

**CULTURAL HERITAGE ASSESSMENT REPORT
BUILT HERITAGE &
CULTURAL HERITAGE LANDSCAPES**

**PRELIMINARY PLANNING FOR A TRANSIT
PROJECT ASSESSMENT STUDY**

**407 TRANSITWAY
REGIONAL MUNICIPALITY OF YORK
GWP 252-969-00**

December 2010

**Prepared for:
LGL Limited**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES	
2.1 Ontario Environmental Assessment Act (EAA)	2
2.2 Transit Projects Regulation (Ontario Regulation 231/08)	3
2.3 Ontario Heritage Act (OHA)	4
2.4 Ministry of Tourism and Culture (MTC)	5
3.0 ASSESSMENT METHODOLOGY	
3.1 Introduction	6
3.2 Public Consultation and Recognition	6
4.0 HISTORICAL SUMMARY	
4.1 Vaughan Township	7
4.2 Markham Township	11
4.3 Roads and Highways	15
4.3.1 Yonge Street	15
4.3.2 Highway 7	16
4.3.3 Highway 400	16
4.3.4 Highway 404	17
4.3.5 Highway 407	17
5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES	
5.1 Introduction	18
5.2 Description of the Existing Environment	18
5.3 Description of Identified Cultural Heritage Resources	19
6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES	
6.1 Introduction	33
6.2 Preliminary Design Stage	33
6.3 Potential Impacts to Built Heritage Resources and Cultural Heritage Landscapes	36
7.0 MITIGATION RECOMMENDATIONS	37

SOURCES

Appendix A: Historical Maps

Appendix B: Location of Built Heritage Resources & Cultural Heritage Landscapes

LIST OF TABLES

	Page
Table 1. Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the 407 Transitway Study Corridor.	20

LIST OF FIGURES

	Page
Figure 1. Location of 407 Transitway Study Area.	1
Figure 2: Proposed route 407 LRT and structure location base on 60% drawings from Highway 400 to east of Bathurst Street [Delcan, IBI Group, March 2010].	34
Figure 3: Proposed route 407 LRT and structure location base on 60% drawings from Leslie Street to Kennedy Road [Delcan, IBI Group, March 2010].	35

1.0 INTRODUCTION

Delcan Corporation in association with LGL Limited and on behalf of the Ministry of Transportation (MTO) retained Unterman McPhail Associates to conduct a cultural heritage landscape and built heritage assessment for the planning and preliminary design study for a 23 km segment of a transitway along Highway 407 through York Region known as the 407 Transitway. The study corridor runs from east of Highway 400 to Kennedy Road. This transitway includes transit stations and a maintenance and storage yard. This study encompasses the central segment of the 130 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Oshawa with stations, parking facilities and transit connections. The proposed Transitway will be a grade-separated independent route accommodating a bus rapid transit (BRT) system initially and ultimately a light rail transit (LRT) System located within the City of Vaughan, the Town of Richmond Hill and the Town of Markham. It commences just south of Highway 407 and east of Highway 400 in Vaughan and ends at Kennedy Road and Highway 407 in Markham.

The study comprises “pre-planning activities” under the new regulations of the Ontario’s Transit Project Assessment process (TPA) in accordance with Ontario Regulation 231/08 for Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Projects Regulation). The transit project assessment process applies to selected transit projects as identified in the regulation and exempts other transit projects from the requirements of the Environmental Assessment Act. The process under the regulation requires public sector proponents to assess negative impacts of their chosen transit project, identify appropriate mitigation measures and to undertake consultation. Proponents must also make available any information or documentation done for any pre-planning work undertaken which lead them to select the transit project. This Cultural Heritage Assessment Report (CHAR) forms part of the Environmental Project Report (EPR).

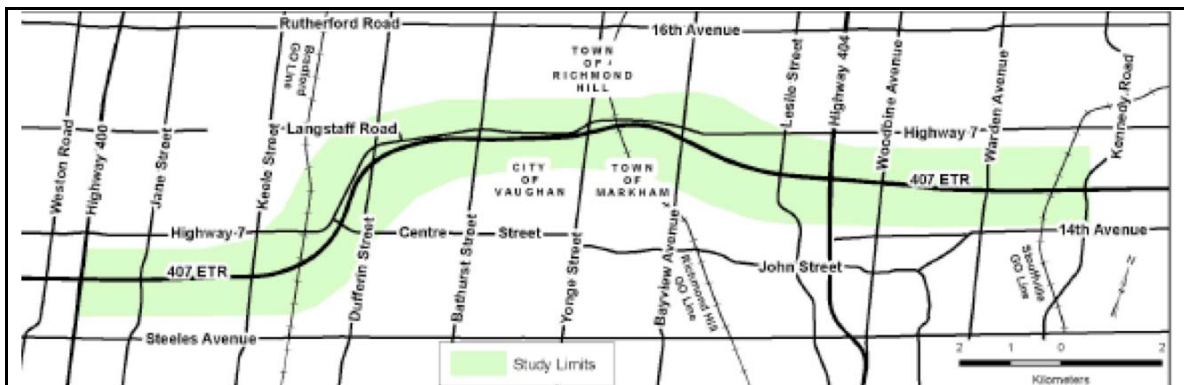


Figure 1. Location of 407 Transitway Study Area.

Unterman McPhail Associates undertook a windshield survey of the cultural heritage landscapes and built heritage resources located in and adjacent to the study corridor on November 15, 2007, and produced an Existing Conditions Report to inform the study team. The findings of this survey are contained in this report in Table 1. Appendix A contains historical maps and Appendix B aerials showing the locations of the identified resources.

2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

For the most part, the analysis of built heritage resources and cultural heritage landscapes in the study area addresses those above-ground, person-made heritage resources over 40 years old. The application of this rolling forty-year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value. However, its application does not imply that all built heritage resources or cultural heritage landscapes over forty years old in age are worthy of the same levels of protection or preservation.

2.1 Ontario Environmental Assessment Act (EAA)

Environmental assessments are undertaken under the *Ontario Environmental Assessment Act*. The *EAA* provides for the protection, conservation and wise management of Ontario's environment. It defines environment in a broad sense that includes natural, social, cultural, economic and built environments. This broad definition of the environment makes the assessment of the impact of the undertaking on cultural heritage resources part of the standard environmental assessment process in Ontario. Environmental assessments made under the *EAA* therefore assess and address the impact of the undertaking on cultural heritage resources.

The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community*”;

as well as,

“*any building, structure, machine or other device or thing made by humans*”.

New transportation infrastructure may potentially affect built heritage resources and cultural heritage landscapes in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and, or their setting.

2.2 Transit Projects Regulation (Ontario Regulation 231/08)

The Transit Projects Regulation (Ontario Regulation 231/08) of the Ontario Environmental Assessment Act (OEAA) came into effect on June 24, 2008. It exempts most transit projects such as subway, bus route, intermodal hub, etc., from the conventional environmental assessment. Major transit projects will undergo a compressed, six-month approval process, which starts after the proponent notifies the public of the project. Transit projects are now exempt from public consultation through the Environmental Bill of Rights.

The transit project assessment process applies to selected transit projects as identified in the regulation and exempts other transit projects from the requirements of the Environmental Assessment Act. The process under the regulation requires public sector proponents to assess negative impacts of their chosen transit project, identify appropriate mitigation measures and to undertake consultation. Proponents must also make available any information or documentation done for any pre-planning work undertaken that led them to select the transit project.

Proponents are required to complete an Environmental Project Report (EPR) to document the results of the process and the consultation undertaken. Regulated timelines apply to the six month process. Once an EPR is complete, members of the public and others have an opportunity to submit an objection to the Minister about the project if there are negative impacts on a matter of provincial importance or an Aboriginal right. The Minister may give notice allowing a project to proceed (with or without conditions) or may require further study. If the Minister is not satisfied that additional information addresses the identified matter of provincial importance or the Aboriginal rights issue, then the Minister may require the proponent to complete an individual EA for the project.

Section 10 (1) references cultural heritage:

If, at any time during the 120-day period referred to in subsection 6 (2), the proponent is of the opinion that the transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected aboriginal or treaty right, the proponent may give written notices describing the issue to the Director of the Ministry's Environmental Assessment and Approvals Branch and the appropriate regional director of the Ministry. O. Reg. 231/08, s. 10 (1).

2.3 Ontario Heritage Act (OHA)

The *OHA* gives the Ontario Ministry of Tourism and Culture the responsibility for the conservation, protection and preservation of Ontario's cultural heritage resources. Section 2 of the *Ontario Heritage Act (OHA)* charges the Minister with the responsibility to,

"...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario."

The Ministry of Tourism and Culture describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes of the property that cause it to have cultural heritage value or interest. Part IV of the *OHA* enables municipalities to list, and to designate by by-law properties of cultural value or interest after consultation with its municipal advisory committee, if one is appointed. Under *OHA* subsection 27 (1), the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated under Part IV of the *OHA* by the municipality or by the Minister of Culture. Municipal designation of heritage resources under Part IV the *OHA* publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value. This includes protection from demolition. Once a property has been designated and notice has been given to the Ontario Heritage Trust, the property is then listed on the provincial register of heritage properties.

The alteration process under the *OHA* section 33 helps to ensure the heritage attributes of a designated property, and therefore its heritage value, are conserved. If an owner of a designated property wishes to make alterations to the property that affects the property's heritage attributes, the owner must obtain written consent from the council. This applies not only to the alteration of the buildings or structures but also to alterations of other aspects of the designated property, such as landscape features or natural features that have been identified as heritage attributes.

The *OHA* subsection 27 (1.2) also allows a property that is not designated, but considered to be of cultural heritage interest or value by the municipal council, to be placed on the municipal register of properties of cultural heritage value or interest. This action is commonly referred to as "listing". In many cases, listed (non-designated properties) are candidates for designation protection under *OHA* section 29. Once a property is listed

under the *OHA*, any application to demolish the building on a listed property is delayed for 60 days under *OHA* 27(3).

2.4 Ministry of Tourism and Culture (MTC)

The Minister of Tourism and Culture is responsible for the administration of the *Ontario Heritage Act* and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes, built heritage and archaeological resources.

MTC guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They are, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and, *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

“When speaking of man-made heritage we are concerned with works of man and the effects of his activities in the environment rather than with moveable human artifacts or those environments that are natural and completely undisturbed by man.”

The guidelines state one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual, person-made or modified, built heritage resources set into a whole, such as historical settlements, farm complexes, waterscapes, roadscares, railways, etc. Cultural heritage landscapes emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community or area. They may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are considered to be ‘relict landscapes’, where the evolutionary process has come to an end, but important landscape or built heritage resources from its historic use are still visible.

Built heritage resources comprise individual, person-made or modified parts of a cultural heritage landscape such as buildings or structures of various types. They may also include, cemeteries, planting and landscaping structures, etc.

The MTC guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and the attributes necessary for the identification and evaluation of built heritage resources.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

For the purposes of this built heritage resource and cultural heritage landscape assessment Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities of the study area through historical research and a review of topographical and historical mapping;
- the identification of built heritage resources and cultural heritage landscapes within and adjacent to the study area through major historical themes and activities, historical mapping and a review of the municipal registers of heritage properties;
- completion of a windshield survey of the study area was conducted in November 15, 2007, to identify any built heritage resources and principal cultural heritage landscapes of forty years and older located within or adjacent to the study corridor;
- completion of a review of the 30% preliminary design drawings and an assessment of the potential impacts to cultural heritage resources; and,
- completion of a review of the 60% preliminary design drawings and an assessment of the potential impacts to cultural heritage resources; and,
- preparation of a cultural heritage assessment report (CHAR) for built heritage resources and cultural heritage landscapes for the 60% preliminary design drawings. This report was prepared in June 2010 and finalized in December 2010.

3.2 Public Consultation and Recognition

The municipalities of the City of Vaughan, Town of Richmond Hill and Town of Markham were consulted to assist in the identification of properties and structures of recognized heritage interest or value within and adjacent to the transitway study corridor. Municipal heritage inventories and/or municipal registers and OHA designations were reviewed. References to municipally listed or designated properties under the OHA are noted in Table 1.

There are no provincially or federally recognized properties within the study corridor.

There are two (2) cemeteries located within the study area, Holy Cross Cemetery at 8361 Yonge Street and the Bethal/Lunau Cemetery at 8050 Warden Avenue in the Town of Markham.

4.0 HISTORICAL SUMMARY

4.1. Vaughan Township

The British government acquired the area comprising Vaughan Township from the Mississauga Nation as part of the Toronto Purchase in 1787. Deputy Surveyor John Stegmann drew up a rough plan for the location of Vaughan in 1788; however, it was not until 1795 that Abraham Iredell conducted the first survey in the township along Yonge Street. The entire township survey was not completed until 1851, and the sidelines were resurveyed in 1861. The survey divided the township into eleven, north to south concessions. Each concession had 35 lots of 200 acres each, and units of five lots were created between every two sideroads. Located one and a quarter miles apart. Some land was reserved as Clergy Reserves and as Crown Reserves.

In 1792, Lieutenant Governor Simcoe announced a plan to attract settlers to Upper Canada. This plan offered 200 acres of land to pioneer settlers, provided they undertake certain duties in return. By 1800, all the lots on Yonge Street between the current Steeles Avenue and Langstaff Road had been granted to the first settlers in the area. Pennsylvanian German settlers from the United States settled primarily in the southeast corner of Vaughan Township. In 1800, Jacob and Mary Baker and family began their journey from the United States to Vaughan Township in Upper Canada. Their son Jonathan Baker acquired ownership of Lot 11, Concession 2, Vaughan Township in 1816; the land is now part of Sugarbush Heritage Park. Although there was some immigration from Britain in the post War of 1812 period, the township population grew slowly until the 1820s when Crown and Clergy Reserve land became available for public purchase. In the late 1820s and early 1830s, there was a substantial increase in British immigration into Vaughn Township. *Smiths Canadian Gazetteer* described the Township in 1846,

In Vaughan 60,496 acres are taken up, 19,766 of which are under cultivation. This is a township of excellent land; it is well settled and contains numerous, well cleared and highly cultivated farms. The land is generally rolling, and the timber a mixture of hardwood and pine. The land is watered by branches of the River Humber. The Yonge Street Road separates the township from that of Markham... There are six grist and twenty-five saw mills in the township. Population in 1842, 4,300.

The Township prospered economically as a farming area between 1840 and 1867 with Toronto to the south as a principal market. The Township was incorporated in 1850 as a municipal government. Construction for the Ontario Simcoe and Huron Railway (OS&HR) began in 1852 and the line was opened through Vaughan Township in 1853 with a station in Concord. The OS&HR was renamed the Northern Railway Company in 1858, and later in it became part of the Grand Trunk Railway. The Grand Trunk Railway became part of the Canadian National Railway c1920. In the west part of the township, the Toronto, Grey and Bruce Railway (T.G.&B.R) was opened for traffic in 1871.

Tremaine's map (1860) shows Vaughan Township as a developed agricultural landscape, traversed by the Humber River and its tributaries, with numerous small hamlets, churches and schoolhouses and a developed local road system. The Township continued to develop economically in the 1860s and 1870s. The *Illustrated Historical Atlas* (1878) shows a well-established and prosperous agricultural township dotted with farmsteads, small hamlets and villages. Although Yonge Street on the east side of the township was the principal route to the markets in York to the south, the two railways built through the township greatly increased market access for the farmers and contributed to the township's prosperity. Agriculture continued as the principal land use throughout the nineteenth century.

In the mid 19th century, the hamlet Edgeley was established on Lot 5, Concession 5, on the east side of the Jane Street and Highway 7. It included a store, hotel cider mill, shingle and chopping mill, a slaughterhouse, blacksmith shop and other small industries and businesses as well as a church, and a hall for the Independent Order of Good Templars. A post office was opened in 1872.¹ The surrounding area remained agricultural in use until the construction of Highway 400 after WWII. The presence of the new highway transformed the Concord area into one of industrial and commercial use at Highway 7 and Jane Street. The Beechwood Cemetery on the east side of Jane Street south of Highway 407 was opened 1965.

The Fisher and Oster families were the first settlers in the area around Concord. Peter Oster built a store on the southeast corner of Lot 6, Concession 3 in 1846,. He also opened a blacksmith shop around the same time. The Ontario Simcoe and Huron Railway was constructed through Concord in 1853 and the Thornhill station was opened. A post office followed in 1854. In the early 20th century Fred Miller established the Concord greenhouses, which became the Concord Floral Company, still located on Highway 7.² Prior to the opening of Highway 400, Concord was still an agricultural community; beginning in the 1950s, housing developments were built to the east of Keele Street. CN built a Toronto by-pass with a large freight yard north of Highway 7 around the period of time. The industrialization of the area continued into the latter part of the 20th century. The residential area of Glen Shields was built from the 1970s into the 1980s to the west of Dufferin Street. Highway 407 opened in 1997 with three interchanges established at Jane Street, Keele Street and Dufferin Street.

Thornhill was established on Yonge Street between Vaughan Township and Markham Township on the Don River. In 1801, Jeremiah Atkinson built the first major saw mill on the Don River to the west of Yonge Street in Thornhill, and a gristmill was constructed in 1802. A small community developed around the mill site. Benjamin Thorne arrived in the growing settlement in 1820 and built a warehouse for his grain export and iron import businesses. Thorne then bought the remains of Purdy's Mills and built a larger gristmill

¹ G. Elmore Reaman, *A History of Vaughan Township* (George C.H. Snider, 1971) 103-105.

² Ibid, 102-103.

on the site. By 1830, he was operating a gristmill, a sawmill, and a tannery in the community of Thorne's Mills. It later became known as Thorne's Hill. In 1828, Thorne and his brother-in-law William Parson petitioned the government for a post office; it was opened in 1829 and the community was officially named Thornhill. By 1830, several industries and local business such as a distillery, several blacksmiths and harness makers, two inns, a millwright, a stonemason, a tanner, a weaver, a wheelwright, and a shopkeeper had located in Thornhill. From 1830 to the late 1840s, Thornhill prospered with the business district developing on Yonge Street between Centre Street and John Street. Stagecoaches traveled between Holland Landing (Lake Simcoe) and York (Toronto) as Yonge Street's road conditions improved with new grading and stonework. By 1848, Thornhill was the largest community on Yonge Street north of Toronto.³

Although milling declined in the latter part of the 19th century and Thornhill was bypassed by the railway development in the Township, the community still developed as a service centre for the surrounding farmland. In 1896, the Metropolitan Radial Railway reached Thornhill, bringing commuters to and from Toronto, and for the first time, it was possible to live in Thornhill and work in Toronto. By the late 1920s, the automobile became a popular source of transportation for many people, further facilitating travel on Yonge Street. However, growth remained slow until after World War I, when several subdivisions were registered in the area and Thornhill acquired three golf courses including Uplands. Much of the subdivision activity in this period was speculative and not fully developed until after World War II. In 1931, Thornhill became a Police Village.⁴ After WWII, development and new housing subdivisions were built around the nucleus of the Thornhill village. Holy Cross Cemetery, located on the east side of Yonge Street to the south of the centre of Thornhill, was opened in 1954. On January 1st, 1971, the Police Village of Thornhill ceased to exist and the community was divided at Yonge Street between the newly created Towns of Markham and Vaughan in the Regional Municipality of York Act.

Richmond Hill's early development history is closely linked with the development of Yonge Street. The settlement that became the village of Richmond Hill was established c1801 when Abner Miles, an innkeeper and merchant from York, settled at Yonge Street and Major Mackenzie Drive. The inn, store, and ashery built by Miles became the centre for further development. First known as Miles Hill and then Mount Pleasant, the name of Richmond Hill was established by 1830. Development in the 1830s was concentrated on the west side of Yonge Street on either side of Centre Street. A post office was opened as well as another inn and two more general stores. By 1850, the community had grown northward along Yonge Street from Major Mackenzie Drive. The population of the community continued to grow and in 1873, Richmond Hill was incorporated as a village.

³ G. Elmore Reaman, op. cit. 122-123; City of Vaughan, "Brief History of Thornhill", City of Vaughan Archives, Access:--< <http://www.city.vaughan.on.ca/tourism/history/thornhill.cfm>>; Isabel Champion, *Markham 1793-1900* (Markham Historical Society, 1979) 296-301.

⁴ City of Vaughan, "Brief History of Thornhill", City of Vaughan Archives.

A combination of factors, including the railway bypassing the village in the 1870s, led to slower growth until the late 1890s.

In February 1897, the Metropolitan Street Railway Company completed an interurban electric railway line to Richmond Hill. This railway provided easy and ready access to Toronto for the local population. The line then became part of the Toronto and York Radial Railway Company, and eventually the Toronto Transit Commission (TTC). When the TTC closed the radial railway in March 1930, the municipalities of North York, Markham, Vaughan and Richmond Hill bought ten miles of track from North York to Richmond Hill, and the line, renamed the North Yonge Railways and operated by the TTC, was reopened in July 1930. The radial line was finally closed in 1949.

The James Bay Railway, part of the Canadian Northern Railway, and later the Canadian National Railway, was completed to the east of Yonge Street in 1904 with a Richmond Hill Station. In 1912, William J. Lawrence established greenhouses on Roseview Avenue near the Canadian Northern Railway station and close to the Richmond Hill radial railway line.⁵ Lawrence sold his enterprise to Ofield and Cotton in 1919, and the business became Richmond Roses in the 1930s.⁶ Other florist businesses moved to the village after Lawrence and the rose-growing industry became a distinct part of the identity of Richmond Hill. It was even incorporated into the village motto.⁷

Richmond Hill annexed 100 acres of land in Markham Township on January 1, 1953, tripling the town's size from 500 acres to 1200 acres of land and adding a significant population growth to the municipality.⁸ Residential subdivisions were built; in 1957, the village acquired town status. More land was annexed in the following years to permit residential and industrial growth. In 1971, Richmond Hill became a town within the newly created Regional Municipality of York Act. Its southern boundary was extended southward to Highway 7.

For the most part, Vaughan Township remained an agricultural landscape into the early 20th century. After World War II, an influx of immigration occurred in the Township, and the process of the urbanization of the land began in the south and gradually moved northward. Highway 400 was built north to south through the western part of Vaughan Township in the late 1940s. Urbanization of the township slowly moved northward from Steeles Avenue, and the southern part of Vaughan Township developed quickly from the 1970s onwards. In 1971, the new regional government of York Region was established

⁵ Robert M Stamp, *Early Days in Richmond Hill: A History of the Community to 1930* (Richmond Hill Public Library Board, 1991) 257.

⁶ Ibid, 258.

⁷ Ibid, 263.

⁸ Marney Beck Robinson and Joan M. Clark, *Later Days in Richmond Hill: A History of the Community from 1930 to 1999* (Town of Richmond Hill/Richmond Hill Public Library Board, 1999) 93-94.

and Vaughan Township merged with the Village of Woodbridge to form the Town of Vaughan. In 1991, it officially changed its legal status to City of Vaughan.

The Province of Ontario acquired land in Vaughan Township as part of the Parkway Belt West Plan in the mid 1970s under the provisions of *The Parkway Belt Planning and Development Act*, 1973. The Plan was implemented in 1978 for the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system with public use area designated for public open space and buffer area, utility, electric power facility, road, and inter-urban transit. In Vaughan it was located east to west from Highway 400 to Yonge Street between Steeles Avenue and Highway 7 to Dufferin Street, and then northeastward to Richmond Hill and Yonge Street. The principal north roads were improved as development moved northward. In the late 1990s, Highway 407 was built east to west through the southern part of the City of Vaughan in the Parkway Belt West lands with interchanges at the principal north-south roads; Highway 7 became a regional arterial road. In May 2006, Sugarbush Heritage Park located north of Highway 7 at 91 Thornhill Woods Drive was opened officially. The park incorporated the buildings of the Baker family farmstead and its mature deciduous forest of maple trees.

4.2 Markham Township

Markham Township, which was named by John Graves Simcoe, the Lieutenant-Governor of Upper Canada after Archbishop William Markham of York, England, was surveyed in 1793-94 with Yonge Street as the western border. The township survey divided the land into a grid pattern with ten concession, each measuring 1¼ miles in width, running north to south and six sideroads running east and west, measuring 1¼ miles apart. Each concession had 35 lots of 200 acres each, and units of five lots were created between every two sideroads. A number of lots were reserved as Clergy Reserves, and others for Crown Reserves. The Crown Reserves were all sold by 1828; however, the clergy reserves were not sold off until 1854.

The first settlers arrived in 1794. William Berczy was granted 64,000 acres of land in Markham Township as part of Lieutenant-Governor John Graves Simcoe's settlement plan for Upper Canada. Under Berczy's leadership, German settlers arrived in Upper Canada from New York State where they were assigned land in the newly surveyed Markham Township by the winter of 1794-95. As well, an immigration initiative of French émigrés under Comté de Puisaye settled in Markham along Yonge Street in 1798. Most of the émigrés had returned to France by 1815.

Pennsylvania German settlers arrived in Markham Township in the early 1800s. Peter Reesor explored the Rouge River area in late 1790s and members of his family moved to Markham in 1804, generally settling in the southeast. Abraham Ramer and his wife Magdalena Groff settled on Concession 8 in 1809. Their daughter Barbara Strickler and

grandson Abraham Strickler arrived in the 1820s. British and American immigrants began settling in the township *circa* 1820.

The early settlement years were characterized by land clearance, planting crops and developing industries that supported an agricultural society. Water-powered saw, grist and woollen mills were built on the township waterways and small hamlets were established, often at the mill sites. As settlement progressed in the 1830s and 1840s, more land was cleared and put into agricultural use. *Smith's Canadian Gazetteer* (1846) describes Markham Township as follows,

*This is the second township in the province, in point of cultivation and amount of ratable property...It is well settled, and contains many excellent and well cultivated farms. The land is generally rolling, and the timber a mixture of hardwood and pine....Population in 1842, 5,698.*⁹

The McPhillips map (c1853-54)¹⁰ shows a number of small hamlets and population centres, a developing agricultural landscape with a grid pattern of cleared fields and an emerging local road network along the concessions and sideroads in Markham Township. By 1857, most of the township had been cleared of timber and most of the land was in agricultural use. Tremaine's map (1860) shows a developed agricultural landscape, traversed by the Rouge River and its tributaries in the eastern section, with small hamlets, a local road system and churches and schoolhouses.

In 1862, John Jacob Lunau granted a small parcel of land on Lot 8, Concession 4 (Warden Avenue) to the Bethel Primitive Methodists congregation. A small frame church building was constructed and a cemetery established, now known as the Bethel Cemetery/Lunau Cemetery. The earliest marker in the cemetery dates to 1862. The *Illustrated Historical Atlas* (1878) shows the property also contained a temperance hall and an Episcopal Church building.

By 1803, Nicholas Hagerman who lived with his family on Lot 6, Concession 5 had established the crossroads settlement of Hagerman's Corners. Other early settlers in the area included Charles Ritter, John Bentley, and later in the 1850s, Benjamin Milliken. A store was opened in the 1830s. A Wesleyan Methodist Church was built in 1849, followed by the establishment of the Hagerman Burying Ground. By 1851, the community included a store, a tavern, a cabinet maker and a tailor. A brick church building replaced the earlier Wesleyan Methodist church in 1874; the brick church

⁹ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H & W. Rowsell, 1846) 111.

¹⁰ *Champion*, 238-239.

building was demolished in the 1920s.¹¹ A post office was opened in the community in 1874 and closed in 1918.¹²

The hamlet of Langstaff was established on Yonge Street on the boundary between the Townships of Vaughan and Markham. John Langstaff arrived in the area in 1807-08 and acquired ownership of Lot 36, Markham Township, located on the northeast corner of Yonge Street and Langstaff Sideroad. Langstaff initially taught in the first area school, and after the War of 1812, he established a small woodwork industry that comprised a pail factory, the manufacturing of wooden eavestroughs and a shingle factory, a store and a blacksmith's shop.¹³ Yonge Street was paved with stone in 1850, and toll gates were built at Langstaff. The Langstaff post office was opened with John Langstaff as postmaster in 1870; it closed in 1958.¹⁴ Between 1911 and 1913, the City of Toronto bought land at Langstaff as the site of the Industrial Farm for the Langstaff Jail Farm.¹⁵ The jail was built as a minimum security facility and as an alternative to the Don Jail. With the widening of Highway 7 and Yonge Street later in the 20th century, all traces of the former community of Concord have been removed. From 1939 to 1959, the Province used the Langstaff Jail Farm as a mental institution. The main buildings were demolished in 1981¹⁶ and the site was redeveloped in the late 1990s for high and low density mixed use lands.

The Dominion Census notes the population of Markham Township as 8,152 people in 1871.¹⁷ The Toronto and Nipissing Railway Company, with stations in Unionville and Markham, officially opened its Scarborough-Uxbridge line in the township in September 1871. The arrival of the railway boosted the economic fortunes of Markham Village and area and increased the local farming community's access to markets outside of the township. The *Illustrated Historical Atlas* (1878) shows a well-developed agricultural landscape with farmhouse, orchards, a regular field pattern, generally 100-acre lots facing onto the concession roads, a developed local road system, scattered hamlets and villages, and the Toronto-and Nipissing Railway entering Markham Township at Milliken on Kennedy Road and traveling northward to Unionville and eastward to Markham Village.

The Toronto and Richmond Hill Electric Railway franchise was proposed in 1892 and incorporated in 1894 with the aim of building an electric railway from Toronto to Richmond Hill. However when the Township of York refused permission for the

¹¹ Ibid, 244.

¹² Library and Archives Canada. Post Offices and Postmasters, Hagerman's Corners, York S.R. (Ontario) Access:--<<http://www.collectionscanada.gc.ca/databases/post-offices/index-e.html>>.

¹³ Champion, 245; Reaman, 123-124.

¹⁴ Library and Archives Canada. Post Offices and Postmasters, Langstaff, York North (Ontario) Access:--<<http://www.collectionscanada.gc.ca/databases/post-offices/index-e.html>>.

¹⁵ Champion, 245.

¹⁶ Beck Robinson and Clark, 213.

¹⁷ *History of Toronto and County of York, Ontario*. Volume I. (Toronto: C. Blackett Robinson, Publishers, 1885), 121.

company to build within its boundaries¹⁸ the Metropolitan Street Railway Company completed its interurban electric railway line along Yonge Street from the northern limits of Toronto northward to Richmond Hill in November 1896 with stops at Langstaff Road and the Industrial Farm.¹⁹ The line was extended to Aurora and Newmarket in 1899 and the Metropolitan and the Schomberg and Aurora line branch amalgamated in 1904 to become the Toronto and York Radial Railway Company. This line was extended northward and reached Jackson's Point on Lake Simcoe in 1907, and Sutton in 1909.

Construction on the steam operated James Bay Railway began in 1904; it ran north from Toronto to Lake Simcoe, to Parry Sound and Sudbury to give the Canadian Northern Railway access to southern Ontario. It passed through Langstaff and Richmond Hill with established a station on the north side of Centre Street East in 1906. As the Toronto and York Radial Railway had stimulated growth on Yonge Street and in Richmond Hill, the James Bay line stimulated growth up the east side of Richmond Hill. The railway line became part of the Canadian National Railway c1920.²⁰

After World War I, automobile travel on Yonge Street increased steadily and the road was upgraded to provincial standards. In 1923, the surface of Yonge Street was covered with asphaltic concrete pavement.²¹ Radial rail service along Yonge Street ended in 1930, and then was reinstated for another eighteen years.²² Yonge Street was designated a Provincial Highway in 1920 and later became part of King's Highway 11.

The southern section of Markham Township between Yonge Street and Kennedy Road generally remained agricultural in use into the 20th century. After World War II, the rural lands in Markham began to change with the first urbanization occurring closer to Yonge Street and in the southwest section of the township. The Archdiocese of Toronto established Holy Cross Cemetery on Yonge Street as an alternate burial ground for Catholics in Toronto in 1954. In 1963, Highway 7 bypassed the congested intersection of Yonge Street and Langstaff with a new alignment continuing to the west of Yonge Street. In 1971, the Province of Ontario established the Regional Municipality of York. A large portion of rural land was incorporated into the Town of Markham.

In the mid 1970s, The Province of Ontario acquired land in Markham as part of the Parkway Belt West Plan under the provisions of The *Parkway Belt Planning and Development Act*, 1973. The Plan was implemented in 1978 for the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system with public use area designated for public open space and buffer Area, utility, electric power facility, road, and inter-urban transit. Within Markham, it was located east to west from Yonge

¹⁸ Stamp, 217.

¹⁹ Ibid, 227.

²⁰ Ibid, 242.

²¹ Ibid, 303-304.

²² Ibid, 308.

Street to south of Highway 7. Highway 404 was opened in the mid-1970s accelerating urban development in Markham. Other changes in the landscape south of Highway 7 included the extension in stages of Highway 404 north from Steeles Avenue in the 1980s, and the realignment of Kennedy Road 300 m to the east between Highway 407 and 16th Avenue in the 1990s. Construction of Highway 407 in the Parkway Belt West lands occurred in the late 1990s and stimulated new development along its length in Markham, in particular at the intersections of Kennedy Road, Warden Avenue and Woodbine Avenue.

4.3 Roads and Highways

The Vaughan Township roads were laid out in a grid pattern with north-south concession roads and east to west sideroads. Jane Street was surveyed between Concession 5 and 6 in the early 19th century. Keele Street was surveyed as a road allowance between Concession 3 and 4, Dufferin Street was surveyed between Concessions 2 and 3 and Bathurst Street between Concession 2 and Yonge Street. Present-day Highway 7 generally follows an east-west sideroad alignment from the original survey.

Similarly, Markham Township roads were laid out in a grid pattern with north-south concession roads and east to west sideroads. Leslie Street was surveyed between Yonge Street and 2, Bayview Avenue between Concessions 2 and 3, Warden Avenue between Concessions 3 and 4, Woodbine Avenue between Concessions 4 and 5, and Kennedy Road between Concessions 5 and 6. Like Vaughan, present-day Highway 7 generally follows an east-west sideroad alignment from the original survey.

In both Vaughan and Markham Township, settlers were responsible for clearing and maintaining the township road in front of the their property under appointed township pathmasters; this resulted in poor road conditions into the latter part of the 19th century. All of the concession and sideroads roads in Vaughan and Markham were gradually cleared and integrated into local road system by mid 19th century. Generally the township roads were improved in the early part of the 20th century and paved in the latter part of the 20th century. As urbanization moved northward in the later part of the 20th century the roads were improved and widened to accommodate increasing traffic loads.

4.3.1 Yonge Street

Lieutenant-Governor of Upper Canada, John Graves Simcoe planned and developed Yonge Street as a military road. His initial attempt at trying to find a northbound route from Fort York (Toronto) along the Carrying Place Trail, an aboriginal route to Georgian Bay along the Humber River system, was considered to be a failure. Simcoe explored this route in 1792, but found it very it a long and difficult path to travel. On the return from this trip, a guide showed him a less known aboriginal trail that connected Lake Ontario and York (Toronto) to Lake Simcoe. A year later Simcoe instructed Augustus Jones to survey the trail system that was to become Yonge Street. Yonge Street was named after

Simcoe's friend and Minister of War, Sir George Yonge. By 1793, William Berczy, had cleared the trail as far as the present site of Thornhill. Later that same year the Queen's Rangers were dispatched by Simcoe to finish the road to Holland Landing (Lake Simcoe).

Yonge Street, the longest road in Canada, was finally completed in January 1794. It became a principal line of transport in the early 19th century for settlers and trade. Its importance was supplanted later in the 19th century by railway development. However, with the development of automotive transportation in the early 20th century, Yonge Street once again became a principal traffic route as the highway to northern recreational areas and areas of new resources. It was designated a Provincial Highway in 1920, and as King's Highway 11 in 1930. On April 1, 1997, the section of Highway 11 from Lakeshore Boulevard in Toronto to the Highway 400A & Highway 93 Junction at Crown Hill near Barrie was formally decommissioned as a King's Highway.

4.3.2 Highway 7

The road from Sarnia to Guelph was designated a Provincial Highway in 1920, and in the 1920s, Highway 7 was extended from Guelph to Peterborough including sections in Vaughan and Markham Townships. The right-of-way for Provincial Highway 7 eastward from Brampton to Brooklin was assumed by the Department of Provincial Highways of Ontario (DPHO) in 1927; the road was redesignated the King's Highway 7 in 1930. Paving of the highway occurred in the early 1930s. In 1963, a Highway 7 Bypass of the Yonge Street and Langstaff intersection was opened. The new alignment continued west of Yonge Street into Vaughan Township and then turned south to Bathurst Street. From the intersection of Bathurst Street and Centre Street, Highway 7 continued west.

In the mid 1980s, Highway 7 was upgraded to a six-lane expressway between Bayview Avenue in the Town of Markham and Centre Street at Concord in the City of Vaughan. This work included a major realignment of Highway 7 between Bathurst Street and Centre Street to accommodate the future construction of Highway 407.²³ The construction of Highway 407 in the late 1990s resulted in new development, particularly at interchanges.

4.3.3 Highway 400

Originally known as the Toronto-Barrie Highway, King's Highway 400 was completed between Toronto and Barrie in 1952. The concept for a new highway from Toronto to Barrie was presented in the 1930s; however it was not built until after World War II. It was designed as a controlled-access four-lane, divided highway with two lanes provided for each direction of travel and interchanges at all major intersecting roads. It was designated as Highway 400 in 1952, shortly after it opened to traffic. The new Highway

²³ Ibid.

400 provided a fast through route bypassing all of the towns between Toronto and Barrie. Highway 400 was extended southerly from Highway 401 to Jane Street in the mid-1960s as part of a plan to create a large network of freeways across Toronto. The highway was widened over the years.²⁴

4.3.4 Highway 404

Highway 404 connects Toronto to Newmarket and eventually will continue north to Sutton and Beaverton. It is a northern extension of the Don Valley Parkway from downtown Toronto. The northern portion of the Don Valley Parkway near Highway 401 was constructed in the 1960s and then extended to Sheppard Avenue north of Highway 401. The Province began construction of the highway north of Sheppard to Highway 7 in the early 1970s. The first section was completed from Highway 401 to Steeles Avenue in 1977. The rest to Davis Drive was completed in several stages throughout the 1980s.²⁵

4.3.5 Highway 407

Built in the Provincial Parkway Belt West lands, the first extension of Highway 407 was opened to traffic from Highway 410 westerly to Highway 401 near Winston Churchill Boulevard in December 1997. The first easterly extension opened in February 1998 from Highway 404 easterly to McCowan Road in Markham. A second westerly extension was opened in September 1998 to the Highway 403 interchange in Mississauga. The section between McCowan Road and Markham Road in Markham was completed in 1999. The Province Highway 407 was sold to a privately operated company in 1999. In the east, the highway was extended further to Highway 7 east of Brougham in 2001. Highway 407 was widened from six to eight lanes between Highways 427 and 400 in 2003, and was widened from four to six lanes between Highways 401 and 10 in the summer of 2004. During the 2005 and 2006 construction seasons the Central section of Highway 407 between Highways 427 and 404 was widened from six to eight lanes.

²⁴ Cameron Bevers, The King's Highway 400. Access:-<<http://www.thekingshighway.ca/Highway400.htm>>.

²⁵ Cameron Bevers, The King's Highway 404. Access:<<http://www.thekingshighway.ca/Highway404.htm>>.

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of built heritage resource and cultural heritage landscape identification, this section provides a brief description of the existing environment of the study area for the 407 Transitway.

5.2 Description of the Existing Environment

The 407 Transitway study area is located within the undrained till plains of the Peel Plain. There is a gradual and uniform slope of the land towards Lake Ontario. The Humber and Don Rivers and their tributaries drain the plain. The underlying geological material is till with large amounts of shale and limestone. Although now mostly deforested, the study area once sustained a hardwood forest of many species and high quality.²⁶ The area was developed as agricultural land in Vaughan and Markham Townships in the early 19th century and became a notable wheat growing area by mid century. Mixed crop and livestock farming replaced wheat growing in the latter part of the 19th century. Agricultural use of the land was sustained into the second half of the 20th century and farm complexes, agricultural fields, tree lines and hedgerows and small population centres, characterized the landscape. After W.W. II Toronto rapidly expanded with the result that the agricultural lands of the Peel Plain north of the city were developed and urbanized.

The study area is a 1 kilometre wide corridor centred on the existing Highway 407. It follows the Parkway Belt West Plan area implemented in 1978 as a multi-purpose utility corridor, urban separator and as an open space system with public use area designated for public open space and buffer area, utility, electric power facility, road, and inter-urban transit. In Vaughan, it was located east to west from Highway 400 to Yonge Street between Steeles Avenue and Highway 7 to Dufferin Street, and then northeastward to Richmond Hill and Yonge Street. In Markham Township the Parkway Belt West Plan area is located east from Yonge Street to the south of former Highway 7.

Highway 407 is a privately owned Electronic Toll Road (ETR) with a posted speed of 100 km/hr. It is being constructed in stages and is currently an 8 lane divided highway at some sections. It will be widened to an ultimate configuration of 10 lanes, 5 lanes in each direction with a centrally located median. Since the introduction of Highway 407 into the landscape in the late 1990s and early 21st century, urban development comprising, for the most part, commercial and residential use has intensified. The 407 interchanges in the City of Vaughan, Town of Richmond Hill and Town of Markham are generally

²⁶ L.J. Chapman and D.F. Putnam, *The Physiography of Southern Ontario* (Toronto: Ministry of Natural Resources Ontario, 1984) 174-175.

characterized by commercial development. A buffer area on either side of Highway 407, part of the Parkway Belt West Plan area, was maintained when it was constructed as a future transitway corridor. For the most part, the Parkway Belt West area on either side of Highway 407 is characterized within the project limits by open land and green space, hydro-transmission corridors a few isolated 19th century and early 20th century built heritage resources and cultural heritage landscapes.

Former Provincial Highway 7, west of McCowan Road, Highway 11 (Yonge Street) and Highway 48 (Markham Road) south of Highway 407 were transferred to the Region of York in the late 1990s. Provincial Highway 400 and 404 are limited access freeways running north-south, and Highway 407 is a toll freeway running east to west.

5.3 Description of Identified Cultural Heritage Resources

Thirty-one (31) built heritage resources and cultural heritage landscapes were identified within the study area for the 407 Transitway. Most identified resources are associated with roads that intersect or with roads located in the vicinity of Highway 407. None are located within the buffer area and green spaces located on either side of the Highway 407 throughout the study corridor.

The Hagerman Cemetery, located south of Highway 407 on Kennedy Road, is adjacent to the southern limit of the study area.

The identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in the Table 1: Identified Cultural Heritage Resources. Table 1 includes a site number, resource category, resource type, location, description and digital image. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered generally from west to east within the study corridor;
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: transportation, residential, agricultural, etc.;
- The municipal address, when applicable, locates the identified cultural heritage resources;
- A brief description of the cultural heritage resource, e.g., notable landscape features, and principal buildings and based upon information gained from the public roadway;
- Digital photographs taken from the public roadway are supplied for each resource; and,
- Municipal heritage recognition is included under the description of the resource.

Aerial photographs showing the location of the identified cultural heritage landscapes and built heritage resources listed in Table 1 are contained in Appendix B.




TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
1.	CHL	Religious: Funerary	No. 7241 Jane Street, east side, adjacent Highway 407, City of Vaughan. <i>Appendix: Location Photograph 1</i>	Beechwood Cemetery: A mid 20 th century cemetery established in 1965.	Adjacent to Preferred Transitway Route.	
2.	BHR	Transportation: Road Bridge	Jane Street at Pellar Road, City of Vaughan. <i>Appendix: Location Photograph 2</i>	401 Underpass: Concrete rigid frame overpass, date unknown. It carries Jane Street over Pellar Road.	Within larger study corridor.	
3.	CHL	Transportation: Railacape	Crosses north to south at Highway 407 to west of Keele Street, City of Vaughan. <i>Appendix: Location Photograph 3</i>	CN Line: It connects with CNR Freight Yard north of Highway 7.	Within larger study corridor.	



TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
4.	CHL	Transportation: Railscape	Railscape Crosses under Highway 407 to east of Keele Street, City of Vaughan. <i>Appendix: Location Photograph</i>	CN Line: It runs north-south at Highway 407.	Within the proposed Preferred Transitway Route.	
5.	BHR	Residential	No. 1929 Highway 7, south side, City of Vaughan. <i>Appendix: Location Photograph</i>	Residence: This 19 th century, 1½ storey brick residence has a multi gable roof and with one storey bay windows, decorative dichromatic bands of brickwork and dichromatic voussoirs and segmental window openings. Included on the Vaughan Heritage Inventory and on the Register.	Within larger study corridor	




TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
6.	BHR	Transportation: Railway Overhead	Railway Subway Highway 7 west of Centre Street, City of Vaughan. <i>See Appendix: Location Photograph 6</i>	CN Overpass: Steel girder overpass with steel sidewalls and concrete abutments, datestone of 1963. Associated with the mid 19 th C. Ontario Simcoe and Huron Railway. Later the Grand Trunk and then CN.	Within larger study corridor.	
7.	CHL	Waterscape	Crosses under Highway 407 to west of Centre Street, City of Vaughan. <i>See Appendix: Location Photograph 5</i>	An East Don River tributary.	Within larger study corridor.	
8.	BHR	Residential	1889 Highway 7 to east of railway bridge, City of Vaughan. <i>See Appendix: Location Photograph 6</i>	Former Residence Now a commercial site, date undetermined, this building is 1 ½ storeys with a side gable roof, and modern siding; much altered. Associated with former community of Concord.	Within larger study corridor.	



TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
9.	BHR	Residential	1841 Highway 7, south side, to east of railway bridge, City of Vaughan. <i>See Appendix: Location Photograph 6</i>	Former Residence: Now in commercial use, this mid 20 th century residence is 1 ½ storeys, with a side gable roof and gable dormers and clad in modern siding; much altered. Associated with former community of Concord.	Adjacent to Preferred Transitway Route	
10.	BHR	Commercial	1890 Highway 7, north side immediately east of railway bridge, west of Centre Street, City of Vaughan. <i>See Appendix: Location Photograph 6</i>	Concord Floral Company Limited: Comprises a 20 th century residence and several greenhouses to north. Fred Miller established the Concord Greenhouses, in the early 20 th C. that became the Concord Floral Company. Associated with former community of Concord. Included on the Vaughan Heritage Inventory.	Within larger study area.	



TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
11.	CHL	Transportation: Former Roadscape	Former Highway 7 alignment Southwest quadrant of Highway 407 and Centre Street, City of Vaughan. <i>See Appendix: Location Photograph 7</i>	Highway 7 right-of-way: Abandoned alignment off Centre Street that was severed during construction of Highway 407 in the 1990s.	Within larger study area.	
12.	BHR	Public/ Recreational	7894 Dufferin Street, west side, City of Vaughan. <i>See Appendix: Location Photograph 7</i>	Patricia Kemp Community Centre: Built in 1931 as a schoolhouse, this 1 storey brick building has a flat roof, centre projecting bay with main entrance flanked by sidelights and four window to either side of entrance; decorative semi-circle panel and transom over main entrance; date stone above main entrance, indicating construction date of 1931; little altered. Included on the Vaughan Heritage Inventory and on the Register.	Within larger study area.	



TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
13.	BHR	Residential	No municipal address on-site, it is located immediately east of No. 8090 Dufferin Street (Vaughan Parks Department), City of Vaughan. <i>See Appendix: Location Photograph 8</i>	Residence: 19 th century, 1 ½ storey frame residence with side gable roof and front verandah; a frame shed to rear; little altered. Property backs onto Highway 407 and appears to be abandoned. Included on the Vaughan Heritage Inventory.	Within larger study corridor.	
14.	CHL	Recreational: Museum and Community Centre	Thornhill Woods is located at the northwest corner of Highway 7 and Bathurst Street, City of Vaughan. <i>See Appendix: Location Photograph 9</i>	Park Land/Baker Farm: The park includes the Jonathan Baker Farmhouse, built 1853, at 91 Thornhill Woods, which is also of historical significance: The Baker family produced maple sugar from the 1820s until 1999. Included on the Vaughan Heritage Inventory and on the Register as a Class A building.	Within larger study corridor.	




TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
15.	BHR	Residential	Old Langstaff Road, Richmond Hill Golf & Country Club. Town of Richmond Hill. <i>See Appendix: Location Photograph 10</i>	Residence: Isaac Reaman Residence, built in 1905, two storey, brick residence with cross gable roof and verandah in ell; little altered. Included on the Town of Richmond Hill Inventory Register.	Within the larger study corridor.	
16.	BHR	Transportation: Roadscape	Old Langstaff Road, Town of Richmond Hill. <i>See Appendix: Location Photograph 10</i>	Road Bridge: Concrete road bridge with concrete posts and metal railing over Don River. MTO has commented that the bridge over the Don River of Old Langstaff Road is a MTO structure, as this was the former alignment of Highway 7.	Within the larger study corridor.	
17.	BHR	Religious:	Under Highway 7 at Old Langstaff Road bridge, Town of Richmond Hill. <i>See Appendix: Location Photograph 10</i>	Culvert: Double, rectangular concrete box culvert under Highway 7, date unknown.	Within the larger study corridor.	



TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
18.	BHR	Religious; Funerary	28 Langstaff Road, west side, Town of Markham. <i>See Appendix: Location Photograph 11</i>	Church: A 1 storey, 20 th century church building with a front gable roof and a vestibule set on a raised concrete block foundation.	Within the larger study corridor.	
19.	CHL	Residential	Ruggles Street, Town of Markham. <i>See Appendix: Location Photograph 11</i>	Streetscape: A small grouping of an early 19 th century (No. 20) and some early 20 th century houses on the west side of street (Nos. 10, 20, 24, 26 and 32). Nos. 10, 20 and 24 are listed on the Markham Register of Property of Cultural Heritage Value or Interest. Markham.	Within the larger study corridor.	




TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
20.	CHL	Religious: Funerary	8361 Yonge Street (Thornhill) Town of Markham. <i>See Appendix: Location Photograph 11</i>	Cemetery: The Archdiocese of Toronto established Holy Cross cemetery in 1954 as an alternate burial ground for Catholics in Toronto.	Within the larger study corridor.	
21.	BHR	Residential	75 Langstaff Road, south side, Town of Markham. <i>See Appendix: Location Photograph 11</i>	Residence: LeMasurier House, built in 1931, a one storey brick cottage with hip roof and stucco cladding, little altered. Listed on the Markham Register of Property of Cultural Heritage Value or Interest.	Within the larger study corridor.	
22.	BHR	Residential	79 Langstaff Road, south side, Town of Markham. <i>See Appendix: Location Photograph 11</i>	Residence: A 20 th C., 2 storey brick house with hip roof, front bay window, exhibits Four Square details; altered.	Within the larger study corridor.	

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
23.	CHL	Transportation: Rail Transit	Langstaff GO Transit Station, under Highway 407 to east of Yonge Street, Town of Markham. <i>See Appendix: Location Photograph 11</i>	CN Railway Line. Former early 20 th C. Northern Railway, later CN.	Within the Preferred Transitway Route.	
24.	BHR	Residential	89 Langstaff Road, south side, Matthews Bros., Town of Markham. <i>See Appendix: Location Photograph 11</i>	Residence Much altered, c1900.	Within the larger study corridor.	
25.	BHR	Residential	139 Langstaff Road East, south side. Town of Markham. <i>See Appendix: Location Photograph 12</i>	Residence: Armand Robineau, a one storey frame bungalow, built c. 1928. Listed on the Markham Register of Property of Cultural Heritage Value or Interest.	Within the larger study corridor.	



TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
26.	CHL	Religious: Funerary	8050 Warden Avenue, northwest quadrant of Highway 407 and Warden Avenue (Part of N.E. Lot 8, Concession 4). Town of Markham. <i>See Appendix: Location Photograph 13</i>	Bethel/Lunau Cemetery: Former site of a Primitive Methodist Church, the earliest cemetery marker is dated to 1862. Listed on the Markham Register of Property of Cultural Heritage Value or Interest.	Within the larger study corridor.	
27.	BHR	Residential	Located on blocks, north side of Enterprise Road, Town of Markham. <i>See Appendix: Location Photograph 13</i>	Residence: 19 th century, 2 storey brick residence that has been relocated to this site. Municipally designated under Part IV of the Ontario Heritage Act.	Within the larger study corridor.	





TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
28.	BHR	Residential: Former house	99 YMCA Boulevard, Town of Markham (Formerly No. 7996 Kennedy Road. <i>See Appendix: Location Photograph 14</i>	Residence: Rivis-Wolfe Residence, a mid 19 th century brick residence of Regency- influenced Georgian architecture with a side gable roof, eave returns, cornice, 6/6 pane upper windows and Flemish bond brick pattern on front. It is now used as a meeting centre for the YMCA. Municipally designated under Part IV of the Ontario Heritage Act: Municipal Heritage Conservation Easement.	Adjacent to the Preferred Transitway Route.	
29.	BHR	Residential	31 Helen Street, Town of Markham. <i>See Appendix: Location Photograph 15</i>	Residence: Helmke-Whiteoak House, a 19 th century, 2 storey, brick residence. Municipally designated under Part IV of the Ontario Heritage Act.	Adjacent to the Preferred Transitway Route.	

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN THE 407 TRANSITWAY STUDY CORRIDOR						
Site #	Resource	Type	Location	Description	Within or Adjacent the Preferred Transitway Route	Digital Image /Aerial Map
30.	BHR	Transportation: Railway Bridge	Kennedy Road south of Highway 407. <i>See Appendix: Location Photograph 15</i>	Railway Bridge: Datestone indicates construction in 1963, crosses over Kennedy Road.	Within the larger study corridor.	
31.	BHR	Residential	7931 Kennedy Road, east side, southeast quadrant Highway 407. <i>Appendix: Location Photograph 15</i>	Residence: Abandoned farmhouse, 1½ storeys, centre gable roof, frame construction with vertical beaded boards. Set back from the road. Documented in <i>Highway 407 Central Section, Cultural Resource Documentation Report, Volume 1, Indirect Impacts, Built Heritage Features and Cultural Landscapes</i> [March 2001]. Listed on the Markham Register of Property of Cultural Heritage Value or Interest.	Within the larger study corridor	 [Access not available at the time of the 2007 survey: Photograph Unterman McPhail Associates 2000] Confirmed by Town of Markham October 2009 that residence is still on site.

6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides an assessment of the potential adverse effects of the undertaking in regard to built heritage resources and cultural heritage landscapes. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally changes to the landscape such as the introduction of new infrastructure have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during and after construction. Built heritage and/or cultural heritage landscapes may experience displacement or direct impacts, i.e., removal, if they are located within the rights-of-way of the undertaking. As well, isolation of a building or site by the introduction of new infrastructure and can lead to abandonment and possible demolition. There may also be potential for disruption or indirect impacts to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting.

6.2 Preliminary Design Stage

Figures 3 and 4 show the technically preferred route selected for the 60% preliminary design stage drawings for the 407 Transitway.

The 60% preliminary design stage drawings show the proposed Transitway will proceed parallel and in close proximity to the 407 ETR and will cross it at three locations with sharply skewed alignments to accommodate large radius curves that meet the requirements of the Transitway design maximum speed of 110 km/hr. The route follows the south side of the existing alignment of Highway 407 from Highway 400 to east of Keele Street where it crosses over to the north side of the existing alignment of 407 ETR and runs east of Bayview where it crosses back to the south of the 407 ETR. From this crossing, it runs along the south side of the 407 ETR to west of Warden Avenue where it crosses back to the north side and runs to Kennedy Road. At Yonge Street there is one alignment and it is situated below grade immediately after crossing Yonge Street from the west, under the CN rail to Highway 7 (**Figures 2 and 3**). The 407 Transitway Central Section includes seven (7) stations: Spadina Subway/Jane Station; GO Barrie (Concorde) Station; Bathurst Station; Yonge Richmond Hill Centre Station; Leslie Station; Woodbine/Rodick Station; and, Kennedy Station.

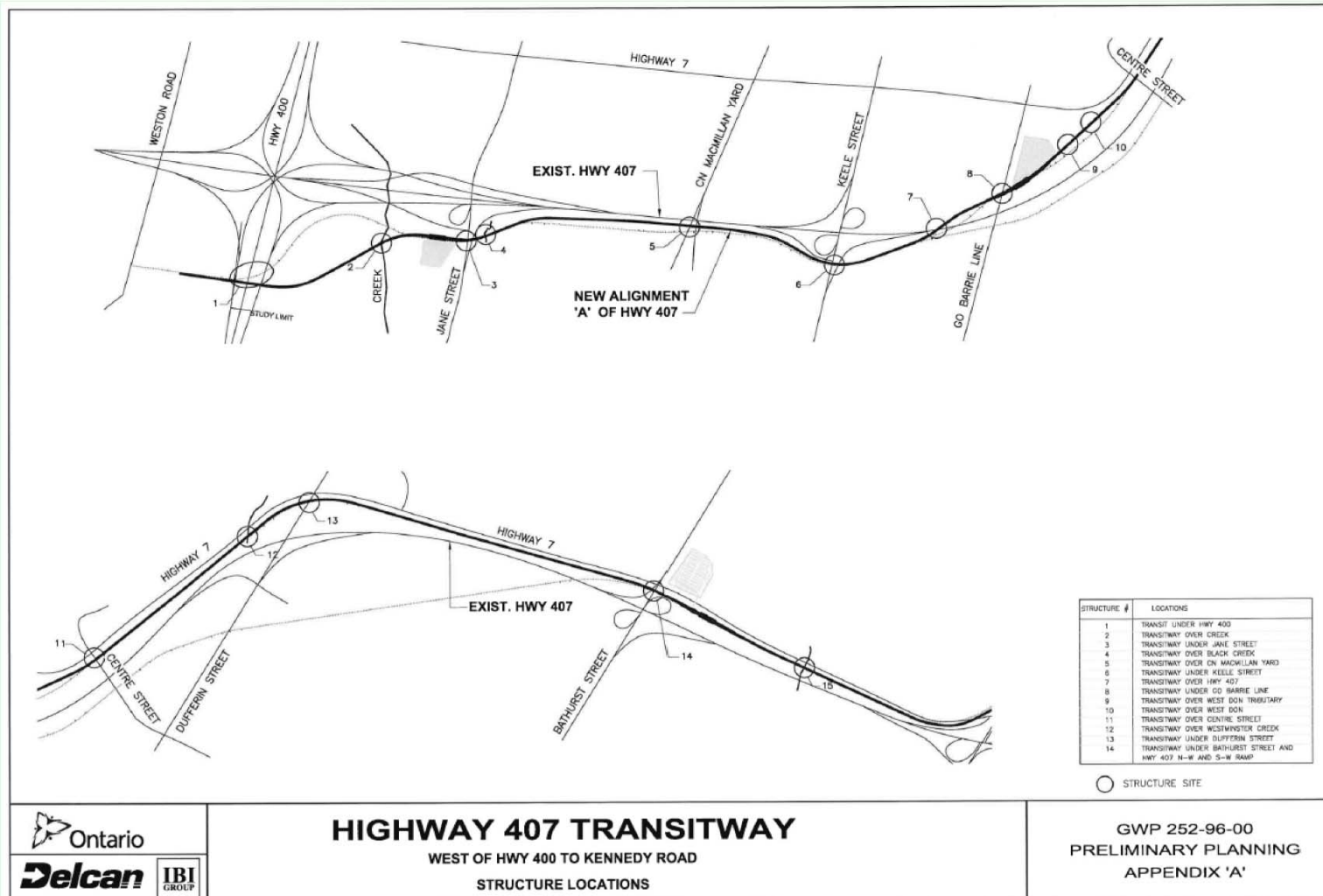


Figure 2: Proposed route 407 LRT and structure location base on 60% drawings from Highway 400 to east of Bathurst Street [Delcan, IBI Group, March 2010].

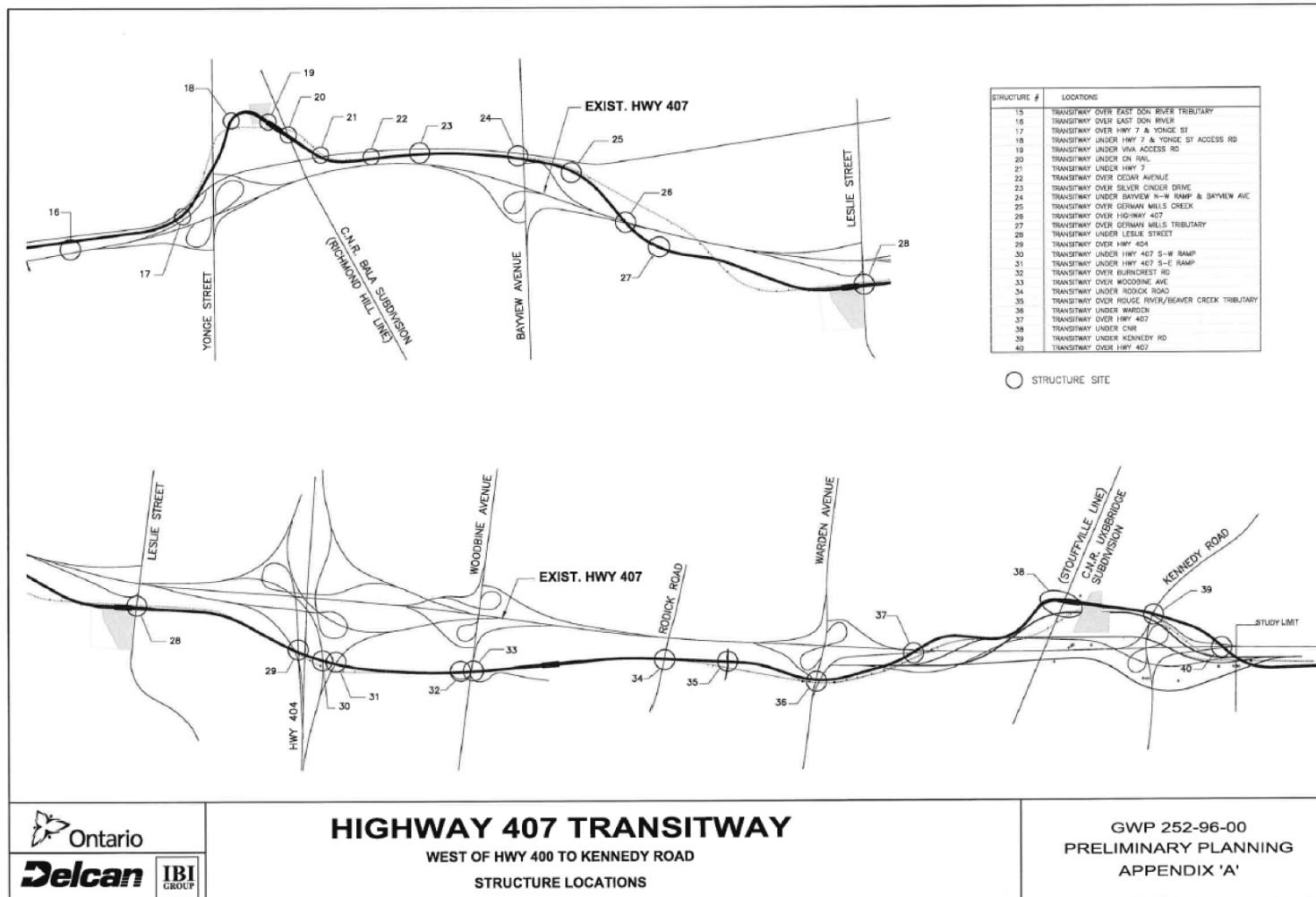


Figure 3: Proposed route 407 LRT and structure location base on 60% drawings from Leslie Street to Kennedy Road [Delcan, IBI Group, March 2010].

The Spadina Subway/Jane, GO (Concord) Barrie, Yonge/RHC) and Kennedy Stations will be hub stations with major intermodal transfer activities, while the Bathurst, Leslie and Woodbine/Rodick Stations are located at strategic locations where significant commuter demand is anticipated in the future.

An Operation and Maintenance facility for the BRT and LRT will be located in the area between Highway 400 and the Spadina Subway/Jane Station, south of Highway 407. Other new structures associated with the 407 Transitway Route include high volume crossings, transitway/Highway 404 crossings, transitway/arterial crossings, bridges under railway lines, viaducts/elevated roadways and culverts.

6.3 Potential Impacts to Built Heritage Resources and Cultural Heritage Landscapes

Direct Impacts

Three (3) identified built heritage resources and cultural heritage landscapes will be affected by direct impacts, i.e. removal or demolition, as a result of the proposed GO Barrie (Concord) Station illustrated on the 60% drawings at Highway 7 and the 407 ETR. They are:

- 1889 Highway 7 (**BHR 8**), a former residence, now in commercial use and much altered in appearance.
- 1841 Highway 7 (**BHR 9**), a former residence, now in commercial use and much altered in appearance.
- The Rives-Wolfe Residence located at 99 YMCA Boulevard, now used as a meeting centre for the YMCA, is a municipally designated property under Part IV of the *Ontario Heritage Act* and protected by a municipal heritage conservation easement. The proposed station footprint for Kennedy Station is located immediately to its west. The proposed station on this site will be underground; however, an open cut for the BRT alignment will result in a lack of access to the building and isolation of the property. There is also potential for disruption impacts due to the construction of the facility such as vibration effects.

Indirect Impacts

There is potential for an indirect impact to one (1) identified cultural heritage resource, namely, the East Don River Tributary (**CHL 7**), which will be affected by the GO Barrie (Concord) Station.

7.0 MITIGATION RECOMMENDATIONS

The planning and construction of new infrastructure such as a transitway may affect identified cultural heritage resources along the preferred route alignment. Any intervention to the existing cultural heritage landscape should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources. It may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

The principal philosophy in the protection of culturally significant heritage features is to preserve in-situ the historic structural and material integrity to the maximum extent possible, consistent with public safety. The following conservation options, listed in descending order of preference, should be considered within the context of the project:

1. Retention of the existing residence in-situ.
2. Relocation of the existing residence in a new location on its current site.
3. Relocation of the existing residence to an appropriate new site nearby preferably in the vicinity to preserve its historical value.
4. Salvage of elements for incorporation into existing historic or new structures.
5. Full recording and documentation of the structure if it is to be demolished.

Direct Impacts

It is recommended that:

- A Cultural Heritage Resource Documentation Report for the former residence located at 1841 Highway 7 (**BHR 8**), including a history of Concord, should be completed.
- A Cultural Heritage Resource Documentation Report for the former residence located at 1889 Highway 7 (**BHR 9**), including a history of Concord, should be completed.
- A Heritage Impact Assessment (HIA) Impact Report should be completed to determine the best conservation practice to protect the Rives-Wolfe Residence located at 99 YMCA Boulevard (**BHR 28**), which is a municipally designated property under Part IV of the *Ontario Heritage Act* and protected by a municipal heritage conservation easement. Access to the building will be maintained. The building will be protected from construction activities and vibration effects resulting from the undertaking.

The Town of Markham may require a Heritage Impact Assessment (HIA) as part of the site plan approval process for the Kennedy Station.

Indirect Impacts

There are no mitigation actions recommended for the East Don River Tributary (***CHL 7***).

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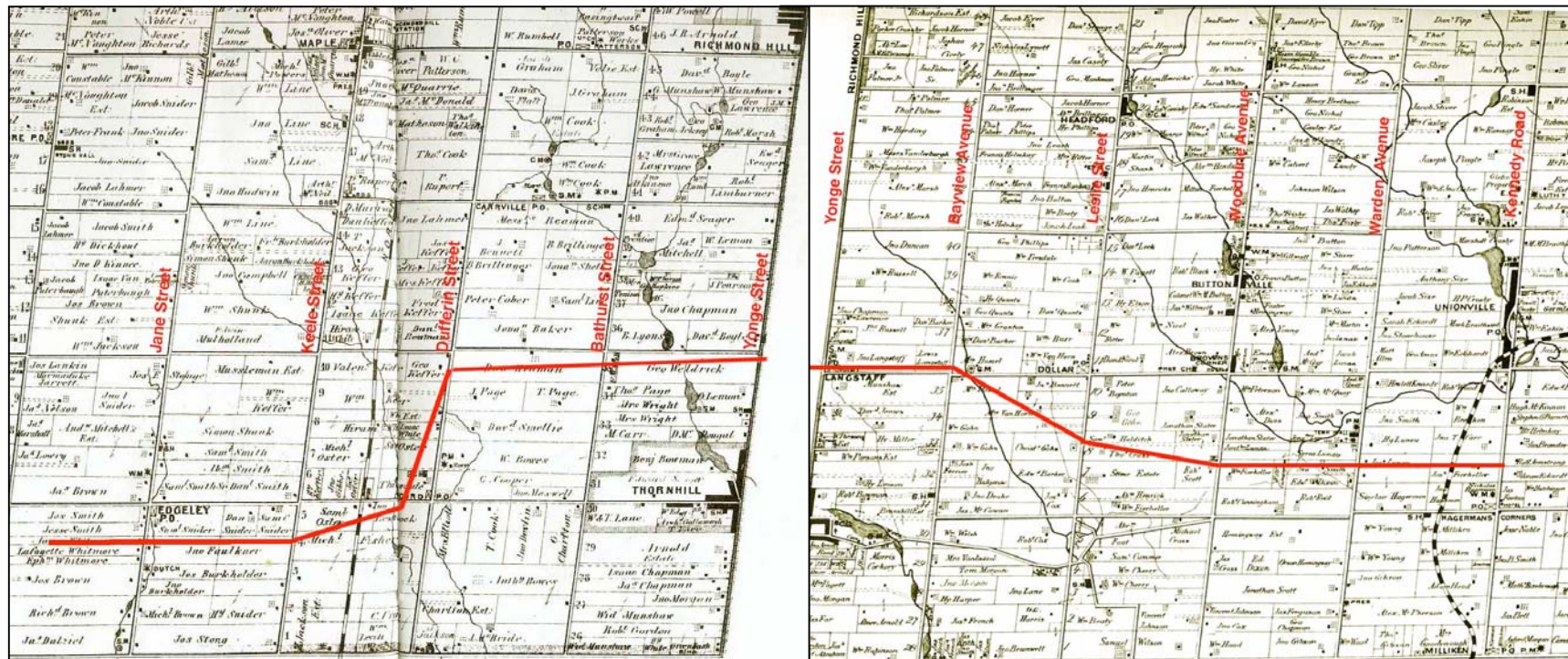
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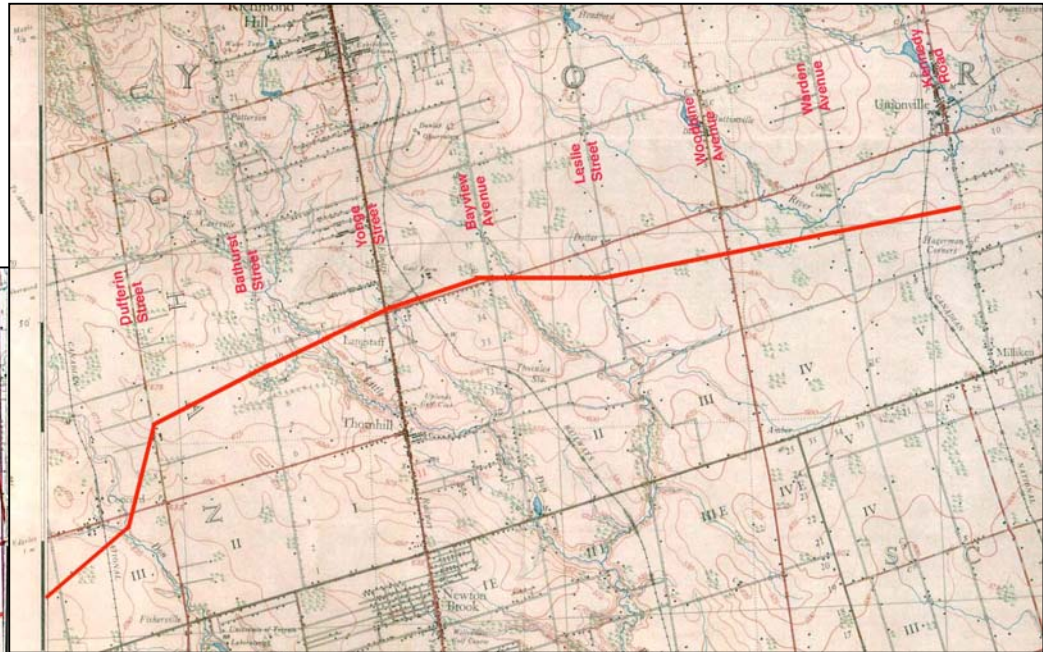
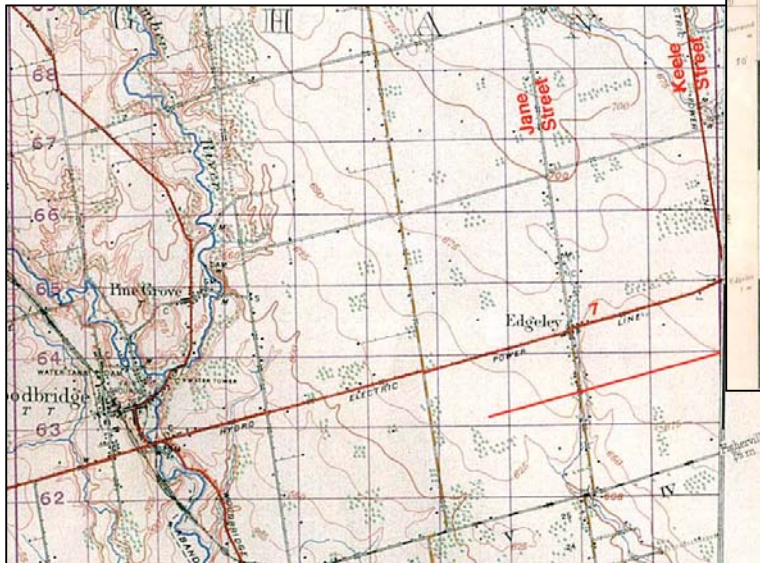
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APPENDIX A: HISTORICAL MAPS



Approximate route of Highway 407 on 19th Century Map of Vaughan Township (left) and Markham Township (right) adapted from Illustrated Historical Atlas of York County 1978.

Below: Red line shows approximate route of Highway 407 in Vaughan Township [Adapted from National Topographical Series Bolton, 30 M/13 1940].

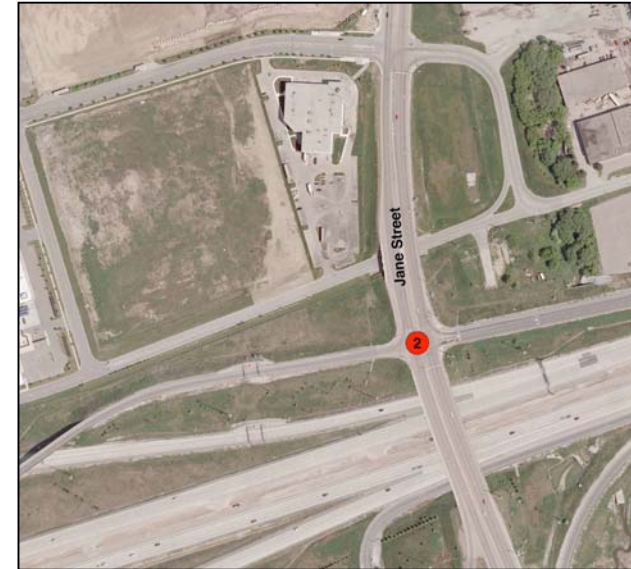


Above: Red line shows approximate route of Highway 407 in Markham Township [Adapted from National Topographical Series: Markham M 14, 1936].

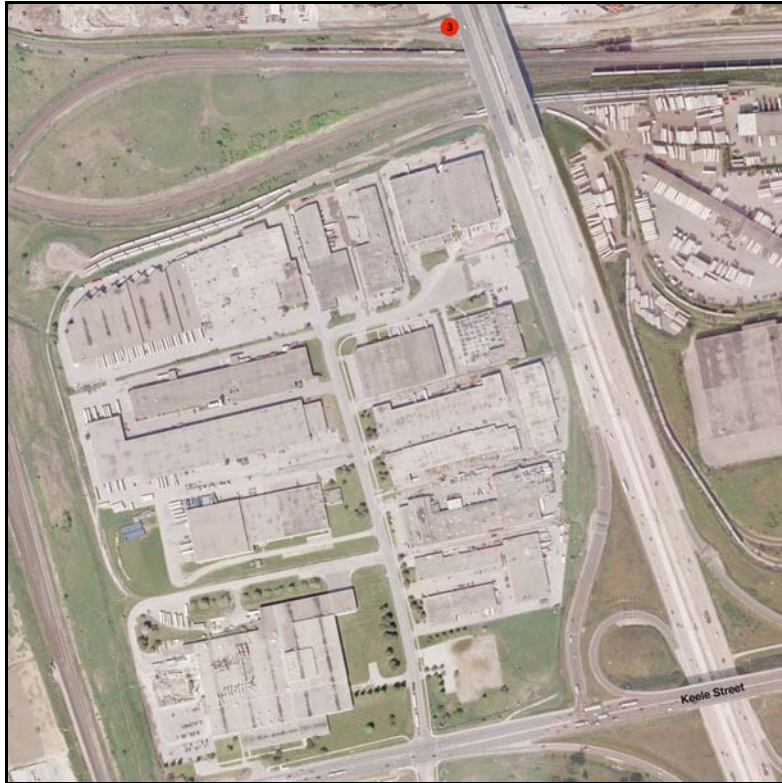
**APPENDIX B:
LOCATION OF
BUILT HERITAGE RESOURCES &
CULTURAL HERITAGE LANDSCAPES**



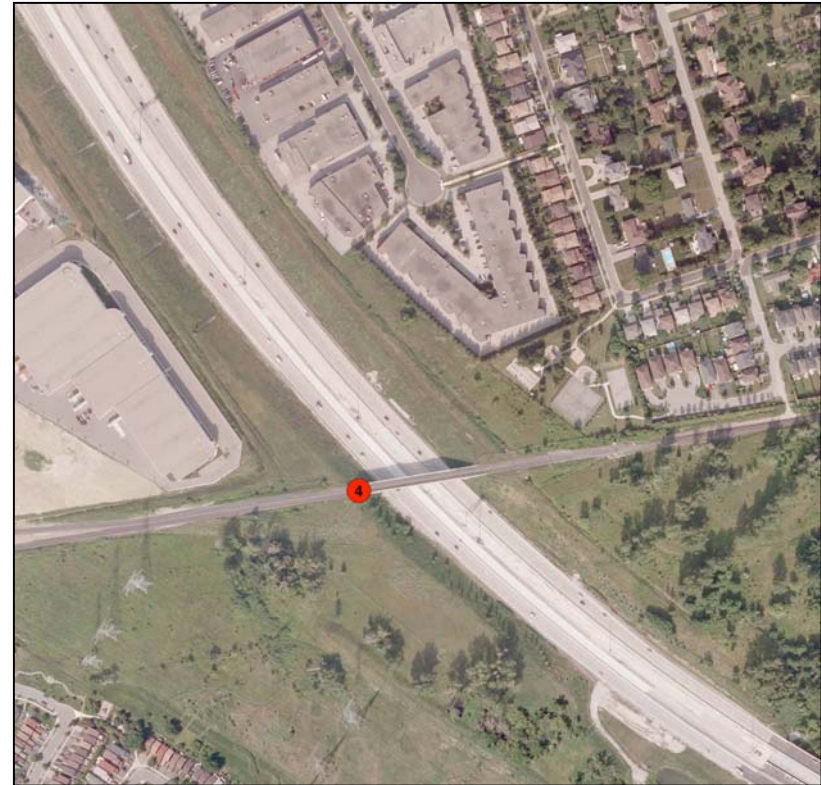
Location Photograph 1.



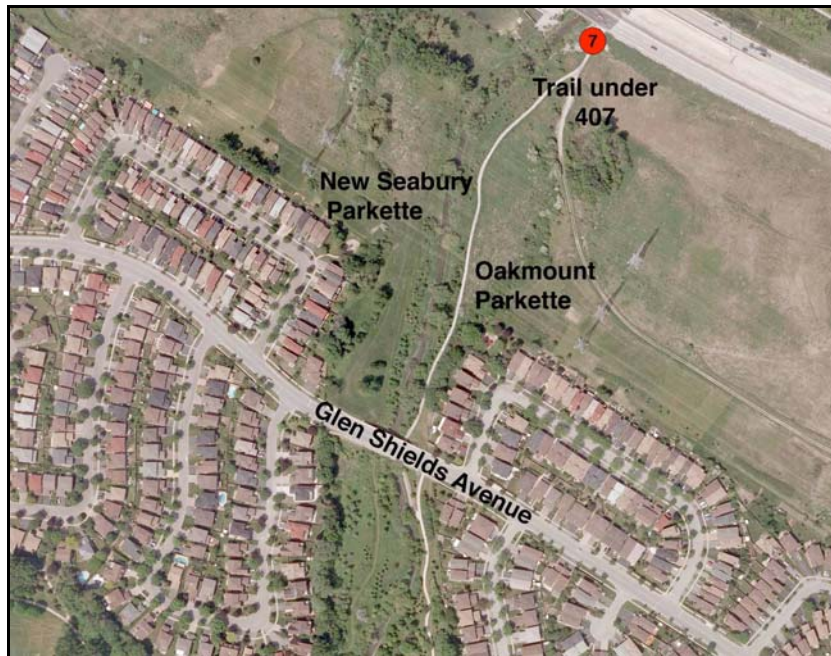
Location Photograph 2



Location Photograph 3.



Location Photograph 4.



Location Photograph 5.



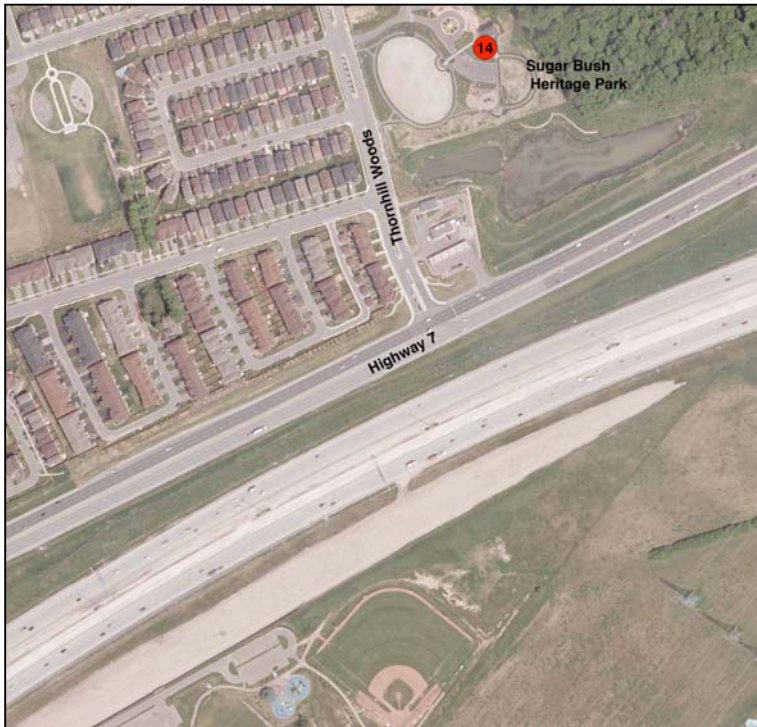
Location Photograph 6.



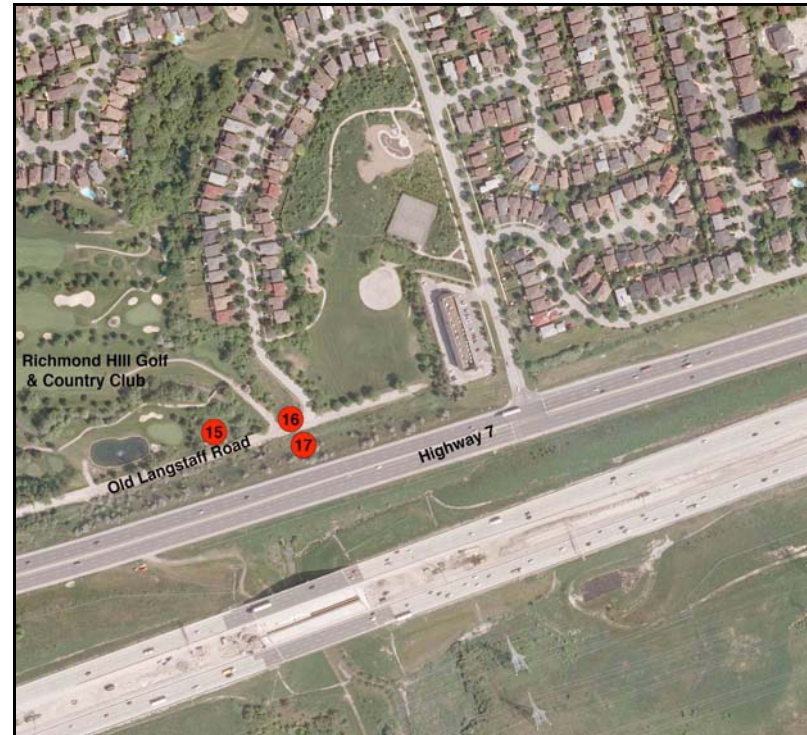
Location Photograph 7.



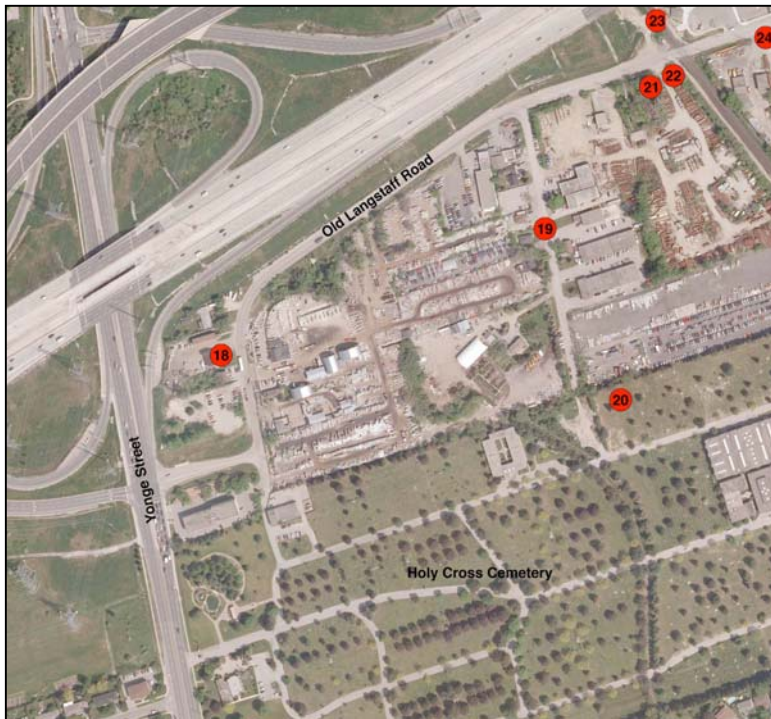
Location Photograph 8.



Location Photograph 9.



Location Photograph 10.



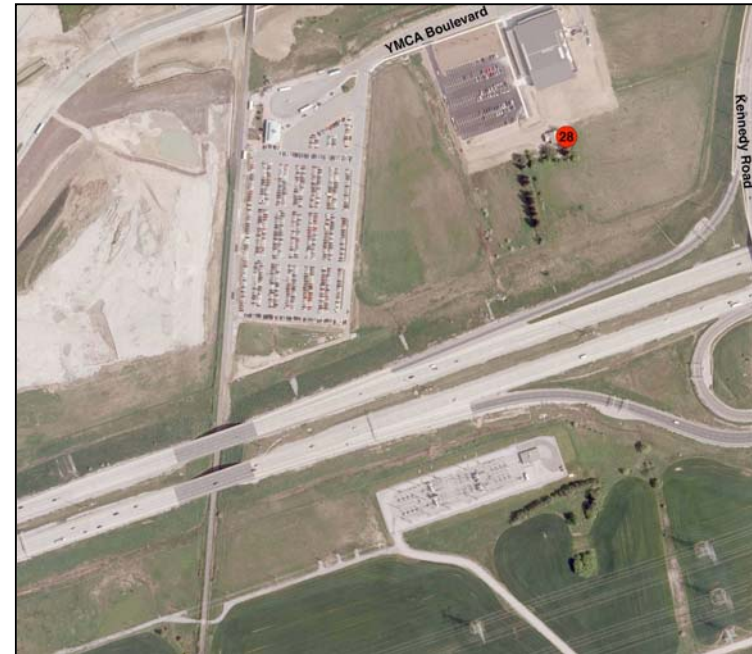
Location Photograph 11.



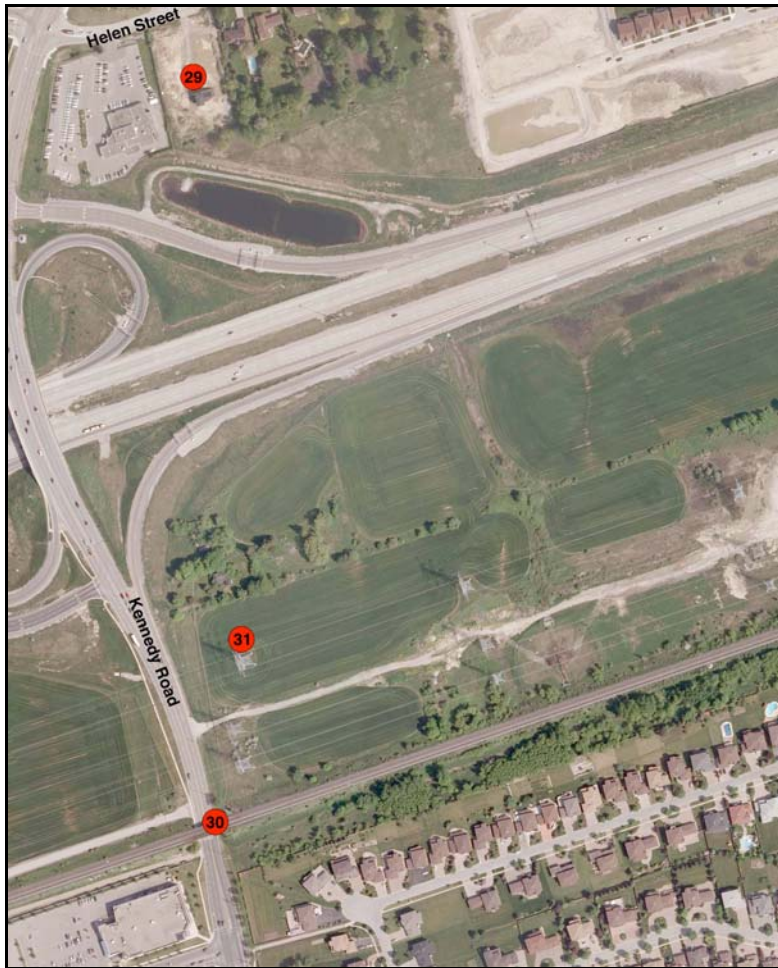
Location Photograph 12.



Location Photograph 13.



Location Photograph 14.



Location Photograph 15.