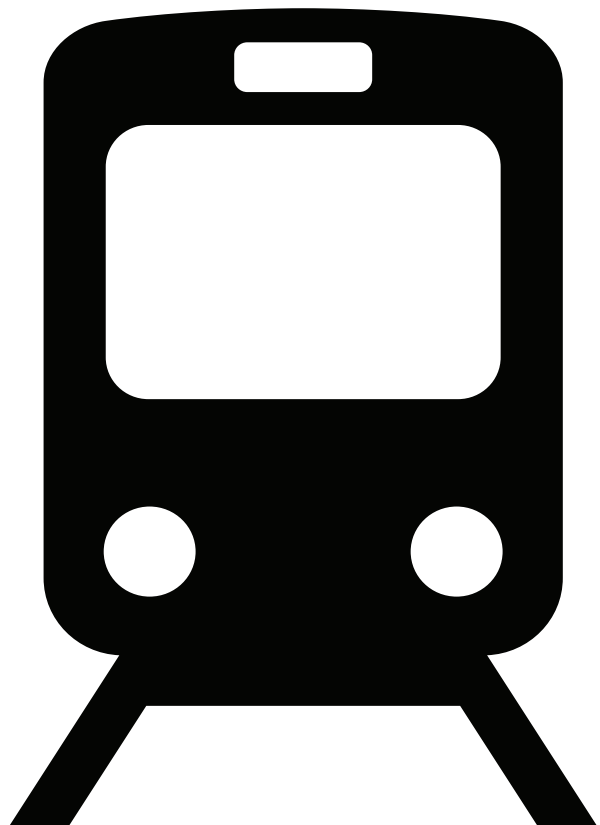


# EGLINTON CROSSTOWN WEST EXTENSION

## ENVIRONMENTAL PROJECT REPORT – 2020 ADDENDUM

### APPENDIX G

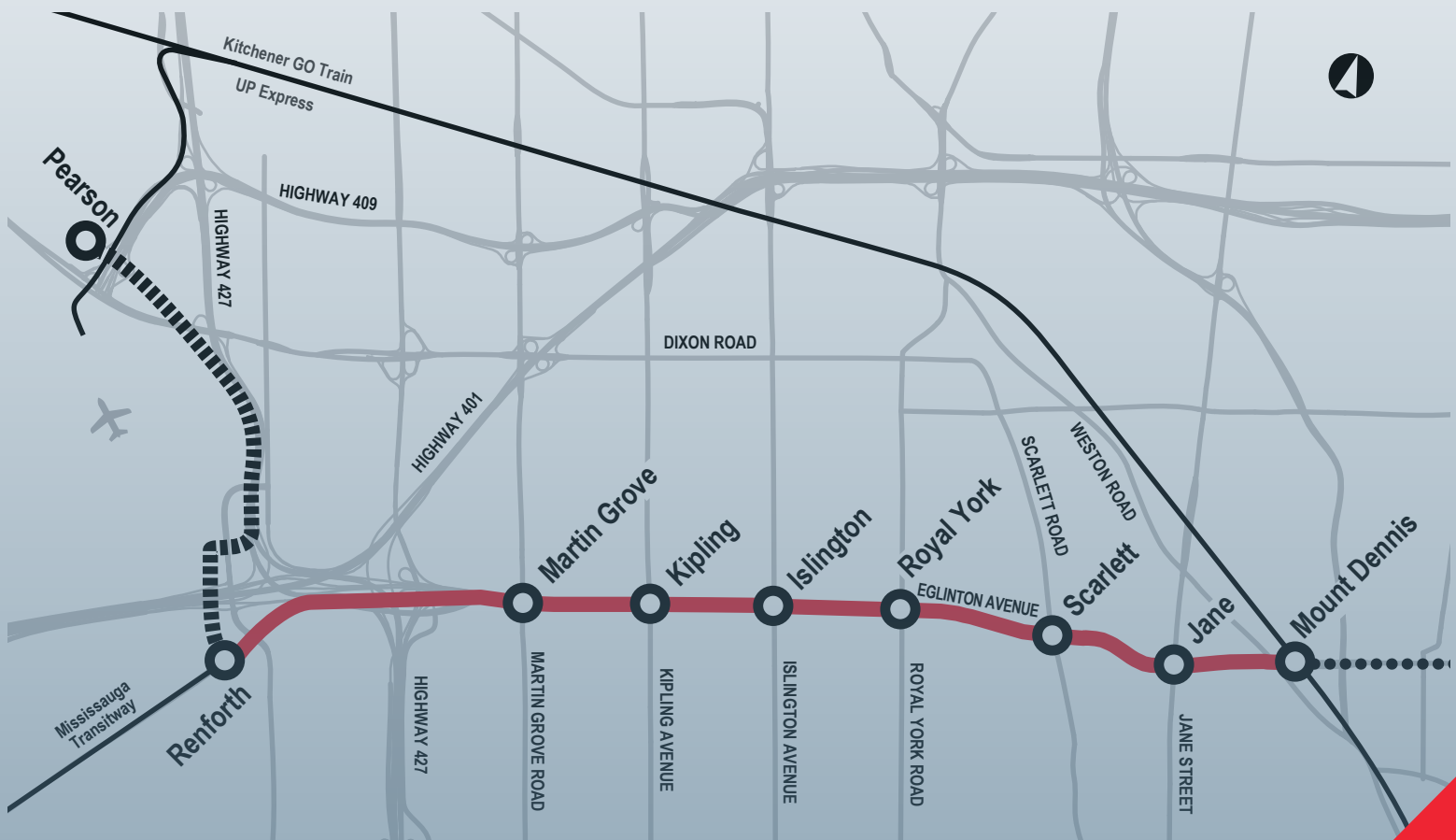
#### CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT



# EGLINTON CROSSTOWN WEST EXTENSION

## Transit Project Assessment Process Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

May 2020



**Metrolinx**  
**Eglinton Crosstown West Extension**  
Contract: TC85-3A

## **Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment**

Issue and Revision Record					
Rev	Date	Originator	Checker	Approver	Description
A	2020-05-29	L. Walker	J. Konrad	M. Alden	For Information

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## Executive Summary

On May 17, 2010, the Minister of the Environment (the Minister) for the Province of Ontario issued a Notice to Proceed to the Toronto Transit Commission (TTC) and the City of Toronto for the Eglinton Crosstown Light Rail Transit (ECLRT) Project, a 33-kilometre electrically-powered Light Rail Transit (LRT) line extending from the Lester B. Pearson International Airport in the City of Mississauga, to Kennedy Station in the City of Toronto. The basis for that Notice was the Environmental Project Report prepared in 2010 (2010 EPR) under the Transit Project Assessment Process (TPAP) found in *Ontario Regulation (O. Reg.) 231/08* under the *Environmental Assessment Act*.

The 2010 Environmental Project Report (EPR) was undertaken by the City of Toronto and the TTC as co-proponents. Subsequently, in 2012, Metrolinx became the sole proponent for the ECLRT Project and initiated an EPR Addendum for changes to the approved ECLRT Project between Keele Street to Jane Street, as well as the Maintenance and Storage Facility at Black Creek. Assessment of these changes to the 2010 EPR was documented in the 2013 EPR Addendum. The Minister issued a Notice to Allow a Change to the ECLRT Project in accordance with the Addendum through a letter dated December 12, 2013. Construction of the ECLRT Project is currently underway between Mount Dennis Station and Kennedy Station.

Since the completion of the 2010 EPR and 2013 EPR Addendum, a number of changes have been proposed to the segment of the ECLRT project between Mount Dennis Station in the City of Toronto and Renforth Station in the City of Mississauga, known as the Eglinton Crosstown West Extension (the Project) shown in Figure 1-1. These changes are being assessed in accordance with the addendum process prescribed in *O. Reg. 231/08*. A future connection to the Lester B. Pearson International Airport is also being considered, and changes to the portion of the segment of the ECLRT Project between Renforth Station and Lester B. Pearson International Airport will be assessed in accordance with the addendum process prescribed in *O. Reg. 231/08*.

The purpose of this Cultural Heritage Report is to support the EPR Addendum. The Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment has been completed to update the 2010 *Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension*.

The Report confirms existing and potential Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) and provides a preliminary impact assessment to identify negative impacts to BHRs and CHLs and preliminary mitigation recommendations.

The Report was prepared by Douglas Yahn, M.E.S., CAHP, National Archaeology and Cultural Heritage Lead, Joel Konrad, PhD, CAHP, Ontario Cultural Heritage Lead, and Lauren Walker, B.A., Cultural Heritage Specialist. The study area consists of a 9 km segment of the Project, from Mount Dennis Station to Renforth Drive. Property visits were conducted



on November 5, 2019 and January 10, 2020 by Chelsey Tyers, B.A., RPP, which confirmed fourteen properties with known or potential Cultural Heritage Value or Interest (CHVI) within the Project study area.

The Report has resulted in the following recommendations (Table E-1), which are all new or updated from the previous EPR:

1. The proposed project may result in potential direct adverse impacts through alterations to CHL - 2. As such, a Cultural Heritage Evaluation Report (CHER) will be completed prior to the completion of TPAP, in accordance with the Standards and Guidelines for Conservation of Provincial Heritage Properties (July 2010) and the 2013 Metrolinx Interim Cultural Heritage Management Process. If required, A Heritage Impact Assessment (HIA) will also be completed as early as possible, and prior to the completion of detail design;
2. The proposed project may result in potential direct adverse impacts to BHR - 2. As this property is Part IV Designated on the City of Toronto Municipal Heritage Register, prior to the completion of TPAP, a CHER will be completed to evaluate for significance under O. Reg. 10/06, in accordance with the Standards and Guidelines for Conservation of Provincial Heritage Properties (July 2010) and the 2013 Metrolinx Interim Cultural Heritage Management Process. A HIA will also be completed as early as possible, and prior to the completion of detail design;
3. The proposed project may result in potential minor direct and indirect impacts to BHR - 3, thought minor encroachment onto the property. A Heritage Documentation Report is recommended to document landscape features along the proposed corridor;
4. The proposed project may result in potential indirect adverse impacts from construction vibrations to CHL - 1. As such, a vibration study is recommended for this landscape. The studies should be prepared in accordance with Section C of By-law 514-2008 by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to heritage attributes;
5. That the standard Metrolinx mitigation recommendations identified in Table 5-5 be incorporated into the EPR; and
6. If additional infrastructure that was not considered as part of this report is identified during detail design it is to be assessed by a qualified cultural heritage professional in an addendum and submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) for review.

Table E-1 compares the project components, as assessed in the 2010 EPR and 2013 EPR Addendum, against the proposed design changes currently being assessed, and provides a rationale for the changes.

**Table E-1: Conclusions for Built Heritage Resources and Cultural Heritage Landscapes**

CHR #	Address	Type of Impact	2020 Recommendation	2010 and 2013 Recommendations	Rationale for Change
CHL - 1	Mount Dennis - Eglinton Avenue West at Weston Road	Indirect adverse impacts	Vibration Study	Vibration Study.	No change.
CHL - 2	Fergy Brown Park 3700 Eglinton Avenue West	Direct adverse impacts	CHER	None.	Changes to project design have resulted in additional impacts.
BHR - 2	Mary Reid House 4200 Eglinton Avenue West	Direct adverse impacts	CHER/HIA	None.	Changes to project design have resulted in additional impacts.
BHR - 3	4400 Eglinton Avenue West	Minor direct and indirect impacts	Heritage Documentation Report	None.	Changes to project design have resulted in additional impacts.

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## Appendices

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### Acronyms

4T	4Transit - a joint venture of Hatch, Parsons, and WSP
BHR	Built Heritage Resource
CHAR	Cultural Heritage Assessment Report
CHER	Cultural Heritage Evaluation Report
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Report
CHRA	Cultural Heritage Resource Assessment
CHVI	Cultural Heritage Value or Interest
CP	Cross Passage
EA	Environmental Assessment
EAA	Environmental Assessment Act
ECLRT	Eglinton Crosstown Light Rail Transit
ECWE	Eglinton Crosstown West Extension
EEB	Emergency Exit Building
EPR	Environmental Project Report
ES	Extraction Shaft
ESR	Environmental Study Report
GTHA	Greater Toronto Hamilton Area
HIA	Heritage Impact Assessment
LRT	Light Rail Transit
LS	Launch Shaft
MHSTCI	Ministry of Heritage Sport, Tourism and Culture Industries
MS	Maintenance Shaft
MSF	Maintenance and Storage Facility
MTCS	Ministry of Tourism, Culture and Sport
O. Reg.	Ontario Regulation
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
PHP	Provincial Heritage Property
PHPPS	Provincial Heritage Property of Provincial Significance
ROW	Right-of-Way
SCP	Strategic Conservation Plan
TBM	Tunnel Boring Machine
TPAP	Transit Project Assessment Process
TPSS	Traction Power Substations
TRCA	Toronto and Region Conservation Authority
TTC	Toronto Transit Commission
UMcA	Unterman McPhail Associates

## 1. Introduction

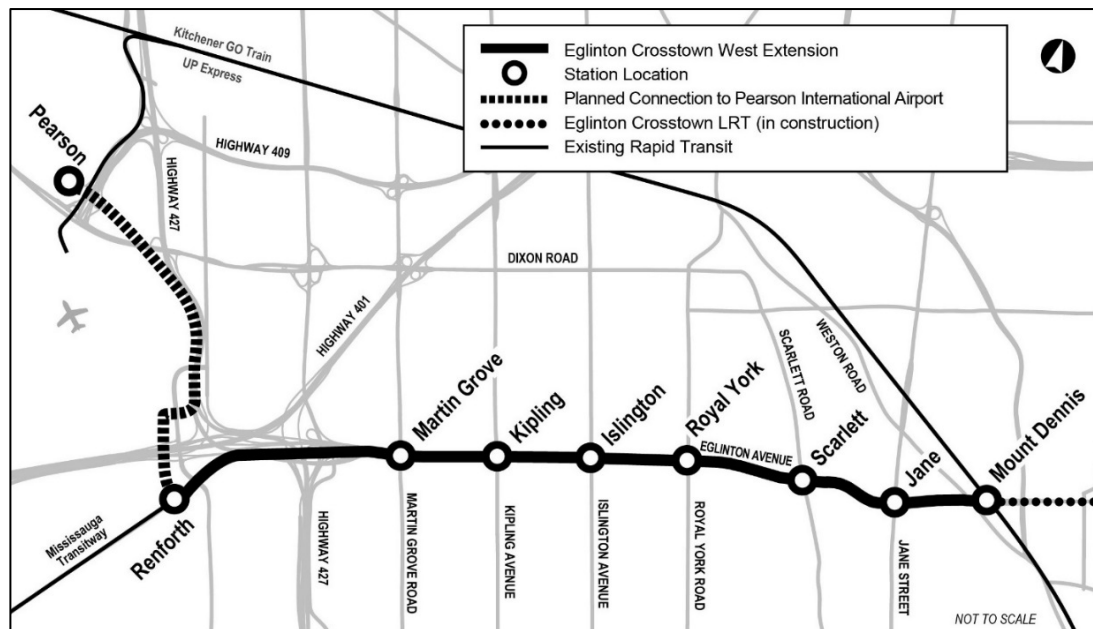
On May 17, 2010, the Minister of the Environment, Conservation and Parks (previously the Minister of the Environment; the Minister) for the Province of Ontario issued a Notice to Proceed to the Toronto Transit Commission (TTC) and the City of Toronto for the Eglinton Crosstown Light Rail Transit (ECLRT) Project, a 33-kilometre electrically-powered Light Rail Transit (LRT) line extending from the Lester B. Pearson International Airport in the City of Mississauga, to Kennedy Station in the City of Toronto. The basis for that Notice was the Environmental Project Report prepared in 2010 (2010 EPR) as part of the *Transit Project Assessment Process (TPAP)* found in Ontario Regulation (*O. Reg.*) 231/08 under the Ontario Environmental Assessment Act.

The 2010 Environmental Project Report (EPR) for the Eglinton Crosstown LRT was undertaken by the City of Toronto and the TTC as co-proponents. Subsequently, in 2012, Metrolinx became the sole proponent for the ECLRT Project and initiated an EPR Addendum for changes to the approved ECLRT Project between Keele Street to Jane Street, as well as the Maintenance and Storage Facility at Black Creek. Assessment of these changes to the 2010 EPR was documented in the 2013 EPR Addendum. After a 30-day public comment period, and the 35-day review by the Minister, the Minister issued a Notice to Allow a Change to the Transit Project in accordance to *O. Reg.* 231/08 in December 2013. Construction of the ECLRT Project is currently underway between Kennedy Station and Mount Dennis Station.

In April 2019, the province announced a \$28.5 billion expansion to Ontario's transit network in an effort to bring relief and new opportunities to transit users and commuters. This rapid transit project plan includes the new Ontario Line (formerly the Downtown Relief Line), the Yonge North Subway Extension, the three-stop Scarborough Subway Extension, and the extension for Eglinton Crosstown West between Mount Dennis Station and Renforth Drive.

Since the completion of the 2010 EPR and 2013 EPR Addendum, a number of changes have been proposed to the segment of the ECLRT project between Mount Dennis Station in the City of Toronto and Renforth Drive in the City of Mississauga, known as the Eglinton Crosstown West Extension (ECWE) (the Project) shown in Figure 1-1. The changes to the Project, were determined to be inconsistent with a previously approved EPR and requires a reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems, in accordance with the addendum process prescribed in *O. Reg.* 231/08.

Eglinton Crosstown West Extension  
Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment



**Figure 1-1: Eglinton Crosstown West Extension**

A connection to Lester B. Pearson International Airport (as originally part of the 2010 ECLRT Project) is also being considered. This planned connection, between Renforth Drive and Lester B. Pearson International Airport, will be assessed separately in accordance with the addendum process prescribed in *O. Reg. 231/08*.

## 1.1 Summary of Proposed Design Changes

The proposed design changes currently being assessed in accordance with *O. Reg. 231/08* are as follows:

### Vertical Alignment

- The Project alignment (approximately 9.2 km in length) will run mostly underground along Eglinton Avenue West from the future Mount Dennis ECLRT Station in the City of Toronto to Renforth Drive in the City of Mississauga;
- The Project will be underground from Mount Dennis Station to east of Jane Station; elevated east of Jane Street to west of Scarlett Road; underground from west of Scarlett Road to east of the Renforth portal; and transitions to partially at-grade to Renforth Station;
- The Project features three portals, which serve as approach entrances where the alignment transitions between underground and elevated, at the following locations:
  - East of Jane Street;
  - West of Scarlett Station; and
  - West of Renforth Drive.

### Stations and Ancillary Features

- There will be a total of seven stations between Mount Dennis Station and Renforth Drive:
  - Scarlett and Jane Stations will be elevated;
  - Martin Grove, Kipling, Islington and Royal York Stations will be below grade and include associated ancillary features (e.g., vent shafts, Traction Power Substations (TPSSs); Emergency Exit Buildings (EEBs), Cross Passages (CPs)); and
  - The new terminal station at Renforth will be partially at-grade.

### Emergency Exit Buildings

Six new EEBs are located along the underground portion of the alignment at the following locations:

- EEB-1 - located near 4000 Eglinton Avenue West, east of Royal York Road;
- EEB-2 - located west of Russell Road and Eden Valley Drive;
- EEB-3 - located east of Wincott Drive/Bemersyde Drive;
- EEB-4 - located west of Mimico Creek;
- EEB-5 - located between the on and off ramps of Highway 427; and
- EEB-6 - located immediately west of the hydro corridor at Eglinton Avenue West.

### Construction

The underground section will be constructed using a Tunnel Boring Machine (TBM) between stations and a cut and cover method at stations and portal locations. A proposed Extraction Shaft (ES), Maintenance Shaft (MS), and Launch Shaft (LS) for the TBM will be located in the following areas:

- A LS for the TBM will be located adjacent to Renforth Station;
- A MS will be located near the west end of the Islington Station. This will be removed at the end of construction; and
- An ES for the TBM will be located west of Scarlett Road.

A new bridge across the Humber River east of Scarlett Road will be constructed as part of the elevated guideway, including two elevated stations (i.e., Jane Station and Scarlett Station).

Table 1-1 compares the project components, as assessed in the 2010 EPR and 2013 EPR Addendum, against the proposed design changes currently being assessed for this Project and provides a rationale for these changes. These changes to the Project were determined to be inconsistent with the 2010 EPR and 2013 EPR Addendum. As described in Section 15 of *O. Reg. 231/08*, any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems in an Addendum to the

previously approved EPR. This Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment documents the reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems.



**Table 1-1: Differences between 2010 EPR, 2013 EPR Addendum and 2020 EPR Addendum**

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
Vertical Alignment	<p>The 2010 EPR proposed:</p> <ul style="list-style-type: none"> <li>An at-grade alignment from Lester B. Pearson International Airport to Weston Road with a new bridge over Highway 401 to connect Convair Drive to Commerce Boulevard; and</li> <li>Operational crossovers and storage (pocket) tracks between Commerce Boulevard and Renforth Drive and east of the Martin Grove Road stop to provide operational flexibility and allow LRT vehicles to change travel directions from one track to another.</li> </ul> <p>In the 2013 EPR Addendum, changes to the alignment were proposed including:</p> <ul style="list-style-type: none"> <li>Revised LRT alignment between Jane Street and Keele Road from surface alignment with surface stops to a completely grade-separated alignment;</li> <li>Revised track alignment connecting the mainline and the proposed Black Creek Maintenance and Storage Facility (MSF) from an at-grade connection to a grade-separated connection; and</li> <li>New passenger tunnel connection under the GO Transit Kitchener Rail and Canadian Pacific Railway corridors.</li> </ul>	<p>The 2020 EPR Addendum is proposing:</p> <ul style="list-style-type: none"> <li>Below grade alignment from Mount Dennis Station to east of Jane Street;</li> <li>Elevated guideway from east of Jane Street to west of Scarlett Road;</li> <li>Below grade alignment from west of Scarlett Road to west of Renforth Drive;</li> <li>Partially below grade alignment from Renforth Drive to Renforth Station;</li> <li>Portal located just east of Jane Street when the alignment transitions from underground to the elevated guideway;</li> <li>Portal for the advanced tunnelled construction located west of Scarlett Station; and</li> <li>Portal located west of Renforth Drive.</li> </ul>	<p>The change in alignment from at-grade to underground and elevated provides:</p> <ul style="list-style-type: none"> <li>More reliable service due to full grade separation;</li> <li>Higher level of protection from severe weather;</li> <li>Increased number of Greater Toronto and Hamilton Area (GTHA) jobs accessible by transit in 45 minutes;</li> <li>Greater reduction in Greenhouse Gas emissions;</li> <li>Greater increase in GTHAs two-hour peak travel time savings;</li> <li>Larger increase in Transitway and Crosstown weekly boarding's to reduce the connectivity gap;</li> <li>Reduced property impacts; and</li> <li>Reduced potential flooding impacts at the Humber River crossing.</li> </ul>
Stations and Ancillary Features	<p>The 2010 EPR proposed:</p> <ul style="list-style-type: none"> <li>17 median surface stops at Jane Street, Scarlett Road, Mulham Place, Royal York Road, Russell Road/Eden Valley Drive, Islington Avenue, Wincott Drive/Bernersyde Drive, Kipling Avenue, Widdicombe Hill Boulevard/Lloyd Manor Road, Martin Grove Road, The East Mall, Rangoon Road, Renforth Drive, Commerce Boulevard, Convair Drive, Silver Dart Drive, and Lester B. Pearson International Airport.</li> </ul>	<p>A total of seven stations between Mount Dennis Station and Renforth Drive:</p> <ul style="list-style-type: none"> <li>Scarlett and Jane Stations are elevated;</li> <li>Martin Grove, Kipling, Islington and Royal York Stations are below-grade with associated ancillary features (e.g., vent shafts, TPSSs, EEBs, CPs);</li> <li>New terminal station at Renforth Drive is partially at-grade; and</li> </ul>	<p>Change in number of stations provides benefits in terms of:</p> <ul style="list-style-type: none"> <li>Construction complexity and cost for below-grade stations; and</li> <li>Reduced property impacts.</li> </ul>

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
	<p>In the 2013 EPR Addendum, considerations to stops and other ancillary features included:</p> <ul style="list-style-type: none"> <li>Consolidation of the Weston Stop and the Black Creek Stop into one new underground Mount Dennis Station located at the GO Transit Kitchener Rail corridor;</li> <li>Addition of the Black Creek MSF site at Mount Dennis; and</li> <li>Addition 15-bay bus terminal and Passenger Pick Up and Drop off at the Mount Dennis Station.</li> </ul>	<ul style="list-style-type: none"> <li>Stations at Rangoon Road, The East Mall, Widdicombe Hill Boulevard/Lloyd Manor Road, Wincott Drive/Bemersyde Drive, Russell Road/Eden Valley Drive and Mulham Place were removed from the Project.</li> </ul>	
Emergency Exit Buildings (EEB)	No emergency exits along this section in either the 2010 EPR or the 2013 EPR Addendum as the alignment was at-grade.	<p>Six EEBs at the following approximate locations:</p> <ul style="list-style-type: none"> <li>EEB-1 - near 4000 Eglinton Avenue West, east of Royal York Road;</li> <li>EEB-2 - west of Russell Road and Eden Valley Drive;</li> <li>EEB-3 - east of Wincott Drive / Bemersyde Drive;</li> <li>EEB-4 - west of Mimico Creek;</li> <li>EEB-5 - between the on and off ramps of Highway 427; and</li> <li>EEB-6 - immediately west of the hydro corridor at Eglinton Avenue West.</li> </ul>	Emergency exits for passengers and emergency access for fire fighters are required for tunnels under the National Fire Protection Agency Standard 130. The distance between EEBs and station platform must not exceed 762 m.
Construction	<p>The 2010 EPR proposed:</p> <ul style="list-style-type: none"> <li>At-grade construction between Mount Dennis and Renforth Drive with dedicated runningway along the centre line of Eglinton Avenue West, Commerce Boulevard, and Convair Drive;</li> <li>Cut and cover method will be used to construct stations, portals, and special track work;</li> <li>Road widening, reconstruction of curb lines and associated sidewalk modifications;</li> <li>Relocation of utilities and relocation of traffic signals and provision of temporary traffic signals;</li> <li>Roadway resurfacing following roadway reconstruction;</li> </ul>	<ul style="list-style-type: none"> <li>Elevated guideway from east of Jane Street to west of Scarlett Road;</li> <li>Two elevated stations (Scarlett and Jane). There is potential for impacts to the pedestrian bridge west of Scarlett Road due to the portal; and</li> <li>Underground section to be constructed using twin tunnelling method between stations and cut and cover method at stations and at portal locations.</li> </ul> <p>Underground tunnel construction approach:</p> <ul style="list-style-type: none"> <li>A LS for the TBM will be located adjacent to Renforth Station, a MS will be located at the west end of Islington Station, and an ES for the TBM will be located west of</li> </ul>	Construction is required to build the alignment and new stations. Refer to the rationale for change listed under Vertical Alignment and Stations and Ancillary Features above.

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
	<ul style="list-style-type: none"> <li>Construct LRT facilities within the LRT Right-of-Way (ROW);</li> <li>Construct streetscaping and urban design elements and provide bicycle lanes on both sides of the roadway;</li> <li>Widening of the existing single span bridge structure over Mimico Creek to accommodate the LRT ROW; and</li> <li>Construction of a multi-span structure over Highway 401.</li> </ul> <p>The 2013 EPR Addendum proposed:</p> <ul style="list-style-type: none"> <li>Cut and cover construction at Mount Dennis Station and locations of special track work (focused to 150 m long sections at each station), tail tracks and where the LRT emerges through a tunnel portal to match back into grade along the median of Eglinton Avenue West, and in the underground section west of Weston Road.</li> </ul>	<p>Scarlett Road;</p> <ul style="list-style-type: none"> <li>Install headwalls, where required, at both ends of EEBs and stations;</li> <li>Tunnel structure constructed using precast concrete tunnel liner segments that are installed as the TBM progresses;</li> <li>Excavated soils will be removed from work site for off-site disposal and</li> <li>EEBs will be constructed once the TBM has completed the tunnelling. Construction is similar to station construction.</li> </ul> <p>As part of the above ground construction:</p> <ul style="list-style-type: none"> <li>A new bridge across the Humber River east of Scarlett Road will be constructed as part of the elevated guideway, including two elevated stations (i.e., Jane Station and Scarlett Station). Construction of the new bridge will include: <ul style="list-style-type: none"> <li>Building foundations for piers;</li> <li>Constructing piers;</li> <li>Building and placing bridge sections; and</li> <li>Installing systems and track.</li> </ul> </li> </ul>	

## **1.2 Objectives**

The purpose of this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment is to support the EPR Addendum. Since the completion of the 2010 Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension, the alignment has undergone a number of changes, and areas of the current preferred alignment, now fall outside of the previously assessed area. Further, additional cultural heritage features that now meet the 40-year threshold outlined in the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Environmental Assessment (EA) Checklist may be identified in the study area.

The Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment has been completed to update the 2010 Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension. This report will identify existing and potential Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs), review the background history of the Project area, complete a site visit to confirm existing conditions, provide a preliminary impact assessment to identify negative impacts to BHRs and CHLs, provide preliminary mitigation recommendations, and determine if a Cultural Heritage Evaluation Report (CHER) or Heritage Impact Assessment (HIA) is required for all or parts of the study area to be impacted. Agencies and individuals with information relevant to the identification of heritage resources were contacted and a visit to the study area to identify existing built heritage and CHLs was conducted as part of the study.

Metrolinx has retained 4Transit (4T), a joint venture of Hatch, Parsons, and WSP, to undertake the Cultural Heritage Report for this Project.

## **1.3 Study Area**

The study area (see Map A-1 in Appendix A) consists of a 9 km segment of the Project, from Mount Dennis Station to Renforth Drive along Eglinton Avenue West. Within that segment properties within and adjacent to the study area will be assessed. The Cultural Heritage Report examines the current preferred alignment and will include properties within and adjacent to the study area. The current preferred alignment consists of eight stations: Renforth Station is proposed at the surface; Martin Grove, Kipling, Islington and Royal York Stations would be underground; and Scarlett and Jane Stations would be elevated. The eastern portal would be just east of Royal York Station. The Project's western portal would be approximately at Renforth Drive at Eglinton Avenue West. The alignment would be elevated past Jane Station and underground eastwards towards Mount Dennis Station. Mount Dennis Station is currently under construction, all heritage-related work related to Mount Dennis Station has been previously completed as a part of the 2013 Addendum. Resources adjacent to Mount Dennis Station have accordingly not been included in this report.

This revised scope of work has resulted in changes to the location of the station footprint and alignment identified as the preferred design in the EPR (2010). The study area encompasses the Project footprint, including all project components, track alignment, station footprints,

emergency exits, ventilation shafts, TPSSs, construction staging areas, areas that could be impacted by vibrations adjacent lands as indicated in Map A-1 in Appendix A of this Cultural Heritage Report.

## **1.4 Previous Reporting**

The Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension (Cultural Heritage Resource Assessment (CHRA) hereafter) was completed in 2010 by Unterman McPhail Associates (UMcA) as part of the EPR for the ECLRT. The study area was located within the City of Toronto and the City of Mississauga and included the current alignment to Renforth Station.

The UMcA CHRA (2010) was completed as part of the EPR for the ECLRT. The report identified 72 Cultural Heritage Reports (CHRs) within the study area and recommended further heritage work including HIAs and Streetscape Documentation for CHRs impacted by the EPR designs. Two impacts were previously identified in the 2010 report within the study area.

The UMcA CHRA (2010) has the following limitations for the preferred alignment for the Eglinton West LRT:

- As the CHRA was completed in 2010, additional properties may now meet the 40 year threshold as required by the 2013 Metrolinx Interim Cultural Heritage Management Process;
- Additional Listed or Designated properties may have been added to the Municipal Heritage Registers; and
- The recommendations of the CHRA may not accurately reflect the impacts of the preferred alignment.

While undertaking subsequent preliminary design, changes were recommended that were reviewed in 2013 under O. Reg. 231/08, these changes require completion of an EPR Addendum. In 2013, McCormick Rankin, a member of MMM Group, on behalf of Metrolinx, retained UMCA, Heritage Resource Management Consultants, to complete a Cultural Heritage Assessment Report (CHAR) for the ECLRT West Section from Jane Street to Keele Street in the City of Toronto, Ontario, which partially addresses the current study area. This 2013 report identified additional BHR and CHLs within this refined study boundary, including four within the current study area, and completed a preliminary impact assessment and provided mitigation recommendations for these properties.

## 2. Legislative Framework

This Cultural Heritage Report reviews BHRs and CHLs in or adjacent to the Project footprint, assesses identified impacts to heritage resources, and provides preliminary mitigation recommendations to ensure that Metrolinx fulfils its obligations under the Ontario Heritage Act (OHA) (2005). This Section outlines the various legislative frameworks that are relevant to the Cultural Heritage Report.

### 2.1 Environmental Assessment Act

EAs are undertaken under the Ontario Environmental Assessment Act (EAA). The EAA provides for the protection, conservation and wise management of Ontario's environment. The legislation defines environment in a broad sense that includes natural, social, cultural, economic and built environments. This broad definition of the environment makes the assessment of the impact of the undertaking on BHRs and CHLs part of the standard EA process in Ontario. EAs made under the EAA therefore assess and address the impact of the undertaking on BHRs and CHLs.

The analysis throughout the study process addresses that part of the EAA, subsection 1(c), which defines "environment" to include: "...cultural conditions that influence the life of humans or a community"; as well as, "any building, structure, machine or other device or thing made by humans". Infrastructure undertakings may potentially affect BHRs and CHLs in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the BHRs and CHLs or their setting.

#### 2.1.1 Ontario Regulation 231/08 of EAA

As part of the EAA, O. Reg. 231/08 sets out the TPAP that is applicable to selected transit projects as listed in the present Regulation. This process requires public sector proponents to:

1. Assess negative impacts of their transit project;
2. Identify measures to lessen the environmental impact; and
3. Consult with the public.

Transit projects are categorized as follows:

1. Exempt - projects expected to have minimal environmental effects are not subject to the EAA; and
2. Exempt, but must complete a TPAP.

Any significant modification to the project or change in the environmental setting for the project which occurs after the filing of the EPR shall be reviewed by the proponent and an addendum to the EPR shall be written. The addendum shall describe the circumstances necessitating the change, the environmental implications of the change, and what, if anything can and will be done to mitigate any negative environmental impacts. The addendum shall be filed with the EPR and Notice of Filing of Addendum shall be given immediately to all



potentially affected members of the public and review agencies as well as those who were notified in the preparation of the original EPR.

## 2.2 Ontario Heritage Act (2005)

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

Although the OHA is the main piece of legislation that determine policies, priorities and programs for the conservation of Ontario's heritage, many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- *Planning Act*, 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, issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources; and
- *Environmental Assessment Act*, which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, BHRs and CHLs, are important components of those cultural conditions.

All Ontario government ministries and public bodies prescribed under O. Reg. 157/10, which includes Metrolinx, are required to follow the Standards and Guidelines for Conservation of Provincial Heritage Properties, prepared under section 25.2 of the OHA, when making any decisions affecting cultural heritage resources on lands under their control.

The Standards and Guidelines for Conservation of Provincial Heritage Properties define the following:

- **Built Heritage Resource (BHR)** 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;
- **Cultural Heritage Landscape (CHL)** 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 OHA, villages, parks, gardens, battlefields, main streets

and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples;

- **Provincial Heritage Property (PHP)** means real property, including buildings and structures on the property, that has Cultural Heritage Value or Interest (CHVI) and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage Standards and Guidelines; and
- **Provincial Heritage Property of Provincial Significance (PHPPS)** means provincial heritage property that has been evaluated using the criteria found in OHA O. Reg. 10/06 and has been found to have CHVI of provincial significance.

## 2.3 Ontario Regulation 9/06

O. Reg. 9/06 provides the Criteria for Determining CHVI under the OHA. This regulation was created to ensure a consistent approach to the designation of heritage properties under Ontario under the Act. All designations under the OHA after 2006 must meet the criteria outlined in the regulation.

### Regulation 9/06 Criteria

A property may be designated under Section 29 of the *Act* if it meets one or more of the following criteria for determining whether it is of CHVI:

1. The property has design value or physical value because it,
  - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
  - ii. displays a high degree of craftsmanship or artistic merit, or
  - iii. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
  - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
  - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
  - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
  - i. is important in defining, maintaining or supporting the character of an area,
  - ii. is physically, functionally, visually or historically linked to its surroundings, or
  - iii. is a landmark. O. Reg. 9/06, s. 1 (2).



## 2.4 Ontario Regulation 10/06

O. Reg. 10/06 provides the Criteria for Determining CHVI of Provincial Significance. This regulation was created in 2006 to be utilised to identify properties of provincial heritage significance under the OHA.

### *Criteria*

- (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 34.5 (1) (a) of the *Act*. O. Reg. 10/06, s. 1 (1).
- (2) A property may be designated under section 34.5 of the *Act* if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest of provincial significance:
  1. The property represents or demonstrates a theme or pattern in Ontario's history;
  2. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
  3. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
  4. The property is of aesthetic, visual or contextual importance to the province;
  5. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
  6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;
  7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and
  8. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property. O. Reg. 10/06, s. 1 (2).

## 2.5 Ministry of Heritage, Sport, Tourism and Culture Industries

The MHSTCI, formerly the Ministry of Tourism, Culture and Sport (MTCS), is responsible for the administration of the OHA and for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes CHLs, built heritage and archaeological resources.

MHSTCI guidelines assist in the assessment of BHRs and CHLs as part of an EA.

The guidelines state one may distinguish broadly between two basic ways of visually experiencing BHRs and CHLs in the environment, that is, as CHLs and as built heritage. CHLs are a geographical area perceived as a collection of individual person-made BHRs set into a whole such as historical settlements, farm complexes, waterscapes, roadscares,

railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community.

CHLs may be organically evolved landscapes as opposed to designed landscapes. Some are 'continuing landscapes', which maintain the historic use and continue to evolve, while others are 'relict landscapes' where the evolutionary process has come to an end but important landscape or BHRs from its historic use are still visible.

Built heritage comprises individual, person-made or modified, parts of a CHL such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures, etc. The guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or CHLs and the attributes necessary for the identification and evaluation of BHRs.

## **2.6 City of Toronto - Construction Vibrations**

Section 3.6 of Chapter 363: Building Construction and Demolition of the Toronto Municipal Code was applied as a framework for the addressing the potential impacts to BHRs/CHLs from construction vibrations. Section C of By-law 514-2008 states:

- (3) If construction activities as described in Subsection B(1) are identified, the vibration control form shall also include the following:
- (a) A preliminary study, including a plan showing the construction site and adjacent land and buildings, prepared by a professional engineer that identifies the zone of influence of vibrations and whether the zone of influence will extend beyond the legal boundaries of the construction site that is the subject of the permit application;
  - (b) The existence within the zone of influence of any buildings that have been designated under the OHA; and
  - (c) A general review commitment certificate and letter of undertaking in a form acceptable to the Chief Building Official.

## **2.7 A Place to Grow: Growth plan for the Greater Golden Horseshoe**

Transit projects are also subject to A Place To Grow, the long term plan for the Greater Golden Horseshoe, designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for people of all ages.

Policy 4.2.7.1 states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas, including major transit station areas.

Policy 4.2.7.2 states that First Nations and Métis communities should be involved in the identification, wise use and management of cultural heritage resources.

### 3. Methodology

The report updates the existing UMCA 2010 CHRA report to fulfill the requirement of a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment to inform project planning. The MHSTCI has prepared Guidance on the Preparation of Cultural Heritage Reports within TPAP (2019). This guidance is applicable to the current undertaking. The 2019 MHSTCI draft guidance states that the study will:

1. Identify existing baseline cultural heritage conditions within the study area. The consultants preparing the CHR will need to define a study area and explain their rationale. MHSTCI recommends that the study area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the study area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the study area and will identify all known or potential BHRs and CHLs in the study area. MHSTCI has developed screening criteria that may assist with this exercise: Criteria for Evaluating for Potential BHRs and CHLs;
2. Identify preliminary potential project-specific impacts on the known and potential BHRs and CHLs that have been identified. The report should include a description of the anticipated impact to each known or potential BHR or CHL that has been identified; and
3. Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential BHRs and CHLs. The proposed mitigation measures are to inform the next steps of project planning and design.

Where a known or potential BHR or CHL may be directly and adversely impacted, and where it has not yet been evaluated for CHVI, completion of a CHER is required to fully understand its CHVI and level of significance. The CHER must be completed within the TPAP. If a BHR or CHL is found to be of CHVI, then a HIA will be undertaken by a qualified heritage professional. The HIA will be completed in consultation with MHSTCI and the proponent as early as possible during detail design, following the TPAP.

While some CHLs are contained within individual property boundaries, others span across multiple properties. For certain CHLs, it will be more appropriate for the CHER and HIA to include multiple properties, in order to reflect the extent of that CHLs in its entirety.

The Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension was completed in 2010 by UMCA as part of the EPR for the ECLRT. The study area was located within the City of Toronto and the City of Mississauga.

A preferred alignment has been selected for the ECWE TPAP Addendum. 4T has produced an addendum to the CHRA (UMCA, 2010) to address the impacts to BHRs/CHLs within this refined study area.

This report identifies BHRs/CHLs within the preferred alignment study area. Resources identified in the 2010 and 2013 report will be included and verified during fieldwork. Additional

resources have been included that meet the criteria identified in the MHSTCIs Criteria for Evaluating Potential for BHRs and CHLs (November 2016) checklist. Bridges have been screened using the Municipal Engineers Association Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (April, 2014).

Indigenous communities may have knowledge that can contribute to the identification of BHRs and CHLs. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of BHRs and CHLs.

Fieldwork has been completed as part of this Cultural Heritage Report from publicly accessible lands to screen any potential resources that did not meet the threshold in the 2010 CHRA and provide an report with draft recommendations to encapsulate the impacts of the preferred alignment.

The Cultural Heritage Report provides a preliminary impact assessment for BHRs/CHLs within the study area preliminary mitigation measures will be provided for indirectly impacted properties. CHERs or HIAs will be recommended for directly impacted properties.

To establish potential impacts, identified BHRs and CHLs have been considered against a range of possible impacts as outlined in the MHSTCIs Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (2017) which includes:

- **A direct adverse impact** would have a permanent and irreversible negative affect on the CHVI of a property or result in the loss of a heritage attribute on all or part of the provincial heritage property;
- **An indirect adverse impact** would be the result of an activity on or near the property that may adversely affect its CHVI and/or heritage attributes; and
- **Positive impacts** are those that may positively affect a property by conserving or enhancing its CHVI and/or heritage attributes.

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

### 3.1 Consultation and Agency Data Requests

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

- The inventory of OHT easements;
- The OHT's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;
- *Ontario's Historical Plaques* website;

- Inventory of known cemeteries/burial sites in the Ontario Ministry of Government and Consumer Services and the Ontario Genealogical Society's online databases;
- Parks Canada's *Historic Places* website: available online, the searchable register provides information on historic places recognized at the local, provincial/territorial and national levels;
- Parks Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses;
- Canadian Heritage River System. The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage; and,
- United Nations Educational, Scientific and Cultural Organization World Heritage Sites.

The following municipality specific resources were consulted in addition to contacting the municipal heritage planner:

- The City of Toronto's Municipal Heritage Register which provides all BHRs and CHLs that are designated under Part IV or V of the OHA and listed on the municipal register; and
- The City of Mississauga's Municipal Heritage Register which provides all BHRs and CHLs that are designated under Part IV or V of the OHA and listed on the municipal register.

A request was sent to the City of Toronto on November 19, 2019, to confirm those properties that are listed on the City's Municipal Heritage Register or Designated under Parts IV or V of the OHA. A request was sent to the City of Mississauga on January 13, 2020, to confirm those properties that are listed on the City's Municipal Heritage Register or Designated under Parts IV or V of the OHA.

A request was sent to the OHT on November 19, 2019 to obtain information for OHT easements and owned properties. The response confirmed that no conservation easements or Trust-owned properties are located within 1 km of the project footprint.

In addition to personal communication, online resources (municipal, provincial and federal) have been consulted to inform this study which include the Ministry of Transportation Heritage Bridge List (MTO, 2012) and the Directory of Federal Heritage Designations (Parks Canada, 2017). A summary of data requested through consultation with the agencies noted above is provided in Table 3-1.

**Table 3-1: Data Requests**

Contact Name/ Position	Organization	Contact Information	Date	Description of Information Received
Yasmina Shamji Urban Design Heritage	City of Toronto	Email: <a href="mailto:Yasmina.Shamji@toronto.ca">Yasmina.Shamji@toronto.ca</a>	November 19, 2019	Listed and Designated properties, Intent to list, etc., By-law and listing information.
Brooke Herczeg, Heritage Analyst, Heritage Planning	City of Mississauga	Email: <a href="mailto:Brooke.Herczeg@mississauga.ca">Brooke.Herczeg@mississauga.ca</a>	January 13, 2020	Listed and Designated properties, Intent to list, etc., By-law and listing information.
Kevin De Mille Heritage Planner	Ontario Heritage Trust	Email: <a href="mailto:Kevin.DeMille@heritagetrust.on.ca">Kevin.DeMille@heritagetrust.on.ca</a>	November 19, 2019	OHT easements.
Karla Barboza, Heritage Planner	Ministry of Heritage, Sport, Tourism and Cultural Industries	Email: <a href="mailto:karla.barboza@ontario.ca">karla.barboza@ontario.ca</a>	November 19, 2019	List of Provincial Heritage Properties.  While this response included the identification of two PHPs, - Kodak Building No. 9 and Photography Drive Bridge and Retaining Wall, neither resource is within the study area, and both are instead within the 2013 addendum study area. All heritage-related work related to Mount Dennis Station has been previously completed as a part of the 2013 Addendum. These resources have not been included in this study.

## 4. Existing Conditions

### 4.1 Property Visits

Property visits were conducted via publicly accessible lands on November 5, 2019 and January 10, 2020 by Chelsey Tyers, Cultural Heritage Specialist, to record the existing conditions of the study area.

### 4.2 Description of Existing Conditions

Eglinton Avenue West is a principal east-west arterial road that crosses Toronto uninterrupted across the entire city passing through residential neighbourhoods with commercial strips, urban parks and major commercial areas as well as some green spaces associated with the Humber River system and the Don River system. Eglinton Avenue West also extends into the City of Mississauga at the western end of the study corridor. The western end of the study area contains post-modern industrial and office buildings associated with Lester B. Pearson



International Airport. Additionally, the area is presently characterized by the interchange of Eglinton Avenue West, Highway 427 and Highway 401. The Richview Cemetery is located at the interchange.

The north side of Eglinton Avenue West was formerly comprised of property running parallel to the road, with the exception of three earlier buildings, namely, Nos. 4480, 4400 and 4200 Eglinton Avenue West. This land was a result of land acquisition by the Metro Toronto government for the unrealized Toronto-Hamilton Expressway or Richview Expressway. This land was determined to be surplus in 2012, and has been sold off and developed into condo and townhouse developments.

A bicycle path and sidewalk corridor is located on the south side of the Eglinton Avenue West from west of Martin Grove Road eastward to Scarlett Road where it connects with the Humber River trail system. Martin Grove Collegiate Institute located at Eglinton Avenue West and Martin Grove Road was built in the mid 1960s in a park setting.

The Richview Reservoir and Park is located in the northeast corner of the intersection. High-rise apartment towers are set back in the green belt found on the north side of Eglinton Avenue West to the west of Kipling Avenue. A wood lot is located in the northwest quadrant of Eglinton Avenue West and Kipling Avenue. Richview Plaza, developed in the late 1960s and set back a distance from Eglinton Avenue West, is located east of Kipling Avenue.

Richview Collegiate Institute (1958) is located on the southwest corner of Eglinton Avenue West and Islington Avenue. New apartment buildings and townhouses have replaced earlier 1960s social housing the south side of the road, while high-rise apartment towers set back from the road on a rise of land are situated on the north side of Eglinton Avenue West between Islington Avenue and Scarlett Road. An entrance to Scarlett Woods Park, part of the Humber Valley trail system, is situated on the southeast corner of Eglinton Avenue West and Scarlett Road. Eglinton Avenue West crosses the Humber River east of Scarlett Road to the Eglinton Flats, with the Scarlet Woods Golf Course and other recreational spaces on the west side Jane Street.

The Humber River system, a Canadian Heritage River (1999), which includes the Etobicoke Creek and Mimico Creek, drains into Lake Ontario. The First Nations trail known as the Toronto Carrying-Place Trail followed the Humber River from Lake Ontario to the upper Great Lakes and the north and became a convenient route to the upper Great Lakes for traders, explorers, and missionaries. The Toronto Carrying-Place Trail has been designated as nationally significant by the Federal Historic Sites and Monuments Board. The Humber River once formed the eastern boundary of the former Township of Etobicoke and the western boundary of the Township of York.

Until post World War II, the north side of Eglinton Avenue West from Jane Street to Dufferin Street was generally undeveloped and rural in character with the exception of the small communities or development at Mount Dennis, Keele Street and Fairbanks at Dufferin Street. Presently the Humber River Valley east of Jane Street is open public parkland in the Eglinton Flats area. Eglinton Avenue West then rises out of the valley to the community of Mount Dennis at Weston Road. To the west of the intersection at Weston Road and Eglinton Avenue


West the area is characterized by a mix of residential buildings including apartment buildings, single residential houses and townhouses. At Weston Road the streetscape includes commercial development north of Eglinton Avenue West with a c1950s Bank of Nova Scotia building on the northeast corner intersection. To the south of Eglinton Avenue West, the Good Shepherd Church constitutes a landmark at the intersection with Weston Road.




#### **4.3 Identified Built Heritage Resources and Cultural Heritage Landscapes**



Eleven BHRs and CHLs have been identified within the study area (Table 4-1).




**Table 4-1: Identified Resources with known or Potential Cultural Heritage Value**



CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
BHR - 1	BHR - Institutional	1151 Weston Road, City of Toronto	Listed on the City of Toronto Inventory of Heritage Properties (Added in 2013)	<p><b>Design/Physical:</b> 1151 Weston Road, Scotiabank building in Modern design with a distinctive and corporate "Bluenose" carving on front elevation.</p> <p><b>Historical/Associative:</b> A post-World War II bank branch designed by the notable Toronto architect Gordon S. Adamson that has served as a branch for the Bank of Nova Scotia (now Scotiabank) since 1949. Selected in 1950 by the Journal of the Royal Architectural Institute of Canada as one of fourteen branch banks in Canada representing social and architectural changes after World War II.</p> <p><b>Contextual:</b> Associated with the historic settlement centre of Mount Dennis. In 1965 when Metro Council authorized the acquisition of land, the purchase and expropriation of properties and the funding of the relocation of the bank due to the widening of Eglinton Avenue West. Originally in close proximity to the corner of the street, following its relocation it is now set back from the intersection in a long lawn with pathways which is designated as public open space in the Toronto's Official Plan.</p>	



CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
CHL - 1	CHL - Historic Settlement Centre	Mount Dennis - Eglinton Avenue West at Weston Road	Identified in 2010 UMCA Report	<p><b>Design/Physical:</b> Mount Dennis contains numerous residences dating from the 19<sup>th</sup> and 20<sup>th</sup> century on both sides of the Eglinton Avenue West, Weston Road and Locust and Holly Street in the study area. At Weston Road, Eglinton Avenue West comprises some commercial development including a c1950s Bank of Nova Scotia building on the northeast corner of the intersection.</p> <p><b>Historical/Associative:</b> Mount Dennis, former hamlet in York Township, developed in the late 19<sup>th</sup> century and early 20<sup>th</sup> century.</p> <p><b>Contextual:</b> Associated with 19<sup>th</sup> and 20<sup>th</sup> century suburban growth west of Toronto.</p>	 
CHL - 2	CHL - Recreational	3700 Eglinton Avenue West	Identified in 2013 UMCA Report	<p><b>Design/Physical:</b> The subject park property consists of low lying flood plains along the Humber River. It contains a cricket field with two regulation premier fields and a clubhouse.</p> <p><b>Historical/Associative:</b> Known as Fergy Brown Park, this park was named for Fergy Brown, a former City of York Mayor. Prior to Hurricane Hazel in 1954, this area supported several markets on the flood plains along the Humber River. Following the hurricane, the property was acquired by the Toronto and Region Conservation</p>	


CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
				<p>Authority (TRCA) and then the City of Toronto.</p> <p>Contextual: Associated with 19<sup>th</sup> and 20<sup>th</sup> century suburban growth west of Toronto.</p>	
CHL - 3	CHL - Recreational	3601 Eglinton Avenue West	Identified in 2013 UMCA Report	<p>Design/Physical: The subject park property consists of low lying flood plains along the Humber River. It includes a dozen tennis courts and several soccer fields as well as both field hockey and cricket pitches.</p> <p>Historical/Associative: Known as Eglinton Flats Park. Prior to Hurricane Hazel in 1954, this area supported several markets on the flood plains along the Humber River. Following the hurricane, the property was acquired by the TRCA and then the City of Toronto.</p> <p>Contextual: Associated with 19<sup>th</sup> and 20<sup>th</sup> century suburban growth west of Toronto.</p>	
CHL - 4	CHL - Waterscape	Humber River and valley at Eglinton Avenue West	Designated as a Canadian Heritage River in 1999	<p>Design/Physical: Eglinton Flats, open flats in river valley and Humber River. It flows through a rich mosaic of Carolinian forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada, Metropolitan Toronto.</p> <p>Historical/Associative: Extensive archeological evidence indicates the Humber River has experienced human settlement for almost 10,000 years. First Nations peoples developed the Carrying Place Trail, which connects Lake Ontario to the upper Great Lakes. This trade route made the area attractive to European traders and explorers upon their arrival in the 17<sup>th</sup> century and led to its designation as a national historic site. Toronto's first European settlers were French traders and missionaries, who remained in the area until 1793 when British settlement began. However, it wasn't until after the War of 1812 that major settlement of the</p>	

CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
				<p>watershed began.</p> <p>Contextual: A system of greenways along the river's shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people.</p>	
BHR - 2	BHR - Residential	4200 Eglinton Avenue West, north side	Part IV Designation, By-Law No. 221-2016, Municipal Easement Agreement	<p>Design/Physical: 2.5-storey Period Revival style house with a mix of elements drawn from English medieval architecture. It is distinguished by its asymmetrical plan and application of corbelled brickwork and clinker bricks.</p> <p>Historical/Associative: Mary Reid House, built 1939. Born in Yorkshire, England in 1874, Mary "May" Jane Todd immigrated in 1880 to Canada with her parents, James and Mary Todd in 1880. Her husband, Randolph "Ralph" Reid was born in Bedford, England and came to Canada in 1881 with his parents, Thomas and Anne Reid. The two families bought adjacent land for market gardening in the Humber Bay area. The Todds owned land on the southwest and southeast corners of Park Lawn and Berry roads.</p> <p>In 1925, Mary Reid bought the 4200 Eglinton Avenue West property for \$3,000 as an investment to give in future to her son. In 1937, she transferred half the land to her son, Randolph Calvin. In 1939, an unfinished house valued at \$1,300 stood there. In 1941, she transferred the rest of the lot to Calvin, and the entire east half to her other son, Leonard Roger. Calvin bought out Leonard's half in 1950. Calvin cultivated all the land north and east of his house and had several large greenhouses. Mary Jane Todd Reid died in 1957. Both she and her husband, and many other family members, are buried in Park Lawn Cemetery.</p>	



CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
				Contextual: A country house that is historically and visually linked to its surroundings and reflects the historical character of the area adjoining the northwest corner of Eglinton Avenue West and Royal York Road.	
BHR - 3	BHR - Residential	4400 Eglinton Avenue West, north side	Identified in 2010 UMCA Report	<p>Design/Physical: 1 ½ storey residence with stone exterior, gable dormer, garage.</p> <p>Historical/Associative: Built in the mid-20<sup>th</sup> century.</p> <p>Contextual: One of a few residential homes oriented towards Eglinton Avenue West.</p>	
BHR - 4	BHR - Religious	4480 Eglinton Avenue West	Identified in 2010 UMCA Report	<p>Design/Physical: Church of Christian Science; two storey, multi-gable roof, building designed in Tudor Revival style of the Home Smith Kingsway development to south using Humberstone exterior cladding.</p> <p>Historical/Associative: Built mid-20<sup>th</sup> century. The first Christian Science church in Canada.</p> <p>Contextual: Associated with the international growth of the Christian Science Church.</p>	

CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
BHR - 5	BHR - Institutional	1738 Islington Ave at Eglinton Avenue West, south side	Identified in 2010 UMCA Report	<p>Design/Physical: Two-storey Modernist style is typical of school design of the time.</p> <p>Historical/Associative: Richview Collegiate Institute is a Toronto District School Board secondary school in Etobicoke built in 1958.</p> <p>Contextual: Associated with post-war Central Etobicoke neighborhoods of Princess Gardens, Royal York Gardens, and Richmond Gardens.</p>	
BHR - 6	BHR - Institutional	50 Winterton Drive, southeast corner of Eglinton Avenue West at Martin Grove Road, south side	Identified in 2010 UMCA Report	<p>Design/Physical: Martin Grove Collegiate Institute (MCI) is located at the intersection of Eglinton Avenue West and Martin Grove Road. One-storey Modernist style is typical of school design of the time.</p> <p>Historical/Associative: The school opened on May 27, 1966.</p> <p>Contextual: Associated with post-war Central Etobicoke neighborhoods of Princess Gardens, Willowridge, and Richmond Gardens.</p>	

CHR #	BHR/CHL	Location	Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
CHL - 5	CHL - Cemetery	South of Eglinton Avenue West, Intersection of Highway 427 and 401, City of Toronto	Listed on the City of Toronto Inventory of Heritage Properties	<p><b>Design/Physical:</b> Located on the south side of Eglinton Avenue West between the lanes of Highway 427 and ramps of Highway 401 and Highway 27, accessible from an unmarked road on the south side of Eglinton Avenue West.</p> <p><b>Historical/Associative:</b> The cemetery was opened in 1853, extended in 1886 and amalgamated with two other pioneer cemeteries in the 1970s. The last burial was in 2005. It is the gravesite of many of Etobicoke's settlement families.</p> <p><b>Contextual:</b> Associated with the Willow Grove Bury Ground and the Richview historic settlement center. There are two commemorative plaques within the fenced burial ground for the Willow Grove Burying Ground and the Richview Cemetery.</p>	

## 5. Preliminary Impact Assessment

To establish potential impacts, identified BHRs and CHLs were considered against a range of possible impacts as outlined in the MHSTCIs Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (2017) and the MHSTCIs 2019 Guidance for TPAP projects which includes:

- A **direct adverse impact** would have a permanent and irreversible negative affect on the CHVI of a property or result in the loss of a *heritage attribute* on all or part of the *provincial heritage property*;
- An **indirect adverse** impact would be the result of an activity on or near the property that may adversely affect its CHVI and/or *heritage attributes*; and
- **Positive impacts** are those that may positively affect a property by conserving or enhancing its CHVI and/or *heritage attributes* such as public interpretation or commemoration of the *provincial heritage property*.

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

### 5.1 Preliminary Impacts on Built Heritage Resources and Cultural Heritage Landscapes

This section provides a preliminary assessment of the potential adverse effects of the undertaking for the Project, West Section from Mount Dennis to Renforth Drive, City of Toronto. The conservation of BHRs and CHLs in planning is considered to be a matter of public interest. Generally, changes to a roadway such as widening projects and modifications to interchanges have the potential to adversely affect CHLs and BHRs by displacement and/or disruption during and after construction. CHLs and/or BHRs may experience displacement, i.e., removal, if they are located within the Right-of-Way (ROW) of the undertaking. There may also be potential for disruption or indirect impacts to BHRs and CHLs by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

Table 5-1 considers the potential impacts of the design on the known or potential BHRs and CHLs. The Project study area and the preferred alignment for the ECWE were reviewed to assess impacts to identified BHRs/CHLs (see Map A-2 in Appendix A).

Methods of minimizing or avoiding a negative impact on a cultural heritage resource include, but are not limited to:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting, and materials;



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- Limiting height and density;
- Allowing only compatible infill and additions;
- Reversible alterations;
- Buffer zones, site plan control, and other planning mechanisms; and
- Recommendations for additional studies, including vibration studies, CHERs, HIAs, and Strategic Conservation Plans.

**Table 5-1: Impacts and Preliminary Mitigation Strategies for Built Heritage Resources and Cultural Heritage Landscapes**

CHR #	Type	Location	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Measures:
					i. Mitigation Options ii. Mitigation Recommendation
BHR - 1	BHR - Institutional	1151 Weston Road  Bank of Nova Scotia	Listed on the City of Toronto Inventory of Heritage Properties (Added in 2013)	No impacts anticipated at this time:  There will be no direct adverse impacts to the subject property, as no project components are planned within the property boundaries. No direct or indirect impacts are anticipated.	No further recommendations are required.
CHL - 1	CHL - Historic Settlement Centre	Mount Dennis - Eglinton Avenue West at Weston Road	Identified in 2010 UMCA Report	Indirect adverse impacts:  There will be no direct adverse impacts to the heritage attributes as no project components are planned within the property boundaries of associated structures. Streetscape impacts within the public ROW are not anticipated to adversely impact the CHL. Construction impacts are limited to the road ROW only. Potential indirect adverse impacts from construction vibrations to heritage attributes.	<b>Recommendation:</b> A vibration study prepared by a qualified engineer is recommended to ensure the proposed project's construction activities will not result in negative impacts to heritage attributes. A plan should be prepared to reduce the vibration impacts related to construction activities for buildings located adjacent the area of construction.
CHL - 2	CHL - Recreational	3700 Eglinton Avenue West  Fergy Brown Park	Identified in 2013 UMCA Report	Direct adverse impacts:  Direct impacts to the subject resource are anticipated within the southern portion of the property parcel resulting from the construction of Jane Station and rail ROW and infrastructure	<b>Preferred Option:</b> Avoid the removal or destruction of the subject building through consideration of an alternative route.  <b>Alternative Option:</b> Should it be determined that there is no other technically feasible route, a CHER will be completed in accordance with the Standards and Guidelines for Conservation of Provincial Heritage

CHR #	Type	Location	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Measures:
					i. Mitigation Options ii. Mitigation Recommendation
				construction.	Properties (July 2010) prior to the completion of TPAP. The CHER will include evaluation of heritage value based on O. Reg. 9/06 of the OHA and provincial heritage value under O. Reg. 10/06.
CHL - 3	CHL - Recreational	3601 Eglinton Avenue West  Eglinton Flats Park	Identified in 2013 UMCA Report	No impacts anticipated at this time:  There will be no direct adverse impacts to the subject property, as no project components are planned within the property boundaries. No direct or indirect impacts are anticipated.	No further recommendations are required.
CHL - 4	CHL - Waterscape	Humber River and Valley at Eglinton Avenue West	Designated as a Canadian Heritage River in 1999	No impacts anticipated at this time:  There will be no direct adverse impacts to the subject property, as no project components are planned within the property boundaries. No direct or indirect impacts are anticipated.	No further recommendations are required.  Should impacts be identified, First Nations and Métis communities should be consulted on cultural heritage reporting, due to the significance of the Humber River to these communities.
BHR - 2	BHR - Residential	4200 Eglinton Avenue West  Mary Reid House	Part IV Designation, By-Law No. 221-2016, Municipal Easement Agreement	Direct adverse impacts:  The Royal York Station is being constructed within the property parcel. There will be no direct impacts to the subject building itself; however, the construction of the underground Royal York Station may result in potential direct and indirect impacts to landscape features including a	<b>Preferred Option:</b> Avoid the potential alteration of heritage attributes of the subject building through consideration of an alternative location for Royal York Station. Encroachment on to the subject property should be avoided.  <b>Alternative Option:</b> Should it be determined that there is no other technically feasible route and/or location for Royal York Station, a CHER will be completed in accordance with the Standards and Guidelines for Conservation of Provincial Heritage Properties (July 2010)

CHR #	Type	Location	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
				stone wall on the property. Temporary encroachment due to staging activities may also occur.	prior to the completion of TPAP. The HIA will be completed as early as possible, and prior to the completion of detail design, and will recommend measures to avoid, minimize or otherwise mitigate negative impacts to the property. Consultation should also be undertaken with the City of Toronto Heritage Preservation Services, CreateTO and the MHSTCI regarding impacts to this building and site remediation during TPAP. Should temporary encroachment occur, due to construction or staging activities, these activities should be planned to avoid built and landscape elements of this property. Additional mitigation for staging areas are available in Table 5-2.
BHR - 3	BHR - Residential	4400 Eglinton Avenue West	Identified in 2010 UMCA Report	Minor direct and indirect adverse impacts are anticipated as a result of the proposed undertaking.  Encroachment along the rail corridor is expected at the southeast corner of the subject property, consisting of less than 1 m to accommodate rail infrastructure. The proposed LRT infrastructure and regrading has the potential to impact grass and trees on the subject property. While this encroachment exceeds extant property limits, these proposed impacts are not anticipated to adversely impact the potential CHVI of the property.	<b>Preferred Option:</b> Encroachment on to the subject property should be avoided or minimized.  <b>Alternative Option:</b> Should encroachment be required, a Heritage Documentation Report should be completed to document landscape features along the proposed corridor. Should future alterations to the proposed design introduce potential direct and adverse impacts to the potential CHVI property, these impacts are to be assessed by a qualified cultural heritage professional in an addendum, and submitted to the MTCS for review

CHR #	Type	Location	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
BHR - 4	BHR - Religious	4480 Eglinton Avenue West  Church of Christian Science	Identified in 2010 UMCA Report	No impacts anticipated at this time:  There will be no direct adverse impacts to the subject property, as no project components are planned within the property boundaries. No direct or indirect impacts are anticipated.	No further recommendations are required.
BHR - 5	BHR - Institutional	1738 Islington Ave at Eglinton Avenue West  Richview Collegiate Institute	Identified in 2010 UMCA Report	No impacts anticipated at this time:  There will be no direct adverse impacts to the subject property, as no project components are planned within the property boundaries. No direct or indirect impacts are anticipated.	No further recommendations are required.
BHR - 6	BHR - Institutional	50 Winterton Drive  Martin Grove Collegiate Institute (MCI)	Identified in 2010 UMCA Report	No impacts anticipated at this time:  There will be no direct adverse impacts to the subject property, as no project components are planned within the property boundaries.	No further recommendations are required.
CHL - 5	CHL - Cemetery	South of Eglinton Avenue West, Intersection of Highway 427 and 401,	Included on the City of Toronto Inventory of Heritage Properties	No impacts anticipated at this time:  There will be no direct adverse impacts to the heritage attributes as no project components are planned within the property boundaries. The cemetery is	<b>Recommendation:</b>  No further cultural heritage recommendations are required.  However, the Stage 1-2 Archaeological Assessment for the ECWE (4Transit, 2020) makes the following recommendations for the subject cemetery, which will not

CHR #	Type	Location	Heritage Status	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
		City of Toronto  Willow Grove Burying Ground and the Richview Cemetery		outside of the vibration zone of influence for both tunnel construction and any at grade structure.	<p>be impacted:</p> <p><i>"The Richview Cemetery is located within the study area limits and should be subject to the following recommendations (Figure A-19 to A-23, Appendix A):</i></p> <p><i>A. Project impacts should avoid Richview Cemetery (Figure 7a);</i></p> <p><i>B. Should impacts to Richview Cemetery be unavoidable, a Stage 2 AA by test pit survey as per Section 2.3.2 of the Standards and Guidelines for Consultant Archaeologists (2011) followed by a Stage 3 Cemetery Investigation within the cemetery limits is required to determine the presence or absence of archaeological materials or graves prior to any impacts. Permission from the cemetery owner and an Investigation Authorization from the Bereavement Authority of Ontario should be sought prior to any disturbance to the cemetery; and</i></p> <p><i>C. Impacted lands within 10 m of Richview Cemetery must be monitored by a licensed archaeologist for the presence of burials and archaeological remains (Figure 7a). An Investigation Authorization from the Bereavement Authority of Ontario should be sought prior to any disturbance adjacent to the cemetery;"</i></p>



**Table 5-2: Metrolinx Cultural Heritage Mitigation and Monitoring Recommendations**

Potential Effect/Design Component or Activity	Mitigation Measure(s)	Monitoring
Indirect impacts to the heritage attribute(s) of a property of known or potential CHVI due to installation of new/modified infrastructure.	<ul style="list-style-type: none"> <li>All work shall be performed in accordance with Applicable Law, including but not limited to the OHA, the Metrolinx <i>Interim Cultural Heritage Management Process</i> (2013) and the MHSTCI, formerly MTCS guidance on <i>Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</i> (2019);</li> <li>Follow the process and recommendations outlined in the MHSTCI 2019 guidance on <i>Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</i> (2019) and EPR under TPAP for Proponents and their Consultants;</li> <li>Follow the recommendations outlined in the heritage reporting completed including <i>Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</i> (2019) or the HIA; and</li> <li>For known and potential properties of CHVI that will experience direct impacts and where no previous assessment has been completed or a Statement of Cultural Heritage Value has not been approved by the Contracting Authority, undertake a CHER as per guidance of the Contracting Authority.</li> </ul>	<ul style="list-style-type: none"> <li>Implement and comply with monitoring requirements and commitments pertaining to BHRs and CHLs/properties as per previously completed Metrolinx and/or GO Transit EPRs and/or Environmental Study Reports (ESRs) and Addenda and the recommendations contained in any/all of the following documents: CHARs, CHERs, HIAs and Strategic Conservation Plans (SCPs).</li> </ul>
Direct impacts to the heritage attribute(s) of a PHP or PHPPS due to installation of new/modified infrastructure.	<ul style="list-style-type: none"> <li>Where no previous assessment has been completed or a Statement of Cultural Heritage Value has not been approved by the Contracting Authority, undertake a CHER as per the Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (2016);</li> <li>If warranted, complete a HIA in accordance with MHSTCI Information Bulletin No. 3: HIAs for Provincial Heritage Properties (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the Cultural Heritage Value and heritage attributes of the PHP, based on the PHPs Statement of Cultural Heritage Value (SCHV). Mitigation measures and alternatives should be consistent with the relevant conservation strategies established and adopted in a SCP. A SCP will be</li> </ul>	<ul style="list-style-type: none"> <li>Implement and comply with monitoring requirements and commitments pertaining to BHRs and CHLs/properties as per previously completed Metrolinx and/or GO Transit EPRs and/or ESRs and Addenda and the recommendations contained in any/all of the following documents: CHARs, CHERs, HIAs and SCPs.</li> </ul>

Potential Effect/Design Component or Activity	Mitigation Measure(s)	Monitoring
	<p>prepared and implemented for PHPs and PHPPS in accordance with the Project Agreement;</p> <ul style="list-style-type: none"> <li>Approval will be obtained from the MHSTCI, for any modifications to Provincially Significant properties prior to construction;</li> <li>During design, the recommendations of all HIAs will be followed and adhered to during design and construction, including but not limited to strategies to protect heritage attributes;</li> <li>If there is a change in project design that is not captured or documented in a previously completed Metrolinx and/or GO Transit EPRs and/or ESRs post EA/TPAP that causes any additional heritage properties to be impacted by the proposed design/infrastructure, the Metrolinx Heritage Guidelines for Consultants (2015) and all applicable legislation will be followed to carry out additional impact assessment work and heritage studies; and</li> <li>Given the importance and location of some BHRs and CHLs, consultation with Municipal heritage staff and other jurisdictions will be undertaken as appropriate to determine if proposed infrastructure will be subject to specific policies within heritage districts or conservation areas (including parks).</li> </ul>	
Potential indirect impacts on known or potential properties of CHVI resulting from construction activities.	<ul style="list-style-type: none"> <li>Selection of construction staging and laydown areas will follow the Contracting Authority's selection procedures which include avoiding heritage attributes wherever possible or effectively mitigating impacts where not possible.</li> </ul>	<ul style="list-style-type: none"> <li>Implement and comply with monitoring requirements and commitments pertaining to BHRs and CHLs/properties as per previously completed Metrolinx and/or GO Transit EPRs and/or ESRs and Addenda and the recommendations contained in any/all of the following documents: CHARs, CHERs, HIAs and SCPs.</li> </ul>
For any additional potentially affected BHRs and CHLs/properties not previously identified within	<ul style="list-style-type: none"> <li>If there is a change in project design post TPAP that causes any additional heritage properties to be impacted above and beyond those described in this EPR, additional impact assessment work and heritage studies will be undertaken in accordance with</li> </ul>	<ul style="list-style-type: none"> <li>Implement and comply with monitoring requirements and commitments pertaining to BHRs and CHLs/properties as per the recommendations contained in any/all of the</li> </ul>

Potential Effect/Design Component or Activity	Mitigation Measure(s)	Monitoring
a previous Metrolinx/GO Transit EA/TPAP/Other Study.	applicable federal/provincial legislation.	following documents: CHARs, CHERs, HIAs and SCPs.
Management of BHRs and CHLs/Properties.	<ul style="list-style-type: none"> <li>The Constructor to develop, submit to the Contracting Authority for approval, and implement a SCP that addresses BHRs and CHLs according to MHSTCI Information Bulletin No. 2: Preparing Strategic Conservation Plans for Provincial Heritage Properties (2017) and as outlined in the Project Agreement; and</li> <li>For PHPPS, approval by MHSTCI is required.</li> </ul>	<ul style="list-style-type: none"> <li>Implement and comply with monitoring requirements and commitments pertaining to BHRs and CHLs/properties as per previously completed Metrolinx and/or GO Transit EPRs and/or ESRs and Addenda and the recommendations contained in any/all of the following documents: CHARs, CHERs, HIAs and SCPs.</li> </ul>
Demolition, removal, or relocation of a Metrolinx PHPPS (part or whole).	<ul style="list-style-type: none"> <li>In the case of properties identified as PHPPS and where the proposed project infrastructure will require demolition or removal and/or transfer out of provincial control, the Contracting Authority will need to obtain MHSTCI Minister's consent; and</li> <li>The Minister's Consent Package will be prepared which meets MHSTCI requirements and satisfy Contracting Authority's obligations under the OHA.</li> </ul>	<ul style="list-style-type: none"> <li>Implement and comply with monitoring requirements and commitments pertaining to BHRs and CHLs/properties as per previously completed Metrolinx and/or GO Transit EPRs and/or ESRs and Addenda and the recommendations contained in any/all of the following documents: CHARs, CHERs, HIAs and SCPs.</li> </ul>

## 6. Conclusions

The results of the above report, completed to update the 2010 Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension, identifies existing and potential BHRs and CHLs and provides a preliminary impact assessment to identify negative impacts to BHRs and CHLs and preliminary mitigation recommendations.

The following provides a summary of the assessment results:

- Eleven BHRs and CHLs (BHR - 1 to BHR - 6, CHL - 1 to CHL - 5) were identified within the ECLRT study area;
- Of these, one is Part IV Designated (BHR - 2), two are listed on the City of Toronto's Municipal Heritage Register (BHR - 1, CHL - 5), one is designated as a Canadian Heritage River (CHL - 4), and seven were identified in previously completed assessments (CHR-3, CHR-4, CHR-5, CHR-8, CHR-9, CHR-10, CHR-11); and
- The preliminary review of impacts as part of this report has identified direct or indirect adverse impacts to four properties (CHL - 1, CHL - 2, BHR - 2, BHR - 3) a summary of conclusions is found in Table 6-1.

**Table 6-1: Conclusions for Built Heritage Resources and Cultural Heritage Landscapes**

CHR #	Type of Impact	Recommendation
CHL - 1	Indirect adverse impacts	Vibration Study
CHL - 2	Direct adverse impacts	CHER
BHR - 2	Direct adverse impacts	CHER/HIA
BHR - 3	Minor direct and indirect adverse impacts	Heritage Documentation Report

## 7. Recommendations

The Cultural Heritage Report has resulted in the following recommendations:

1. The proposed project may result in potential direct adverse impacts through alterations to CHL - 2. As such, a CHER will be completed prior to the completion of TPAP, in accordance with the Standards and Guidelines for Conservation of Provincial Heritage Properties (July 2010) and the 2013 Metrolinx Interim Cultural Heritage Management Process. If required, A HIA will also be completed as early as possible, and prior to the completion of detail design;
2. The proposed project may result in potential direct adverse impacts to BHR - 2. As this property is Part IV Designated on the City of Toronto Municipal Heritage Register, prior to the completion of TPAP a CHER will be completed to evaluate for significance under O. Reg. 10/06, in accordance with the Standards and Guidelines for Conservation of

Provincial Heritage Properties (July 2010) and the 2013 Metrolinx Interim Cultural Heritage Management Process. A HIA will also be completed as early as possible, and prior to the completion of detail design;

3. The proposed project may result in potential minor direct and indirect impacts to BHR - 3, though minor encroachment onto the property. A Heritage Documentation Report is recommended to document landscape features along the proposed corridor;
4. The proposed project may result in potential indirect adverse impacts from construction vibrations to CHL - 1. As such, a vibration study is recommended for this landscape. The studies should be prepared in accordance with Section C of By-law 514-2008 by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to heritage attributes;
5. That the standard Metrolinx mitigation recommendations identified in Table 5-5 be incorporated into the EPR; and
6. If additional LRT infrastructure that was not considered as part of this report is identified during detail design it is to be assessed by a qualified cultural heritage professional in an addendum and submitted to the MHSTCI for review.

## 8. Resources

1. City of Mississauga Cultural Landscape Inventory (2005).
2. Standards & Guidelines for Conservation of Provincial Heritage Properties (July 2010).
3. The Ontario Heritage Act (2005).
4. The Metrolinx Interim Cultural Heritage Management Process (2013).
5. The Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations.
6. The Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes (2014).
7. Unterman McPhail Associates (2010). Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) Martin Grove Road to Kennedy TTC Station Lester B. Pearson International Airport Extension.
8. Unterman McPhail Associates (2013). Cultural Heritage Resource Assessment Addendum: Built Heritage Resources and Cultural Heritage Landscapes - Eglinton Crosstown Light Rail Transit (LRT) West Section Jane Station To Keele Street, City Of Toronto, Ontario.

### Provincial Standards and Resources

Ontario Heritage Tool Kit:

[www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht](http://www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht)

Ontario Ministry of Tourism, Culture and Sport: Heritage Conservation Principle's for Land Use Planning:

[www.culture.gov.on.ca/english/heritage/info\\_sheets/info\\_sheet\\_landuse\\_planning.htm](http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_landuse_planning.htm)

Ontario Ministry of Tourism, Culture and Sport: Eight Guiding Principles in the Conservation of Historic Properties:

[www.culture.gov.on.ca/english/heritage/info\\_sheets/info\\_sheet\\_8principles.htm](http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm)

### National and International Standards and Resources

Canadian Register of Historic Places:

[www.historicplaces.ca/visit-visite/rep-reg\\_e.aspx](http://www.historicplaces.ca/visit-visite/rep-reg_e.aspx)

Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada:

[www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/index\\_E.asp](http://www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/index_E.asp)

Parks Canada National Historic Sites of Canada:

[www.pc.gc.ca/progs/lhn-nhs/index\\_e.asp](http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp)

International Council of Monuments and Sites (ICOMOS): Appleton Charter:

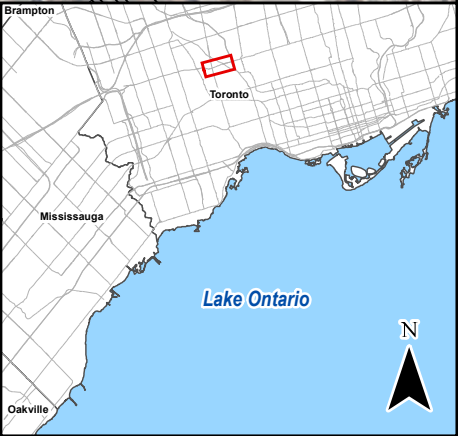
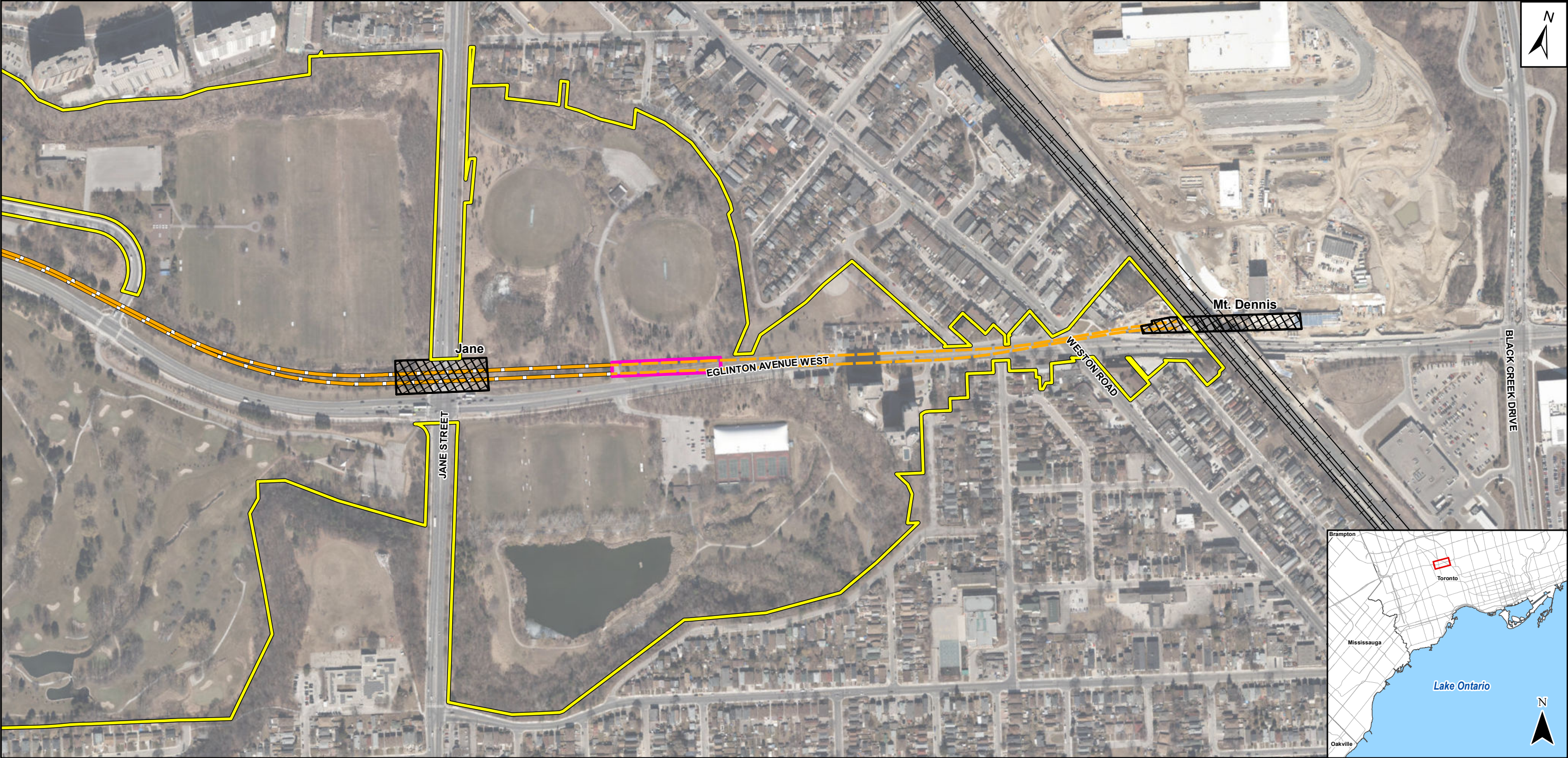
[www.international.icomos.org/charters/appleton.pdf](http://www.international.icomos.org/charters/appleton.pdf)










# Appendix A

## Figures





**Legend**

-  Study Area
-  Station Site
-  Renforth Laydown Area – approximate; subject to change
-  Portals
- Proposed Alignment**
-  Elevated
-  Transition to at-grade
-  Underground

**DATA SOURCES:**

- Ontario Open Data Catalogue - Roads and Railways.
- Land Information Ontario - Municipal Boundaries.
- ESRI - Basemap.

**NOTES:**

- Datum: NAD83 CSRS; Projeciton: MTM 10.
- Vertical grade change is approximate.



**Project:** Eglinton Crosstown West Extension (ECWE)

**Figure Title:** Eglinton Crosstown West Extension (ECWE) - Project Location

**Prepared By:**   


**Date:** May 13, 2020

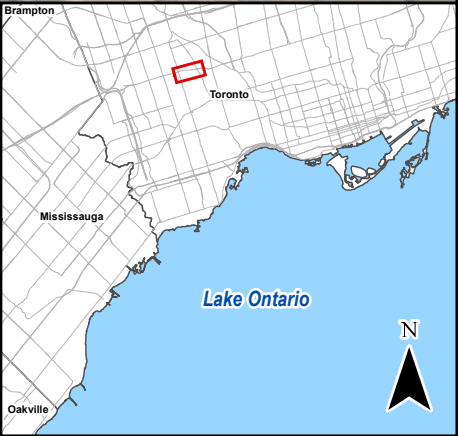
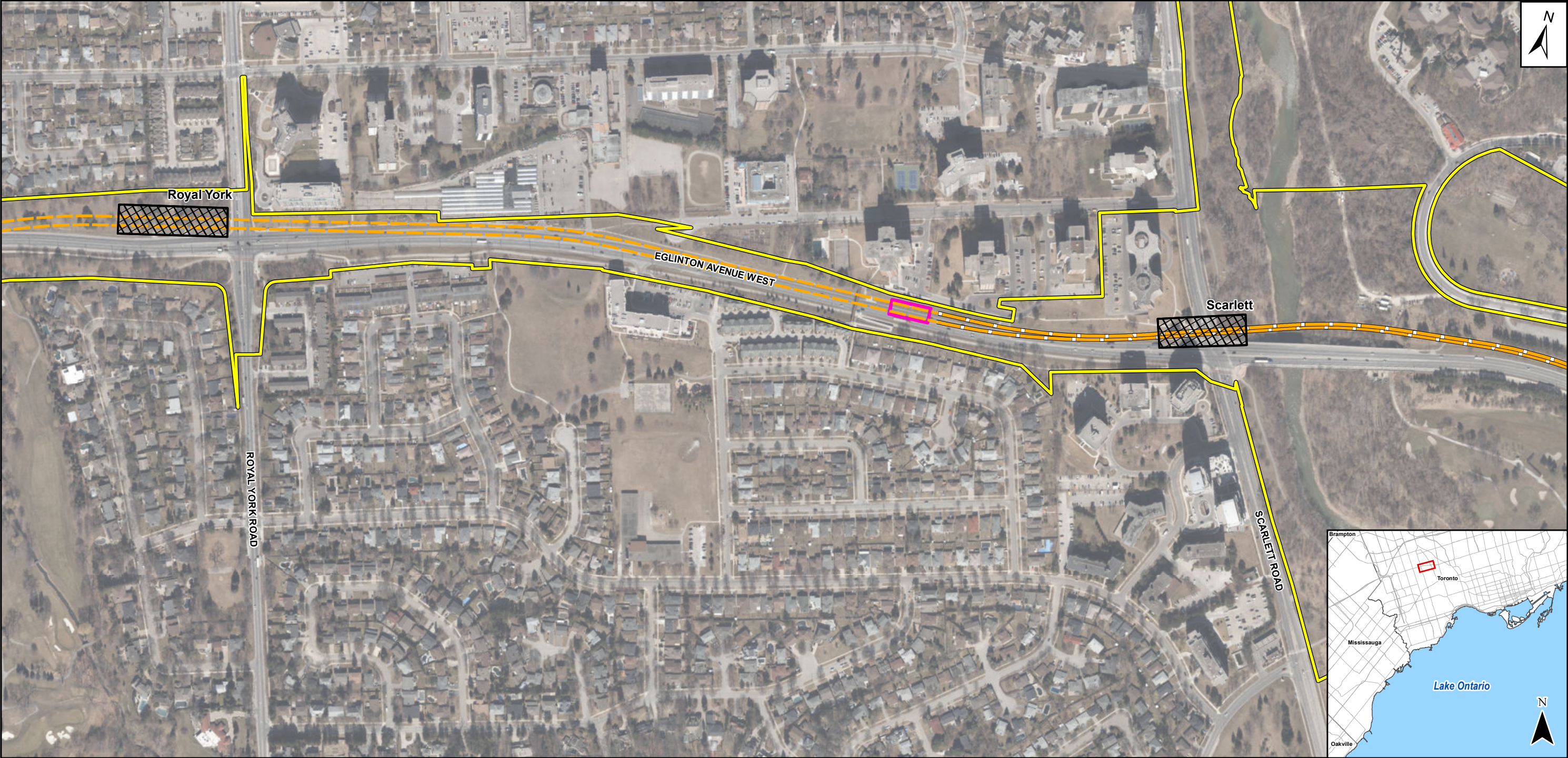
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**Legend**

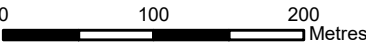
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|--|--|
|  Study Area             |  Renforth Laydown Area – approximate; subject to change |
|  Station Site           |  Portals  |
| <b>Proposed Alignment</b>  |  |
|  Elevated               |  |
|  Transition to at-grade |  |
|  Underground            |  |

**DATA SOURCES:**

1. Ontario Open Data Catalogue - Roads and Railways.
2. Land Information Ontario - Municipal Boundaries.
3. ESRI - Basemap.

**NOTES:**

1. Datum: NAD83 CSRS; Projecton: MTM 10.
2. Vertical grade change is approximate.



**Project:** Eglinton Crosstown West Extension (ECWE)

**Figure Title:** Eglinton Crosstown West Extension (ECWE)  
- Project Location

**Prepared By:**   


**Date:** May 13, 2020

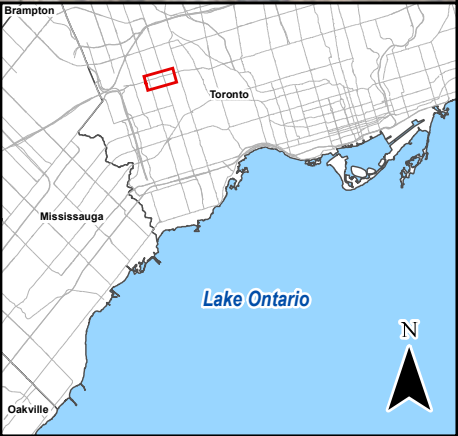
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2 of 5





**Legend**

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|--|--|
|  Study Area             |  Renforth Laydown Area – approximate; subject to change |
|  Station Site           |  Portals  |
| <b>Proposed Alignment</b>  |  |
|  Elevated               |  |
|  Transition to at-grade |  |
|  Underground            |  |

**DATA SOURCES:**

1. Ontario Open Data Catalogue - Roads and Railways.
2. Land Information Ontario - Municipal Boundaries.
3. ESRI - Basemap.

**NOTES:**

1. Datum: NAD83 CSRS; Projeciton: MTM 10.
2. Vertical grade change is approximate.



**Project:** Eglinton Crosstown West Extension (ECWE)

**Figure Title:** Eglinton Crosstown West Extension (ECWE)  
- Project Location

**Prepared By:**   


**Date:** May 13, 2020

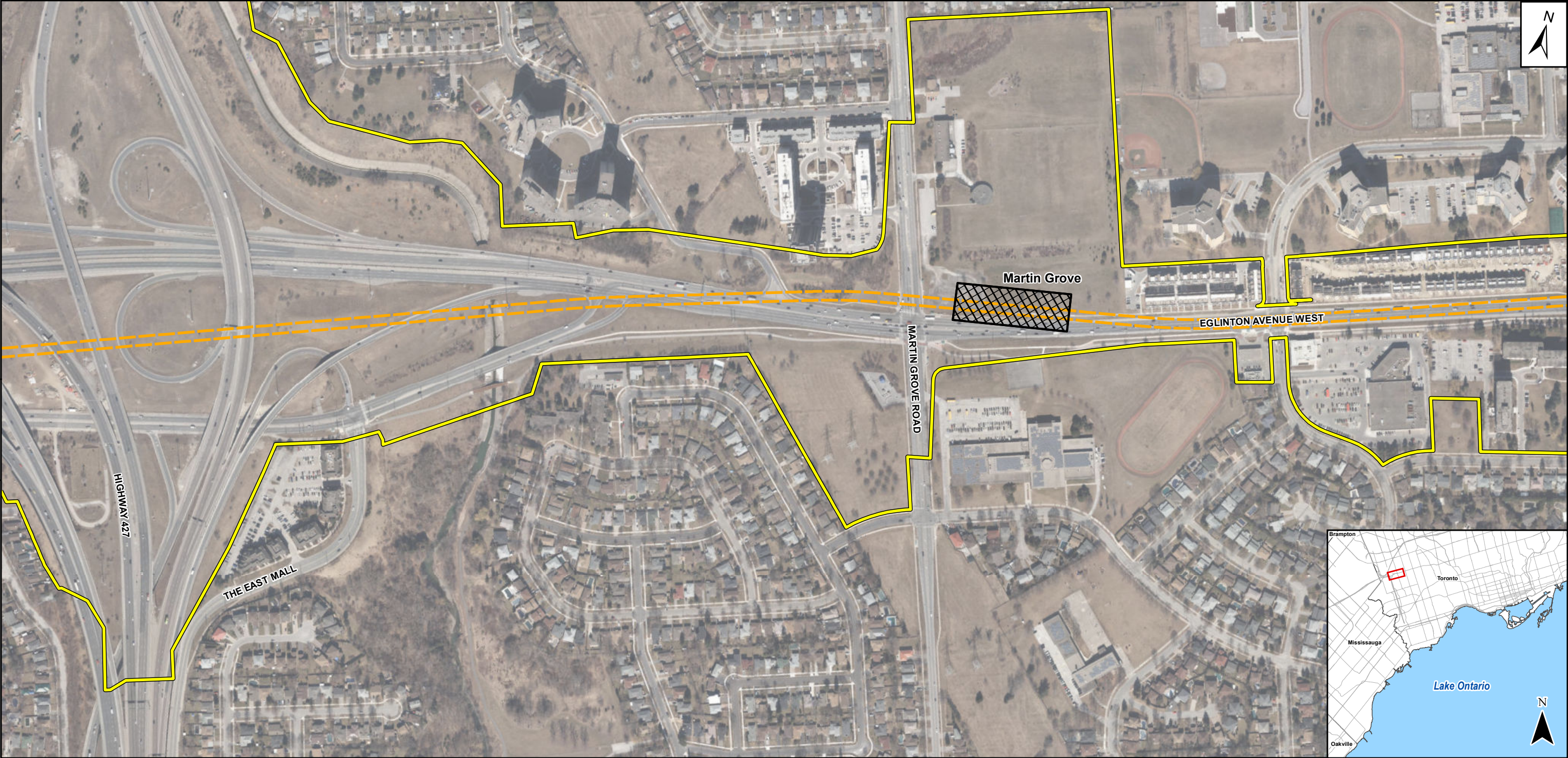
**Version:**  
1-1

**Review:** 

**Figure:**  
A-3

**Page:**  
3 of 5





**Legend**

- Study Area

Station Site

**Proposed Alignment**

Elevated

Transition to at-grade

Underground
- Renforth Laydown Area – approximate; subject to change

Portals

**DATA SOURCES:**

- 1. Ontario Open Data Catalogue - Roads and Railways.
- 2. Land Information Ontario - Municipal Boundaries.
- 3. ESRI - Basemap.

**NOTES:**

- 1. Datum: NAD83 CSRS; Projeciton: MTM 10.
- 2. Vertical grade change is approximate.



**Project:** Eglinton Crosstown West Extension (ECWE)

**Figure Title:** Eglinton Crosstown West Extension (ECWE)  
- Project Location

**Prepared By:**   


**Date:** May 13, 2020

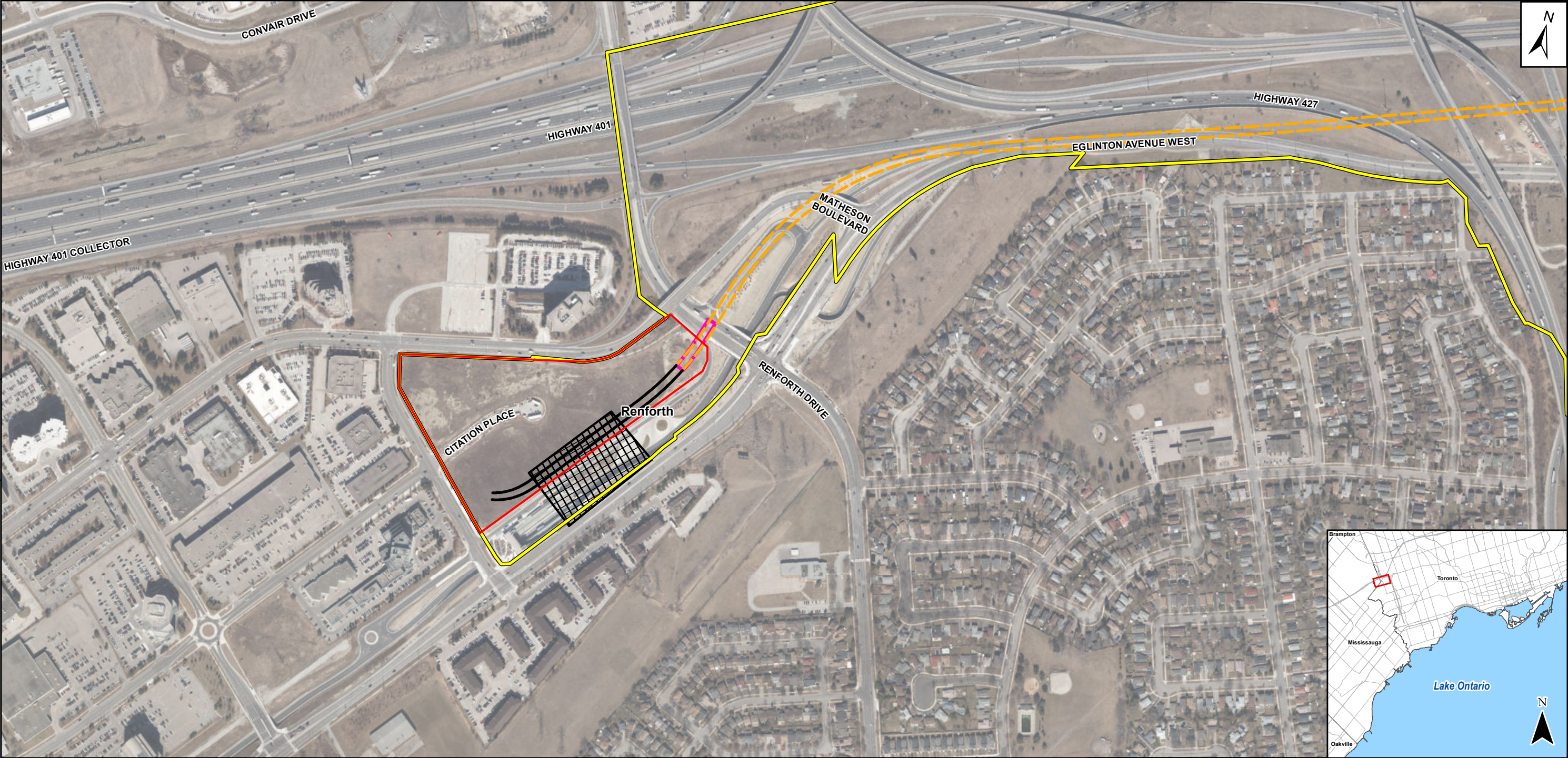
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**Review:** 








**Figure:**  
A-4

**Page:**  
4 of 5





**Legend**

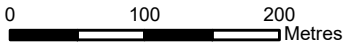
- |  |  |
|--|--|
|  Study Area             |  Renforth Laydown Area – approximate; subject to change |
|  Station Site           |  Portals  |
| <b>Proposed Alignment</b>  |  |
|  Elevated               |  |
|  Transition to at-grade |  |
|  Underground            |  |

**DATA SOURCES:**

1. Ontario Open Data Catalogue - Roads and Railways.
2. Land Information Ontario - Municipal Boundaries.
3. ESRI - Basemap.

**NOTES:**

1. Datum: NAD83 CSRS; Projeciton: MTM 10.
2. Vertical grade change is approximate.



**Project:** Eglinton Crosstown West Extension (ECWE)

**Figure Title:** Eglinton Crosstown West Extension (ECWE)  
- Project Location

**Prepared By:**   


**Date:** May 13, 2020

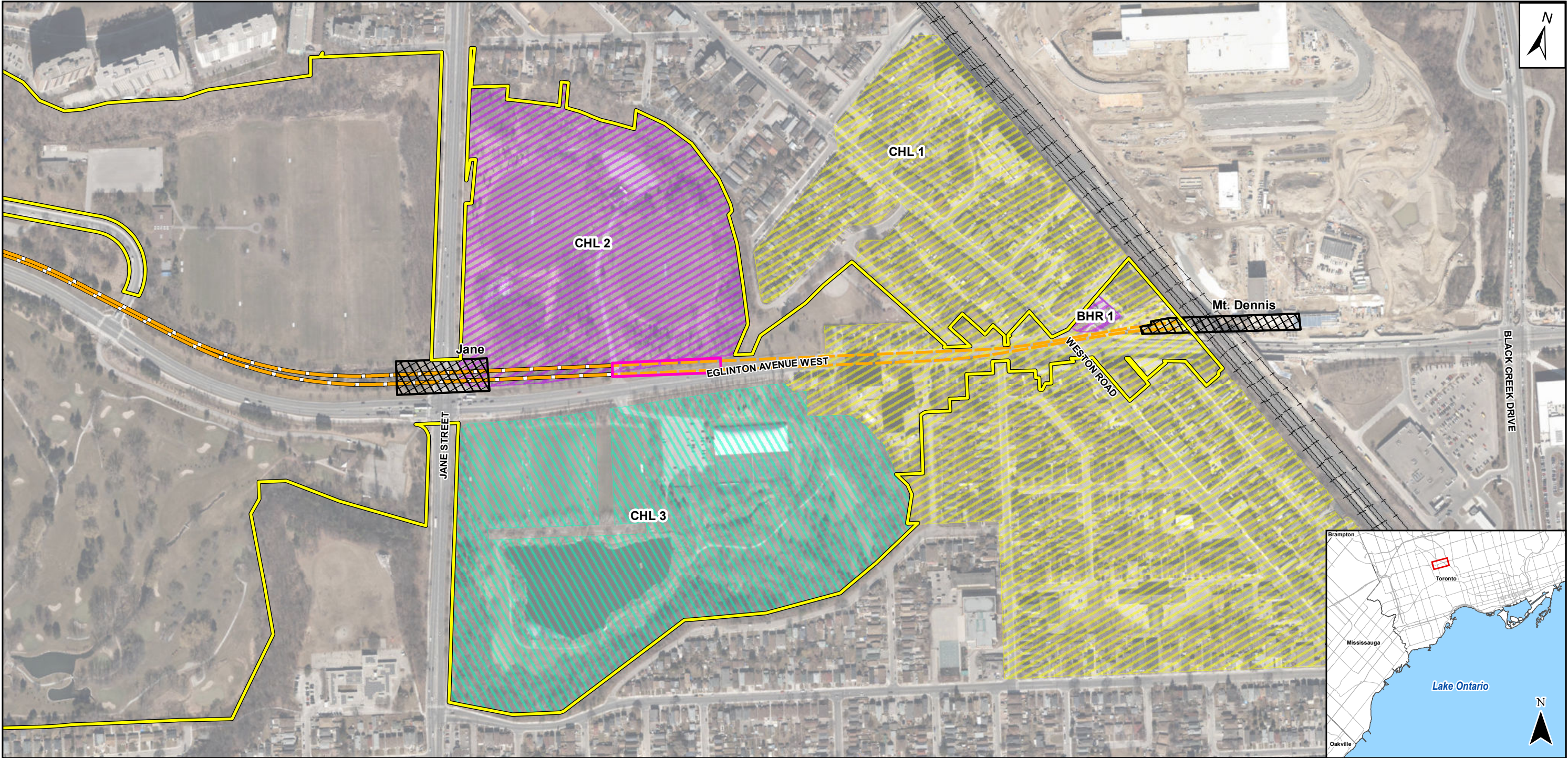
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1-1

**Review:** 

**Figure:**  
A-5

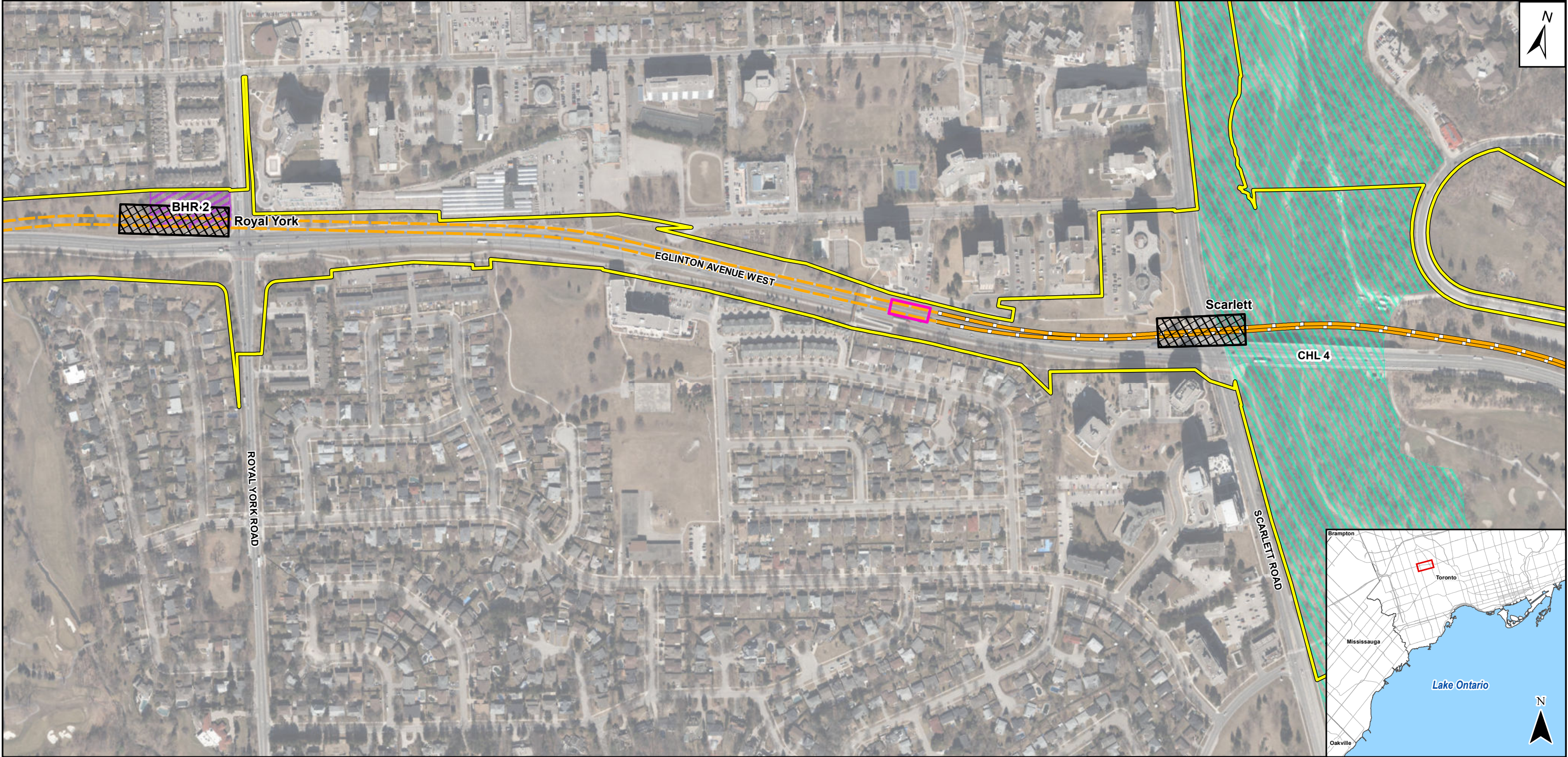
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5 of 5





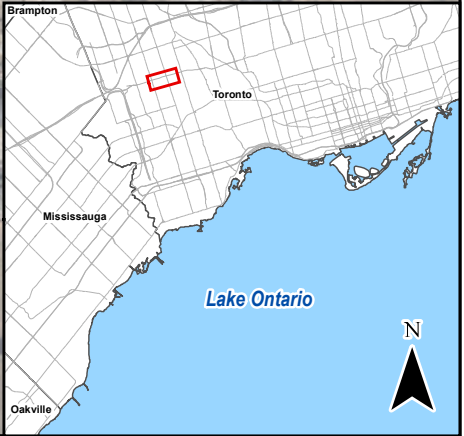
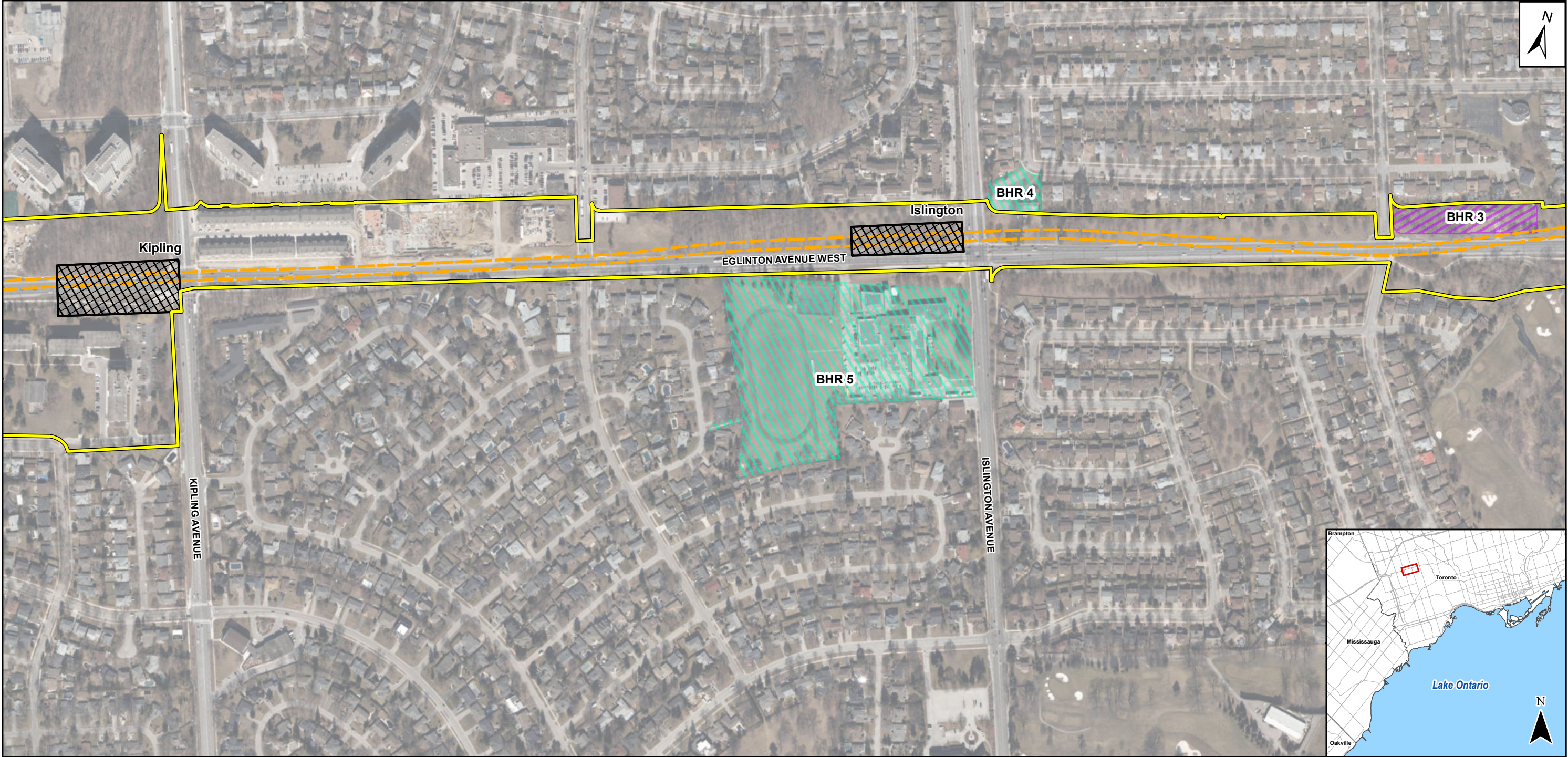
<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project:</b> Eglinton Crosstown West Extension (ECWE)	
Study Area	Portals	1. Ontario Open Data Catalogue - Roads and Railways		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Preliminary Impacts	
Station Site	Renforth Laydown Area – approximate; subject to change	2. Land Information Ontario - Municipal Boundaries			
<b>Proposed Alignment</b>		3. ESRI - Basemap.			
Elevated	<b>Cultural Heritage Resource</b>	<b>NOTES:</b>		<b>Prepared By:</b>	<b>Date:</b> May 06, 2020
Transition to at-grade	Direct adverse impacts	1. Vertical grade change is approximate.		<b>Version:</b> 1-1	<b>Review:</b>
Underground	Indirect adverse impacts	2. Datum: NAD83 CSRS; Projeciton: MTM 10.			
				<b>Figure:</b> A-6	<b>Page:</b> 1 of 5


















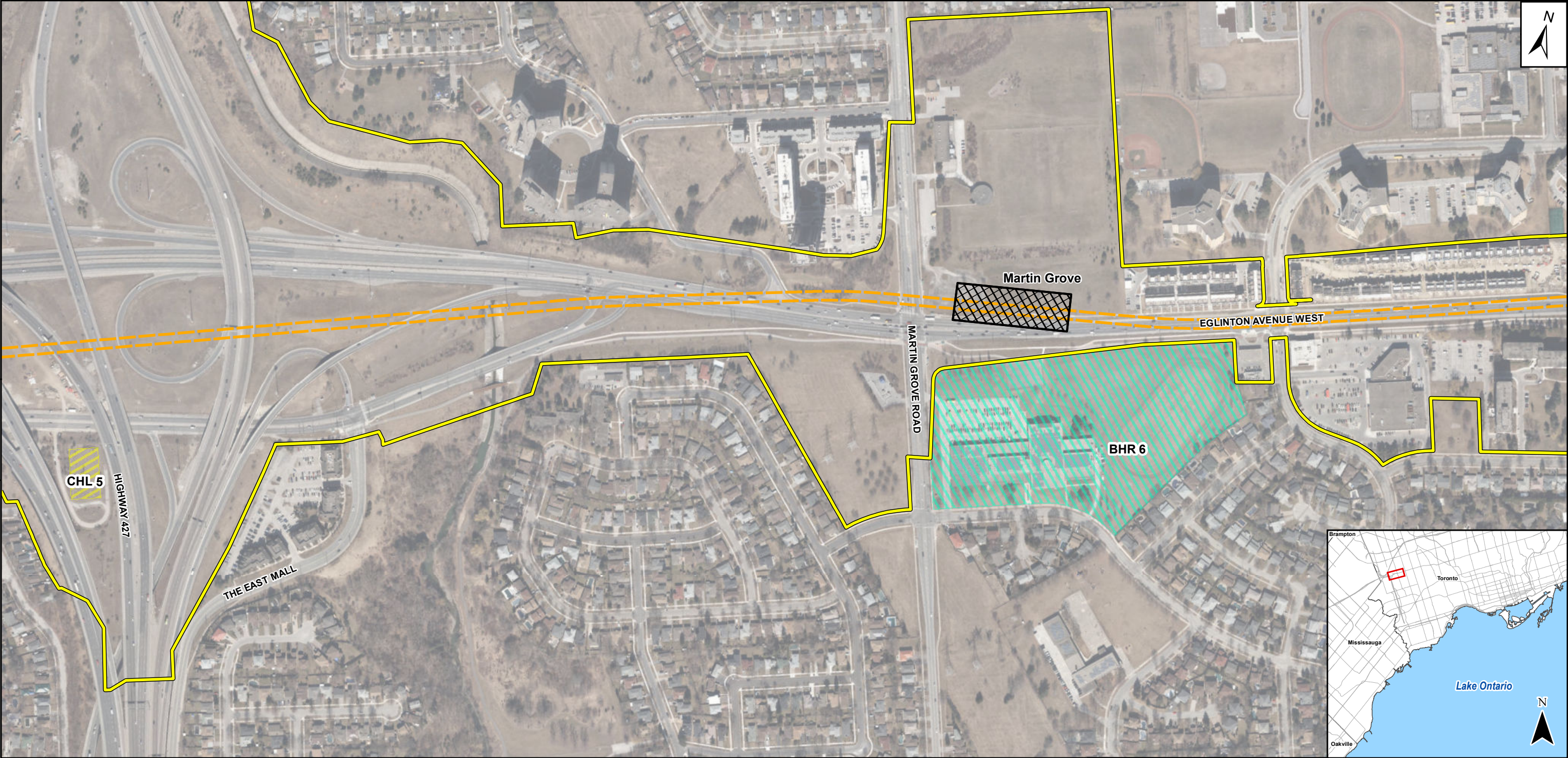
<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project:</b> Eglinton Crosstown West Extension (ECWE)	
Study Area	Portals	1. Ontario Open Data Catalogue - Roads and Railways 2. Land Information Ontario - Municipal Boundaries 3. ESRI - Basemap.		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Preliminary Impacts	
Station Site	Renforth Laydown Area – approximate; subject to change	<b>NOTES:</b>		<b>Prepared By:</b>	
<b>Proposed Alignment</b>		1. Vertical grade change is approximate. 2. Datum: NAD83 CSRS; Projeciton: MTM 10.		<b>Date:</b> May 06, 2020	
Elevated	Direct adverse impacts			<b>Version:</b> 1-1	
Transition to at-grade	Indirect adverse impacts			<b>Review:</b>	
Underground	No impacts			<b>Figure:</b> A-7	
				<b>Page:</b> 2 of 5	





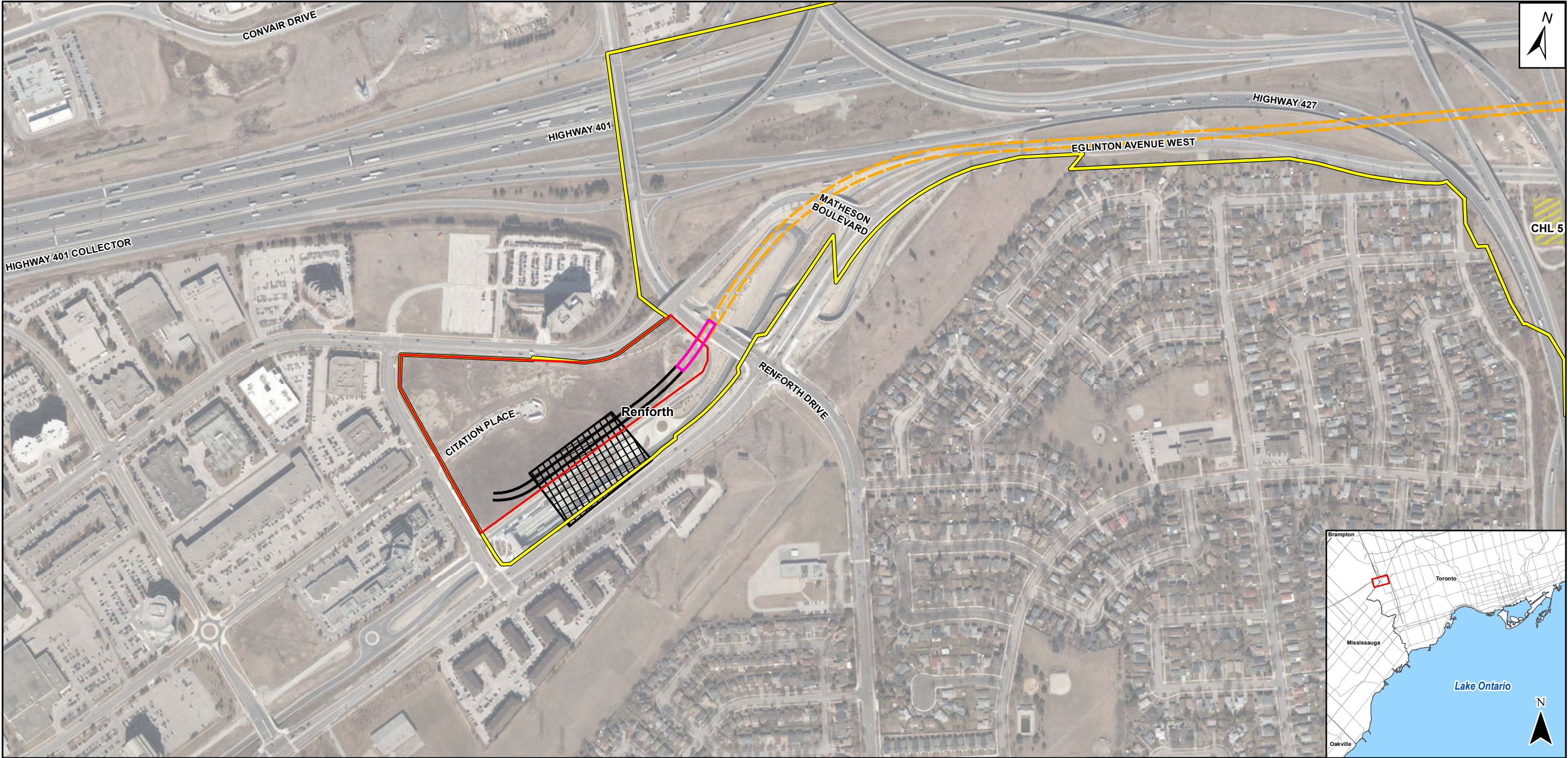
<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project:</b> Eglinton Crosstown West Extension (ECWE)	
 Study Area	 Portals	1. Ontario Open Data Catalogue - Roads and Railways 2. Land Information Ontario - Municipal Boundaries 3. ESRI - Basemap.		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Preliminary Impacts	
 Station Site	 Renforth Laydown Area – approximate; subject to change	<b>NOTES:</b>  1. Vertical grade change is approximate. 2. Datum: NAD83 CSRS; Projeciton: MTM 10.			
<b>Proposed Alignment</b>		<b>Cultural Heritage Resource</b>		<b>Prepared By:</b> 	
 Elevated	 Direct adverse impacts	 0 100 200 Metres		<b>Date:</b> May 06, 2020	
 Transition to at-grade	 Indirect adverse impacts			<b>Version:</b> 1-1	
 Underground	 No impacts			<b>Review:</b> 	<b>Figure:</b> A-8
				<b>Page:</b> 3 of 5	





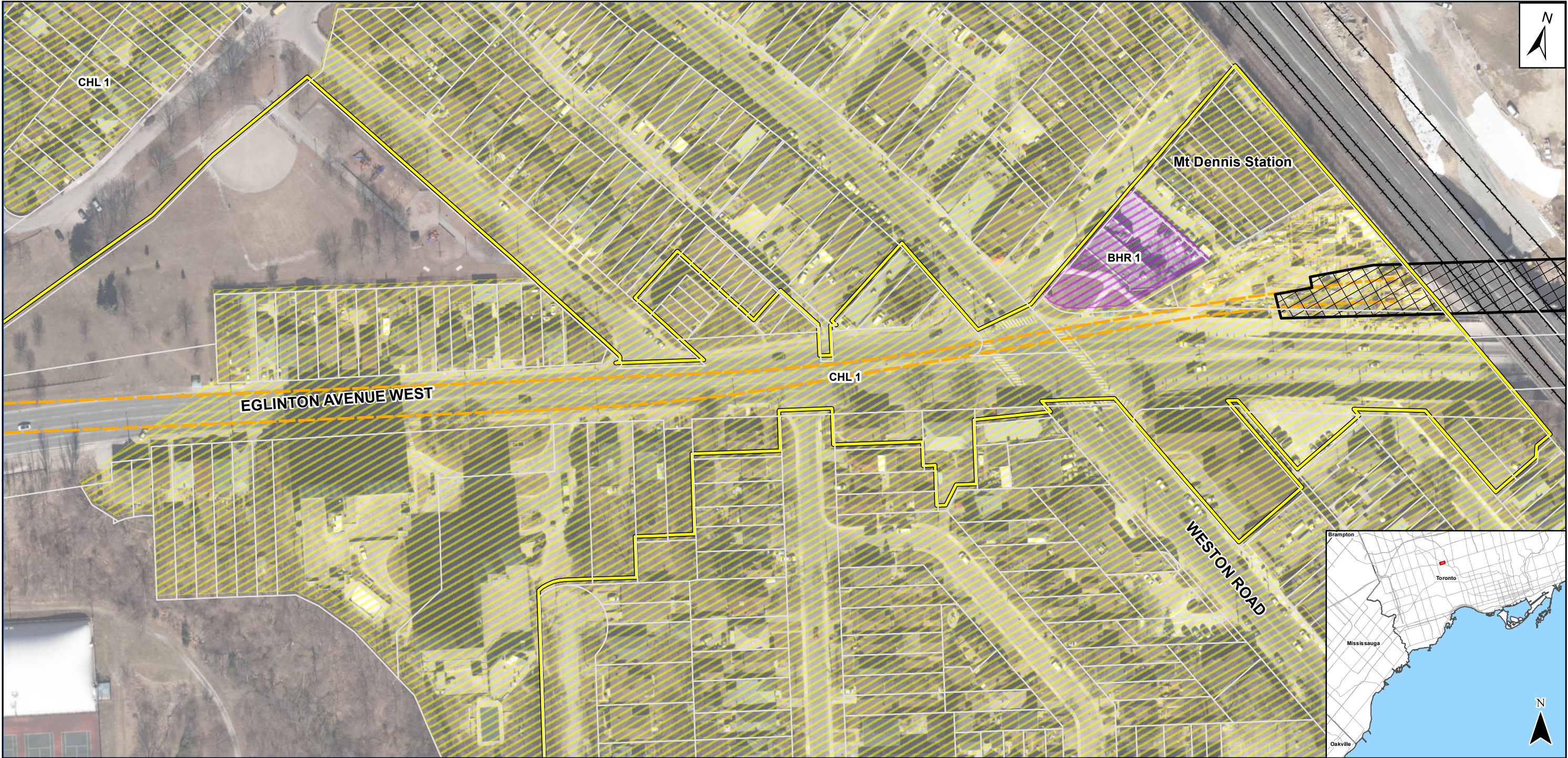
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Study Area	Portals	1. Ontario Open Data Catalogue - Roads and Railways		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Preliminary Impacts	
Station Site	Renforth Laydown Area – approximate; subject to change	2. Land Information Ontario - Municipal Boundaries			
<b>Proposed Alignment</b>		3. ESRI - Basemap.			
Elevated	<b>Cultural Heritage Resource</b>	<b>NOTES:</b>		<b>Prepared By:</b>	<b>Date:</b> May 06, 2020
Transition to at-grade	Direct adverse impacts	1. Vertical grade change is approximate.		<b>Version:</b> 1-1	<b>Review:</b>
Underground	Indirect adverse impacts	2. Datum: NAD83 CSRS; Projecton: MTM 10.			
No impacts				<b>Figure:</b> A-9	<b>Page:</b> 4 of 5





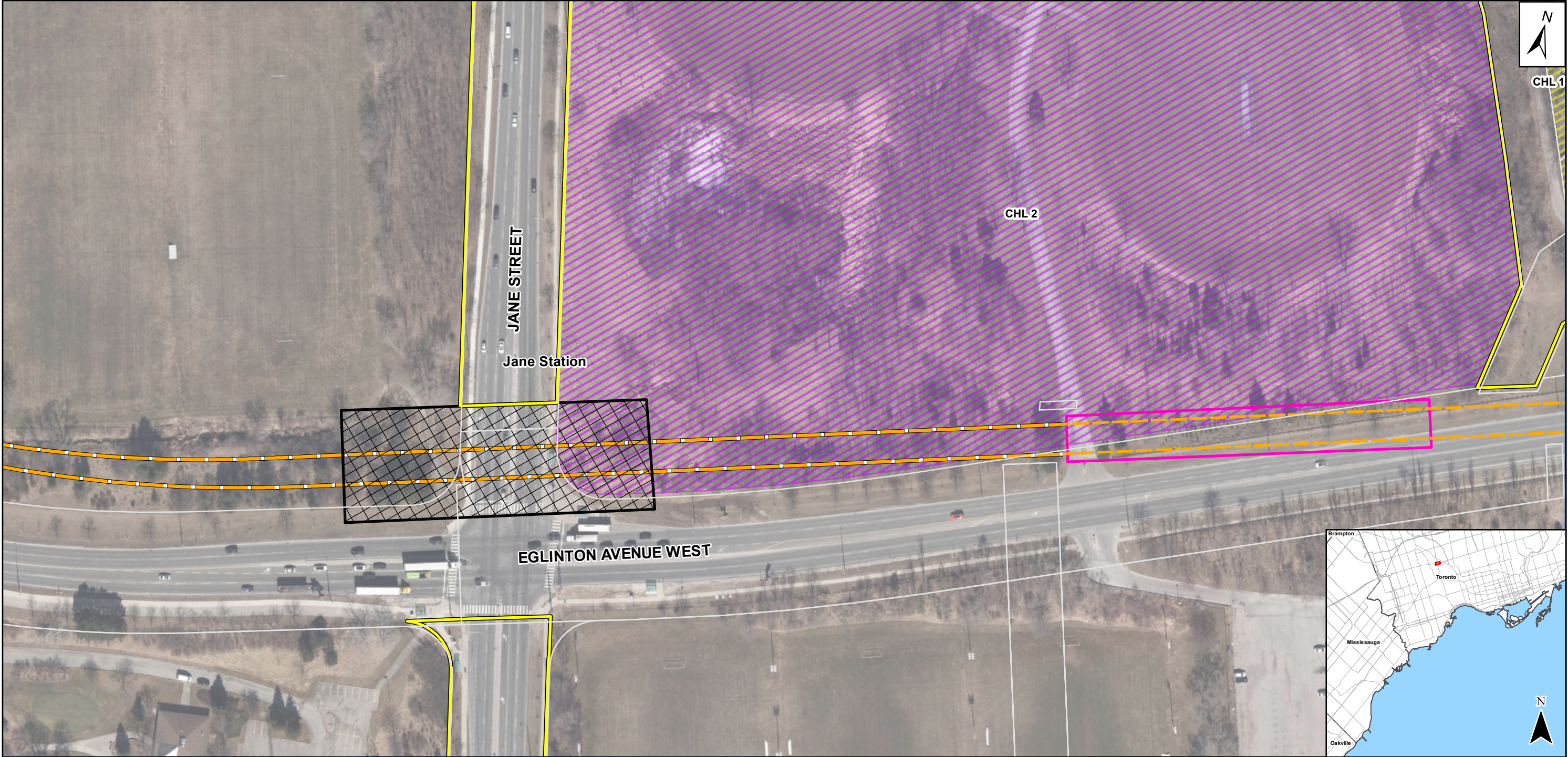
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Study Area	Portals	1. Ontario Open Data Catalogue - Roads and Railways		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Preliminary Impacts	
Station Site	Renforth Laydown Area – approximate; subject to change	2. Land Information Ontario - Municipal Boundaries			
<b>Proposed Alignment</b>		<b>NOTES:</b>		<b>Prepared By:</b>	
Elevated	Direct adverse impacts	1. Vertical grade change is approximate.		<b>Date:</b> May 06, 2020	
Transition to at-grade	Indirect adverse impacts	2. Datum: NAD83 CSRS; Projection: MTM 10.		<b>Version:</b> 1-1	
Underground	No impacts			<b>Review:</b>	<b>Figure:</b> A-10
				<b>Page:</b> 5 of 5	





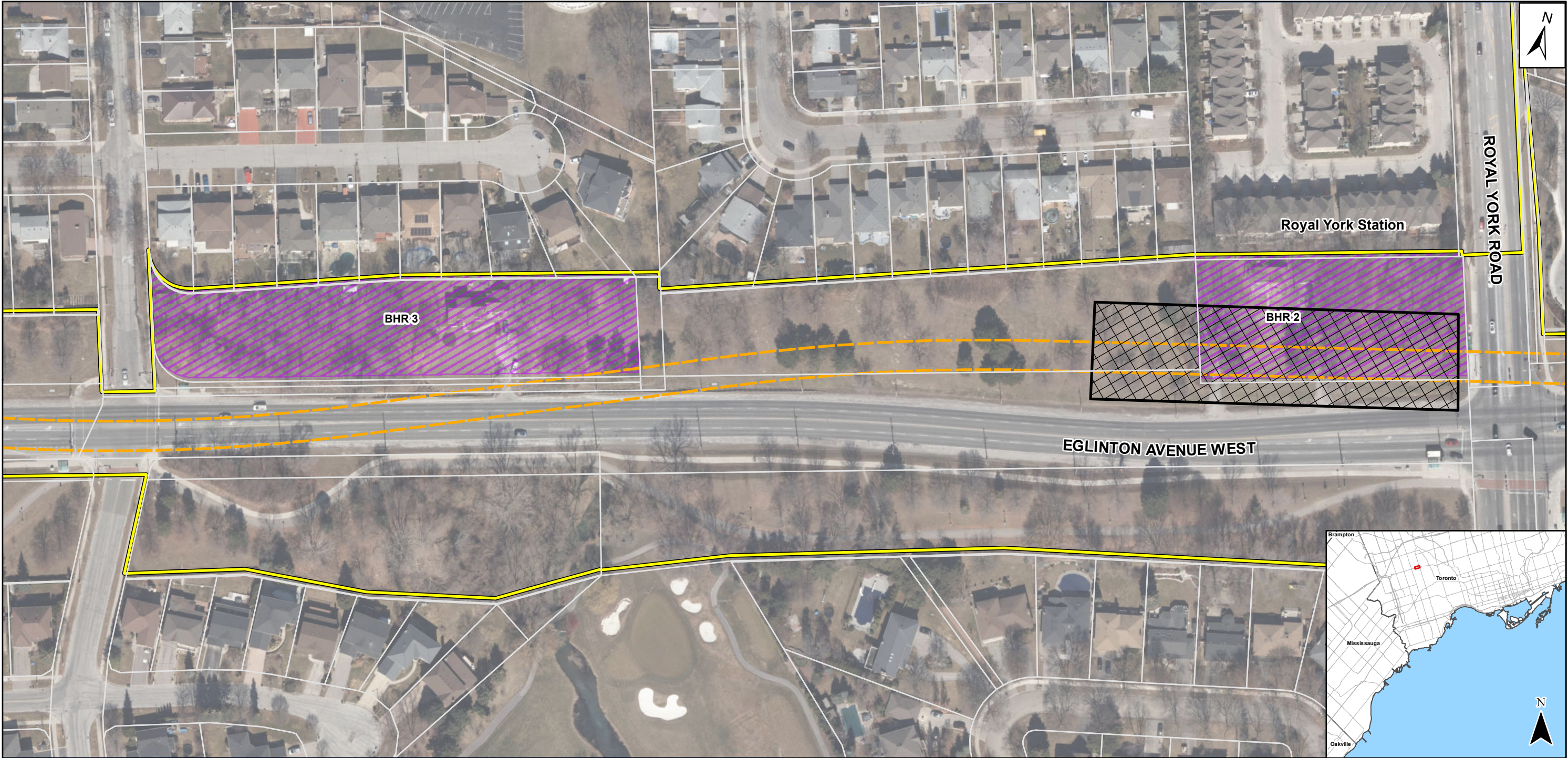
<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project:</b> Eglinton Crosstown West Extension (ECWE)	
Study Area	Station Sites	Ontario Open Data Catalogue - Roads and Railways Land Information Ontario - Municipal Boundaries ESRI - Basemap  Datum: NAD83 CSRS Projection: MTM 10  Vertical grade change is approximate.		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Impacted Properties	
Property Parcels	Portals			<b>Prepared By:</b> <b>PARSONS HATCH WSP</b>	
<b>Proposed Alignment</b>				<b>Date:</b> April 22 2020	
Elevated	<b>Cultural Heritage Resource</b>	<b>Version:</b> 1-1		<b>Review:</b>	<b>Figure:</b> A-11
Transition to at-grade	Direct adverse impacts			<b>Page:</b> 11 of 15	
Underground	Indirect adverse impacts				
















<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project:</b> Eglinton Crosstown West Extension (ECWE)			
Study Area	Station Sites	Ontario Open Data Catalogue - Roads and Railways Land Information Ontario - Municipal Boundaries ESRI - Basemap  Datum: NAD83 CSRS Projection: MTM 10  Vertical grade change is approximate.		<b>Figure Title:</b> Eglinton Crosstown West Extension (ECWE) - Impacted Properties			
Property Parcels	Portals			<b>Prepared By:</b> <b>PARSONS HATCH WSP</b>			
<b>Proposed Alignment</b>				<b>Date:</b> April 22 2020			
Elevated	Direct adverse impacts			<b>Version:</b> 1-1	<b>Review:</b>	<b>Figure:</b> A-12	<b>Page:</b> 12 of 15
Transition to at-grade	Indirect adverse impacts						
Underground							





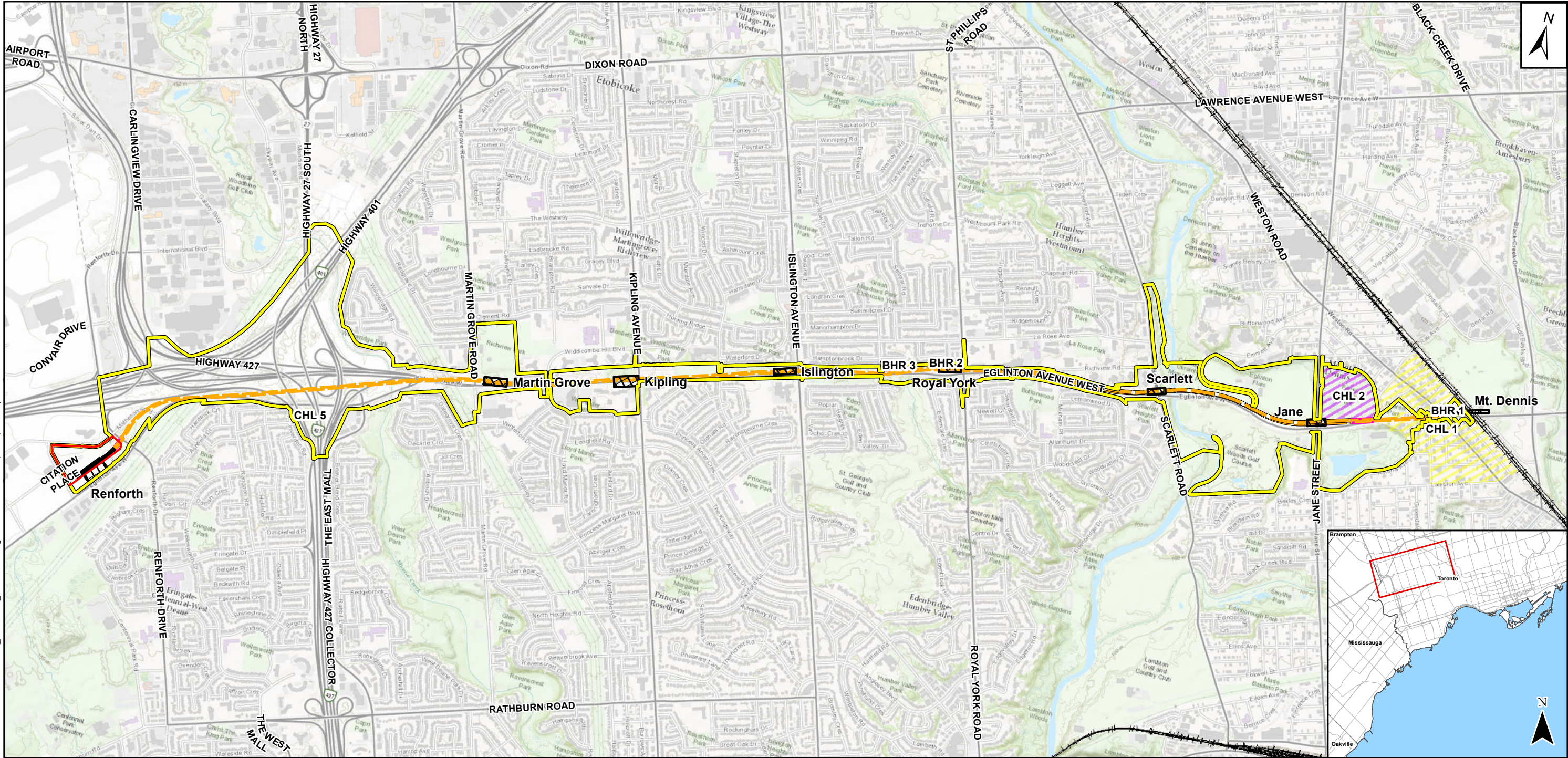
<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project: Eglinton Crosstown West Extension (ECWE)</b>	
 Study Area	 Station Sites	Ontario Open Data Catalogue - Roads and Railways		<b>Figure Title: Eglinton Crosstown West Extension (ECWE) - Impacted Properties</b>	
 Property Parcels	 Portals	Land Information Ontario - Municipal Boundaries		<b>Prepared By:</b> 	
<b>Proposed Alignment</b>	<b>Cultural Heritage Resource</b>	ESRI - Basemap		<b>Date:</b> April 22 2020	
 Elevated	 Direct adverse impacts	Datum: NAD83 CSRS		<b>Version:</b> 1-1	
 Transition to at-grade	 Indirect adverse impacts	Projection: MTM 10		<b>Review:</b> 	
 Underground		Vertical grade change is approximate.		<b>Figure:</b> A-13	<b>Page:</b> 13 of 15





<b>Legend</b>		<b>DATA SOURCES:</b>		<b>Project: Eglinton Crosstown West Extension (ECWE)</b>	
Study Area	Station Sites	Ontario Open Data Catalogue - Roads and Railways Land Information Ontario - Municipal Boundaries ESRI - Basemap		<b>Figure Title: Eglinton Crosstown West Extension (ECWE) - Impacted Properties</b>	
Property Parcels	Portals	Datum: NAD83 CSRS Projection: MTM 10  Vertical grade change is approximate.		<b>Prepared By:</b>	
<b>Proposed Alignment</b>	<b>Cultural Heritage Resource</b>			<b>Date:</b> April 22 2020	
Elevated	Direct adverse impacts			<b>Version:</b> 1-1	
Transition to at-grade	Indirect adverse impacts			<b>Review:</b>	
Underground				<b>Figure:</b> A-14	<b>Page:</b> 14 of 15





**Legend**

- |                           |  |
|---------------------------|--|
| Study Area                | Renforth Laydown Area – approximate; subject to change |
| Station Site              | Portals  |
| <b>Proposed Alignment</b> |  |
| Elevated                  | <b>Cultural Heritage Resource</b>                      |
| Transition to at-grade    | Direct adverse impacts                                 |
| Underground               | Indirect adverse impacts                               |

**DATA SOURCES:**

1. Ontario Open Data Catalogue - Roads and Railways.
2. Land Information Ontario - Municipal Boundaries.
3. ESRI - Basemap.

**NOTES:**

1. Datum: NAD83 CSRS; Projection: MTM 10.
2. Vertical grade change is approximate.



**Project:** Eglinton Crosstown West Extension (ECWE)

**Figure Title:** Eglinton Crosstown West Extension (ECWE) - Impacted Properties Overview

**Prepared By:** **PARSONS HATCH**

**Date:** May 13 2020

**Version:** 1-1

**Review:**

**Figure:** A-15

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