

APPENDIX D

Draft Cultural Heritage Report



**First Capital
Park Lawn GO Station****Cultural Heritage Report: Existing Conditions and Preliminary Impact
Assessment**

08/27/2021	D	M. Brand	L. Graves, MA (CAHP)	M. Alexander	95% Draft Final Report
01/21/2021	C	M. Brand	L. Graves, MA (CAHP)	M. Alexander	90% Draft Impact Assessment Report
07/16/2020	B	M. Brand	L. Graves, MA (CAHP)	M. Alexander	75% Draft Impact Assessment Report
04/30/2020	A	M. Brand	L. Graves, MA (CAHP)	M. Alexander	50% Draft Impact Assessment Report
Date	Rev.	Prepared By	Checked By	Approved By	Status
HATCH					

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Appendix A

Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Appendix B

Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Glossary of Terms and Acronyms

ASI:	Archaeological Services Inc.
BHR	Built Heritage Resource
CHER:	Cultural Heritage Evaluation Report
CHL:	Cultural Heritage Landscape
CHR:	Cultural Heritage Report
CNR:	Canadian National Railways
EA:	Environmental Assessment
EPR:	Environmental Project Report
GTR:	Grand Truck Railway
GWR:	Great Western Railway
HIA:	Heritage Impact Assessment
HTR:	Hamilton & Toronto Railway Company
IBC:	Initial Business Case
MHSTCI:	Ministry of Heritage, Sport, Tourism and Culture Industries
PHP:	Provincial Heritage Properties
TPAP:	Transit Project Assessment Process

Project Personnel

<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP <i>Senior Cultural Heritage Specialist Senior Project Manager, Cultural Heritage Division</i>
<i>Project Coordinator:</i>	Katrina Thach, Hon. BA <i>Archaeologist Project Coordinator, Environmental Assessment Division</i>
<i>Report Preparation:</i>	Michael Brand, PhD <i>Associate Archaeologist Technical Writer and Researcher, Environmental Assessment Division</i>
	Laura Wickett, Hon. BA <i>Cultural Heritage Technician Technical Writer and Researcher - Cultural Heritage Division</i>
<i>Graphics Preparation:</i>	Adam Burwell, MSc <i>Archaeologist Geomatics Specialist, Operations Division</i>
<i>Report Reviewer:</i>	Lindsay Graves

Qualified Persons Involved in the Project

Lindsay Graves, MA, CAHP

Senior Cultural Heritage Specialist | Senior Project Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (MA, Heritage Conservation), Senior Cultural Heritage Specialist and the Environmental Assessment Coordinator for the Cultural Heritage Division at Archaeological Services Inc. (ASI). She was responsible for day to day project management activities, including scoping of research activities and site surveys and drafting of study findings and recommendations. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of above ground cultural heritage resources. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfil Class EA processes and has served as Project Manager for over 100 heritage assessments during her time at ASI. Lindsay is a member of the Canadian Association of Heritage Professionals.

Michael Brand, PhD

Associate Archaeologist | Technical Writer and Researcher

The Cultural Heritage Assistant for this project is **Michael Brand** (PhD, Archaeology), who is was responsible for preparing and contributing to research and technical reporting. Michael works in the Environmental Assessment Division and has over 20 years experience in heritage consulting and academic archaeology in Ontario, British Columbia and the Yukon. Michael has strong technical writing and historical research skills and experience writing reports for ASI.

Laura Wickett, BA (Hon.), Dipl. Heritage Conservation

Cultural Heritage Analyst | Project Manager - Cultural Heritage Division

The field work for this project was undertaken by **Laura Wickett** (BA (Hon.), Diploma Heritage Conservation), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division at ASI. Trained in the theoretical and technical aspects of heritage conservation, Laura has five years' experience working in the field of cultural heritage resource management. She began working in ASI's Cultural Heritage Division as a Cultural Heritage Technician in 2017, providing support for a range of cultural heritage assessment reports, including Cultural Heritage Resource Assessments, Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Secondary Plan assessments. She has also contributed to Heritage Conservation District studies, Cultural Heritage Landscape inventories and Heritage Register reviews.

Executive Summary

Hatch was retained to undertake an Environmental Assessment (EA) for the Park Lawn GO Station (“the Project”) on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure net effects associated with the Project are clearly identified and mitigated to the greatest extent feasible.

The purpose of this Cultural Heritage Report (CHR) is to describe the existing conditions of the Project Study Area and present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs) within the Project Study Area. This CHR follows the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Sample Tables and Language for Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants (MHSTCI, 2019)

The research for this CHR was completed by Michael Brand, Associate Archaeologist and Technical Writer, under the project direction of Lindsay Graves, MA, CAHP, Senior Project Manager and Senior Cultural Heritage Specialist, both of ASI.

The results of background historical research and field review revealed a Project Study Area with both an urban and rural land use history dating back to the early nineteenth century. The results of this assessment have identified one potential BHR adjacent to the Project Study Area. No direct or indirect impacts to BHR 1, the Christie Water Tower, are anticipated.

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

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to the identified BHR.
2. Should future work require an expansion of the Project Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on heritage resources.
3. This report should be submitted by the proponent to heritage staff at the City of Toronto, the MHSTCI, and any other relevant stakeholder with an interest in this project.

1. Introduction

First Capital (Park Lawn) Corporation (FCR) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto (“the Project”). Hatch was retained by FCR to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental effects of the proposed Park Lawn GO Station will be carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure net effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. FCR will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

The proposed Project will include:

- Two side platforms (north and south);
- Pick-up and drop off (PUDO);
- Secure bike parking and covered bicycle parking;
- Two-storey main station building (south of tracks);
- Two-storey secondary station building (north of tracks);
- Landscaping and paving around the north Station building;
- Pedestrian tunnel (under tracks) between the two Station buildings;
- Widening of the existing Park Lawn rail bridge;
- Maintenance and Metrolinx staff parking spaces;
- Sloped walkways north and south of the rail corridor, and west of Park Lawn Road;
- Protection for the future island platform;
- Electrification enabling work; and
- Signal work.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) including frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

As a component of the EA, this Cultural Heritage Report (CHR) has been prepared to document the existing conditions and assess the potential effects of the new GO Station on cultural heritage resources. This Report includes a summary of the existing conditions, potential effects and appropriate mitigation measures with respect to cultural heritage.

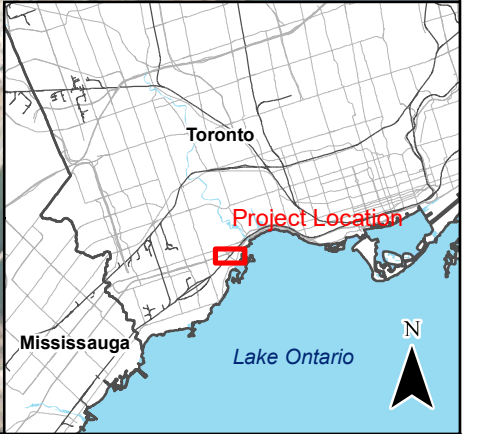
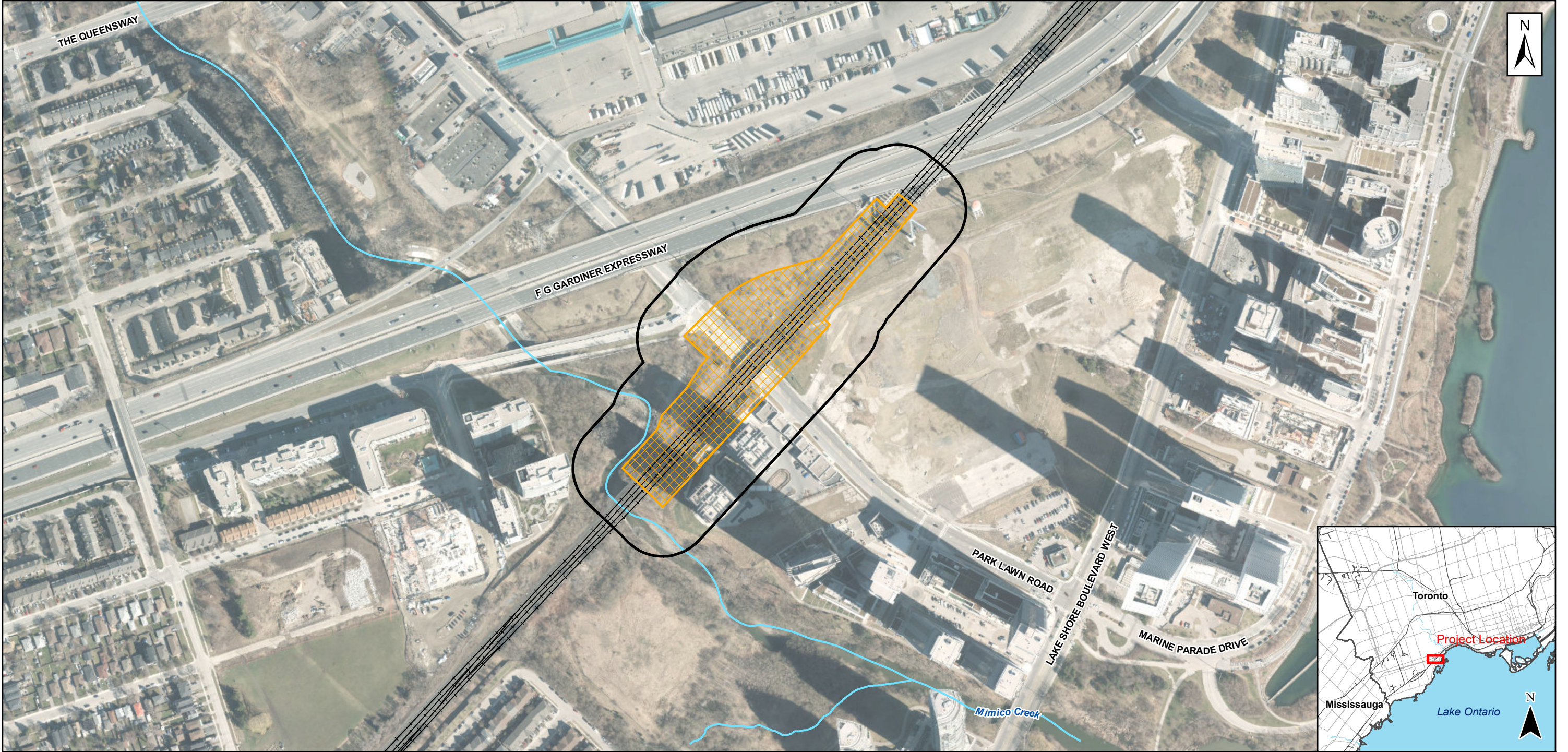
2. Locator Map

The Park Lawn GO Station (Figure 2-1) will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto. The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station.

The Project Study Area for the cultural heritage assessment scope of work is indicated in Figure 2-1. The cultural heritage assessment is concerned with the Project Study Area footprint and adjacent properties within 50 metres, and will support its recommendations through desktop analysis and field review.

The Project Study Area boundaries are defined by those lands highlighted in Figure 2-1, including the approximate footprint with an additional 50 metre buffer to ensure all potential or known BHRs and CHLs are considered as best possible.

This is based on currently available information and to allow for slight variations which might occur in the proposed Project footprint through the development of the Preliminary Station Design.





LEGEND

-  Proposed Project Footprint (approximate)
-  Study Area - 50 Metres
-  Railway
-  Permanent Watercourse

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.
3. Station Footprint Based on Preliminary Station Design

0 75 150 300 Meters
1:4,000

Project: Park Lawn GO Station	
Figure Title: Cultural Heritage Report – Study Area	
Prepared By: 	Date: August 19, 2021
Version: PL.CH.90-1	Review: 
Figure: 2-1	Page: 1 of 1

3. Methodology

The following section provides an overview of the methodology followed to collect and document cultural heritage information within and adjacent¹ to the Project Study Area. This report follows the MHSTCI Sample Tables and Language for Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under TPAP for Proponents and their Consultants (MHSTCI, 2019).

3.1 Legislative and Policy Context

The analysis throughout this cultural heritage assessment addresses BHRs and CHLs under various pieces of legislation and their supporting guidelines which are outlined in this section.

3.1.1 ***Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (Transit Projects Regulation) under the Environmental Assessment Act (MOE, 2014)***

This cultural heritage assessment considers BHRs and CHLs in the context of improvements to specified areas, pursuant to O. Reg. 231/08 and the Ontario *Environmental Assessment Act* (Ministry of the Environment, 1990).

The TPAP is defined in sections 6-17 in O. Reg. 231/08, and provides a series of relevant provisions and definitions. The TPAP Guide (MOE, 2014) includes provisions to consider when the proposed project may have a negative impact on a matter of provincial importance, which is defined as follows (MOE, 2014):

“...a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest...”

The TPAP Guide further notes that identification and assessment of potentially impacted BHRs, CHLs, and protected heritage properties are relevant in determining if a matter is of ‘provincial importance’ (MOE, 2014). It should be noted that the TPAP Guide acknowledges that a BHR, CHL, or protected heritage property does not necessarily need to meet criteria set out under Regulation 10/06 of the *Ontario Heritage Act* to be considered of ‘provincial importance’.

The MHSTCI is charged under Section 2 of the *Ontario Heritage Act* (MHSTCI, 1990) with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario. MHSTCI has prepared MHSTCI Sample Tables and Language for “Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment” and Environmental Project Reports (EPR) under TPAP for Proponents and their Consultants (MHSTCI, 2019) to provide draft guidance for cultural heritage existing conditions and preliminary impact assessment under TPAP.

3.1.2 ***Ontario Heritage Act (1990)***

As mentioned above, the MHSTCI is charged under Section 2 of the *Ontario Heritage Act* (MHSTCI, 1990) with the responsibility to determine policies, priorities and programs for the

¹ The definition of “adjacent” contained in the City of Toronto Official Plan is: Adjacent: means those lands adjoining a property on the Heritage Register or 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, lane, trail, right-of-way, walkway, green space, 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 Heritage Conservation District Plan adopted by by-law.

conservation, protection, and preservation of the heritage of Ontario. In addition to EA-specific guidelines, the MHSTCI has also published Standards and Guidelines for Conservation of Provincial Heritage Properties (Standards and Guidelines hereafter) under Part III.1 of the *Ontario Heritage Act* (Ministry of Tourism and Culture, 2010). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. As a prescribed public body, Metrolinx has obligations under the Standards and Guidelines (Ministry of Tourism and Culture, 2010) to identify, protect, maintain and use applicable properties² in a manner that respects their cultural heritage value(s).

The Standards and Guidelines (Ministry of Tourism and Culture, 2010) provide a series of definitions which were considered during the course of completing this cultural heritage assessment and include:

A provincial heritage property is defined as the following (Ministry of Tourism and Culture, 2010):

“Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.”

A provincial heritage property of provincial significance is defined as the following (Ministry of Tourism and Culture, 2010):

“Provincial heritage property that has been evaluated using the criteria found in *Ontario Heritage Act* Ontario Regulation 10/06 and has been found to have cultural heritage value or interest of provincial significance.”

A built heritage resource is defined as the following (Ministry of Municipal Affairs and Housing, 2020):

“...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers”.

A cultural heritage landscape is defined as the following (Ministry of Municipal Affairs and Housing, 2020):

“...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international

² The Standards and Guidelines apply to properties owned or occupied by ministries and prescribed public bodies, and where they are entitled to make alterations.

registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms”.

3.1.3 ***Planning Act (Ministry of Municipal Affairs and Housing, 1990) and Provincial Policy Statement (PPS) (Ministry of Municipal Affairs and Housing, 2020)***

The *Ontario Planning Act* (Ministry of Municipal Affairs and Housing, 1990) and related Provincial Policy Statement (Ministry of Municipal Affairs and Housing, 2020) issued under Section 3 of the *Planning Act*, include a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act*, and of relevance to this project, is to integrate matters of provincial interest into provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including a commission or agency of the government, carry out their responsibilities. A provincial interest of particular relevance to this project from a cultural heritage perspective is (Ministry of Municipal Affairs and Housing, 2020):

2.(d) the conservation of features of significant architectural, cultural, historical, archeological or scientific interest.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, Wise Use and Management of Resources, in which the preamble states that “Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6 Cultural Heritage and Archaeology makes the following relative provisions:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (Ministry of Municipal Affairs and Housing, 2020) .

3.2 **Approach to Assessment for Built Heritage Resources and Cultural Heritage Landscapes**

This CHR addresses above-ground BHRs and CHLs over 40 years old. Use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of BHRs and CHLs (MHSTCI, 2016). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly less than 40 years old, this does not preclude the resource from retaining heritage value.

In the course of the cultural heritage assessment, all potentially affected BHRs and CHLs are subject to inventory. Short form names are usually applied to each resource type. Examples include, but are not limited to: barn, residence, bridge, culvert, and neighbourhood CHL.

Background historical research, which includes consultation of primary and secondary source material and historic mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in the Study Area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. For the purposes of this study, the following sources were consulted: nineteenth-century mapping; nineteenth-century local historical accounts (Boulton, 1805); (Robinson, 1885); (Smith, W. H, 1846) twentieth-century mapping; and community histories.

To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies were consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during this stage of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

Finally, site visits were conducted to confirm the location and integrity of previously identified BHRs and CHLs, and to identify potential heritage resources not previously recognized.

Several investigative criteria were utilized during the data gathering phase to appropriately identify CHRs. These investigative criteria were derived from provincial guidelines including the Ontario Heritage Toolkit (MHSTCI, 2006) and O. Reg. 9/06 and O. Reg 10/06 of the *Ontario Heritage Act*, definitions, and past experience.

3.3 Data Collection

Desktop data collection was undertaken which included a review of primary and secondary source material within a 50 metre buffer around the Project Study Area footprint, and immediately adjacent to the Project Study Area. More specifically, known or potential BHRs and CHLs were identified through a review of municipal, provincial, and federal heritage inventories, and through agency data collection.

The objective of this exercise was to:

- present an inventory of known and potential BHRs and CHLs; and
- to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted.

3.3.1 Background Information Review

In order to identify existing BHRs and CHLs within and adjacent to the Project Study Area, the following resources were consulted as part of this CHR:

1. Previously conducted reports received from Metrolinx:
 - System-wide
 - GO Rail Network Electrification TPAP Cultural Heritage Screening Report (ASI, 2017)
 - Lakeshore West Corridor:

- OnCorr Due Diligence Project – Lakeshore West Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, City of Mississauga, Halton Region, City of Hamilton and City of Niagara Falls (ASI, 2020a)
 - Cultural Heritage Evaluation Report (CHER) of Seven Bridges, Lakeshore West Rail Corridor, Toronto (ASI, 2020b)
2. Other previous or ongoing projects that overlap with the Project Study Area:
- 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road Heritage Impact Assessment (HIA), Toronto (ERA Architects Inc, 2019)
3. Primary and Secondary Sources Available from Open-Data Sources:
- Historical maps (including historical atlases, topographic maps, and aerial photography);
 - Available historical photographs;
 - Secondary source local histories;
 - Transit Toronto and GO Transit Websites;
 - The inventory of Ontario Heritage Trust easements³;
 - The Ontario Heritage Trust's Ontario Heritage Plaque Guide, an online, searchable database of Ontario Heritage Plaques⁴;
 - Ontario's Historical Plaques website⁵;
 - Toronto's Historical Plaques website⁶;
 - Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases⁷;
 - Parks Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels⁸;
 - Parks Canada's Directory of Federal Heritage Designations, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses⁹;
 - Canadian Heritage River System. The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage¹⁰;

³ Reviewed on 25 March, 2020 (<http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties>)

⁴ Reviewed 25 March, 2020 (<https://www.heritagetrust.on.ca/en/index.php/online-plaque-guide>)

⁵ Reviewed 27 March, 2020 (www.ontarioplaques.com)

⁶ Reviewed 27 March, 2020 (<http://torontoplaques.com>)

⁷ <http://vitacollections.ca/ogscollections/2818487/data?grd=3186> and

⁸ <http://www.historicplaces.ca/en/pages/about-afropos.aspx>

⁹ http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx

¹⁰ <http://chrs.ca/the-rivers/>

- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites¹¹;

City of Toronto:

- Official Plan (City of Toronto, 2019)¹²;
- Inventory of Heritage Properties¹³;
- Heritage Register Map¹⁴;

Ministry of Heritage, Sport, Tourism and Culture Industries:

- List of any properties within and adjacent to the Study Area that have been identified, designated or otherwise protected under the *Ontario Heritage Act* in the MHSTCI's list of Provincial Heritage Properties (PHP's);

Ontario Heritage Trust:

- List of properties within and adjacent to the Project Study Area that have been commemorated by the Ontario Heritage Trust and/or have an Ontario Heritage Trust easement;

3.3.2 Agency Data Collection

Following Metrolinx approval, the Ontario Heritage Trust, the MHSTCI, and the City of Toronto were contacted by Hatch via email to describe the scope of the project and submit heritage data requests. A summary of agency data requests and information received is recorded in Table 3-1.

Table 3-1: Results of Agency Data Collection

Contact Name/ Position	Date(s) of Communications	Description of Information Received
Ms. Karla Barboza, Team Lead(A), Heritage Heritage Planning Unit Programs and Services Branch Ministry of Heritage, Sport, Tourism and Culture Industries	April 3 and 6 2020	The MHSTCI responded to say that to date, there are no properties within or adjacent to the Study Area that have been designated by the Minister, and there are no PHPs within or adjacent to the Study Area.
Kevin De Mille Heritage Planner, Ontario Heritage Trust Kevin.demille@heritagetrust.on.ca	April 3 and April 7 2020	The Ontario Heritage Trust confirmed that they do not have any conservation easements or Trust-owned properties within or adjacent to the Study Area.
Heritage Preservation Services c/o Yasmina Shamji Toronto City Hall 100 Queen Street West	January 22 and March 30 2020	No response received at the time of report writing.

¹¹ <http://whc.unesco.org/en/list/>

¹² Reviewed 27 March, 2020 (https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA_Compiled-3.0.pdf)

¹³ Reviewed 27 March, 2020 (<https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/>)

¹⁴ Reviewed 27 March, 2020 (<http://cot-planning.maps.arcgis.com/apps/PanelsLegend/index.html?appid=a90bf1e72b694db5a4892dc6b170688d>)

Contact Name/ Position	Date(s) of Communications	Description of Information Received
17th floor, East Tower Toronto ON M5H 2N2		

3.4 Approach to Preliminary Impact Assessment

To assess the preliminary impacts of the proposed infrastructure improvements on identified BHRs and CHLs in the Project Study Area, identified resources were considered against a range of possible impacts as outlined by the MHSTCI (MHSTCI, 2019). Impacts may be positive or negative, direct or indirect, and may affect the property’s potential cultural heritage value or interest. Additional factors such as the scale or severity of the impact, whether any changes are temporary or permanent, and if the alterations are reversible or irreversible, should be considered.

The MHSTCI (MHSTCI 2019:10) states that “a direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property”.

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

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

The MHSTCI (MHSTCI 2019:10) states that “an indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes”.

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

- shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- vibration damage to a structure due to construction or activities on or adjacent to the property
- alteration or obstruction of a significant view of or from the property from a key vantage point
- the MHSTCI (2019:11) states that “positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes”. Examples of such impacts include, but are not limited to:
 - changes or alterations that are consistent with accepted conservation principles, such as those articulated in MHSTCI’s Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada
 - adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value of interest
 - public interpretation or commemoration of the heritage property

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

Where properties will be directly affected, the CHR will recommend a CHER. If sufficient detail can be provided within the CHR to identify and mitigate potential direct impacts, a CHER may not be necessary. CHERs will also not be required for previously evaluated properties where the heritage attributes have already been identified. Where properties are indirectly impacted, appropriate mitigation measures will be developed and presented in this CHR.

4. Thematic History

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

Historically, the Project Study Area is located near the historic village of Mimico, in Etobicoke Township, in the County of York.

4.1 Indigenous Land Use and Settlement

Southern Ontario has a cultural history that begins approximately 11,000 years ago. The land now encompassed by the former townships which make up the Study Area has a cultural history which begins approximately 10,000 years ago and continues to the present. Table 4-1 provides a general summary of the history of Indigenous land use and settlement of the area¹⁵.

Table 4-1: Outline of Southern Ontario History and Lifeways

Period	Archaeological/ Material Culture	Date Range	Lifeways/ Attributes
PALEO-INDIAN PERIOD			
Early	Gainey, Barnes, Crowfield	9000-8500 BCE	Big game hunters
Late	Holcombe, Hi-Lo, lanceolate	8500-7500 BCE	Small nomadic groups
ARCHAIC			
Early	Nettling, Bifurcate-base	7800-6000 BCE	Nomadic hunters and gatherers
Middle	Kirk, Stanley, Brewerton, Laurentian	6000-2000 BCE	Transition to territorial settlements
Late	Lamoka, Genesee, Crawford Knoll, Innes	2500-500 BCE	Polished/ground stone tools (small stemmed)
WOODLAND PERIOD			
Early	Meadowood	800-400 BCE	Introduction of pottery
Middle	Point Peninsula, Saugeen	400 BCE-CE 800	Incipient horticulture
Late	Algonkian, Iroquoian	CE 800-1300	Transition to village life and agriculture
	Algonkian, Iroquoian	CE 1300-1400	Establishment of large palisaded villages
	Algonkian, Iroquoian	CE 1400-1600	Tribal differentiation and warfare
POST-CONTACT PERIOD			
Early	Huron, Neutral, Petun, Odawa, Ojibwa	CE 1600-1650	Tribal displacements
Late	Six Nations Iroquois, Ojibwa	CE 1650-1800s	
	Euro-Canadian	CE 1800-present	European settlement

The Project Study Area is within Treaty 13, or the Toronto Purchase. In 1787, representatives of the Crown met with members of the Mississaugas at the Bay of Quinte to negotiate the sale of lands along the shore of Lake Ontario near the Town of York, the seat of the colonial government. Due to disputes over the boundaries, a new agreement was signed on August 1, 1805, in which the Mississaugas ceded to the Crown 250,830 acres of land. Both the 1787 Purchase and its 1805 Indenture are known as Treaty 13. The Mississaugas claimed that the Toronto Islands and other lands were not part of the purchase, and a land claim settlement was reached for these areas in 2010 (Mississaugas of the Credit First Nation 2017; Mississauga of the New Credit First Nation 2001).

¹⁵ While many types of information can inform the precontact settlement of the Project Study Area, this summary table provides information drawn from archaeological research conducted in southern Ontario over the last century. As such, the terminology used in this review related to standard archaeological terminology for the province rather than relating to specific historical events within the region. The chronological ordering of this summary is made with respect to two temporal referents: BCE – before Common Era and CE – Common Era.

4.2 Township Survey and Settlement

4.2.1 York Township

The history of York Township as a territorial division began in 1791 when Augustus Jones surveyed the township. The first land patents were granted in 1796 and by 1813 all of the township lands had been parcelled. By 1802, the township, bounded by the Humber River and Etobicoke Township to the west and sharing a border with Scarborough Township to the east, had a grist mill, two sawmills and two taverns. In 1801, the combined population of York, Etobicoke and Scarborough Townships and the Town of York numbered only 678 but by 1840 the population of York Township numbered more than 5,000 and an economic boom during the 1850s helped to triple the population. This required the growing urban area to stretch its northern limits from Queen Street to Bloor Street. Outside of the core of the city, especially north along Yonge Street, Yorkville (above Bloor) was a prosperous village and some Torontonians settled between Bloor and Eglinton as new street railway services improved suburban to urban access.

In its first 30 years, York Township (as differentiated from the Town of York) was a rolling and well wooded countryside. The centre of the township was present day Yonge Street and Eglinton Avenue or Eglinton Village. Eglinton Avenue, which was surveyed as the township's baseline, was at that time known as Baseline Road, and the crossroads community had a number of services including four hotels and a Masonic Hall. Yonge Street was settled on both sides and one mile south of Eglinton Avenue, the Davis family ran a pottery business (in the community later known as Davisville). A large number of suburban residences were constructed along the Davenport Ridge, an early Aboriginal trail. Villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s. The annexation of East Toronto occurred in 1908.

The evolution of the city continued at an even greater pace through the late nineteenth and early twentieth centuries, with the consolidation of rail systems and the growth of numerous industrial and commercial operations within the city limits and along the rail corridors. Urban planning became more coordinated in the twentieth century, and a move toward more spatial control was made in 1904 with legislation that controlled non-residential land use in the city. This was soon applied to residential areas, as municipal officials attempted to alleviate certain kinds of congestion and undesirable overlap. The development of internal urban transport also promoted a wider spread community and the establishment of discrete business and residential districts.

Throughout the rest of the city, economic prosperity and urban opportunity drew people to various parts of the city to live and work. Industrial districts followed the railway lines, and new immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912, and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fueled the construction of new office towers – a total of 14 between 1922 and 1928. Increased automobile use necessitated improvements to local roads and crossings.

Few new buildings were constructed during the 1930s depression, and unemployment remained high until the war economy lifted companies up and out of their downturns. Before the war ended, a post-war reconstruction plan was put together for the city, and this

represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city's density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded.

4.2.2 ***Etobicoke Township***

The land which comprises the former Township of Etobicoke was alienated by the British from the native Mississaugas by provisional treaty number 13, known as the "Toronto Purchase," dated at the Bay of Quinte on September 23, 1787. Due to certain irregularities contained in the original document, this purchase was confirmed by a second treaty dated August 1, 1805. Between 1784 and 1792, this part of Southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec.

The first township survey was undertaken by Alexander Aitken in 1788. Abraham Iredell continued the survey work in 1795. Additional surveys of the township were made in 1798, by William Hambly, and by Samuel Wilmot in the winter of 1811. The reserve at the mouth of the Humber was surveyed by H.J. Castle in January 1838, and the road allowances were resurveyed in 1857.

The first "legal" settlers did not occupy their lands until the early years of the nineteenth century. Many of the early land grants along the township "front" were assigned to disbanded soldiers from the Queen's Rangers. This was due to the fact that the Upper Canadian government wished to settle seasoned veterans in the township. These men would serve as a buffer, and would be called upon to defend the provincial capital from any possible armed invasion from the west (Mika, N; Mika, H, 1977); (Winearls, 1991), (Armstrong, 1985).

The Township was named using a European corruption of a Mississauga word, Wah-dobekauing. The etymology for this word was provided by Augustus Jones, an early provincial surveyor, as "the place where the alders grow." The name was also sometimes spelled as "Atobicoake" and "Ytobicoke." Some old maps rendered it as "Toby Cook," which raised speculation about the possibility that the township honoured an early settler who bore this name (Gardiner 1899:218; Rayburn 1997:115). Mimico is said to have been derived from another Mississauga word, Omimeca, signifying "place of wild pigeons." It was said that large flocks of migratory passenger pigeons used to feed in the fields along the Mimico Creek (Currell, 1967); (Hayes, 1974), (Mika, N; Mika, H, 1981).

The township comprised part of the East Riding of York in the Home District which, between 1792 and 1800, was administered from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded in 1850, by the United Counties of York, Peel and Ontario. Ontario and Peel were elevated to separate county status in 1851-52 (Canada, 1891) (Armstrong, 1985) (Jonasson, 2006). In 1805, it was noted that the Humber River flowed through this township, which contained the government sawmills. The Humber was an important carrying place trail. It was observed that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton, 1805). The river was also described by nineteenth century writers as being particularly rich in salmon. In 1846, Etobicoke was described as "a well settled township," with good land. The soil near the lake was sandy and timbered mainly in pine, but the quality of the land improved further back where the forests contained principally hardwood. The Humber was described as an "excellent mill stream." The township then contained five grist mills and nine saw mills. The value of realty within the township increased dramatically during the second quarter of the nineteenth century (Smith, W. H, 1846) (Smith, W. H, 1851)

4.2.3 *Mimico*

Mimico fronts Lake Ontario, and became part of Etobicoke in 1967. Etobicoke was established in 1792, and surveying of the township was undertaken at various times until 1838 (Mika, N; Mika, H, 1981).

The first inhabitants of Mimico were Richard Wilson and Robert Gray, but they did not remain. In the 1850s, plans were made to develop Mimico as a model town. A few Toronto businessmen purchased land along the new railway line. The land was divided into lots that were auctioned off. The area to the north of the railway, however, was still farmland (Currell, 1967).

Mimico did not succeed as a model village. Few of the lots were sold and fewer were occupied. According to Harvey Currell's *The Mimico Story* the village failed for two reasons. The lesser important reason was the collapse of the land speculation boom, caused by the depression at the end of the Crimean War. The more important reason was that Mimico was too far from Toronto to be a commuter village. People were not willing to travel to Toronto, and there were not enough jobs in Mimico (Currell, 1967).

In the 1890s, the Toronto and Mimico Electric Railway and Light Co. formed. This enabled people to commute to the city, and in 1897, Mimico was incorporated as a police village. By 1917, Mimico gained town status (Currell, 1967); (Mika, N; Mika, H, 1981).

The town became noted for its brickyards and market gardens, while hotels and picnic gardens catered to visitors. Some Torontonians built spacious summer homes in the town (Mika, N; Mika, H, 1981).

The Project Study Area is located towards the eastern limits of the Town of Mimico. The lands in this vicinity were slated for development as a residential neighbourhood in the 1850s. However, these plans did not come to fruition and instead, the area was sold as larger rural parcels in the second half of the nineteenth century. A brickyard was established to the southeast of the Project Study Area in the 1880s, and operated until the 1920s. Following the brickyards, this area served recreational purposes as a campground/resort area. In the late 1940s, the lands southeast of the Project Study Area were consolidated and the Christie Lakeshore Bakery established. The Bakery operated until 2013, and the factory demolished in 2018 (ERA Architects Inc, 2019).

4.3 **Summary on the Development of the Lakeshore West Rail Corridor**

The Lakeshore West rail corridor follows the tracks initially laid in 1855 from Toronto to Hamilton by the Hamilton & Toronto Railway Company (HTR). The HTR company was established by Sir Allan MacNab and a number of other investors, with additional financial support from England, and a charter was granted in 1852. Construction on the line began in 1853. The line was initially leased to the Great Western Railway (GWR), who in turn supplied railway stations along the corridor (Paterson & George, D, 1988). Extending from downtown Toronto, the rail line passed through Mimico, Port Credit, Clarkson, Oakville, Bronte, Burlington, and finally Hamilton. In 1871, the HTR amalgamated with the GWR, and in 1882 the GWR amalgamated with the Grand Trunk Railway (GTR). In 1920, control of the GTR was assumed by the Canadian Government and three years later, in 1923, the GTR was amalgamated with Canadian National Railways (CNR) (Andreae, 1997).

The Lakeshore West rail corridor was built along the Lake Ontario shoreline, on level terrain formerly located at the bottom of glacial Lake Iroquois. While the route presented few engineering obstacles, two of note include the two wooden trestles built to span the Twelve and Sixteen Mile Creek Valleys.

Each valley is over 150 metres wide and 38 metres deep. Also significant is the Credit River and associated flood plains. While just as wide, the Credit River Valley is not as high and as such, extensive filling and low trestle work led to a smaller bridge (Paterson & George, D, 1988). The wooden trestle bridges were replaced by the GWR with stone and iron structures around the 1880s.

Between 1910 and 1920, the GTR undertook a grade separation project that lowered the railway tracks and required the construction of overhead structures for all north-south roads in the Parkdale area, including Dufferin Street, Dunn Avenue, Jameson Avenue, and Dowling Avenue. In total, the project eliminated thirteen level crossings (McLeod & McNeil, M, 1979)

The Lakeshore West rail corridor was Canada's busiest railway corridor during the nineteenth and most of the twentieth century (Paterson & George, D, 1988). GO service along the Lakeshore West rail corridor began in 1967. Initial service included stops at stations built in Mimico, Long Branch, Port Credit, Clarkson, Oakville, Bronte, and Burlington. These stations were all built prior to 1967 as a three-year experiment in commuter rail travel (Garcia & Bow, 2018). A third track was added to the north side between Mississauga and Oakville in 2007.

4.4 Review of Historical Mapping

4.4.1 Nineteenth-Century Mapping

The 1860 Tremaine's Map County of York Canada West and the 1878 Illustrated Historical Atlas of the County of York were reviewed to determine the potential for the presence of historical resources in the Study Area during the nineteenth century (Figures 4-1 and 4-2).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historical mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Tremaine's 1860 map of the County of York shows the Project Study Area along the Hamilton and Toronto Railway. Mimico Station is shown on the line located southwest of the Study Area. The surrounding area to the north and east is predominantly a rural landscape. The map shows a dense survey of lots located west and southwest of the Study Area. There are no structures indicated in proximity to the Project Study Area in 1860. The 1877 Illustrated Historical Atlas identifies the rail line as the GWR. The lands surrounding the Project Study Area remain largely unchanged. One structure is shown north of the northeast end of the Study Area, east of Park Lawn Road.



Figure 4-1: Study Area on the Tremaine's Map of the County of York (Tremaine, 1860)



Figure 4-2: Study Area on the Illustrated Historical Atlas of the County of York (Miles & Co, 1878)

4.4.2 Twentieth-Century Mapping

In addition to nineteenth-century mapping, topographic mapping, fire insurance maps and aerial photographs from the twentieth century were examined. This report presents topographic maps from 1909, 1949, a fire insurance map from 1924, and the aerial photograph from 1954 (Figures 4-3 to 4-6). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during each period.

The early twentieth century topographic maps indicate that lands surrounding the Project Study Area continue to be relatively rural in character. The 1909 topographic map identifies the railway as the GTR. The map shows two structures, one on either side of the Project Study Area, along the west side of Park Lawn Road, and indicates the presence of a brick yard near the northeast end of the Project Study Area. In 1918, a bridge or overpass was added to Park Lawn Road for the rail crossing. Fire insurance plans from 1924, show Sydenham Street extending west from Park Lawn Road back toward the rail corridor, with six structures present along its length. On the 1927 topographic map the rail line is identified as being operated by both the CNR and the GTR.

Sydenham Street appears on the 1942 topographic map for the first time, and a highway in the current place of the Gardiner Expressway is shown. The brick yard located near the northeast end of the Project Study Area on previous maps is no longer shown on the 1942 map. On the 1949 topographic map a large structure associated with the Mr. Christie factory is shown where the brick yard was formerly located. A small road is shown from Park Lawn Road to this structure. The 1954 aerial photographs depict the Study Area in a similar context to the mid-twentieth century mapping, although development has started on the west side of Mimico Creek in proximity to the Project Study Area.



Figure 4-3: Study Area on the 1909 Topographic Map (Department of Militia and Defence, 1909)

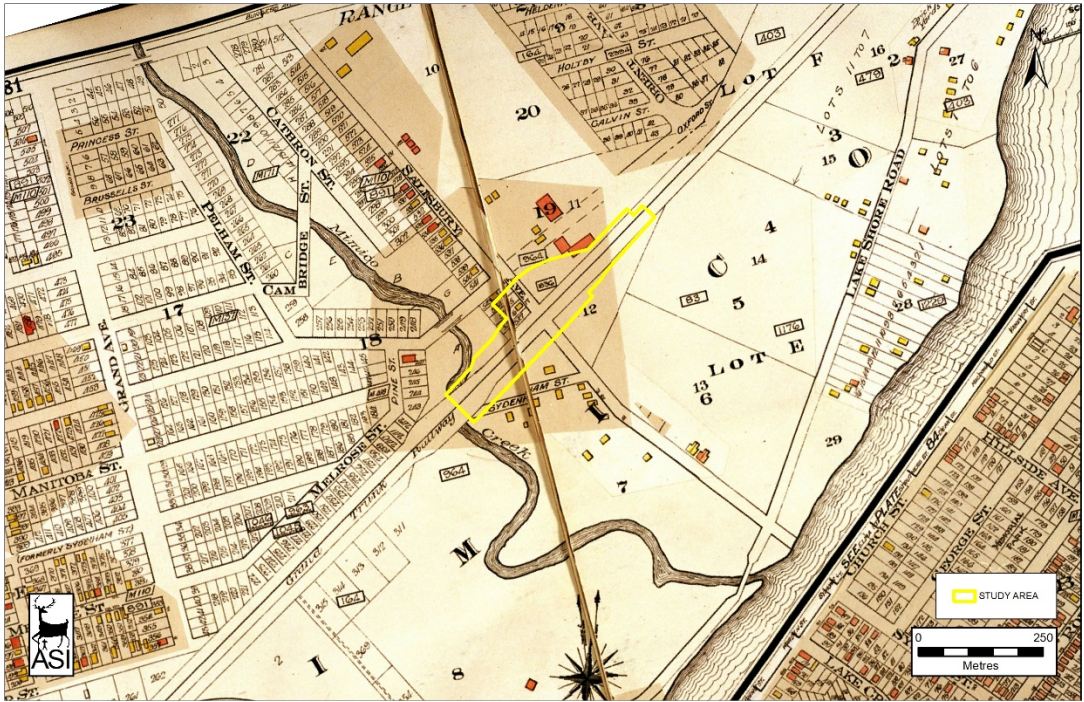


Figure 4-4: Study Area on the 1924 Toronto Fire Insurance Plan (Goad, 1924)

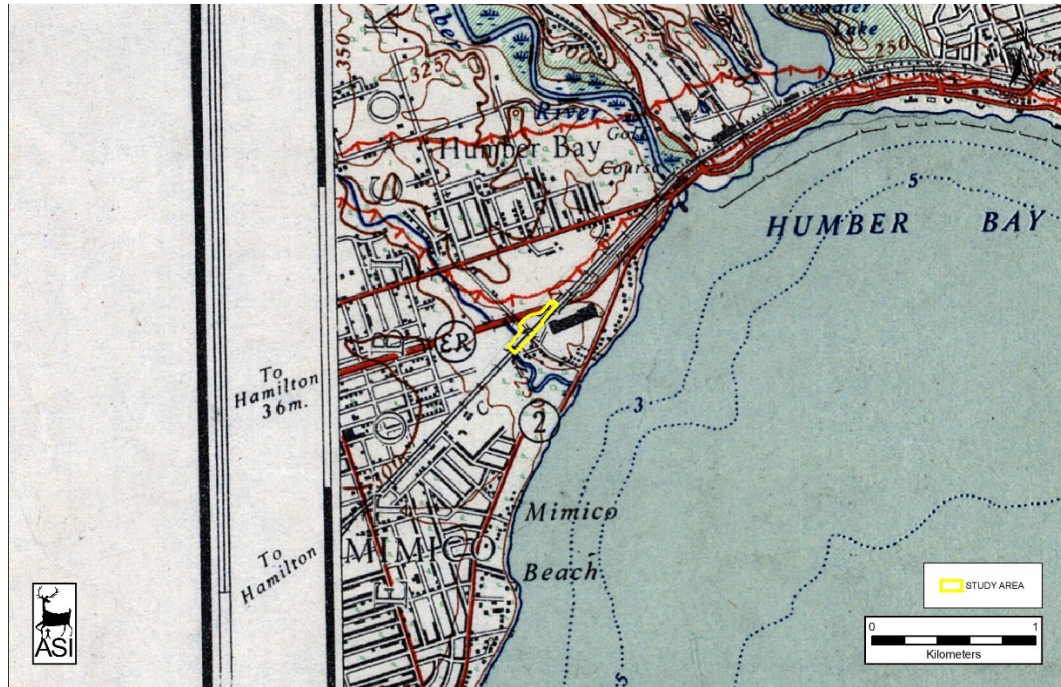


Figure 4-5: Study Area on the 1949 Topographic Map (Department of National Defence 1949)

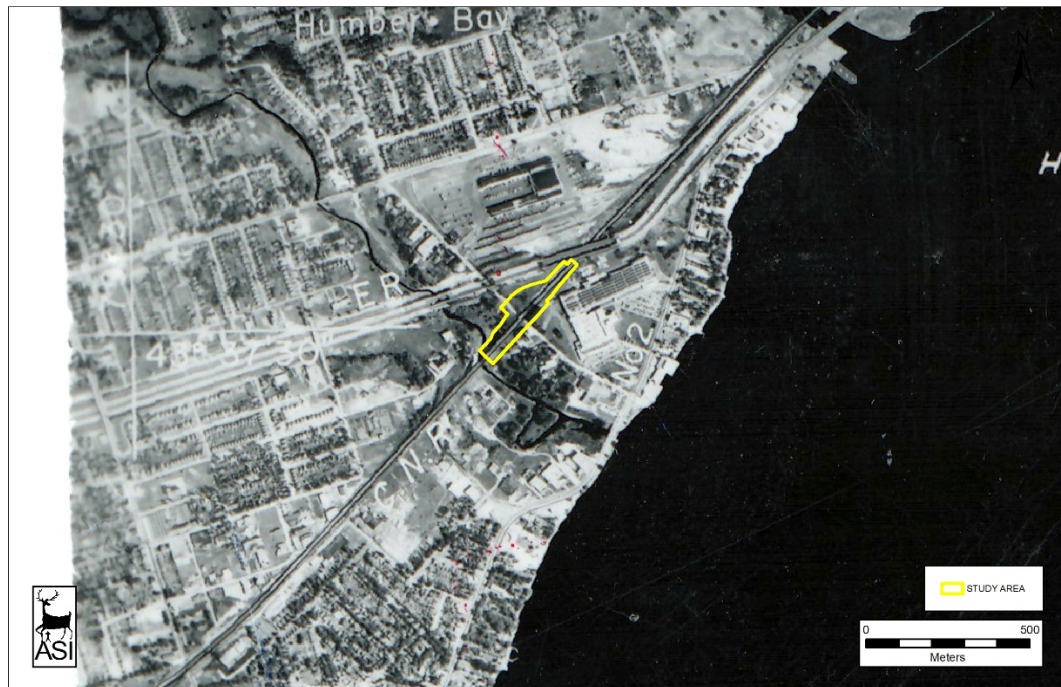


Figure 4-6: Study Area on the 1954 Aerial Photograph (Hunting Survey Corporation Limited, 1954)

5. Existing Conditions

5.1 Field Review

A field review of the Project Study Area was undertaken by Laura Wickett, of ASI, on April 3, 2020 to document the existing conditions from the public right-of-way. The Project Study Area is in the City of Toronto and focuses on the proposed Project Footprint and 50 metre buffer. The Study Area is generally located in an urban context, south of the Gardiner Expressway, along the Lakeshore West rail corridor and on both sides of Park Lawn Road. The existing conditions are described below and captured in Plates 1 – 6. Identified BHRs and CHLs are discussed in Section 5.2, described in Appendix A, and are mapped in Appendix B of this report.

The area located west of Park Lawn Road features Mimico Creek, which crosses the western limits of the Project Study Area generally in a northwest-southeast alignment. The banks of Mimico Creek are mostly covered with trees and shrubs. Modern condominiums are located to the northwest and southeast of Mimico Creek, within the 50 metre buffer of the Study Area.

The area located east of Park Lawn Road and north of the rail corridor is undeveloped, and generally covered in sparse vegetation. The Lakeshore West rail corridor approaches the Gardiner Expressway on an angle and passes underneath the expressway at the very east end of the Project Study Area. The former Mr. Christie Factory site is located on the south side of the rail corridor. With the exception of the water tower, the buildings associated with this factory have been removed and the site is being prepared for new development.



Plate 1: View north along Park Lawn Road towards rail corridor.



Plate 2: View south toward condominium towers on west side of Park Lawn Road.



Plate 3: View looking east toward former Mr. Christie Factory Site. Note the water tower.



Plate 4: View looking south at Mimico Creek and west end of Study Area.



Plate 5: View east towards the undeveloped area between the rail corridor and expressway



Plate 6: View looking north to expressway along Park Lawn Road from the rail corridor.

5.2 Summary of Known or Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the review of available municipal, provincial, and federal data, and the results of project consultation, there is one previously identified potential BHR within and/or adjacent to the Project Study Area. The Christie Water Tower was previously identified in a HIA Report of the lands associated with the former Mr. Christie Factory Site (ERA Architects Inc, 2019).

A portion of the Project Study Area was assessed for known or potential BHRs and CHLs during the GO Rail Network Electrification TPAP (2017) and the OnCorr Due Diligence Project (2019-2020). During the course of these assessments, the railway bridge over Mimico Creek, located at the west end of the Project Study Area, was identified as requiring further heritage evaluation for cultural heritage value or interest. A CHER was prepared and finalized in early 2020 which confirmed that the Mimico Creek Bridge at Mile 5.95 does not have cultural heritage value or interest (ASI, 2020b). The Gardiner Expressway Bridge over Lakeshore West rail corridor at Mile 5.68 was also identified as a potential BHR and required further heritage evaluation for cultural heritage value or interest. A CHER was prepared and finalized in 2016 which confirmed that the Gardiner Expressway Bridge at Mile 5.68 does not have cultural heritage value or interest (ASI Archaeological Services Inc., 2016).

Based on the results of the background research and field review, one potential BHR was identified adjacent to the Project Study Area (see Table 5-1). More information on this property is presented in Appendix A and mapping is provided in Appendix B of this report.

Table 5-1: Inventory of Known or Potential Built Heritage Resources and Cultural Heritage Landscapes

Reference Number	Type of Property	Location	Ownership	Results of Heritage Assessment
BHR-01	Water tower	Former Mr. Christie Factory Site	Private	Previously Identified (ERA Architects Inc, 2019).

6. Preliminary Impact Assessment

Field review confirmed the location of one BHR adjacent to the Project Study Area, and assisted in the identification of potential cultural heritage value and heritage attributes, and allowed for the assessment of potential/anticipated impacts of the proposed infrastructure improvements on the identified BHR. No direct or indirect impacts have been identified (Table 6.1).

Table 6-1: Identified Built Heritage Resources and Cultural Heritage Landscapes, Preliminary Impact Assessment, and Recommended Mitigation Measures

Reference Number	Type of Property	Location	Heritage Recognition	Preliminary Impact Assessment	Mitigation Measures
BHR-01	Water Tower	The Christie Water Tower is located in the northern limits of the former Mr. Christie Factory Site;	Previously Identified (ERA Architects Inc, 2019).	No direct impacts or indirect impacts are anticipated. Given that the water tower is over 50 metres from the project footprint, no vibration impacts from	No further work is required.

Reference Number	Type of Property	Location	Heritage Recognition	Preliminary Impact Assessment	Mitigation Measures
		approximately 55 metres east of the eastern limits of the Project Footprint. ¹⁶		construction activities are anticipated. In addition, the Park Lawn GO Station will not impact views to the water tower from the Gardiner Expressway or the Lakeshore West rail corridor. The Christie Water Tower will likely be relocated within the former Mr. Christie Factory Site as part of a redevelopment project.	

7. Community Engagement

The draft CHR will be shared with the public following the Notice of Commencement. Any feedback from the community, along with responses from the project team, will be recorded in Section 7 of the EPR.

8. Results and Mitigation Recommendations

The results of background historical research and field review revealed a Project Study Area with both an urban and rural land use history dating back to the early nineteenth century. The results of this assessment have identified one potential BHR adjacent to the Project Study Area. No direct or indirect impacts to BHR 1, the Christie Water Tower, are anticipated.

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

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified BHRs.
2. Should future work require an expansion of the Project Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on heritage resources.
3. This report should be submitted by the proponent to heritage staff at the City of Toronto, the MHSTCI, and any other relevant stakeholder with an interest in this project.

¹⁶ According to the HIA (ERA Architects Inc. 2019) the former Mr. Christie Factory Site will be redeveloped: “The Christie Water Tower is proposed to be retained, relocated and incorporated into a planned neighbourhood as a key component of the Site’s interpretation program.”

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Appendix A

Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Reference Number

BHR 1

Property Type

Water Tower

Address or Location

2150 Lake Shore Boulevard West

Level of Heritage Recognition

Previously Identified as a potential built heritage resource in a Heritage Impact Assessment Report (ERA Architects Inc. 2019)

Property Description

The Christie Water Tower at the former Mr. Christie Factory site is located at the northern end of the former factory site. The water tower is composed of a steel tank supported by four circular columns/legs with concrete footings and horizontal and diagonal bracing. A water pipe extends from the ground to the tank in the middle of the four columns. The water tower features the familiar red and white Christie branding and is considered a remnant industrial artifact from the former factory at this site.

Description of Potential Cultural Heritage Value or Interest and Heritage Attributes**Historical:**

- The water tower was built around the same time as the factory, installed in 1949-1950
- Retains historical associations with Christie, Brown & Co., an important employer in the Humber Bay community for over 60 years

Design:

- The Heritage Impact Assessment Report (ERA Architects Inc. 2019) described it as a “unique structure” with familiar red and white Christie branding

Context:

- Identified as a remnant industrial artifact from the demolished Christie Lakeshore Bakery
- It is a highly visible structure from all directions, particularly from the Gardiner Expressway and Lakeshore West rail corridor, and is considered to be a landmark

Photos



Looking east towards the water tower on the former Mr. Christie Factory site.

Appendix B

Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes