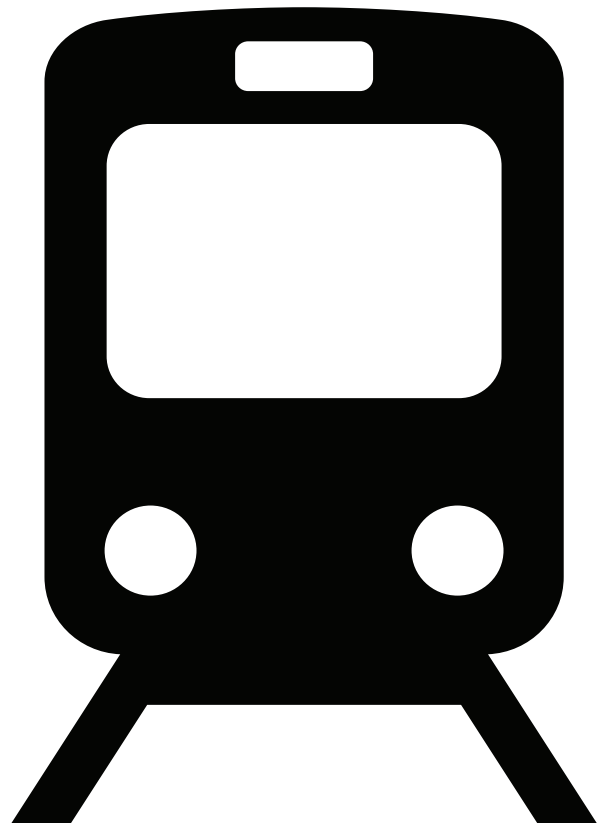


# EGLINTON CROSSTOWN WEST EXTENSION

## ENVIRONMENTAL PROJECT REPORT – 2020 ADDENDUM

### APPENDIX I

#### CULTURAL HERITAGE EVALUATION REPORT: FERGY BROWN PARK



# EGLINTON CROSSTOWN WEST EXTENSION

## Transit Project Assessment Process

### Cultural Heritage Evaluation Report: Fergy Brown Park

May 2020



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

## **Cultural Heritage Evaluation Report: Fergy Brown Park**

Issue and Revision Record					
Rev	Date	Originator	Checker	Approver	Description
A	2020-05-28	C. Tyers	J. Konrad	K. Arnold	For Information

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## Executive Summary

Metrolinx, an agency of the Province of Ontario, has proposed through the Eglinton Crosstown Light Rail Transit (ECLRT) Project, a 33-kilometre electrically powered Light Rail Transit (LRT) extending from the Lester B. Pearson International Airport in the City of Mississauga, to Kennedy Station in the City of Toronto. Metrolinx has retained 4Transit (4T), a joint venture of Hatch, Parsons and WSP, to undertake a Cultural Heritage Evaluation Report (CHER) for the Fergy Brown Park within the ECLRT Project study area. This report is being undertaken as a result of the recommendation of the Eglinton Crosstown West Extension Cultural Heritage Resource Assessment Report Addendum (4Transit, 2019) which found the Fergy Brown Park to have potential Cultural Heritage Value or Interest (CHVI).

The purpose of the CHER component of this report is to review primary and secondary documentation and mapping to establish the development history of Fergy Brown Park and to evaluate its CHVI per the criteria outlined in *Ontario Regulation 9/06 (O. Reg. 9/06)* and *O. Reg. 10/06* of the *Ontario Heritage Act*, as required by the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010).

The CHER was prepared by Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario; Chelsey Tyers, BES, MCIP, RPP, Cultural Heritage Specialist; and Jacqueline Bradica, BA, Cultural Heritage Assistant.

The study area includes Fergy Brown Park, located within part of Lot 1, Concession 4 West of Yonge, in the geographic Township of York, City of Toronto, in the Province of Ontario. The study area is municipally known as 3700 Eglinton Avenue West.

The Cultural Heritage Evaluation has resulted in the following recommendations:

1. The Fergy Brown Park does not satisfy the criteria outlined under *O. Reg. 9/06* or *O. Reg. 10/06*; and
2. This report should be submitted to the City of Toronto for review and comment.



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## Acronyms

4T	4Transit, a Joint Venture of Hatch, Parsons and WSP
AA	Archaeological Assessment
BHR	Built Heritage Resource
CHER	Cultural Heritage Evaluation Report
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Resource
CHVI	Cultural Heritage Value or Interest
CP	Cross Passage
EAA	Environmental Assessment Act
EEB	Emergency Exit Building
ECLRT	Eglinton Crosstown Light Rail Transit
ECWE	Eglinton Crosstown West Extension

EPR	Environmental Project Report
ES	Extraction Shaft
GTHA	Greater Toronto and Hamilton Area
HCD	Heritage Conservation District
LRT	Light Rail Transit
LS	Launch Shaft
MMAH	Ministry of Municipal Affairs and Housing
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MS	Maintenance Shaft
MSF	Maintenance and Storage Facility
MTLRO	Metro Toronto Land Registry Office
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation
PHP	Provincial Heritage Property
PHPP	Provincial Heritage Property of Provincial Significance
PPS	Provincial Policy Statement
ROW	Right-of-Way
SCHV	Statement of Cultural Heritage Value
TBM	Tunnel Boring Machine
TPAP	Transit Project Assessment Process
TPSS	Traction Power Substation
TRCA	Toronto and Region Conservation
TTC	Toronto Transit Commission

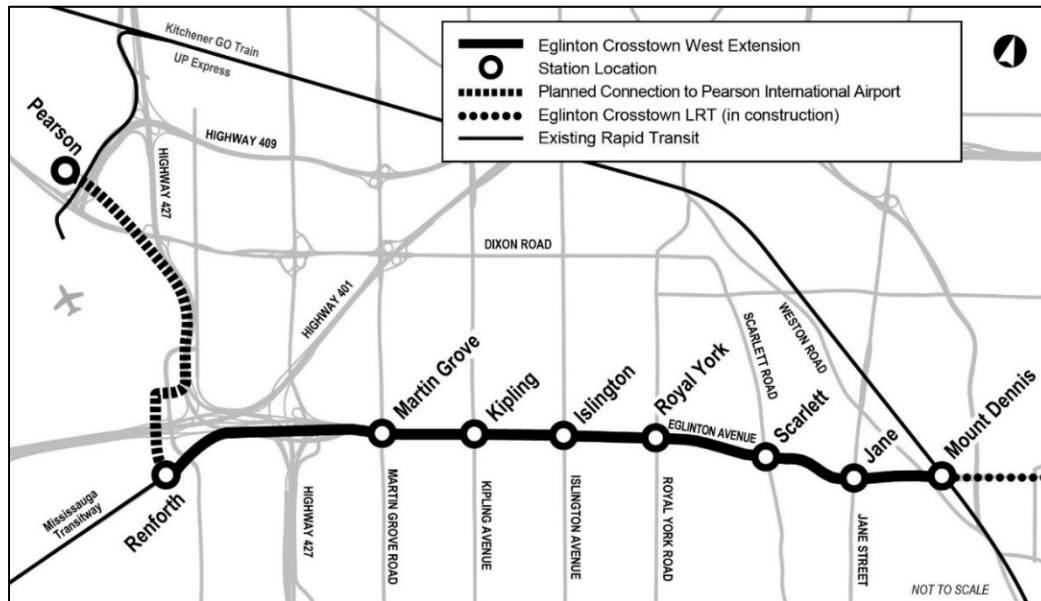
## 1. Introduction

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 ECLRT 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*.



**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 Evaluation Report: Fergy Brown Park 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 Keelesdale Park 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/Bemersyde Drive, Kipling Avenue, Widdicombe Hill Boulevard/Lloyd Manor Road, Martin Grove Road, East Mall, Rangoon Road, Renforth Drive, Commerce Boulevard, Convair Drive, Silver Dart Drive, and Lester B. Pearson International Airport.</li> </ul> <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>	<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> <li>Stations at Rangoon Road, 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>	<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>
Emergency Exit Buildings (EEB)	<p>No emergency exits along this section in either the 2010 EPR or the 2013 EPR Addendum as the alignment was at-grade.</p>	<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>	<p>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.</p>



Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
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> <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>	<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 Scarlett Road;</li> <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>	<p>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.</p>



## 1.2 Purpose of the Document

The purpose of this Cultural Heritage Evaluation Report (CHER) is to determine if Fergy Brown Park has Cultural Heritage Value or Interest (CHVI) based on the criteria outlined in *O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06)* and *O. Reg. 10/06: Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06)* under the *Ontario Heritage Act (OHA)*. The Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Heritage Identification & Evaluation Process (Evaluation Methodology) (2014) found in *The Standards & Guidelines for Conservation of Provincial Heritage Properties* (2010) describes the process for evaluating a property for its CHVI. The report will:

- Prepare a description of the property;
- Gather and record information about the property sufficient to understand and substantiate its heritage value;
- Determine CHVI, including potential provincial significance, based on the advice of qualified persons and with appropriate community input. If the property meets the criteria in *O. Reg. 9/06*, it is a provincial heritage property. If the property meets the criteria in *O. Reg. 10/06*, it is a provincial heritage property of provincial significance;
- Document the identification process with a written account of the research and the evaluation; and
- For each provincial heritage property, prepare a Statement of Cultural Heritage Value (SCHV) and a description of its heritage attributes.

## 1.3 Description of Property

The property known as Fergy Brown Park is located within part of Lot 1, Concession 4 West of Yonge, in the geographic Township of York, City of Toronto, in the Province of Ontario.

The study area is known municipally as 3700 Eglinton Avenue West, consists of the northeast quadrant of the Eglinton Flats Park and is located on the northeast corner of Jane street and Eglinton Avenue West and bounded to the north and east by a residential neighbourhood including Bartonville Avenue West, Sunnybrae Crescent, Somerville Avenue and Pearen Street. The Fergy Brown Park consists of a central driveway off Eglinton Avenue West that leads to a small asphalt parking lot and a one storey pavilion, two cricket fields, a baseball field, several pedestrian paths and many varieties of mature trees and grassed areas.

## 1.4 Historical Summary and Current Context

According to the Abstract Index, Lot 1, Concession 4 West of Yonge Street was deeded from the Crown to John Dennis on June 20, 1801 (Metro Toronto Land Registry Office (MTLRO)). Dennis was a loyalist shipbuilder who immigrated from Philadelphia. The area surrounding the subject property is called Mount Dennis after this Dennis family who operated a saw mill and woolen factory. The land was passed to John's son, Joseph and sometime between 1861 and 1878 it was sold to W. McDonald. No building footprints are identified within the study area on Tremaine's *Map of the County of York* in 1860 (Figure A.3, Appendix A), nor on

the 1878 *Illustrated Historical Atlas of the County of York* (Figure A.4, Appendix A). The 1909 *Department of Militia and Defence Topographic Map* depicts the subject property as a treed wetland with no building footprints (Figure A.5, Appendix A).

The line of ownership is unclear in the Abstract Index until 1910 when Plan 1510 is registered. The subject property includes parts of Lots 1, 2, 3, 5, 6, 7 and 8 of Plan 1510. Topographic maps identify development of the subject property with several residential building footprints between 1909 and 1921 (Figure A.5, Appendix A). Between 1910 and the 1960s the lots passed through several owners.

In 1954, Hurricane Hazel brought significant flooding to the area and as a result the Toronto and Region Conservation Authority (TRCA) purchased many of the low-lying properties surrounding the Humber River including the subject property. The subject property along with land on the other corners of the Jane Street and Eglinton Avenue West intersection was redeveloped for park use in the 1960's and named Eglinton Flats Park. The northeast quadrant was renamed Fergy Brown Park in 2007 after former City of York Mayor, Fergy Brown. The property is still owned by the TRCA, however, there is a permanent easement agreement on the property in favor of the City of Toronto.

The study area consists of Fergy Brown Park, formerly part of the Eglinton Flats Park that was created in the 1960s due to the opportunity provided by the devastation that Hurricane Hazel caused to the area surrounding the Humber River in 1954.

A property visit was conducted by Chelsey Tyers on April 23, 2020 to document the existing conditions of Fergy Brown Park. A full description of existing conditions can be found in Section 8.

## 2. Methodology

### 2.1 Legislative Framework

This CHER evaluates Fergy Brown Park as a potential Cultural Heritage Resource to ensure that Metrolinx fulfils its obligations under *O. Reg. 231/08* and the OHA (2005). This Section outlines the various legislative frameworks and processes that are pertinent to the CHER.

#### 2.1.1 *Environmental Assessment Act and the EPR Addendum*

The purpose of the Ontario Environmental Assessment Act (EAA) is “the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management, in Ontario, of the environment” (EAA 2009, Part I-Section 2). The EAA outlines a planning and decision-making process to ensure that potential environmental effects are considered before a project begins. The EAA applies to provincial ministries and agencies, municipalities, and other public bodies. Certain “classes” of projects can follow streamlined EA processes, including EPR addendums, as defined in *O. Reg. 231/08* under the EAA.

The proponent must complete the prescribed steps of the EPR Addendum. If changes to the Project, are determined to be inconsistent with a previously approved EPR, a reassessment of the impacts associated with the project, identification of potentially new mitigation

measures, and potentially new monitoring systems, will be required, in accordance with the addendum process prescribed in *O. Reg. 231/08*.

Transit projects, including the construction of new stations and facilities, and widening or expansion of linear components of the transit system, can directly or indirectly impact Cultural Heritage Resources (CHRs). The EPR Addendum identifies that resources with recognized or potential CHVI may be a matter of provincial importance and that steps must be taken to consider the negative effects to these resources. As such, part of the EPR Addendum is to assess whether landscapes and structures on/or adjacent to the study area have or might have CHVI through the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.

### **2.1.2 Ontario Heritage Act (2005)**

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

Properties can be designated individually (Part IV of the OHA) or as part of a larger group of properties, known as a HCD (Part V of the OHA). Designation helps to ensure the conservation of these important places. Designation offers protection for the properties under Sections 33 and 34 of the OHA, prohibiting the owner of a designated property from altering, demolishing or removing a building or structure on the property unless the owner applies to the council of the municipality and receives written consent to proceed with the alteration, demolition or removal.

In addition to designated properties, the OHA allows municipalities to list other properties that are considered to have CHVI on their Register. Under Part IV, Section 27 of the OHA, municipalities must maintain a Register of properties situated in the municipality that are of CHVI. Section 27 (1.1) states that the Register shall be kept by the Clerk and that it must list all designated properties (Part IV and V). Under Section 27 (1.2), the Register may include a property that has not been designated, but that the municipal council believes to be of CHVI. "Listed" properties, although recognized as having CHVI, are not protected under the OHA as designated properties are, but are acknowledged under Section 2 of the Provincial Policy Statement (Ministry of Municipal Affairs and Housing (MMAH), 2014) under the *Planning Act*.

In the City of Toronto, "Listed" properties are those for which Council has adopted a recommendation to be included on the Register as a non-designated property. This makes "Listed" properties in Toronto subject to Section 27 of the OHA.

The OHA also allows for the designation of Provincial Heritage Properties (PHPs). Part III.1 of the OHA enables the preparation of standards and guidelines that set out the criteria and process for identifying PHPs (*O. Reg. 10/06* of the OHA) and to set standards for their protection, maintenance, use, and disposal. As a prescribed public body under *O. Reg.*

157/10 of the OHA, Metrolinx has obligations under the Standards and Guidelines for the Conservation of Provincial Heritage Properties (MHSTCI, 2010), requiring identification, protection and care for PHPs Metrolinx owns and manages.

Pursuant to the OHA, the Ontario Heritage Trust (OHT) has a broad, province-wide mandate to identify, protect, promote and conserve Ontario's heritage in all its forms. The OHT serves as the heritage trustee and steward for the people of Ontario. In this capacity, it is empowered to conserve provincially significant cultural and natural heritage, to interpret Ontario's history, to educate Ontarians of its importance in our society, and to celebrate the province's diversity.

The Standards and Guidelines for the Conservation of PHPs 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. HCDs designated under the OHA include villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value.
- **Provincial Heritage Property (PHP)** means real property, including buildings and structures on the property, that has CHVI and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a provincial Ministry or a prescribed public body if the terms of the occupancy agreement are such that the provincial Ministry or public body is entitled to make the alterations to the property that may be required under these heritage Standards and Guidelines.
- **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.

#### 2.1.2.1 O. Reg. 9/06: Criteria for Determining CHVI

The criteria for determining CHVI are defined in O. Reg. 9/06 under the OHA.

1. (2) 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. This Regulation does not apply in respect of a property if notice of intention to designate it was given under subsection 29 (1.1) of the Act on or before January 24, 2006. O. Reg. 9/06, s. 2.

**2.1.2.2 O. Reg. 10/06: Criteria for Determining CHVI of Provincial Significance**

The criteria for determining CHVI of provincial significance are defined in O. Reg. 10/06 under the OHA.

(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 CHVI of provincial significance:

- I. The property represents or demonstrates a theme or pattern in Ontario's history;
- II. The Property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- III. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- IV. The property is of aesthetic, visual or contextual importance to the province;
- V. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- VI. 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;
- VII. 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; or
- VIII. 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).

## 2.2 Approach to Cultural Heritage Evaluation Reports

The intent of a CHER is to determine whether a property has CHVI based on the criteria outlined in *O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06)* and *Ontario Regulation 10/06: Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06)* under the OHA. The MHSTCI Heritage Identification & Evaluation Process (Evaluation Methodology) (2014) found in *The Standards & Guidelines for Conservation of Provincial Heritage Properties* (2010) describes the process for evaluating a property for its CHVI. A CHER should include the following:

1. A written and cartographic description of the subject property;
2. General description of the township and settlement history for the subject property;
3. Detailed review of the historical background of the subject property including a review of documentary, physical and oral evidence as available;
4. Written and photographic documentation of the existing conditions of the subject property;
5. Determination of CHVI, including potential provincial significance, based on the advice of qualified persons and with appropriate community input. If the property meets the criteria in *O. Reg. 9/06*, it is a provincial heritage property. If the property meets the criteria in *O. Reg. 10/06*, it is a provincial heritage property of provincial significance.
6. Preparation of Statement of CHVI and list of heritage attributes if appropriate.

## 2.3 Metrolinx Policies and Guidelines

To address obligations under the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MHSTCI, 2010), Metrolinx has developed policies and guidelines to identify, protect and care for Metrolinx-owned and managed PHPs.

The purpose of the *Metrolinx Interim Cultural Heritage Management Process* (Interim Heritage Process, 2013) is to address the Standards and Guidelines for Conservation of Provincial Heritage Properties (MHSTCI, 2010) issued under the OHA. The Interim Heritage Process provides a framework to:

- Determine whether properties owned or controlled by Metrolinx contain built heritage resources, cultural heritage landscapes, or archaeological resources that are of CHVI or are of Provincial Significance;
- Identify the attributes that should be conserved in order to protect cultural heritage value;
- Provide for interim heritage management of identified properties; and
- Ensure review and approval of heritage management decisions.

The first step in the process is undertaking a cultural heritage screening. Properties with no potential are screened out of the cultural heritage process. Properties identified through the screening process as having recognized or potential CHVI will proceed to a full evaluation of heritage value by means of a CHER and evaluation by the Metrolinx Heritage Committee.



Based on the results of the CHER and the effects of the undertaking, an Heritage Impact Assessment may be required.

## 2.4 Primary Sources

Primary source materials provide a first-hand account of an event or time period and are considered to be dependable. Primary source materials were consulted to form the basis of this cultural heritage evaluation. Archival sources were reviewed for relevant material through the Archives of Ontario, Metro Toronto Land Registry, Newspaper Articles, and Library and Archives Canada. For a full list of resources consulted please refer to Section 15.

## 2.5 Secondary Sources

Secondary sources interpret and analyse primary sources and generally include scholarly books and articles. Secondary source materials consulted consists predominantly of work completed by specialized historians. Sources examined include: *Hurricane Hazel: 60 Years Later* (TRCA, n.d.) and *Heritage of York: An Historical Bibliography, 1763-1840* (Borough of York, 1973).

## 2.6 Research Limitations

This report was completed during the COVID-19 pandemic and local area archives and libraries were thus closed to the public. Accordingly, research was limited to physical resources already obtained and online resources.

## 2.7 Agency Data Requests

A request was sent to the City of Toronto on April 16, 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. No response has been received as of the writing of this report. However, the City of Toronto's website does not identify Fergy Brown Park as listed on the Municipal Heritage Register, nor designated under Part IV of the OHA.

A request was sent to the OHT on April 16, 2020 which confirmed that the Fergy Brown Park is not owned by the OHT or subject to an easement.

A summary of data requested through consultation with the agencies noted above is provided in Table 2-1.

**Table 2-1: Data Requests**

Contact Name/ Position	Organization	Contact Information	Dates of Communication	Description of Information Received
Yasmina Shamji, Urban Design/Heritage Planning	City of Toronto	Email: Yasmina.Shamji@toronto.ca	April 16, 2020; follow up on May 7, 2020	No response has been provided to date.
Erin Semande, Provincial Heritage Registrar	Ontario Heritage Trust	Email: Registrar@heritagetrust.ca	April 16, 2020	Response received from Heritage Planner, Kevin DeMille confirming that the

Contact Name/ Position	Organization	Contact Information	Dates of Communication	Description of Information Received
				OHT does not own or have a conservation easement on the property.

### 3. Heritage Recognitions

#### 3.1 Municipal

The subject property is not listed as a heritage property or designed under Part IV or V of the OHA by the City of Toronto.

#### 3.2 Provincial

The subject property does not retain heritage recognition at the provincial level as it has not previously been identified as a PHP and is not owned by the OHT or subject to any OHT easements.

#### 3.3 Federal

The subject property does not retain heritage recognition at the federal level as it does not contain a Federal Heritage Building or a National Historic Site.

### 4. Adjacent Lands

In Section 6, the *Provincial Policy Statement (2020)* (PPS) defines adjacent lands for the purposes of cultural heritage as:

“...those lands contiguous to a *protected heritage property* or otherwise defined in the municipal official plan.”

The *Toronto Official Plan* (2015, p. 19) defines adjacent lands as:

“Those lands adjoining a property on the Heritage Register of lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, land, trail, ROW, walkway, greenspace, park and or/easement, or an intersection of any of these, whose location has the potential to have an impact on a property on the heritage register, or as otherwise defined in a HCD Plan adopted by by-law.”

There are no heritage properties adjacent to Fergy Brown Park, including those listed by the City of Toronto or designated under Part IV or Part V of the OHA.

### 5. Archaeology

Archeoworks Inc. conducted a Stage 1 Archaeological Assessment (AA) for the ECLRT Corridor and Pearson Airport Surface Connection project on behalf of Giffels Associates



Limited in 2009 (PIF# P029-661-2009). No archaeological materials were recovered during the assessment and no further archaeological assessment was recommended.

New Directions Archaeology Ltd. conducted a Stage 1-2 AA of the ECLRT corridor on behalf of MMM Group Ltd. in 2012 (PIF# P018-403-2012). No archaeological materials were recovered during the assessment, and no further AA was recommended.

A Stage 2 AA to assess the proposed alignment for the ECWE is in the process of being completed by WSP in 2020.

## **6. Community Input**

At this time there has been no direct input on Fergy Brown Park from the community. During consultation for the CHER, correspondence was sent to the City of Toronto to confirm that Fergy Brown Park does not have any heritage status, but no response has been received to date. This report will be submitted to the City of Toronto for input on any relevant information that should be taken into account in the evaluation.

In April 2020 an online public consultation process was initiated to discuss new developments and improvements in the areas Mount Dennis Station and between Renforth Drive for the Project. The primary method used to engage the community was an Online Open House. The online consultation was launched on the ECWE website and ran from April 1, 2020 until April 10, 2020. The online consultation included the display boards and an opportunity to ask question on the project materials.

The main goals of the Online Open House were:

1. Introduction of the ECWE;
2. Provision of background information and details on studies underway; and
3. Gathering feedback in the form of questions/comments from the public.

Online discussion boards identified that Metrolinx is assessing potential impacts to cultural heritage resources in accordance with the OHA. Discussion boards identified that four cultural heritage resources may be directly impacted through landscape impacts or minor alterations, and three may be indirectly impacted through vibrations during construction. No mention was made specifically of the Fergy Brown Park, but the discussion board identifies that preparation of additional reports will be completed as necessary to evaluate CHVI and determine recommendations for future protection.

## **7. Discussion of Historical or Associative Value**

Discussion surrounding the historical or associative value of a resource centre around the three criteria set out in *O. Reg. 9/06*:

- Does the property have direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;

- Does the property yield, or has the potential to yield, information that contributes to an understanding of a community or culture; or
- Does the property demonstrate or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

This discussion also considers the potential for historical or associative value of provincial significance set out in *O. Reg. 10/06* including:

- Is the property representative or demonstrative of a theme or pattern in Ontario's history; and
- Does the property yield, or has the potential to yield, information that contributes to an understanding of Ontario's history, or demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.

## **7.1 Site History**

Euro-Canadian land use for Fergy Brown Park was produced using land registry records, historical mapping, and other primary and secondary sources, where available. This section has generally been divided into periods of property ownership, separated by significant changes in tenure. The subject property is located within part of Lot 1, Concession 4 West of Yonge, in the geographic Township of York, City of Toronto, in the Province of Ontario.

### **7.1.1 1796-1877**

The Abstract Index indicates that Lot 1, Concession 4 West of Yonge Street was patented to John Dennis on June 20, 1801 (MTLRO). John Dennis was a loyalist shipbuilder from Philadelphia and his family operated a sawmill and woolen factory on their property (Toronto Neighbourhoods Guide, n.d.; Mount Dennis Community Association, n.d.). The area immediately surrounding Fergy Brown Park and Eglinton Flats Park to the north, west and south is called Mount Dennis after the Dennis family that originally settled in the area. J.O. Browne's 1851 *Map of the Township of York in the County of York Upper Canada* (Figure A.2, Appendix A) depicts a small square cleared of trees on the east side of Lot 2 in which a building footprint is located.

George Tremaine compiled a map of the County of York in 1860 (Figure A.3, Appendix A). The map shows Joseph Dennis as the owner and Weston Road and a rail line passing through the west portion of Lot 1 on a diagonal. No building footprints are depicted within the study area or any of Lot 1 on this map.

### **7.1.2 1878-1909**

The 1878 *Illustrated Historical Atlas of the County of York* identifies Lot 1 belonging to W. McDonald (Figure A.4, Appendix A). No records of W. McDonald's ownership of Lot 1 were found in the Abstract Index.

The 1909 *Department of Militia and Defence Topographic Map* depicts the subject property as a treed wetland with no building footprints (Figure A.5, Appendix A).

### 7.1.3 1910-1953

The chain of ownership does not become clear again until the creation of Plan 1510 in 1910, in which Fergy Brown Park includes Parts 1, 2, 3, 5, 6, 7 and 8. Lots 1, 2, 3, 5, 6, 7 and 8 belonged to J.A. Pascoe, John H. Carter, Robert Kerr & David L. Heggie in 1910 (MTLRO Plan 1510). The lots were then sold to Charles F. Wright on February 1, 1911 (MTLRO 66970) and then to James Barr on May 26, 1913 (MTLRO 78144). The 1921 census returns identify Wright as a President of a company in the real estate field (Schedule B, District No. 144, Sub-District No. 10, Pg. 2). The 1921 census returns also identify James Barr as a booker, which may be another description for a booking agent, married to Jane Barr with six children (Schedule B, District No. 134, Sub-district No. 50, Pg. 4).

By 1921 the subject property contained several building footprints along Jane Street and Eglinton Avenue West. The 1921 *Department of Militia and Defence Topographic Map* (Figure A.5, Appendix A) also depicts the development of the subdivision off of Weston Road and south of Eglinton Avenue West. The 1931 *Department of National Defence Topographic Map* (Figure A.5, Appendix A) identifies further concentration of the residential areas north and south of the study area.

Barr sold the lots to Jean C. Rae on October 19, 1934 (MTLRO 243777). The 1942 *Department of National Defence Topographic Map* (Figure A.6, Appendix A) suggests the buildings identified in previous topographic mapping had been removed by this time. In November 1944 and November 1945, the lots were sold in two transactions to Placido Gri (MTLRO 283106 and 290876). Placido Gri immigrated to Toronto from Genoa, Italy in 1929 at the age of 9. He became a builder according to the 1949 Canada Voters List and lived at 1165 Jane Street, which has since been demolished. The Abstract Index identifies several transactions for Lots 1, 2, 3, 5, 6, 7 and 8 between Placido Gri and several other family members including Santa Gri, Arnold Gri and Mary Gri between 1946 and 1953. In March 1945 Lots 1 and 2 were sold to Sidney J. Mason and Margare I. Mason (MTLRO 367981). Silvin Silzer and Viykki Silzer purchased lots 3,5,6, 7 and 8 in 1952 (MTLRO 354719).

### 7.1.4 1954-Present

Following the destruction caused by Hurricane Hazel in 1954, the Municipality of Metropolitan Toronto Council rezoned lands surrounding the Humber River as open space, preventing future residential development of the area. The 1962 *Department of Energy, Mines and Resources Topographic Map* (Figure A.6, Appendix A) identifies five building footprints along Eglinton Avenue West and three along Jane Street within the subject property, suggesting that the Hurricane did not physically remove the dwellings in this area.

Following Hurricane Hazel, between 1961 and 1966, the Metropolitan and Region Conservation Authority (now known as the TRCA) acquired the subject property with the intent of renaturalizing the area and for use as a park.

The 1974 *Department of Energy, Mines and Resources Topographic Map* (Figure A.6, Appendix A) depicts that all the buildings were removed by that time and notes that the subject property and the property to the south is "Under Construction." The 1985, 1991 and

2018 Aerial Imagery (Figure A.7, Appendix A) demonstrates the configuration of the park as it currently exists but demonstrates the maturing tree foliage throughout the years.

In 2007, the northeast quadrant of Eglinton Flats Park was renamed Fergy Brown Park in commemoration of former City of York Mayor, Fergy Brown.

## **7.2 Historic Theme/Cultural Pattern**

### **7.2.1 Settlement and Early Euro-Canadian Development History**

#### **7.2.1.1 York Township**

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

Fort Rouillé was built in 1751, though its operations were short-lived, as the French destroyed the fort to prevent its use by the opposing British during the Seven Years’ War (City of Toronto, 1980). Upon the signing of the Treaty of Paris and concluding the Seven Years’ War, the British Crown gained control over what would become Canada including what is currently the City of Toronto. Once this cession occurred, the land was opened for general European settlement. In 1761, Lieutenant-Governor of Upper Canada, John Graves Simcoe declared that the Town of York (Toronto) would be the new capital of Upper Canada (Guillet, 1946).

The Township of York was originally surveyed in 1792 by Augustus Jones. Its original borders were situated between the Humber River and Scarborough Township, and between Lake Ontario to the Townships of Vaughan and Markham. The layout of York differed from other townships due to the layout of its main concessions (Borough of York, 1973). Along the shoreline, broken front lots were laid out with Concessions 1 to 4 located to the north. These lots were of irregular size and were generally no larger than 200 acres each.

Major growth of the Township of York did not begin until 1796 when an influx of United Empire Loyalists, those who were allegiant to the British Crown in the Thirteen Colonies during the American Revolutionary War, were granted land in 1796. Following the War of 1812, a more diverse population of English, Scottish, Irish and Americans sought to settle in the Township of York (Borough of York, 1973). By 1802, the combined population of the

Town of York, Township of York and Etobicoke Township was 659 (Robinson, 1885). By 1825, the population of the Township of York had reached 2,412 and by the 1830s it increased to 3,127 (Robinson, 1885).

The Township of York flourished with a strong agricultural industry and became a center for trade. With the steady growth and development by the 1830s, most of the Township of York was no longer Crown Land and was either held by freeholders or tenants. The majority of the lots had been partially cleared and many farms were being sold at a profit to newcomers. The original Euro-Canadian settlers relocated to cheaper land in other townships to resettle again. In 1834, with the continual increase in population, the Village of York applied for incorporation. On March 6, 1834 it was incorporated as the City of Toronto. In the 1850s, Parkdale became an independent settlement in the Township of York. In 1879, it was incorporated into its own village.

By 1867, the City's boundaries had expanded to what is now Bloor Street in the north, Dufferin Street in the west and the Don River in the east. In 1883, Toronto annexed the Village of Yorkville, the Village of Brockton in 1884, and in 1889 it continued to expand to annex the Village of Parkdale (City of Toronto, 1980).

By the early 1900s, the Township of York could no longer be distinguished from the rapidly growing City of Toronto. This growth continued through the World War I and II. After World War II ended, a wave of immigrants arrived in Toronto to build new lives. The City continued to grow as a commercial and industrial center, and as more money flowed into Toronto, skyscrapers were built to house the new companies moving to the City (City of Toronto, 1980).

Toronto's population continued to grow, adding to the continual urban sprawl. By the 1950s Toronto was no longer the small Town of York but had developed into a thriving metropolitan city with a large multi-cultural population (City of Toronto, 1980).

### 7.2.1.2 *General History of City Parks*

Although idealistic or intellectual movements are often discussed with clear classifications and timelines, these are retrospectively constructed concepts. Park eras and movements varied by region and may have been introduced later or earlier than the timelines introduced in academia. In addition, while it may be seemingly simple to identify key schools of thought as the cause of historical movements, there were often multiple factors (e.g. war, industrialization, mass immigrations) or other overlapping schools of thought that affected all of these movements. With these ambiguities and limitations noted, the below provides a general overview of the history of parks and the schools of thought that are generally considered to be the underlying cause of the changes in park functionality.

Historically, parks were regarded as private lands within a gentleman's estate and were not considered necessary for the general population. Forms of public parks, by modern definition, first appeared in North America in the 1830's (Cranz, 1997). These parks were usually, but not exclusively, landscaped rural cemeteries for people to enjoy quiet picnics or other non-strenuous activities. Although the presence of cemeteries is not required to typify these early

parks, they were all typically located outside of the city and were idyllic, quiet, contemplative “Pleasure Gardens” or Romantic Parks. Romantic Parks, such as Victoria Park in Kitchener, Ontario, were largely popular roughly between 1850 to 1900 (Cranz, 2000).

However, changes in the form and function of parks began after the conclusion of the American Civil War in 1865. Many of the Romantic Parks were situated on the edges of cities and unreachable to those who could not afford expensive transit (Cranz, 1997). This concern aligned with claims made in the North American Review (1909) that productivity and progress resulted from an adequate amount of athletics and leisure. Athletics and leisure would revitalize the body in order to work efficiently and cheerfully while answering the industrial demands of the time. It was believed the working class needed access to sport to continue working in factories efficiently to further the ideals of “progress”.

Another municipal concern was that unentertained children and immigrants would inevitably turn to mischief or other illicit activities. Local residents wanted a means of socializing and sparing people of deleterious consequences (Dyreson, 1999). A culmination of this concern and the above schools of thought led to the creation of the Reform Park. This form of park was popular from 1900 to 1930 and sought to keep the youth busy and to bring immigrants and local residents together (Cranz, 1997).

Simultaneous to Reform Park popularity was the City Beautiful movement. The movement intended to introduce beauty and erase unpleasant conditions that many cities faced due to unplanned growth (Savage, n.d.). Often these park landscapes are characterized by monumental buildings and symmetrical, harmonious designs in the Beaux-Arts style. This movement is linked with urban reform as proponents of the City Beautiful movement held the belief that creating a beautiful city would inspire moral and civic virtue in its urban population (University of Virginia, n.d.). The City Beautiful movement peaked in the 1890's to early 1900's. Upon the outbreak of the Great War in 1914, park building and city improvements lulled significantly (Baeyer, 2015).

Reform Park style is straightforward, often with straight paths, and straightforward site-lines. Park facilities were created to look similar to factories, residences, and commercial buildings surrounding the park. With this type of park, the field house was created. Field houses typically had showers, indoor community spaces, and a gymnasium (Cranz, 2000). They were often situated in the centre of the park (Cranz, 1997).

Another key structure was the comfort building or park shelter. This structure was primarily used for toilet facilities. It was typically a one-storey structure with utilitarian style and function. When comfort stations were designed to serve both men and women in the same structure, the entrances were arranged so that they were as separate as physically able with a vestibule or some other design breaking the sight lines of the two entrances. Windows were generally placed above eye-level for privacy and a soundproof partition was installed in the wall between the two toilet rooms (Good, 1938).

Beginning in the 1930's, populations and civil servants began to reject the claims of what Reform Parks could accomplish and began construction of recreational facilities for



recreation's sake. This Recreational Facility period, generally understood as dating from 1930 to 1965, heavily emphasized activity. During this period, indoor sports facilities were a focus and greenspaces surrounding the facilities were typically an afterthought. Relatively little artistic elements were included in park design during this period (Cranz, 2000).

In the 1960's to present, parks gave way to the Open Space System, which questioned the attitudes of previous park designs as clearly-defined leisure areas and introduced concepts that valued any open space as having potential recreational value (Cranz, 1997).

Waterfronts, abandoned parcels of land, boulevards, rooftops, and other open spaces were adapted to have varied recreational value.

## 7.3 Historical Associations

### 7.3.1 *Hurricane Hazel*

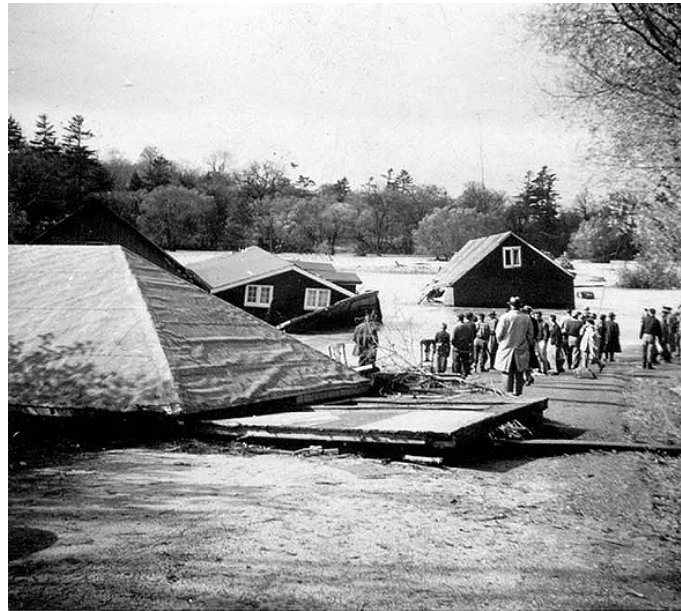
On the afternoon of October 5, 1954, the eye of Hurricane Hazel was discovered about 50 miles east of the Island of Grenada. Its highest winds were over 160 km/h, despite that the eye was poorly defined. It was the beginning of a storm that spread destruction from the Caribbean up through the Carolinas, the middle of the Atlantic states and into Ontario.

The Dominion Weather Office tracked Hurricane Hazel as it crossed the border into southern Ontario on October 15, 1954. Information was disseminated from the office throughout the day and the chief meteorologist, Fred Turnbull, provided several interviews to local radio and print newspapers. There is debate about whether residents did not believe the reports about the severity of the storm or whether information was sufficiently disseminated, but many residents remained unprepared when the Hurricane hit (TRCA, n.d.). By 7 pm the underpasses in Toronto had collected pools of water and by 9 pm several parts of Highway 400 had suffered washouts (Figure 7-1).



**Figure 7-1: Floods washed out Highway 400 north of Toronto (Metropolitan Toronto Police Museum, 1954)**

The experience of Torontonians on the night and early morning of October 15 and 16, 1954 respectively varied by their location. Many residents experienced little more than heavy rains, while others witnessed their houses being uprooted from their foundations and some lost their lives (Figure 7-2). The west end of Toronto received the deadliest hit from the storm, particularly the communities surrounding the Humber River: Weston, Swansea, Mimico, New Toronto and Long Branch.



**Figure 7-2: Residents surveying the aftermath of Hurricane Hazel (TRCA)**

The Raymore Drive area, which is located northwest of the subject property, lost 14 homes and 30 lives (TRCA, n.d.). The community of Mount Dennis, next to the Humber River and encompassing the study area, experienced very high floodwaters. Cynthia Avenue had approximately 3 m of water around homes (TRCA, n.d.).

Water level rose rapidly and the current along the Humber River was so strong that most boats did not have sufficient horsepower to be of any use.

Hurricane Hazel was the worst flooding known to have happened in Toronto, bringing millions of gallons of water into the watershed of the Humber River. In 48 hours, 280 mm of rain had fallen, resulting in 81 deaths and leaving almost 4000 people without a home.

The effects of Hurricane Hazel were significant. The militia performed relief work in the immediate aftermath of the Hurricane, but as militia men were civilians they could not be kept from work long enough to complete the lengthy relief work. Relief organizations such as the Salvation Army, St. John's Ambulance and the Red Cross provided clothes, blankets, food, financial aid, and volunteers. Citizens also did their part by donating one day's salary, signing over pension checks and children sold their toys for donation money.



It is also because of Hurricane Hazel that the City and the TRCA expropriated most of the land in the floodplains surrounding the Humber River to prevent further residential development, instead converting it into parkland.

### **7.3.2 Eglinton Flats Park**

Following Hurricane Hazel, there was much debate about what to do with the floodplains (North York Mirror, 2006). More than five years after Hurricane Hazel, the Municipality of Metropolitan Toronto Council voted to designate the area surrounding the Humber River as a greenbelt zone and recommended that TRCA acquire the properties from private property owners (North York Mirror, 2006). By the mid-1960s the land had been purchased and expropriated. When the Eglinton Flats Park was first established in the 1960s by the TRCA, it consisted of floodplain land surrounding the intersection of Jane Street and Eglinton Avenue West bound by the Humber River on the west, several residential streets on the east (Sunnybrae Crescent, Somerville Avenue, and Elhurst Court), Lambton Avenue on the south and Pinehill Crescent on the north.

The intent was to renaturalize the area in order to control flood waters. As such, a variety of tree and plant species were planted, the Black Creek was channelized and a spring fed pond, Topham Pond, was constructed (North York Mirror, 2006). Notable wildlife includes turtles, wood ducks, beavers, black-crowned night herons and muskrats.

In addition to renaturalizing the area, the design of the park took elements from both the Recreational Facility and Open Space park design periods (see Section 7.2.1.2). In keeping with Open Space parks, the wetland areas were renaturalized to create habitats for a variety of wildlife and in keeping with the Recreational Facility park design, a variety of recreational fields were incorporated. The Eglinton Flats Park now includes Topham Pond, six soccer fields, four field hockey pitches, a football field, a rugby field and tennis courts. In 2007, the northeast quadrant of Eglinton Flats Park was renamed to Fergy Brown Park after the former mayor of the City of York, Fergy Brown.

### **7.3.3 Fergy Brown**

Born in Glasgow, Scotland on October 31, 1923, Fergy Brown emigrated to Canada with his parents in July 1929. During World War II he enlisted in the Royal Canadian Air Force and trained as a bomb aimer and flew operationally on the Lancaster aircraft with the 189 Squadron, 5 Bomber Group. He returned to Canada following the war and studied pharmaceutical medicine at the University of Toronto. After earning his degree, he joined and later owned Gould's Drug Store on Eglinton Avenue West at Dufferin Street in Toronto until 2000 (City of Toronto, 2007).

Brown became involved in politics and was successfully elected Alderman, Controller, Mayor of the City of York, where he served from 1988 to 1994, and a member of the Metropolitan Toronto Council from 1978 to 1994.

In 2000, Brown was awarded the Humanitarian Award for Community Service for his active involvement in the community with the York Child and Family Centre (City of Toronto, 2007).

For Brown's outstanding contributions to the City of Toronto, the northeast quadrant of Eglinton Flats Park was also named after him. Brown passed away in 2013.

## 8. Discussion of Design or Physical Value

Discussion surrounding the design or physical value of the property centres on the three criteria set out in *O. Reg. 9/06* as:

- Is the property a rare, unique, representative or early example of a style, type, expression, and material or construction method;
- Does the property display a high degree of craftsmanship or artistic merit; or
- Does the property demonstrate a high degree of technical or scientific achievement.

This discussion also considers the potential for design or physical value of provincial significance set out in *O. Reg. 10/06* as: is the property of aesthetic, visual or contextual importance to the province, and/or demonstrates a high degree of excellence or creative technical or scientific achievement at a provincial level in a given period.

### 8.1 Physical Characteristics

The study area encompasses the property known municipally as 3700 Eglinton Avenue West, located on parts of Lot 1, Concession 4 West of Yonge Street, in the geographic Township of York, City of Toronto, in the Province of Ontario. The subject property is located on the northeast corner of Eglinton Avenue West and Jane Street and is an irregular shaped parcel with an area of over 27 acres. The property is within the floodplains of the Humber River and the north and east boundary of the park consists of a tall and steep ridge. Eglinton Avenue West and Jane Street are located at a higher elevation than the park and therefore the south and west sides of the property include a gentle downward slope.

The park is accessed by a central driveway off Eglinton Avenue West that leads to a small park shelter with bathrooms and a parking lot (Photograph B1-Photograph B2, Appendix B). On either side of the central driveway is a cricket field which consists of a large grassy area in the middle of which is the cricket pitch and sightscreens on the north and south ends of the field (Photograph B3-Photograph B7, Appendix B).

A small stream and marshy area overgrown with bulrushes is located at the east and north side of the eastern cricket field (Photograph B8-Photograph B9, Appendix B). The area south of the eastern cricket field consists of a heavily treed area with a variety of species (Photograph B10, Appendix B).

The heavily treed area continues across the central drive and along the south and west sides of the property. Within the treed area on the west side of the property, there is another stream that at the time of the site visit on April 23, 2020, formed a small pond (Photograph B11, Appendix B).

A paved pedestrian pathway on the west side of the property north of the cricket fields provides a connection between Jane Street and the parking lot and park shelter within the

park (Photograph B12, Appendix B). Another winding stream crosses the pedestrian pathway and meanders through the north part of the subject property (Photograph B13, Appendix B). A cluster of mature willow trees surround this portion of the stream and the park shelter (Photograph B14-Photograph B15, Appendix B).

### Park Shelter

The park shelter located in the middle of the property is a one-storey hipped roof structure clad in red-brick with a concrete foundation (Photograph B16-Photograph B19, Appendix B). The shelter houses public washrooms which are accessed through doors on the west and east sides of the property. A centred door is also located on the south elevation with a side transom on the east side of the door. There are no window or door openings on the north elevation, but the roof extends beyond the wall providing a sheltered area for several picnic tables.

## 8.2 Comparative Analysis

A comparative analysis was undertaken to establish a baseline understanding of similar heritage designated properties in the City of Toronto, and to determine if the property *“is a rare, unique, representative or early example of a style, type, expression, material or construction method”* as described in *O. Reg. 9/06*.

Comparative examples were drawn from Part IV and Part V designated properties within the City of Toronto. The City of Toronto has no known designated parks that date to the same era as the Fergy Brown Park. As such, a sample of five designated parks from the City of Toronto that display a variety of styles and date from a range of eras were chosen for this comparative analysis.

The five Part IV and Part V designated properties in the City of Toronto are:

1. 160 Gerrard Street, Allan Gardens is a lasting remnant of the 1855 Plan of Subdivision of the Moss Park Estate lands and was Part IV designated in 1986 and the designation by-law was revised in 2014. It is almost 13 acres in size and includes the classically proportioned domed Palm House opened in 1910, two display greenhouses constructed in the 1920's, additional greenhouse wings constructed in 1957 and the Children's Conservatory opened in 2004. The landscape consists of manicured lawns with mature deciduous trees as well as paved walking paths that radiate from the Palm House;
2. 201 Winchester Street, Riverdale Farm and Park was officially opened in 1978 but had a long history of animal related uses including Riverdale Zoo that was open from 1894 until 1974. The park was Part IV designated as part of the Cabbagetown-North HCD in 2004. In 1978, Riverdale Farm was designed to resemble a Victorian Canadian farm. The remaining structures on site include the Napier Simpson House (reproduction of an 1850's house), the Donnybrook (stone and brick building constructed in 1921), the Island House buildings (remnants from the zoo) and the original stone gate posts at Winchester Street and Sumach Street. The landscape consists of manicured green lawn with large canopied deciduous trees as well as two baseball diamonds;

3. 76 Wychwood Avenue, Wychwood Barns Park includes the former St. Clair Carhouse, a three-track carhouse constructed in 1913. It was Part IV designated in 1998. The former St. Clair Carhouse is a one-storey red-brick Italianate industrial building. The remaining portion of the property consists of a playground, manicured lawn and some deciduous trees;
4. 222 Bremner Boulevard, Roundhouse Park became a park in 1997. It was Part IV designated in 1996 and the by-law was updated in 2006 and 2008. The park includes the John Street Roundhouse, which was constructed in 1931, and several railway buildings and locomotives that were relocated to the Roundhouse Park in 2010. The landscaped portion of the site consists of manicured lawn, some deciduous trees and flower beds and paths that radiate from the John Street roundhouse; and
5. 160 South Drive, Craigleigh Gardens was presented to the people of Toronto in 1926 as a memorial for Edmund Boyd Osler. The gardens include lush greenery with mature trees, flower beds, walking paths, and benches. The entrance gate constructed of stone, red-brick and wrought-iron on the north side of South Drive was once the entrance to the grand home of Osler.

Of these parks, two were established after 1978 and three were established prior to 1926. Of the two parks established after 1978, both have remnants including buildings and various structures that reflect older historical associations that date back to the late nineteenth century and early twentieth century. All of the parks have open spaces with manicured lawns, pedestrian pathways and a variety of tree species, however only 201 Winchester Street, Riverdale Farm and Park, has recreational fields. Additionally, all of the parks include built features that are considered to be of physical/design value and/or historical/associative value.

The comparative analysis suggests that the Fergy Brown Park does not have sufficient historical connection with the surrounding neighbourhood as typical of designated parks in Toronto. While there are elements in common with these recognized heritage parks including walking paths, manicured lawns, and a variety of tree species, the Fergy Brown Park does not display the level of thoughtful design in its structures nor in the layout of the park as typical of designated parks in the City of Toronto.

## **9. Discussion of Contextual Value**

Discussion of the contextual value of a resource focuses on the three criteria set out in *O. Reg 9/06*:

- Is the property important in defining, maintaining or supporting the character of an area;
- Is the property physically, functionally, visually or historically linked to its surroundings; or
- Is the property a landmark.

This discussion also considers contextual value of provincial significance set out in *O. Reg. 10/06* such as:

- Does the property have a strong or special association with the entire province; and
- Does the property have a strong 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.

The Fergy Brown Park is located in an urban area at the northeast corner of Eglinton Avenue West and Jane Street. Eglinton Avenue West immediately south of the property is an arterial road running west-east with two lanes of traffic in both directions. Jane Street immediately west of the property is an arterial road running north-south with three lanes of traffic, two for south traffic and one for north traffic. Sunken below the average grade of Jane Street and Eglinton Avenue West and surrounded by trees, the interior of Fergy Brown Park is barely visible. The park is therefore, not visually connected to its surroundings, nor known as a significant destination or wayfinding resource such that it could be considered a landmark. Eglinton Flats Park is located at the northwest and southeast corners of Jane Street and Eglinton Avenue West. The Park includes six soccer fields, four field hockey pitches, a rugby field, a football field, tennis courts and natural features including habitat for a variety of wildlife and the man-made Topham Pond. Located on the southwest corner of Jane Street and Eglinton Avenue West is the Scarlett Woods Golf Course. The golf course is an 18-hole course and includes a restaurant, pro shop and parking lot.

The residential area surrounding the parks and golf course provides a mixture of housing types. West of Eglinton Flats Park, high rise apartment buildings are located on both the north and south sides of Eglinton Avenue West. North and east of Fergy Brown Park, the residential neighbourhood has a variety of one to two storey dwellings that appear to date to the 1920's though to the 1950's and display a variety of materials such as red rug-brick, stucco and horizontal siding.

During the site visit on April 23, 2020, the property was explored for evidence of any remnants of Hurricane Hazel including building remains, or commemorative actions, but none were discovered.

## 10. Ontario Regulation 9/06 Evaluation

The subject property was evaluated to determine if it satisfied the criteria outlined in *O. Reg. 9/06*. Table 10-1 contains this *O. Reg. 9/06* evaluation of Fergy Brown Park.

**Table 10-1: Ontario Regulation 9/06 Evaluation**

Criteria	Response (Y/N)	Rationale
Is a rare, unique, representative or early example of a style, type, expression, material or construction method.	N	Fergy Brown Park demonstrates evidence of both the Recreational Facility and Open Space park design periods with the cricket fields interspersed with open and natural areas. However, it is not considered an exemplary example of either park design concept. Additionally, Fergy Brown Park is not considered rare or unique as there are many parks across Toronto that provide a mixture of recreational and open space. Lastly Fergy Brown Park is not considered to be an early

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Criteria	Response (Y/N)	Rationale
		example of Recreational Facility and Open Space park design periods given these park designs were popular in general in the 1960s and 1970s. As such, this criterion is not satisfied.
Displays a high degree of craftsmanship or artistic merit.	N	Neither the park design nor the park shelter is considered to demonstrate a high degree of craftsmanship or artistic merit. As such, this criterion is not satisfied.
Demonstrates a high degree of technical or scientific achievement.	N	Neither the park design nor the park shelter is considered to demonstrate a high degree of technical or scientific achievement. As such, this criterion is not satisfied.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	N	Fergy Brown Park was one of many parks in Toronto surrounding the Humber River created after the destruction caused by Hurricane Hazel in 1954. The flooding as a result of Hurricane Hazel prompted Metropolitan Toronto and the TRCA to purchase land surrounding the river and designate them as open space areas to prevent further devastation in the event of another flood. Notwithstanding that Hurricane Hazel facilitated the creation of Fergy Brown Park, the park does not display any physical evidence of Hurricane Hazel. Additionally, while the Park is named after the former Mayor of the City of York, Fergy Brown, it is not directly associated with Fergy Brown. As such, this criterion is not satisfied.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	N	Fergy Brown does not demonstrate any evidence of notable or influential aspects of a community's history or the history of a particular culture. While the park was created because of the destruction caused by Hurricane Hazel, it does not retain any evidence of the Hurricane and therefore is unlikely to yield any further information about the event. As such, this criterion is not satisfied.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	N	Fergy Brown Park is not associated with any particular park designer. As such, this criterion is not satisfied.
Is important in defining, maintaining or supporting the character of an area.	N	Fergy Brown Park is surrounded on the west and south sides by the Eglinton Flats Park, a large green space with various recreational fields and the Scarlett Woods Golf Course. The character of the residential area surrounding the parks is mixed, with concentrations of one to two storey dwellings from the 1920's to the 1950's and high-rise apartments that appear to date from the 1960's and 1970's. Given the mixed recreational and residential character of the area, Fergy Brown Park is not considered important in defining, maintaining or supporting a desirable character.
Is physically, functionally, visually or historically linked to its surroundings.	N	Fergy Brown Park is not physically or functionally linked to the surrounding neighbourhood, nor is there a visual connection with the surrounding neighbourhood as views to and from the park are inhibited by trees and the lower topography within the



Criteria	Response (Y/N)	Rationale
		park. Furthermore, given that the flooding caused by Hurricane Hazel required removal of the buildings on the subject property, Fergy Brown Park is not considered to be connected to the historic context of the area.
Is a landmark.	N	Fergy Brown Park is a popular greenspace within a densely populated area. While a destination for many local residents for recreational activities, it has not been identified as a landmark by means of commemoration. Nor is it considered a memorable or easily discernible park, or a local/regional tourist attraction. As such, this criterion is not satisfied.
<b>Legend</b> Y: Yes N: No		

## 11. Ontario Regulation 10/06 Evaluation

The subject property was evaluated to determine if it satisfied the criteria outlined in *O. Reg. 10/06*. Table 11-1 contains this *O. Reg. 10/06* evaluation of the Fergy Brown Park.

**Table 11-1: Ontario Regulation 10/06 Evaluation**

Criteria	Response (Y/N)	Rationale
Represents or demonstrates a theme or pattern in Ontario's history.	N	Fergy Brown Park does not demonstrate any themes or patterns identified in the National Historic Sites of Canada System Plan (Parks Canada, 2010) or A Topical Organization of Ontario History (Ontario Ministry of Natural Resources, 1979). As such, this criterion is not satisfied.
Yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	N	Fergy Brown Park was created because of the destruction caused by Hurricane Hazel, but it does not retain any evidence of the Hurricane and therefore is unlikely to yield any further information about the event. As such, this criterion is not satisfied.
Demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	N	Fergy Brown Park is used as a passive and recreational park. It does not demonstrate an uncommon, rare or unique aspect of Ontario's cultural heritage. As such, this criterion is not satisfied.
Of aesthetic, visual or contextual importance to the province.	N	Fergy Brown Park is not representative of any park design, nor is it visually or contextually important to the province. As such, this criterion is not satisfied.



Criteria	Response (Y/N)	Rationale
Demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.	N	Fergy Brown Park is not considered to demonstrate a high degree of craftsmanship or creative, technical or scientific achievement at a provincial level in its design. As such, this criterion is not satisfied.
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.	N	Fergy Brown Park does not have an association with the entire province, nor a community found in more than one part of the province. As such, this criterion is not satisfied.
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.	N	Fergy Brown Park came into existence because of Hurricane Hazel which was a traumatic event that affected communities across Ontario. However, the park itself does not demonstrate any associations with the event. Furthermore, the park is not associated with the work of a person, group or organization of importance to the province. As such, this criterion is not satisfied.
Is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	N	Fergy Brown Park is not located in an unorganized territory. As such this criterion is not satisfied.


## 12. Recommended Outcome of Cultural Heritage Evaluation


Through research, site visit, and application of *O. Reg. 9/06* and *O. Reg. 10/06* this CHER determined that Fergy Brown Park in the City of Toronto does not retain CHVI and therefore does not warrant designation under Part IV of the OHA, nor has sufficient cultural heritage value to be provincially significant.

The Cultural Heritage Evaluation has resulted in the following recommendations:

1. The Fergy Brown Park does not satisfy the criteria outlined under *O. Reg. 9/06* or *O. Reg. 10/06*; and
2. This report should be submitted to the City of Toronto for review and comment.

### 13. Data Sheet

FIELD	PROPERTY DATA
Municipal Address	3700 Eglinton Avenue West
Municipality	City of Toronto
Metrolinx/GO Transit Rail Corridor	Eglinton Crosstown West Extension
PIN	105090090
Ownership [Metrolinx, other government, or private, and any lease]	Toronto and Region Conservation Authority
Aerial photo showing location & boundaries	

FIELD	PROPERTY DATA
Exterior, street-view photo	
Date of construction of built resources (known or estimated, and source)	Established 1960's
Date of significant alterations to built resources (known or estimated, and source)	Unknown
Architect/designer/builder (and source)	Unknown
Previous owner(s) or occupants	<ul style="list-style-type: none"> <li>• John Dennis</li> <li>• Joseph Dennis</li> <li>• W. McDonald</li> <li>• J.A. Pascoe, John H. Carter, Robert Kerr &amp; David L. Heggie</li> <li>• Charles F. Wright</li> <li>• James Barr</li> <li>• Palcido Gri, Santa Gri, Arnold Gri and Mary Gri</li> <li>• Sidney J. Mason and Margaret I. Mason</li> <li>• Silvin Silzer and Vykki Silzer</li> </ul>
Current function	Park
Previous function(s)	Residential
Heritage Recognition/Protection (municipal, provincial or federal)	None
Local Heritage Interest	Unknown
Adjacent lands	None

## 14. Chronology

**Table 14-1: Chronology List of Historical Events**

Date	Historical Event
<b>1801</b>	Lot 1, Concession 4 West of Yonge Street was deeded to John Dennis.
<b>Prior to 1861</b>	Joseph Dennis acquired Lot 1, Concession 4 West of Yonge Street.
<b>Between 1861 and 1878</b>	W. McDonald acquired Lot 1, Concession 4 West of Yonge Street.
<b>1910</b>	Plan 1510 was registered and the subject property belonged to A. Pascoe, John H. Carter, Robert Kerr and David L. Heggie.
<b>Between 1910 and 1921</b>	Several dwellings were constructed on the subject property.
<b>1911</b>	The subject property was sold to Charles F. Wright on February 1, 1911.
<b>1913</b>	The subject property was sold to James Barr on May 26, 1913.
<b>1934</b>	The subject property was sold to Jean C. Rae on October 19, 1934.
<b>1944 and 1945</b>	In November 1944 and November 1945, the subject property was sold in two transactions to Placido Gri.
<b>1946-1953</b>	Placido Gri sold several portions of the subject property to his family members and to Silvin Silzer and Viykki Silzer in 1952.
<b>1954</b>	Hurricane Hazel traveled through Toronto on October 15, 1954 resulting in significant flooding around Humber River.
<b>1960s</b>	The TRCA acquired the subject property and developed Eglinton Flats Park.
<b>2007</b>	The northeast quadrant of Eglinton Flats Park was renamed Fergy Brown Park.

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# Appendix A

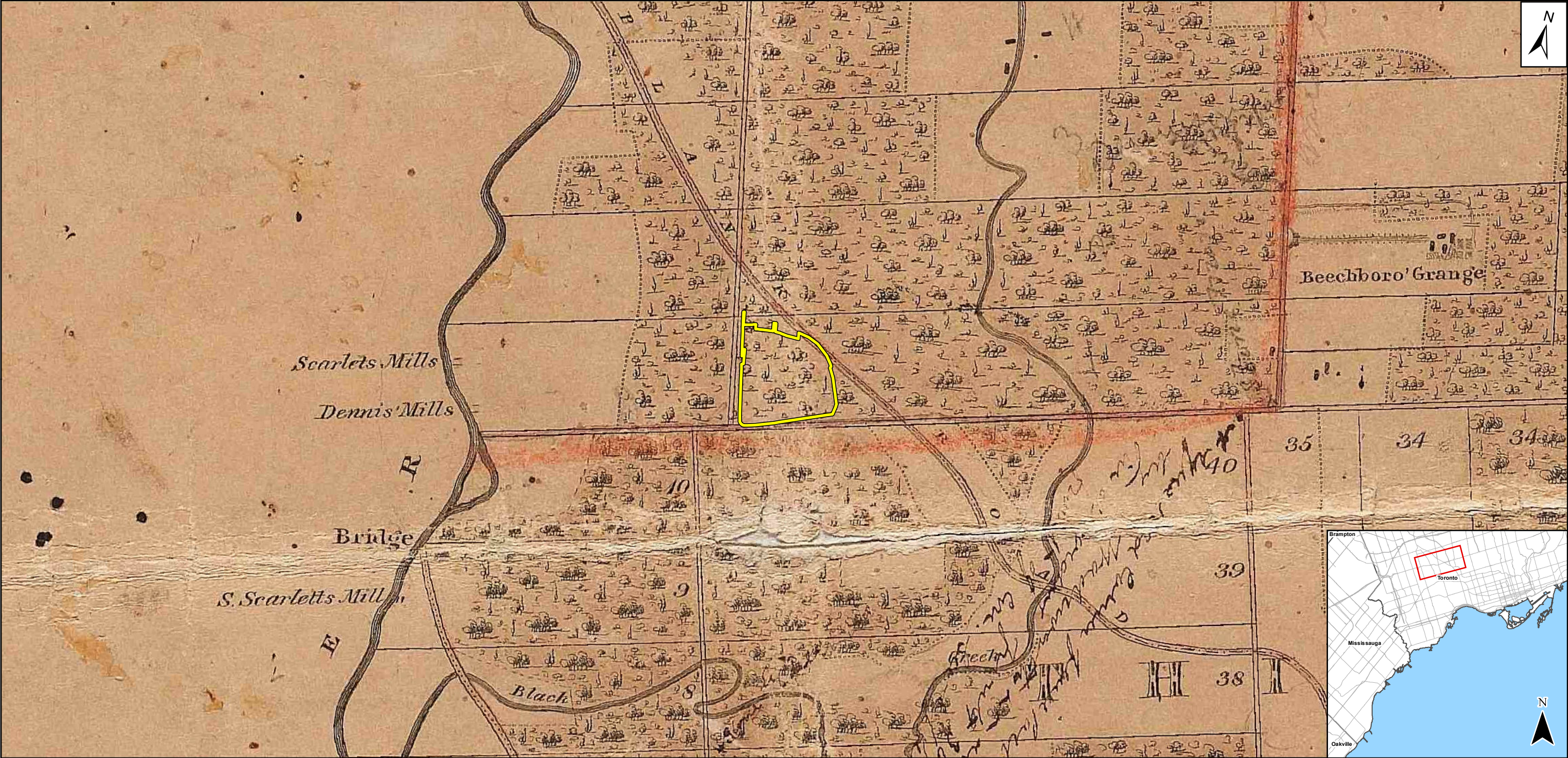
## Figures






<b>Legend</b> <div><div></div> Study Area</div>		<b>DATA SOURCES:</b>  Ontario Open Data Catalogue - Roads and Railways Land Information Ontario - Municipal Boundaries ESRI - Basemap  Datum: NAD83 CSRS Projeciton: MTM 10  Vertical grade change is approximate.		Project: Eglinton Crosstown West Extension (ECWE)	
				Figure Title: 3700 Eglinton Ave West - Project Location	
Prepared By:		<div><div>4</div><div>TRANSIT</div><div>PARSONS HATCH WSP</div></div>		Date: April 23 2020	
Version: 1-1		Review: <div><div></div></div>		Figure: A.1	Page: 1 of 7





**Legend**

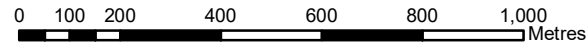
 Study Area



**DATA SOURCES:**

Map of the Township of York in the County of York Upper Canada  
(J.O. Browne, 1851)

Datum: NAD83 CSRS  
Projecton: MTM 10

Vertical grade change is approximate.




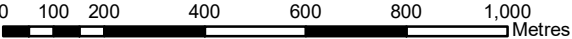


Project: Eglinton Crosstown West Extension (ECWE)	
Figure Title: 3700 Eglinton Ave West - 1851 Historical Mapping	
Prepared By: 	Date: April 23 2020
Version: 1-1	Review: 
Figure: A.2	Page: 2 of 7



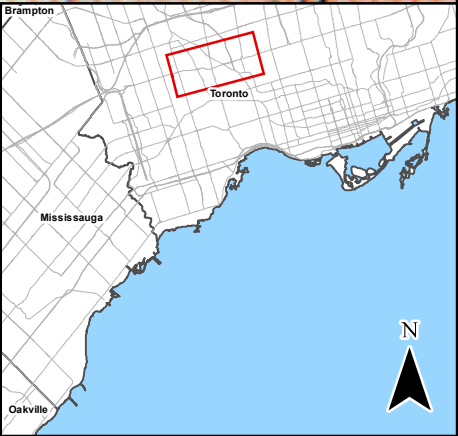


**Legend**


 Study Area

<b>DATA SOURCES:</b>  Map of the Township of York in the County of York Upper Canada (J.O. Browne, 1851)  Datum: NAD83 CSRS Projeciton: MTM 10  Vertical grade change is approximate.  		Project: Eglinton Crosstown West Extension (ECWE)	
		Figure Title: 3700 Eglinton Ave West - 1860 Historical Mapping	
Prepared By: 		Date: April 23 2020	
Version: 1-1	Review: 	Figure: A.3	Page: 3 of 7





**Legend**

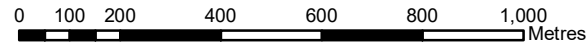
 Study Area



**DATA SOURCES:**

Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury and Town of Bradford in the County of Simcoe, Ont. (Miles and Co., 1878)

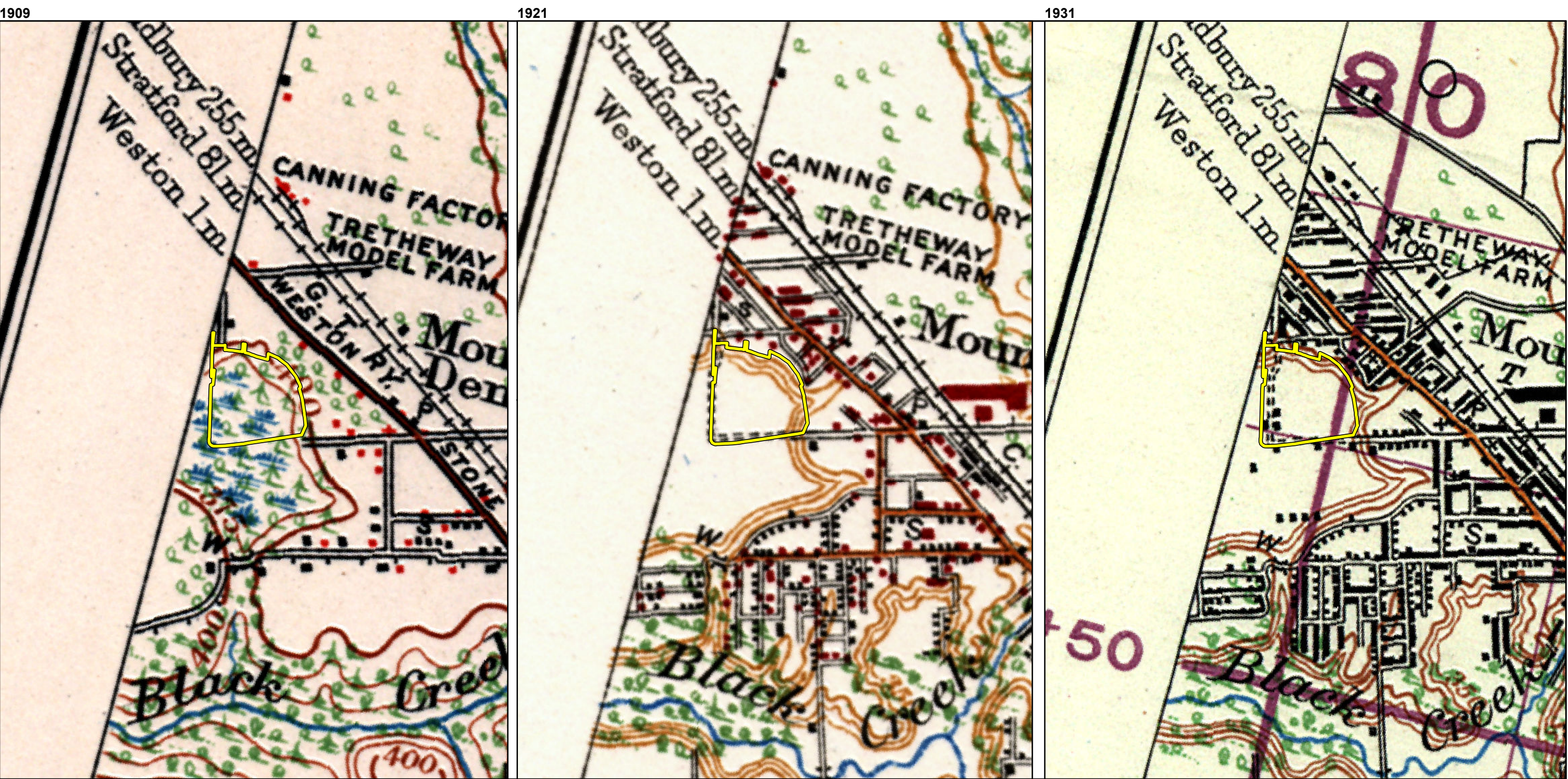
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Vertical grade change is approximate.




Project: Eglinton Crosstown West Extension (ECWE)	
Figure Title: 3700 Eglinton Ave West - 1878 Historical Mapping	
Prepared By: 	Date: April 23 2020
Version: 1-1	Review: 
Figure: A.4	Page: 4 of 7





**Legend**

 Study Area



**DATA SOURCES:**

Historical Mapping - Department of Militia and Defence (1909 & 1921),  
Department of National Defence (1931)

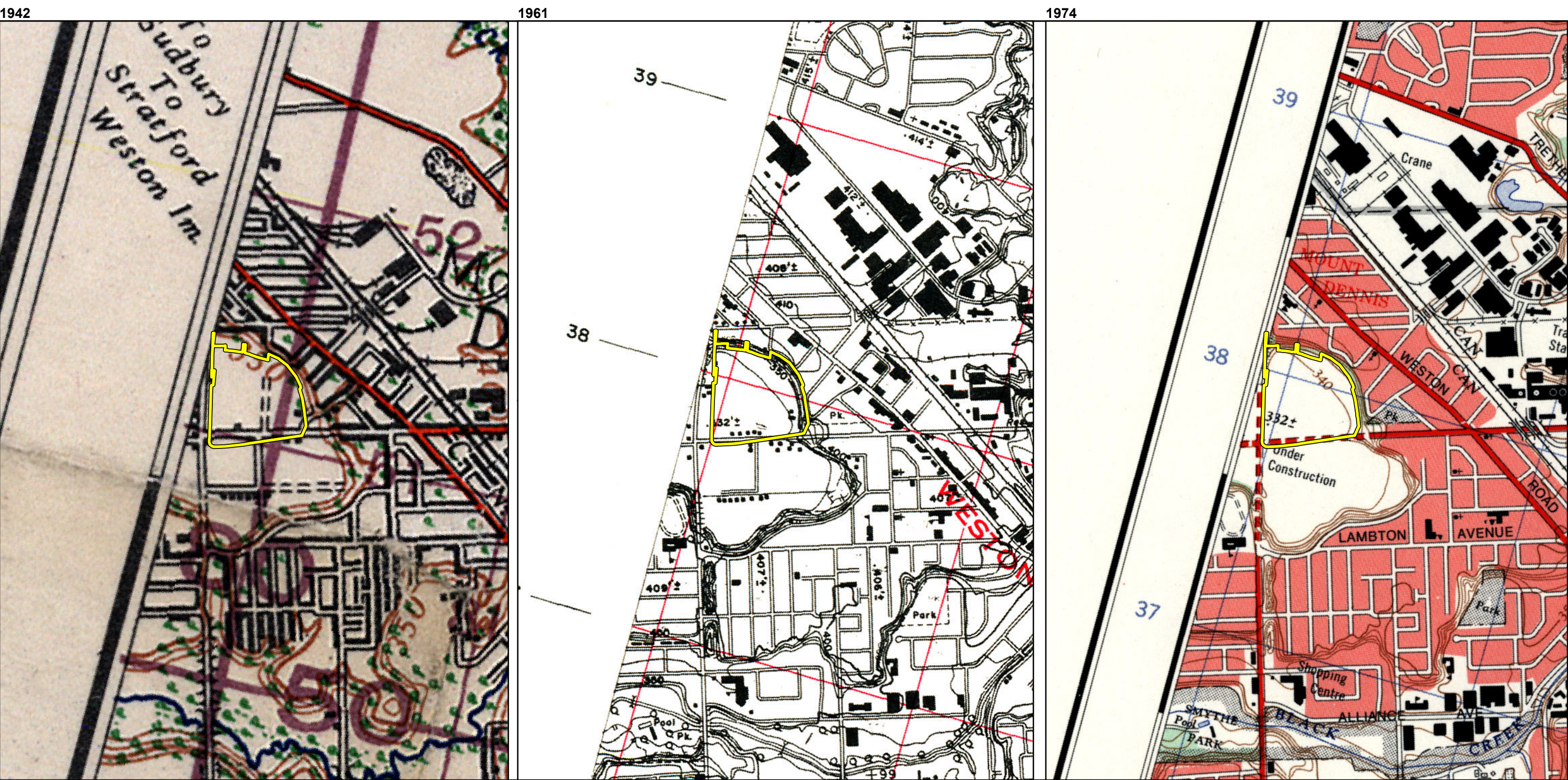
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Figure Title: 3700 Eglinton Ave West - 1909, 1921 & 1931 Historical Mapping			
Prepared By: 		Date: April 23 2020	
Version: 1-1	Review: 	Figure: A.5	Page: 5 of 7





**Legend**

 Study Area



**DATA SOURCES:**

Historical Mapping - Department of National Defence (1942),  
Department of Energy, Mines and Resources (1961, 1974)

Datum: NAD83 CSRS  
Projection: MTM 10

Vertical grade change is approximate.


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Project: Eglinton Crosstown West Extension (ECWE)			
Figure Title: 3700 Eglinton Ave West - 1942, 1961 & 1974 Historical Mapping			
Prepared By: 		Date: April 23 2020	
Version: 1-1	Review: 	Figure: A.6	Page: 6 of 7





**Legend**

 Study Area



**DATA SOURCES:**

Aerial Photographs - City of Toronto (1985, 1991)  
ESRI - Basemap

Datum: NAD83 CSRS  
Projeciton: MTM 10

Vertical grade change is approximate.

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Project: Eglinton Crosstown West Extension (ECWE)			
Figure Title: 3700 Eglinton Ave West - 1985, 1991 & 2018 Aerial Imagery			
Prepared By: 		Date: April 23 2020	
Version: 1-1	Review: 	Figure: A.7	Page: 7 of 7



# **Appendix B**

## **Photographs**



**Photograph B1: Looking West from Central Driveway off Eglinton Avenue West**



**Photograph B2: Looking North towards Central Driveway off Eglinton Avenue West**





**Photograph B3: View of Eastern Cricket Field**



**Photograph B4: View of Cricket Pitch on the Eastern Cricket Field**





**Photograph B5: View of Northern Sightscreen on Eastern Cricket Field**



**Photograph B6: View of Western Cricket Field, looking East from Jane Street**





**Photograph B7: View of the Scoreboard on the Western Cricket Field**



**Photograph B8: View of Marshy Area on the East Side of the Eastern Cricket Field**





**Photograph B9: View of the Stream North of the Eastern Cricket Field**



**Photograph B10: View of the Treed Area South of the Eastern Cricket Field**





**Photograph B11: View of the Small Pond on the West Side of the Subject Property**



**Photograph B12: View of Pedestrian Path off Jane Street**





**Photograph B13: View of Stream North of Western Cricket Field**



**Photograph B14: View of Pedestrian Path and Cluster of Willow Trees**





**Photograph B15: Detail of a Willow Tree Trunk**



**Photograph B16: View of the East Side of the Park Shelter**





**Photograph B17: View of the West Elevation of the Park Shelter**



**Photograph B18: View of the North Elevation**



**Photograph B19: View of North Elevation of Park Shelter**