

Appendix A-5

Cultural Heritage Screening Report

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Conversion of Scarborough Rapid Transit Right-of-Way to Busway –
Transit and Rail Project Assessment Process

Toronto Transit Commission

60729927

August 2024

Statement of Qualifications and Limitations

The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“AECOM”) for the benefit of the Client (“Client”) in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

AECOM accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information (“improper use of the Report”), except to the extent those parties have obtained the prior written consent of AECOM to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13

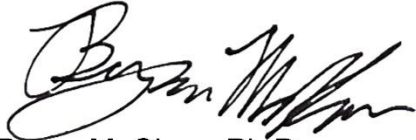
© 2009-2015 AECOM Canada Ltd. All Rights Reserved.

Project Personnel

Technical Lead:	Tara Jenkins, MA, GPCertCHS, CAHP Senior Cultural Heritage Specialist
Field Review:	Liam Ryan, MES Cultural Heritage Planner
Report Preparation:	Tara Jenkins, MA, GPCertCHS, CAHP Bryan McClure, PhD. Cultural Heritage Specialist
Graphics Preparation:	Sean O’Raw GIS Specialist
Report Reviewer:	Samantha Markham, MES Project Archaeologist Cultural Resources Manager Joanne Wang, MES., MCIP, RPP Senior Environmental Planner Impact Assessment and Permitting

Authors

Report Prepared By:



Bryan McClure, Ph.D.

Cultural Heritage Specialist



Tara Jenkins, MA, GPCertCHS, CAHP

Cultural Heritage Specialist, Lead

Report Checked By:



Samantha Markham, MES

Project Archaeologist

Cultural Resources Manager

Report Approved By:



Joanne Wang, MES., MCIP, RPP

Senior Environmental Planner

Impact Assessment and Permitting

Toronto Transit Commission

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Conversion of Scarborough Rapid Transit Right-of-Way to Busway – Transit and Rail Project Assessment Process

Prepared for:

Toronto Transit Commission

Prepared by:

Bryan McClure, Ph.D.
Cultural Heritage Specialist

AECOM Canada Ltd.
410 – 250 York Street, Citi Plaza
London, ON N6A 6K2
Canada

T: 519.673.0510

F: 519.673.5975

www.aecom.com

Executive Summary

ES 1. Project Background and Study Purpose

The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for the Conversion of Scarborough Rapid Transit Right-of-Way to Busway project, which, aims to convert the north-south portion of the decommissioned Line 3 Scarborough Rapid Transit corridor into a dedicated busway. As part of the Scarborough Rapid Transit decommissioning plan, two phases were developed. Phase 1 would see the Toronto Transit Commission operate an interim bus service on-street, which was planned to go into service by November 2023, however, due to the Scarborough Rapid Transit derailment in July 2023, interim bus service started in August 2023. The Toronto Transit Commission is currently advancing the detailed design of Phase 2, which involves converting the at-grade north-south portion of the Scarborough Rapid Transit right-of-way into a busway, allowing buses to operate in the converted busway between Ellesmere and Kennedy stations and continuing on existing transit priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations, as implemented in Phase 1.

The Transit and Rail Project Assessment Process (previously known as the Transit Project Assessment Process) is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous communities throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report and provide additional comments, followed by a 35-day Minister's review period.

The preliminary design phase will build upon the pre-planning completed as part of the Transit and Rail Project Assessment Process. AECOM has been retained by the Toronto Transit Commission to assist in the completion of the Transit and Rail Project Assessment Process for Phase 2 of the Scarborough Rapid Transit decommission plan. This includes the completion of a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (hereafter Cultural Heritage Report). This report assesses the cultural heritage conditions and known cultural heritage properties within the busway corridor within the 60% design level.

The Cultural Heritage Study Area includes the Project Area, which encompasses the area from the Toronto Transit Commission's Line 2 Kennedy Station, along the former Line 3 right-of-way to Ellesmere Station, and a 50-metre buffer extends from the centreline of the

Project Area in all directions, as depicted **Figure 1**. The footprint of the Project Area represents the limit of construction disturbance which may experience direct (physical) impact by the Project. The Project Area is comprised of the busway extending south to Kennedy Station, with proposed stops at Tara Avenue, Lawrence Avenue East, and Ellesmere Road. The 50-metre buffer has been applied in accordance with professional judgement to encompass properties adjacent to and framing the Project Area that may be subject to indirect impacts, such as vibration impacts, during construction.

The purpose of this Cultural Heritage Report is to:

- Identify existing baseline cultural heritage conditions within the Cultural Heritage Study Area, including a historical review of the development of the Study Area, completion of a field investigation, and present an inventory of all known or potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area.
- Complete a preliminary impact assessment on identified known or potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area.
- If necessary, recommend mitigation measures to best conserve the cultural heritage value or interest of the known built heritage resources and cultural heritage landscapes and inform next steps in project planning.

Based on data collection, the Criteria Checklist (Ministry of Citizenship and Multiculturalism 2016), community engagement, field review, and professional knowledge and experience, there are no known or potential built heritage resources and cultural heritage landscapes are within the Cultural Heritage Study Area.

ES 2. Recommendations

Based on the preliminary impact assessment, the Project is not anticipated to impact any known or potential built heritage resources or cultural heritage landscapes directly or indirectly. The following general mitigation measures are recommended:

- Should there be any expansion or changes to the Project Area, this report should be reviewed and updated for known and previously-identified potential built heritage resources or cultural heritage landscapes and identify if any further work may be required. Future work may include, but are not limited to, updating this report or completing a Cultural Heritage Evaluation Report to determine the cultural heritage value or interest of a cultural heritage resource and a Heritage Impact Assessment for all properties already determined to have cultural heritage value or interest.

Table of Contents

1.	Introduction	1
1.1	Background	1
1.2	Cultural Heritage Study Area	2
1.3	Purpose of this Cultural Heritage Report	2
1.4	Previous Cultural Heritage Assessments	4
1.4.1	2017 Scarborough Subway Extension Environmental Project Report	5
1.4.2	2020 Cultural Heritage Report Environmental Project Report Addendum	6
1.4.3	2023 Our Scarborough Study	6
2.	Locator Map	8
3.	Methodology	10
3.1	Data Collection	10
3.2	Field Review	11
3.3	Preliminary Impact Assessment	12
3.4	Data Requests and Community Engagement	12
4.	Historical Context	13
4.1	Former City of Scarborough	13
4.2	Transportation	15
4.2.1	Toronto Transit Commission Line 3 (Scarborough Rapid Transit)	15
4.3	Natural Heritage	16
4.3.1	Dorset Park Branch of Highland Creek	16
5.	Existing Conditions	17
5.1	Property Visit	17
5.2	Description of Existing Conditions	17
5.3	Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes	24
6.	Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures	25
6.1	Proposed Activity	25
6.2	Potential Impacts	26
6.3	Preliminary Impact Assessment – Built Heritage Resources and Cultural Heritage Landscapes	28
7.	Data Collection from Agencies and Stakeholders	29
7.1	Relevant Ministries/Agencies/Stakeholders	29
7.2	Approach to Public Consultation	30
7.3	Public Meetings	30

7.4	Community Group and/or Other Special Interest Groups _____	30
7.5	Agency Review of the Draft Cultural Heritage Report _____	31
7.5.1	Indigenous Engagement _____	31
8.	Recommendations _____	32
8.1	Key Findings _____	32
8.2	Recommendations _____	32
9.	Figures _____	33
10.	References _____	37

Figures

Figure 1:	Cultural Heritage Study Area _____	9
Figure 2:	Cultural Heritage Study Area on 1878 Illustrated Historical Atlas of the County of York _____	34
Figure 3:	Cultural Heritage Study Area on 1941 and 1942 National Topographic System Map _____	35
Figure 4:	Cultural Heritage Study Area on 1983 Aerial Photography _____	36

Tables

Table 1:	Inventory of Known Heritage Resources in the 2017 Environmental Project Report _____	5
Table 2:	Inventory of Known Heritage Resources in 2020 Environmental Project Report Addendum _____	6
Table 3:	Inventory of Known and Potential Heritage Resources in 2023 Our Scarborough Centre Study _____	7

Photographs

Photograph 1:	Looking south at the Metrolinx tracks (left), the Scarborough Rapid Transit tracks (right), and adjacent residential garages from Ellesmere Road overpass (AECOM, 2024) _____	18
Photograph 2:	Looking north at the Metrolinx tracks (right) and the Scarborough Rapid Transit tracks (left) from Lawerance Avenue East overpass with view of the industrial/commercial buildings (AECOM, 2024) _____	19
Photograph 3:	Looking south from Lawrence Avenue East overpass with view of single detached homes (AECOM, 2024) _____	19
Photograph 4:	End of Tara Avenue with pedestrian bridge and wooded area on the left (AECOM, 2024) _____	20
Photograph 5:	Looking north from pedestrian bridge at Tara Avenue with distant view of the hydro corridor (AECOM, 2024) _____	20

Photograph 6:	Looking south from pedestrian bridge at Tara Avenue (AECOM, 2024)	21
Photograph 7:	Looking north from Eglinton Avenue East overpass with view of a hydro corridor and an apartment building (AECOM, 2024)	21
Photograph 8:	View of pedestrian bridge and hydro corridor for Tara Avenue stop (AECOM, 2024)	22
Photograph 9:	Exterior view of Ellesmere Station (AECOM, 2024)	22
Photograph 10:	Exterior view of Lawrence East Station (AECOM, 2024)	23
Photograph 11:	Overview of Nantucket Boulevard looking south with one-storey industrial and commercial buildings (Google Street View, May 2021)	23
Photograph 12:	Overview of Midwest Road looking south with one-storey industrial and commercial buildings (Google Street View, May 2021)	24

Appendices

Appendix A. Key Project Personnel and Qualifications

Definitions

Adjacent – those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (PPS 2020).

Alter – means to change in any manner and includes to restore, renovate, repair or disturb and “alteration” has a corresponding meaning. Note, alter does not include to demolish or remove part or all of a structure (*Ontario Heritage Act*).

Built Heritage Resource – means one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers (Ministry of Citizenship and Multiculturalism 2010).

Cultural Heritage Landscape – means a defined geographical area of heritage significance that human activity has modified and that a community values. Such an area involves a grouping(s) of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples (Ministry of Citizenship and Multiculturalism 2010).

Encroachment – to intrude onto, acquire, or otherwise impact a portion of a property, adjacent to the public right-of way, in a manner that would not impact any building or structure, any heritage attribute or the cultural heritage value or interest of the property (AECOM).

Heritage Attributes – means the physical features or elements that contribute to a property’s cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (Ministry of Citizenship and Multiculturalism 2010).

Known Built Heritage Resources and Cultural Heritage Landscapes – means built heritage resources or cultural heritage landscapes that have an existing level of municipal, provincial, or federal heritage protection, designation, or recognition (AECOM).

Minister's Consent – means the consent of the Minister of Citizenship and Multiculturalism under Provisions F.5 or B.4 under the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Citizenship and Multiculturalism 2010) issued under the authority of section 25.2 of the *Standards and Guidelines for Conservation of Provincial Heritage Properties*.

Potential Built Heritage Resources and Cultural Heritage Landscapes – means built heritage resources or cultural heritage landscapes identified during the field review, that may include a building or structure that appears to be older than 40 years of age, informed by the Ministry of Citizenship and Multiculturalism *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, a Checklist for the Non-Specialist* (Ministry of Citizenship and Multiculturalism 2016), and combined with professional judgement, in this study to have potential cultural heritage value or interest and that those resources that have not been previously identified (AECOM). In addition, potential also includes built heritage resources and cultural heritage landscapes identified in previous studies or for previous projects as having potential cultural heritage value or interest (AECOM).

Qualified Person – means individuals including professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources (Ministry of Citizenship and Multiculturalism 2010).

1. Introduction

1.1 Background

The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for the Conversion of Scarborough Rapid Transit Right-of-Way to Busway project, which, aims to convert the north-south portion of the decommissioned Line 3 Scarborough Rapid Transit corridor into a dedicated busway. As part of the Scarborough Rapid Transit decommissioning plan, two phases were developed. Phase 1 would see the Toronto Transit Commission operate an interim bus service on-street, which was planned to go into service by November 2023, however, due to the Scarborough Rapid Transit derailment in July 2023, interim bus service started in August 2023. The Toronto Transit Commission is currently advancing the detailed design of Phase 2, which involves converting the at-grade north-south portion of the Scarborough Rapid Transit right-of-way into a busway, allowing buses to operate in the converted busway between Ellesmere and Kennedy stations and continuing on existing transit priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations, as implemented in Phase 1.

A Transit and Rail Project Assessment Process (previously known as the Transit Project Assessment Process) is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous communities throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report and provide additional comments, followed by a 35-day Minister's review period.

The preliminary design phase will build upon the pre-planning completed as part of the Transit and Rail Project Assessment Process. AECOM has been retained by the Toronto Transit Commission to assist in the completion of the Transit and Rail Project Assessment Process for Phase 2 of the Scarborough Rapid Transit decommission plan. This includes the completion of a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (hereafter Cultural Heritage Report). This report assesses the cultural heritage conditions and known cultural heritage properties within the busway corridor within the 60% design level (**Figure 1**).

1.2 Cultural Heritage Study Area

The Cultural Heritage Study Area includes the Project Area, which encompasses the area from the Toronto Transit Commission's Line 2 Kennedy Station, along the former Line 3 right-of-way to Ellesmere Station, and a 50-metre buffer extends from the centreline of the Project Area in all directions, as depicted **Figure 1, Section 2**. The footprint of the Project Area represents the limit of construction disturbance which may experience direct (physical) impact by the Project. The Project Area is comprised of the busway extending south to Kennedy Station, with proposed stops at Tara Avenue, Lawrence Avenue East, and Ellesmere Road. The 50-metre buffer has been applied in accordance with professional judgement to encompass properties adjacent to and framing the Project Area that may be subject to indirect impacts, such as vibration impacts, during construction.

1.3 Purpose of this Cultural Heritage Report

The Cultural Heritage Study Area may include known properties of cultural heritage value or interest, those properties identified in previous studies as having potential cultural heritage value or interest, and those identified during the field review for this study as having potential cultural heritage value or interest.

The purpose of this Cultural Heritage Report is to:

- Identify existing baseline cultural heritage conditions within the Cultural Heritage Study Area, including a historical review of the development of the Study Area, completion of a field investigation, and present an inventory of all known or potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area.
- Complete a preliminary impact assessment on identified known or potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area.
- If necessary, recommend mitigation measures to best conserve the cultural heritage value or interest of the known built heritage resources and cultural heritage landscapes and inform next steps in project planning.

This Cultural Heritage Report describes the cultural environment relevant to the Project through the preliminary research, site investigation, and screening tasks typically undertaken for a Cultural Heritage Report completed according to the *Ministry of Tourism, Culture and Sport Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project*

*Reports under the Transit Project Assessment Process*¹ for Proponents and their Consultants (hereafter ‘Ministry of Citizenship and Multiculturalism 2019 Transportation Project Assessment Process Guidance document’). This Cultural Heritage Report also considers the potential effects on the cultural environment during construction and operation phases of the Project and identifies the need for further evaluation and/or assessment for any issues identified.

In addition, the City of Toronto Official Plan provides policies that ensure the conservation of cultural heritage resources, including cultural heritage properties. The City of Toronto’s Official Plan (2008, Office Consolidation September 2020) addresses cultural heritage in Section 4.10. Policies relevant to this report include:

4.10.1 Built Heritage

- 4.10.1.3 All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the Ontario Heritage Act to help ensure effective protection and their continuing maintenance, conservation and restoration.
- 4.10.1.4 Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a resource for past, present or future generations. The significance of a cultural heritage resource is embodied in its heritage attributes and other character defining elements including: materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:
 - Aesthetic, Design or Physical Value.
 - Historical or Associative Value.
 - Contextual Value.
- 4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

1. Now Transit and Rail Project Assessment Process

4.10.9 Implementation

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

1.4 Previous Cultural Heritage Assessments

A number of cultural heritage assessments have been completed for portions of the Cultural Heritage Study Area, identifying and evaluating Built heritage resources or cultural heritage landscapes with known or potential cultural heritage value or interest. It should be noted that this list is not exhaustive and other cultural heritage reporting may exist, however these reports are relevant to the Cultural Heritage Study Area:

- Scarborough Subway Extension Environmental Project Report (AECOM, 2017).
- Cultural Heritage Report Environmental Project Report Addendum (AECOM, 2020).
- Our Scarborough Centre Study (City of Toronto, 2023).

1.4.1 2017 Scarborough Subway Extension Environmental Project Report

The 2017 Environmental Project Report included a screening of the current Study Area for this Cultural Heritage Report during the Transit Project Assessment Process for the Scarborough Subway Extension for known and potential built heritage resources and cultural heritage landscapes. The study area for the 2017 Environmental Project Report was bounded by Eglinton Avenue East to the south, Sheppard Avenue East to the north, Line 3 and Brimley Road to the west, and Markham Road and Progress Avenue to the east. The 2017 Environmental Project Report identified a number of known cultural heritage resources, but did not identify any potential heritage resources in its screening. An inventory, in **Table 1** below, of known heritage resources was created, listing the known heritage properties identified for the 2017 Environmental Project Report. Note, the 2017 Environmental Project Report did not identify if a resource was a built heritage resource or cultural heritage landscape and did not assign cultural heritage resource numbers. This inventory was consulted to determine if any of these known heritage resources were in the Study Area for this Project.

Table 1: Inventory of Known Heritage Resources in the 2017 Environmental Project Report

Property Name/Address	2017 Heritage Status
Adam Walton House, 972 Danforth Road	Listed
Richard Taylor House, 2 Elgar Avenue	Listed
Mark Hunter House, 718 Brimley Road	Listed
Hunter House, 52 Tansley Avenue	Listed
Washington Manse, 14 Centre Street	Designated Part IV (By-law No. 19418)
Albert Chester House, 10 Chelway Road	Listed
J.P. Wheler House, 328 Bellamy Road North	Listed
Secor Cairn, 20 X Stevenwood Road	Designated Part IV (By-law No. 24544)
McKean House, 544 Bellamy Road North	Listed
Thomson House (Springfield), 146 St. Andrews Road	Designated Part IV (By-law No. 17446)
St. Andrew's Sexton's House, 55 St. Andrews Road	Designated Part IV (By-law No. 21031)
Centennial Memorial Library, 117 St. Andrews Road	Designated Part IV (By-law No. 21029)
Thomson Bonese House, 1 St. Andrews Road	Designated Part IV (By-law No. 17447)
Halliday House, 996 Brimley Road	Listed
Cornell House; McCowan Log House, 1007 Brimley Road	Listed
Richard Thomson House, 51 Oakley Boulevard	Listed
Scarborough Civic Centre, 140-150 Borough Drive	Intention (Intention to Designate passed February 13, 14, 15, 2002)
Scott House, 520 Progress Avenue	Designated Part IV (By-law No. 17445)
Harris House, 33 Murray Avenue	Listed
Know Church, 2569 Midland Avenue	Designated Part IV (By-law No. 18444)
Agincourt 1, 5 Ross Avenue	Listed

Based on a review of the 2017 Environmental Project Report, no known built heritage resources/ cultural heritage landscape from the 2017 Environmental Project Report are in this Cultural Heritage Study Area.

1.4.2 2020 Cultural Heritage Report Environmental Project Report Addendum

The 2020 Environmental Project Report Addendum study area was a detailed heritage screening of a preliminary design for the Scarborough Subway Extension. The study area for the 2020 Environmental Project Report Addendum focused on proposed station locations at Lawrence, Scarborough Centre, and Sheppard, as well as emergency exits along the proposed route, and a bus loop at McCowan Road north of Lawrence Avenue East. The 2020 Environmental Project Report Addendum study area overlapped with this Cultural Heritage Study Area at Kennedy station. The 2020 Environmental Project Report Addendum identified one known built heritage resource in the 2020 Environmental Project Report Addendum study area (**Table 2**). The cultural heritage resource at 146 St. Andrews Road is not located in this Cultural Heritage Study Area. The 2020 Environmental Project Report Addendum did not identify if the property as a built heritage resource or cultural heritage landscape and instead assigned a cultural resource number.

Table 2: Inventory of Known Heritage Resources in 2020 Environmental Project Report Addendum

Cultural Heritage Resource Reference Number	Property Name/Address	2020 Heritage Status
CHR 1	James Thompson House, 146 St. Andrews Road	Designated Part IV

1.4.3 2023 Our Scarborough Study

The 2023 Our Scarborough Centre Study included a Cultural Heritage Resource Assessment for the development of Scarborough Centre by City of Toronto planners. The study area for Our Scarborough Centre Study was bounded by Ellesmere Road to the south, Highway 401 to the north, Bellamy Road, Progress Avenue, and McCowan Yard to the east, and a western border following Schick Court between Ellesmere Road and Highway 401. Our Scarborough Centre Study was consulted for known and previously-identified potential heritage resources. The Cultural Heritage Resource Assessment identified two known heritage resources and ten potential heritage resources which were identified in a field review (**Table 3**). One of the potential heritage resources, the Bell Canada Building at 100 Borough Drive, was Listed on the City of

Toronto Heritage Register after the release of the Our Scarborough Centre Study. Note, the 2023 Our Scarborough Centre Study did not identify if a resource was a built heritage resource or cultural heritage landscape and did not assign cultural heritage resource numbers.

The Our Scarborough Centre Study encompasses the eastern terminus of Line 3 but does not reach the Study Area for this Cultural Heritage Report. Therefore, there are no known or previously-identified potential heritage resources identified in Our Scarborough Centre Study Cultural Heritage Resource Assessment within the Cultural Heritage Study Area.

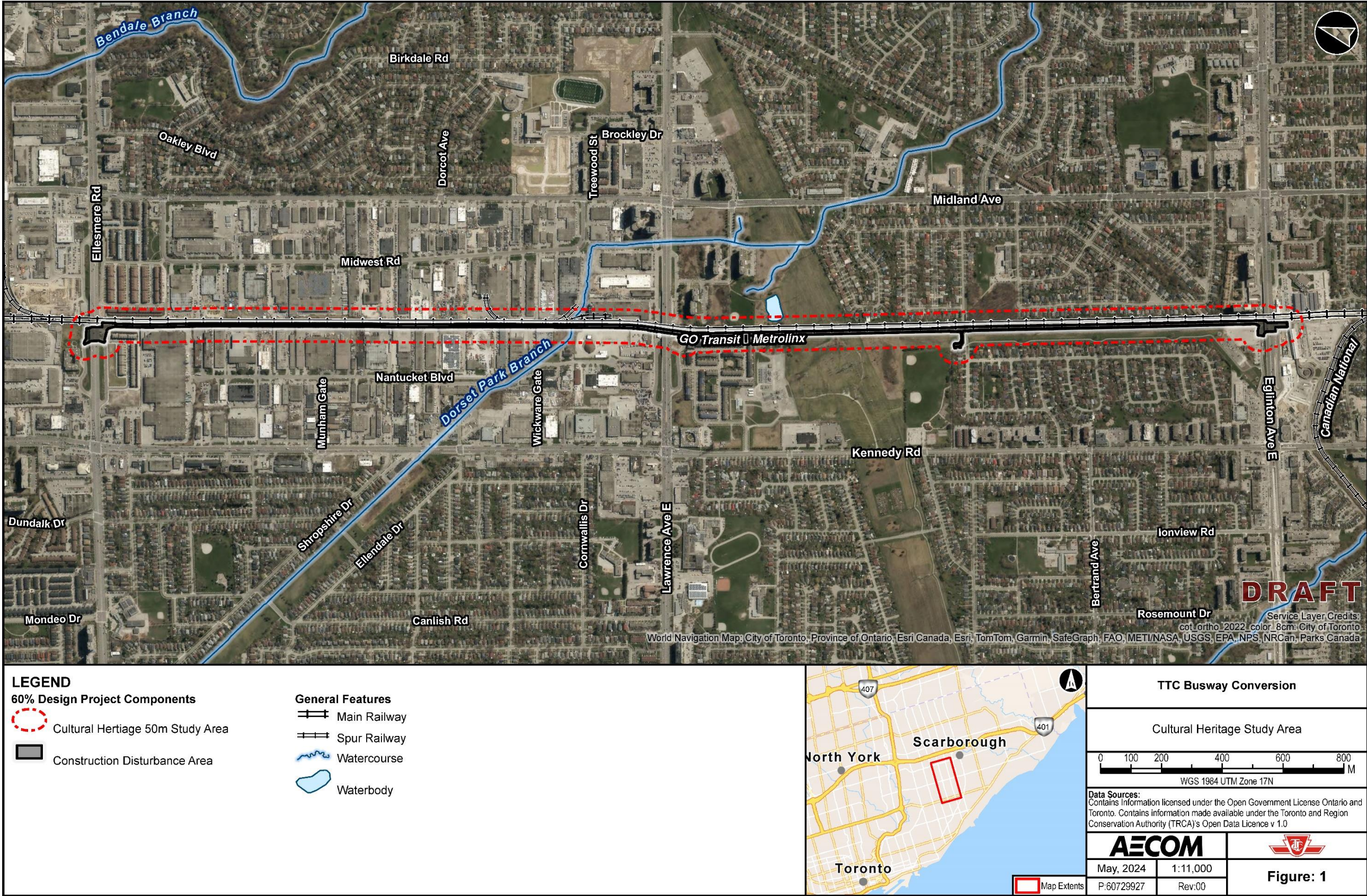
Table 3: Inventory of Known and Potential Heritage Resources in 2023 Our Scarborough Centre Study

Property Name/Address	2023 Heritage Status
Scott House, 520 Progress Avenue	Designated Part IV (By-law No. 17445)
Scarborough Civic Centre, 140-150 Borough Drive	Intention (Intention to Designate passed February 13, 14, 15, 2002)
Frank Faubert Woodlot, 185 Borough Drive	Potential
Bell Canada Building, 100 Borough Drive	Listed
Scarborough Service Canada Centre, 200 Town Centre Courte	Potential
TD Data Centre, 740 Progress Avenue	Potential
Harold R. Lawson School, 1710-1712 Ellesmere Road	Potential
Scarborough Town Centre Mall, 300 Borough Drive	Potential
Consilium Place, 100-300 Consilium Place	Potential
Scarborough Centre Station, 290 Borough Drive	Potential
McCowan Station, 1275 McCowan Road	Potential
Elevated RT Track	Potential

2. Locator Map

The Cultural Heritage Study Area, including all the properties screened as a part of this Cultural Heritage Report, is shown on the following page as **Figure 1**.

Figure 1: Cultural Heritage Study Area



3. Methodology

As stated in **Section 1.1**, the establishment of baseline cultural heritage existing conditions and completion of a preliminary impact assessment is based on the guidance from the Ministry of Citizenship and Multiculturalism 2019 Transportation Project Assessment Process Guidance document and the February 2024 Transit and Rail Project Assessment Process.

3.1 Data Collection

In the course of the cultural heritage assessment, all potentially affected properties are subject to inventory. Generally, when conducting a preliminary identification of known or potential built heritage resources and cultural heritage landscapes, several stages of research and data collection are undertaken to appropriately establish the potential for and existence of known or potential built heritage resources and cultural heritage landscapes in a geographic area.

This Cultural Heritage Report addresses known or potential built heritage resources and cultural heritage landscapes including those built heritage resources and cultural heritage landscapes that have already been identified by municipal heritage inventories or earlier cultural heritage reports/studies. In addition, professional knowledge, expertise and the Criteria Checklist (Ministry of Citizenship and Multiculturalism 2016) was also applied by a Qualified Person in this Cultural Heritage Report to screen for potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area. This Cultural Heritage Report serves to quickly and efficiently allow Toronto Transit Commission to identify properties with known or potential cultural heritage value or interest.

In addition to screening the Cultural Heritage Study Area with the Criteria Checklist, the following data collection steps were undertaken in order to prepare the cultural heritage inventory for this study:

- Research was carried out using primary and secondary sources as referenced in **Section 10** of this report, to establish a historical context and determine the presence of sensitive heritage areas, by identifying 19th and early 20th century settlement and development patterns, major historical themes and activities and change within the Cultural Heritage Study Area.
- Review of historical maps including historical atlases, topographic maps, and historical aerial photography were reviewed in order to gain insight into the evolution of the land use within the Cultural Heritage Study Area.

- Engagement with the City of Toronto City Planning: Urban Design/Heritage Planning department to provide the current inventory of the municipal Heritage Register within Cultural Heritage Study Area in order to identify properties designated under the *Ontario Heritage Act* or listed on a Heritage Register and obtain any existing cultural heritage reporting.
- Review of the City of Toronto Official Plan.
- A review of online searchable databases including:
 - City of Toronto’s Municipal Heritage Register.
 - Heritage Toronto’s Toronto Legacy Plaques and Exploration Map.
 - Ontario Heritage Trust Conservation Easements.
 - Ontario Heritage Trust’s Places of Worship Inventory.
 - Ontario Heritage Trust’s Provincial Plaque Program.
 - Ontario Heritage Trust’s Ontario Heritage Act Register.
 - Ontario Historical Society’s Ontario Heritage Directory and Map.
 - Ontario Genealogical Society’s Ontario Cemetery Index.
 - Parks Canada’s National Historic Sites.
 - Parks Canada’s The Canadian Register of Historic Places on Canada’s Historic Places website.
 - Parks Canada’s Directory of Federal Heritage Designations.
 - Canadian Heritage River System website.
 - United Nations Educational, Scientific and Cultural Organization World Heritage Sites.
- Engagement with the Ministry of Citizenship and Multiculturalism on confirm no changes have occurred since the 2017 Environmental Project Report (see **Section 7** for more detail); and
- Engagement with the Ontario Heritage Trust regarding any heritage features or easements within the Cultural Heritage Study Area (see **Section 7** for more detail).

3.2 Field Review

A field review was conducted from the public rights-of-way of the properties within the Cultural Heritage Study Area in order to confirm or identify the presence of known or potential built heritage resources and cultural heritage landscapes. A field review also allows for the identification and documentation of potential built heritage resources and cultural heritage landscapes not previously identified. It also allows for a more detailed

recording and assessment of existing conditions, assessment of potential impacts to potential or known heritage attributes, and for the identification of appropriate mitigation measures.

3.3 Preliminary Impact Assessment

Once the assessment of the existing conditions for the Cultural Heritage Study Area was completed, a preliminary impact assessment was conducted to propose mitigation measures for the anticipated impacts in order to avoid or mitigate potential impacts to each identified built heritage resource and cultural heritage landscape. The preliminary impact assessment is completed according to range of impacts included in the Ministry of Citizenship and Multiculturalism 2019 Transportation Project Assessment Process Guidance document. The full process of the preliminary impact assessment is laid out in **Section 6** of this report. The proposed mitigation measures as a result of the preliminary impact assessment are in **Appendix B** which is to inform the next steps of the project planning and design.

3.4 Data Requests and Community Engagement

Community engagement as a part of the data collection process was conducted. The purpose of this engagement was to obtain relevant cultural heritage information, including input on known built heritage resources and cultural heritage landscapes in past heritage projects/studies (see **Section 3** for more information on the methods used for information gathering and see **Section 5.4** which discusses past heritage studies within the Cultural Heritage Study Area). AECOM sent data requests to the following agencies/stakeholders as part of the data collection for this Cultural Heritage Report:

- Ministry of Citizenship and Multiculturalism Heritage Planning Unit.
- City of Toronto, City Planning: Urban Design/Heritage Planning.
- Ontario Heritage Trust.

Following the completion of the Cultural Heritage Report, the draft conclusions and recommendations of this report will be shared with the community, including Indigenous communities, to gather further input/feedback (see **Section 7** for more detail).

Community input meetings on the results of the Cultural Heritage Report will include a meeting with the general public, community groups and other special interest groups.

The Cultural Heritage Report will be updated based on community feedback, if necessary.

4. Historical Context

4.1 Former City of Scarborough

The Cultural Heritage Study Area is located in the former City of Scarborough (also spelt Scarboro), previously the Geographic Township of Scarborough, York County, and is now part of the City of Toronto. The area of Scarborough was home for centuries to Indigenous Nations (Heritage Toronto, n.d.). The Rouge River and Highland Creek were used as part of a network of travel and trade between the lower and upper Great Lakes, with camps and permanent agricultural settlements established on these waterways (Heritage Toronto, n.d.). Scarborough was not part of the Toronto Purchase and was first claimed by colonial authorities to have been part of the Gunshot Treaty of 1788 that stated all the land north of Lake Ontario that could hear a gunshot from the water was surrendered (Heritage Toronto, n.d.). The renegotiated Toronto Purchase in 1805 did not include Scarborough, leaving Mississauga and Chippewa First Nations contesting the claim of the colonial government that assumed the area of Scarborough was theirs. Scarborough was included as part of the Williams Treaties in 1923 that involved over 13,000 acres of land across Ontario. Not all the First Nations who had a stake in Scarborough signed the Williams Treaties. The Mississaugas of the Credit First Nation are still contesting for land rights and ownership over parts of Scarborough, including the Rouge Tract in court with the Canadian Government (Heritage Toronto, n.d.).

Scarborough Township was first surveyed in 1791 and was originally given the name Glasgow (Gardiner, 1898: 217). In 1793, whilst travelling along the shoreline of Lake Ontario, Elizabeth Simcoe, the wife of the first Lieutenant Governor of Upper Canada (now Ontario) John Graves Simcoe, noted the cliffs reminded her of the cliffs of the town of Scarborough in Yorkshire, England. The name of the Township was changed to Scarborough by the governor based on Elizabeth's comment (Welch and Payne, 2013). Scarborough was opened for settlement in 1796 with the first land patents issued to United Empire Loyalists, granted land for their service in the American War of Independence. The first known European settlers were David and Mary Thomson who settled in Scarborough in 1799 (Scarborough Historical Society, n.d.). Settlement was concentrated in the southern portions of Scarborough, along the shoreline of Lake Ontario and Kingston Road, the major east-west artery connecting Toronto to Kingston. Additionally, settlement also built up along Markham Road, a north-south artery that ran from Kingston Road north to the Township of Markham. Markham Road was located near the centre of the township. Major villages that developed included Highland Creek, Scarboro Village, Woburn, Malvern, Ellesmere, and Agincourt (Scarborough Historical Society, n.d.). The arrival of the Grand Trunk Railway that also passed through the

southern portions of Scarborough concentrated settlement in the south with the village of Scarboro Junction developing as a major railway stop (Scarborough Historical Society, n.d.).

In 1850, Scarborough was incorporated as a Township and the first reeve, Peter Secor, was elected (Scarborough Historical Society, n.d.). The population of Scarborough was recorded in 1850 to be roughly 3,000 (Toronto: Albert Campbell's Dream, 2023). Scarborough remained a primarily agricultural township and experienced little growth between 1850 and 1900 when the population was recorded as 3,711 (Welch and Payne, 2013).

It was not until after the Second World War that Scarborough experienced rapid growth and underwent suburbanization. The construction of the General Engineering Company of Ontario's munitions plant on Eglinton Avenue East and Warden Avenue began the process of industrializing Scarborough (Heritage Toronto, n.d.). The arrival of new factories after the war helped spur growth in Scarborough in the 1950s, as did new immigration policies and the baby boom. Between 1951 and 1961 the population of Scarborough grew by 296%, with 41% of the population in 1961 under the age of 19 (Heritage Toronto, n.d.). In 1955 the population of Scarborough was roughly 110,000 (Toronto: Albert Campbell's Dream, 2023). To help deal with the boom, Scarborough was made a Borough of the new Municipality of Metropolitan Toronto in 1953 (Toronto: Resources on Former Municipalities, n.d.). The new local government originally established themselves near the industrial centre along Eglinton Avenue East in 1956 (Heritage Toronto, n.d.).

The post-war population and industrial boom demanded Scarborough develop the infrastructure to accommodate the growth. The youthful population saw the construction of schools, houses, libraries, and roads. The opening of Highway 401 across Scarborough in 1956 helped connect it to the rest of Metropolitan Toronto and saw new development off the Highway as suburban subdivisions developed in close proximity (Toronto: Albert Campbell's Dream, 2023). The Borough of Scarborough was evolving away from a rural agricultural municipality, into a modern urban centre. Seeking to show the development of Scarborough, the mayor, Albert Campbell, had a new civic centre constructed between Midland Avenue and McCowan Road south of Highway 401. The Scarborough Civic Centre was designed to be a hub for Scarborough politics, culture, social activities, shopping, and an example of new urban planning (Toronto: Albert Campbell's Dream, 2023). The Scarborough Civic Centre, completed in 1973, and accompanying shopping mall called Scarborough Town Centre, became a hub for Scarborough.

In 1983, Scarborough was incorporated as a city, highlighting the rapid growth of the municipality after the Second World War. Continued municipal challenges due to the urbanization and suburbanization of Metropolitan Toronto necessitated a change in the municipal organization of Metropolitan Toronto. In 1998, Scarborough was amalgamated into the City of Toronto along with the other municipalities of East York, North York, and Etobicoke (Welch and Payne, 2013). Scarborough as a political entity no longer exists, with Scarborough remaining a geographic and social marker within the City of Toronto.

4.2 Transportation

4.2.1 Toronto Transit Commission Line 3 (Scarborough Rapid Transit)

In 1977, the Toronto Transit Commission approved the creation of a new light rail line through Scarborough. The arrival of the subway extension in 1981 to Kennedy Station connected Scarborough to the rest of Toronto, but a new transit line into the heart of Scarborough was seen as necessary. Rather than extend the subway, the Toronto Transit Commission decided to build a light rail system that would be above ground with several elevated stations where urban development necessitated it. The Toronto Transit Commission pioneered the use of a new technology, the Intermediate Capacity Transit System, that used new methods of power and propulsion compared to traditional subway or light rail. The new Scarborough Rapid Transit was opened in 1985 (Toronto: TTC-100 Years of Moving Toronto, 2021). The Scarborough Rapid Transit helped develop Scarborough Centre as a transport hub, serving as a connection point for the Toronto Transit Commission and regional transit.

Several plans in the 1990s were put forward to extend the Scarborough Rapid Transit further north and east and reach as far as the Sheppard Avenue East and Markham Road intersection (Bateman, 2013). The Scarborough Rapid Transit was one of several transit plans put forward by the Ontario Government under Premier Bob Rae that planned to increase the number of subway and light rail lines across Metropolitan Toronto. The plans to extend the Scarborough Rapid Transit were never fulfilled due to budget constraints, more important transit projects, and a change in government that pulled funding (TransitToronto.ca, 2024).

In the early 2000s, ridership on the Scarborough Rapid Transit increased to the point where the Scarborough Rapid Transit was unable to handle the number of rush hour passengers. The development of Scarborough in the surrounding area also limited the options to extend or expand Scarborough Rapid Transit services deeper into

Scarborough. The Intermediate Capacity Transit System technology used for the Scarborough Rapid Transit was beginning to show wear and tear and the costs for repair and replacement were proving to be high (TransitToronto.ca, 2024). In 2012, the City of Toronto and the Toronto Transit Commission approved a plan to replace the Scarborough Rapid Transit with an extension of Line 2 (Bloor-Danforth subway line) north into Scarborough (TorontoTransit.ca, 2024). The Scarborough Rapid Transit, renamed Line 3 by the Toronto Transit Commission, was to be kept operational for as long as possible while the planning and construction of the Line 2 East Extension was underway. In 2023, a derailment on Line 3 forced the closure of the line earlier than anticipated.

4.3 Natural Heritage

4.3.1 Dorset Park Branch of Highland Creek

Highland Creek, which generally runs north-south through the City of Toronto, has played a significant role in the development of the former Township of Scarborough, seen in **Section 4.1**. Highland Creek and its watershed is almost entirely in Scarborough with part in the City of Markham north of Toronto (Toronto and Region Conservation Authority, 2018). Travelling through the Study Area is a tributary of the West Highland Creek known as the Dorset Park branch. The Dorset Park branch crosses through north of Lawrence Avenue East. The Dorset Park branch has been heavily channelized throughout its entire course (Toronto and Region Conservation Authority, 1999). The Dorset Park branch is channelized in the Study Area, travelling through a culvert under the railway corridor.

5. Existing Conditions

5.1 Property Visit

A field review was conducted on September 13, 2024, by Liam Ryan, Cultural Heritage Planner to record the existing conditions of the Cultural Heritage Study Area. The field review informed the description of each built heritage resource or cultural heritage landscape for the purposes of the heritage inventory included within this report. Permission to enter properties were not granted and the field review was completed from the public rights-of-way.

5.2 Description of Existing Conditions

The Cultural Heritage Study Area has been extensively developed since the 1950s as it experienced large-scale suburbanization. The rapid growth of Scarborough from a rural farming township into a suburb of the City of Toronto saw the construction of new industries, residential neighbourhoods, shopping and commercial centres, and a new urban plan for the area of Scarborough Centre.

The construction of the Scarborough Rapid Transit in the early 1980s was behind the growth of Scarborough and necessitated the use of existing rail lines right-of-way and elevated track. The Scarborough Rapid Transit shares and runs parallel to the Metrolinx Stouffville GO rail corridor for its north-south portion between Ellesmere Station and Kennedy Station. A tunnel, followed by an elevated track allows the Scarborough Rapid Transit to turn east from Ellesmere Station into Midland Station. The elevated Scarborough Rapid Transit tracks run parallel to the West Highland Creek along Midland Station and crosses the West Highland Creek between Midland Station and Scarborough Centre Station. The elevated Scarborough Rapid Transit track crosses over Brimley Road and Borough Drive entering Scarborough Centre Station. The elevated Scarborough Rapid Transit track crosses Borough Drive and McCowan Road from Scarborough Centre Station to McCowan Station, the terminus station. The elevated Scarborough Rapid Transit track passes over Bushby Drive and Grangeway Avenue as it enters McCowan Yard where train, maintenance, and storage facilities for the Scarborough Rapid Transit are located.

The area of Scarborough Centre has been identified by the City of Toronto as an important urban centre for further development as seen in the Our Scarborough Centre Study. Scarborough Centre has undergone increased urbanization with the construction of residential high-rise towers focused on the Scarborough Civic Centre, Scarborough Town Centre, and the transit hub of the Scarborough Centre Station. Conceived in the 1960s and 1970s as the heart of the former municipality of Scarborough, the area was identified as an

important hub for the surrounding area with increasing demands on the land by the City of Toronto, commercial businesses, and residential developers seeking to leverage the established transportation, civic, commercial, and cultural resources already in place.

The Cultural Heritage Study Area overview photographs of the field review are provided in **Photographs 1 to 12** below. The Cultural Heritage Study Area covers a range of different land uses including single-dwelling residential houses, townhouses, apartment building, an industrial area, wooded area, hydro corridors, commercial businesses, and the existing Scarborough Rapid Transit and Metrolinx railway lines.

Between Ellesmere Road and Lawrence Avenue East is 21st century garages associated with townhouses (**Photograph 1**) and an industrial/commercial area specifically along Nantucket Boulevard and Midwest Road consisting primarily of one-storey concrete block buildings built in the late 20th century (**Photograph 2**, **Photograph 11**, and **Photograph 12**). South of Lawrence Avenue East the Cultural Heritage Study Area consists primarily of suburban development consisting of single detached houses built in the late 20th century (**Photograph 3**), a hydro corridor with a recreational trail extending east-west through the Study Area (**Photograph 5**), a small wooded area on the east side of the tracks south of Tara Avenue (**Photograph 4**), and a 21st century apartment building (**Photograph 7**). The Project Area primarily consists of the existing Scarborough Rapid Transit tracks as seen in the photographs and small portions of land in existing road rights-of-way (**Photograph 8**). The former Scarborough Rapid Transit stations of Ellesmere Station (**Photograph 9**) and Lawrence East Station (**Photograph 10**) are within the Construction Disturbance Area.

Photograph 1: Looking south at the Metrolinx tracks (left), the Scarborough Rapid Transit tracks (right), and adjacent residential garages from Ellesmere Road overpass (AECOM, 2024)



Photograph 2: Looking north at the Metrolinx tracks (right) and the Scarborough Rapid Transit tracks (left) from Lawrence Avenue East overpass with view of the industrial/commercial buildings (AECOM, 2024)



Photograph 3: Looking south from Lawrence Avenue East overpass with view of single detached homes (AECOM, 2024)



Photograph 4: End of Tara Avenue with pedestrian bridge and wooded area on the left (AECOM, 2024)



Photograph 5: Looking north from pedestrian bridge at Tara Avenue with distant view of the hydro corridor (AECOM, 2024)



Photograph 6: Looking south from pedestrian bridge at Tara Avenue (AECOM, 2024)



Photograph 7: Looking north from Eglinton Avenue East overpass with view of a hydro corridor and an apartment building (AECOM, 2024)



Photograph 8: View of pedestrian bridge and hydro corridor for Tara Avenue stop (AECOM, 2024)



Photograph 9: Exterior view of Ellesmere Station (AECOM, 2024)



Photograph 10: Exterior view of Lawrence East Station (AECOM, 2024)



Photograph 11: Overview of Nantucket Boulevard looking south with one-storey industrial and commercial buildings (Google Street View, May 2021)



Photograph 12: Overview of Midwest Road looking south with one-storey industrial and commercial buildings (Google Street View, May 2021)



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

Based on data collection including a review of heritage registers and previous heritage reporting, the Criteria Checklist (Ministry of Citizenship and Multiculturalism 2016), community engagement, field reviews conducted by Qualified Persons, and professional knowledge and experience, no known or potential built heritage resources and cultural heritage landscapes in the Cultural Heritage Study Area were identified. Therefore, a detailed description of the known and potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area was not prepared for this Cultural Heritage Report.

6. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures

6.1 Proposed Activity

The Project's southern limit is at Eglinton Avenue East. The corridor continues northwards up the existing right-of-way where it will provide connections to three stops at Tara Avenue, Lawrence East and continue north until it reaches Ellesmere Road – where it terminates. From there, buses will travel on-street in existing bus-only lanes which continue eastward along Ellesmere Road until it reaches Brimley Road. The on-street bus corridor continues northward along Brimley Road until it reaches Triton Road. Finally, buses will continue eastward along Triton Road before terminating at the existing Scarborough Centre Station.

The existing Ellesmere Station and Lawrence East Station are closed, and new amenities will be constructed to support the busway, including concrete sidewalks, platforms, bus shelters, and benches. A new stop at Tara Avenue will be constructed to service the busway. The stop will include concrete sidewalks, platforms, bus shelters, benches, and a connection to Meadoway Trail. A new traffic signal connecting the busway to Eglinton Avenue Service Road and the Kennedy Station Bus Terminals will be constructed as part of the Project.

The proposed busway will be a two-lane road, one lane in each direction, with concrete curb and gutter provided along the length of the road. The proposed typical cross-section width will generally be 7.3 metres and will pass through the existing Scarborough Rapid Transit corridor platform at Lawrence East Station. Localized widenings of the right-of-way will occur at proposed bus stop locations, and to accommodate proposed pedestrian facilities.

No pedestrian or cycling facilities are proposed along the length of the busway, however, existing stations will be closed and three new stops will be constructed as part of the Project to accommodate passengers onto the new busway service. 3.0 metre pedestrian platforms are proposed at the Lawrence East stop and the Ellesmere stop. There will also be facilities at the proposed Tara Avenue stop. 3.0 metre wide platforms will be provided in both directions, with a signalized intersection across the busway to facilitate passenger crossing. There will also be a 4.0 metre sidewalk proposed from the southbound platform running north to Mooregate Avenue. The existing overhead pedestrian crossing structure at this location will also be maintained for pedestrian access.

Due to additional bus stops and access at the existing Ellesmere and Kennedy Stations, only a minimal amount of impervious area will be added. The increase in impervious area is considered insignificant compared to the existing impervious area. No new impervious area will be added along the busway itself. As there will be no increase in runoff, no stormwater mitigation measures will be required.

During the removals phase of the Project, existing light pole foundations will be removed as required for the new construction. New light poles will be constructed in accordance with the Best Practices for Effective Light (City of Toronto, 2017).

6.2 Potential Impacts

The intention of this Cultural Heritage Report in regard to the preliminary impact assessment is to propose high-level mitigation measures for the anticipated impacts in order to avoid or mitigate potential impacts to each known or potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area. The proposed mitigation measures are to inform the next steps of Project planning and design.

The Project is in the 60% design phase, and so impacts of the Project Area are understood. The Construction Disturbance Area is presented of **Figure 1**. When a change is made to a design after completion of a Transit and Rail Project Assessment Process, Project Proponents are required to evaluate if the change will result in significant impacts. Under Section 15 of Ontario Regulation 231/08, the proponent may need to issue an addendum to the Environmental Project Report if the changes are determined to be significant.

The potential impacts of the proposed undertaking within the Cultural Heritage Study Area were evaluated according to the Ministry of Citizenship and Multiculturalism 2019 Transportation Project Assessment Process Guidance document. The Ministry of Citizenship and Multiculturalism document defines impact as a change in an identified cultural heritage resource resulting from a particular activity.

The preliminary impact assessment will identify and assess the proposed activity to determine any impacts – positive or negative, direct or indirect – that it may have on the property's potential cultural heritage value or interest. For the purposes of this Cultural Heritage Report, an impact is a change in an identified cultural heritage resource resulting from a particular activity.

A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute

on all or part of the property. Examples of direct adverse impacts include, but are not limited to:

- Removal or demolition of all or part of any heritage attribute.
- Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e., non-contributing buildings).
- Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources.
- Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs.
- Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security.
- Introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features.
- Change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest.
- Continuation or intensification of a use of the property without conservation of heritage attributes.

An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:

- Shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden.
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.
- Vibration damage to a structure due to construction or activities on or adjacent to the property.

- Alteration or obstruction of a significant view of or from the property from a key vantage point.

Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:

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

6.3 Preliminary Impact Assessment – Built Heritage Resources and Cultural Heritage Landscapes

Based on the review of the Project Area, there are no impacts to properties with structures and the Construction Disturbance Area is limited to the rail and road rights-of-way. Based on the review of the background studies (**Section 1.3**), the review of online heritage databases, the field review, and a review of historical maps, and consultation, no known or potential built heritage resources or cultural heritage landscapes are located within the Cultural Heritage Study Area. Therefore, there are no impacts to built heritage resources and cultural heritage landscapes of the Project and no impacts/mitigation table has been completed. No mitigation measures or monitoring is required for built heritage resources and cultural heritage landscapes.

7. Data Collection from Agencies and Stakeholders

7.1 Relevant Ministries/Agencies/Stakeholders

In addition to reviewing the existing heritage registers, AECOM consulted with the relevant agencies, stakeholders and Ministry of Citizenship and Multiculturalism to identify known and potential built heritage resources and cultural heritage landscapes, and concerns related to the identification of, and impacts to these resources as a result of the Project. The following agencies and stakeholders were consulted in order to obtain input as a part of the identification of known or potential built heritage resources and cultural heritage landscapes.

Ministry of Citizenship and Multiculturalism (Formally the Ministry of Heritage, Sport, Tourism and Culture Industries)

Via email with AECOM, Karla Barboza, Team Lead of Heritage of the Ministry of Citizenship and Multiculturalism, confirmed on September 16, 2024, that there are no Provincial Heritage Properties or Provincial Heritage Properties of Provincial Significance within the Cultural Heritage Study Area.

City of Toronto

In September 2024, AECOM contacted the City of Toronto Senior Heritage Planner, Eric Beales via email, to obtain any existing cultural heritage reporting within the Cultural Heritage Study Area. At the time of this report draft, no response has been received.

Ontario Heritage Trust

In September 2024, AECOM contacted staff at the Ontario Heritage Trust via email to identify any properties subject to Ontario Heritage Trust Heritage Easement Agreements and identify any additional studies or documentation which may be available. Samuel Bayefsky, Real Property Co-ordinator, confirmed via email that the Ontario Heritage Trust neither owns nor protects via conservation easement any properties within or adjacent to the Study Area, nor does it have any heritage plaques in the Study Area.

7.2 Approach to Public Consultation

The Toronto Transit Commission has offered a wide range of communication and consultation activities and outlets to reach interested members of the public, property owners, review agencies, and other stakeholders to solicit comments and feedback related to the Project, including:

- A dedicated Project website with updates.
- A Community Liaison Officer.
- Emails, notices, letters, and social media posts (Facebook, X, Instagram).
- Toronto Transit Commission media channels, newsletters, public and stakeholder meetings.
- Online and print surveys.

The Toronto Transit Commission retains a record of Project consultation.

7.3 Public Meetings

Toronto Transit Commission has dedicated a webpage for the Project:
<https://www.ttc.ca/about-the-ttc/projects-and-plans/Future-of-Line-3-Scarborough>.

Public participation is a key input into the decision-making process for the Project. The next phase of public engagement is being planned for September 24, 2024. Any comments on this report will be addressed and incorporated where applicable before the report is finalized.

7.4 Community Group and/or Other Special Interest Groups

At this time, there are no planned dates with community groups or special interest groups in regard to the Cultural Heritage Report. However, community group or special interest groups meetings based on the results of the Cultural Heritage Reports can be arranged by the Toronto Transit Commission if requested, including Indigenous communities and other non-governmental heritage organizations. Any heritage specific community group or special interest group input/feedback will be applied to this Cultural Heritage Report following the public review period.

7.5 Agency Review of the Draft Cultural Heritage Report

The Cultural Heritage Report will be distributed to the Ministry of Citizenship and Multiculturalism for review. Any comments received from Ministry of Citizenship and Multiculturalism will be incorporated into this Cultural Heritage Report.

7.5.1 Indigenous Engagement

The Cultural Heritage Report will be shared with the following Indigenous communities:

- Alderville First Nation
- Beausoleil First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Huron – Wendat Nation
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation
- Williams Treaties First Nations

8. Recommendations

8.1 Key Findings

In summary, no known or potential built heritage resources and cultural heritage landscapes were documented in the Cultural Heritage Study Area within the City of Toronto.

8.2 Recommendations

Based on the results of the data collection, field review, and preliminary impact assessment, the following recommendations have been developed based on the results of the preliminary impact assessment undertaken for this Report:

- Should there be any expansion or changes to the Project Area as shown on **Figure 1**, this Cultural Heritage Report should be reviewed and updated for known and potential built heritage resources or cultural heritage landscapes and identify if any further work may be required. Future work may include, but are not limited to, updating this Cultural Heritage Report or completing a Cultural Heritage Evaluation Report to determine the cultural heritage value or interest of a cultural heritage resource and a Heritage Impact Assessment for all properties already determined to have cultural heritage value or interest.

9. Figures

Figure 2: Cultural Heritage Study Area on 1878 Illustrated Historical Atlas of the County of York

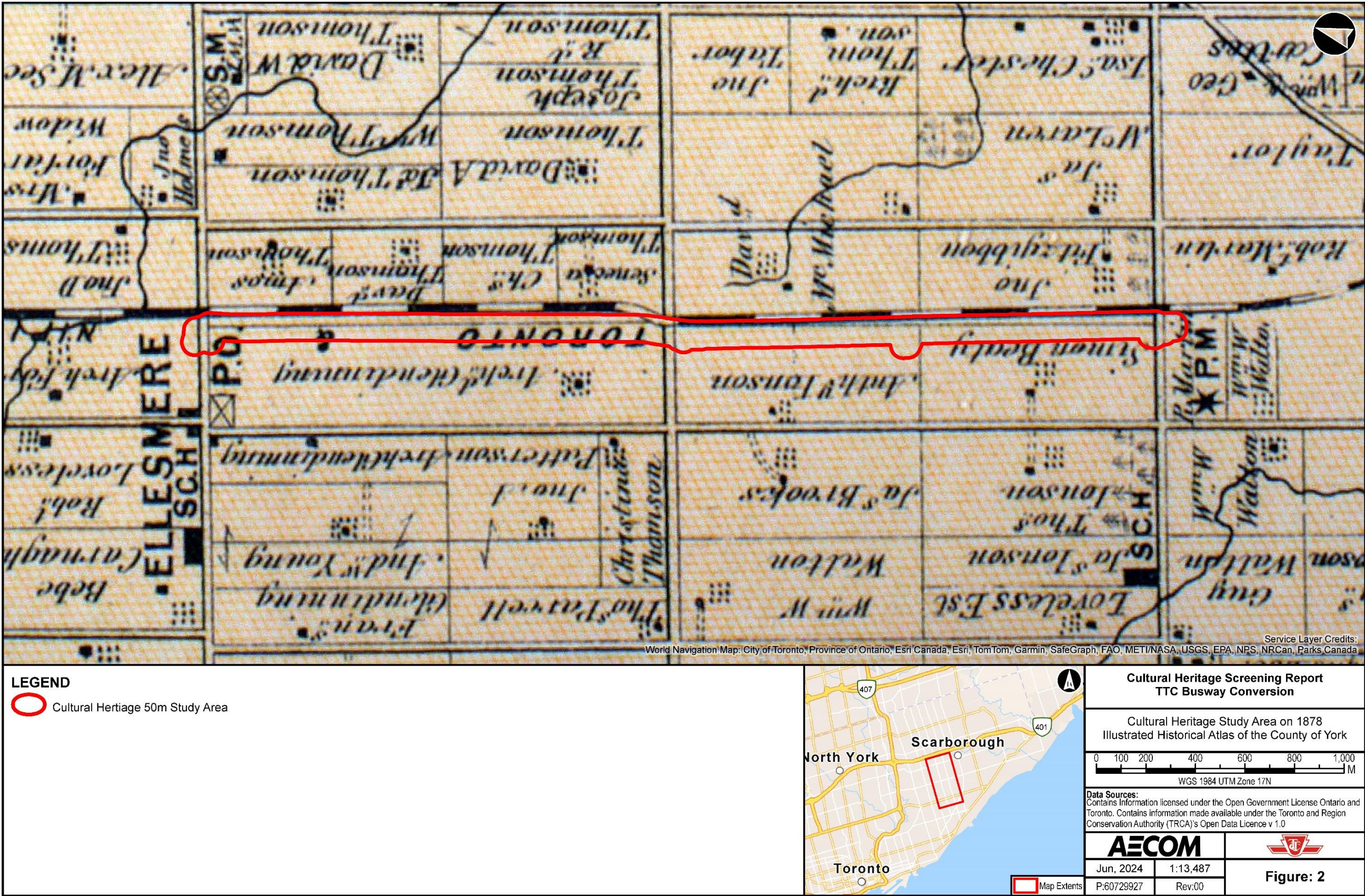


Figure 3: Cultural Heritage Study Area on 1941 and 1942 National Topographic System Map

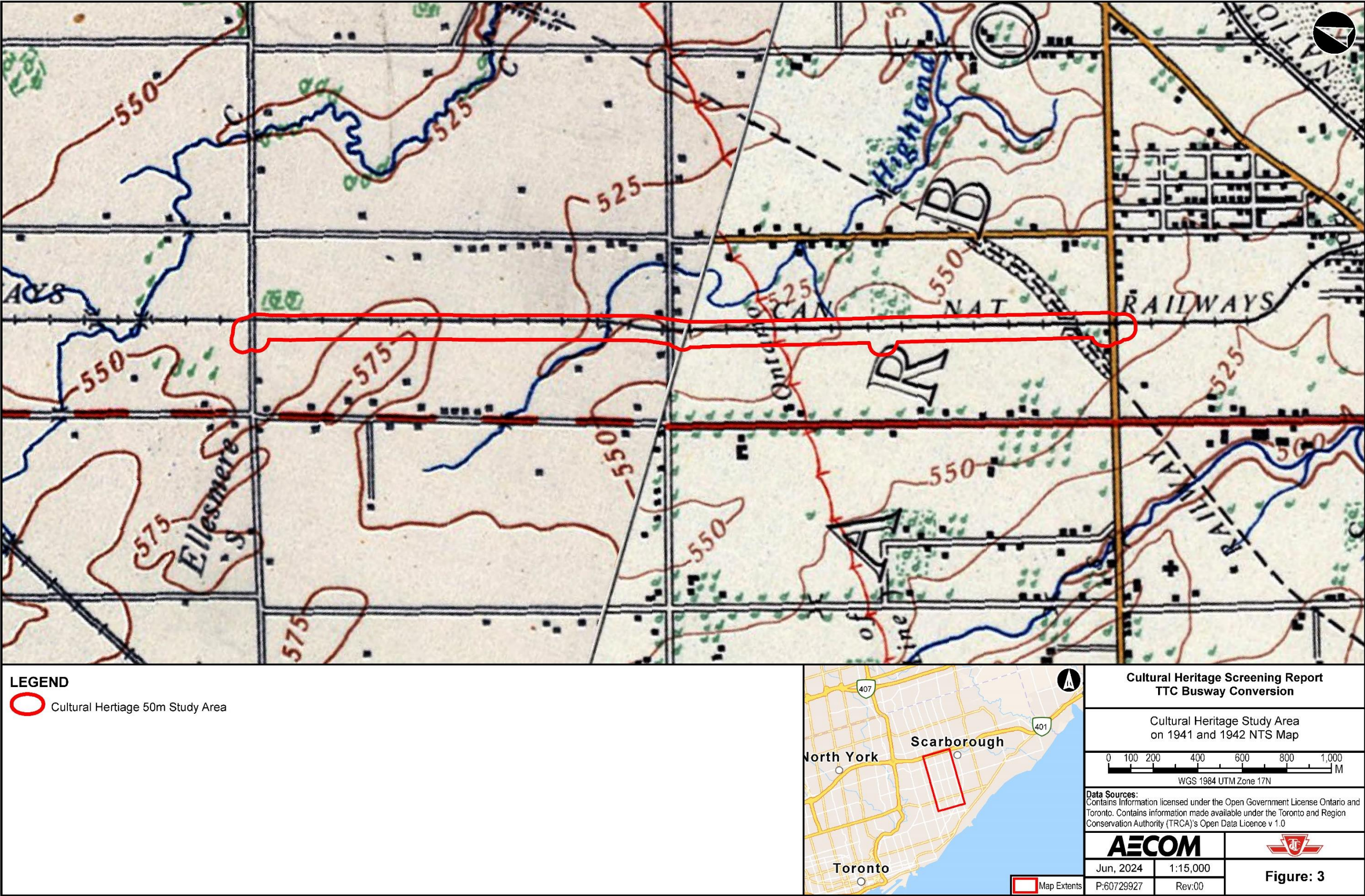
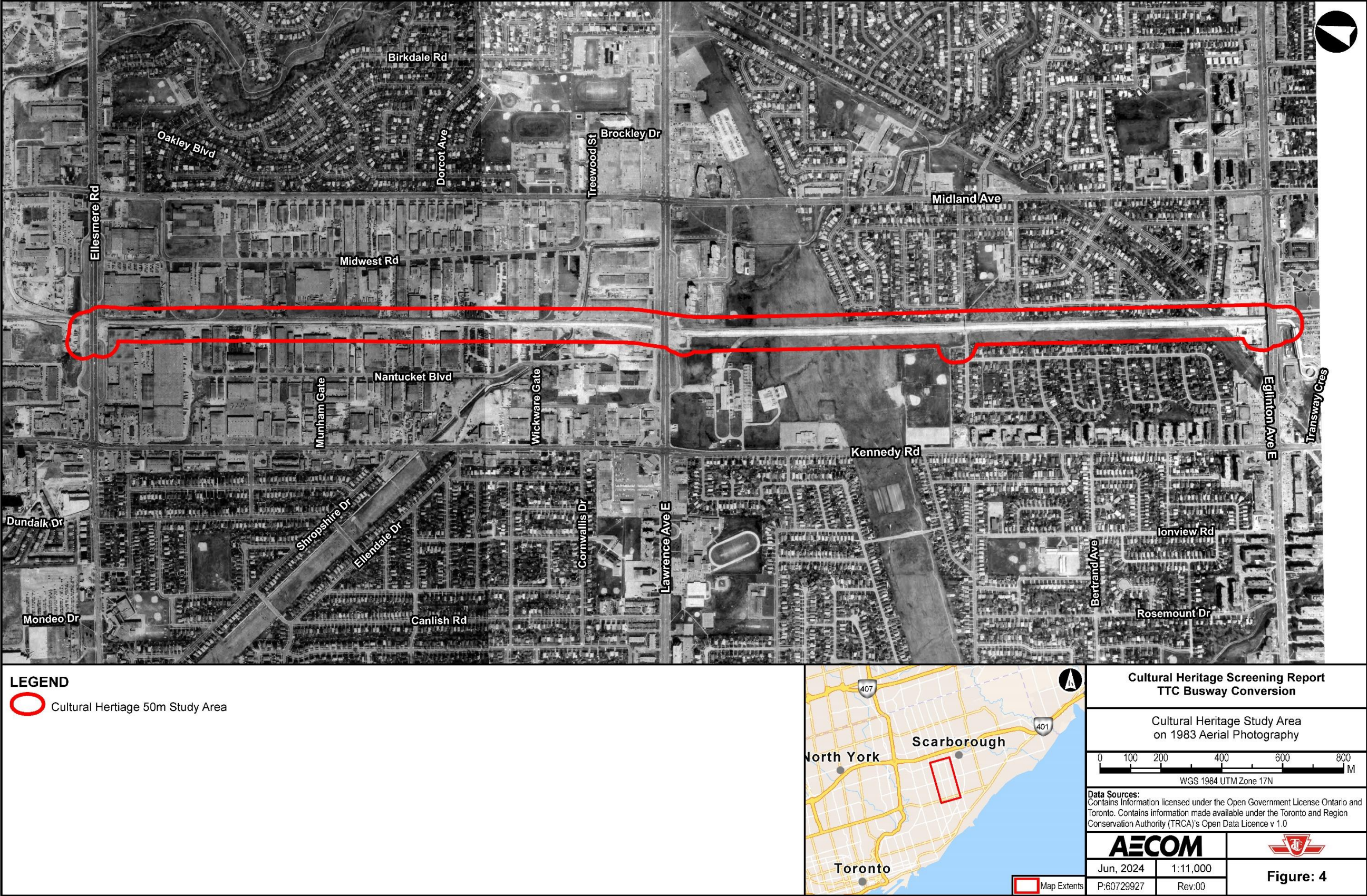


Figure 4: Cultural Heritage Study Area on 1983 Aerial Photography



10. References

AECOM, 2018:

Scarborough Subway Extension Environmental Project Report

AECOM, 2020:

Cultural Heritage Report: Existing conditions and Preliminary Impact Assessment: Scarborough Subway Extension Environmental Project Report – 2020 Addendum

Bateman, C., 2013:

“A brief history of the Scarborough RT.” Posted July 20, 2013. Accessed Online: https://www.blogto.com/city/2013/07/a_brief_history_of_the_scarborough_rt/

City of Toronto, 2021:

“The TTC – 100 Years of Moving Toronto.” Accessed Online: <https://www.toronto.ca/explore-enjoy/history-art-culture/online-exhibits/web-exhibits/web-exhibits-transportation/the-ttc-100-years-of-moving-toronto/>

City of Toronto, 2023:

“Albert Campbell’s Dream – A New Scarborough Civic Centre.” Accessed Online: <https://www.toronto.ca/explore-enjoy/history-art-culture/online-exhibits/web-exhibits/web-exhibits-local-government/albert-campbells-dream-a-new-scarborough-civic-centre/>

City of Toronto, 2023:

Our Scarborough Centre Phase 4 Final Study Report. Accessed Online: <https://www.toronto.ca/wp-content/uploads/2023/06/9654-city-planning-our-scarborough-phase4-final-study-report.pdf>

City of Toronto, n.d.:

Heritage Register. Accessed Online: <https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/>

City of Toronto, n.d.:

“Resources on Former Municipalities.” City of Toronto Archives. Accessed Online: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/using-the-archives/research-by-topic/resources-on-former-municipalities/>

Gardiner, H.F., 1899:

Nothing But Names: An Inquiry into the Origin of the Names of the Counties and Townships of Ontario. Toronto: G.N. Morang.

Heritage Toronto, 2023:

“Heritage Toronto Exploration Map.” Published September 27, 2023. Accessed Online: https://www.google.com/maps/d/viewer?mid=1qawOt5bgYZHZsnod-3IMva38kvE&hl=en_US&ll=43.70004681735254%2C-79.38881615&z=11

Heritage Toronto, n.d.:

“Plaques.” Accessed Online: <https://www.heritagetoronto.org/programs/plaques/>

Heritage Toronto, n.d.:

“Eglinton East: The Golden Mile.” Accessed Online:
<https://www.heritagetoronto.org/explore-learn/scarborough-history-golden-mile/>

Miles & Co., 1878:

Illustrated Historical Atlas of the county of York and the township of West Gwillimbury & town of Bradford in the county of Simcoe, Ont. Toronto.

Ministry of Citizenship and Multiculturalism, 2006:

Ontario Heritage Tool Kit.
http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml.

Ministry of Citizenship and Multiculturalism, 2010:

Screening for Impacts to Built Heritage Resources and Cultural Heritage Landscapes.
<http://www.rds.oeb.ca/HPECMWebDrawer/Record/382848/File/document>.

Ministry of Citizenship and Multiculturalism, 2010:

Standards and Guidelines for Conservation of Provincial Heritage Properties.
http://www.mtc.gov.on.ca/en/publications/Standards_Conservation.pdf.

Ministry of Citizenship and Multiculturalism, 2016:

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, 2024:

Guide to Ontario’s Transit and Rail Project Assessment Process. On file with the author.

Ministry of Municipal Affairs and Housing, 2020:

Provincial Policy Statement. Toronto, Ontario.

Ontario Genealogical Society, n.d.:

OGS Cemeteries. *Digital Collections & Library Catalogue.*
<http://vitacollections.ca/ogscollections/2818487/data>.

Ontario Heritage Trust, n.d.:

Easement Properties. Ontario Heritage Trust.
<https://www.heritagetrust.on.ca/en/property-types/easement-properties>.

Ontario Heritage Trust, n.d.:

Provincial Plaque Program. Ontario Heritage Trust.

<https://www.heritagetrust.on.ca/en/pages/programs/provincial-plaque-program>.

Parks Canada, n.d.:

Canada's Historic Places. www.historicplaces.ca.

Parks Canada, n.d.:

Directory of Federal Heritage Designations.

https://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx.

Parks Canada, n.d.:

Canadian Register of Historic Places. <https://www.historicplaces.ca/en/home-accueil.aspx>.

Scarborough Historical Society, n.d.:

"Communities." Accessed Online: <http://scarboroughhistorical.ca/local-history/communities/>

Scarborough Historical Society, n.d.:

"The Naming of Scarborough." Accessed Online:
<http://scarboroughhistorical.ca/local-history/naming-of-scarborough/>

Scarborough Historical Society, n.d.:

"Reeves and Mayors of Scarborough." Accessed Online:
<http://scarboroughhistorical.ca/local-history/reeves-and-mayors-of-scarborough/>

TransitToronto.ca, n.d.:

"The Rise and Fall of the Scarborough RT." Last modified January 21, 2024.
Accessed Online: <https://transittoronto.ca/subway/5107.shtml>

Toronto and Region Conservation Authority, 2018.:

"Highland Creek Watershed Report Card 2018." Accessed Online:
https://reportcard.trca.ca/app/uploads/2018/03/TRCA_WRC-2018_Highland_FINAL.pdf

Toronto and Region Conservation Authority, 1999.:

"State of the Watershed: Highland Creek Watershed." Accessed Online:
<https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2018/10/17165510/Highland-Creek-State-of-the-Watershed-Report.pdf>

Welch, D. and M. Payne, 2013:

"Scarborough." *The Canadian Encyclopedia*. Last Edited 2019. Accessed Online:
<https://www.thecanadianencyclopedia.ca/en/article/scarborough>

Appendix A

Key Project Personnel and Qualifications



Tara Jenkins, MA., GPCertCHS., CAHP / Cultural Heritage Team Lead / Senior Report Reviewer.

Tara Jenkins holds a master's degree in Anthropology and a Graduate Professional Certificate in Cultural Heritage Studies- Heritage Planning stream. She has over 26 years of experience working in cultural resource management and is a member in good standing with the Canadian Association of Heritage Professionals. She has gained practical experience as a Cultural Heritage Specialist and has been the acting Project Manager for various projects including Cultural Heritage Evaluation Reports, Heritage Impact Assessments, Cultural Heritage Reports, and a Heritage Conservation District Study, during her employment at AECOM and previous firms. Recently, Tara has been a guest motivational speaker for the *Alternatives to Academe Forum*, to M.A. and Ph.D. students at McMaster University, and a guest speaker for the Cultural Resource Management (Topic: Built Heritage) at Wilfred Laurier University. In her role as AECOM's Cultural Heritage team lead, Tara provides specialized advice and expertise to clients and stakeholders on heritage matters.

Bryan McClure, PhD. / Cultural Heritage Specialist / Report Writer & Researcher.

Bryan McClure holds a doctorate in History from Western University. As a Cultural Heritage Specialist at AECOM, Bryan provides his expertise on heritage research for public and private sector clients. He has gained practical experience and managed heritage planning projects including: Heritage Impact Assessments, Cultural Heritage Evaluation Reports, and Cultural Heritage Reports for municipal stakeholders as well as large infrastructure projects for clients such as Metrolinx and the Ontario Ministry of Transportation. He completes all deliverables to the satisfaction of the development proponent, the cultural heritage community, and all stakeholder groups.