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Appendix B-7b

Cultural Heritage Memorandum

Memorandum

To	Ministry of Tourism, Culture and Sport	Page	1
Subject	Built Heritage and Cultural Heritage Landscape Assessment, Scarborough Subway Extension, City of Toronto / Toronto Transit Commission Various Lots and Concessions, Geographic Township of Scarboro (now Scarborough), County of York (Now the City of Toronto), Ontario Transit Project Assessment Process – Contract No. FE85-1		
From	Emily Game, Heritage Researcher	Project Number	60530166
Date	July 26, 2017		

This Built Heritage and Cultural Heritage Landscape (BHCHL) Assessment Memorandum addresses the areas surrounding the proposed Scarborough Centre Station, Kennedy Station, eight Emergency Exits and two Traction Power Substations, under Contract No. FE85-1. The assessment was conducted on behalf of the City of Toronto (City) and Toronto Transit Commission (TTC) under Ontario Regulation 231/08 Transit Project Assessment Process in preparation for the future construction of the Scarborough Subway Extension.

The conclusion of the research and analysis, consultation of the City of Toronto's Heritage Inventory, is that no Cultural Heritage Landscapes reflecting the historic character of the area have survived within the areas around the proposed Scarborough Centre Station, Kennedy Station, Emergency Exits and Traction Power Substations. AECOM identified one Part IV Designated Built Heritage Resource at 520 Progress Avenue. The Scott House, built in 1841, is located within 100 metres of the tunnel launch site at the proposed Scarborough Centre Station.

Methodology

Following the process for Identification of Cultural Heritage Resources outlined in the Ministry of Tourism, Culture and Sport's *Criteria for Evaluation Potential for Built Heritage Resources and Cultural Heritage Landscapes*, the following steps were taken:

- A radius of 150 metres around Kennedy Station, Scarborough Centre Station, Emergency Exits and Traction Power Substation were established and the properties within this area were identified.
- Research was carried out using archival mapping and aerial photography, census, local histories and directories, to prepare a historical overview of the area and establish its historical character and settlement patterns.

Summary of Findings

AECOM consulted historical aerial photographs and maps it was determined that there is one structure, the Scott House, of cultural heritage value or interest within 150 metres of the proposed Scarborough Centre Station, Kennedy Station, Emergency Exits and Traction Power Substations.

Consultation of the City of Toronto's Heritage Register confirmed there is one Part IV Designated structure within 150 metres of the proposed northernmost Emergency Exit. Although designated, the Scott House is surrounded by recent urban development and has no contextual value. The proposed work will occur at some distance from the structure and will not have a direct impact on the heritage value of the structure.

Consultation of the City of Toronto's Heritage Register confirmed there are no listed or designated structures within 150 metres of the proposed Scarborough Centre Station, Emergency Exits or Traction Power Substations.

Historical Context

The Study Area is located on several lots and concessions in the Geographic Township of Scarboro (now Scarborough), Ontario. Making up the eastern portion of Toronto, Scarboro was named after the English town of the same name by Elizabeth Simcoe. It is presently bordered on the east by Pickering and the Rouge River, to the south by Lake Ontario, to the north by Steeles Avenue and to the west by Victoria Park Avenue.

When originally surveyed by Augustus Jones in 1793, the Townships of Pickering, Scarboro and York were respectively named Edinburgh, Glasgow and Dublin.¹ The Township of Scarboro's concessions were laid out east to west, rather than the more frequently encountered north to south. Some of the early Euro-Canadian settlers included United Empire Loyalists. The Canada Company purchased several hundred acres, the Legislature was granted 384 acres, and King's College purchased approximately 2000 acres. In the early 1800s, the Township consisted mostly of scattered villages. The Township of Scarboro was declared a Borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1954. It was declared a city in 1983, due to its rapid growth and large population.

Several historic roads are found within Scarborough, and include Danforth and Kingston Roads. These early transportation routes followed established Aboriginal trails along the higher ground bordering Lake Ontario. Danforth Road, which runs north-south through the central section of the Scarborough Subway Extension Study Area, was completed in this part of the County in 1799. Asa Danforth Jr. was contracted to build the road from York to the Bay of Quinte.² Kingston Road, initially Kingston Street, was first built in 1800, connecting Kingston and York. It follows the north shore of Lake Ontario and is southeast of the Scarborough Subway Extension Study Area.

With the clearing of land for farming and the vast variety and quantity of timber, the lumber industry thrived in this area. As a result, saw mills began to appear as early as 1804 and eventually dozens could be found along Highland Creek and the Rouge River. This continued until the depletion of the

1. David Boyle, *The Township of Scarboro, 1796-1896*, (Toronto: William Boyle, Publisher, 1896), p. 26.
2. *Op. cit.*, p. 112.

forests in the area. As fields replaced the forests, grist and flour-mills were also built along the watercourses.³ Other common trades found in the township included blacksmiths, wagon makers, shoemakers, and ship builders. Several 19th century churches, cemeteries and school houses can be found in the immediate vicinity of the Study Area. The population of the Township was 89 in 1802, with a total of 477 inhabitants by 1820, and 3,821 by 1850.

Historical mapping as well as textual documentary sources were consulted when researching the history of the Township of Scarborough and compiling the specific land use history for the Study Area. This was done to determine the general locations of any historic buildings and areas with archaeological potential that may intersect with any corridors proposed by the project. Due to the fact that the 1851 census for Scarborough did not survive, additional sources were drawn upon when compiling the land use history for lots and concessions in these areas. *The Township of Scarborough, 1796-1896* by David Boyle (1896), and *History of Toronto and County of York Ontario; Containing an Outline of the History of the Dominion of Canada, A history of the City of Toronto and the County of York, with the Townships, Towns, Villages, Churches, Schools, General and Local Statistics, Biographical Sketches Etc.*⁴ were both examined to gain a broader picture of the land use history of this County in the 19th Century. Boyle describes Scarborough Township in the 1890s in the following way:

"The area now embraced by Scarborough Township was undoubtedly a desirable one for the Indian. The lake-shore cliffs formed an admirable defence against attack from the south, so that enemies from that quarter must needs have approached the villages by a circuitous route; there could not be better soil for their extremely simple method of cultivation; extensive forests of magnificent pine, with here and there clumps and ranges of hard-wood trees in great variety, afford ideal places of domicile; small fruits were plentiful, and numerous streams supplied fish of different kinds in abundance, while game, we may presume, was not difficult to procure".⁵

Since 1998, Scarborough has been part of the amalgamated City of Toronto in the Greater Toronto Area. The landscape is characterised by a mix of suburban-residential, light-industrial and commercial development that is almost entirely related to the period after the Second World War.

Conclusions

Based on historical research, a detailed review of aerial photos and project site maps as well as consultation of the City of Toronto's Heritage Inventory, it is the conclusion of AECOM, the heritage specialist consultants retained by the TTC for this Project, that the Scott House, located at 520 Progress Avenue will not be directly impacted by the proposed work at the Scarborough Centre Station. AECOM did not identify any additional Built Heritage Resources or Cultural Heritage Landscapes in the Study Area or in proximity to the McCowan Corridor of the Scarborough Subway Extension that would be adversely affected by the construction of the proposed Scarborough Centre Station, Kennedy Station, Emergency Exits or Traction Power Substations.

3. *Op. cit.*, p. 131.
4. Mercer and Pelham. *History of Toronto and County of York; Containing an Outline of the History of the Dominion of Canada, A History of the City of Toronto and the County of York, with the Townships, Towns, Villages, Churches, Schools, General and Local Statistics, Biographical Sketches Etc. Volume II. (Toronto: Blackett Robinson, 1885).*
5. *Op. cit.*, p. 22-23

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