

Appendix J Cultural Heritage Evaluation Report





CULTURAL HERITAGE **EVALUATION REPORT**

Flood Remediation, Rockcliffe
Special Policy Area
Environmental Assessment

Date:
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Acknowledgement of Related Studies

This Cultural Heritage Evaluation Report (CHER) acknowledges the work of the following organizations. These studies and reports are related to this CHER and have been referenced in this CHER where necessary, and are acknowledged accordingly.

Toronto Region Conservation Authority, prepared by Amec	<i>Black Creek (Rockcliffe Area) Riverine Flood Management Class Environmental Assessment</i>	March 2014
Toronto Region Conservation Authority, prepared by XCG	<i>Basement Flooding Study Area 4 and Combined Sewer Overflow Control Environmental Assessment</i>	August 2014

Acknowledgement of First Nations Territory, Traditions, and Cultural Heritage

This document takes into consideration the cultural heritage of First Nations, including their oral traditions and history. This Heritage Impact Assessment acknowledges that the study area is situated on the land of the Anishinabewaki, Huron-Wendat, and Haudenosaunee.

Glossary of Abbreviations

EA	<i>Environmental Assessment</i>
EAA	<i>Environmental Assessment Act</i>
CHL	<i>Cultural Heritage Landscape</i>
CHER	<i>Cultural Heritage Evaluation Report</i>
FRTFS	<i>Flood Remediation and Transportation Feasibility Study</i>
HCD	<i>Heritage Conservation District</i>
MHBC	<i>MacNaughton Hermesen Britton Clarkson Planning Limited</i>
MHSTCI	<i>Ministry of Heritage, Sport, Tourism and Culture Industries</i>
MTO	<i>Ministry of Transportation</i>
OHA	<i>Ontario Heritage Act</i>
OHTK	<i>Ontario Heritage Toolkit</i>
O-REG 9/06	<i>Ontario Regulation 9/06 for determining cultural heritage significance</i>
PPS 2014	<i>Provincial Policy Statement (2014)</i>
TRCA	<i>Toronto Region Conservation Authority</i>

Definitions

Slab	<i>Often concrete with bituminous overlays (such as on a bridge deck or approach slab) resting on abutments, having no beams under the deck.</i>	MTO, 2008
Deck	<i>A deck is the surface of a bridge and is a structural element of the superstructure and can be comprised of materials including concrete, steel, or wood. The deck can be covered in asphalt or another type of material.</i>	MTO, 2008
Abutment	<i>A substructure unit which supports the end of the structure and retains the approach fill.</i>	MTO, 2008
Wingwall	<i>A wingwall is located at the end of the bridge, part of an abutment and provides support for the road/approach.</i>	MTO, 2008
Parapet	<i>A parapet is a safety barrier or extension of the wall at the edge of the structure, often including a railing system.</i>	MTO, 2008
Culvert (structural)	<i>A structure that forms an opening through soil and a) has a span of 3 metres or more or b) has the sum of the individual spans of 3 metres or more, for adjacent multiple cell culverts, or c) has the sum of individual spans of 3 metres, or more. ... d) has been designed by the Owner as qualifying as a culvert.</i>	MTO, 2008
Retaining Wall	<i>Any structure that holds back fill and is not connected to a bridge.</i>	MTO, 2008
Span	<i>The horizontal distance between adjacent supports of the superstructure of a bridge, or the longest horizontal dimension of the cross-section of a culvert or tunnel taken perpendicular to the walls.</i>	MTO, 2008
Stringer	<i>Stringers span between floor beams and provide the support for the deck above.</i>	MTO, 2008
Open footing Culvert	<i>A culvert in the shape of an open rectangle, consistent of two wall elements supported on footings and a top slab. Note that there is no bottom slab.</i>	MTO, 2000
Closed footing culvert	<i>A closed footing culvert has a base slab which is a smooth (often concrete) surface instead of the natural streambed.</i>	MTO, 2008

Culvert Extension	<i>A portion of a culvert built beyond the limits of a previously existing culvert.</i>	MTO, 2000
Haunch	<i>The increase in thickness of a culvert's walls or slabs at the corners</i>	MTO, 2008
Channel	<i>A natural stream that conveys water; a ditch or channel excavated for the flow of water</i>	TRCA, 1980

Note: Definitions provided below in italics are provided as written in the OSIM Manual (MTO, 2008).

1.0 Executive Summary

MHBC was retained by Wood Group PLC to undertake a Cultural Heritage Evaluation Report (CHER) for the Municipal Class Environmental Assessment for the Flood Remediation and Transportation Feasibility Study (FRTFS) of the Rockcliffe Special Policy Area Environmental Assessment in the City of Toronto. The Municipal Class Environmental Assessment must consider a variety of issues which includes natural, social, cultural, as well as economic environments.

At the onset of the EA study, cultural heritage was recognized as an important aspect of the existing environment. The Toronto and Region Conservation Authority Class Environmental Assessment Request for Proposal (RFP) identified that the project requires due diligence as it relates to the identification and evaluation of cultural heritage resources, including built heritage resources and Cultural Heritage Landscapes. This CHER provides input into the Flood Remediation and Transportation Feasibility Study of the Rockcliffe Special Policy Area as it relates to the identification and evaluation of cultural heritage resources.

The purpose of this Cultural Heritage Evaluation Report is to identify potential cultural heritage resources (including built heritage resources and Cultural Heritage Landscapes) within, and directly adjacent to the study area which may be impacted by the proposed FRTFS. Should significant cultural heritage resources be identified, an impact analysis would be provided by way of a Heritage Impact Assessment (HIA). The scope of this CHER does not include buried archaeological resources.

The study area is located in the City of Toronto and follows the watershed of Black Creek, which is a tributary of the Humber River and has been channeled via the construction of the 'Scarlett Road Channel' in 1967. The study area includes ten built structures which are the primary focus of this CHER, those being nine bridges and one culvert. Four of the identified bridges are pedestrian bridges; the remaining six are road/vehicular bridges. A field investigation was undertaken on August 16, 2019 in order to document the study area through photographs and identify potential cultural heritage resources.

Summary of Conclusions and Recommendations

This CHER has provided an analysis of all the bridges and culverts within the identified study area and has determined that none of them are considered significant cultural heritage resources.

Further review by way of a Heritage Impact Assessment is not necessary for any of these structures as it relates to the (FRTFS) of the Rockcliffe Special Policy Area Environmental Assessment.

This Cultural Heritage Evaluation Report identified that the study area includes one property designated under Part IV of the *Ontario Heritage Act* at 150 Symes Road. This property is sited away from Black Creek Channel at a distance of more than 600 metres. Therefore, it is unlikely that any activities related to flood remediation as part of this Environmental Assessment will have an impact on the property at 150 Symes Road. A Heritage Impact Assessment is not necessary for this property provided that the EA will not result in alterations to this property or lands which are directly adjacent.

The study area also includes a portions of the post WWII-era Conn Smythe Subdivisions which are located near what is now Smythe Park, at the west end of the broader study area. The Conn Smythe subdivision areas as noted in this report meet the PPS 2014 definition of a potential Cultural Heritage Landscape. Provided that the EA will not result in alterations to these areas which are related to a) the removal/demolition of buildings and structures, and/or b) changes to lot fabric and circulation patterns, review by way of a Heritage Impact Assessment is not necessary.

2.0 Introduction

MHBC was retained by Wood Group to undertake a Cultural Heritage Evaluation Report (CHER) for the Municipal Class Environmental Assessment for the Flood Remediation and Transportation Feasibility Study (FRTFS) of the Rockcliffe Special Policy Area in the City of Toronto. The Municipal Class Environmental Assessment must consider a variety of issues which includes natural, social, cultural, as well as economic environments.

The purpose of the Flood Remediation and Transportation Feasibility Study (FRTFS) of the Rockcliffe Special Policy Area is to assess the technical and transportation feasibility of implementing Flood Remediation solutions for the study area. The Rockcliffe Special Policy Area was first identified by the MTRCA Watershed Plan (1980) as being prone to flooding. According to the TRCA Black Creek (Rockcliffe Area) Riverine Flood Management EA Report (2014),

The Black Creek has flooded on several occasions including the August 2005 storm event where the concrete lined channel upstream of Alliance Avenue was at capacity and the overbank areas downstream of Jane Street were flooded, and July 2013 which similarly caused extensive surface flooding and also local basement flooding.

Therefore, the EA study is related to the re-assessment of flood remediation measures and to assess the performance of existing flood remediation measures as per the TRCA Black Creek (Rockcliffe Area) Riverine Flood Management Class EA (2014). As such, the FRTFS may result in alterations to built features related to flood remediation and water management surrounding the Black Creek channel such as the nine bridges and one culvert included in this report.

2.1 Location and Description of Study Area

The Study Area is located in the City of Toronto and follows the watershed of the Black Creek channel, east of the Humber River. The study area is situated south of Eglinton Avenue West, north of Dundas Street West. The study area is part of the recognized Rockcliffe-Smythe neighbourhood. The study area boundaries of the Environmental Assessment are provided below (see Figure 3).

The Rockcliffe-Smythe neighbourhood is primarily residential, with industrial and commercial/retail uses along arterial roads such as Weston Road, St. Clair Avenue, and Alliance Avenue. Pockets of

industrial lands are also located along Alliance Avenue and Glen Scarlett Road. The south-east portion of the study area includes the new 'Stockyards' Commercial/Retail development along Weston Road and St. Clair Avenue West.

The study area also consists of institutional uses, including three schools within the floodplain. The study area includes several parks including (but not limited to) Smythe Park, Westlake Memorial Park, and Dalrymple Park. The study area includes high-rise residential buildings such as those located near the intersection of Jane Street and Woolner Avenue, and east of Humber Boulevard South.

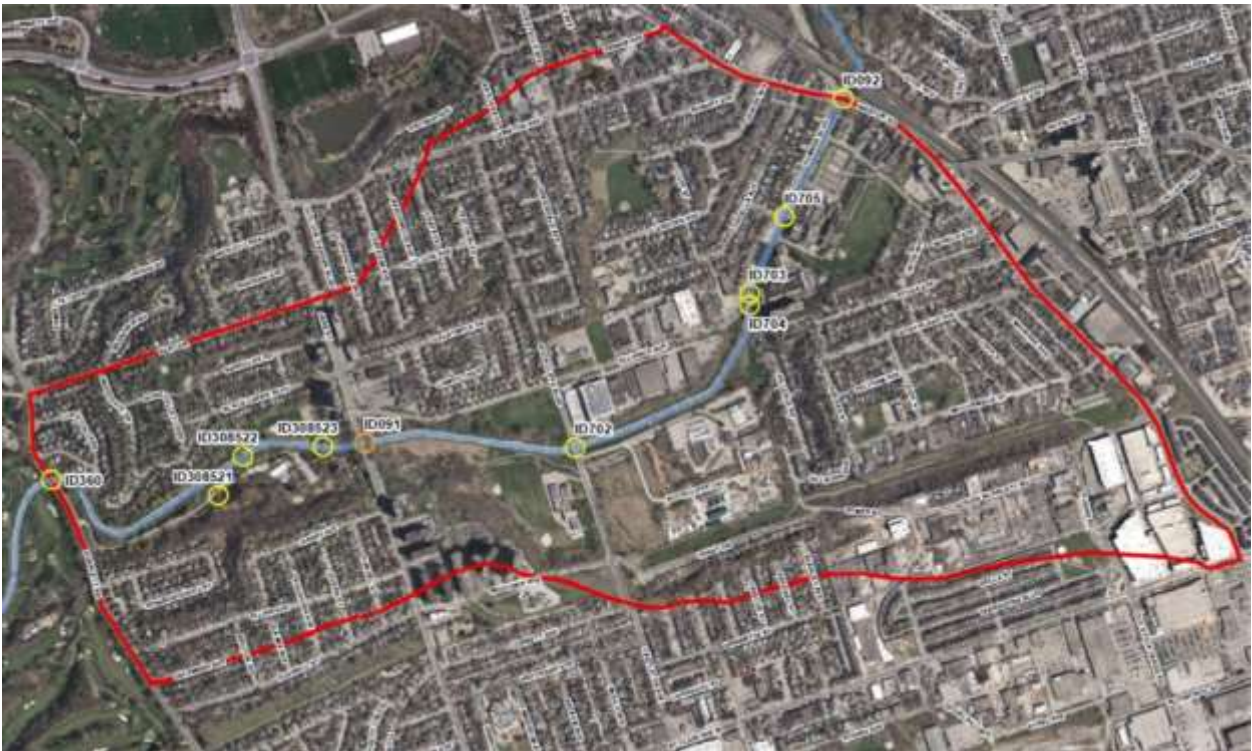


Figure 1: Aerial photo noting location of study area boundaries in red with approximate location of bridges (yellow) and culvert (orange). (Source: MHBC, 2019)

Ten structures located within the study area which may be impacted by the Flood Remediation and EA are noted in the table provided below. Detailed data sheets of each bridge are provided in Appendix D of this report.

BRIDGES:			
ID No.	Common Name	Type	Construction Date
360	Scarlett Road Bridge	Road/Vehicle	1983
308521	Smythe Park Bridge (1)	Pedestrian	2000
308523	Smythe Park Bridge (2)	Road/Vehicle	1980
308522	Smythe Park Bridge (3)	Road/Vehicle	2005
702	Rockcliffe Blvd. over Black Creek	Road/Vehicle	1963 (<i>repairs and replacements in 2007</i>)
704	Alliance Ave. over Black Creek	Road/Vehicle	1975
703	Humber Blvd. over Black Creek	Road/Vehicle	1975
705	Humber Blvd. over Black Creek	Pedestrian	2015 (<i>original constructed 1943, replaced in 1975 and again in 2015</i>)
092	Weston Road over Black Creek	Road/Vehicle	1980 (<i>Repaired 2006</i>)
CULVERTS:			
ID No.	Common Name	Type	Construction Date
091	Janet Street Over Black Creek	Culvert	1948 (<i>Alterations in 1964</i>)

The Rockcliffe-Smythe Special Policy Area was identified by the TRCA as it relates to flood remediation. According to the TRCA Environmental Assessment Report (2014), the Black Creek (Rockcliffe) Special Policy Area was first identified in the TRCA 1980 Flood Control Program Watershed Plan, which specified that the area was at risk of flood damage from Weston Road to Rockcliffe Boulevard. According to the TRCA Black Creek (Rockcliffe Area) Riverine Flood Management EA Report (2014),

...the Rockcliffe Area of the Black Creek subwatershed is located near the downstream limit of the Black Creek subwatershed and is urbanized with a mixture of residential, commercial, institutional and industrial land uses. The watercourse has been straightened and heavily modified over time through

concrete lining and many culvert and bridge crossings. Historical development has encroached upon the watercourse's floodplain resulting in a significant flood risk to property and people.

The black creek has flooded on several occasions including the August 2005 storm event where the concrete lined channel upstream of Alliance Avenue was at capacity and the overbank areas downstream of Jane Street were flooded, and July 2013 which similarly caused extensive surface flooding and also local basement flooding.

2.2 Terms of Reference

This Cultural Heritage Evaluation Report has been guided by the Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), which is provided in Appendix F of this report.

The Ontario Heritage Toolkit is an explanatory guide to the *Ontario Heritage Act*. The Ontario Heritage Toolkit is comprised of several volumes including *Heritage Resources in the Land Use Planning Process*. This document includes InfoSheet #5 regarding Cultural Heritage Evaluation Reports and Conservation Plans. According to this InfoSheet, a Cultural Heritage Evaluation Report (CHER) generally contains, but is not limited to the following information:

- Historical Research, Site Analysis and Evaluation;
- Identification of the Significance and Heritage Attributes of the Cultural Heritage Resource;
- Description of the proposed Development or Site Alteration;
- Measurement of Development or Site Alteration Impact;
- Consideration of Alternatives, Mitigation and Conservation Methods;
- Implementation and Monitoring; and
- Summary Statement and Conservation Recommendations.

The contents of this Cultural Heritage Evaluation Report have also been guided by the Ministry of Tourism, Culture and Sport *Standards and Guidelines for the Conservation of Provincial Heritage Properties – Heritage Identification and Evaluation Process* (2014). While no provincial heritage properties have been identified within, or adjacent to, the study area, this document provides guidelines regarding the recommended contents of a CHER as follows:

- Executive Summary;
- Introduction;
- Description of the Property;

- Research;
- Maps, Drawings, Plans and Images;
- Community Engagement;
- Evaluation;
- Conclusions;
- Draft Statement of Cultural Heritage Value and Heritage Attributes;
- Summary of Resources/Sources Cited; and
- Appendices.

2.3 Heritage Status

The City of Toronto maintains an online Heritage Register, which includes properties designated as well as 'listed' under the *Ontario Heritage Act*. These properties are indicated on the City of Toronto Heritage Property map.

The Black Creek channel and ten built features (bridges and culverts) are not located adjacent (contiguous) to any significant cultural heritage resources or Cultural Heritage Landscapes which have been previously identified by the City of Toronto.

Only one property located within the study area has been identified as a cultural heritage resource. This property is located at 150 Symes Road and was designated under Part IV of the *Ontario Heritage Act* by the City of Toronto in 2014 as per By-law no. 73-2014.

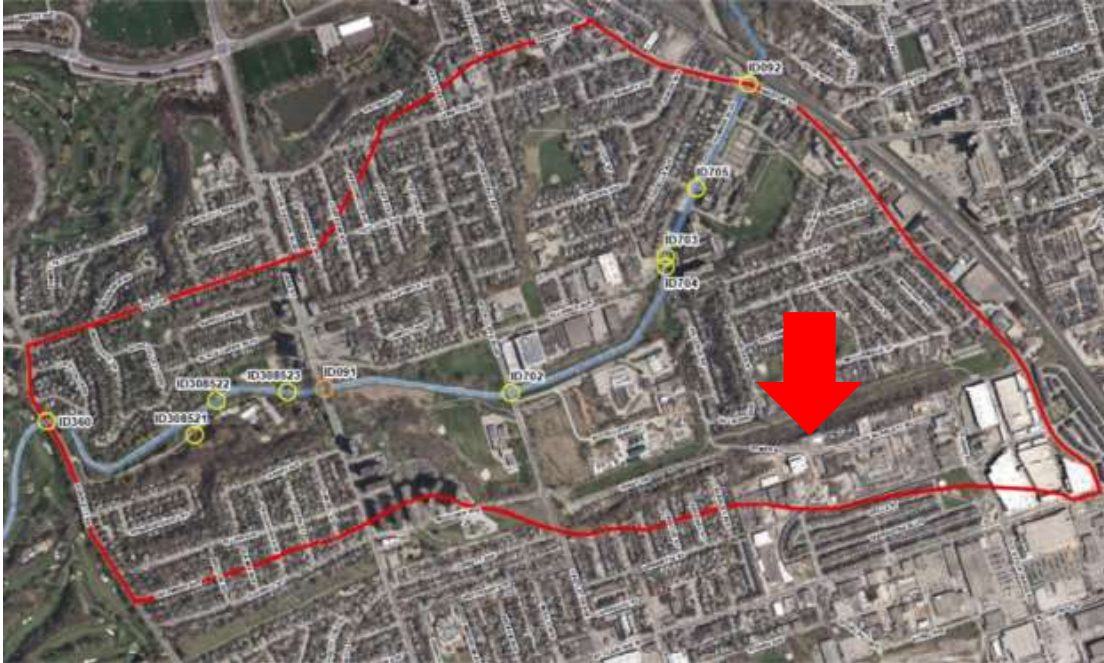


Figure 2: Map noting the location of 150 Symes Road within the Study Area Boundary in relation to the Black Creek Channel (noted in blue) and ten bridges and culverts (noted in circles) (Source: City of Toronto, 2019)

2.4 Adjacent Lands

Lands located directly adjacent to the study area can be described as a mix of residential, commercial, and industrial uses with pockets of parklands. The lands located west of the study area includes the Lambton Golf and Country Club. Lands located north of the study (north of East Drive and Astoria Avenue) include single-detached residential and low-rise apartments as well as parklands (Gladhurst Park) and the northern portion of the Lambton Golf and Country Club. Lands east of Weston Road includes both residential and commercial uses. Adjacent lands south of the study area also include a mix of residential, commercial, and industrial uses, north of the railway. Lands located directly adjacent to the study area are not identified by the City of Toronto as part of a designated Cultural Heritage Landscape or Heritage Conservation District.

Lands directly adjacent to the study area do not include any designated or 'listed' heritage properties. Section 6.0 of this report provides a screening of these adjacent lands in order to determine whether or not they include cultural heritage resources which have not been previously identified and may be impacted by the Environmental Assessment.

3.0 Methodology and Screening for Potential Cultural Heritage Resources

3.1 Methodology

The methodology employed in this CHER for screening for potential cultural heritage resources includes both a preliminary and secondary screening process. The following sub-sections of this report provides an overview of the criteria used for both the preliminary and secondary screening process.

3.1.1 Preliminary Screening

The purpose of preliminary screening is to identify a) cultural heritage resources and Cultural Heritage Landscapes which have already been recognized by agencies (i.e. the Province of Ontario, the Ontario Heritage Trust, Parks Canada, Toronto Region Conservation Authority, the Ministry of Tourism, Culture & Sport, and the City of Toronto). This includes lands located within the study area and adjacent (contiguous).

3.1.2 Secondary Screening

The study area and adjacent lands were also screened for potential cultural heritage resources and Cultural Heritage Landscapes which have not been previously identified.

The secondary screening was informed through local historical documentation and research. This includes (but is not limited to) local history resources, historical maps and aerial photography. The majority of research was undertaken using resources available at the Toronto Land Registry Office, City of Toronto archives, the Toronto Public Library and the University of Toronto (both online and in-library). This background research resulted in a thorough understanding of the development of the area and the identification of any significant themes, associations, and features (for example).

The secondary screening process flagged potential cultural heritage resources over 40 years old (constructed prior to the year 1979). The 40-year threshold has been employed as a guideline in the screening for cultural heritage resources. This rolling age of 40 years for the preliminary identification of cultural heritage resource of potential cultural heritage value or interest has been accepted at the provincial and federal level as per the *Environmental Guide for Built Heritage and*

Cultural Heritage Landscapes (Ministry of Transportation, 2007). While this is true, resources which are slightly older or younger than 40 years old does not determine their cultural heritage value. Resources must be evaluated as per *Ontario Regulation 9/06* or *Ontario Regulation 10/06* in order to determine whether or not they are of significant cultural heritage value.

Available historic topographic maps, aerial photographs and Fire Insurance Plans aids in the identification of structures, neighbourhoods, landforms, and other features which were constructed prior to 1979 as per the established 40 year rolling baseline.

The entire study area and adjacent lands were subject to windshield surveys to screen for potential cultural heritage resources, including built features, buildings, and potential Cultural Heritage Landscapes.

4.0 Historical Overview

4.1 Pre-European Contact Era/First Nations

The first inhabitants of Southern Ontario arrived approximately 12,500 years before present after the retreat of the glaciers which shaped the landscape and created large glacial lakes. Evidence of Ontario's first inhabitants can be found along the former shoreline of Lake Iroquois, located north of what is now Davenport Road (City of Toronto, 2004).

The area which now encompasses the City of Toronto includes features of the natural landscape which provided a convergence of transportation routes by both land and water. These transportation routes (trails, rivers, and streams) linked the Lower and Upper Great Lakes. The river valleys and lake shores provided the preferred landscapes for camps as well as semi-permanent villages towards the end of the Archaic period when Hunter-Gatherers became semi-settled into various hunting territories. The Woodland period is marked by the introduction of complex burial sites, agricultural practises, and ceramic production. Those living along the central north shore of Lake Ontario include the ancestral groups of the Neutral, Huron, and Petun. Evidence of Iroquoian villages have also been found throughout Ontario within the drainage systems of the Humber, Don, and Dufferin Rivers.

By 1600 A.D. most of the people inhabiting the north shore of Lake Ontario travelled north or west, joining other Native groups in Simcoe County and the Niagara Peninsula, respectively. By the early 17th century, the Five Nations native groups (consisting of the Seneca, Cayuga, Onondaga, Oneida and Mohawk) conflicted with these travelling groups and resulted in the collapse of the Huron, Petun and Neutrals. By the Contact Period (late 17th century) the central north shore of Lake Ontario was hunting territory of primarily the Seneca. Their main settlements were found near the mouths of the Humber River and the Rouge River, where branches of the 'Toronto Carrying Place' linked Lake Ontario to the Upper Great Lakes (City of Toronto, 2004) (See Figure 3).

By the end of the 18th century, lands in what is now the Greater Toronto Area and York Region were part of the surrender of lands to the British Crown from the Mississaugas of the New Credit (See Figure 4).

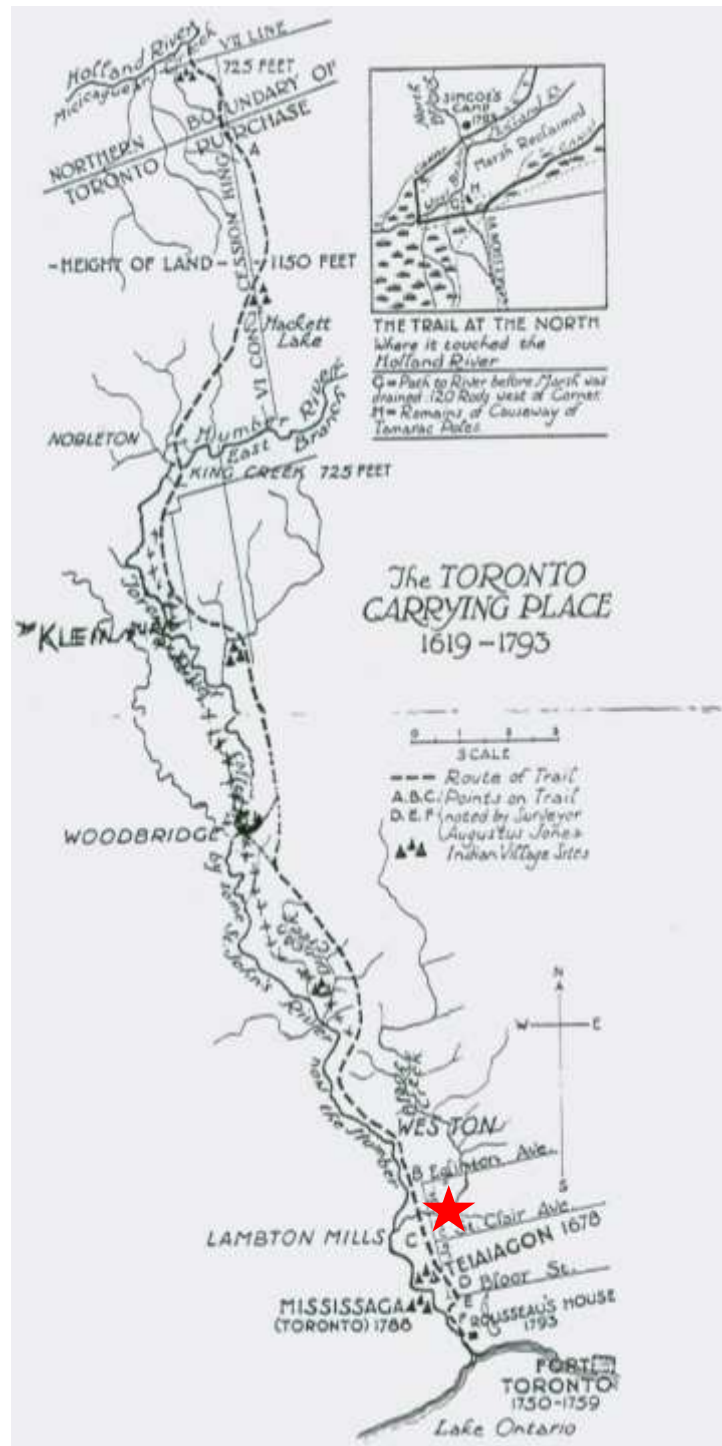


Figure 3: Map of the Toronto Carrying Place and route linking Lake Ontario with the Upper Great Lakes. Approximate location of study area noted with red star, east of the historic transportation route. (Source: Turner, 2015)



Figure 4: Map of the Original Plan of Toronto Purchase, 1787-1805. Approximate location of study area noted with red star. (Source: Toronto Public Library)

4.2 York County, Township of York in the late 18th and 19th centuries

In 1792, Governor Lieutenant-Colonel John Graves Simcoe of England divided the Province of Upper Canada into nineteen counties. The study area is located in the City of Toronto, formerly part of the County of York, York Township. York Township was surveyed c. 1793. The township was surveyed using the single front special survey system, which generally consisted of a grid pattern of concession roads (oriented north-south) and side-roads (oriented east-west), between which were typically 5 200-acre lots, with lot frontage on both concession roads (Dean and Matthews, 1969; Robinson, 1885). Land owners frequently sold portions of their land to family members or other settlers, resulting in irregular lot patterns as seen on 19th century mapping.

According to a review of historic maps, the study area is located on part of Lots 6, 7, 8, 9, 10 of the Third Concession, and Lots 36, 37, 38, 39, 40 (also of the Third Concession) of the former Township of York South West (See Figure 5).

Original land owners included Isaac Devans (Lot 6), Abraham Devans (Lot 7 & 8), Levy Devans (Lot 9 & 10), Benjamin Conlin (north half, Lot 40), Robert Catherwood (south half, Lot 40), Kings College (Lot 39), Jason Dennis (Lot 38), George Crookshanks (Lot 37), John H. Scarlett (west half, Lot 36), and Louise Scarlett (east half, Lot 36).

According to J.D. Brown's Map of the Township of York (1851), the study area is situated between Scarlett's Road to the west (which remains Scarlett's Road) and 'Plan Road' to the east, which follows the present-day path of Weston Road. No property owners are indicated on the map and no buildings or features are indicated. The area surrounding Black Creek appears includes wood lots, valleys, and possible marsh areas. The closest feature to the study area at the time is noted as 'S. Scarlett's Mill', near the meeting of Scarlett's Road and the Humber River in the Third Concession (See Figure 6).

The study area was located central to three communities established in the mid. 19th century, namely Weston, Carlton and Lambton. At this time, the City of Toronto did not include the subject lands. According to the R.W.S. MacKay Canada Directory of 1851, Weston is described as a Village in the Township of York, County of York, Canada West, 12 miles north of Toronto. Lambton is noted as being situated in the County of York, and is grouped together with Milton and Mimico having a combined population of 650. The settlement of Carlton is not noted in the 1851 Directory.



Figure 5: Excerpt of J.D. Browne's Map of the Township of York, County of York, Upper Canada, 1851. Approximate location of study area noted in red. (Source: Toronto Public Library)

According to the Blackett Robinson History of York Township (1885), the first settlement in the context of the study area was located along Scarlett Road at the meeting of the Humber River as follows:

The Humber River lies about half a mile further west, forming the boundary between York and Etobicoke townships. It is also a favourite resort for excursionists and pleasure-seekers. Its banks present a variety of scenery, large areas of low lands and swamps overgrown with reeds alternating with steep wooded bluffs. (Blackett Robinson, 1885: p 88)

In 1846, a new saw-mill was built by Mr. Samuel Scarlet in York Township, about a mile above Lambton, but he abandoned it in a few years for a new site across the river, where greater water-power was obtainable. Further up the stream, Mr. Joseph Dennis put up a saw-mill in 1844, which afterwards became the property of his son, Henry Dennis, who converted a portion of it into a flax-mill. James Williams had a carding and fulling mill a little distance above, which was destroyed by fire in 1865. (Blackett Robinson, 1885: p 88)

According to the Tremaine Map of 1860, the study area was divided among various owners in the Third Concession, namely S. Scarlett, John A. Scarlett, Rev. Rob. Harding, Devlin, John Lukin Robinson, John Dennis, Henry Dennis, Robert Marshall, Joseph Dennis J.P. Col. Ready, and J. Stoughton Dennis J.P (See Figure 6). By this time, the study area is flanked on either side by main transportation routes, those being Scarlett Road to the west and what is now Weston Road and the Grand Trunk Railway to the east. No buildings or features are noted within the limits of the study

area. The closest feature noted on the map is Scarlett's Mill at the intersection of Scarlett's Road and a tributary of the Humber River (See Figure 7). Two other buildings are also noted on Lot 7 (owned by John A. Scarlett) on both the east and west sides of what is now Scarlett Road.



Figure 6: Excerpt of George Tremain's Map of the County of York, Canada West, 1860. Approximate location of study area noted in red. (Source: City of Toronto Archives Online)

John A. Scarlett and his descendants were the first prominent settlers in the area and made a significant contribution to the growth of York Township. J. A. Scarlett arrived in York Township in 1808 and began purchasing land along the Humber River. He was the proprietor of a lumber yard, grist mill, saw mill, planning mill, distillery and brickyard in Etobicoke and York Townships by 1830. J.A. Scarlett and his sons owned more than 1,000 acres on both sides of the Humber between Dundas Street and the former Village of Weston by 1860. Scarlett Road, located west of the study area boundary is named after J.A. Scarlett. While a few buildings associated with the Scarlett family remain, none of them are located within or adjacent to the study area (Etobicoke Historical Society, 2015).



Figure 7: Excerpt of Goad's Fire Insurance Plan, West of Dufferin Street, 1884 (Source: City of Toronto Archives Online)

According to Goad's 1884 Fire Insurance Plan, the context of the study area remained rural in nature and several buildings are clustered together, which appear to be farm complexes. Most are located close to major roads (such as Weston and Scarlett), and a few are located on the north and south sides of Black Creek.



Figure 8: Excerpt of the Miles & Co. Illustrated Historical Atlas of the County of York, South West York, 1887. Approximate location of study area noted in red. (Source: City of Toronto Archives Online)

As shown by the 1887 map of the Township of South West York, development in and around the study area continued (See Figure 8). Jane Street now transects the study area north-south. The Credit Valley Railway runs south of the study area, south of St. Clair Avenue. Several buildings are indicated on the map on lands owned by Clark (Lot 37), Jno. & Edward Scarlett (Lot 36, west half), Alb. And Wal. Faxwell (or Foxwell) (Lot 7), S. Scarlett (Lot 38, west half), and Geo. Marshall (Lot 39, west half). A Brick Works is noted on the east half of Lot 38, Concession III (along what is now Weston Road) on land owned by Thomas Robertson. Other landowners within the study area at this time included Brooks, West & Taylor, Warwood, Donaldson, and Douglas.

Settlement within the study area was slow until the end of the 19th century. The majority of the buildings indicated on the 1887 Historical Atlas Map were likely farms. Two of such farms owned by Clark and Scarlett were accessed by what is now Jane Street. The closest urbanized areas to the study area continued to be Carlton, Weston, and Lambton.

Buildings within the study area at this time remain concentrated along transportation routes as opposed to the watershed of Black Creek. By 1894, available Fire Insurance Plans for the study area show the creation of a more urbanized pattern of settlement. This includes the creation of the Mount Dennis community on Lot 40 as well as the subdivision of Lot 9 and Lot 39 (See Figure 9).

Lands within the study area immediately adjacent to Black Creek appear to remain rural in character. This was likely the result of marshy areas and drainage patterns.



Figure 9: Excerpt of Goad's Fire Insurance Plan, West of Dufferin Street, 1894 (Source: City of Toronto Archives Online)

By the turn-of-the-century, urbanised settlement increased, leading to the creation of additional communities through the subdivision of Lots 36 and 37 and the creation of local roads and streets. However, the lands immediately adjacent to Black Creek remained unsettled and no features are noted along the creek (such as bridges, culverts, etc.).



Figure 10: Excerpt of Goad's Fire Insurance Plan, West of Dufferin Street, 1903 (Source: City of Toronto Archives Online)

The first major industrial development of the Rockcliffe-Smythe area was the Conn Smythe gravel pit, which opened in the 1920s (See Figure 11). Conn Smythe was a former owner of the Toronto Maple Leafs from 1927 to 1961. He was also awarded the Military Cross in WWI and was injured during his service in WWII (Canadian Encyclopedia). After World War II, the Smythe gravel pit was depleted and the lands were subdivided and urbanized. Smythe constructed homes for those returning from World War II. Available maps indicate that Smythe Park currently sits on the site of the former gravel pit and is home to the Smythe Park Recreation and Community Centre. According to records available in the land registry office, Registered Subdivision Plans 3366, 4033, 4755, 5076, 4386 and 5224 are all part of the lands which were sold and developed by Conn Smythe.



Figure 11: Historical photo of the Conn Smythe Sand and Gravel Yards (East side of Jane Street, north of Alliance Ave.), 1958. (Source: Toronto Public Library)



Figure 12: Excerpt of Goad's Fire Insurance Plan, 1924 (stitched together from available plans)
(Source: City of Toronto Archives Online)

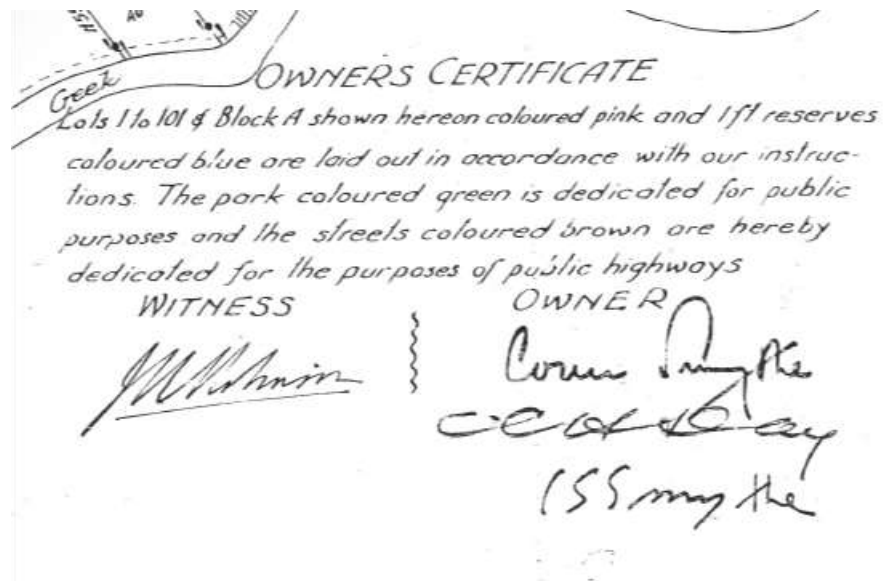


Figure 13: Excerpt of Registered Plan 3366 noting Conn Smythe as an owner. (Source: Toronto Land Registry Office, Registered Plan 3366)

According to the aerial photo of the study area in the mid. 20th century, residential areas were prominent north and south of Black Creek. Pockets of parkland, wooded areas, and industrial areas are now present west of Weston Road, north of the Canadian Pacific Railway (See Figure 14). The study area formerly included the Rockcliffe Sewage Plant. As farms were replaced with 20th century housing along Lavender Creek (a small tributary of Black Creek), a sewage plant was needed to reduce the need for backyard septic systems. By 1930 the City constructed the Rockcliffe Sewage Plant Rockcliffe Boulevard south of Alliance Avenue (See Figure 15).

According to the TRCA (2014), the Rockcliffe-Smythe neighbourhood developed with urban uses by the 1950s and included a separate storm and sanitary sewers which feed into a combined sewer system. A combined sewer overflow is located along Black Creek at the north-west side of the Creek and Rockcliffe Boulevard.

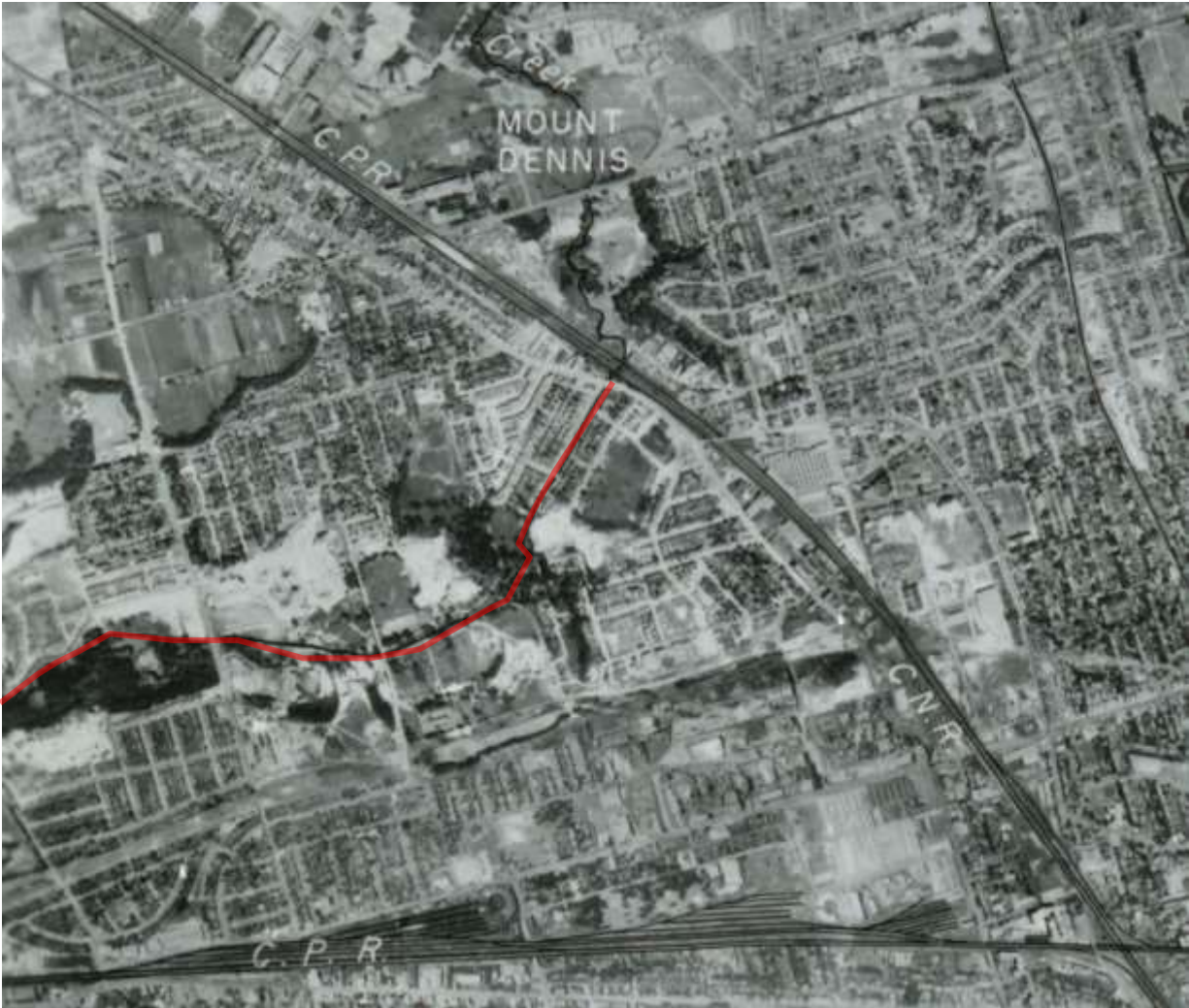


Figure 14: Aerial photo of the Rockcliffe-Smythe community (west of Weston Road), 1954. Approximate location of the Black Creek channel (within the context of the study area) noted in red. (Source: Toronto Public Library)



Figure 15: Historical photo of the Rockcliffe Sewage Plant, 1954. (Source: Toronto Public Library)

One of the most notable features of the study area is the Black Creek Channel, which was engineered for the purpose of mitigating flood damage. As such, Black Creek does not follow its original path. The creek has been engineered and channeled by the 'Scarlett Road Channel' which provides protection for public utilities against erosion and mitigates flooding. The channel is located at Weston Road, to west of Scarlett Road and was constructed in 1967 and can be described as a concrete channel with vegetated overbanks.

This established pattern of settlement continued into the second half of the 19th century as per a review of the 1974 topographic map (See Figure 16). The map notes the location of several developments including apartments located east of Jane Street, industrial areas located north of St. Clair Avenue, schools, established residential neighbourhoods, and community parks.



Figure 16: Historical Topographic Map of the Rockcliffe-Smythe neighbourhood, 1974. (Source: Toronto Public Library)

4.3 20th and 21st Century Development of the Study Area

The late 20th century and early 21st century is marked by not only the continued use of established neighbourhoods within the study area, but also by intensification and re-development. For example, the study area includes remnants of early 20th century architecture and Victory Housing as part of the Conn Smythe subdivisions after WWII (See Figures 17 & 18) and mid-century apartments (See Figures 19 & 20)



Figures 17 & 18: (left) View of 'Victory Housing' located north of the Black Creek Channel part of the Conn Smythe subdivisions, (right) View of Foursquare/Edwardian type housing in the north-east portion of the study area (Source: MHBC, 2019)



Figures 19 & 20: (left) View of mid. 20th century low-rise row housing units in north-eastern portion of the Study Area along Jasper Avenue, (right) View of 1960s/1970s apartment complexes located north-east of Woolner Avenue and Jane Street, (Source: MHBC, 2019)



Figures 21 & 22: (left) View of altered 20th century residential building in a contemporary style located at the north-west corner of Foxwell Street and Bruton Road, (left) View of contemporary apartment unit (recently constructed) on Beechwood Avenue, south of Lambton Avenue, (Source: MHBC, 2019)

More recent developments include the revitalization of the present 'Stockyards' shopping centre located at the south-east corner of the study area, the addition of the Brewery developments at Symes Road, and the growth of industrial uses along Alliance Avenue and Glen Scarlett Road (See Figures 23 – 26)



Figures 23 & 24: (left) Views of industrial buildings looking west along Glen Scarlett Road from Gunns Road, (right) View of industrial buildings looking north-west along Alliance Avenue near intersection of Alliance Avenue and Cliff Street, (Source: MHBC, 2019)



Figures 25 & 26: (left) View of “Stock Yards” retail complex located in the south-east of the study area along Weston Road and St. Clair Avenue West, (right) View of Rainhard Brewing Co. looking south from Symes Road, (Source: MHBC, 2019)

4.4 Summary of Historical Development of the Study Area

What is now the Rockcliffe-Smythe neighbourhood began in the late 18th century with the division of York County and associated Townships. As lots, concessions, and roads were created, settlement became possible. The first settlements were situated in the various villages and towns (Weston, Lambton, and Carlton) and along Scarlett Road when the first sawmill in the vicinity of the study area was constructed. Throughout the 19th century, settlements were situated along main roads (such as Weston Road and St. Clair Avenue) as opposed to the watershed of Black Creek, which was considered inferior to the waterpower available with the nearby Humber River. The lands surrounding Black Creek were also likely marshy and not suitable for settlement and agriculture.

Industries and subdivisions appeared by the first few decades of the 20th century and continued to grow into the late 20th century. This includes the former Smythe Gravel Pit and later the Conn Smythe subdivisions which provided housing for WWII veterans. Industrial uses increased as did residential areas, parks, schools, and churches.

The study area can be described as a mix of residential, commercial and industrial uses spanning from the late 19th century to present. The City of Toronto Building and Construction Dates Map (See Figure 27) provides an overview of the building construction dates within the study area and clearly depicts that the majority of buildings along the Black Creek Channel were constructed between 1946 and 1960.

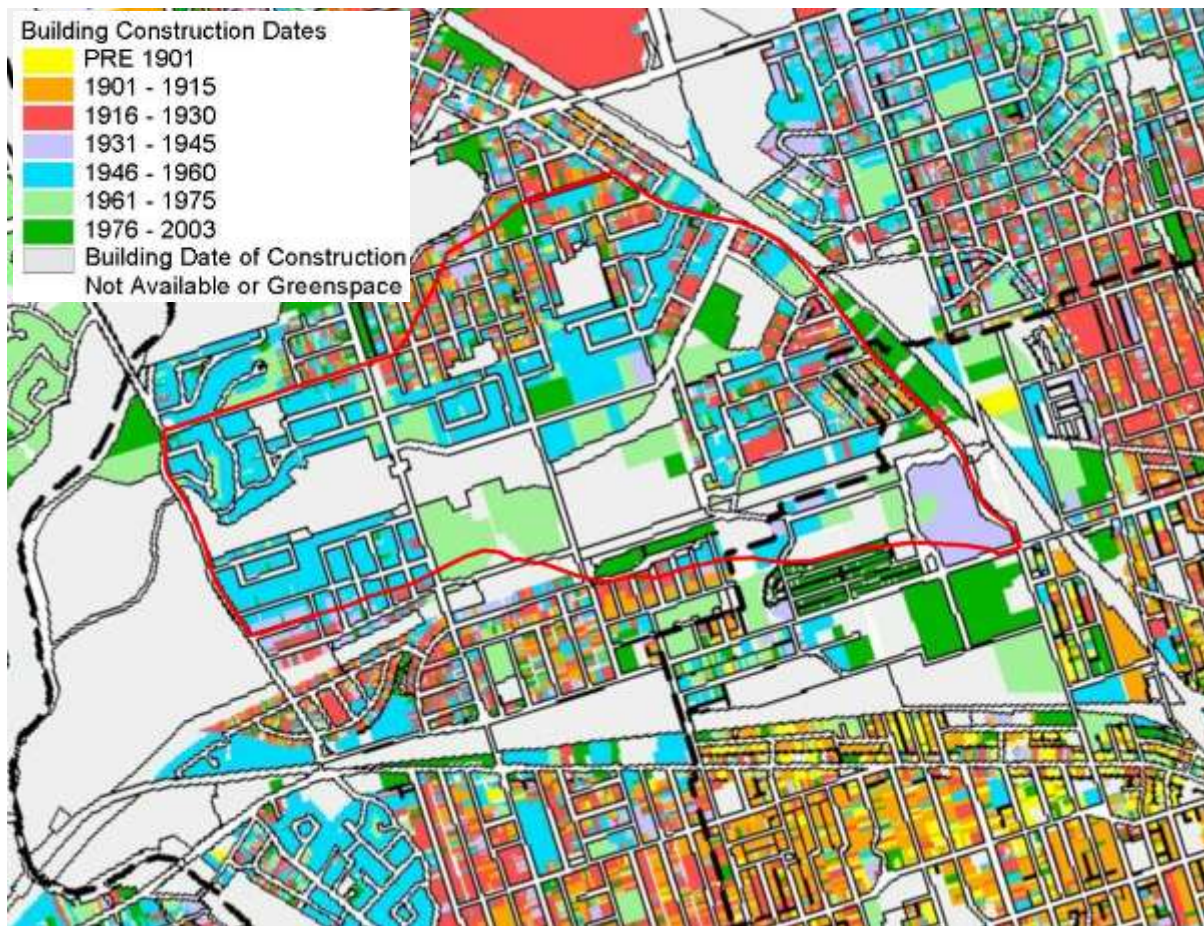


Figure 27: Excerpt of City of Toronto Building Construction Dates Map, (Source: City of Toronto, 2003)

5.0 Description of Bridges and Culverts and Preliminary Screening

5.1 Introduction

The following sub-sections of this report provide a) a description of the nine bridges and one culvert located within the study area which is the focus of this CHER and b) a description of any previously identified cultural heritage resources within or directly adjacent to the study area. The following is supplemented with a detailed Photo Map provided in Appendix B and C of this report. Section 5.0 of this report will provide a review of the secondary screening process and a description of any potential cultural heritage resources located within, or adjacent to the study area.

5.2 Bridges/Culverts

The following provides a detailed description of the bridges and culverts which are the focus of this CHER, including their location, construction type, date of construction, repair and alteration history (where applicable), and construction materials. A summary of the following descriptions are provided with the Bridge Data Sheets in Appendix D of this report.

All bridges and culverts located within the study area are managed and maintained by the City of Toronto and TRCA. The three pedestrian bridges within Smythe Park (ID nos. 308521, 308522, and 308521) are structures of the Parks, Forestry & Recreation Services Department of the City of Toronto. The remaining seven bridges located within the study area are structures of the Transportation Services Department of the City of Toronto.

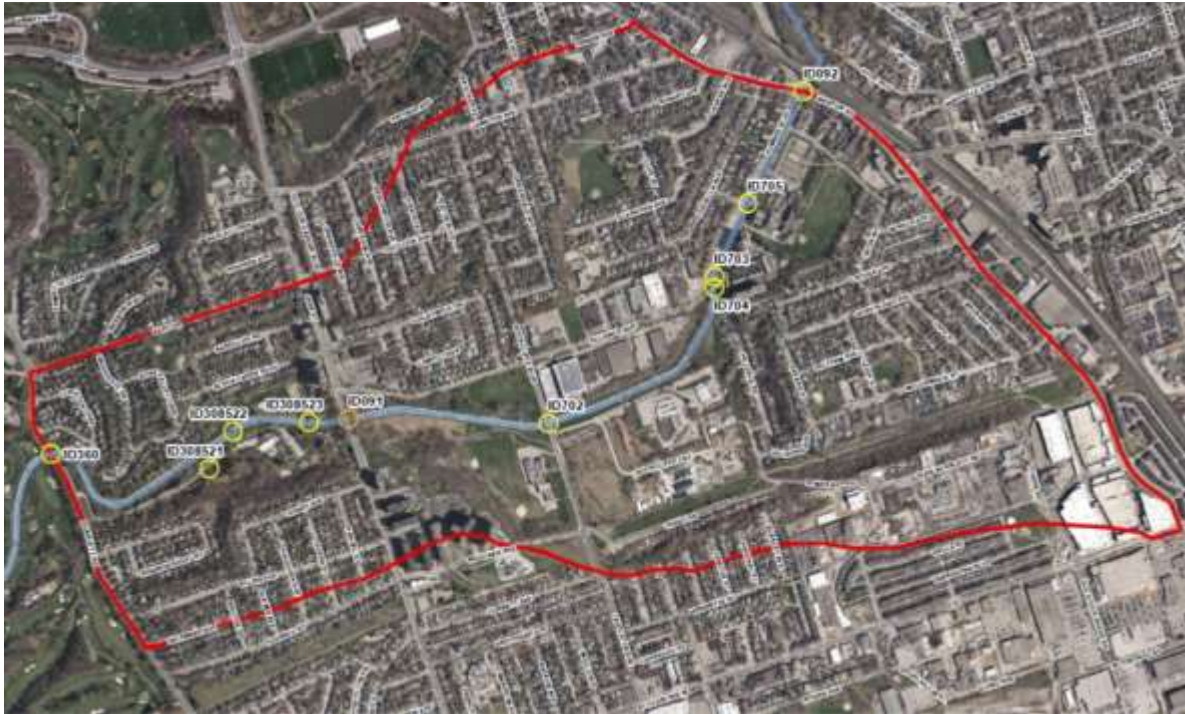


Figure 28: Aerial photo noting location of study area boundaries in red with approximate location of bridges (yellow) and culvert (orange). (Source: MHBC, 2019)

BRIDGES:

ID No.	Common Name	Bridge Type	Construction Date
360	Scarlett Road Bridge	Road/Vehicle	1983
308521	Smythe Park Bridge (1)	Pedestrian	2000
308523	Smythe Park Bridge (2)	Road/Vehicle	1980
308522	Smythe Park Bridge (3)	Road/Vehicle	2005
702	Rockcliffe Blvd. over Black Creek	Road/Vehicle	1963
704	Alliance Ave. over Black Creek	Road/Vehicle	1975
703	Humber Blvd. over Black Creek	Road/Vehicle	1975
705	Humber Blvd. over Black Creek	Pedestrian	1975

092	Weston Road over Black Creek	Road/Vehicle	1980
CULVERTS:			
ID No.	Common Name	Type	Construction Date
091	Jane Street Over Black Creek	Culvert	1948

5.2.1 ID No. 092

Bridge ID. No. 092, also referred to as the 'Weston Road over Black Creek Bridge' can be described as a cast-in-place concrete Rigid Frame bridge with vertical legs. The bridge includes a concrete parapet wall with single aluminium post and panel railing, cast-in-place concrete barriers and abutments and reinforced concrete retaining walls. The deck top is asphalt and the eastern parapet wall includes a City of Toronto Plaque reading '1980, 2006'. The plaque refers to its original construction date in 1980. However, considerable repairs were undertaken in 2006. This included patching portions of the bridge, waterproofing and paving, new median, new sidewalk, new parapet walls, as well as a new railing system. Therefore, while the existing abutments, wing walls and main structural components of the bridge are original, they have been repaired and other elements have been replaced, including the parapet wall and railing at Weston Road which is the most visible portion of all the bridge components other than the asphalt deck top.

The bridge provides access over the Black Creek Channel along Weston Road and is located adjacent to the Black Creek Drive rail bridge (ID. No. 377), which is beyond the study area boundary.



Figures 29 & 30: (left) View of parapet and railing looking north-east from intersection of Weston Road and Black Creek Drive (right) View of northeast retaining wall, soffit and barrier exterior
(Source: MHBC, 2019)

5.2.2 ID No. 705

Bridge ID No. 705, also known as the 'Humber Boulevard Pedestrian Bridge over Black Creek' can be described as a steel Half-Through Truss bridge. The bridge includes a steel deck top, galvanized steel railing on the truss, box/trapezoidal stringers (beams) as well as cast-in-place concrete abutments and retaining walls. The bridge does not have a plaque, but a construction marker identifies it as 'Eagle Bridge' (possibly the mark of a construction or engineering company).

The bridge is primarily visible from Humber Boulevard South or Humber Boulevard North. The bridge may also be seen along the Black Creek Channel from Bridge ID No. 092 at Weston Road as well as Bridge ID No. 703 at Hilldale Road and Humber Boulevard North. The existing chain link fence partially obstructs views of the bridge along these roads. The details of the truss and railing and deck are only readily visible when crossing the bridge. The bridge provides access over the Black Creek Channel between the St. Oscar Romero Catholic School and the community north-west of Humber Boulevard North.



Figures 31 & 32: (left) View of north elevation of truss and approach (right) View of west abutment and retaining wall, north elevation of truss and railing. (Source: MHBC, 2019)

5.2.3 ID No. 703

Bridge ID No. 703 is also referred to as the Humber Boulevard over Black Creek Bridge. The bridge is designed as an I-Beam and Girder road bridge, constructed in 1975. The bridge is similar in its design with the adjacent bridge (ID No. 704). Bridge ID No. 703 includes a cast-in-place concrete deck and asphalt deck top, cast-in-place concrete sidewalk, curb, and median as well as a galvanized steel post and panel railing. Precast concrete girders are located below the bridge deck. The bridge also features cast-in-place concrete abutments and reinforced concrete retaining walls.

The bridge is primarily visible when crossing the structure as overgrown vegetation and the existing chain-link safety fence is partially obstructing views along Humber Boulevard.



Figures 33 & 34: (left) View of west approach asphalt surface, sidewalk, railing, and chain-link fence, (right) View of south elevation railing, abutment, and soffit (Source: MHBC, 2019)

5.2.4 ID No. 704

Bridge ID No. 704 is similar in design to the adjacent bridge (No. 703) to the north. Bridge ID No. 704 provides access along Alliance Avenue over Black Creek and can be described as an I-Beam and Girder road bridge, constructed in 1975. The bridge includes a cast-in-place concrete deck and asphalt deck top, cast-in-place concrete sidewalk, curb, and median as well as a galvanized steel post and panel railing. Precast concrete girders are located below the bridge deck. The bridge also features cast-in-place concrete abutments and reinforced concrete retaining walls.

The bridge is primarily visible from Humber Boulevard, Alliance Avenue. The bridge can also be seen when standing on Bridge ID No. 703, looking south. Views of the bridge are partially obstructed at Alliance Avenue due to the presence of overgrown vegetation as well as a Chain-link safety fence.



Figures 35 & 36: (left) View of north elevation of bridge railing and soffit, from Humber Boulevard, (right) Detail view of Galvanized steel post and panel railing (painted green, evidence of corrosion) (Source: MHBC, 2019)

5.2.5 ID No. 702

Bridge ID. No 702 is a Rigid Frame cast-in-place concrete road bridge with vertical legs. The structure provides access along Rockcliffe Boulevard over Black Creek channel. The bridge includes cast-in-place concrete and aluminium post and panel railing as well as a cast-in-place concrete deck with asphalt deck top, concrete sidewalk, and cast-in-place concrete abutments.

The bridge was originally constructed in 1963 and underwent substantial alterations in 2007. In 2007 the repairs and alterations to the bridge included widening the bridge, repairs to abutments and wingwalls, and replacement of the existing parapet walls and railing. These alterations are commemorated by the existing City of Toronto Plaque on the bridge noting the years '1963, 2007'.

The bridge is primarily visible along Rockcliffe Boulevard, Rockcliffe Crescent, and the Black Creek Trail. The most visible portion of the bridge from Rockcliffe Boulevard is the existing parapet wall and aluminium railing, which replaced the original railing in 2007.



Figures 37 & 38: (left) View of west parapet wall and railing, (right) View of east elevation abutment, wingwall, and soffit from channel embankment (Source: MHBC, 2019)

5.2.6 ID No. 091

Culvert ID No. 091 is also known as the 'Jane Street over Black Creek' Culvert. The culvert was constructed in 1948. The barrel of the culvert was extended at both ends in 1963. The culvert can be described as a barrel arch culvert made of cast-in-place concrete. The structure includes a cast-in-place concrete deck with asphalt deck top. The structure includes steel flex beams in a wood post railing system, which was not readily visible and covered with vegetation. An inspection of this element of this part of the structure was not undertaken due to limited access and safety concerns.

The culvert is not visible from Jane Street. There is no indication of a large culvert underneath the road as there are no parapet walls, railings, or other features to note its presence other than the existing aluminum guardrails.



Figures 39 & 40: (left) View of barrel inlet, looking east (right) View of Jane Street looking south over culvert, (Source: MHBC, 2019)

5.2.7 ID No. 308523

Bridge ID No. 308523 is referred to as the Smythe Park Bridge (no. 2 of 3) and can be described as a T-Beam and Girder bridge constructed in 1980. The bridge is intended for pedestrians only and includes pre-cast concrete elements including the deck top, girders (T-type), abutments, and ballast walls. The existing retaining walls are made of cast-in-place reinforced concrete. The bridge includes a steep post and panel railing system.

The bridge provides access over Black Creek Channel within Smythe Park. The Black Creek Trail is located north of the bridge, with the Smythe Park Recreation Centre and outdoor pool located to the south-west. The bridge is only visible from the trails and parklands within Smythe Park.



Figures 41 & 42: (left) View of west elevation, looking east along Black Creek Channel (right) Detail view of steel railing system (Source: MHBC, 2019)

5.2.8 ID No. 308522

Bridge ID No. 30852 is also referred to as the Smythe Park Bridge (no. 3 of 3) and can be described as a steel half-through truss pedestrian bridge constructed in 2005. The bridge includes a 2-rail steel and wood railing system, steel box/trapezoidal floor beams with cast-in place concrete abutment walls and cast-in-place reinforced concrete wingwalls.

The bridge provides access over Black Creek Channel as part of the Black Creek Trail. The Smythe Park parking lot is located south of the bridge, and a path providing access to Black Creek Boulevard is located to the north. The bridge is only visible from the immediate context along the Black Creek Trail due to the presence of mature vegetation.



Figures 43 & 44: (left) View of west elevation, looking east from Black Creek Channel (right) View of north abutment, looking north from Black Creek Channel noting steel floor beams/stringer
(Source: MHBC, 2019)

5.2.9 ID No. 308521

Bridge No. 308521 is also referred to as the Smythe Park Bridge (no. 1 of 3) and can be described as an I-Beam and Girder pedestrian bridge constructed in 2000. The bridge includes a wood plank deck top, steel post and panel railing system, Steel I-Type girders and steel floor beams below the deck. The bridge provides access over a pond south of Black Creek Trail, towards Edinborough Park to the south. The bridge is only visible to those travelling over it. The bridge is located within a densely treed area and its view is obstructed by vegetation surrounding the pond.



Figures 45 & 46: (left) View of bridge looking south from Black Creek Trail, (right) Detail view of wood plank bridge deck and steel railing system, (Source: MHBC, 2019)

5.2.10 ID No. 360

Bridge ID No. 360 is also referred to as the ‘Scarlett Road Bridge’ and provides access along Scarlett Road over the Black Creek Channel. The bridge is situated east of the Lambton Golf & Country Club and west of Smythe Park. The bridge can be described as a cast-in-place concrete Rigid Frame bridge with vertical legs constructed in 1983. The bridge includes cast-in-place concrete deck with asphalt deck top, cast-in-place concrete sidewalks and curbs and cast-in-place parapet walls with aluminium post and panel single railing system. Cast-in-place concrete abutments and reinforced concrete wingwalls are visible looking east and west along the Black Creek Channel.

Only the asphalt deck, parapet walls and railing systems of the bridge are visible when travelling north or south along Scarlett Road. Views of the bridge soffit, abutment and wing walls are also visible from the adjacent Golf Course along the Black Creek Channel.



Figures 47 & 48: (left) View of bridge looking east along Black Creek Channel noting west soffit and barrier exterior wall, (right) Detail view of east railing system and parapet wall, looking north towards Scarlett Road (Source: MHBC, 2019)

5.3 Previously Identified Cultural Heritage Resources

Only one protected heritage property which has been previously identified is located within the study area. This property is located at 150 Symes Road and was designated under Part IV of the *Ontario Heritage Act* by the City of Toronto in 2014 as per By-law no. 73-2014. This property is known as the former Symes Incinerator, constructed c. 1933 by architect Kenneth Stevenson Giles (Chief Architect for the City of Toronto). This property is now part of the Junction Craft Brewing establishment (See Figure 49).



Figure 49: City of Toronto Heritage Resources Map noting the study area boundaries and cultural heritage resources. Designated property located at 150 Symes Road noted with yellow dot. (Source: City of Toronto Heritage Resources Interactive Map, accessed 2019; MHBC, 2019)

The historical plaque for the property indicates that it includes an Art-Deco style building which was one of several waste incinerators built by the City of Toronto. The plaque notes that the context of the study area included the Union Stockyards (later the Ontario Stockyards) which covered approximately 81 hectares of land west of Keele Street on the north and south side of Clair Avenue.



Figures 50 & 51: (left) View of east façade of former incinerator building, looking west from Symes Road, (right) View of west façade of former incinerator building looking east from parking lot. (Source: MHBC, 2019)

No protected heritage properties which have been previously identified (i.e. by the City of Toronto) is located directly adjacent to the study area.

6.0 Secondary Screening and Identification of Potential Cultural Heritage Resources and Cultural Heritage Landscapes

6.1 Introduction

The following secondary screening applies to lands located within and directly adjacent to the study area. This secondary screening has been undertaken as per the methodology outlined in Section 3.0 of this report. The purpose of the secondary screening is to identify potential cultural heritage resources and cultural heritage landscapes which have not been previously recognized.

6.2 Screening for Potential Built Heritage Resources & Cultural Heritage Landscapes

Criteria for identifying potential Cultural Heritage Landscapes are provided below as per Provincial Policy Statement 2014 and the Ontario Heritage Toolkit.

A cultural heritage landscape is defined by Provincial Policy Statement 2014 as follows:

Cultural Heritage Landscape: means 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 Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

The Ontario Heritage Toolkit identifies that a Cultural Heritage Landscape may be classified as either designed (purposely planned), evolved (grown over a period of time), static/relict (evolutionary process has ended), or dynamic (continuing to evolve).

Cultural Heritage Landscapes are also identified and evaluated based on their associative/historical value, such as with themes or events, the identification of a grouping of heritage resources within a defined area, and its value as determined by a community based on local histories and public consultations, for example.

While the entirety of the study area has been modified by human activity, potential Cultural Heritage Landscapes should make an important contribution to the understanding of the community as per the PPS 2014 definition of 'significance' as follows:

e. in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Therefore, a defined geographical area may meet the criteria of a Cultural Heritage Landscape but may not culminate in a grouping of landforms and features which make an important contribution to the understanding of a place, event, or people.

The identification of potential built heritage resources as well as Cultural Heritage Landscapes was facilitated through a review of historic documents, maps, plans, heritage register, histories of the study area, and historic photographs. This culminated in an understanding of the study area in order to identify whether or not the broader study area (or parts thereof) constituted as a potential CHL. Further, the following features of the broader study area (both built and natural) were considered for any contributions they may make to a potential Cultural Heritage Landscapes. This included (but was not limited to) the following:

- 19th Century Transportation Routes:
 - Scarlett Road, Weston Road, Railway corridors;
- Landforms and Natural Features:
 - Black Creek and associated watershed, valleys, etc.;
- Neighbourhoods:
 - 19th century subdivisions:
 - 'Mount Dennis' Subdivision (Lot 40, Concession 3);
 - Subdivision (Lot 36, Concession 3);
 - Subdivision (Lot 37, Concession 3);
 - 20th Century subdivisions:
 - Smythe-related subdivision (including 'Roselands') and park (Lots 37 and 38, Concession 3);

- Industrial Areas
 - Alliance Avenue;
 - Rockcliffe Crescent
 - Symes Road, Glen Scarlett Road, McCormack Street, Gunns Road
- Built Features:
 - Bridges/Culverts (as per those identified in the previous section of this report)
 - Scarlett Road Channel (also referred to as the Black Creek Channel);
 - Individual properties/buildings identified by the City of Toronto (i.e. 150 Symes Road);

Through the identification of the above noted aspects of the broader study area and a review of historic aerial photos, maps and plans, certain areas of the study area were identified which are worthy of noting in the screening process. This includes the following:

6.2.1 Subdivision of Lots 39 and 40, Concession 3

The subdivisions located at the northern-most portion of the broader study area includes Lots 39 and 40, Concession 3. As per a review of historic maps and plans, the subdivision of lot 40 can be dated between 1880 and 1893. The vast majority of Lot 39, however, includes buildings dating to the mid. 20th century. Only a small portion of this neighbourhood is located within the study area and includes a variety of buildings (primarily residential) dating to various time periods according to the City of Toronto Building Construction Dates map. No significant cultural heritage resources were identified within this area during the screening process. Further, this area is sited a significant distance away from the Black Creek Channel and is not anticipated to be impacted by Flood Remediation activities.



Figures 52 & 53: (left) Detail of Goad's 1893 Fire Insurance Plan for the 'Mount Dennis' subdivision, (right) Detail of the City of Toronto Building Construction Dates Map for the 'Mount Dennis' subdivision and north-east corner of the broader study area.

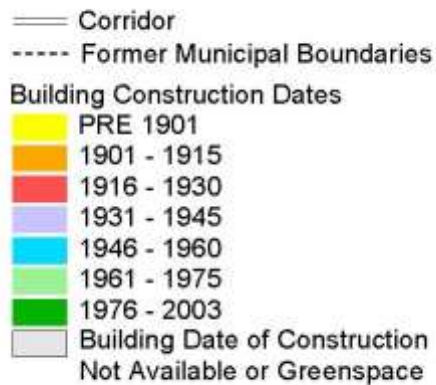


Figure 54: Detail of the City of Toronto Building Construction Dates Map Legend

6.2.2 Subdivision of Lot 36, Concession 3

This subdivision is primarily located outside of the broader study area boundary. Only a small portion of Lot 36, Concession 3 is located within the study area boundary. This small area within the broader study area boundary is no longer residential, but industrial in use. No significant cultural heritage resources were identified within this area during the screening process. This area is sited away from the Black Creek Channel and is not anticipated to be impacted by Flood Remediation activities.



Figures 55 & 56: (left) Detail of Goad's 1893 Fire Insurance Plan noting the Subdivision on Lot 36, Concession 3, (right) Detail of the City of Toronto Building Construction Dates Map for the south-east corner of the broader study area.

6.2.3 Subdivision of Lot 37, Concession 3

The subdivision of land part of Lot 37, Concession 3 occurred at some point between 1880 and 1893 as per a review of available Fire Insurance Plans. This area includes a range of residential buildings constructed between the 19th and 20th centuries and is known as the present day Hardwood neighbourhood. No significant cultural heritage resources were identified within this area during the screening process. This area is also sited away from the Black Creek Channel and is not anticipated to be impacted by Flood Remediation activities.



Figures 57 & 58: (left) Detail of Goad's 1893 Fire Insurance Plan for the Subdivision of land on Lot 37, Concession 3, (right) Detail of the City of Toronto Building Construction Dates Map for the subdivision and south-east corner of the study area (present day Hardwood neighbourhood).

6.2.4 Conn Smythe Subdivisions

The Conn Smythe subdivision refers to the western portion of the broader study area (and adjacent lands) which were subdivided by C. Smythe after his sand and gravel pit was depleted. After WWII, Smythe subdivided the lands for the purpose of creating Veterans housing. This includes the 'Roseland' neighbourhood located north of Black Creek, east of Scarlett Road. These areas were developed in the mid. 20th century. The City of Toronto Building Construction Dates Map confirms that the vast majority of buildings in this location were constructed during this time period. Smythe Park was also constructed at this time and is located on the area which formerly included the Smythe Sand and Gravel Pit.



Figures 59 & 60: (left) Detail of the 1957 aerial photo of the west portion of the broader study area, part of the Conn Smyth subdivision and park (right) Detail of the City of Toronto Building Construction Dates Map for the Conn Smyth subdivision.

According to records available in the land registry office, Registered Subdivision Plans 3366, 4033, 4755, 5076, 4386 and 5224 are all part of the lands which were sold and developed by Conn Smythe.



Figure 61: Aerial photo noting the study area boundaries in red and the location of Registered Plans 3366, 4033, 4755, 5076, and 4386 (Conn Smythe subdivisions). *Note: Registered Plan 5224 was noted as missing from the Toronto Land Registry Office.

The location of the registered plans identify portions of the lands which were previously owned by Conn Smythe. While Registered Plan 5224 was noted as missing from the Toronto Land Registry Office, this subdivision was located north of Alliance Avenue, surrounding Dalrymple Drive and Cameo Crescent. These lands were previously the Smythe Sand and Gravel Pit and were turned into subdivisions. The intent was to develop the lands as veterans housing after WWII. This area has potential to be identified as a Cultural Heritage Landscape and is evaluated in Section 7.3 of this report. Portions of the Conn Smythe subdivision are located within close proximity of the Black Creek Channel.

6.2.5 Alliance Avenue

Alliance Avenue is part of Lot 39, Concession 3 and appears to have been developed as an industrial area at some point between 1900 and 1962. The City of Toronto Building Construction Dates map

confirms that the majority of buildings in this area were constructed during or after the mid. 20th century. This area is sited away from the Black Creek Channel and is not anticipated to be impacted by Flood Remediation activities.



Figures 62 & 63: (left) Detail of 1962 aerial photograph of Alliance Avenue, noting presence of industrial buildings, (right) Detail of the City of Toronto Building Construction Dates Map for the Alliance Avenue area (Source: MHBC, 2019)

6.2.6 Rockcliffe Crescent

This area is located south of Black Creek, east of Jane Street. According to the 1957 aerial photo of the broader study area boundaries, this area was already used for Industrial activities. The 1974 topographic map of the area notes that this area formerly included Greenhouses. The existing 'Senso' business at 301 Rockcliffe Court includes two greenhouses which are not original to the industrial developments of the 1950s. This area has been considerably altered since the mid. 20th century and is sited away from the Black Creek Channel. This area is not anticipated to be impacted by Flood Remediation activities.



Figures 64 & 65: (left) Detail of 1957 aerial photo of the broader study area and the 'Rockcliffe Crescent' area, east of Jane Street (right) Detail of the City of Toronto Building Construction Dates Map for the Rockcliffe Crescent Area (Source: MHBC, 2019)

6.2.7 Symes Road, Glen Scarlett Road, McCormack Street, Gunns Road

The south-east corner of the broader study area was historically used for industrial purposes as per a review of the 1924 Fire Insurance Plans. This area includes what is now the 'Stockyards' retail shopping area at the north-west corner of Weston Road and St. Clair Avenue as well as the new brewery outlet at 150 Symes Road. The remainder of this area along Glen Scarlett Road includes 20th century industrial buildings. The majority of mid. 20th century industrial buildings has since been removed from this portion of the site in order to accommodate new developments, such as the 'Stockyards' shopping area.

6.3 Summary of Secondary Screening

Of these identified areas of the broader study area, the Conn Smythe Subdivision is the only area which has potential for meeting the criteria of a Cultural Heritage Landscape under PPS 2014. This area includes readily distinguishable geographical boundaries as per maps and plans dating to the mid. 20th century. The City of Toronto Building Construction Dates Map notes that the vast majority of residential buildings in this area were constructed between 1946 and 1960 and many are likely 'Victory Housing' as a result of the subdivision of Conn Smythe after WWII. The majority of the Conn Smythe subdivisions are located within the study area.

7.0 Evaluation of Cultural Heritage

Resources

The following sub-sections of this report provide an evaluation of the properties, landscapes and features which have been identified in the preliminary and secondary screening process as being of potential cultural heritage value or interest and warrant evaluation as per *Ontario Regulation 9/06*. These criteria have been adopted as standard practice in determining significant cultural heritage value or interest. This evaluation is the result of available historical documentation and field investigation conducted from the public realm only as permission to enter private property has not been granted.

7.1 Evaluation Criteria

7.1.1 Evaluation Criteria under Ontario Regulation 9/06

The *Ontario Heritage Act*, R.S.O., 1990, c.0.18 remains the guiding legislation for the conservation of significant cultural heritage resources in Ontario. This Cultural Heritage Evaluation Report has been guided by the criteria provided with *Regulation 9/06* of the *Ontario Heritage Act* which outlines the mechanism for determining cultural heritage value or interest. The regulation sets forth categories of criteria and several sub-criteria.

Ontario Regulation 9/06 prescribes that: 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 cultural heritage value or interest:

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.*

7.1.2 Evaluation Criteria for Bridges and Engineering Structures

Bridges and similar structures can demonstrate cultural heritage significance as they communicate scientific innovation and engineering. This is related to the development and use of materials, construction methods, design, and aesthetics. While bridges are constructed for their functional purposes (such as crossing waterways and other obstructions), they can also be aesthetic in nature and complement their surrounding context, becoming notable landmarks (MTO, 1991).

A bridge must be evaluated as per Ontario Regulation 9/06 to determine whether or not it meets the criteria as being of cultural heritage value or interest. This can include an analysis of structural materials, date of construction, design value, historical associations, architect, etc.

Bridges can be organized into three basic types, namely beam, arch, and suspension bridges. Bridge materials can range from wood, stone, steel, concrete, and others. Wood and stone represent the earliest materials used in bridge construction in Ontario. Concrete bridges appear in Ontario in the early 20th century (Cuming, 1983).

Bridges are designed based on their environment and required load capacity. The context and surrounding landforms for an intended bridge can dictate its construction techniques, design, and even materials. This can include (but is not limited to) the presence of water, valleys, soil conditions, ground conditions, slope and topography (Cuming, 1983).

The relative significance of bridge can be determined by several factors, including whether or not it is the first of its kind (prototype bridge), exemplary of its kind (i.e. the longest), is rare (i.e. few survive) (Ontario Heritage Bridge Guidelines).

Bridges do not need to be of a certain age to determine cultural heritage significance. Generally, bridges which are more than 40 years of age or more are flagged for further evaluation. Bridges listed in the MTO Ontario Heritage Bridge Guidelines (Provincially Owned Bridges) (2008) range in date of construction from 1873 to 1940.

Evaluation criteria (O-Reg 9/06) as it is specifically applied to bridges is provided in the Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (MTO, 2008) and has assisted the evaluations of bridges/culverts in Section 7.3 of this report.

7.2 Historical Summary of Bridges/Culverts in North America and Ontario

In order to determine whether or not the bridges/culverts or other engineered-type structures are of potential cultural heritage significance, a brief history or context of these structures must be given. The following provides a brief history of these structures in North American (and Ontario) as it relates to the availability and first introduction of materials, bridge types, advancements in bridge design, and types of structures which are defined as 'common' in the 20th and 21st centuries.

According to the Humber Heritage Bridge Inventory (TRCA, 2011), steel bridges first appeared in the United States in the 1870s and was recognized by the Canadian Society of Civil Engineers in 1886. Steel was considered a more affordable and stronger material than iron and became the primarily material for bridge construction after 1870 (TRCA, 2011).

Concrete was introduced as a bridge material after the turn-of-the-century. The first concrete bridges featured arch designs in the early 1900s. Simple solid slab bridges were ideal for crossing short spans. Longer span bridges at this time period was troublesome as it resulted in cracks under tension. By the 1930s concrete was considered the primary bridge material (over steel) and was popular in Ontario where aggregate sources were readily available (TRCA, 2011; HRC, 2013).

By 1915, editorials in *The Canadian Engineer* outlined the lack of aesthetic design in concrete bridges, stating a need to respect the natural environment. Engineers and designers were including aesthetics into their designs by 1939 (Cuming, 1983).

Due to the shortage of labour and availability of materials, bridges were not often constructed during WWII (Arch, Truss and Beam). Following WWII, there was a greater demand for bridge capacity and safety – which may also be related to the increasing reliance on automobiles.

By the 1950s and 1960s, bridges were again constructed in plain styles without decoration. Older bridges were replaced with ones using a standardized design. Most of Ontario's earliest and unique structures have been removed from the landscape (HRC, 2013).

The rigid frame concrete bridge was first introduced in 1931 and quickly became the standard for highway overpasses. Concrete bridges grew in popularity due to flexibility in design. Reinforced concrete was developed shortly thereafter. The first rigid frame concrete bridges were first used on the Queen Elizabeth Highway in 1938 (TRCA, 2011).

All bridges located within the study area are either of either the Rigid Frame, Half-Through Truss, or Beam and Girder type. The culvert is considered an arched culvert with closed footing. The following provides context as to these types of structures.

In the early 20th century advances were made in the design of steel and concrete bridges/structures. Concrete bridges grew in popular from the 1890s into the 20th century. Concrete standardized bridges did not need to rely on arched designs. Truss bridges were replaced.

Concrete bridge designs were developed and the concrete slab and girders were used by 1898, with continuous slabs by 1909, and rigid frames by 1922. T-Beam and pressed concrete by 1937 (Context for Historic Bridge Types).

Rigid Frame Concrete Bridges

Rigid Frame bridges were first developed in Germany and used in North America by the 1920s. This bridge type was preferred as it was inexpensive and relatively easy to build, and could be made aesthetically pleasing. By the 1940s there were more than 400 rigid frame bridges in the United States. Standard plans based on designs by Arthur C. Hayden design were considered a 'homogenous unit of beams, slab, and walls' and form one solid cast-in-place structure. All of the larger road/vehicular bridges located within the study area are rigid frame types made of cast-in-place concrete. These bridges can have one or multiple spans and usually include a parapet railing. According to Parsons Brickerhoff (2005), culturally significant rigid frame bridges are those which date to their early period of development (1920s) or are representative of this early type of standard bridge design.

Culverts

Little information is found on the history of culverts in Ontario compared to bridges and other engineered structures. However, culverts were used historically to fulfill the same function as they do today which is to improve the flow of water. According to Rossow (n.d.), culverts are designed to increase water carrying capacity and are covered with an embankment. Culverts have been known to be overlooked in history (compared to bridges, for example), as their form and function make them less visible from the landscape.

According to the Humber River Heritage Bridge Inventory (TRCA, 2011), only two culverts which are of significant cultural heritage value have been identified. This includes the following:

- Caledon Trailway – East and West Culvert (single span stone arch culvert, constructed c. 1889 – designated in 1996 under the Ontario Heritage Act, Town of Caledon);

The heritage bridge inventory for the Grand River Watershed (HRC, 2013) notes one culvert which was identified as being of cultural significance due to its unique design and outstanding

construction. This is noted as the stone arched bridge and culvert constructed c. 1854 in the County of Brant.

The Canadian Register of Historic Places does not list any significant culverts or similar structures at this time.

According to Rossow (n.d.), culverts made of cast-in-place concrete are typically either arch-shaped or rectangular-shaped (also known as 'box'), but can also come in circular, pipe-arch, horizontal elliptical, and vertical elliptical shapes. Culverts can include one or multiple barrels and have a span of 24 to 41 feet. Arched culverts are typically used for environments with low and wide waterway. In recent years, corrugated metal culverts are used (since the 1960s) where possible as they are safe, functional and inexpensive.

7.3 Evaluation of Bridges and Culvert within the Study Area

An evaluation of each of the bridges and one culvert located within the study area is provided in Appendix E of this report. Only four (4) of these structures are more than 40 years old, being constructed prior to 1979. This includes Structure ID. Nos 704, 703, 702, and 091. Based on the cultural heritage evaluations based on the criteria as per Ontario Regulation 9/06, none of these structures are considered cultural heritage resources.

7.4 Evaluation of the Conn Smythe Subdivision

As previously noted in this report, the broader study area includes the mid. 20th century subdivision by Conn Smythe for the purposes of providing housing to WWII Veterans. Mid. 20th century Veterans ('Victory') housing neighbourhoods dated to the WWII period are becoming more frequently studied and identified as being potentially cultural heritage resources. For example, the City of Toronto is currently considering undertaking a study of the Sunshine Valley area. If this area is studied, the City of Toronto has noted that it would represent the first post-war suburban neighbourhood considered for designation under the *Ontario Heritage Act* (City of Toronto, 2017).

This area is located within proximity of Black Creek and meets the criteria of the definition of a CHL. The following will evaluate this criteria to determine whether or not the area is significant.

Further guidelines and criteria for identifying and evaluating potential Cultural Heritage Landscapes are provided below as per Provincial Policy Statement and the Ontario Heritage Toolkit.

A cultural heritage landscape is defined by Provincial Policy Statement 2014 as follows:

Cultural Heritage Landscape: means 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 Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

The Ontario Heritage Toolkit identifies that a Cultural Heritage Landscape may be classified as either designed (purposely planned), evolved (grown over a period of time), static/relict (evolutionary process has ended), or dynamic (continuing to evolve).

Cultural Heritage Landscapes are also identified and evaluated based on their associative/historical value, such as with themes or events, the identification of a grouping of heritage resources within a defined area, and its value as determined by a community based on local histories and public consultations, for example.

Design/Physical Value

The existing neighbourhoods within the broader context of the study area which are a result of the Conn Smythe subdivisions in the mid. 20th century include 'Victory Housing' typical of this time period. According to Blumenson, these residential buildings are easily distinguished by their simplicity of form, lack of decoration, small size, and placement of doors and windows (usually 3 bays) with a simple front or side gabled roof. These houses were often prefabricated and assembled on-site. These buildings are sited on planned subdivisions with crescent and cul-de-sac streets. Their presence often dominates the landscape and culminates in a distinct setting. Many of these houses are present at the western portion of the study area both north and south of Smythe Park. While this is true, the vast majority of these mid. 20th century houses have been altered to include additions, new porches, new windows, and new cladding resulting in the loss of some of the areas heritage integrity.

Historical or Associative Value

This portion of the broader study area boundary is associated with Constantine (Conn) Falkland Cary Smythe, former owner of the C. Smythe Sand and Gravel Pit Ltd. and former owner of the Toronto Maple Leafs and was significant in the construction of Maple Leaf Gardens. Smythe was

also a Veteran of WWI and WWII and was involved with other philanthropic activities and charities in Toronto (Canadian Encyclopedia).

Contextual Value

The Conn Smythe subdivisions are not functionally related to the study area or Black Creek. The area was chosen by Smythe as it was underdeveloped in the mid. 20th century and was located on and adjacent to land which was formerly part of the Smythe Sand and Gravel pit. A map noting the location of these lands is provided in Appendix G of this report.

8.0 Conclusions and Recommendations

Bridges and Culverts

This CHER has provided an analysis of all the bridges and culverts within the identified study area and has determined that none of them are considered significant cultural heritage resources. If any of these bridges and culverts are to be impacted by the Flood Remediation and Transportation Feasibility of the Rockcliffe Special Policy Area Environmental Assessment, review by way of a Heritage Impact Assessment is not necessary.

150 Symes Road

The study area includes one cultural heritage resource located at 150 Symes Road, which is designated under Part IV of the *Ontario Heritage Act* and is subject to a Heritage Easement Agreement. This property is sited away from Black Creek Channel at a distance of more than 600 metres. Therefore, it is unlikely that any activities related to flood remediation as part of this Environmental Assessment will have an impact on the property at 150 Symes Road. A Heritage Impact Assessment is not necessary for this property provided that the EA will not result in alterations to this property or lands which are directly adjacent.

Conn Smythe Subdivision

The study area also includes a portions of the post WWII-era Conn Smythe Subdivisions which are located near what is now Smythe Park, at the west end of the broader study area. The Conn Smythe subdivision areas as noted in this report meet the PPS 2014 definition of a potential Cultural Heritage Landscape. Provided that the EA will not result in alterations to these areas which are related to a) the removal/demolition of buildings and structures, and/or b) changes to lot fabric and circulation patterns, review by way of a Heritage Impact Assessment is not necessary.

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Appendix A – Map of Study Area and Bridges/Culverts

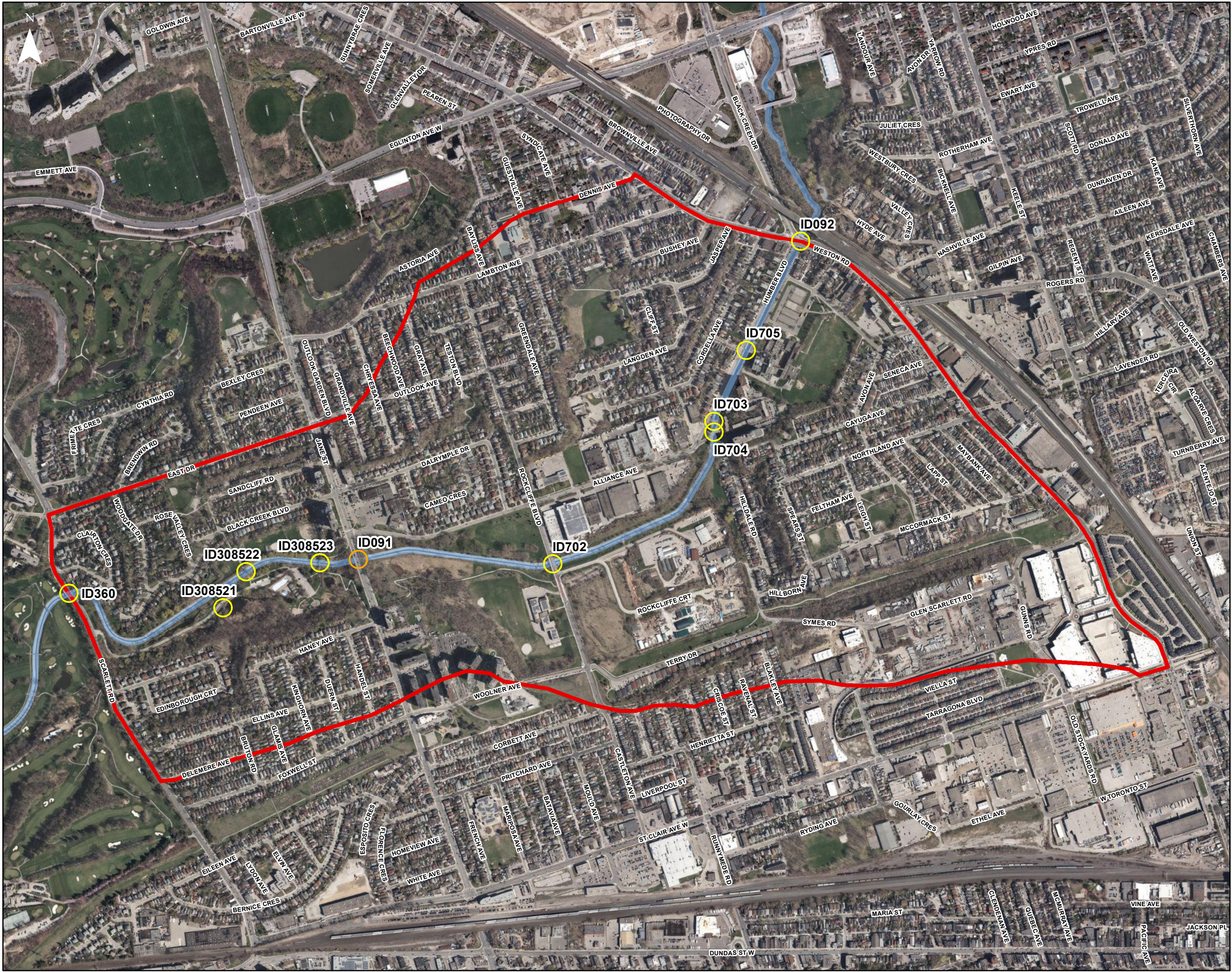


Figure Bridges & Culverts

Rockcliffe Special Policy Area
City of Toronto

- Legend**
- Study Area
 - Black Creek Channel
 - Bridge
 - Culvert

Sources

- Contains information licensed under the Open Government License - Ontario
- Aerial - Esri Imagery Basemap

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Appendix B – Photo Map (Bridges and Culverts)



Map 1: Location of study area outlined in red. Approximate location of photographs taken noted with red arrows. (Source: MHBC, 2019)



Figures 1 & 2: (left) View of Bridge ID no. 092 looking north-east from south-east corner of Humber Avenue and Weston Road , (right) View of Bridge ID no. 092 looking north from south-west corner of Humber Avenue and Weston Road (Source: MHBC, 2019)



Figures 3 & 4: (left) View of Block Creek Channel looking south-west from south side of Bridge ID no. 092, (right) View of Bridge ID no. 705 looking west from south-east corner of Humber Boulevard and Louvain Street (Source: MHBC, 2019)



Figures 5 & 6: (left) View of Bridge ID no. 705 looking south-east from the north-west corner of Louvain Street and Humber Boulevard North, (right) View of Bridge ID no. 705 looking south-west from Humber Boulevard South (Source: MHBC, 2019)



Figures 7 & 8: (left) View of Black Creek Channel looking south-west from Bridge ID no. 705, (right) View of Bridge ID no. 703 looking west from the intersection of Hilldale Road and Humber Boulevard South (Source: MHBC, 2019)



Figures 9 & 10: (left) View of Bridge ID no. 703 looking north from Alliance Avenue, (right) View of Bridge ID no. 704 looking north-west from the corner of Hilldale Road and Symes Road Park Trail/Pathway (Source: MHBC, 2019)



Figures 11 & 12: (left) View of Black Creek Channel looking east from Bridge ID no. 702, (right) View of Bridge ID no. 702 looking west from Rockcliffe Court (Source: MHBC, 2019)



Figures 13 & 14: (left) View of Bridge ID no. 702 looking North from the corner of Rockcliffe Boulevard and Black Creek Trail, (right) View of Culvert ID no. 091 looking north-east from the Black Creek Channel (Source: MHBC, 2019)



Figures 15 & 16: (left) View of Bridge ID no. 091 looking North down Jane Street, (right) View of Bridge ID no. 308523 looking east from the Black Creek Channel (Source: MHBC, 2019)



Figures 17 & 18: (left) View of Bridge ID no. 308522 looking south-west from Black Creek Channel, (right) View of Bridge ID no. 208522 looking south from Smythe Park (Source: MHBC, 2019)



Figures 19 & 20: (left) View of Bridge ID no. 308521 looking north towards Black Creek Trail, (right) View of Bridge ID no. 308521 looking south-west from Black Creek Trail (Source: MHBC, 2019)



Figures 21 & 22: (left) View of Bridge ID no. 360 looking north-west from Scarlett Road, (right) View of Bridge ID no. 360 and Black Creek Channel looking north-east from Lambton Golf and Country Club (Source: MHBC, 2019)

Appendix C – Photo Map (Context/Study Area)



Map 1: Location Map of Study Bridge Sites (MHBC, 2019)



Figures 1 & 2: (left) View of Weston Road looking north-west from intersection of Weston Road and Humber Boulevard, (right) View of Weston Road looking south-east from intersection of Weston Road and Humber Boulevard (Source: MHBC, 2019)



Figures 3 & 4: (left) View of Humber Boulevard South and adjacent Black Creek Channel looking south-west from Weston Road , (right) View of Louvain Street looking west from north corner of Louvain Street and Humber Boulevard North (Source: MHBC, 2019)



Figures 5 & 6: (left) View of Humber Boulevard North looking north from corner of Louvain Street and Humber Boulevard North, (right) View of Humber Boulevard elevation looking south from the corner of Louvain Street and Humber Boulevard North (Source: MHBC, 2019)



Figures 7 & 8: (left) View of Alliance Avenue elevation looking north-east from west from north corner of Hilldale Road and Humber Boulevard North, (right) View of Humber Boulevard elevation looking north-east from the south corner of Hilldale Road and Alliance Avenue (Source: MHBC, 2019)



Figures 9 & 10: (left) View of Maybank Avenue from south-west corner of Northland Avenue and Maybank Avenue, (right) View of "Stock Yards" looking south from north-west corner of Weston Road and Gunns Road (Source: MHBC, 2019)



Figures 11 & 12: (left) View of Glen Scarlett Road looking south from corner of Gunns Road and Glen Scarlett Road , (right) View of Hairwood Public School looking west from Leigh Street (Source: MHBC, 2019)



Figures 13 & 14: (left) View of commercial/industrial buildings looking north-east from Hillborn Avenue, (right) View of low-rise residential dwelling looking south from Hillborn Avenue (Source: MHBC, 2019)



Figures 15 & 16: (left) View of Rockcliffe Court and Black Creek looking east from intersection of Rockcliffe Boulevard and Rockcliffe Court, (right) View of Rockcliffe Boulevard looking south from the intersection of Black Creek Trail and Rockcliffe Boulevard (Source: MHBC, 2019)



Figures 17 & 18: (left) View of Rockcliffe Road looking north from intersection of Black Creek Trail and Rockcliffe Road, (right) View of Black Creek Trail looking west with adjacent Black Creek on right (Source: MHBC, 2019)



Figures 19 & 20: (left) View of Black Creek Trail (front) and Black Creek channel (far) looking north from Black Creek Trail, (right) View of Jane Street looking north from south of Bridge ID no. 091 (Source: MHBC, 2019)



Figures 21 & 22: (left) View of Jane Street looking south from north of Bridge ID no. 091, (right) View of Black Creek Trail looking east from Smythe Park with Bridge ID no. 308552 on right (Source: MHBC, 2019)



Figures 23 & 24: (left) View of Black Creek Trail looking east towards Smythe Park, (right) View of Scarlett Road looking south from the north of Bridge ID no. 360 (Source: MHBC, 2019)



Figures 25 & 26: (left) View of Scarlett Road looking north from south of Bridge ID no. 360, (right) View of low-rise residential dwellings looking south-east from East Drive (Source: MHBC, 2019)



Figures 27 & 28: (left) View of Noble Park looking south from East Drive, (right) View of low-rise residential dwellings looking south from East Drive (Source: MHBC, 2019)



Figures 29 & 30: (left) View of low-rise residential dwellings looking south-east from north-west intersection of Outlook Avenue and Grandville Avenue, (right) View of Lambton Avenue looking east from the south-east intersection of Gray Avenue and Lambton Avenue (Source: MHBC, 2019)



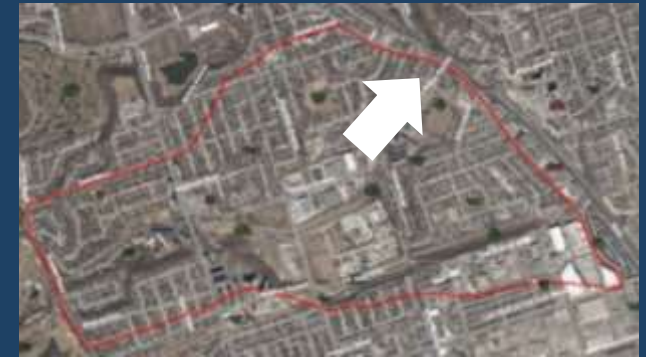
Figures 31 & 32: (left) View of single-detached residential dwellings looking north from Lambton Avenue , (right) View of low-rise residential dwellings looking north from south-west intersection of Lambton Avenue and Guestville Avenue (Source: MHBC, 2019)



Figures 33 & 34: (left) View of low-rise residential housing looking north-east from Jasper Avenue, (right) View of light commercial area looking north-east from north corner of Weston Road and Jasper Avenue (Source: MHBC, 2019)

Appendix D – Bridge/Culvert Data Sheets

ID 092



Type.

BRIDGE: Road/Vehicular (Rigid Frame, Vertical Legs)

Construction Date.

1980 (Repairs in 2006: new Parapet walls, railing system, sidewalk, median)

Location.

Intersection of Weston Road, Black Creek Drive, Humber Blvd N.

Cultural Heritage Evaluation
O-Reg 9/06 Summary.

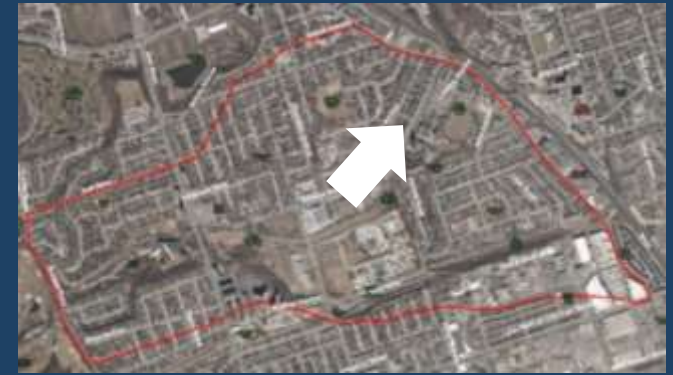


Not significant

Notes:

- Parapet wall with single railing (aluminum post and panels)
- Cast-in-place concrete barriers and abutments, reinforced concrete retaining walls
- Cast-in-place concrete deck, Asphalt deck top
- City of Toronto Plaque '1980, 2006' (original construction date and repairs)

ID 705



Type.

BRIDGE: Pedestrian (Half-Through Truss)

Construction Date.

2015 (original structure dated 1943, replaced in 1975 and again in 2015)

Location.

Near intersection of Humber Blvd N and Louvaine St.

Cultural Heritage Evaluation
O-Reg 9/06 Summary.

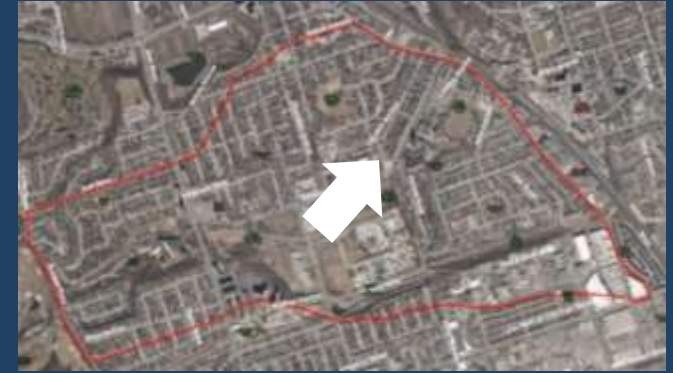


Not significant

Notes:

- Steel deck top
- Galvanized steel Railing on Truss;
- Box/trapezoidal beams
- Cast-in-place concrete abutments and retaining walls
- Construction Marker (see photo above):
EAGLE BRIDGE, MAX LOAD 80 P.S.R., DO NOT APPLY SALT OR CALCIUM ON THIS STRUCTURE, E13-111186, 1 519 743 4353

ID 703



Type.

BRIDGE: Road/Vehicular (I-Beam/Girder)

Construction Date.

1975

Location.

Near intersection of Humber Blvd N., Humber Blvd S. and Hilldale Road.

Cultural Heritage Evaluation
O-Reg 9/06 Summary.

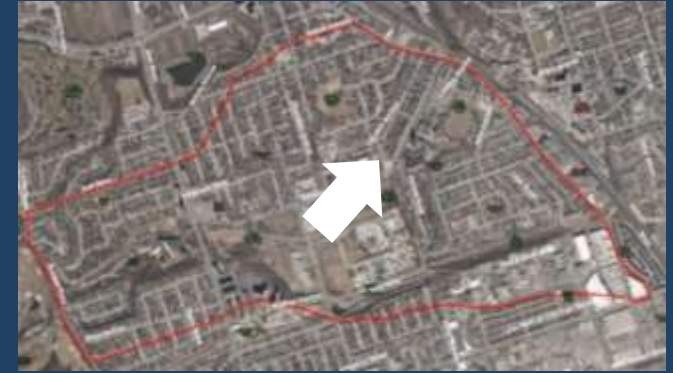


Not significant

Notes:

- Cast-in-place concrete and asphalt deck
- Cast-in-place concrete sidewalk and median
- Galvanized steel post and panel railing
- Precast concrete girders (below deck)
- Cast-in-place concrete abutments and reinforced concrete retaining walls

ID 704



Type.

BRIDGE: Road/Vehicular (I-Beam, Girder)

Construction Date.

1975

Location.

Near intersection of Humber Blvd N., Alliance Ave, Hilldale Road

Cultural Heritage Evaluation
O-Reg 9/06 Summary.

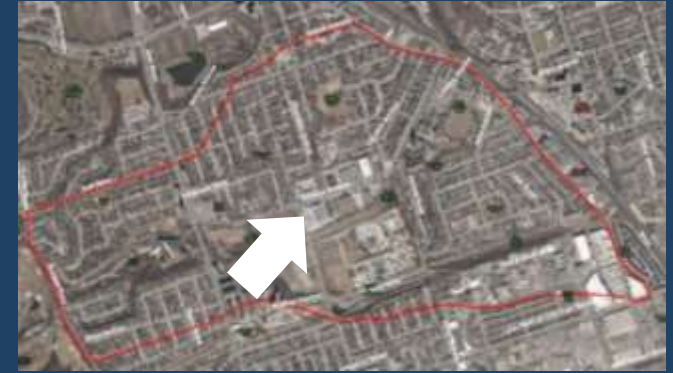


Not significant

Notes:

- Cast-in-place concrete and asphalt deck;
- Cast-in-place concrete sidewalk and median;
- Galvanized steel post and panel railing;
- Precast concrete girders (below deck);
- Cast-in-place concrete abutments and reinforced concrete retaining walls;

ID 702



Type.

BRIDGE: Road/Vehicular (Rigid Frame, Vertical Legs)

Construction Date.

1963 (Widened, Repairs to Abutments and Wingwalls, Parapet walls replaced in 2007)

Location.

Rockcliffe Blvd. over Black Creek

Cultural Heritage Evaluation
O-Reg 9/06 Summary.



Not significant

Notes:

- Cast-in-place concrete and asphalt deck;
- Cast-in-place concrete sidewalk/median/curb
- Cast-in-place concrete barrier and parapet walls with single railing system (aluminum post and panel);
- Cast-in-place abutments
- Toronto Plaque (1963, 2007)

ID 091

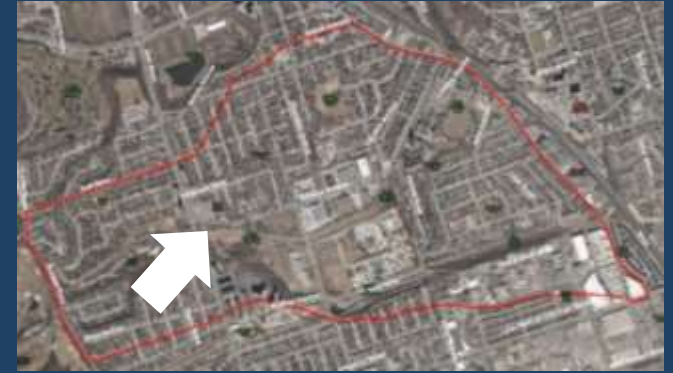


Type. Culvert (Barrel Arch Culvert)
Construction Date. 1948 (1964 Barrel extended at both ends)
Location. Jane Street over Black Creek

Cultural Heritage Evaluation
O-Reg 9/06 Summary.



Not Significant



Notes:

- Cast-in-place concrete and asphalt deck
- Cast-in-place concrete sidewalk/curb/median
- Steel flex beam on wood post railing system
- Wood barriers (posts)
- Galvanized steel hand railing
- Cast-in-place concrete culvert (inlet and outlet components at headwall and wingwalls)
- Cast-in-place concrete barrel (arch);

ID 308523



Type.

BRIDGE: Pedestrian (T-Beams/Girder)

Construction Date.

1980

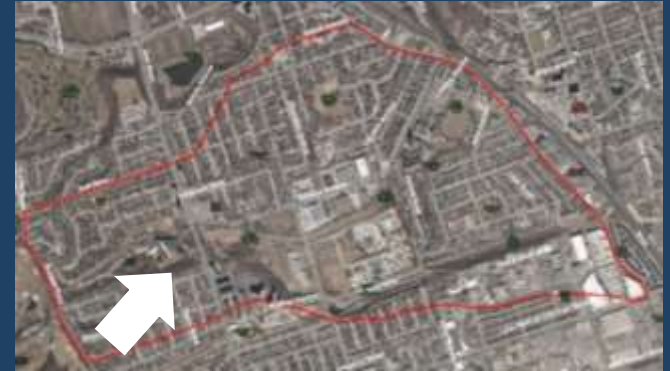
Location.

Smythe Park over Black Creek

Cultural Heritage Evaluation
O-Reg 9/06 Summary.



Not Significant



Notes:

- Precast concrete deck top;
- Steel post and panel railing system;
- Precast concrete girders (T-type);
- Cast-in-place concrete abutments and ballast walls;
- Cast-in-place reinforced concrete retaining walls;

ID 308522



Type. BRIDGE: Pedestrian (Half-Through Truss)

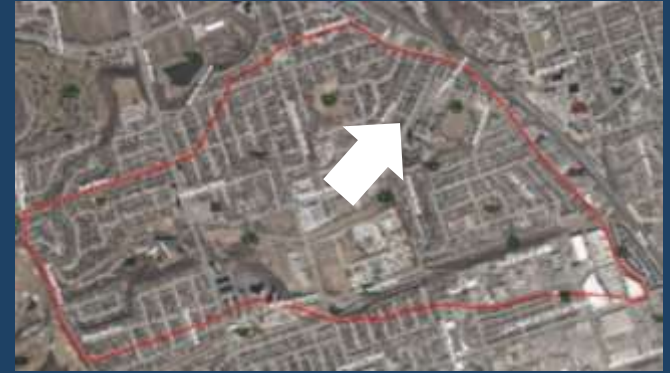
Construction Date. 2005

Location. Smythe Park over Black Creek

Cultural Heritage Evaluation
O-Reg 9/06 Summary.



Not Significant



Notes:

- Steel joints (armoring/retaining devices)
- 2-Rail steel and wood railing system
- Steel box/trapezoidal floor beams
- Cast-in-place concrete abutment walls
- Cast-in-place reinforced concrete wingwalls

ID 308521



Type.

BRIDGE: Pedestrian (I-Beams/Girder)

Construction Date.

2000

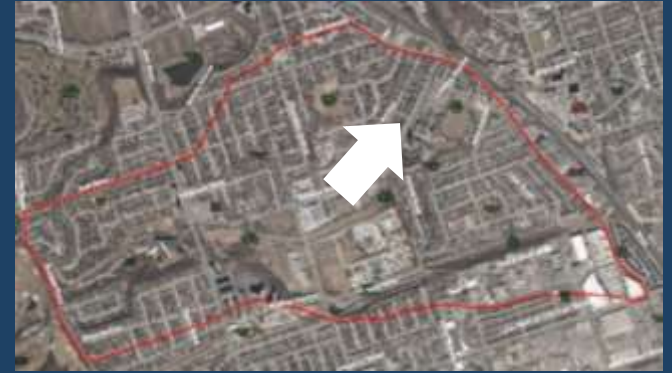
Location.

Smythe Park

Cultural Heritage Evaluation
O-Reg 9/06 Summary.



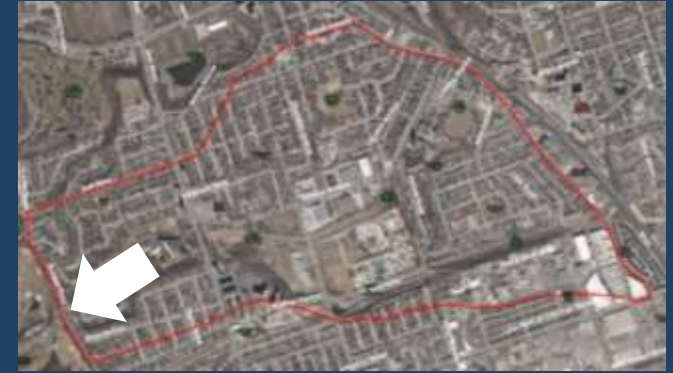
Not significant



Notes:

- Wood plank deck top
- Steel post and panel railing system
- Steel I-Type girders
- Steel Floor Beams

ID 360



Type.

BRIDGE: Road/Vehicular (Rigid Frame, Vertical Legs)

Construction Date.

1983

Location.

Scarlett Road over Black Creek

Cultural Heritage Evaluation
O-Reg 9/06 Summary.



Not Significant

Notes:

- Cast-in-place concrete and asphalt decks
- Cast-in-place concrete sidewalk/curb/median
- Cast-in-place parapet walls
- Aluminum post and panel single railing system
- Cast-in-place concrete abutments
- Cast-in-place reinforced concrete wingwalls

Appendix E – Bridge/Culvert Heritage Evaluation Tables

ID 091



Design/Physical Value

- i. Rare, unique, representative or early example of a style, type, expression, material or construction method

No. While Culvert ID. 091 was originally constructed in 1948, it is not considered an early concrete structure as the material was widely used by the 1920s in North America. The culvert was altered in 1964 resulting in extending the barrel arch considerably at either ends in 1964, requiring numerous alterations to the structure. Cast-in-place concrete culverts of this type are not rare or unique in Ontario as per a review of the Government of Ontario List of Provincial Bridges (2017).
- ii. Displays high degree of craftsmanship or artistic merit

No. The bridge does not display a high degree of craftsmanship or artistic merit. Drawings of the existing bridge confirm that it was constructed of cast-in-place concrete and was designed based on function rather than aesthetics as the structure is not visible from the public realm along Jane Street.
- iii. Demonstrates high degree of technical or scientific achievement

No. Culvert ID. 091 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards as culverts constructed of cast-in-place concrete were considered commonplace by the 1920s.

Historical/Associative Value

- i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant

No. Culvert ID. 091 is not associated with a theme, event, person, activity, organization or institution that is significant. The culvert was constructed in 1948, altered in 1964 has not been part of the landscape long enough to accumulate any significant associations. In addition to this, its design and function is not intended to be visible from the pedestrian realm along Jane Street and therefore is less likely to develop any significant associations.
- ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture

No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
- iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.

No. The original culvert was significantly smaller than the existing design was drawn by R. Foster, 1931 of the Township of York Department of Works. There is no evidence to suggest that the designer of the culvert is considered significant to the local community.

Contextual Value

- i. Important in defining, maintaining or supporting the character of an area

No. The bridge is only visible from its immediate context while travelling over the bridge along Rockcliffe Boulevard. The bridge and its parapet walls are also visible from the adjacent Black Creek Trail and Rockcliffe Crescent. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
- ii. Physically, functionally, visually, or historically linked to its surroundings

No. While Culvert ID 091 is functionally related to its surroundings as it improves the flow of water of the Black Creek Channel and provides a crossing along Jane Street, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
- iii. Is a landmark

No. The only portions of concrete which are visible from Jane Street includes its asphalt deck and aluminum barriers, which are typical of any road. The arch of the culvert is only visible to those walking along the base of the Channel, which is not part of the public realm.

ID 092



Design/Physical Value

- i. Rare, unique, representative or early example of a style, type, expression, material or construction method

No. Cast-in-place concrete bridges are not considered rare, or unique in Ontario. ID 705 is not a prototype, or exemplary of its type. Does not display a high degree of technical merit or scientific achievement. Does not signify a progressive leap in bridge engineering standards. Many bridges of this type are located within the City of Toronto and Province of Ontario as per a review of the Government of Ontario List of Provincial Bridges (2017). The bridge underwent significant repairs in 2006 which removed most of the original (1980) components including both parapet walls/railings which were the most visible features. This bridge represents a modern standard of bridge design in Ontario.
- ii. Displays high degree of craftsmanship or artistic merit

No. Cast-in-place bridges are of a standard design and does not display a high degree of craftsmanship or artistic merit.
- iii. Demonstrates high degree of technical or scientific achievement

No. While the earliest examples of cast-in-place concrete rigid frame bridges dating between 1900 and 1920 may be considered of high scientific achievement as they advanced bridge designs, Bridge ID 092 is not an early example.

Historical/Associative Value

- i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant

No. Bridge ID 092 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge has not been part of the landscape long enough to accumulate any significant associations. The bridge was designed by FENCO Consultants in 1980
- ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture

No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
- iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.

No. The bridge was designed by FENCO Consultants in 1980. There is no evidence in the historic record to suggest that FENCO Consultants were considered significant to the community.

Contextual Value

- i. Important in defining, maintaining or supporting the character of an area

No. The only portions of the bridge which is visible from the immediate context are its cast-in-place concrete parapet walls with aluminum railing. This aspect of the bridge is standard in design and is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
- ii. Physically, functionally, visually, or historically linked to its surroundings

No. While Bridge ID 092 is functionally related to its surroundings as it serves as a crossing along Weston Road over the Black Creek Channel, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
- iii. Is a landmark

No. The only portions of the bridge which is visible from the immediate context are its cast-in-place concrete parapet walls with aluminum railing. These portions of the bridge are the only ones located at grade (along Weston Road) are of standard design and are not distinguishable from other bridges within its context. The bridge does not include any unique or rare features which would distinguish it as a landmark. Further, Bridge ID 092 is dwarfed by the larger rail bridge (ID. 377) located east of Weston Road.

ID 360



Design/Physical Value

i. Rare, unique, representative or early example of a style, type, expression, material or construction method	No. Bridge ID. 360 was constructed in 1983 and is therefore not considered early as cast-in-place concrete rigid frame bridges were common in North America by the 1920s. .
ii. Displays high degree of craftsmanship or artistic merit	No. The bridge does not display a high degree of craftsmanship or artistic merit.
iii. Demonstrates high degree of technical or scientific achievement	No. Bridge ID. 360 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards as cast-in-place concrete bridges with aluminum railing systems are standard in design.

Historical/Associative Value

i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No. Bridge ID No. 360 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 1983 and has not been part of the landscape long enough to accumulate any significant associations.
ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture	No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	No. The bridge was designed by FENCO Engineers Inc. as per drawing S-672-0 for the Scarlett Road Reconstruction project in 1983. There is no evidence to suggest that this company is considered significant to the local community in terms of its design.

Contextual Value

i. Important in defining, maintaining or supporting the character of an area	No. The only features of the bridge which are visible from the public realm include its asphalt deck (which are indistinguishable from other roads), and its cast-in-place parapet walls with aluminum post and panel railing system. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
ii. Physically, functionally, visually, or historically linked to its surroundings	No. While the bridge is functionally related to its surroundings as it provides a crossing over the Black Creek Chanel along Scarlett Road, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
iii. Is a landmark	No. Only the aluminum railing and concrete parapet of the bridge is visible while travelling along Jane Street over Black Creek Chanel. The existing railing and deck are of a standard design and is similar to Bridge IDs. 092, and 702.

ID 702



Design/Physical Value

- i. Rare, unique, representative or early example of a style, type, expression, material or construction method

No. While Bridge ID No. 702 was originally constructed in 1963, the bridge has been widened, with repairs/alterations to abutments and wingwalls, and parapet walls replaced in 2007 which has essentially resulted in the existing early 21st century bridge design. The 2007 replacement of the parapet walls with a cast-in-place concrete parapet wall with aluminum post and panel railing system which is of a standard design and is indistinguishable from Bridge ID No. 092. Cast-in-place concrete bridges of this type are not rare or unique in Ontario. ID 702 is not a prototype, or exemplary of its type.
- ii. Displays high degree of craftsmanship or artistic merit

No. The bridge does not display a high degree of craftsmanship or artistic merit. Drawings of the existing bridge confirm that it was partially constructed of pre-cast girders of typical bridge design employing elements which are pre-designed and categorized into different ‘types’.
- iii. Demonstrates high degree of technical or scientific achievement

No. Bridge ID 702 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards.

Historical/Associative Value

- i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant

No. Bridge ID 702 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 1963 and almost all of its components replaced or altered in 2007 and has not been part of the landscape long enough to accumulate any significant associations.
- ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture

No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
- iiii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.

No. The bridge was designed by James F. MacLaren Limited Consulting Engineers of Toronto. Drawings of the original bridge are dated 1963 as per Project No. B-3 of the Metropolitan Toronto and Region Conservation Authority. There is no evidence to suggest that James F. MacLaren Ltd. Is considered significant to the local community.

Contextual Value

- i. Important in defining, maintaining or supporting the character of an area

No. The bridge is only visible from its immediate context while travelling over the bridge along Rockcliffe Boulevard. The bridge and its parapet walls are also visible from the adjacent Black Creek Trail and Rockcliffe Crescent. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
- ii. Physically, functionally, visually, or historically linked to its surroundings

No. While Bridge ID 702 is functionally related to its surroundings as it serves as a crossing along Rockcliffe Blvd. over Black Creek Channel, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
- iii. Is a landmark

No. The only portions of the bridge which is visible from the immediate context are its cast-in-place concrete parapet with aluminum railing system, which is a standard and frequently used type of railing (i.e. Bridge ID No. 092). These are of standard design and are not readily distinguishable from other bridges within its context. The bridge does not include any unique or rare features which would distinguish it as a landmark.

ID 703



Design/Physical Value

i. Rare, unique, representative or early example of a style, type, expression, material or construction method	No. Later 20 th century cast-in-place and galvanized steel bridges with precast concrete girders of this type are not rare or unique in Ontario. ID 703 is not a prototype, or exemplary of its type.
ii. Displays high degree of craftsmanship or artistic merit	No. The bridge does not display a high degree of craftsmanship or artistic merit. Drawings of the existing bridge confirm that it was partially constructed of pre-cast girders of typical bridge design employing elements which are pre-designed and categorized into different ‘types’.
iii. Demonstrates high degree of technical or scientific achievement	No. Bridge ID 703 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards.

Historical/Associative Value

i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No. Bridge ID 703 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 1975 and has not been part of the landscape long enough to accumulate any significant associations.
ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture	No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	No. The bridge was designed by James F. MacLaren Limited Consulting Engineers of Toronto in. Drawings for the bridge are dated 1965 as per Project No. B-5 of the Metropolitan Toronto and Region Conservation Authority. There is no evidence to suggest that James F. MacLaren Ltd. Is considered significant to the local community.

Contextual Value

i. Important in defining, maintaining or supporting the character of an area	No. The bridge is only visible from its immediate context along Humber Blvd. South and Humber Blvd North or while travelling over the bridge along Hilldale Road. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
ii. Physically, functionally, visually, or historically linked to its surroundings	No. While Bridge ID 703 is functionally related to its surroundings as it serves as a crossing along Hilldale Road over Black Creek Channel between Humber Blvd. North and Humber Blvd. South, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
iii. Is a landmark	No. The only portions of the bridge which is visible from the immediate context are its pre-fabricated steel post and panel railing, which is a standard and frequently used type of railing system. These are of standard design and are not readily distinguishable from other bridges within its context. The bridge does not include any unique or rare features which would distinguish it as a landmark.

ID 704



Design/Physical Value

i. Rare, unique, representative or early example of a style, type, expression, material or construction method	No. Later 20 th century cast-in-place and galvanized steel bridges with precast concrete girders of this type are not rare or unique in Ontario. ID 704 is not a prototype, or exemplary of its type.
ii. Displays high degree of craftsmanship or artistic merit	No. The bridge does not display a high degree of craftsmanship or artistic merit. Drawings of the existing bridge confirm that it was partially constructed of pre-cast girders of typical bridge design employing elements which are pre-designed and categorized into different ‘types’.
iii. Demonstrates high degree of technical or scientific achievement	No. Bridge ID 704 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards.

Historical/Associative Value

i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No. Bridge ID 704 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 1975 and has not been part of the landscape long enough to accumulate any significant associations.
ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture	No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	No. The bridge was designed by James F. MacLaren Limited Consulting Engineers of Toronto in. Drawings for the bridge are dated 1965 as per Project No. B-5 of the Metropolitan Toronto and Region Conservation Authority. There is no evidence in the historic record which indicates that James F. MacLaren Ltd. Is considered significant to the local community.

Contextual Value

i. Important in defining, maintaining or supporting the character of an area	No. The bridge is only visible from its immediate context along Humber Blvd. South and Humber Blvd North or while travelling over the bridge along Alliance Avenue. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
ii. Physically, functionally, visually, or historically linked to its surroundings	No. While Bridge ID 704 is functionally related to its surroundings as it serves as a crossing along Alliance Avenue over Black Creek Channel between Humber Blvd. North and Humber Blvd. South, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
iii. Is a landmark	No. The only portions of the bridge which is visible from the immediate context are its pre-fabricated steel post and panel railing, which is a standard and frequently used type of railing system. These are of standard design and are not readily distinguishable from other bridges within its context. The bridge does not include any unique or rare features which would distinguish it as a landmark.

ID 705



Design/Physical Value

- i. Rare, unique, representative or early example of a style, type, expression, material or construction method

No. 21st century half-through truss pedestrian bridges made of steel are not rare or unique in Ontario. ID 705 is not a prototype, or exemplary of its type. While half through truss bridges dating to the early 20th century may have cultural heritage value, later examples do not. The previous bridge in this location was constructed in 1943, fully replaced in 1975 and again in 2015.
- ii. Displays high degree of craftsmanship or artistic merit

No. The bridge design includes pre-fabricated steel trusses does not display a high degree of craftsmanship or artistic merit.
- iii. Demonstrates high degree of technical or scientific achievement

No. While the earliest examples of authentic half-through truss (pony truss) bridges may be considered of high scientific achievement as they advanced bridge designs, Bridge ID 705 is not an early example. The bridge does not signify a progressive leap in bridge engineering standards.

Historical/Associative Value

- i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant

No. Bridge ID 705 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge has not been part of the landscape long enough to accumulate any significant associations.
- ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture

No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
- iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.

No. The bridge was designed by Toronto Engineering and Construction Services in 2014 as per specifications for the Humber Boulevard Pedestrian Bridge Replacement (Contract No.13SE-25S.

Contextual Value

- i. Important in defining, maintaining or supporting the character of an area

No. The bridge is only visible from its immediate context along Humber Boulevard (north and south) and Louvain Street. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
- ii. Physically, functionally, visually, or historically linked to its surroundings

No. While Bridge ID 705 is functionally related to its surroundings as it serves as a crossing along Louvaine Street over Black Creek Channel between Humber Blvd. North and Humber Blvd. South, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
- iii. Is a landmark

No. The only portions of the bridge which is visible from the immediate context are its pre-fabricated steel half-through truss railing. These are of standard design and are not readily distinguishable from other bridges within its context. The bridge does not include any unique or rare features which would distinguish it as a landmark.

ID 308521



Design/Physical Value

i. Rare, unique, representative or early example of a style, type, expression, material or construction method	No. Bridge ID. 308521 was constructed in 2000. Early 21 st century wood and steel bridges with simple I-type girders and steel floor beams are not unique. The bridge is of a recent design and is therefore not early.
ii. Displays high degree of craftsmanship or artistic merit	No. The bridge does not display a high degree of craftsmanship or artistic merit.
iii. Demonstrates high degree of technical or scientific achievement	No. Bridge ID. 308521 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards as bridges constructed of steel girders with wood plank deck tops are not rare in Ontario.

Historical/Associative Value

i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No. Bridge ID No. 308521 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 2000 and has not been part of the landscape long enough to accumulate any significant associations.
ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture	No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	No. The designer and contractor and currently unknown, but was likely constructed by a local contractor.

Contextual Value

i. Important in defining, maintaining or supporting the character of an area	No. The bridge is only visible from its immediate context within Smythe Park along its pedestrian trails. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
ii. Physically, functionally, visually, or historically linked to its surroundings	No. While the bridge is functionally related to its surroundings as it provides a crossing over a swamp area within Smythe Park, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
iii. Is a landmark	No. The bridge is only visible within Smythe Park and does not include unique design features which have been demonstrated to be of a significant landmark quality. The existing railing and deck are intended to serve its functional purpose and the design does not include aesthetics.

ID 308522



Design/Physical Value

i. Rare, unique, representative or early example of a style, type, expression, material or construction method	No. Bridge ID. 308522 was constructed in 2005. Early 21 st century wood and steel bridges with steel floor beams and half-through truss type railings are not unique. The bridge is of a recent design and is therefore not early.
ii. Displays high degree of craftsmanship or artistic merit	No. The bridge does not display a high degree of craftsmanship or artistic merit.
iii. Demonstrates high degree of technical or scientific achievement	No. Bridge ID. 308522 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards as bridges constructed of cast-in-place concrete as well as steel were considered commonplace by the 1920s.

Historical/Associative Value

i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No. Bridge ID No. 308522 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 2005 and has not been part of the landscape long enough to accumulate any significant associations.
ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture	No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	No. The designer and contractor and currently unknown, but was likely constructed by a local contractor.

Contextual Value

i. Important in defining, maintaining or supporting the character of an area	No. The bridge is only visible from its immediate context within Smythe Park along its pedestrian trails. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
ii. Physically, functionally, visually, or historically linked to its surroundings	No. While the bridge is functionally related to its surroundings as it provides a crossing over Black Creek Channel within Smythe Park, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
iii. Is a landmark	No. The bridge is only visible within Smythe Park and does not include unique design features which have been demonstrated to be of a significant landmark quality. While the existing railing is more aesthetic than a plain post and panel railing system, it is not considered significant.

Ontario Regulation 9/06

ID 308523



Design/Physical Value

i. Rare, unique, representative or early example of a style, type, expression, material or construction method	No. Bridge ID. 308523 was constructed in 1980. By this time, Beam and Girder bridges constructed of steel and cast-in-place concrete were widely used. The materials and design of this bridge are not rare or unique in Ontario.
ii. Displays high degree of craftsmanship or artistic merit	No. The bridge does not display a high degree of craftsmanship or artistic merit.
iii. Demonstrates high degree of technical or scientific achievement	No. Bridge ID. 308523 does not demonstrate a high degree of technical or scientific achievement. It does not signify a progressive leap in bridge engineering standards as bridges constructed of cast-in-place concrete as well as steel were considered commonplace by the 1920s.

Historical/Associative Value

i. Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No. Bridge ID No. 308523 is not associated with a theme, event, person, activity, organization or institution that is significant. The bridge was constructed in 1980 and has not been part of the landscape long enough to accumulate any significant associations.
ii. Yields, or has potential to yield information that contributes to an understanding of a community or culture	No. This criteria is commonly (but not necessarily) associated with buried archaeological resources which may or may not be present. This structure is not considered significant in its design/physical or associative values and is not anticipated to yield further information which is significant to understanding the Smythe-Rockcliffe community.
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	No. The designer and contractor and currently unknown, but was likely constructed by a local contractor.

Contextual Value

i. Important in defining, maintaining or supporting the character of an area	No. The bridge is only visible from its immediate context within Smythe Park along its pedestrian trails. As the bridge is standard in its design, it is not important in defining, maintaining, or supporting the character of the Smythe-Rockcliffe community.
ii. Physically, functionally, visually, or historically linked to its surroundings	No. While the bridge is functionally related to its surroundings as it provides a crossing over Black Creek Channel within Smythe Park, it is not significant in its functional relationship to the environment. The bridge could be replaced with another of its kind and would not result in impacts to any physical, functional, visual or historical relationships.
iii. Is a landmark	No. The bridge is only visible within Smythe Park and does not include unique design features which have been demonstrated to be of a significant landmark quality.

Appendix F - Ministry of Tourism, Culture and Sport Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes Checklist

Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes A Checklist for the Non-Specialist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
 - is a recognized heritage property
 - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
 - the main project area
 - temporary storage
 - staging and working areas
 - temporary roads and detours

Processes covered under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

Project or Property Name

Flood Remediation and Transportation Feasibility Study of the Rockcliffe Special Policy Area Municipal Class EA

Project or Property Location (upper and lower or single tier municipality)

City of Toronto, Rockcliffe Special Policy Area (Black Creek)

Proponent Name

MacNaughton Hermesen Britton Clarkson Planning Ltd (sub-consultant of Wood Group)

Proponent Contact Information

540 Bingemans Centre Drive, Kitchener ON N2B 3X9

Screening Questions

- | | Yes | No |
|--|--------------------------|-------------------------------------|
| 1. Is there a pre-approved screening checklist, methodology or process in place? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

- | | Yes | No |
|--|--------------------------|-------------------------------------|
| 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

- | | Yes | No |
|---|--------------------------|-------------------------------------|
| 3. Is the property (or project area): | | |
| a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. a National Historic Site (or part of)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. designated under the <i>Heritage Railway Stations Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. designated under the <i>Heritage Lighthouse Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
 - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s.B.2.]

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

Note: Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

i. designated under the *Ontario Heritage Act*

- individual designation (Part IV)
- part of a heritage conservation district (Part V)

Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
 - [Ontario Heritage Trust](#)
 - local land registry office (for a title search)
-

ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
 - municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
 - local land registry office (for a title search)
-

iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
 - municipal heritage planning staff
 - municipal heritage committee
-

iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
 - [Ontario Heritage Trust](#)
-

v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at registrar@ontario.ca.

3b. Is the property (or project area) a National Historic Site (or part of)?

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada website](#).

3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

Part B: Screening for potential Cultural Heritage Value

4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

Note: 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

Part C: Other Considerations

5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans


Information specific to trails may be obtained through [Ontario Trails](#).

Appendix G – Conn Smythe Subdivison Areas Map



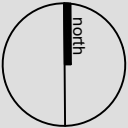
Study Area/ Historical Subdivision Map

Rockcliffe Special Policy Area
City of Toronto

 Study Area

Notes:
• Google Satellite Imagery

DATE: February 10, 2020
FILE: 1960E
SCALE 1:10,000
DRAWN: GC



K:\1960E - ROCKCLIFFE SPA TORONTO\RPTR\PLAN_OVERLAY.DWG

Appendix H – Curriculum Vitae

CURRICULUM **VITAE**

Dan Currie, MA, MCIP, RPP, CAHP

EDUCATION

2006

Masters of Arts (Planning)
University of Waterloo

1998

Bachelor of Environmental Studies
University of Waterloo

1998

Bachelor of Arts (Art History)
University of Saskatchewan

Dan Currie, a Partner and Managing Director of MHBC's Cultural Heritage Division, joined MHBC Planning in 2009, after having worked in various positions in the public sector since 1997 including the Director of Policy Planning for the City of Cambridge and Senior Policy Planner for the City of Waterloo.

Dan provides a variety of planning services for public and private sector clients including a wide range of cultural heritage policy and planning work including strategic planning, heritage policy, heritage conservation district studies and plans, heritage master plans, heritage impact assessments and cultural heritage landscape studies.

PROFESSIONAL ASSOCIATIONS

Full Member, Canadian Institute of Planners

Full Member, Ontario Professional Planners Institute

Professional Member, Canadian Association of Heritage Professionals

SELECTED PROJECT EXPERIENCE

HERITAGE PLANNING

City of Hamilton Heritage Impact Assessment for Pier 8

Town of Erin Designation of Main Street Presbyterian Church

City of Kitchener Homer Watson House Heritage Impact Assessment and Parking Plan

Region of Waterloo Schneider Haus Heritage Impact Assessment

Niagara Parks Commission Queen Victoria Park Cultural Heritage Evaluation Report

City of Guelph Cultural Heritage Action Plan

Town of Cobourg, Heritage Master Plan

Municipality of Chatham Kent, Rondeau Heritage Conservation District Plan

City of Kingston, Barriefield Heritage Conservation District Plan Update

Burlington Heights Heritage Lands Management Plan

City of Markham, Victoria Square Heritage Conservation District Study

City of Kitchener, Heritage Inventory Property Update

Township of Muskoka Lakes, Bala Heritage Conservation District Plan

Municipality of Meaford, Downtown Meaford Heritage Conservation District Plan

City of Guelph, Brooklyn and College Hill Heritage Conservation District Plan

CONTACT

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Kitchener, ON N2B 3X9
T 519 576 3650 x 744
F 519 576 0121
dcurrie@mhbcplan.com
www.mhbcplan.com

CURRICULUM **VITAE**

Dan Currie, MA, MCIP, RPP, CAHP

City of Toronto, Garden District Heritage Conservation District Plan
City of London, Western Counties Cultural Heritage Plan

Other heritage consulting services including:

- Preparation of Heritage Impact Assessments for both private and public sector clients
- Requests for Designations
- Alterations or new developments within Heritage Conservation Districts
- Cultural Heritage Evaluations for Environmental Assessments

MASTER PLANS, GROWTH MANAGEMENT STRATEGIES AND POLICY STUDIES

City of Vaughan Municipal Land Acquisition Strategy
Town of Frontenac Islands Marysville Secondary Plan
Niagara-on-the-Lake Corridor Design Guidelines
Cambridge West Master Environmental Servicing Plan
Township of West Lincoln Settlement Area Expansion Analysis
Ministry of Infrastructure Review of Performance Indicators for the Growth Plan
Township of Tiny Residential Land Use Study
Port Severn Settlement Area Boundary Review
City of Cambridge Green Building Policy
Township of West Lincoln Intensification Study & Employment Land Strategy
Ministry of the Environment Review of the D-Series Land Use Guidelines
Meadowlands Conservation Area Management Plan
City of Cambridge Trails Master Plan
City of Kawartha Lakes Growth Management Strategy
City of Cambridge Growth Management Strategy
City of Waterloo Height and Density Policy
City of Waterloo Student Accommodation Study
City of Waterloo Land Supply Study
City of Kitchener Inner City Housing Study

CONTACT

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CURRICULUM **VITAE**

Dan Currie, MA, MCIP, RPP, CAHP

DEVELOPMENT PLANNING

Provide consulting services and prepare planning applications for private sector clients for:

- Draft plans of subdivision
- Consent
- Official Plan Amendment
- Zoning By-law Amendment
- Minor Variance
- Site Plan

CONTACT

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CURRICULUMVITAE

Vanessa Hicks, M.A., C.A.H.P.

EDUCATION

2016

Master of Arts in Planning,
specializing in Heritage
Planning

*University of Waterloo,
School of Planning*

2010

Bachelor of Arts (Honours) in
Historical/Industrial
Archaeology

Wilfrid Laurier University

Vanessa Hicks is a Heritage Planner with MHBC and joined the firm after having gained experience as a Manager of Heritage Planning in the public realm where she was responsible for working with Heritage Advisory Committees in managing heritage resources, Heritage Conservation Districts, designations, special events and heritage projects (such as the Architectural Salvage Program).

Vanessa is a member of the Canadian Association of Heritage Professionals and graduated from the University of Waterloo with a Masters Degree in Planning, specializing in heritage planning and conservation. Vanessa provides a variety of research and report writing services for public and private sector clients. She has experience in historical research, inventory work, evaluation and analysis on a variety of projects, including Heritage Conservation Districts (HCDs), Heritage Impact Assessments (HIAs), Cultural Heritage Evaluation Reports (CHERs), Conservation Plans (CPs), Documentation and Salvage Reports, and Commemoration Projects (i.e. plaques). Vanessa is also able to comment provide comments regarding Stages 1-4 Archaeological Assessments due to her experience as a practicing field archaeologist and experience writing archaeological reports submitted to the Ministry of Tourism, Culture and sport.

PROFESSIONAL ASSOCIATIONS

Professional Member, Canadian Association of Heritage Professionals

PROFESSIONAL EXPERIENCE

June 2016 - Present Cultural Heritage Specialist/ Heritage Planner
MacNaughton Hermesen Britton Clarkson Planning Ltd.

2012 - 2016 Program Manager, Heritage Planning
Town of Aurora

May 2012 - October 2012 Heritage Planning Assistant
Town of Grimsby

2007 - 2010 Archaeologist
Archaeological Research Associates Ltd.

CONTACT

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CURRICULUM VITAE

Vanessa Hicks, M.A., C.A.H.P.

SELECT PROJECT EXPERIENCE

HERITAGE IMPACT ASSESSMENTS (HIAs) 2016-2019

Heritage Impact Assessment - 'Southworks', 64 Grand Avenue South, City of Cambridge

Heritage Impact Assessment – Badley Bridge, part of a Municipal EA Class Assessment, Township of Centre Wellington

Heritage Impact Assessment – 474 and 484 Queen Street South (and Schneider Haus National Historic Site), City of Kitchener

Heritage Impact Assessment – 883 Doon Village Road, City of Kitchener

Heritage Impact Assessment – 57 Lakeport Road, City of St. Catharines

Heritage Impact Assessment – Langmaids Island, Lake of Bays

Heritage Impact Assessment – 1679 Blair Road, City of Cambridge

Heritage Impact Assessment - 64 Margaret Avenue, City of Kitchener

CULTURAL HERITAGE EVALUATION REPORTS (CHERS) 2016-2019

Cultural Heritage Evaluation Report - Dunlop Street West and Bradford Street, Barrie - Prince of Wales School and Barrie Central Collegiate Institute

Cultural Heritage Evaluation Report - Lakeshore Drive, Town of Oakville

Cultural Heritage Evaluation Report – Queen Victoria Park Cultural Heritage

HERITAGE CONSERVATION DISTRICTS (HCDs)

Heritage Conservation District Study – Southeast Old Aurora (Town of Aurora)

CONSERVATION PLANS

Strategic Conservation Plan – Queen Victoria Park Cultural Heritage Landscape

DOCUMENTATION AND SALVAGE REPORTS

Documentation and Salvage Report & Commemoration Plan – 474 and 484 Queen Street South, City of Kitchener

SPECIAL PROJECTS

Artifact Display Case - Three Brewers Restaurant(275 Yonge St., Toronto)

CONTACT

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A R C H I T E C T U R E