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Appendix B5

Cultural Heritage Assessment Report: Existing Conditions and Preliminary Impact Assessment

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Metrolinx

Highway 27-Woodbine Station Cultural Heritage Assessment Report: Existing Conditions and Preliminary Impact Assessment

Prepared by:
AECOM Canada Ltd.
410 – 250 York Street, Citi Plaza
London, ON N6A 6K2
Canada

T: 519 673 0510
F: 519 673 5975
www.aecom.com

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Revision History

Revision #	Date	Revised By:	Revision Description
0	2019-06-21	Michael Greguol	Draft report.
1	2019-07-12	Michael Greguol	Revised to incorporate comments from Metrolinx.
2	2019-07-23	Michael Greguol	Revised to incorporate comments from Metrolinx. Final report.
3	2019-09-24	Michael Greguol	Revised to incorporate comments from MTCS

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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AECOM: 2015-04-13

Authors

Report Prepared By:

Michael Greguol, MA
Cultural Heritage Specialist

Report Reviewed By:

Adria Grant, MA, CAHP
Ontario Department Manager
Impact Assessment and Permitting

Executive Summary

AECOM Canada Limited (AECOM) was retained by Woodbine Entertainment Group (WEG) to conduct a Cultural Heritage Assessment Report: Existing Conditions and Preliminary Impact Assessment (CHAR) as part of the proposed Highway 27-Woodbine Station Environmental Assessment (EA) (the Project), located at 555 Rexdale Boulevard in the City of Toronto. This CHAR is one of a number of environmental studies that will be completed as a part of the Transit Project Assessment Process (TPAP), under which project impacts will be assessed as prescribed in Ontario Regulation (O. Reg.) 231/08 under the *Environmental Assessment Act.* As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review and will include the findings of this CHAR.

Due to future development and increased demand at the Woodbine Districts, an early stage initiative calls for the expansion of new public transit options to service the area. Metrolinx and WEG have partnered together to develop the proposed Project, which is anticipated to evolve from the proposed GO station into a multi-modal transportation hub that will increase annual visitation from approximately 6 million today to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The proposed Project will include:

- Two island platforms (north and south);
- Passenger pick up and drop off (PPUDO);
- Bus loop;
- Plaza structure;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

The site is an approximate 17 acre parcel of land located on the southeast corner of Woodbine Districts west of Highway 27 and south of Rexdale Boulevard in the City of Toronto (the Project Site), which is represented by the purple boundary in **Figure 1**. The Project Site encompasses the southeastern portion of the practice racetrack, the southern portion of the southeast stormwater pond, the eastern portion of Entrance Road, the southern portion of Grandstand Entrance Road, a portion of the rail tracks east and west of Highway 27, and the Highway 27 underpass structure. For the purposes of this CHAR, the area of investigation and assessment includes the Project Site plus a 25 m buffer (the Study Area). The Study Area and the properties screened within this CHAR are represented on **Figure 1**.

This CHAR describes the cultural environment relevant to the Project through the preliminary research, site investigation, and screening tasks typically undertaken for a CHAR completed according to the *Draft Terms of Reference: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes, Metrolinx Interim Cultural Heritage Management Process* and based upon recent draft guidance provided by MTCS for TPAP undertakings. This Study also considers the potential effects on the cultural environment during construction and operation phases of the Project and identifies the need for further evaluation and/or assessment for any issues identified.

In accordance with the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes*, adjacent lands have been considered in this CHAR. The following definition is included in Section 3.1.5 (Heritage Conservation) of the City of Toronto Official Plan:

> Adjacent: means those lands adjoining a property of the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.

The CHAR was completed by a team of AECOM's Cultural Resource Management staff including Michael Greguol (Cultural Heritage Specialist), Liam Smythe (Heritage Researcher), and Adria Grant (Ontario Department Manager, Impact Assessment and Permitting). The site investigation of the Study Area was completed on May 23, 2019.

Based on the result of the data collection, field investigation, and screening questions, AECOM does not recommend any further cultural heritage investigations, as no impacts to potential cultural heritage value are anticipated.

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1. Introduction

AECOM Canada Limited (AECOM) was retained by Woodbine Entertainment Group (WEG) to conduct a Cultural Heritage Assessment Report: Existing Conditions and Preliminary Impact Assessment (CHAR) as part of the proposed Highway 27-Woodbine Station Environmental Assessment (EA) (the Project), located at 555 Rexdale Boulevard in the City of Toronto. This CHAR is one of a number of environmental studies that will be completed as a part of the Transit Project Assessment Process (TPAP), under which project impacts will be assessed as prescribed in Ontario Regulation (O. Reg.) 231/08 under the *Environmental Assessment Act.* As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review and will include the findings of this CHAR.

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The proposed Project will include:

- Two island platforms (north and south);
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This CHAR describes the cultural environment relevant to the Project through the preliminary research, site investigation, and screening tasks typically undertaken for a CHAR completed according to the *Draft Terms of Reference: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013). This CHAR also considers the potential effects on the cultural environment during construction and operation phases of the Project and identifies the need for further evaluation and/or assessment for any issues identified.

As per the *Draft Terms of Reference: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013), the definition of "adjacency" in the relevant municipal official plan has been used for the purposes of identifying properties within the Study Area. The following definition is included in Section 3.1.5 (Heritage Conservation) of the City of Toronto Official Plan:

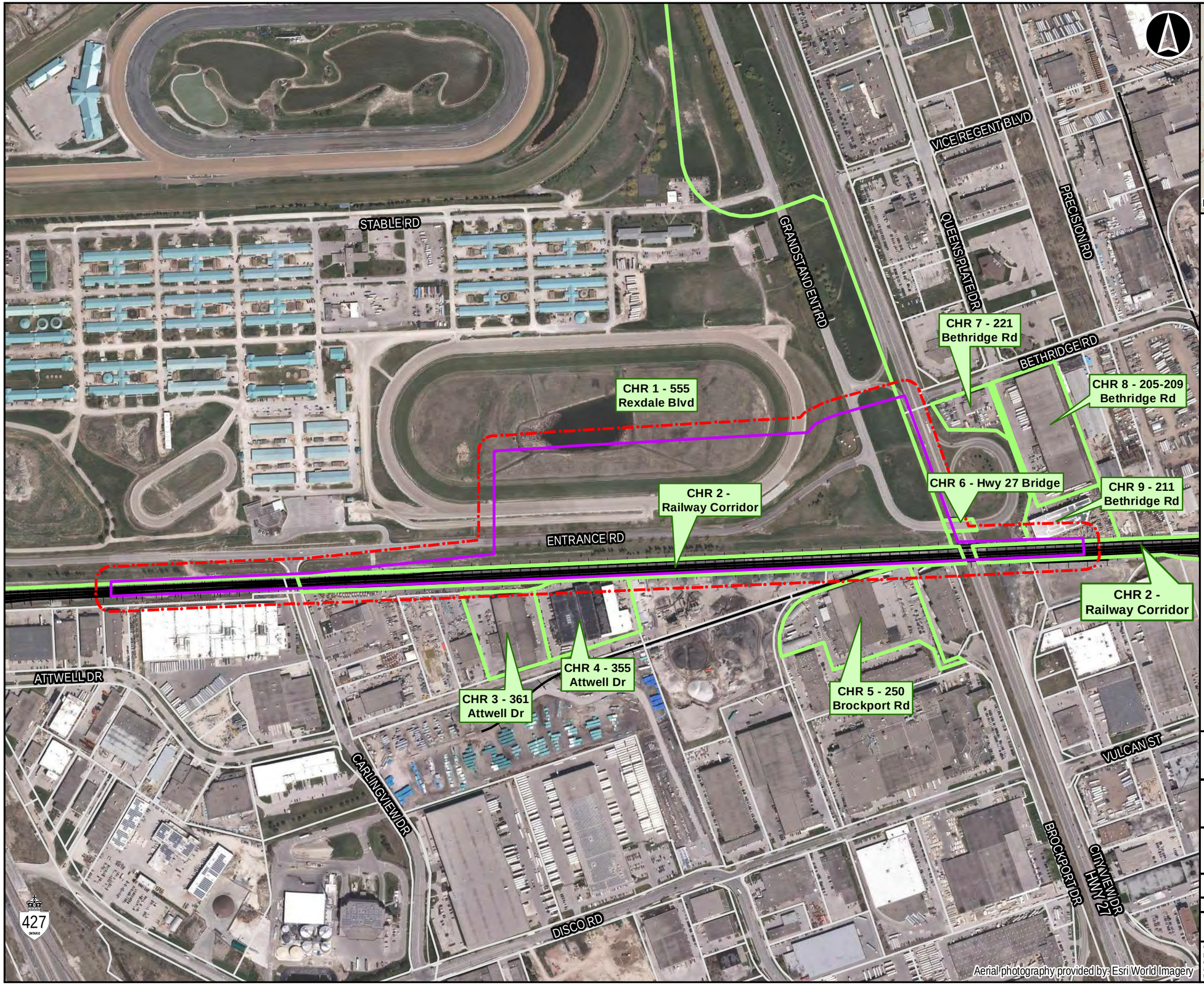
> Adjacent: means those lands adjoining a property of the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.

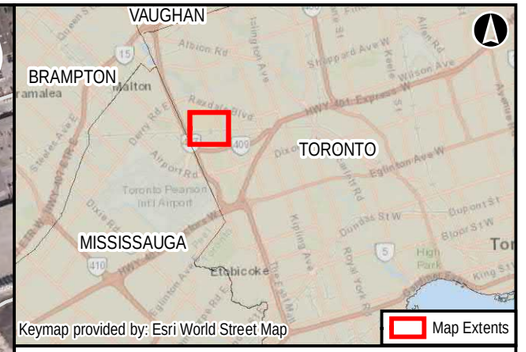
The CHAR was completed by a team of AECOM's Cultural Resource Management staff including Michael Greguol (Cultural Heritage Specialist), Liam Smythe (Heritage Researcher), and Adria Grant (Ontario Department Manager, Impact Assessment and Permitting). The site investigation of the Study Area was completed on May 23, 2019.

As a provincial crown agency, Metrolinx is subject to the *Standards and Guidelines for Conservation of Provincial Heritage Properties* issued under the *Ontario Heritage Act*. This CHAR meets the requirements of the *Metrolinx Draft Terms of Reference for a Cultural Heritage Screening Report for Built Heritage Resource and Cultural Heritage Landscapes* as part of the *Metrolinx Interim Cultural Heritage Management Process* (2013) and includes the necessary steps for the identification and documentation of Potential Provincial Heritage Properties and Conditional Heritage Properties. A Potential Provincial Heritage Property is a property that is partially or fully owned or occupied by Metrolinx, and the answer to at least one screening question is 'yes' (except age). A Conditional Heritage Property is a property that is not owned or occupied by Metrolinx and the answer to at least one screening question is 'yes' (except age). Additionally, under the *Ontario Heritage Act (OHA)* a 'Provincial Heritage Property' has cultural heritage value in accordance with Ontario Regulation *(O .Reg.)* 9/06 and a 'Provincial Heritage Property of Provincial Significance' has cultural heritage value in accordance with *O. Reg. 10/06*. The completed screening questions are located in **Section 6** of this report.

2. Locator Map

The Study Area, including all of the properties screened as a part of this CHAR, is shown below on **Figure 1**.





Legend

- Project Site
- Study Area
- Railway
- Property Boundary
- Screened Property

Highway 27-Woodbine Station

Cultural Heritage Study Area Locator Map

0 50 100 200 300 400

Metres
DATUM: NAD 1983 UTM Zone 17N

Jul, 2019	1:6,000 * when printed 11"x17"	Data Sources: MNRF, City of Toronto
P#:60606819	Rev:00	
AECOM		Figure 1

3. Methodology

The CHAR was prepared in accordance with the *Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013) and the *Metrolinx Interim Cultural Heritage Management Process* (2013). This CHAR serves to quickly and efficiently allow Metrolinx to identify properties with recognized or potential cultural heritage value or interest. The following steps were taken:

- Research was carried out using primary and secondary sources to establish a historical context, as well as to identify major historical themes and activities for the Study Area;
- Municipal and provincial registers and inventories were reviewed including the Ontario Heritage Trust's (OHT) online inventory of Buildings, Museums, and Easement Properties, and the *Ontario Heritage Act* Register, as well as the City of Toronto's Heritage Register, in order to identify properties designated under the *Ontario Heritage Act* or listed on a Municipal Heritage Register, within, or adjacent to the Study Area;
- The Canadian Register of Historic Places and the Directory of Federal Heritage Designations were reviewed to identify recognized heritage resources within the Study Area;
- A field review was conducted of the properties within the Study Area in order to confirm the presence of built heritage resources and cultural heritage landscapes and to identify potential cultural heritage resources. The field review was conducted by Liam Smythe on May 23, 2019; and
- Establishment of baseline cultural heritage existing conditions and completion of a preliminary impact assessment based on draft guidance from MTCS on the preparation of "*Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants (January 2019).*

As per the *Draft Terms of Reference: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013), the definition of "adjacency" in the relevant municipal official plan has been used for the purposes of identifying properties within the Study Area. The following definition is included in Section 3.1.5 (Heritage Conservation) of the City of Toronto Official Plan:

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4. Thematic History

4.1 Regional Historic Context

4.1.1 Township of Etobicoke and York County

The Study Area falls within what was historically Lots 26 and 27, Concession 2 FTH, in Etobicoke Township, York County.

York County was formed in 1792 and was part of the jurisdiction of the Home District of Upper Canada with Toronto as the county seat. York County originally comprised all of what is now the Regional Municipalities of York, Peel and Halton, and the City of Toronto, as well as parts of the Regional Municipality of Durham and the City of Hamilton. In 1953, the City of Toronto and a number of Townships, including Etobicoke Township were separated from York County to form Metropolitan Toronto.

The Township of Etobicoke is located within the historic County of York and the township name originates from the Mississaugas who referred to the surrounding area and creek system as “Adobigok” – “where the alders grow”. In 1791, a road was commissioned through what would become the Township of Etobicoke by Lieutenant Governor John Graves Simcoe. The road was surveyed along the shore of Lake Ontario proceeding west from York and formed part of present-day Lake Shore Boulevard.[1] The first survey of the Township of Etobicoke was conducted in 1795 and organized the township into 100 ac lots with the first land grant on Lot 1, Concession 1, issued in 1797.

Etobicoke Township was inhabited by approximately 250 people during the War of 1812, at least 50 of whom were members of the military. By this time, there had not yet been any significant community settlement and the township only had four mills along the Humber River and Etobicoke Creek. No schools, churches, villages, post offices, or other community buildings were established until the 1830s. Significant population growth occurred in the 1850s when residential and commercial developments began to pop up in expanding villages throughout the township. Land was cleared and cultivated for agricultural use and several railways arrived through Etobicoke Township including the Great Western Railway in 1854, the Grand Trunk Railway (GTR) in 1856, and the Great Valley Railway in 1877.[2]

4.1.2 Study Area History

4.1.2.1 Early Settlement History and Agricultural Land Use

By the mid-19th century, historic mapping indicates that the lots on which the Study Area is located were owned by a James Doyle (Lot 26) and James Smith (Lot 27) and were evidently used for agricultural purposes. By 1878, Lot 26 was owned by Jonathan Doyle, and Lot 27 is listed as the “Mercer Estate”. Farmhouses were located on both of these lots; however, they were located further west and do not fall within the Study Area (**Figures 2 and 3**). By the early and mid-20th century the Study Area still remained a relatively rural part of Etobicoke Township and the properties appeared to still be used for agricultural purposes (**Figure 4 and 5**). The Study Area remained agricultural until the mid-20th century (see **Section 4.1.2.4**).

[1] *Etobicoke Historical Society, A Brief History of Etobicoke: From Township to Amalgamation http://www.etobicokehistorical.com/a-history-of-etobicoke-from-township-to-amalgamation.html (accessed June 2019).*
[2] *Ibid.*

4.1.2.2 Horse Racing in Toronto

Horse racing has taken place in the Toronto area since the end of the 18th century. The first such events were held on a sandy stretch of land now known as the Toronto Islands, unofficially designated as a race track by Governor John Graves Simcoe and Colonel Thomas Talbot in 1793. These early races were largely informal events, pitting the fastest military and civilian-owned horses against one another. A variety of other events were held through the early-19th century, and several local racetracks were established. A half-mile oval track known as Maitland's Course, operated by Jack Maitland opened in the 1840s on the South Side of Queen Street, east of the Don River. Between 1857 and 1876, the Carlton Race Course operated on William Keele's farm near the present-day intersection of Keele Street and Dundas Street West. It was here that the Queen's Plate was first run in June of 1860.[3] One year earlier, Sir Casmir Gzowski, president of the Toronto Turf Club petitioned Queen Victoria to award a prize as an incentive to improve racing stock. The Queen obliged and offered up a gold plate valued at fifty guineas.[4] Now in its 159th year, the event is run each May at the Woodbine Racetrack; the name having been changed to either "King's Plate" or "Queen's Plate" depending on the reigning monarch. Thomas Patteson, a member of the Toronto Turf Club noted in his personal correspondence that he hoped the Queen herself would one day attend. Victoria's daughter Princess Louise attended the race in 1881; however, it was not until 1939 that a reigning monarch was in attendance, when George VI and Queen Elizabeth (later the Queen Mother) held their Canadian tour.[5]

4.1.2.3 The First Woodbine Racetrack

The present Woodbine Racetrack is the second of two locations to bear that name. The first course was located on the south side of Queen Street East, between Coxwell Avenue and Woodbine Avenue. The property was owned by Joseph Duggan, who named his residence "Woodbine" and operated the Woodbine Park Hotel. In 1875, two men named Raymond Pardee and William "Jiggs" Howell constructed the Woodbine Race Course on Duggan's property. After experiencing financial problems, the two would pass ownership of the race course to Duggan.[6] Duggan would become a major figure in Ontario horseracing, establishing the Ontario Jockey Club in 1881. The Queen's Plate was run at the original Woodbine Race Course from 1876 to 1881, and continuously from 1883 to 1955. Over the course of the 19th and 20th centuries, the track was improved and expanded several times. Standardbred races were first run at the track in 1954. After the new Woodbine Racetrack (the present facility) was opened in 1956, the track continued in operation as Old Woodbine Racetrack, before being renamed Greenwood Race Track in 1963 after a nearby street.[7] The track continued to hold Standardbred and thoroughbred events until its closure in 1993. It was demolished the following year and replaced with a housing subdivision and parkland.[8]

4.1.2.4 Existing Woodbine Racetrack

Until the mid-20th century, the property on which Woodbine Race Track sits remained agricultural land. The postal village of Highfield was formerly located at the present intersection of Highway 27 and Rexdale Boulevard, which was then known as McVean's side road. Highfield never established itself as a village per-se; no other houses or stores were constructed at the intersection and the only building other than the post office was a brick schoolhouse which was open from 1874 to 1954. It was demolished shortly thereafter when Highway 27 was widened.[9]

Planning for the current Woodbine Racetrack began shortly after the Second World War. In 1947, Edward Plunkett Taylor was appointed as director of the Ontario Jockey Club (OJC). Probably best known for his development of

[3] *Valerie Hauch. "Once Upon a City: Our Love Affair With Horse Racing". Toronto Star. 12 Sep 2016.*
[4] *"Origin of the Queen's Plate". 2019 Queen's Plate Festival. https://woodbine.com/queensplate/history-of-queens-plate. (accessed June 2019).*
[5] *Hauch*
[6] *Mike Filey. "Off to the Races". Toronto Sketches 3: The Way We Were. Toronto: Dundurn Press, 1993. p. 134*
[7] *Hauch*
[8] *Filey*
[9] *Robert A. Given. "Highfield". Etobicoke Historical Society. http://www.etobicokehistorical.com/highfield.html. (accessed June 2019).*

Toronto's Don Mills community in the 1950s, E.P. Taylor amassed a Toronto-based business empire in the mid-20th century. In 1945, Taylor and his business partner J.A. "Bud" McDougall established Argus Corporation, a holding company whose assets included Carling and O'Keefe Breweries, Dominion grocery stores, and agricultural equipment manufacturer Massey-Ferguson.[10]

Taylor was a devotee of horseracing and a successful breeder, raising horses on his Windfields Farm estate in North York. Upon being appointed as director of the OJC, Taylor embarked on a plan to improve horseracing standards in the Toronto area, bringing them up to the same level as leading racetracks in North America. At that time, horseracing in Ontario was an inefficient, poorly organised industry running what was termed a "leaky-roof circuit" of small, outdated local courses. Almost immediately, the OJC began buying up these local courses and consolidating their racing charters into just three racetracks: Fort Erie, the existing Woodbine Racetrack on Queen Street, and a new Woodbine Racetrack to be constructed on a 780 acre property at Highway 27 and Rexdale Boulevard in Etobicoke.[11] The OJC began purchasing property in 1953; Brian McGee of A.E. LePage Real Estate negotiated all land deals under his own name, and later transferred the land to the OJC to avoid price inflation from speculative owners. [12]

The $13 million New Woodbine Racetrack was constructed in the early 1950s and opened in 1956 (**Images 1 to 4**), holding its inaugural race on June 12th of that year. Landscaped with scenic waterfalls and infield ponds, the facility boasted a one-mile oval dirt track, and a 7/8ths mile turf course. The grandstand was designed to hold 9,000, with additional benches for 5,000 people located between the grandstand and the track. 9,381 people were in attendance on opening day, and close to $435,000 in bets were placed. A bank was originally located on-site to cash cheques if patrons ran short. Among other amenities were a 22-bed hospital, barber, flower shop, and jail which could accommodate six "unruly" persons.[13] In anticipation of heavy traffic volumes, a $200,000 grade-separated interchange with Highway 27 was constructed to provide access to the new facility; it was funded entirely by the OJC. The inaugural race was won by Landscape, a three-year-old colt owned by E.P. Taylor. Some patrons reportedly expressed derision over the lack of liquor, as the OJC had failed to secure the proper licenses. [14]

At one of the more famous events to occur at Woodbine, Northern Dancer, a Canadian-bred horse owned by E.P. Taylor won the Queen's Plate on June 20th, 1964. Weeks earlier, Northern Dancer became the first Canadian-bred horse to win the Kentucky Derby, setting a new speed record of two minutes even. He remains the only horse to have won both the Kentucky Derby and the Queen's Plate and went on to become the most prolific sire in horseracing history. Secretariat, likely the most famous racehorse of all time, ran his last ever race at Woodbine as part of the Canadian International Championship Sweepstakes on October 28th, 1973.[15]

Largely unchanged for much of the 1970s and 1980s, Woodbine underwent significant expansion during the 1990s. Until the first casinos were constructed in 1990s, horseracing was one of the few legal forms of gambling in Ontario (prior to the introduction of lotteries in the 1970s, it was the only option). Faced with increasing competition from casinos and increased public demands, the OJC initiated a major reconstruction of the Woodbine site. Over nine months, a 7/8ths mile harness track, a one-mile Thoroughbred dirt track, and a one-and-a-half mile turf course were constructed. State-of-the-art track lighting was installed, making Woodbine the only dual-racing facility in North America to offer daytime and nighttime thoroughbred races. Further improvements followed during the 1990s; a new saddling area was built under the grandstand in 1998 to allow customers to get a closer view of the horses before each race.[16] In 1999, the Ontario Lottery and Gaming Commission initiated a new program to introduce slot machines to Ontario racetracks. Woodbine underwent another multi-million dollar facelift in 1999-2000 which added

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[10] Allan Levine. Toronto: Biography of a City. Madeira Parck BC: Douglas & McIntyre, 2014. p. 202-203
[11] "History". Woodbine Entertainment Group. https://woodbine.com/corporate/company/history/. (Accessed June 2019).
[12] "Land Deals For Track Took 3 Years". Globe and Mail. 12 June 1956. p. 19
[13] Al Nickleson. "Horse Racing Showplace, Lush Track Opens Today". The Globe and Mail. 12 Jun 1956. p.17
[14] Al Nickleson. "New Woodbine Fast, 'Dry' for Opening Day Program". The Globe and Mail. 13 Jun 1956. p.19
[15] Hauch
[16] Woodbine Entertainment Group

a 57,000 square foot slot machine floor, with new bars, restaurants, and a renovated grandstand. To better reflect its new operations, the OJC changed its name to Woodbine Entertainment Group.[17] The City of Toronto and the Government of Ontario approved further expansion of the facility in 2018 which will see the construction of a full casino, hotel and entertainment complex on the property by 2022.

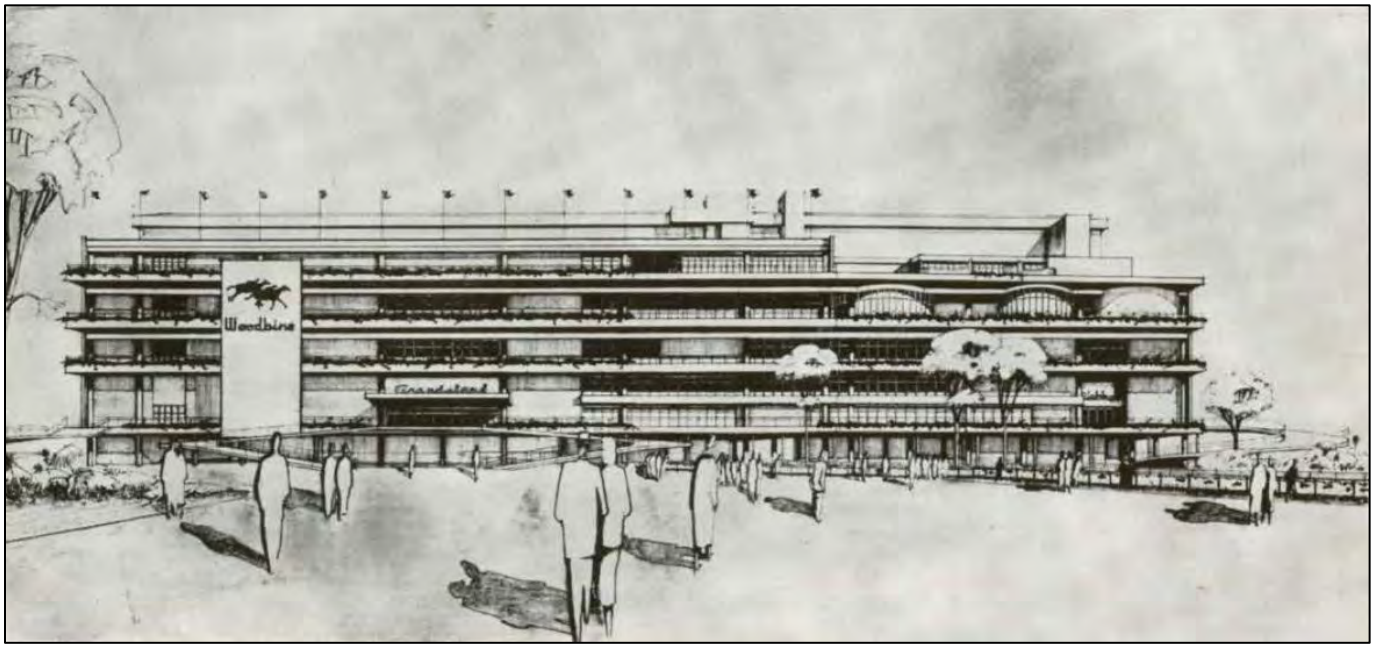


Image 1: Conceptual sketch of the Woodbine Racetrack that appeared in the Royal Architectural Institute of Canada Journal in 1954

Image 2: The Woodbine Racetrack in 1959, as it appears in *I Discover Toronto* by Kaye Peer, 1959.

[17] *Ibid.*

Image 3: Woodbine Racetrack under construction, as depicted in the Victor Salman Photo Collection (Toronto Public Library)

Image 4: Woodbine Racetrack under construction, as depicted in the Victor Salman Photo Collection (Toronto Public Library)

4.2 Transportation

4.2.1 Highway 27

Highway 27 runs along the east side of the Study Area and was historically a major collector highway connecting Toronto to Highway 93 in the Midland area of Simcoe County. The history of the highway dates to 1927 with the designation of the Barrie-Penetanguishene Road as "Provincial Highway 27". It was not until the 1930s however, that planning for the southern extension of the highway into the Toronto area was explored and planned by the Department of Highways (DHO).

A new southern extension into Toronto was under construction by 1936, and by 1938 the new Highway 27 extension was completed and opened to traffic through to the Humber Valley. Throughout the 1960s and 1970s, portions of the road began to be downloaded to the respective municipalities, and by the 1990s the entirety of the highway was under the control and ownership of municipal governments. Outside of Toronto the route is officially known as York Regional Road 27 and Simcoe County Road 27, however, it is still commonly known within and outside of Toronto as "Highway 27".[18]

4.2.2 Railway

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled than mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Sarnia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River (1854-59, Robert Stephenson and Alexander Mackenzie Ross, design engineers), and the St. Clair Tunnel in Sarnia (1889-91). The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result, it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario. Within the Study Area, the railway corridor was opened as the "Toronto and Guelph Railway" and was absorbed into the GTR network by 1856 as a part of the extension westwards to Sarnia.

4.3 Industrialization

Following completion of the Woodbine Racetrack, the Study Area and the surrounding environment south of the railway corridor underwent a gradual phase of industrialization. Aerial photography indicates that as early as 1960, the properties south of the railway corridor were beginning to be used for industrial purposes. By 1970, the majority of the adjacent properties had been developed for industrial use. Today, this industrialization is still very evident on the east and west sides of Highway 27, particularly south of the railway corridor.[19]

[18] *Cameron Bevers, "The King's Highway 27" The King's Highway, https://www.thekingshighway.ca/Highway27.htm (accessed June 2019).*

[19] *City of Toronto, "Aerial Photographs" https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/ (accessed June 2019).*

Legend

Limits of Disturbance

Highway 27-Woodbine Station

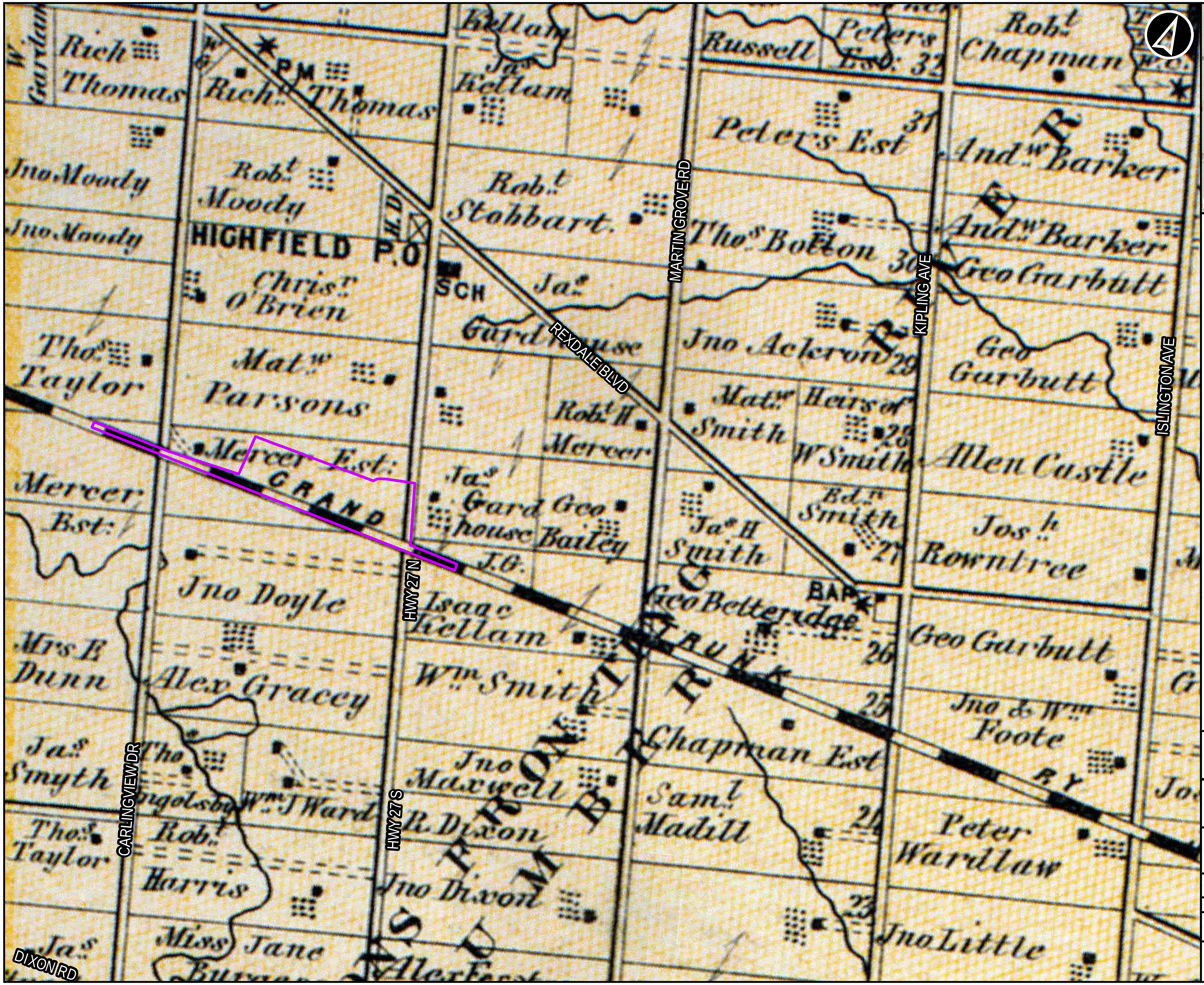
Cultural Heritage Study Area, 1858

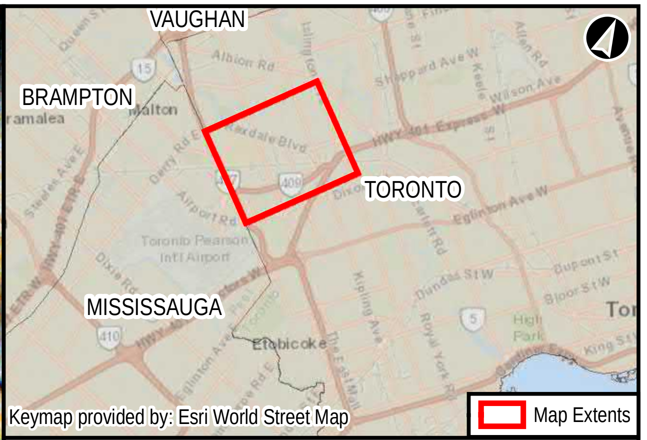
0 50 100 200 300 400 500 600 700
Metres
DATUM: NAD 1983 UTM Zone 17N

Jul, 2019	1:15,000 * when printed 11"x17"	Data Sources: MNRF, City of Toronto, Tremaine 1858
P#:60606819	Rev:00	

AECOM

Figure 2





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Limits of Disturbance

Highway 27-Woodbine Station

Cultural Heritage Study Area, 1878

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Metres
DATUM: NAD 1983 UTM Zone 17N

Jul, 2019	1:15,000 * when printed 11"x17"	Data Sources: MNRF, City of Toronto, Miles & Co. 1878
P#:60606819	Rev:00	

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Figure 3

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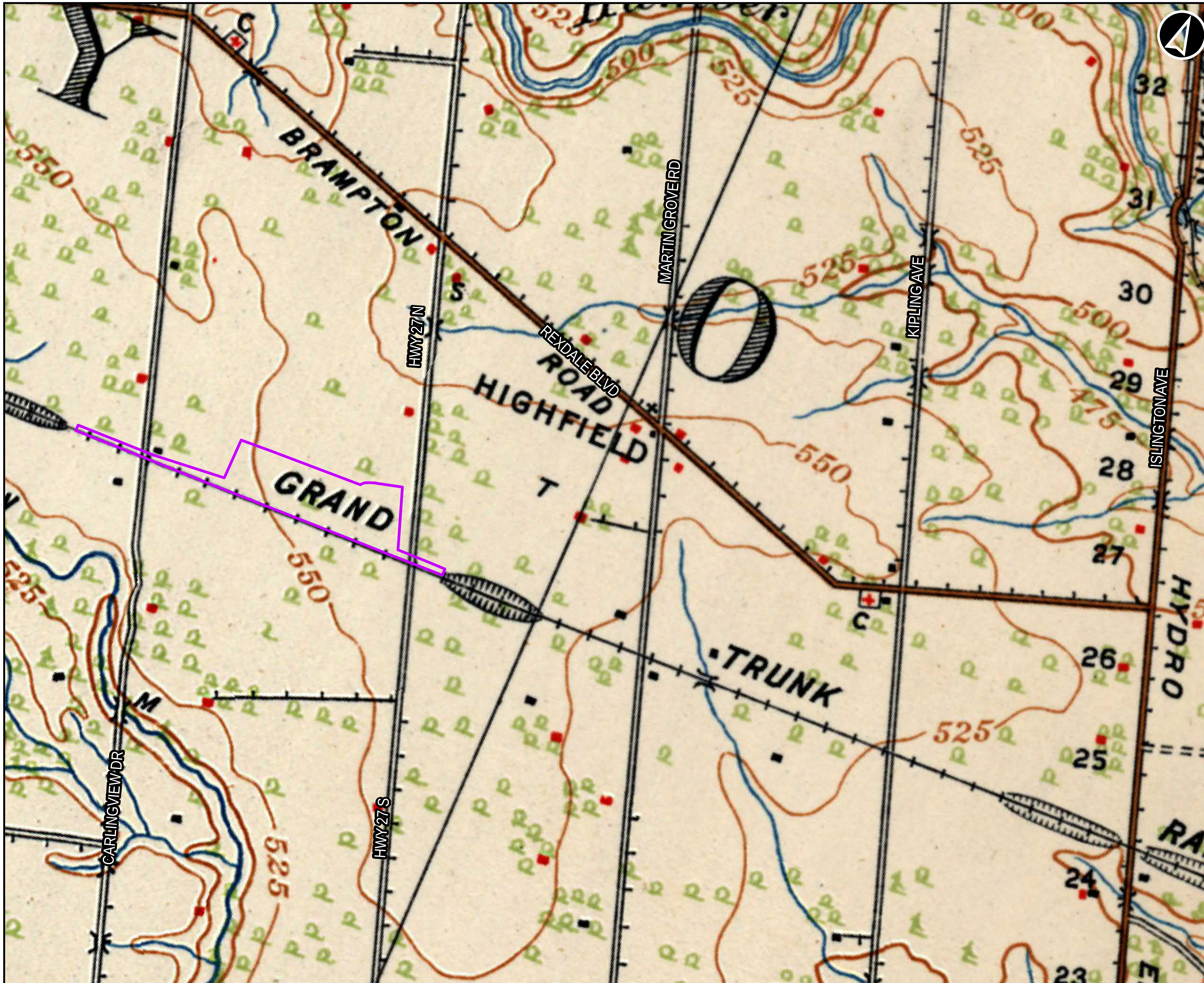

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Limits of Disturbance

Highway 27-Woodbine Station

Cultural Heritage Study Area, 1918

0 50 100 200 300 400 500 600 700
Metres
DATUM: NAD 1983 UTM Zone 17N

Jun, 2019	1:15,000 * when printed 11"x17"	Data Sources: MNRF, City of Toronto, Department of Mililtia and Defence 1918
P#:60606819	Rev:00	
AECOM		**Figure 4**

Map location: \\calon1fp001\data\work\PROJECTS\60606819 Woodbine\900-CAD_GIS\Design\...
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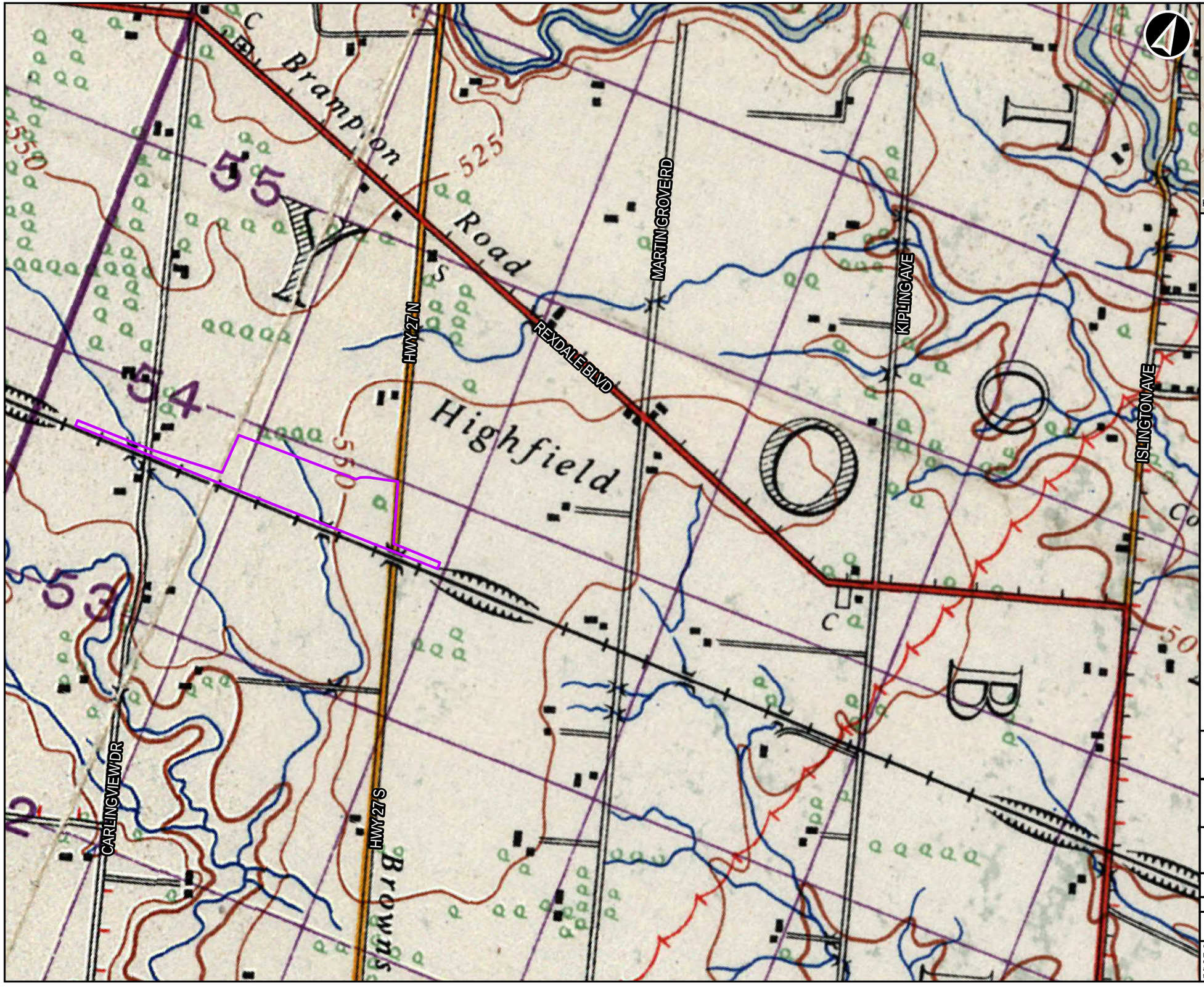

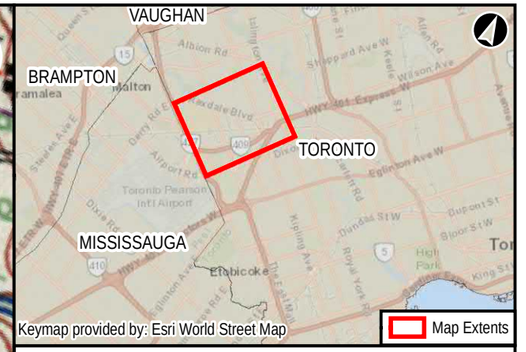

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Limits of Disturbance

Highway 27-Woodbine Station

Cultural Heritage Study Area, 1942

0 50 100 200 300 400 500 600 700
Metres
DATUM: NAD 1983 UTM Zone 17N

Jul, 2019	1:15,000 * when printed 11"x17"	Data Sources: MNRF, City of Toronto, Department of National Defence 1942
P#:60606819	Rev:00	
AECOM		**Figure 5**

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5. Existing Conditions

Table 1 summarizes the existing conditions of each property included within the Study Area used for this CHAR. Where applicable, potential heritage attributes have been identified for the purposes of completing a preliminary impact assessment within this CHAR. In addition to formally protected properties identified, AECOM used a rolling 40-year rule, a guideline for identifying properties with the potential to have heritage value, in order to screen the Study Area for the potential of a site or property to be of cultural heritage value or interest. The approximate age of buildings and/or structures may be estimated based on history of the development of an area, fire insurance maps, architectural styles, or building methods. Properties with 40+ year old buildings or structures do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential. Where properties included resources that appeared to be less than 40 years old and likely had no cultural heritage value, the properties were not inventoried within this CHAR.

Table 1: Summary of Cultural Heritage Existing Conditions within the Study Area

CHR Reference Number	Type of Property	Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photograph
CHR 1	Commercial horseracing track and entertainment facility	555 Rexdale Boulevard	None	The Woodbine Racetrack property first opened in 1956, and has potential historical or associative value as it relates to the evolution of horseracing in Ontario. In addition, it is associated with E.P. Taylor, and the Ontario Jockey Club. As a result, the property may have direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community. The potential heritage attributes for the property include the grandstand structure, various stable facilities, as well as the multiple tracks located on the property.	
CHR 2	Railway corridor	Railway Corridor	None	This resource consists of the existing railway corridor which was originally part of the Grand Trunk Railway (GTR) system that was incorporated in 1856 and opened between Montreal and Toronto by 1856. This portion of the corridor was part of the westward expansion towards Sarnia shortly after 1856. Although the railway is part of the historic GTR corridor that has been in existence since the mid-19th century, this specific portion of the corridor does represent significant design/physical, historic/associative, or contextual value. The value of this resource is within the entire network and corridor between Toronto and Sarnia.	

CHR 3	Commercial/Industrial	361 Atwell Drive	None	This property includes a commercial/industrial facility that appears to be constructed of a steel frame construction, clad with steel exterior siding. The facility appears to have been constructed between 1970 and 1980. The property is typical of mid/late-20th century industrial building types and does not appear to have significant cultural heritage value or interest.	
CHR 4	Commercial/Industrial	355 Atwell Drive	None	This property includes a commercial/industrial facility that appears to be constructed of a steel frame construction, clad with steel exterior siding. The facility appears to have been constructed c.1970. The property is typical of mid/late-20th century industrial building types and does not appear to have significant cultural heritage value or interest.	
CHR 5	Commercial/Industrial	250 Brockport Road	None	This property includes a commercial/industrial facility that appears to be constructed of a steel frame construction, clad with steel exterior siding. The facility appears to have been constructed c.1960. The property is typical of mid/late-20th century industrial building types and does not appear to have significant cultural heritage value or interest.	

CHR 6	Road bridge	Highway 27 Bridge	None	The property includes a single span rigid-frame road bridge, constructed in 1955. Rigid frame bridges were commonly used on Ontario roads and highways for a short period in the early and mid-20th century. The bridge has potential to have significant design value. The potential heritage attributes of this resource consist primarily of its structural components including its form, concrete materials, open-railing system, and distinctive curved soffit that is commonly found on rigid frame bridges.	
CHR 7	Commercial/Industrial	221 Bethridge Road	None	This property includes a commercial/industrial facility that appears to be constructed of a steel frame construction, clad with concrete block. The facility appears to have been constructed between 1970 and1975. The property is designed as a typical automotive service-centre facility and does not appear to have significant cultural heritage value or interest.	
CHR 8	Commercial/Industrial	205-209 Bethridge Road	None	This property includes a commercial/industrial facility that appears to be constructed of a steel frame construction, clad with red brick. The facility appears to have been constructed between 1960 and 1965. The property is typical of mid/late-20th century industrial building types and does not appear to have significant cultural heritage value or interest.	

CHR 9	Commercial/Industrial	211 Bethridge Road	None	This property includes a commercial/industrial facility that appears to be constructed of a steel frame construction, clad with steel exterior siding and concrete block. The facility appears to have been constructed between 1970 and 1980. The property is typical of mid/late-20th century industrial building types and does not appear to have significant cultural heritage value.	

7. Preliminary Impact Assessment and Mitigation

7.1 Proposed Activity

Due to future development and increased demand at the Woodbine Districts, an early stage initiative calls for the expansion of new public transit options to service the area. Metrolinx and WEG have partnered together to develop the proposed Project, which is anticipated to evolve from the proposed GO station into a multi-modal transportation hub that will increase annual visitation from approximately 6 million today to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The proposed Project will include:

- Two island platforms (north and south);
- Passenger pick up and drop off (PPUDO);
- Bus loop;
- Plaza structure;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

7.2 Potential Impacts

The potential impacts of the proposed undertaking within the Study Area were evaluated according to the MTCS *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*. The MTCS document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resources resulting from a particular activity. The document identifies *direct adverse impacts*, *indirect adverse impacts*, and/or *positive impacts* of an activity may have on a heritage resource as defined below.

A *direct adverse impact* has a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the provincial heritage property. Examples of direct adverse impacts on a provincial heritage property may include, but are not limited to:

- removal or demolition of all or part of any heritage attribute;
- removal or demolition of any building or structure on the provincial heritage property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings);
- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a provincial heritage property, including archaeological resources;
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or

material to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs;
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, and/or security;
- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, and/or landscape features;
- changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features;
- change in use for the provincial heritage property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest; and
- continuation or intensification of a use of the provincial heritage property without conservation of heritage attributes.

An *indirect adverse impact* is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts on a provincial heritage property may include, but are not limited to:

- shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden;
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- vibration damage to a structure due to construction or activities on or adjacent to the property; and
- alteration or obstruction of a significant view of or from the provincial heritage property from a key vantage point.

A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property. Examples of positive impacts may include, but are not limited to:

- changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS's *Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning,* Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*;
- adaptive re-use of a property – alteration of a provincial heritage property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value or interest; or
- public interpretation or commemoration of the provincial heritage property.

The potential impacts to the CHRs identified within this CHAR are included below in **Table 2**.

Table 2: Preliminary Impact Assessment and Mitigation Measures for Cultural Heritage Resources within the Study Area

CHR Ref. No. and Type of Property	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations
CHR 1 – Commercial horseracing track and entertainment facility	555 Rexdale Blvd	None	Indirect: The majority of the temporary construction activities and permanent site alterations to accommodate the construction of the new station stop including the two island platforms, passenger pick-up and drop off, bus loop, plaza structure, vehicle parking, bicycle storage facility, station building, roadway, and new tracks/realignment is anticipated to take place on this property. However, all construction is anticipated to take place at the southern portion of the property, alongside the adjacent railway corridor. Given that the potential heritage attributes associated with the property are located further north of the railway corridor with the closest being the training track, based on the currently available design the project activities are not anticipated to result in direct impacts to the potential heritage attributes and potential cultural heritage value of the property.	**Preferred Option:** At further design stages, the project should continue to be designed to avoid the potential heritage attributes included within this report, including the grandstand structure, the various stable facilities, and the multiple tracks located on the property. **Alternative Option:** Should further design stages result in an expansion of the project footprint; a qualified heritage consultant should be retained to review whether the project activities may result in potential impacts to the potential heritage attributes. If impacts to potential heritage attributes appear to be evident, further investigation may be required in the form of a Cultural Heritage Evaluation Report (CHER) to fully evaluate the potential cultural heritage value of the property, and confirm heritage attributes, and a Heritage Impact Assessment (HIA). The HIA should discuss alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. The CHER and HIA, if required should be completed by a qualified person.
CHR 2 – Railway corridor	Railway Corridor	None	No impacts anticipated at this time: Although a large portion of the proposed project may result in impacts to the railway corridor, the impacts are not anticipated to result in any adverse impacts to the potential cultural heritage value of this resource. The potential cultural heritage value of this corridor is in its entirety as a part of the historic GTR railway corridor and network that was originally constructed to expand GTR's network westwards to Sarnia. Although construction activity and site alterations will introduce a new station at this site, the railway corridor as a whole network is	**Preferred Option:** Continue to maintain the existing railway corridor in order to preserve its continued use as a part of the historic GTR railway corridor. **Alternative Option:** Not applicable.

			not anticipated to experience impacts as a result of this project.	
CHR 3 – Commercial/Industrial	361 Atwell Dr	None	No impacts anticipated at this time: Potential for significant cultural heritage value or interest was not identified on this property. In addition, the commercial/industrial facility is not anticipated to be impacted by the proposed undertaking.	**Preferred Option:** Continued avoidance of property impacts. **Alternative Option:** Not applicable. Potential for significant cultural heritage value was not identified; as a result, mitigation options and recommendations should be limited for this property.
CHR 4 – Commercial/Industrial	355 Atwell Dr	None	No impacts anticipated at this time: Potential for significant cultural heritage value or interest was not identified on this property. In addition, the commercial/industrial facility is not anticipated to be impacted by the proposed undertaking.	**Preferred Option:** Continued avoidance of property impacts. **Alternative Option:** Not applicable. Potential for significant cultural heritage value was not identified; as a result, mitigation options and recommendations should be limited for this property.
CHR 5 – Commercial/Industrial	250 Brockport Rd	None	No impacts anticipated at this time: Potential for significant cultural heritage value or interest was not identified on this property. In addition, the commercial/industrial facility is not anticipated to be impacted by the proposed undertaking.	**Preferred Option:** Continued avoidance of property impacts. **Alternative Option:** Not applicable. Potential for significant cultural heritage value was not identified; as a result, mitigation options and recommendations should be limited for this property.
CHR 6 – Road bridge	Highway 27	None	Indirect: Based on the currently available design the project activities are not anticipated to result in direct impacts to the bridge. As a result of its proximity to the proposed construction area, there is potential for the Highway 27 Bridge to experience vibration impacts during construction. The effect of traffic and construction vibrations on heritage and/or historic structures is not fully understood, yet negative effects have been demonstrated on structures with a setback of less than 40 metres from construction. The Highway 27 bridge is located within this 40 m setback, and as a result, may anticipate indirect adverse	**Preferred Option:** Continued avoidance of the bridge during construction. **Alternative Option:** In order to mitigate the potential vibration impacts to this structure, the existing structural conditions of the bridge should be reviewed or established, and vibration monitoring should be undertaken for the structure during construction. Should further design stages result in direct impact to the bridge; a qualified heritage consultant should be retained to review whether the project activities may result in potential impacts to the potential heritage attributes. If impacts to potential heritage attributes appear to be evident, further investigation may be required in the form of a CHER to fully evaluate the potential cultural heritage value of the property, and confirm heritage

			impacts.[20]	attributes, and an HIA. The HIA should discuss alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. The CHER and HIA, if required should be completed by a qualified person.
CHR 7 – Commercial/Industrial	221 Bethridge Rd	None	No impacts anticipated at this time: Potential for significant cultural heritage value or interest was not identified on this property. In addition, the commercial/industrial facility is not anticipated to be impacted by the proposed undertaking.	**Preferred Option:** Continued avoidance of property impacts. **Alternative Option:** Not applicable. Potential for significant cultural heritage value was not identified; as a result, mitigation options and recommendations should be limited for this property.
CHR 8 – Commercial/Industrial	205-209 Bethridge Rd	None	No impacts anticipated at this time: Potential for significant cultural heritage value or interest was not identified on this property. In addition, the commercial/industrial facility is not anticipated to be impacted by the proposed undertaking.	**Preferred Option:** Continued avoidance of property impacts. **Alternative Option:** Not applicable. Potential for significant cultural heritage value was not identified; as a result, mitigation options and recommendations should be limited for this property.
CHR 9 – Commercial/Industrial	211 Bethridge Rd	None	No impacts anticipated at this time: Potential for significant cultural heritage value or interest was not identified on this property. In addition, the commercial/industrial facility is not anticipated to be impacted by the proposed undertaking.	**Preferred Option:** Continued avoidance of property impacts. **Alternative Option:** Not applicable. Potential for significant cultural heritage value was not identified; as a result, mitigation options and recommendations should be limited for this property.

[20] *For further information related to vibration impacts on heritage buildings, see, M. Crispino and M. D'Appuzo, "Measurement and Prediction of Traffic-Induced Vibrations in a Heritage Building," in Journal of Sound and Vibration, Volume 246, Issue 12, September 13, 2001 pp. 319-335; Patricia Ellis, "Effect of Traffic Vibration on Historic Buildings," in Science of the Total Environment, Vol. 59, pp. 37-45, December 1987; J.H. Rainer, "Effects of Vibrations on Historic Buildings: An Overview," in Bulletin of the Association for Preservation Technology, Vol. 14, No. 1 (1982), pp. 2-10; John F. Wiss, "Construction Vibrations: State-of-the-Art," in Journal of the Geotechnical Engineering Division 107, no. 2 (1981): 167-181.*

8. Recommendations

8.1 Conclusions

This CHAR was prepared in order to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area. A total of 9 properties that included potential cultural heritage resources were identified for potential CHVI within this CHAR. Two properties were identified as potential cultural heritage resources – 555 Rexdale Boulevard and the Highway 27 Bridge. A preliminary impact assessment determined that the project may result in potential indirect impacts to 555 Rexdale Boulevard and the Highway 27 Bridge, however, they are not anticipated to result in impacts to the potential CHVI or potential heritage attributes of either property. The resource-specific mitigation measures and recommendations for these resources are described below.
Based on the result of the data collection, field investigation, and screening questions, AECOM does not recommend any further cultural heritage investigations, as no impacts to potential cultural heritage value are anticipated. If the project design results in significant changes, a qualified heritage consultant should be retained in order to confirm that the project will not result in potential impacts to the cultural environment.

8.2 CHR 1 – 555 Rexdale Boulevard

The majority of the temporary construction activities and permanent site alterations to accommodate the construction of the new station stop including the two island platforms, passenger pick-up and drop off, bus loop, plaza structure, vehicle parking, bicycle storage facility, station building, roadway, and new tracks/realignment is anticipated to take place on this property. However, all construction is anticipated to take place at the southern portion of the property, alongside the adjacent railway corridor. Given that the potential heritage attributes associated with the property are located further north of the railway corridor with the closest being the training track, based on the currently available design the project activities are not anticipated to result in direct impacts to the potential heritage attributes and potential cultural heritage value of the property.

At further design stages, the project should continue to be designed to avoid the potential heritage attributes included within this report, including the grandstand structure, the various stable facilities, and the multiple tracks located on the property.

Should further design stages result in an expansion of the project footprint; a qualified heritage consultant should be retained to review whether the project activities may result in potential impacts to the potential heritage attributes. If impacts to potential heritage attributes appear to be evident, further investigation may be required in the form of a CHER to fully evaluate the potential cultural heritage value of the property, and confirm heritage attributes, and an HIA. The HIA should discuss alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. The CHER and HIA, if required should be completed by a qualified person.

8.3 CHR 6 – Highway 27 Bridge

Based on the currently available design the project activities are not anticipated to result in direct impacts to the bridge. As a result of its proximity to the proposed construction area, there is potential for the Highway 27 Bridge to experience vibration impacts during construction. The effect of traffic and construction vibrations on heritage and/or historic structures is not fully understood, yet negative effects have been demonstrated on structures with a setback

of less than 40 metres from construction. The Highway 27 bridge is located within this 40 m setback, and as a result, may anticipate indirect adverse impacts.

Continued avoidance of the bridge during construction should be undertaken to avoid direct impacts to the bridge. In order to mitigate the potential vibration impacts to this structure, the existing structural conditions of the bridge should be reviewed or established, and vibration monitoring should be undertaken for the structure during construction.

Should further design stages result in direct impact to the bridge; a qualified heritage consultant should be retained to review whether the project activities may result in potential impacts to the potential heritage attributes. If impacts to potential heritage attributes appear to be evident, further investigation may be required in the form of a CHER to fully evaluate the potential cultural heritage value of the property, and confirm heritage attributes, and an HIA. The HIA should discuss alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. The CHER and HIA, if required should be completed by a qualified person.

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Contact

Michael Greguol, MA
Cultural Heritage Specialist
T 519.963.5866
E Michael.greguol@aecom.com

Adria Grant, MA, CAHP
Ontario Department Manager, Impact Assessment and Permitting
T 519.963.5861
E adria.grant@aecom.com

aecom.com