Historical Society, n.d.-b).</p> | <div><p>Figure 20: Thomas lonson House, c. 1955 (Scarborough Historical Society)</p><p>Figure 21: Thomas lonson House (A.S.I., 2022)</p></div> |

| 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.F. 1       | Scarborough's "Golden Mile" Plaques | On sidewalk next to 1900 Eglinton Avenue East | Known commemorative feature, erected by Heritage Toronto in 2009 | The two plaques (Figures 22 and 23) are side by side and are dedicated to recounting the history of Scarborough's "Golden Mile" through text and photographs (Heritage Toronto, 2020). | <div></div> <div></div>    |

| 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.F. 2       | General Motors and the Golden Mile Plaque | Next to sidewalk in front of 2 Lebovic Avenue | Known commemorative feature, erected by Heritage Toronto in 2014 | This plaque (Figure 24) is dedicated to recounting the history of General Motors' manufacturing at this site, which was the largest industrial development along the Golden Mile at the time that it opened in 1952. The operations closed in 1993 and the factory was demolished (Heritage Toronto, 2020). | <div></div> <div>Figure 24: General Motors and the Golden Mile Plaque (A.S.I., 2022)</div> |

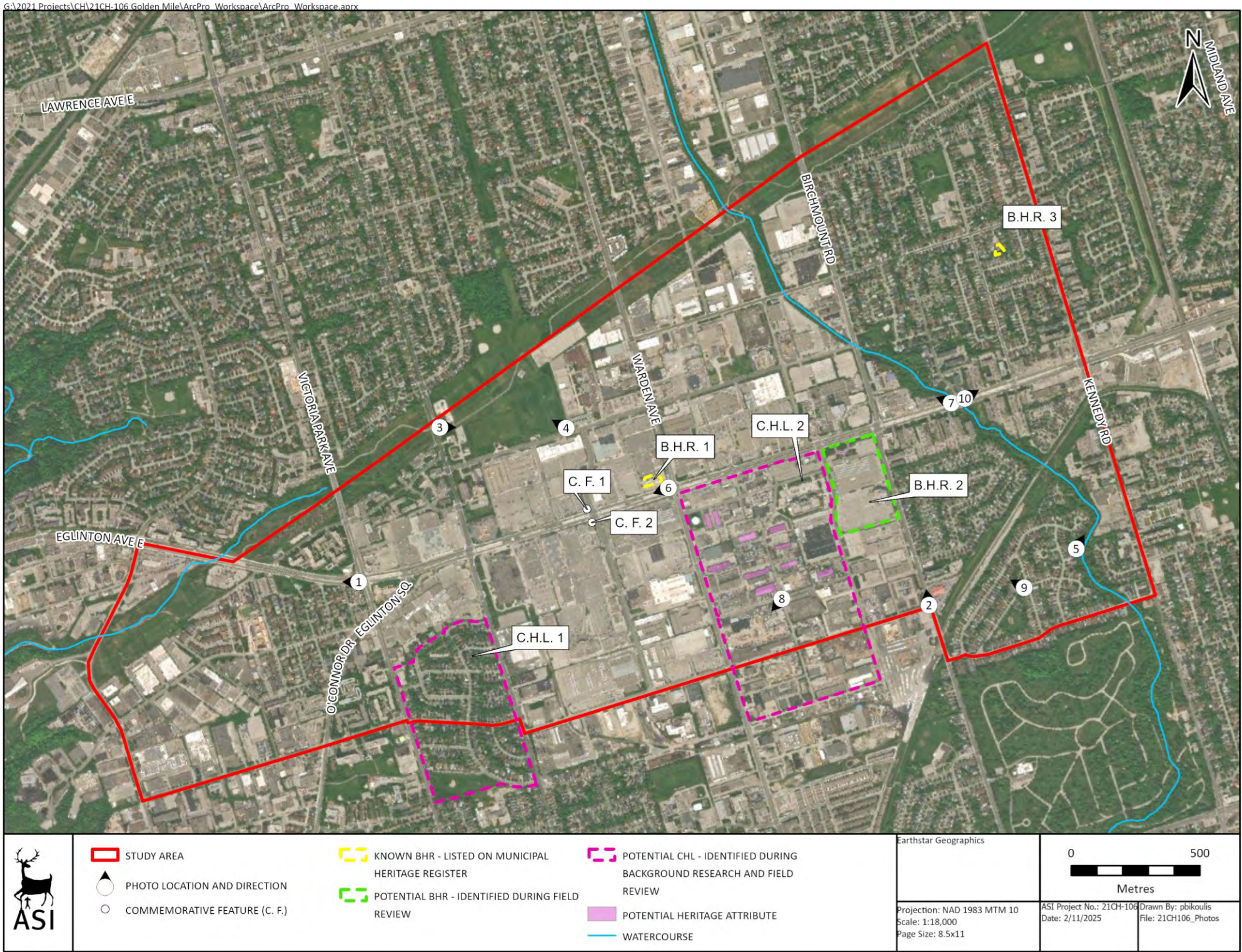


Figure 25: Photo Locations and Location of Identified Built Heritage Resources (B.H.R.s), Cultural Heritage Landscapes (C.H.L.s), and commemorative features (C.F.s) in the Study Area



## 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), cultural heritage landscapes (C.H.L.s), and commemorative features.

### 5.1 Description of Proposed Undertaking

The ReNew Golden Mile Environmental Assessment Study (E.A. Study) establishes the preferred alignments and designs of new and reconfigured streets to support the future development and growth as identified in the Golden Mile Transportation Master Plan and the Golden Mile Secondary Plan. The Study will complete Phases 3 and 4 of the E.A. process. The Study involved developing and evaluating alternative street alignments and designs for the following transportation infrastructure:

- A reconfiguration of O'Connor Drive, along with an extension to Birchmount Road
- A new east-west public street north of Eglinton Avenue East from Victoria Park Avenue to Birchmount Road ("Golden Mile Boulevard")
- A potential realignment, widening and reconfiguration of Craigton Drive to directly connect to Ashtonbee Road
- Reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection

Additionally, other corridor improvements are recommended along Jonesville Crescent and Ashtonbee Road to Birchmount Road that do not require completion of phases 3 and 4 of the Municipal Class Environmental Assessment.

In addition to realignments and reconfigurations, the proposed works also include two vehicle traffic lanes, protected bikeways, new sidewalks, new planting areas, some lay-by parking areas, and streetscape improvements. For further information, refer to the City of Toronto's Phase 2 Consultation Materials



available on the E.A. Study [website](#), including the [Presentation](#) and [Discussion Guide](#).

A total of 18 short-listed alternatives for the five street corridor alignments and reconfigurations had been proposed by the City of Toronto. Based on feedback and consultation from members of the public, landowners, developers, and consultants, as well as a detailed evaluation of the alternatives, recommended design reconfigurations and alignments have been selected.

Figure 26 shows the location of proposed works, including the recommended street reconfigurations and alignments and intersection improvements. Figure 27 shows the location of these same proposed works in relation to the identified B.H.R.s and C.H.L.s throughout the entire study area. Figure 28 and Figure 29 show the location of the proposed works in relation to the identified B.H.R.s and C.H.L.s that are slated for direct impacts within the study area.



Figure 26: Recommended Street Alignments of the ReNew Golden Mile: Reconfigured & New Streets Environmental Study (City of Toronto, 2024)

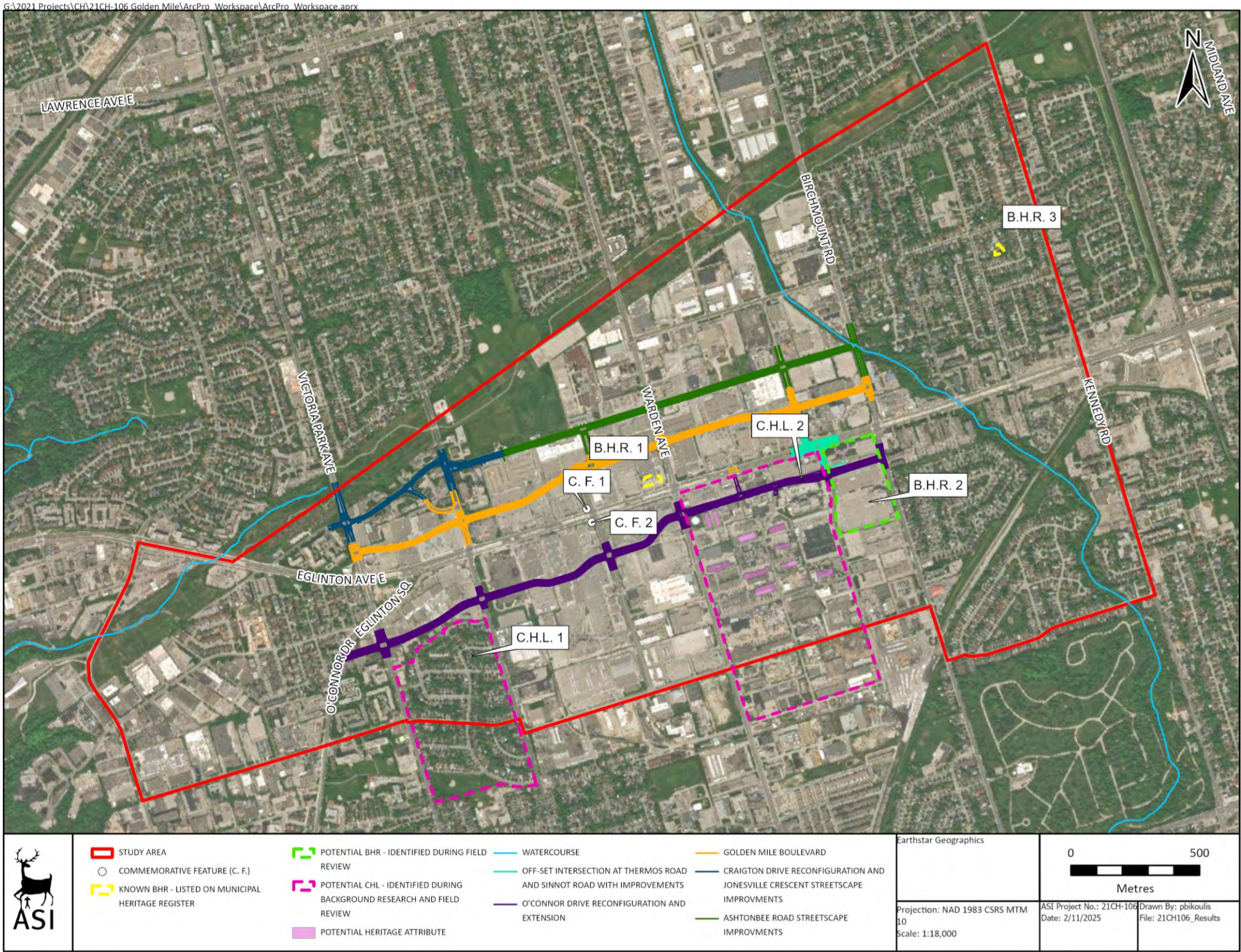


Figure 27: Location of Proposed Works and Identified B.H.R.s, C.H.L.s, and commemorative features within the study area (A.S.I., 2024)

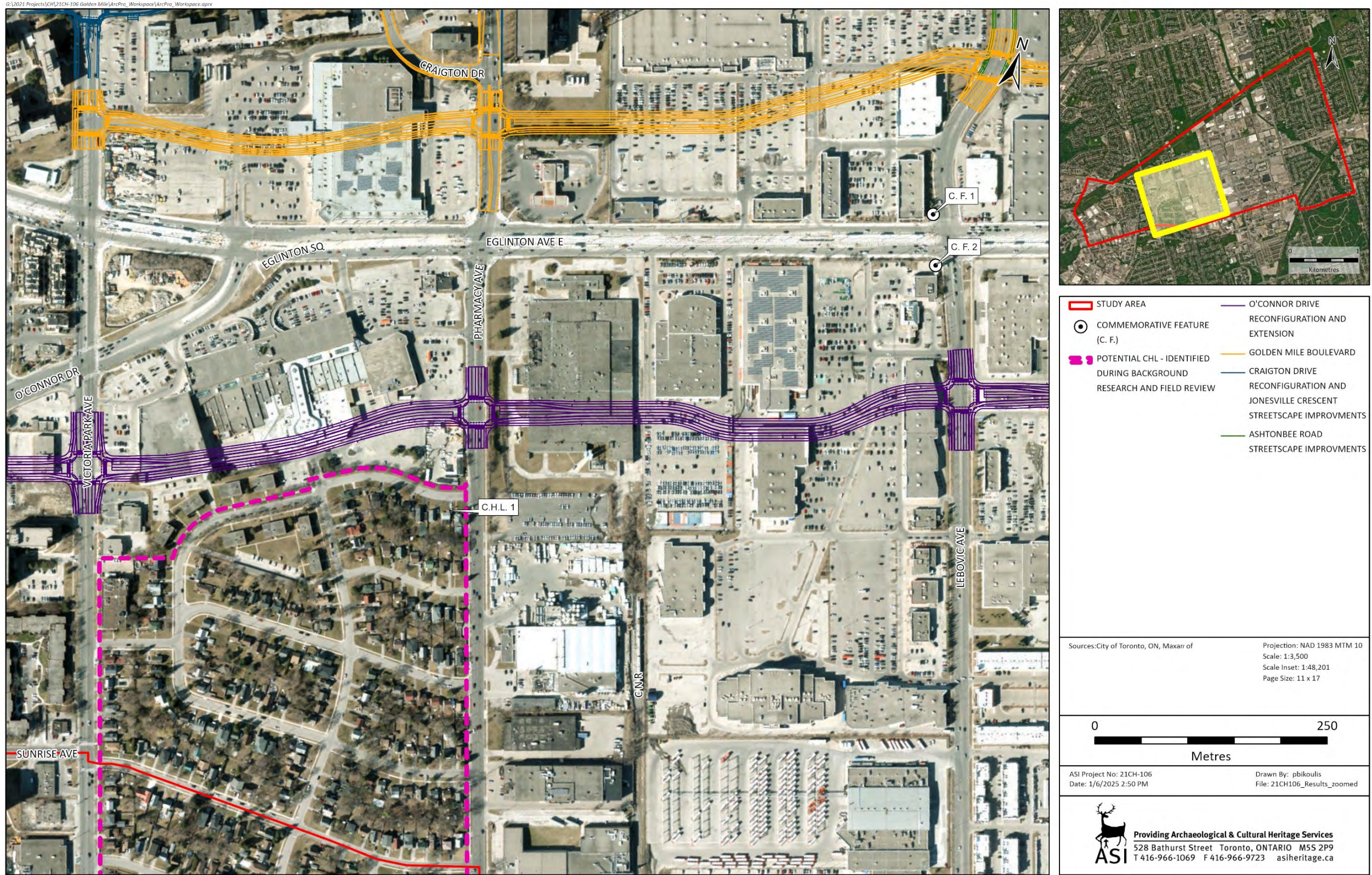


Figure 28: Zoomed in Location of Proposed Works and Identified B.H.R.s, C.H.L.s, and commemorative features within the study area, Sheet 1 (A.S.I., 2024)



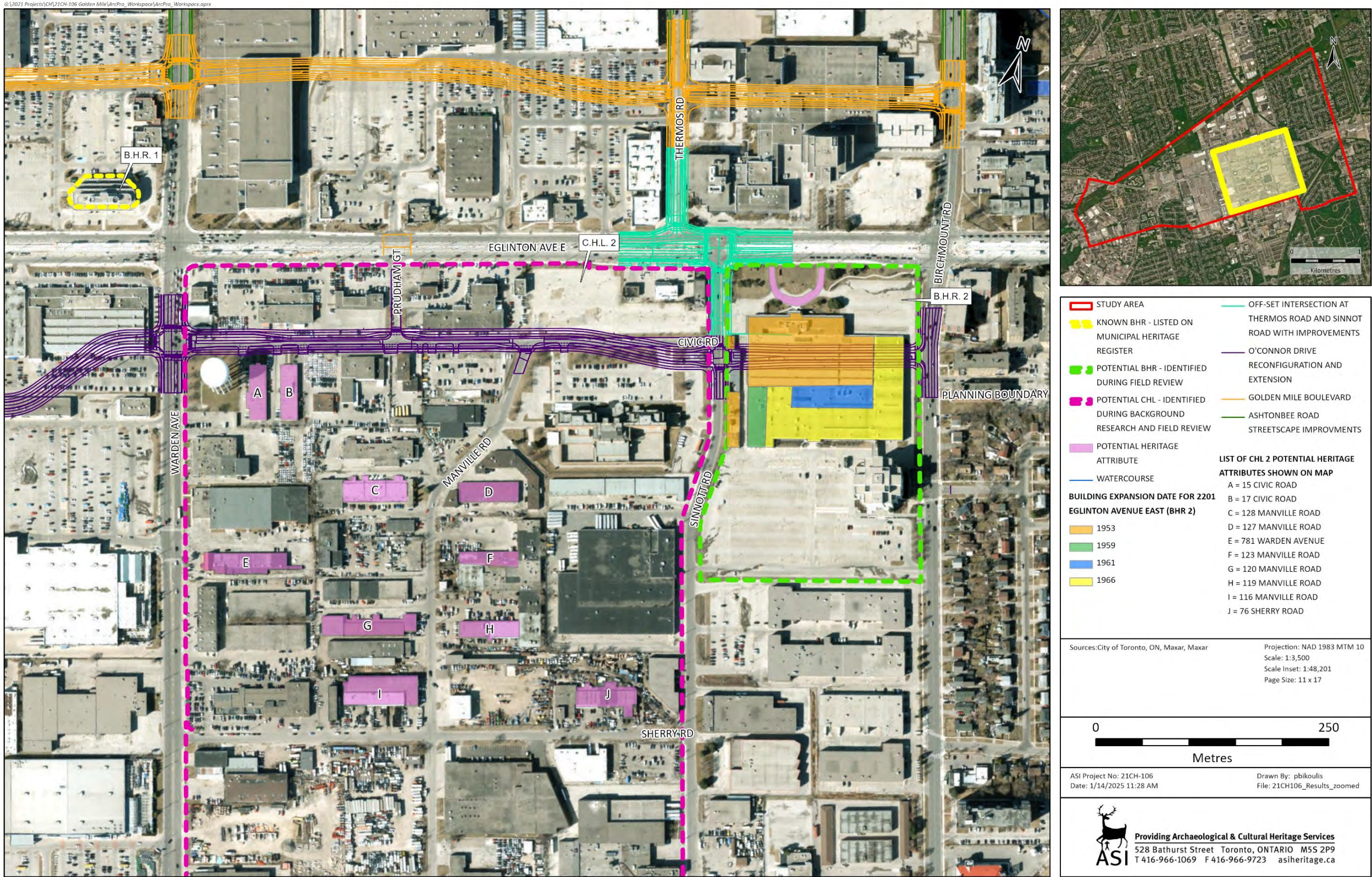


Figure 29: Zoomed in Location of Proposed Works and Identified B.H.R.s, C.H.L.s, and commemorative features within the study area, Sheet 2 (A.S.I., 2024)

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                                                                                                    |
|--------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| C.H.L. 1     | South of Eglinton Square between Victoria Park Avenue and Pharmacy Avenue | Potential C.H.L. - Identified during background research and field review | It is understood that the proposed O’Connor Drive extension, extending between Victoria Park Avenue and Birchmount Road, will have an east-west alignment north of C.H.L. 1. No direct or indirect adverse impacts are anticipated upon any of the identified heritage attributes of C.H.L. 1. | <u>Preferred Recommendation:</u><br><br>Continued avoidance is recommended.<br><br>No further heritage work is required. |



| Feature I.D. | Location/Name                                                                                                                                                      | Heritage Status and Recognition                                           | Type and Description of Potential/Anticipated Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Mitigation Strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.H.L. 2     | The rectangular-shaped boundary is bordered by Eglinton Avenue East to the north, Sinnott Road to the east, Hymus Road to the south, and Warden Avenue to the west | Potential C.H.L. - Identified during background research and field review | <p>It is understood that the proposed O'Connor Drive extension, extending between Victoria Park Avenue and Birchmount Road, will have an east-west alignment directly through the northern portion of C.H.L. 2, along what is now Civic Road. The proposed extension will not result in direct adverse impacts to the identified heritage attributes at 15 and 17 Civic Road, which are immediately adjacent to the proposed alignment. However, the proposed extension will result in a change to the original Civic Road alignment where it approaches Sinnott Road, and will also result in a change in setting by increasing overall traffic through this part of the C.H.L., all of which are considered direct adverse impacts to the identified heritage attributes of C.H.L. 2.</p> <p>Indirect adverse impacts upon the buildings at 15 and 17 Civic Road, identified as heritage attributes of C.H.L. 2, are possible due to construction-related vibration as they sit within 50 metres of the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.</p> | <p><u>Preferred Recommendation:</u></p> <p>Avoid direct impacts to C.H.L. 2, where technically feasible.</p> <p><u>Alternative Mitigation Strategy:</u></p> <p>Where avoidance is not feasible, a Cultural Heritage Evaluation Report (C.H.E.R.) is recommended to determine if it has cultural heritage value and interest (C.H.V.I.), and, if necessary, craft a Statement of Significance and identify all heritage attributes. If it is determined that the C.H.L. has C.H.V.I., then a Heritage Impact Assessment (H.I.A.) will be required. Further mitigation recommendations may emerge out of the H.I.A.</p> <p>To address the potential for indirect impacts due to construction-related vibration upon the buildings at 15 and 17 Civic Road, undertake a baseline vibration assessment during detailed design to determine potential vibration impacts.</p> |
| B.H.R. 1     | 1940 Eglinton Avenue East                                                                                                                                          | Known B.H.R. - Listed on the Municipal Heritage Register                  | It is understood that the proposed O'Connor Drive extension will have an east-west alignment south of B.H.R. 1 and the proposed Golden Mile Boulevard from Victoria Park Avenue to Birchmount Road will have an east-west alignment north of B.H.R. 1. No direct or indirect adverse impacts are anticipated upon any of the identified heritage attributes of B.H.R. 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><u>Preferred Recommendation:</u></p> <p>Continued avoidance is recommended.</p> <p>No further heritage work is required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



| Feature I.D. | Location/Name                                 | Heritage Status and Recognition                                           | Type and Description of Potential/Anticipated Impact                                                                                                                                                                                                                                                                                                   | Mitigation Strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------|-----------------------------------------------|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B.H.R. 2     | 2201 Eglinton Avenue East                     | Potential B.H.R. - Identified during background research and field review | It is understood that the proposed O'Connor Drive extension, extending between Victoria Park Avenue and Birchmount Road, will have an east-west alignment directly through the building at 2201 Eglinton Avenue East. This will result in direct adverse impacts to B.H.R. 2 through removal of the building.                                          | <p><u>Preferred Recommendation:</u></p> <p>Avoid direct impacts to B.H.R. 2, where technically feasible.</p> <p><u>Alternative Mitigation Strategy:</u></p> <p>Where avoidance is not feasible, an effort should be made to ensure the continued use of the front (north) portion of the building facing Eglinton Avenue, which is the front portion of the oldest component of the structure (see Figure 19 and Figure 29).</p> <p>A C.H.E.R. is recommended to assess C.H.V.I. of the property at 2201 Eglinton Avenue East. If it is determined that the property has C.H.V.I., then a Heritage Impact Assessment (H.I.A.) will be required. Further mitigation recommendations may emerge out of the H.I.A.</p> |
| B.H.R. 3     | 12 Iondale Place                              | Known B.H.R. - Listed on the Municipal Heritage Register                  | It is understood that the proposed road improvements will terminate at Birchmount Road, approximately 650 metres from 12 Iondale Place. As such, no direct or indirect adverse impacts upon the potential heritage attributes of B.H.R. 3. are anticipated.                                                                                            | <p><u>Preferred Recommendation:</u></p> <p>Continued avoidance is recommended.</p> <p>No further heritage work is required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C.F. 1       | On sidewalk next to 1900 Eglinton Avenue East | Known commemorative feature, erected by Heritage Toronto in 2009          | It is understood that the proposed extension of O'Connor Drive will have an east-west alignment south of C.F. 1 and the proposed new public street from Victoria Park Avenue to Birchmount Road will have an east-west alignment north of C.F. 1. No direct or indirect adverse impacts are anticipated as a result of the proposed road improvements. | <p><u>Preferred Recommendation:</u></p> <p>Continued avoidance is recommended.</p> <p>No further heritage work is required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



| Feature I.D. | Location/Name                                 | Heritage Status and Recognition                                  | Type and Description of Potential/Anticipated Impact                                                                                                                                                                                                                                                                                                   | Mitigation Strategies                                                                                                    |
|--------------|-----------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| C.F. 2       | Next to sidewalk in front of 2 Lebovic Avenue | Known commemorative feature, erected by Heritage Toronto in 2014 | It is understood that the proposed extension of O'Connor Drive will have an east-west alignment south of C.F. 2 and the proposed new public street from Victoria Park Avenue to Birchmount Road will have an east-west alignment north of C.F. 2. No direct or indirect adverse impacts are anticipated as a result of the proposed road improvements. | <u>Preferred Recommendation:</u><br><br>Continued avoidance is recommended.<br><br>No further heritage work is required. |



## 5.3 Summary of Potential Impacts

Based on the mapping provided in Figure 27 to Figure 29, and as presented in Table 2 above, the proposed undertaking is expected to result in direct adverse impacts to C.H.L. 2 and B.H.R. 2. Both C.H.L. 2 and B.H.R. 2 are within the route of the proposed new O'Connor Drive extension right-of-way. Indirect adverse impacts due to construction-related vibration are anticipated for two buildings (15 and 17 Civic Road) which have been identified as heritage attributes within C.H.L. 2. While these impacts are expected to be limited and temporary, a baseline vibration assessment should be undertaken during detailed design to determine potential vibration impacts.

No direct or indirect adverse impacts are anticipated upon any of the identified heritage attributes of C.H.L. 1, B.H.R. 1, B.H.R. 3, and the two commemorative features, as a result of the proposed undertaking.

## 6.0 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 an Indigenous history spanning several millennia and an urban land use history dating back to the mid twentieth 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) within the study area. One additional potential B.H.R., two potential cultural heritage landscapes (C.H.L.s), and two commemorative features were also identified during background research and field review.

### 6.1 Key Findings

A total of three B.H.R.s, two C.H.L.s, and two commemorative features were identified within the study area:



- Of the three identified B.H.R.s, two are listed on the municipal heritage register (B.H.R. 1 and B.H.R. 3) and one was identified during background research and field review (B.H.R. 2);
- The two identified C.H.L.s were identified during background research and field review (C.H.L. 1 and C.H.L. 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 and the majority of them are specifically representative of the mid-twentieth century industrial and residential development of the Golden Mile area along Eglinton Avenue East in Scarborough;
- The proposed O'Connor Drive extension is anticipated to result in direct adverse impacts to C.H.L. 2 and B.H.R. 2;
- The proposed O'Connor Drive extension may result in indirect adverse impacts to the buildings at 15 and 17 Civic Road within C.H.L. 2 due to construction-related vibration; and
- No direct or indirect adverse impacts are anticipated upon any of the identified heritage attributes of C.H.L. 1, B.H.R. 1, B.H.R. 3, and the two commemorative features, as a result of the proposed undertaking.

## 6.2 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, C.H.L.s, and commemorative features. 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 there are direct adverse impacts anticipated to the former General Engineering Company (G.E.C.O.) lands (C.H.L. 2) and the property at 2201 Eglinton Avenue East (B.H.R. 2), and given their potential cultural heritage value, a Cultural Heritage Evaluation Report (C.H.E.R.) should be



conducted for each to determine their cultural heritage value or interest (C.H.V.I.). As there are direct impacts anticipated, should the C.H.E.R.s determine that they retain C.H.V.I., a Heritage Impact Assessment (H.I.A.) should be conducted for each to evaluate alternatives, assess potential impacts, and recommend appropriate mitigation measures.

- a. The C.H.E.R./H.I.A.s should be completed early in detailed design by a qualified heritage professional with recent and relevant experience, follow the City of Toronto's Terms of Reference for C.H.E.R.s and H.I.A.s, and should be 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.
  - b. Regarding B.H.R. 2, it is understood that the proposed O'Connor Drive extension will run directly through the building at 2201 Eglinton Avenue East, resulting in direct adverse impacts because the entire building complex is anticipated to be demolished. If technically feasible, a partial retention plan should be investigated as part of this project and recommended as part of the Environmental Study Report. A partial retention plan would result in retention and continued use of the front (north) portion of the building facing Eglinton Avenue, located just to the north of the proposed road. This option is recommended and can be explored in further detail through a property-specific H.I.A. early in detailed design.
3. To ensure that the buildings at 15 and 17 Civic Road within C.H.L. 2 are not adversely affected during construction, baseline vibration monitoring should be undertaken during detailed design. Should this advance monitoring assessment conclude that the two buildings will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.
  4. 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.



5. Consideration should be given to a commemorative strategy to preserve, commemorate, and celebrate the cultural heritage of the Golden Mile. Such a strategy should be scoped in consultation with heritage staff at the City of Toronto. Interpretation can be an effective strategy to foster public awareness and can contribute to the layered storytelling that links the past, present, and future of the Golden Mile. An interpretation and commemoration strategy allows for the history and stories of the Golden Mile to be shared, understood, and appreciated by members of the public through a variety of means. These include, but are not limited to, interpretive signage, exhibits, plaques, cultural festivals and events, public art, walking tours, and educational programs. The development of a robust and integrated commemoration strategy should consider perspectives from multiple stakeholders, including Heritage Planning staff at the City of Toronto, historians, First Nations, artists, and other experts.
6. This report should be submitted to heritage planning staff at the City of Toronto and the Ministry of Citizenship and Multiculturalism for review and comment, and to any other local heritage stakeholders that may have an interest in this project.

## 7.0 References

A.C.O. (2021). *Volkswagen Canada Building*. Architectural Conservancy Ontario.  
<https://www.acotoronto.ca/building.php?ID=7646>

Archaeological Services Inc. (2019a). *Stage 1 Archaeological Assessment of 1960 Eglinton Avenue East, Part of Lot 32, Broken Front Concession D, Geographic Township of Scarborough, York County, City of Toronto*. On file with the Ministry of Heritage, Sport, Tourism and Culture Industries.

Archaeological Services Inc. (2019b). *Stage 1 Archaeological Resource Assessment of 1920-1940 Eglinton Avenue East, 880-900 Warden Avenue and 20-50 Ashtonbee Road (Part of Lot 2, Registered Plan 4087, City of Scarborough), City of Toronto, Ontario*. On file with the Ministry of Heritage, Sport, Tourism and Culture Industries.

Archaeological Services Inc., Cuesta Systems Inc., Commonwealth Historic Resources Management Limited, Golder Associates, & Historica Research Limited. (2004). *A Master Plan of Archaeological Resources for the City of Toronto (Interim Report)*. <https://www.toronto.ca/wp-content/uploads/2018/03/97cc-city-planning-a-master-plan-of-archaeological-resources.pdf>

Armstrong, F. H. (1985). *Handbook of Upper Canadian Chronology*. Dundurn Press.

A.S.I. (2006). *Historical Overview and Assessment of Archaeological Potential Don River Watershed, City of Toronto*.

Bonis, R. R. (Ed.). (1968). *A History of Scarborough*. Scarborough Public Library Board.

Canadian Heritage Rivers Board and Technical Planning Committee. (n.d.). *The Rivers – Canadian Heritage Rivers System Canada's National River Conservation Program*. Canadian Heritage Rivers System. <http://chrs.ca/en/rivers/>



Carman, R. A., Buehler, D., Mikesell, S., & Searls, C. L. (2012). *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects*. Wilson, Ihrig and Associates, ICF International, and Simpson, Gumpertz and Heger, Incorporated for the American Association of State Highway and Transportation Officials (AASHTO).

City of Toronto. (2019a). *Golden Mile Secondary Plan*.  
[https://www.toronto.ca/wp-content/uploads/2019/12/8bd9-CityPlanning\\_GMSP\\_FinalReport.pdf](https://www.toronto.ca/wp-content/uploads/2019/12/8bd9-CityPlanning_GMSP_FinalReport.pdf)

City of Toronto. (2019b). *Golden Mile Transportation Master Plan: Final Report Executive Summary*. [https://www.toronto.ca/wp-content/uploads/2020/07/9668-CityPlanning\\_GMTMP\\_FinalExecutiveSummary.pdf](https://www.toronto.ca/wp-content/uploads/2020/07/9668-CityPlanning_GMTMP_FinalExecutiveSummary.pdf)

City of Toronto. (2019c). *Official Plan*. [https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA\\_Compiled-3.0.pdf](https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA_Compiled-3.0.pdf)

City of Toronto. (2024, November). *ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study*. City of Toronto.  
<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/golden-mile-area-street-network-environmental-assessment-study/>

City of Toronto. (n.d.). *Heritage Register Map*. City of Toronto. <http://cot-planning.maps.arcgis.com/apps/PanelsLegend/index.html?appid=a90bf1e72b694db5a4892dc6b170688d>

City of Toronto Archives. (n.d.). *Aerial Photographs, 1947-1992*. City of Toronto.  
<https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>

Crispino, M., & D'Apuzzo, M. (2001). Measurement and Prediction of Traffic-induced Vibrations in a Heritage Building. *Journal of Sound and Vibration*, 246(2), 319–335.



Crown-Indigenous Relations and Northern Affairs. (2013). *Upper Canada Land Surrenders and the Williams Treaties (1781-1862/1923)*. <https://www.rcaanc-cirnac.gc.ca/eng/1360941656761/1360941689121>

Department of Energy, Mines and Resources. (1975). *East Toronto Sheet* [Map].

Department of Militia and Defence. (1909). *Toronto Sheet* [Map].

Department of National Defence. (1927). *Toronto Sheet No.34* [Map].

Dickson, B. (2024). *Bomb Girls: Trading Aprons for Ammo*. Barbara Dickson: Historian, Author, Speaker.

Dodd, C. F., Poulton, D. R., Lennox, P. A., Smith, D. G., & Warrick, G. A. (1990). The Middle Ontario Iroquoian Stage. In C. J. Ellis & N. Ferris (Eds.), *The Archaeology of Southern Ontario to A.D. 1650* (pp. 321–360). Ontario Archaeological Society Inc.

Ellis, C. J., & Deller, D. B. (1990). Paleo-Indians. In C. J. Ellis & N. Ferris (Eds.), *The Archaeology of Southern Ontario to A.D. 1650* (pp. 37–64). Ontario Archaeological Society Inc.

Ellis, C. J., Timmins, P. A., & Martelle, H. (2009). At the Crossroads and Periphery: The Archaic Archaeological Record of Southern Ontario. In T. D. Emerson, D. L. McElrath, & A. C. Fortier (Eds.), *Archaic Societies: Diversity and Complexity across the Midcontinent*. (pp. 787–837). State University of New York Press.

Ellis, P. (1987). Effects of Traffic Vibration on Historic Buildings. *The Science of the Total Environment*, 59, 37–45.

Environmental Assessment Act, R.S.O. c. E.18 (1990).

Ferris, N. (2013). Place, Space, and Dwelling in the Late Woodland. In M. K. Munson & S. M. Jamieson (Eds.), *Before Ontario: The Archaeology of a Province* (pp. 99–111). McGill-Queen's University Press.  
<http://www.jstor.org/stable/j.ctt32b7n5.15>



Firth, E. (Ed.). (1962). *The Town of York 1793-1815: A Collection of Documents of Early Toronto*. The University of Toronto Press.

Fullerton, K. A., & Mississaugas of the Credit First Nation. (2015). *The Rouge River Valley Tract Unsurrendered Traditional Lands, Mississaugas of the New Credit First Nation (Formerly Known As Mississaugas of the New Credit Indian Band). Statement of Claim*. Submitted to the Government of Canada and the Government of Ontario.

Gillmor, D. (2007, December 1). The Scarborough Curse. *Toronto Life*.  
<https://torontolife.com/city/the-scarborough-curse/>

Government of Ontario. (2020). *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*. <https://files.ontario.ca/mmah-greater-golden-horseshoe-place-to-grow-english-15may2019.pdf>

Heritage Toronto. (2020). *Eglinton East: The Golden Mile*. Heritage Toronto.  
<https://www.heritagetoronto.org/explore-learn/scarborough-history-golden-mile/#story-map-largemap>

Josey, S. (1983, September 22). Scarborough's Golden Mile hits the skids. *The Toronto Star*.

Leblanc, D. (2006, July 28). Not much remains of Scarborough's Golden Mile. *The Globe and Mail*. <https://www.theglobeandmail.com/real-estate/not-much-remains-of-scarboroughs-golden-mile/article20412579/>

Miles & Co. (1878). *Illustrated Historical Atlas of the County of York*. Toronto.

Ministry of Citizenship and Multiculturalism. (2006a). *Heritage Resources in the Land Use Planning Process: Info Sheet #5, Heritage Impact Assessments and Conservation Plans*.

[http://www.mtc.gov.on.ca/en/publications/Heritage\\_Tool\\_Kit\\_Heritage\\_PPS\\_info\\_Sheet.pdf](http://www.mtc.gov.on.ca/en/publications/Heritage_Tool_Kit_Heritage_PPS_info_Sheet.pdf)



Ministry of Citizenship and Multiculturalism. (2006b). *Ontario Heritage Tool Kit*.

Ministry of Citizenship and Multiculturalism. (2010). *Standards and Guidelines for Conservation of Provincial Heritage Properties: Standards & Guidelines*.

Ministry of Citizenship and Multiculturalism. (2022). *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, A Checklist for the Non-Specialist*.

<http://www.mtc.gov.on.ca/en/heritage/tools.shtml>

Ministry of Citizenship and Multiculturalism, M. C. M. (2006c). *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*.

Ministry of Citizenship and Multiculturalism, & Ministry of the Environment. (1992). *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments*.

Ministry of Municipal Affairs and Housing. (2024). *Provincial Planning Statement, 2024, Under the Planning Act*. King's Printer for Ontario.

<https://www.ontario.ca/files/2024-08/mmah-provincial-planning-statement-en-2024-08-19.pdf>

Mississaugas of the Credit First Nation. (2018). *Rouge River Valley Tract Claim*.  
<http://mncfn.ca/about-mncfn/land-and-water-claims/rouge-claim/>

Mosser, C. (Ed.). (1984). *York, Upper Canada. Minutes of Town Meetings and Lists of Inhabitants 1797-1823*. Metropolitan Toronto Library Board.

Natural Resources Canada. (2007). *The real story of how Toronto got its name*.  
<http://web.archive.org/web/20131109063329/http://www.nrcan.gc.ca/earth-sciences/geography-boundary/geographical-name/geoname-origins/5697>

Ontario Genealogical Society. (n.d.). *OGS Cemeteries*. Digitals Collections & Library Catalogue. <http://vitacollections.ca/ogscollections/2818487/data>

Ontario Heritage Act, R.S.O. c. O.18, [as Amended in 2023] (1990).



Ontario Heritage Trust. (2023). *An Inventory of Provincial Plaques Across Ontario*.  
[https://www.heritagetrust.on.ca/user\\_assets/documents/Inventory-of-provincial-plaques-ENG.pdf](https://www.heritagetrust.on.ca/user_assets/documents/Inventory-of-provincial-plaques-ENG.pdf)

Ontario Heritage Trust. (n.d.a). *Easement Properties*. Ontario Heritage Trust.  
<https://www.heritagetrust.on.ca/en/property-types/easement-properties>

Ontario Heritage Trust. (n.d.b). *Ontario Heritage Act Register*.  
<https://www.heritagetrust.on.ca/en/pages/tools/ontario-heritage-act-register>

Ontario Heritage Trust. (n.d.c). *Places of Worship Inventory*. Ontario Heritage Trust. <https://www.heritagetrust.on.ca/en/places-of-worship/places-of-worship-database>

Parks Canada. (n.d.a). *Canada's Historic Places*. [www.historicplaces.ca](http://www.historicplaces.ca)

Parks Canada. (n.d.b). *Directory of Federal Heritage Designations*.  
[https://www.pc.gc.ca/apps/dfhd/search-recherche\\_eng.aspx](https://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)

Planning Act, R.S.O. 1990, c. P.13 (1990).

Rainer, J. H. (1982). Effect of Vibrations on Historic Buildings. *The Association for Preservation Technology Bulletin*, XIV(1), 2–10.

Randl, C. (2001, July). *Preservation Tech Notes: Protecting a Historic Structure during Adjacent Construction*. U.S. Department of the Interior National Park Service. <https://www.nps.gov/tps/how-to-preserve/tech-notes/Tech-Notes-Protection03.pdf>

Ray, A. J. (2005). *I Have Lived Here Since the World Began: An Illustrated history of Canada's Native People*. Key Porter Books.

Rogers, E. S., & Smith, D. B. (Eds.). (1994). *Aboriginal Ontario: Historical Perspectives on the First Nations*. Dundurn Press.



Scarborough Historical Society. (n.d.-a). *Scarborough Archives*. Scarborough Historical Society. <http://scarboroughhistorical.ca/archives-2/>

Scarborough Historical Society. (n.d.-b). *Street Names of Scarborough*. Scarborough Historical Society. <http://scarboroughhistorical.ca/local-history/street-names-of-scarborough/>

Scarborough Historical Society. (n.d.c). *Wexford*. Scarborough Historical Society. <http://scarboroughhistorical.ca/local-history/communities/wexford/>

Smith, W. H. (1846). *Smith's Canadian Gazetteer*.

Smith, W. H. (1851). *Canada: Past, Present and Future, Being a Historical, Geographical, Geological and Statistical Account of Canada West*. (Vol. 1). Thomas Maclear; Internet Archive. [https://archive.org/details/cihm\\_40735/mode/2up](https://archive.org/details/cihm_40735/mode/2up)

Surtees, R. (1984). *Indian Land Surrenders in Ontario 1763-1867*. Research Branch, Corporate Policy, Department of Indian and Northern Affairs Canada.

Tremaine, G. C. (1860). *Tremaine's Map of the County of York, Canada West* [Map]. George C. Tremaine.

U.N.E.S.C.O. World Heritage Centre. (n.d.). *World Heritage List*. U.N.E.S.C.O. World Heritage Centre. <http://whc.unesco.org/en/list/>

Walton, G. (1837). *The City of Toronto and Home District Commercial Directory*. Dalton and Coates.

Williams Treaties First Nations. (2017). *About Williams Treaties First Nations*. <http://www.williamstreatiesfirstnations.ca/about/>

Williamson, R. F. (1990). The Early Iroquoian Period of Southern Ontario. In C. J. Ellis & N. Ferris (Eds.), *The Archaeology of Southern Ontario to A.D. 1650* (pp. 291–320). Ontario Archaeological Society Inc.



Winearls, J. (1991). *Mapping Upper Canada 1780-1867. An Annotated Bibliography of Manuscript and Printed Maps*. University of Toronto.

Wiss, J. F. (1981). Construction Vibrations; State-of-the-Art. *Journal of Geotechnical Engineering*, 107, 167–181.



## **Appendix A: General Engineering Company Lands Map**

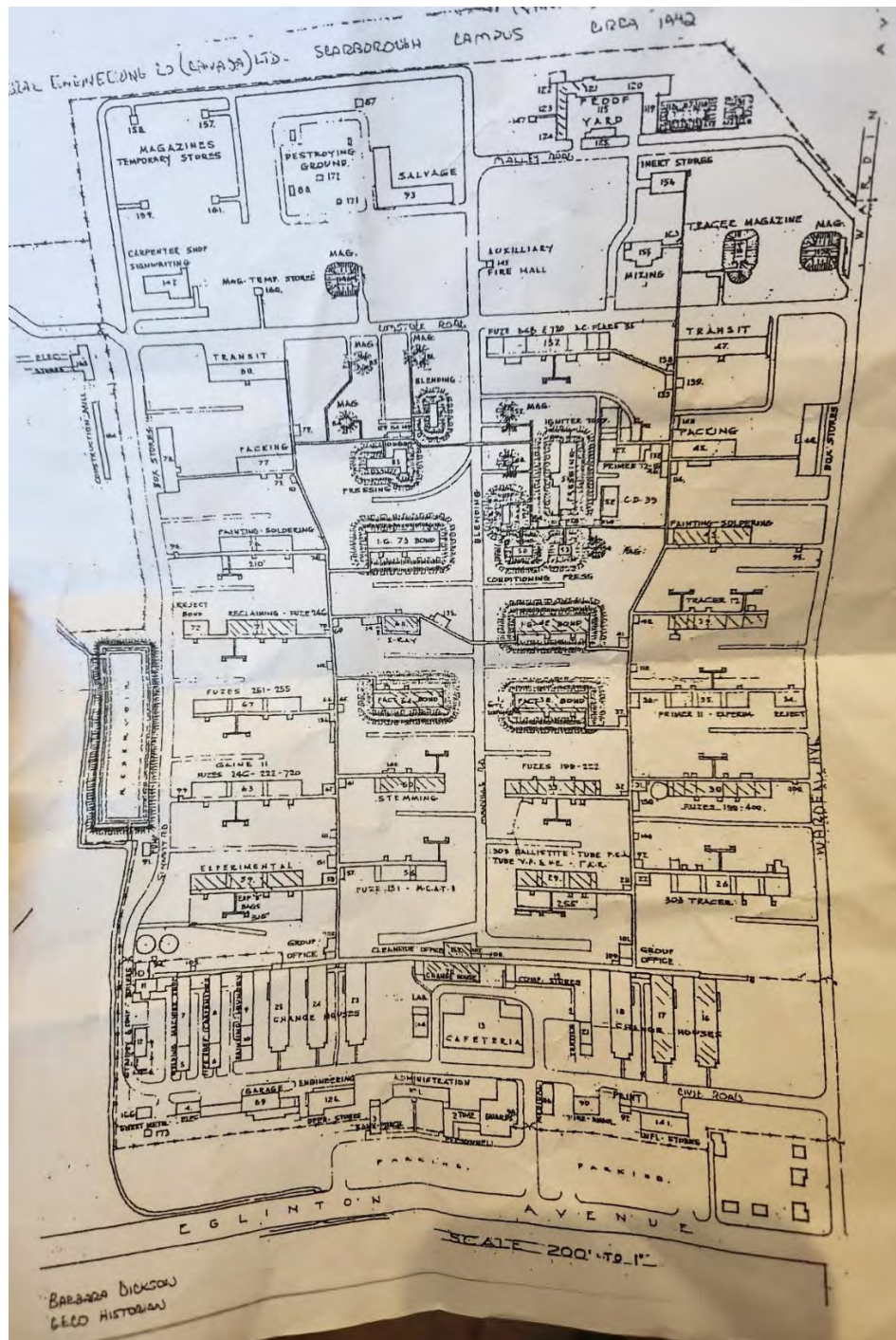


Figure 30: Map of the General Engineering Company (G.E.C.O.) lands, circa 1942. Note that north is at the bottom and south is at the top (map provided by HDR Corporation)