

Appendix G – Cultural and Built Heritage Assessment Report

*Kennedy Road Environmental Assessment between
Steeles Avenue and Major Mackenzie Drive*





October 24, 2017

CULTURAL HERITAGE ASSESSMENT REPORT

**Kennedy Road Municipal Class Environmental
Assessment, Steeles Avenue to Major
Mackenzie Drive, Regional Municipality of York,
Ontario**

Submitted to:

Tyrone Gan, P. Eng.
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON
L4B 1J8

FINAL REPORT

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1 e-copy - HDR Corporation
1 e-copy - Golder Associates Ltd.





Executive Summary

This Executive Summary highlights key points from the report only; for complete information and finding the reader should examine the complete report.

In June 2017, HDR Corporation retained Golder Associates Ltd. (Golder) on behalf of the Regional Municipality of York to conduct a Cultural Heritage Assessment Report (CHAR) as part of a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for proposed road improvements to Kennedy Road, in the City of Markham, Ontario. The study area, approximately 9 km in length, includes the Kennedy Road right-of-way (ROW) between Steeles Avenue and Major Mackenzie Drive, and was initiated as part of York Region's plans to increase the north-south capacity within the Region's arterial network, accommodate growth, and improve overall transportation network connectivity.

This CHAR identified eighteen (18) designated, listed, and inventoried properties of known or potential cultural heritage value or interest (CHVI), and one (1) newly identified potential cultural heritage landscape in the study area. A detailed design has not yet been prepared, but fifteen (15) properties are predicted to be at medium to high risk for direct or indirect impact from the proposed project. If avoidance of these properties is not feasible:

- ***Property-specific Cultural Heritage Evaluation Reports (CHERs) or Heritage Impact Assessments (HIAs) will be required as part of the detailed design phase.***

If avoidance is feasible, Golder recommends the following actions:

- **Site plan control and communication:** the properties identified in this report to be at medium to high risk of adverse impacts should be clearly marked on project mapping and communicated to all project personnel for avoidance during construction.
- **Create a physical buffer:** temporary fencing should be erected at the property line of, or a 10-m distance from, properties identified in this report to be at medium to high risk of adverse impacts, to ensure that the heritage attributes of each property will be buffered from vibration damage and other potential impacts resulting from excavation, compacting, and associated heavy vehicle traffic during construction.
- **Monitor for vibration impact:** the properties identified in this report to be at medium to high risk of adverse impact should be monitored during construction with digital seismographs to reduce the potential for vibration damage resulting from excavation, compacting, or associated heavy vehicle traffic during construction. These properties should also be monitored during any repair or resurfacing operation in the immediate vicinity.

Additionally, Golder recommends to:

- ***Avoid the properties of cultural heritage value or interest identified in this report, and establish as much distance as practicable between Project components (such as transit facilities) and the identified properties.***



Study Limitations

Golder Associates Ltd. has prepared this report in a manner consistent with the guidance developed by the Ontario Ministry of Tourism, Culture and Sport, Culture Division, Programs and Services Branch, Heritage Program Unit, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder Associates Ltd., by HDR (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder Associates Ltd.'s express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the Client, Golder Associates Ltd. may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder Associates Ltd. The report, all plans, data, drawings and other documents as well as electronic media prepared by Golder Associates Ltd. are considered its professional work product and shall remain the copyright property of Golder Associates Ltd., who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permission of Golder Associates Ltd. The Client acknowledges the electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client cannot rely upon the electronic media versions of Golder Associates Ltd.'s report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.



Project Personnel

Project Director	Andrew Balasundaram, Principal
Project Manager	Steven Jagdat, M.A.Sc., P.Eng., Project Manager
Task Manager	Henry Cary, Ph.D., CAHP, Cultural Heritage Specialist
Research	Shannen Stronge, M.A., Cultural Heritage Specialist
Field Investigation	Henry Cary, Ph.D., CAHP
Report Production	Henry Cary, Ph.D., CAHP Shannen Stronge, M.A.
Mapping & Illustrations	Zachary Bush, GIS Technician
Senior Review	Bradley Drouin, M.A., Associate, Senior Archaeologist

Acknowledgements

HDR	Tyrone Gan, P Eng. Senior Project Planner
City of Markham	George Duncan, Senior Heritage Planner



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Cultural heritage resources identified in the study area



1.0 INTRODUCTION

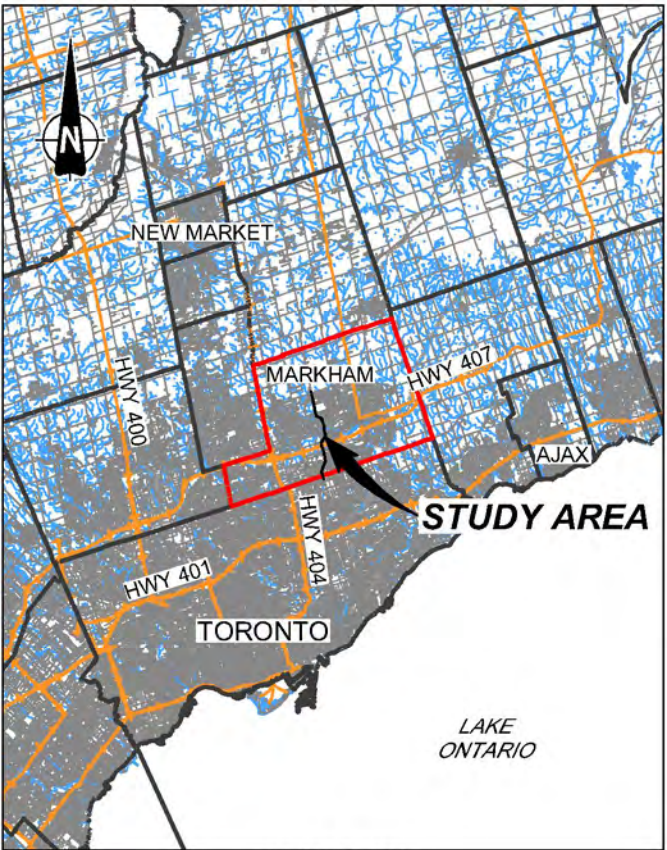
In June 2017, HDR Corporation retained Golder Associates Ltd. (Golder) on behalf of the Regional Municipality of York to conduct a Cultural Heritage Assessment Report (CHAR) as part of a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for proposed road improvements to Kennedy Road, in the City of Markham, Ontario. The study area, approximately 9 km in length, includes the Kennedy Road right-of-way between Steeles Avenue and Major Mackenzie Drive (Figure 1), and was initiated as part of York Region's plans to increase the north-south capacity within the Region's arterial network, accommodate growth, and improve overall transportation network connectivity.

To identify cultural heritage resources and constraints in the study area, this document provides:

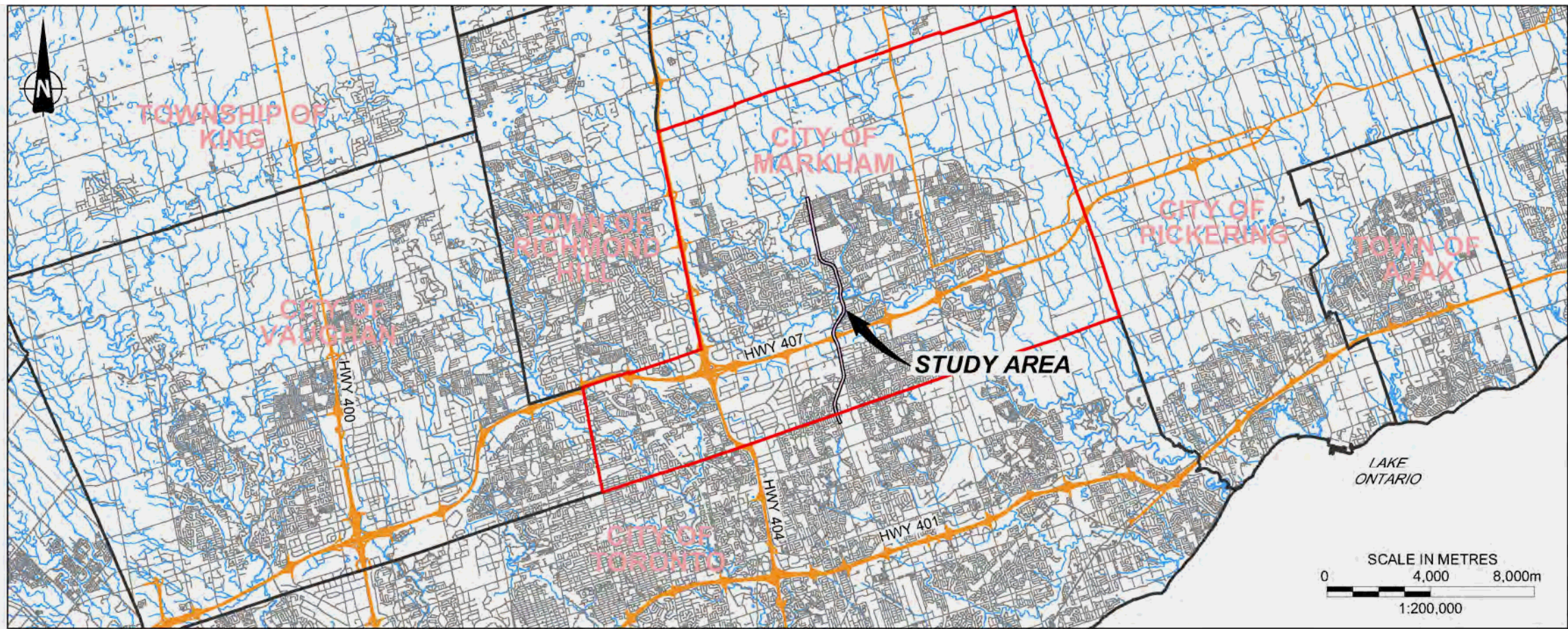
- A background on the legislative framework, purpose and requirements of a CHAR and the methods that were used to investigate and evaluate cultural heritage resources in the study area;
- An overview of the study area's geographic context and history;
- An inventory and evaluation of built and landscape elements in the study area;
- A description of the proposed undertaking and a preliminary assessment of its predicted impacts and residual effects on known or newly identified cultural heritage resources in the study area; and,
- Recommendations to inform the detailed design and ensure that the heritage attributes of known or newly identified cultural heritage resources in the study area are conserved.



BING AERIAL IMAGERY and OBM MAPPING



KEY PLAN



REGIONAL MAP

LEGEND

- CITY OF MARKHAM BOUNDARY
- TOWNSHIP/MUNICIPALITY BOUNDARY
- MARKHAM TOWNSHIP/MUNICIPALITY

REFERENCE

DRAWING BASED ON MNR LIO, OBTAINED 2017, PRODUCED BY GOLDER ASSOCIATES LTD UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2017;
BING AERIAL IMAGE AS OF JULY 7, 2017 (IMAGE DATE UNKNOWN);
AND CANMAP STREETFILES V2008.4.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT
CULTURAL HERITAGE ASSESSMENT REPORT
KENNEDY ROAD CLASS ENVIRONMENTAL ASSESSMENT
MARKHAM, ONTARIO

TITLE
LOCATION MAP

	PROJECT No.	1664178	FILE No.	1664178-8000-R01001
	SCALE	AS SHOWN	REV.	
CA/DO	ZLB/DCH	Oct 23/17	FIGURE 1	
CHECK				



2.0 SCOPE & METHOD

The scope of this CHAR was defined by guidance outlined in the Ministry of Tourism, Culture and Sport (MTCS) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (2016) (the MTCS *Checklist*, described in Section 3.1.4). Following Provincial Policy Statement 2014 (PPS 2014), adjacent *protected heritage property*, such as those designated under Part IV or Part V of the *Ontario Heritage Act* (OHA), were also considered as part of the scope for the assessment.

To conduct this CHAR, Golder:

- Researched archival and published sources relevant to the history and geographic context of the study area;
- Consulted federal, provincial, and municipal heritage registers, and contacted the City's Senior Heritage Planner responsible for heritage to identify known or recognized properties of cultural heritage value or interest (CHVI) within the study area;
- Undertook a field investigation to inventory and document all known and potential cultural heritage resources within the study area, and to understand the wider built and landscape context;
- Evaluated potential resources for CHVI using the criteria prescribed in *Ontario Regulation 9/06*; and,
- Assessed the risk of impact to properties of CHVI using MTCS and other guidance.

A number of primary and secondary sources, including historic maps, aerial imagery, photographs, research articles, were accessed from the National Air Photo Library, Library and Archives Canada, Archives of Ontario, and online sources, as well as the City's *Register of Property of Cultural Heritage Value or Interest* (the *Register*) and cultural heritage resource geospatial data.

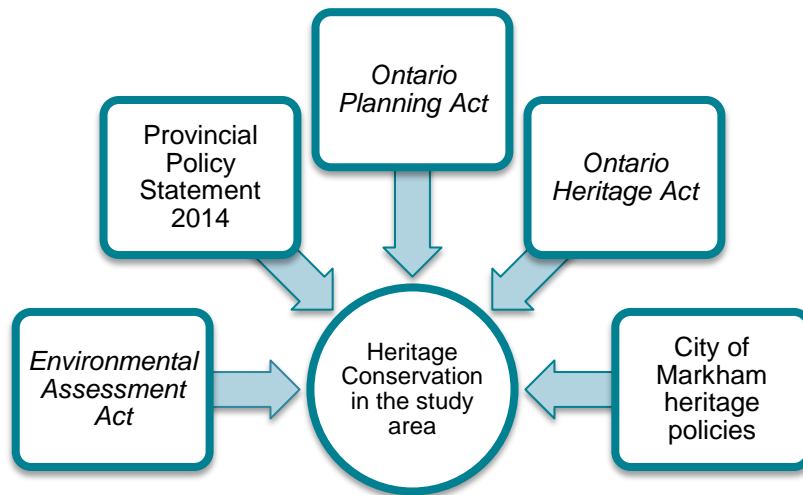
Golder corresponded with George Duncan, Senior Heritage Planner with the City's Planning and Development Department by telephone on June 23, 2017 to inquire about specific cultural heritage constraints along the study area. Golder was provided with information about the status of the known properties of CHVI in the study area and confirmation that Austin Drive Park is not officially considered as a cultural heritage landscape.

Field investigations were conducted by Cultural Heritage Specialist Henry Cary on June 14, 2017. This included photographing streetscapes and properties in the study area from public rights of way with a Samsung S6 camera linked to the Survey123 for ArcGIS application. Potential built heritage resources in the study area were identified on the basis of the MTCS *Checklist* 'rule of thumb' (see Section 3.1.4), analysis of architectural style, historical mapping, and aerial imagery, and are described using the terms provided by the City, Blumenson (1990), Hubka (2013), and *Canadian Inventory of Historic Buildings* (Parks Canada 1980). Potential cultural heritage landscapes were identified based on the criteria provided in the MTCS *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980) and *Heritage Conservation Districts* (2006).



3.0 PLANNING, LEGAL, AND REGULATORY CONTEXT

Cultural heritage resources are recognized, protected, and managed through a number of provincial and municipal planning and policy regimes. These policies have varying levels of authority, though generally all inform decision-making on how impacts of new development on heritage assets can be avoided or mitigated.



Provincial and municipal policies relevant to the heritage conservation in the study area

3.1 Provincial Heritage Policies

3.1.1 *Environmental Assessment Act* and Municipal Class Environmental Assessments

The *Environmental Assessment Act* (EAA) was legislated to ensure that Ontario's environment is protected, conserved, and wisely managed. Under the EAA, 'environment' includes not only natural elements such as air, land, water and plant and animal life, but also the 'social, economic and cultural conditions that influence the life of humans or a community', and 'any building, structure, machine or other device or thing made by humans'. To determine the potential environmental effects of a new development, the Environmental Assessment (EA) process was created to standardize decision-making. For municipal road, water, and wastewater projects this decision-making is streamlined in the Class EA process, which divides routine activities with predictable environmental effects into four 'schedules' (Government of Ontario 2014; MCEA 2015). The Project falls under the Schedule 'C' MCEA process since it involves construction of new facilities and major expansions to existing facilities.

The phases (up to five) and associated actions required for each of these schedules is outlined in the Ontario Municipal Engineers Association (MEA) Manual. Avoidance of cultural resources is the primary mitigation suggested in the manual, although other options suggested include 'employing necessary steps to decrease harmful environmental impacts such as vibration, alterations of water table, etc.' and 'record or salvage of information on features to be lost' (MEA 2015: Appendix 2). In all cases, the 'effects should be minimized where possible, and every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures.' Some of these policies —such as the *Planning Act*, *Provincial Policy Statement*, and *Official Plans* and *Secondary Plans*— are listed as 'Key Considerations' in the MEA Manual, and are described below.



3.1.2 Planning Act and Provincial Policy Statement

The Ontario *Planning Act* (1990) and associated *Provincial Policy Statement, 2014* (PPS 2014) provide the legislative imperative for heritage conservation in land use planning. Both documents identify conservation of resources of significant architectural, cultural, historical, archaeological, or scientific interest as a provincial interest, and PPS 2014 further recognizes that protecting cultural heritage and archaeological resources has economic, environmental, and social benefits, and contributes to the long-term prosperity, environmental health, and social well-being of Ontarians. The *Planning Act* serves to integrate this interest with planning decisions at the provincial and municipal level, and states that all decisions affecting land use planning 'shall be consistent with' PPS 2014.

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two sections of PPS 2014:

- Section 2.6.1 – 'Significant built heritage resources and significant heritage landscapes shall be conserved';
- Section 2.6.3 – 'Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.'

PPS 2014 defines *significant* as resources 'determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people', and *conserved* as 'the identification, protection, management and use of built heritage resources, cultural heritage landscapes, and archaeological resources in a manner that ensures their cultural heritage value of interest is retained under the *Ontario Heritage Act*.' Built heritage resources, cultural heritage landscapes, heritage attributes, and protected heritage property are also defined in the PPS:

- **Built heritage resources:** a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal [Indigenous] community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers.
- **Cultural heritage landscapes:** a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal [Indigenous] community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g., a National Historic Site or District designation, or a UNESCO World Heritage Site).
- **Heritage attribute:** the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).



- **Protected heritage property:** property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites.

For municipalities, PPS 2014 is implemented through an Official Plan, which may outline further heritage policies (see Section 3.2).

3.1.3 Ontario Heritage Act and Ontario Regulation 9/06

The Province and municipalities are enabled to conserve significant individual properties and areas through the *Ontario Heritage Act* (OHA). Under Part III of the OHA, compliance with the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* is mandatory for provincially-owned and administered heritage properties, and holds the same authority for ministries and prescribed public bodies as a Management Board or Cabinet directive.

For municipalities, Part IV and Part V of the OHA enables council to 'designate' individual properties (Part IV), or properties within a heritage conservation district (HCD) (Part V), as being of 'cultural heritage value or interest' (CHVI). Evaluation for CHVI under the OHA is guided by *Ontario Regulation 9/06* (O. Reg. 9/06), which prescribes the *criteria for determining cultural heritage value or interest*.

The criteria are as follows:

- 1) The property has **design value or physical value** because it:
 - i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii) Displays a high degree of craftsmanship or artistic merit; or
 - iii) Demonstrates a high degree of technical or scientific achievement.
- 2) The property has **historic value or associative value** because it:
 - i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
- 3) The property has **contextual value** because it:
 - i) Is important in defining, maintaining or supporting the character of an area;
 - ii) Is physically, functionally, visually or historically linked to its surroundings; or
 - iii) Is a landmark.

If a property meets one or more of these criteria, it may be eligible for designation under Part IV, Section 29 of the OHA.



Designated properties, which are formally described and recognized through by-law, must then be included on a 'Register' maintained by the municipal clerk. At a secondary level, a municipality may 'list' a property on the register to indicate its potential CHVI. Importantly, designation or listing in most cases applies to the entire property, not only individual structures or features.

3.1.4 Provincial Guidance

The Province, through the MTCS, has developed a series of products to advise municipalities, organizations, and individuals on heritage protection and conservation. One product used primarily for EAs is the MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (MTCS *Checklist*) (2015). This checklist helps to identify if a project area contains, or is adjacent to known cultural heritage resources, provides general direction on identifying potential built heritage resources and cultural heritage landscapes, and aids in determining the next stages of evaluation and assessment.

One criterion listed on the MTCS *Checklist* is if a property contains buildings or structures over 40 years old at the time of assessment. This 40 year 'rule of thumb' does not automatically assign cultural heritage value or interest or protection to buildings and structures older than 40 years, nor exclude those built in the last 40 years, but assumes that a property's heritage potential increases with age. If the 'rule of thumb' identifies potential cultural heritage resources in a study area, the MTCS *Checklist* advises that a Cultural Heritage Evaluation Report (CHER) be completed to evaluate if the built element or landscape meets the *O. Reg. 9/06* criteria. If the MTCS *Checklist* further indicates that known or potential for heritage resources will be impacted by the proposed development in a study area, investigation as part of a Heritage Impact Assessment (HIA) is usually necessary.¹

More detailed guidance on identifying, evaluating, and assessing impact to built heritage resources and cultural heritage landscapes is provided in the *Ontario Heritage Tool Kit* series. Of these, *Heritage Resources in the Land Use Planning Process* (MTCS 2006) provides an outline for the contents of a HIA, which it defines as:

- 'a study to determine if any cultural resources (including those previously identified and those found as part of the site assessment)...are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended.'

For Class EAs, the *Ontario Heritage Tool Kit* partially, but not entirely, supersedes earlier MTCS advice. Criteria to identify cultural landscapes is provided in greater detail in the *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980:7), while recording and documentation procedures are outlined in the *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992:3-7). The latter document also stresses the importance of identifying and gauging the cumulative effects of a Class EA development (MTCS 1992:8).

¹ For many environmental assessments, including for the Project, a CHER and HIA are combined as a Cultural Heritage Assessment Report (CHAR).



3.2 Municipal Heritage Policies

3.2.1 Regional Municipality of York Heritage Policies

The York Region *Official Plan* (2016 Office Consolidation) is a long range regional planning document used to guide the region's development. It is the objective of York Region to recognize, conserve and promote cultural heritage and its value and benefit to the community. Policies in the *Official Plan* relevant for this CHAR include:

- 3.4.2 – To ensure that cultural heritage resources under the Region's ownership are conserved.
- 3.4.3 – To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources.
- 3.4.5 – To ensure that identified cultural heritage resources are evaluated and conserved in capital public works projects.
- 3.4.11 – To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources and ensure that development and site alteration on adjacent lands to protected heritage properties will conserve the heritage attributes of the protected heritage property.

3.2.2 City of Markham Heritage Policies

The City's *1987 Official Plan Consolidation* (2005) contains the City's policies for development in land use planning and development control. The policies of this *Official Plan* are in effect while the 2014 *Official Plan* is being appealed at the Ontario Municipal Board. The goal of the municipality is "to preserve and continue the distinctive tradition, history and heritage of Markham's communities in coordination with the comprehensive planning needs and requirements of the Town" (OP section 2.5). Policies in effect relevant for this CHAR include:

- 2.5.1.g) ii) – Through the use of Zoning By-laws, Sign By-laws, Site Plan Agreements and other controls, the Town will ensure that development within or adjacent to heritage buildings is designed, sited or regulated in such a manner so as not to conflict with or destroy such features whenever possible.
- 2.5.1.h) i) – Council shall encourage the retention of pioneer cemeteries in their original location.
- 2.5.1. h) ii) – Council shall discourage the closure and relocation of small cemeteries.

The City's 2014 *Official Plan* (not yet in force) identifies a significant First Nations, colonial and rural agricultural heritage and states that recognizing and preserving this cultural heritage is an important part of the City's identity (2014 *Official Plan* section 1.2).

Section 4.5 of the 2014 *Official Plan* addresses the goals and policies for 'cultural heritage resources', which are defined in the glossary (Section 11-8) as 'built heritage resources, archaeological resources, cultural heritage landscapes and intangible heritage such as traditions, ceremonies, attitudes, beliefs, stories, games and language that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.'

The City's objectives for cultural heritage are articulated in several subsections of Section 4.5, of which the following are relevant:



- Sec. 4.5.3.1 – To protect and conserve cultural heritage resources generally in accordance with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the *Venice Charter*, the *Appleton Charter for the Protection and Enhancement of the Built Environment* and other recognized heritage protocols and standards.
- Sec. 4.5.3.3 – To use secondary plans, zoning by-laws, subdivision and site plan control agreements, signage by-laws, and other municipal controls, to ensure that development within or adjacent to cultural heritage resources is designed, sited or regulated so as to protect and mitigate any negative visual and physical impact on the heritage attributes of the resource, including considerations such as scale, massing, height, building orientation and location relative to the resource.
- Sec. 4.5.3.4 – To impose conditions of approval where cultural heritage resources are to be affected to ensure the continued protection of the resource.
- Sec. 4.4.3.5 – To require, where considered appropriate, the preparation of a heritage impact assessment or a heritage conservation plan, prepared by a qualified heritage conservation professional, for any proposed alteration, construction or development involving, adjacent to or in the immediate vicinity of a property on the Register of Property of Culture Heritage Value or Interest to ensure that there will be no adverse impacts caused to the resource or its heritage attributes.
- Sec. 4.5.4.6 – To identify and evaluate all cultural heritage resources, and where necessary ensure that suitable conservation and/or mitigation measures, are applied to:
 - a) address the impact of any municipal or provincial public works or other development or site alteration activities;

Cultural heritage is also addressed in many other sections of the *Official Plan*. In Section 6.1.2 there is the statement that development in the 'public realm' should 'incorporate...cultural heritage features', and in Section 6.1.3.2 that the City will 'design and arrange streets and blocks to create a sense of identity through the treatment of natural/cultural heritage and architectural features, built form, massing, scale, site layout and orientation, and by incorporating diverse streetscape elements.' Consideration of cultural heritage resources in road widening is specifically addressed in Section 10.8.1.8:

- That unequal or reduced widening may be required where topographic features, public lands, historic buildings or other cultural heritage resources such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way.



4.0 GEOGRAPHIC & HISTORICAL CONTEXT

4.1 Geographic Context

The study area is located in southwestern Ontario, approximately 24 km northeast of the City of Toronto, and within the Regional Municipality of York. It is centrally located in the City of Markham, running for approximately 9 km from Steeles Avenue in the south to Major Mackenzie Drive in the north, and between McCowan Road on the east and Warden Avenue on the west. The right-of-way (ROW) also passes through the historic communities of Hagerman's Corners (14th Avenue intersection), Hunter's Corners (16th Avenue intersection), and Colty Corners (Major Mackenzie Drive intersection).

The study area is within two physiographic regions, the division of which is near the east-west running Highway 407. Covering the south portion of the study area is the South Slope physiographic region, an area of drumlinized till and predominantly fine sandy loam with generally good drainage (Chapman and Putnam 1984:172-174). In the north portion is in the Peel Plain, described by Chapman and Putnam (1984: 174) as:

Level-to-undulating tract of clay soils covering 300 square miles across the central portions of the Regional Municipalities of York, Peel, and Halton. The general elevation is from 500 to 750 feet a.s.l. and there is a gradual and fairly uniform slope toward Lake Ontario. Across this plain the Credit, Humber, Don, and Rouge Rivers have cut deep valleys, as have other streams such as the Bronte, Oakville, and Etobicoke Creeks.

Soils in the area are predominantly imperfectly drained and stone-free clay loam, and generally the topography is flat to undulating and rises from south to north by as much as 20 m. In the centre of the study area, the elevation descends by as much as 28 m in the broad Rouge River Valley, which runs east-west in the study area between Hagerman's Corners and Carlton Road. The Rouge River itself crosses the study area between Second Street and Austin Drive in the central portion of the study area. Although a highly urbanized environment, the study area is within the Mixedwood Plains ecozone, an area with fertile soils, a relatively mild climate, and stands of beech, maple, black walnut, hickory, oak and cedar, as well as coniferous species such as white spruce (Canadian Atlas Online 2014).

4.2 Historical Context

4.2.1 Markham Township

The former Township of Markham, named in honour of the Archbishop of York William Markham (1720-1806), was first surveyed by Abraham Iredell in 1793 as part of the larger survey of the County of York (Rayburn 1997:208; Gentilcore & Donkin 1973). Iredell employed the single-front method, where only the concessions were surveyed and lots of 120 to 200 acres were delineated to be five times as long as they were wide (Schott 1981:77-93). In Markham Township, the concession lines were oriented south to north, with the side roads crossing from west to east (McIlwraith 1999:54).



CHAR - KENNEDY ROAD MARKHAM

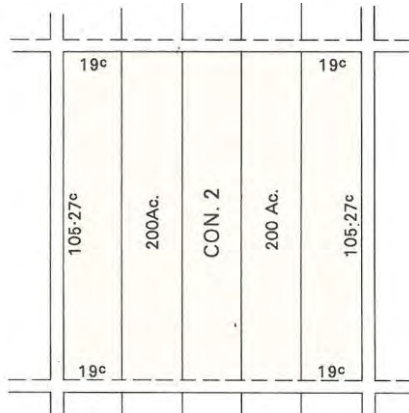


Diagram of the single front survey system, used from 1783 to 1818. As depicted here, each lot is 200 acres, created from surveying 19 chains by 105.27 chains (1 chain = 66 feet/ 20.12 metres) (Dean & Matthews 1969: 99).

Ten concessions were laid out 1¼ miles (2 km) apart, running from Yonge Street and Vaughan Township in the west to Pickering Township in the east, and were divided into by six side roads, also 1¼ miles apart. At the time of the survey, these side roads were little more than blazes on trees indicating where the roads would eventually be opened. The Township was bounded by the Whitchurch Town Line (Gormley Sideroad) on the north, Yonge Street on the west, the Scarborough Town Line (now Steeles Avenue) on the south and Pickering Township on the east. The 1791 *Constitutional Act* decreed that a seventh-part of all lands be reserved for the Clergy reserve, and in 1792 Simcoe similarly retained a seventh-part of all lands for the Crown. With the exception of lots fronting Yonge Street, this left two of every seven lots in Markham Township as Crown and Clergy Reserves, a system that hindered settlement since it blocked access to water sources and left roads adjacent to the Reserve lots undeveloped (Champion 1979:9). It was not until the mid-1800s when both the Crown and Clergy lots were released and sold to private owners.

The first major wave of European settlement in Markham Township was led by William Moll Berczy² (b. 1744, d. 1813), a German merchant and painter who recruited over 200 people from northern Germany to settle in the Genesee area of New York State on behalf of the British-based Genesee Association (Stagg 1983). The first group of settlers arrived in America in 1792, and spent the next two years in legal battles over access to the land and supplies they had been promised. To remedy the situation, Berczy assisted with the formation of the German Company intent on acquiring land in Upper Canada. In 1794, the German Company was granted 64,000 acres (25,900 ha) west of the Grand River, with the promise of more land once the original grant was settled. The settlers travelled to Newark (Niagara-on-the-Lake) in June of 1794 only to be informed that Simcoe had reneged on the agreement and they were now to settle in Markham Township. Approximately 190 German Company settlers, including some Pennsylvanians who had joined Berczy's group as they traveled, spent the winter of 1794 camping in the thick forests of Markham Township and suffered over the next two years, with several dying of starvation (Champion 1979:13).

Markham Township's other early settlers were French *émigrés* and Pennsylvania Dutch. The former included a group of approximately thirty aristocrats who had fled the French Revolution. In 1799 the *émigrés* had settled on

² He was also known as Johann Albrecht Ulrich Moll, Wilhelm Albert Ulrich von Mollo, and Albert-Guillaume Berczy.



lots fronting Yonge Street in Markham Township but by 1815 — with the exception of Laurent Quetton St. George, who prospered through trade connections with local First Nations and other settlers — all of the *émigrés* had returned to France (Champion 1979:26). The German or German-speaking Swiss known as the 'Pennsylvania Dutch' (a derivation of *Düütsch* or *Deutsch*) had come to America in the late 17th century and began migrating to Upper Canada at the end of the 18th century. Most settled in the eastern half of Markham Township and were Mennonites with communal, self-sufficient communities well adapted to face the hardships of early settlement in Ontario (Champion 1979:27). Other settlers in early Markham Township were primarily American or English, Irish and Scots.

Early roads in Markham Township tended to follow the natural topography rather than the survey lines. It was not until the early 20th century, with the increase in large engineering works, that many of these roads were straightened, and iron and concrete bridges were built across the Rouge River and its associated tributaries.

In 1817 there were fourteen grist and sawmills in the Township, twelve of which were on the Rouge River, and two on the Don (Champion 1979:116). Three wool dressing mills were running by 1824 and the number of grist and sawmills had increased to fifteen, and at mid-century there were twenty-seven sawmills and thirteen grist mills. The farm productivity recorded for the township in 1849 was 150,000 bushels of wheat, 11,000 bushels of barley, 7,000 bushels of rye, 145,000 bushels of oats, 45,000 bushels of peas, 55,000 bushels of potatoes, 3,000 bushels of turnips and 3,000 tons of hay. (Robinson 1885 Part II:120), while in 1881 productivity had increased to 110,050 bushels of wheat, 199,181 bushels of barley, 271,851 bushels of oats, 55,954 bushels of peas and beans, 10,280 bushels of corn, 89,671 bushels of potatoes, 122,312 bushels of turnips, 118,397 bushels of other root crops, and 10,598 tons of hay (Robinson 1885 Part II:120). During the last quarter of the 19th century, 70% of the land was under tillage, a little over 10% was under pasture, and 2% was devoted to orchards. Only 10% still held forest, mainly beech, maple and basswood with some areas of pine.

The population numbered 5,698 in 1842, 6,868 in 1850, and 8,152 in 1871 (Robinson 1885 Part II: 121). Only 6,375 inhabitants were listed for 1881, but this did not include those in the now incorporated villages of Markham, Richmond Hill and Stouffville. York County was abolished in 1971 and replaced by the Regional Municipality of York. The same year the northern portion of the Township of Markham was annexed into Richmond Hill (a town since 1957) and the newly formed Town of Whitchurch-Stouffville (an amalgamation of the former Township of Whitchurch and the former Village of Stouffville), while the southern portion of the Township of Markham became the Town of Markham.

4.2.2 Toronto and Nipissing Railway (now GO Transit Stouffville Line)

The study area crosses the former Toronto and Nipissing Railway, now the GO Transit Stouffville Line and part of the York Durham Heritage Railway. Chartered in 1868, the Toronto and Nipissing Railway Company constructed a rail line from Toronto to the village of Coboconk, via Lindsay, between 1869 and 1872. In order to save money on building costs, the rail line was originally constructed as a narrow-gauge track with the rails placed only 3-feet 6-inches apart. As the volume of rail traffic increased throughout York County, the narrow-gauge track became obsolete and had to be replaced by a standard-gauge line between 1881 and 1883. In 1882, the line was amalgamated into the Midland Railway of Canada, and after a series of mergers and bankruptcies, was eventually acquired by the CN Uxbridge Subdivision. In 1982, the rail line was transferred to GO Transit and became known as the Stouffville Line.



4.2.3 Study Area

Prior to its amalgamation into the Town of Markham in 1971, the study area generally followed the early transportation route of 6th Line in the Township of Markham, bordering Lots 4 to 8 and Lots 16 to 20 of Concessions 5 and 6, with the southern portion cutting through the westerly portion of Lots 1 to 3, Concession 5, and the central portion cutting through the easterly portion of Lots 9 to 15, Concession 6. Iredell's 1794 survey map of Markham Township, with later additions, indicates that all of the lots bordering the study area were purchased by the late 18th century to early 19th century, while Tremaine's *Map of the County of York* indicates that by 1860 at least four houses, three churches, two stores, one saw mill, one inn, one school house, and one community (Hagerman's Corners) had been established either within or near to the study area (Figure 2). Hagerman's Corners, located in the vicinity of Lots 5 and 6 on Concessions 5 and 6, had been settled by Nicholas Hagerman in 1803 (Champion 1979:243), and a congregation of the Wesleyan Methodist Church was established on Nicholas Hagerman's property on Lot 6, Concession 5 in 1849.

Further north, between 16th Avenue and Major Mackenzie Drive, was another early hamlet, this one the site of Unionville's first Lutheran Church and cemetery. In 1820, on a plot of land granted by Phillip Eckardt, a frame structure known as the St. Phillips Lutheran Church was erected and would remain until 1862, when it was replaced by a brick building. By 1894, the name had been officially changed to Bethesda Lutheran Church, and in 1910, the Lutheran congregation relocated to the village of Unionville where materials from the brick church were used to construct a new building. Two plaques erected by the Ontario Archaeological and Historic Sites Board currently stand within the front entrance of the cemetery. The first of these plaques titled "The Berczy Settlement 1794" reads as follows:

In November, 1794, William von Moll Berczy (1744-1813), colonizer, road builder, architect and painter, brought the first settlers to Markham Township. This group had originally emigrated from Germany to New York State, but moved to Upper Canada in 1794 and acquired extensive lands in this area. In 1795-96 sickness and famine reduced their numbers, but those who remained or returned to their holdings laid the foundation for the rapid development of Markham Township after 1800. Berczy, having exhausting his resources on the settlement, went to Montreal in 1805 where he achieved some success as a portrait painter.

The second plaque titled "Bethesda Church and Burying Ground" reads:

When the first German settlers led by William Berczy arrived in this area in 1794 they were accompanied by the Rev. S. Liebrich who established here one of Upper Canada's earliest Lutheran congregations. Services were held at first in the house of Phillip Eckardt, but under the guidance of the Rev. Johan D. Peterson who was pastor 1819-29, a church named St. Phillip's was constructed on this site in 1820. Eckardt donated the land for the church and burying ground and this log structure, later renamed Bethesda was used by the congregation until it was replaced by a brick building in 1862. The latter was moved to Unionville in 1910.

Also at Settler's Hill was St. Phillip's Anglican Church, established by Reverend Vincentius P. Mayerhoffer —the former pastor of St. Phillip's Lutheran Church— after he was expelled by his congregation in 1837. A church and rectory were subsequently constructed on Lot 17, Concession 5 in 1839, and the rectory reportedly housed Rector Rev. George Hill and his family from at least 1849 until his death in 1876 (Champion 1979).

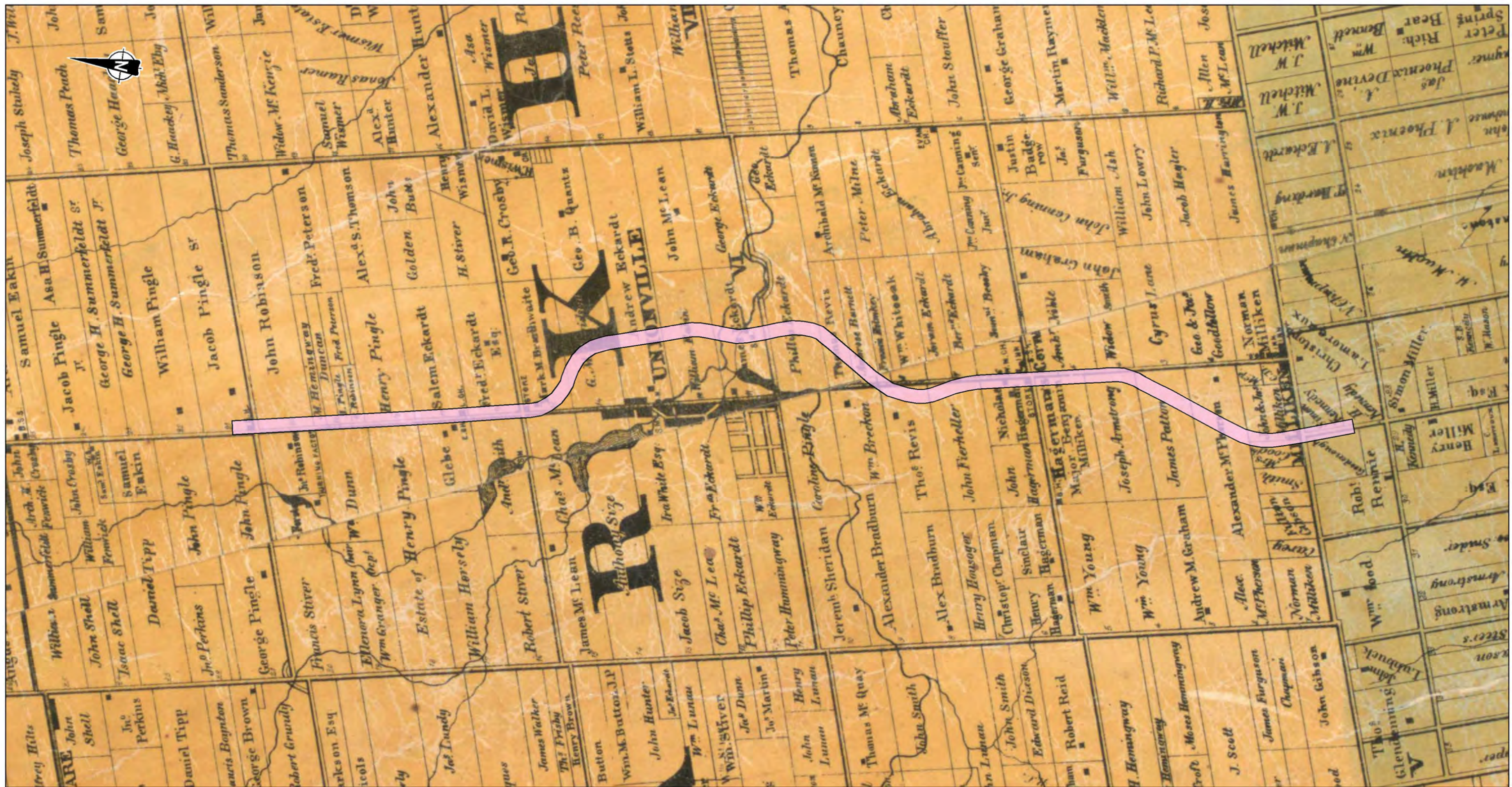


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A slightly later hamlet at the northern extent of the study area was Coltys Corners. Reportedly named for the gathering place of youths and their colts, the intersection had a log school building constructed in 1837 on the southwest corner of Lot 21, Concession 6 (Champion 1979:179). It was replaced in 1862 by the brick schoolhouse that stands today and continued in operation until as late as 1965, with the building eventually being used for farming purposes (Champion 1979:179).

By 1878, the Miles & Company map of Markham Township published in the *Illustrated Historical Atlas of York County* shows that over the whole study area there had been a steady increase in residential, agricultural, and industrial development since the time of Tremaine's map, with at least 23 houses, three churches, one school house, and one hotel depicted near the study area, as well as the mainline of the Toronto and Nipissing Railway (present day GO Transit Stouffville Line) crossing the central portion (Figure 3).

Between 1914 and 1943 topographical maps show continued residential expansion along either side of Kennedy Road (Figure 4), while aerial photographs from 1954 to 2016 accessible through York Region's *Interactive Map* and topographical mapping from 1973 and 1974 (Department of Energy, Mines & Resources 1973, 1974) document the intensification of land use surrounding the study area in the past four decades. In 1978, the study area was predominately rural with houses and farms oriented to Kennedy Road, with the densest area of development at the intersection of Kennedy Road and 16th Avenue; today, nearly the entire corridor is occupied by residential and commercial properties.



LEGEND



APPROXIMATE STUDY AREA

REFERENCE

DRAWING BASED ON TREMAINE, GEORGE R., 1860,
TREMAINE'S MAP OF THE COUNTY OF YORK. GEORGE
C. TREMAINE., TORONTO.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT CULTURAL HERITAGE ASSESSMENT REPORT
KENNEDY ROAD CLASS ENVIRONMENTAL ASSESSMENT
MARKHAM, ONTARIO

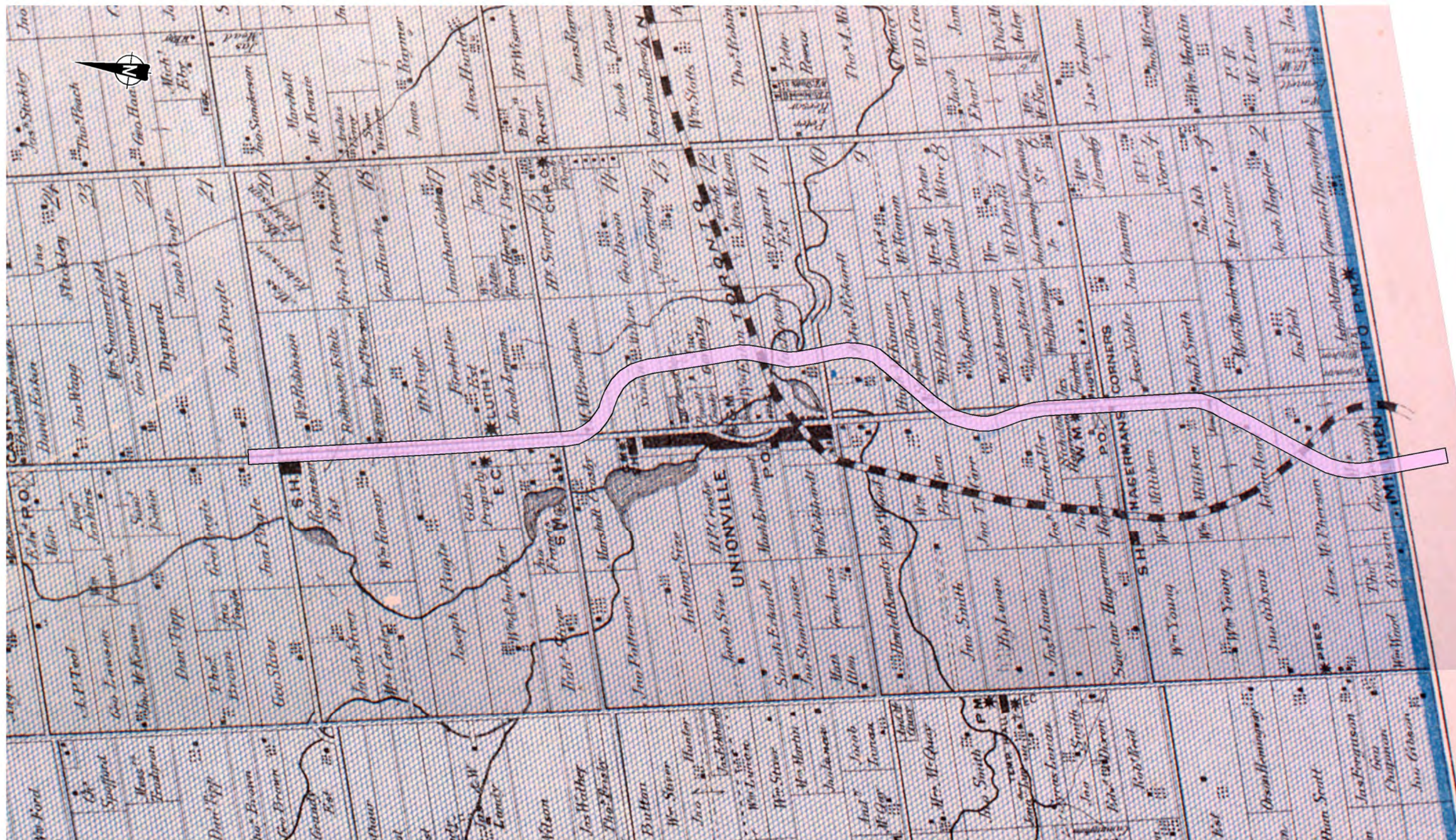
TITLE

**PORTION OF TREMAINE'S 1860 MAP OF
THE COUNTY OF YORK**




PROJECT No. 1664178		FILE No. 1664178-6000-R01002	
		SCALE	N.T.S. REV.
CADD	ZJB	FIGURE 2	
CHECK	July 14/17		

FIGURE 2



LEGEND


 APPROXIMATE STUDY AREA

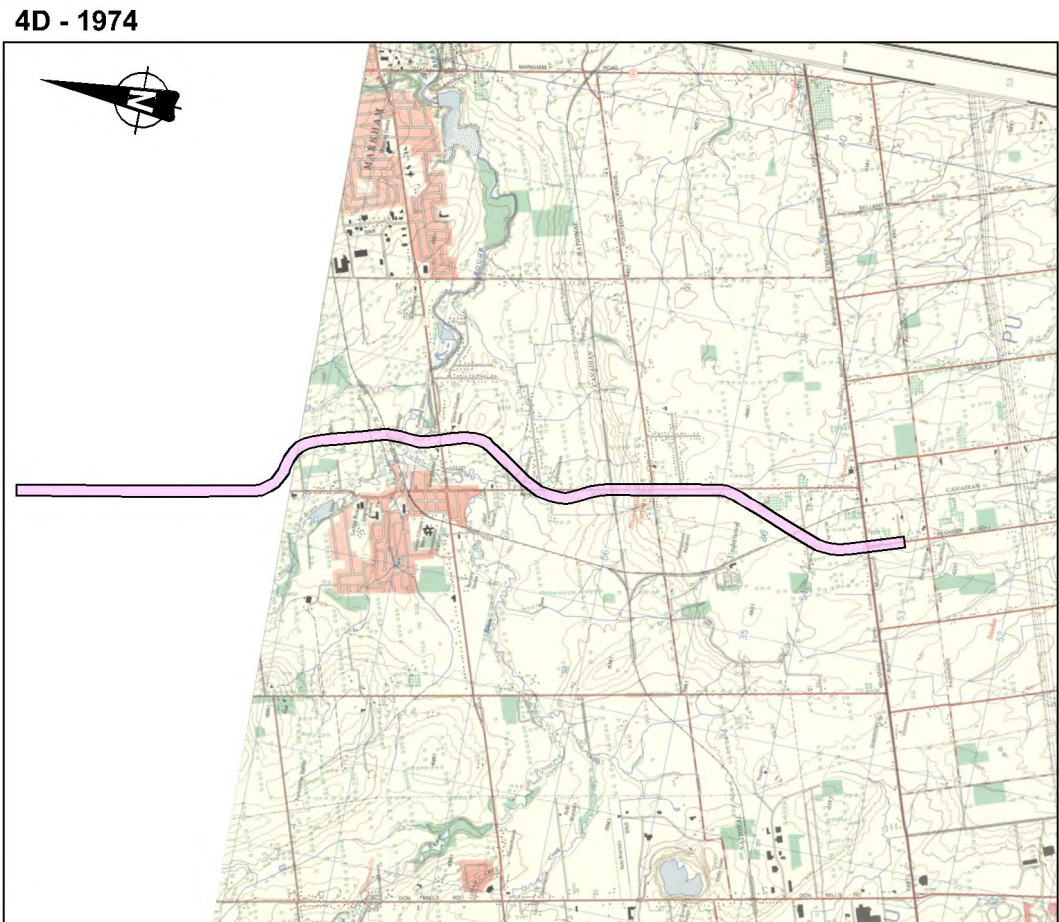
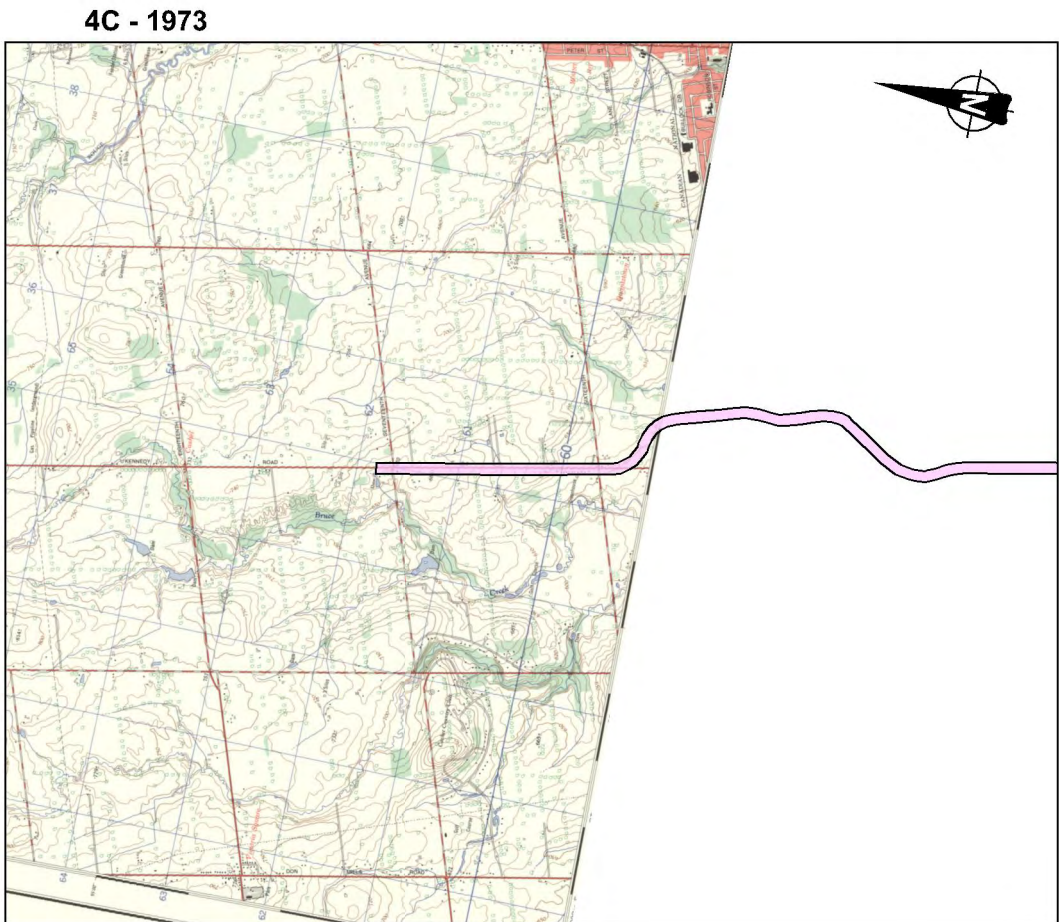
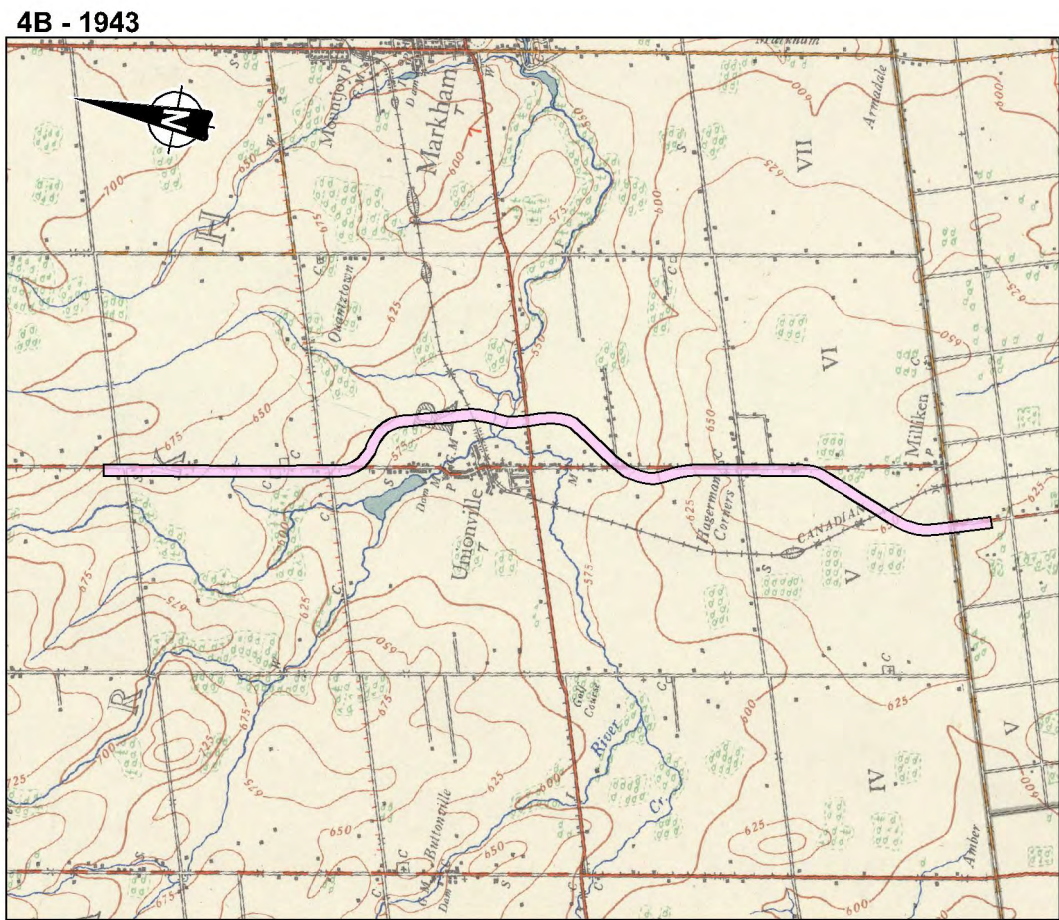
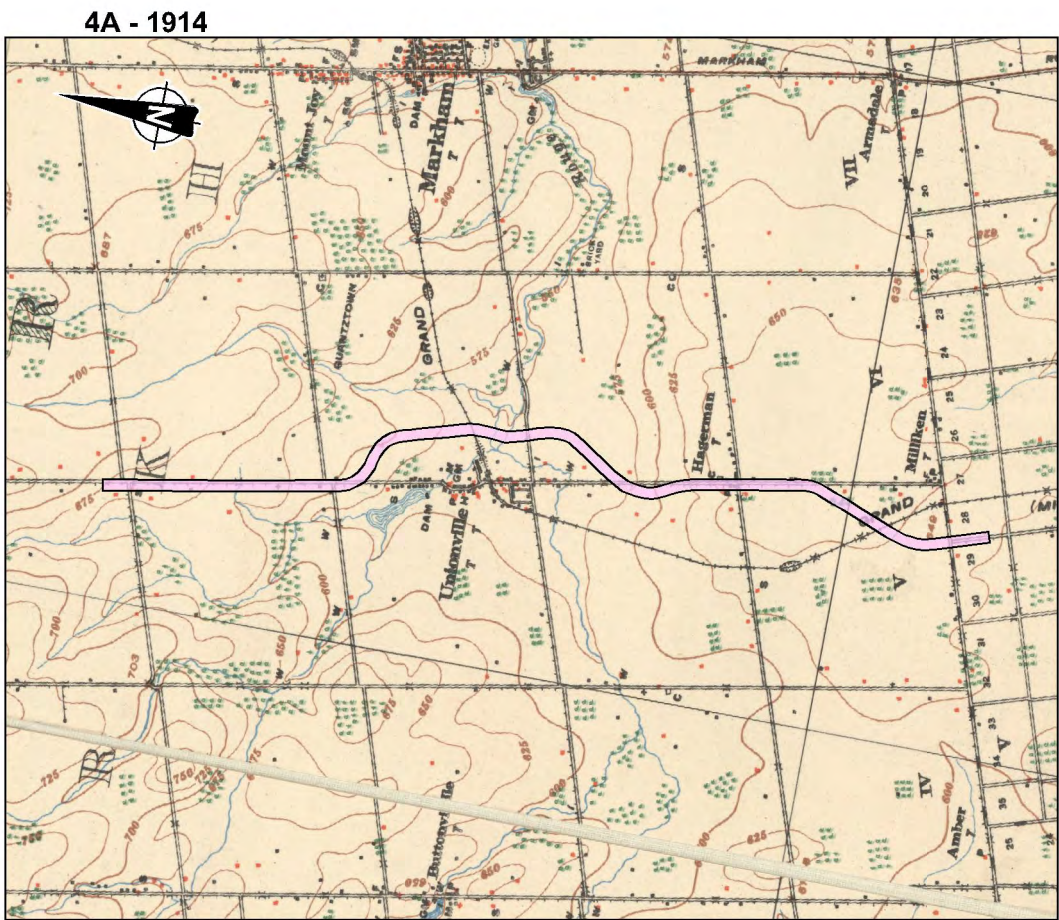
REFERENCE

DRAWING BASED ON MILES & CO., 1878, ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF YORK. MILES & CO., TORONTO.

NOTES

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ALL LOCATIONS ARE APPROXIMATE.

PROJECT				CULTURAL HERITAGE ASSESSMENT REPORT KENNEDY ROAD CLASS ENVIRONMENTAL ASSESSMENT MARKHAM, ONTARIO			
TITLE				PORTION OF 1878 HISTORICAL ATLAS MAP OF MARKHAM TOWNSHIP			
		PROJECT No.		1664178		FILE No. 1664178-6000-R01002	
		SCALE		N.T.S.		REV.	
		CADD		ZJB		July 11/17	
		CHECK				FIGURE 3	



LEGEND

APPROXIMATE LIMIT OF STUDY AREA

REFERENCE

DRAWING BASED ON DEPARTMENT OF NATIONAL DEFENCE, 1914 AND 1943, MARKHAM, SHEET 30 M/14. SCALE 1:63,360; DEPARTMENT OF ENERGY, MINES AND RESOURCES, 1973, MARKHAM, SHEET 30 M/14F. SCALE 1:50,000; DEPARTMENT OF ENERGY, MINES AND RESOURCES, 1974, AGINCOURT, SHEET 30 M/14C. SCALE 1:50,000

NOTES

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ALL LOCATIONS ARE APPROXIMATE.

PROJECT		CULTURAL HERITAGE ASSESSMENT REPORT	
		KENNEDY ROAD CLASS ENVIRONMENTAL ASSESSMENT	
		MARKHAM, ONTARIO	
TITLE		1914, 1943, 1973/74	
		TOPOGRAPHICAL MAPS	
	PROJECT No.	1664178	FILE No. 1664178-6000-R01004
	CADD	ZJB	July 14/17
	CHECK		
	SCALE	AS SHOWN	REV.
FIGURE 4			



5.0 AFFECTED ENVIRONMENT

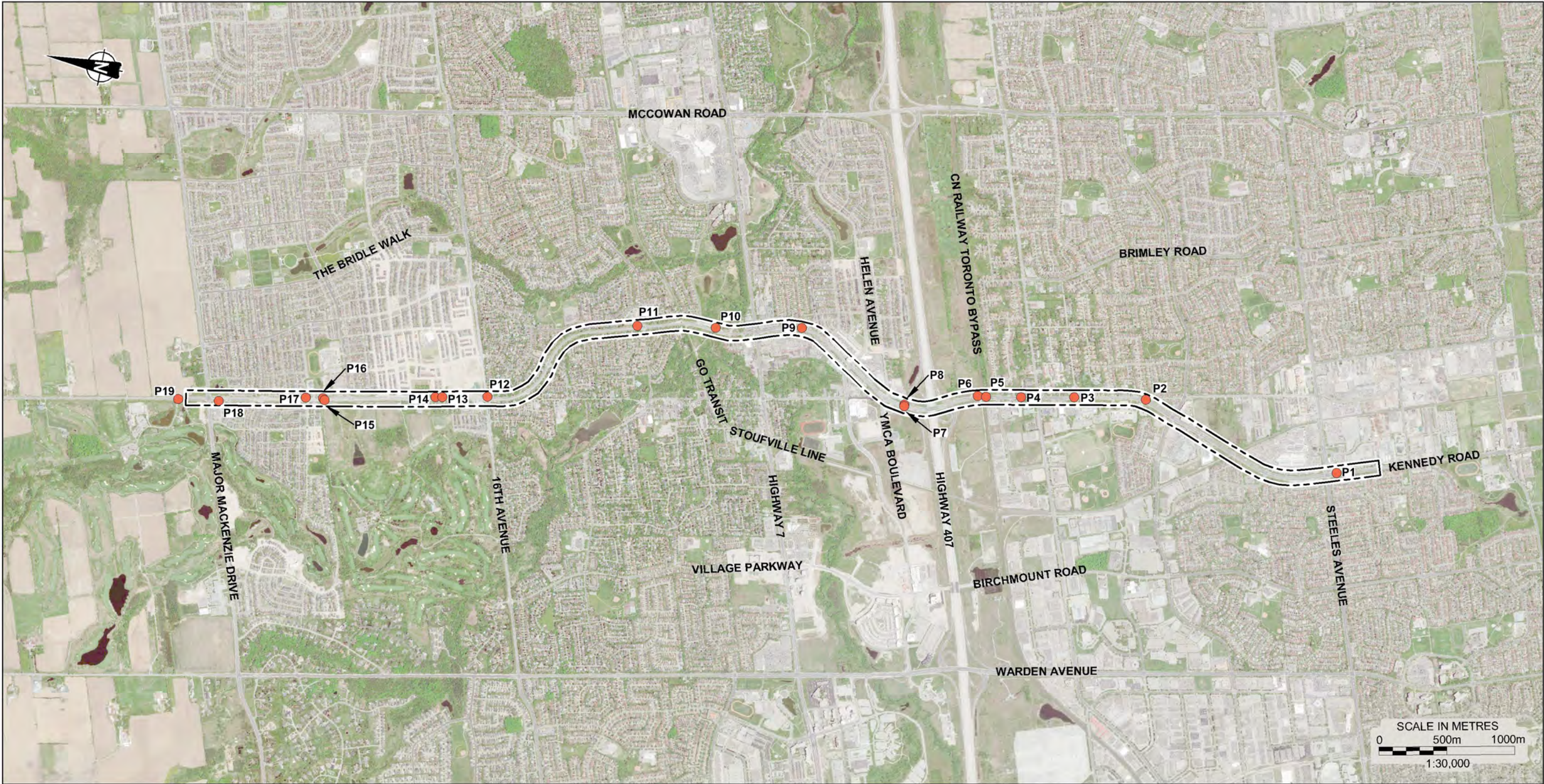
5.1 Existing Conditions

Overall the study area can be characterized as a recently urbanized environment of single-detached residences, multi-unit housing, and small to large commercial and institutional properties with vestiges of former hamlets, rail lines and surrounding agricultural land use. From south to north, the landscape of the study area can be divided into six zones:

- *Main Road Commercial/ Residential South (Steeles Avenue to the CN Railway Toronto Bypass)*
- *Major Transportation Corridor (CN Railway Toronto Bypass to YMCA Boulevard/Helen Avenue)*
- *Main Road Commercial/ Residential North (YMCA Boulevard/Helen Avenue to GO Transit Stouffville Line)*
- *Suburban Residential (GO Transit Stouffville Line to 16th Avenue)*
- *Suburban Residential and Rural (16th Avenue to Major Mackenzie Drive)*

Each of these zones are described and illustrated below, with photo points mapped in Figure 5.

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LEGEND

● PHOTO POINT

REFERENCE

DRAWING BASED ON BING IMAGERY AS OF JULY 12, 2017
(IMAGE DATE UNKNOWN).

NOTES


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ALL LOCATIONS ARE APPROXIMATE.

PROJECT

CULTURAL HERITAGE ASSESSMENT REPORT
KENNEDY ROAD CLASS ENVIRONMENTAL ASSESSMENT
MARKHAM, ONTARIO

TITLE

EXISTING CONDITIONS PHOTO POINTS

Golder Associates

PROJECT No.		1664178	FILE No. 1664178-6000-R01005	
CADD	ZJB/DCH	Oct 23/17	SCALE	AS SHOWN
CHECK			REV.	
			FIGURE 5	



5.1.1 Main Road Commercial/ Residential South (Steeles Avenue to the CN Railway Toronto Bypass)

The Steeles Avenue to CN Railway Toronto Bypass section of the study area has wide, grass covered shoulders with sidewalks on both sides, and widely spaced and generally small trees. Large shopping centres and late 20th to 21st century single-detached housing developments, as well as churches, schools, and multi-storey condominiums line the road, but also present in the south central portion are remnant agricultural fields between Old Kennedy Road and the current alignment of Kennedy Road. In general, commercial and institutional buildings are located on the west side of the road, with residential land use situated on the east. Crossing Kennedy Road in the south portion of the zone is the GO Transit Stouffville Line, while the CN Railway Toronto Bypass marks the northern boundary. The overbridge of the latter line, constructed in 1963, is a typical steel girder type with formed concrete abutments. Topography in this zone is generally flat and rises from the south toward a high point at Hagerman's Corners, then drops relatively steeply to the north.

Heritage properties are found where Kennedy Road curves to the east and returns its original 19th century alignment north of Denison Street and approaches Hagerman's Corners. 7507 Kennedy Road and an early 20th century shed are at the south, and 7703, 7710, 7779-7781 Kennedy Road and the Hagerman West and Hagerman East cemeteries are centred on the intersection at 14th Avenue. A small number of pre-1977 properties and structures are also present in this zone, including a small commercial building at 7505 Kennedy Road, two two-storey commercial buildings at 7525 and 7537 Kennedy Road, a bungalow with two-car garage at 7633 Kennedy Road, and Standard Ranches at 7693 and 7821 Kennedy Road.



Photo Point 1: View facing north



Photo Point 2: View facing north



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Photo Point 3: View facing south



Photo Point 4: View facing south



Photo Point 5: View facing north



5.1.2 Major Transportation & Utility Corridor (CN Railway Toronto Bypass to YMCA Boulevard/Helen Avenue)

This flat and open zone with wide vistas to the east and west includes three corridors of tall hydro pylons, and the partial cloverleaf A-4 interchange for Highway 407. Near the 407 Eastbound on ramp is the Gothic Revival house and outbuilding at 7961 Kennedy Road, both of which are vacant.



Photo Point 6: View facing north



Photo Point 7: View facing south

5.1.3 Main Road Commercial/ Residential North (YMCA Boulevard/Helen Avenue to Rouge River):

Similar to the main road commercial/residential zone at the south portion of the study area, this zone has single-detached residential developments or high rise condominiums on the east side of Kennedy Road, and commercial plazas with low rise buildings and large parking lots on the west. As it descends from the Highway 407 overpass, Kennedy Road curves broadly to the east and north to bypass the historic community of Unionville, then turns slightly northeast north of Highway 7. Trees and other vegetation are common on both sides of the wide shoulders with sidewalks.



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Photo Point 8: View facing north



Photo Point 9: View facing north

5.1.4 Suburban Residential (Rouge River/GO Transit Stouffville Line to 16th Avenue)

At the south portion of this zone is the Rouge River, which is buffered on both sides and Kennedy Road by Austin Drive Park. A concrete bridge spans the river and is surrounded by trees, while the park is also heavily vegetated and has a number of pedestrian walking paths and bridges. At the north boundary of the zone is the GO Transit Stouffville Line, which crosses the study area east-west and passes the open parkland on the east side of Kennedy Road. This historic rail line and its visual connection with the Rouge River were determined to be a potential cultural heritage landscape.

North of the GO Transit Stouffville Line the study area is marked by a broad curve to the west and extensive single-detached residential development, all constructed between 1978 and 2000 and screened from the road by trees lining the wide shoulders and tall board fencing. The only exception is the circa 1955 Colonial Revival house at 9227 Kennedy Road that fronts on to Kennedy Road as the road returns to a north-south orientation immediately south of 16th Avenue.



Photo Point 10: View facing north



Photo Point 11: View facing north

5.1.5 Suburban Residential to Transitional Rural (16th Avenue to Major Mackenzie Drive)

Until 1995, this zone was predominately rural but in the past decade has seen rapid and widespread residential development, particularly on the east side of Kennedy Drive and south of the intersection at Major Mackenzie Drive. From north of the 16th Avenue intersection the elevation in the study area begins to rise relatively steeply as it passes new townhome development on the east, and on the west the designated George Hunter House at 9286 Kennedy Road, the two-storey Unionville Montessori School, and three single-storey residential properties pre-dating 1954 at 9332 Kennedy Road, 9336 Kennedy Road, and 9346 Kennedy Road.

At the brow of the first hill heading north from the intersection are the Gothic Revival house of 9392 Kennedy Road, St. Phillips Church and cemetery at 9400 Kennedy Street, and St. Phillips Church Manse at 9418 Kennedy Road on the west side of the road, and the Bethesda Lutheran Cemetery (9423 Kennedy Road) on the east side. After reaching a summit the elevation descends to the north and east, passing the relict agricultural landscape now part of the York Downs Golf and Country Club on the west, and recently constructed townhomes on the east. The ground again rises to the north, as it approaches an area of extensive semi-detached residential development and Stiver Tenant House at 9721 Kennedy Road, currently being relocated. This residential development continues to the intersection of Major Mackenzie Drive, then quickly changes to a transitioning rural environment with farms and agricultural fields and a large golf course. At the southwest corner of the intersection is the rehabilitated and repurposed Colty Corners School at 10000 Kennedy Road, while a short distance north of the intersection on the west side is George Pingle House at 10060 Kennedy Road.



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Photo Point 12: View facing north



Photo Point 13: View facing north

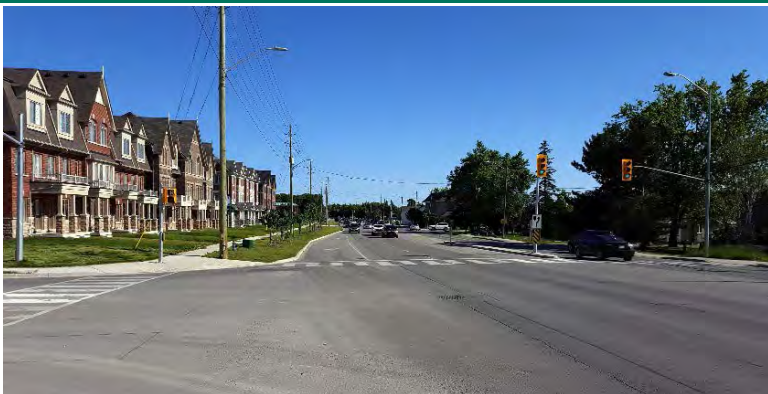


Photo Point 14: View facing south



Photo Point 15: View facing south



CHAR - KENNEDY ROAD MARKHAM



Photo Point 16: View facing north



Photo Point 17: View facing north



Photo Point 18: View facing south



Photo Point 19: View facing south



5.2 Identified Cultural Heritage Resources

Background research and field investigations determined that there are eighteen (18) designated, listed, and inventoried properties of known or potential CHVI, and one (1) newly identified potential cultural heritage landscape. These are listed in Table 1 in order from south to north, mapped in Figure 6, and described individually in APPENDIX A.

As mentioned in Section 5.1, a number of pre-1977 properties and structures were also identified throughout the study area. From south to north, these are the:

- Split level, flat roof commercial building built between 1970 and 1978 at 7505 Kennedy Road;
- Two, flat roofed two-storey concrete masonry unit commercial buildings built between 1970 and 1978 at 7525 and 7537 Kennedy Road;
- Red brick, hipped roof bungalow and two-car garage built before 1970 at 7633 Kennedy Road;
- Standard Ranch built before 1970 at 7693 Kennedy Road;
- Standard Ranch with attached garage built before 1970 at 7821 Kennedy Road;
- 1963 CN steel girder overbridge with formed concrete abutments;
- Modern Cape with dormer windows built before 1954 at 9332 Kennedy Road;
- Minimal Traditional with gabled ell built before 1954 at 9336 Kennedy Road; and,
- Minimal Traditional Four Box with hip roof and rear wing built before 1954 at 9346 Kennedy Road.

On the basis of the background study and field investigations conducted for this CHAR, these properties were determined not to be of CHVI since they do not demonstrate:

- Design or physical value
 - All structures are built in an architectural style or form common in the municipality, and were executed in widely available materials with no high level of execution. Additionally, there are no rare, unique, or representative property features associated with each building or structure.
- Historical or associative value
 - Based on municipal consultation or historical research, none of the properties were found to be directly associated with significant themes, events, beliefs, persons, organizations, or institutions, nor had potential to contribute to understanding of the community or culture.
- Contextual value
 - None of the properties listed above define or support the character of their respective areas, are physically, functionally, visually or historically linked to their surroundings, nor would be considered landmarks of cultural heritage significance.

Additionally, Kennedy Road was determined not to be a potential cultural resource or element of a dynamic evolved cultural heritage landscape. Its alignment over much of its southern extent follows an alignment post-dating 1978,



CHAR - KENNEDY ROAD MARKHAM

and elsewhere it has been substantially widened with curbs and sidewalks. It no longer retains the heritage character of a country road lined with trees, wide ditches, and large and open rural properties (Fram 1981:51; McIlwraith 1995), and therefore does not meet the criteria for cultural heritage landscapes suggested by MTCS (1980; 2005). Kennedy Road retains a rural road profile and character north of Major Mackenzie Drive, but this is beyond the limits of the study area.

Table 1: Built heritage resources & cultural heritage landscapes identified in the study area.

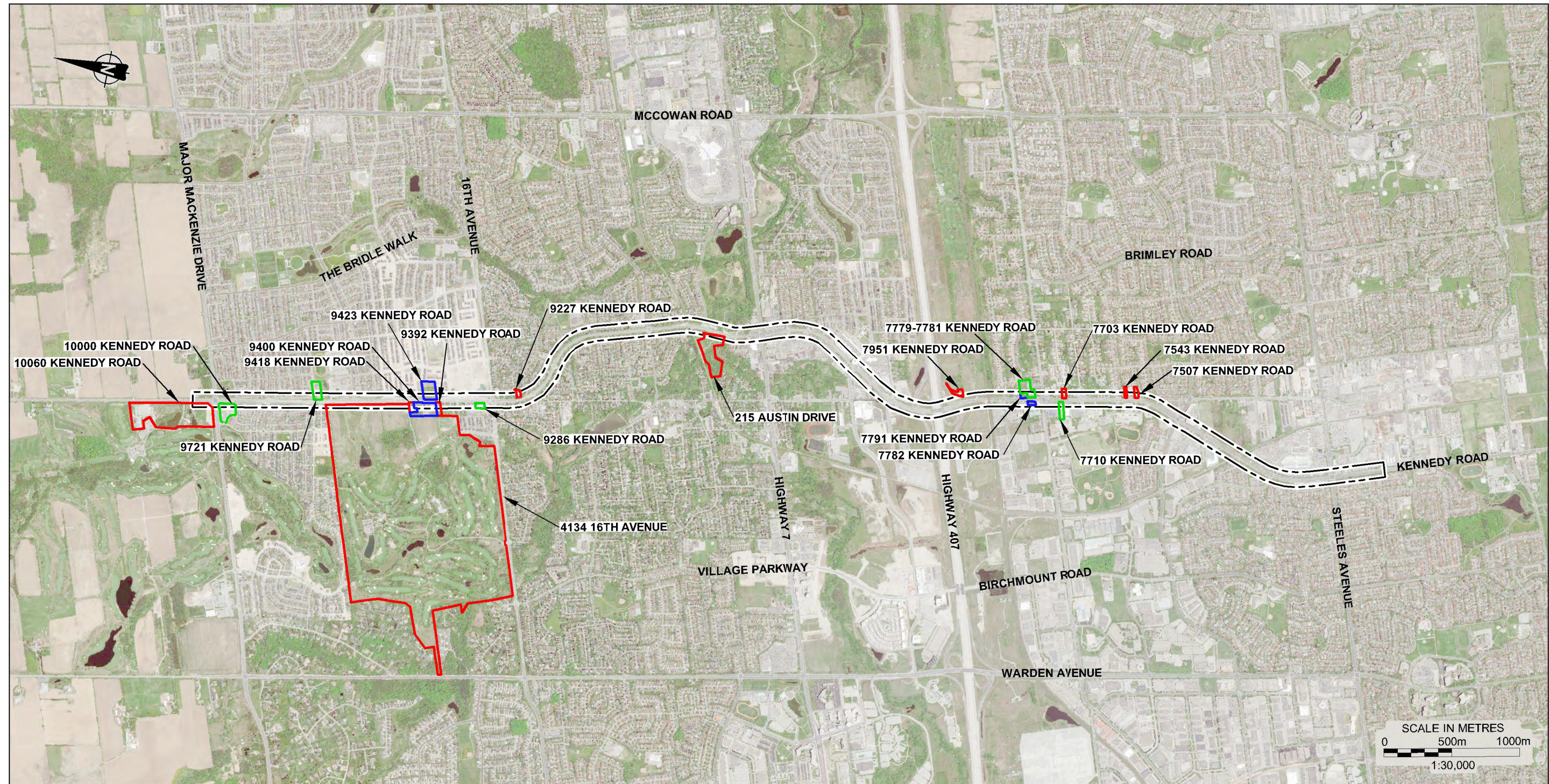
Civic Address	Resource Name	Brief Description	Heritage Protection/Status
7507 Kennedy Road	Smith House	Built heritage resource: 1 ½ storey brick Classic Revival style house built in 1860.	Listed on the <i>Register</i>
7543 Kennedy Road	Unnamed	Built heritage resource: 1 storey concrete masonry unit (CMU) shed of early 20 th century date.	Inventoried on City's 'Heritage Buildings' geospatial database
7703 Kennedy Road	Jesse Noble House	Built heritage resource: 1 ½ storey board & batten Gothic Revival style house built in 1855.	Listed on the <i>Register</i>
7710 Kennedy Road	Benjamin Milliken House	Built heritage resource: 2 storey dichromatic brick Classic Revival style house built in 1851.	Designated under Part V of the OHA, By-Law 88-94
7779-7781 Kennedy Road	Thomas Morley House	Built heritage resource: 1 ½ storey frame Gothic Revival style house built in 1851.	Designated under Part V of the OHA, By-Law 37-93
7782 Kennedy Road	Hagerman West Cemetery	Cultural heritage landscape: Cemetery established in 1832.	Listed on the <i>Register</i>
7791 Kennedy Road	Hagerman East Cemetery	Cultural heritage landscape: Cemetery established at circa 1838.	Listed on the <i>Register</i>
7951 Kennedy Road	Unnamed	Built heritage resource: 1 ½ storey frame Gothic Revival style house built in 1877.	Listed on the <i>Register</i>
215 Austin Drive	Austin Drive Park	Potential cultural heritage landscape: Railscape with crossing over the Rouge River	Newly identified
9227 Kennedy Road	Unnamed	Built heritage resource: 2 storey frame Colonial Revival style house built in c. 1955.	Inventoried on City's 'Heritage Buildings' geospatial database
9286 Kennedy Road	George Hunter House	Built heritage resource: 1 ½ storey frame house built in 1860 in a vernacular expression of Neoclassical style.	Designated under Part IV of the OHA, By-Law 14-96



CHAR - KENNEDY ROAD MARKHAM

Civic Address	Resource Name	Brief Description	Heritage Protection/Status
9392 Kennedy Road	Thomas Lownsbrough House	Built heritage resource: 1 ½ storey frame Gothic Revival or Ontario Classic style house built in 1845.	Listed on the <i>Register</i>
9423 Kennedy Road	Bethesda Lutheran Cemetery	Cultural heritage landscape: Cemetery established in 1820. Other cultural heritage resource: Ontario Archaeological and Historic Sites Board plaques	Listed on the <i>Register</i>
9400 Kennedy Road	St. Phillip's Cemetery	Cultural heritage landscape: Cemetery established in 1829.	Listed on the <i>Register</i>
9418 Kennedy Road	St. Phillip's Anglican Church Manse	Built heritage resource: 1 ½ storey frame Georgian tradition house built in 1840.	Listed on the <i>Register</i>
4134 16 th Avenue	York Downs Golf & Country Club	Built heritage resource: 1 storey barn of unknown date of construction. Cultural heritage landscape: Relict farmscape.	Inventoried on City's 'Heritage Buildings' geospatial database
9721 Kennedy Road	Stiver Tenant House	Built heritage resource: 1 ½ storey red brick Classic Revival style house built in 1857.	Designated under Part IV of the <i>OHA</i> , By-Law 2010-24
10000 Kennedy Road/ 4465 Major Mackenzie Drive	S.S. # 11 Colty Corners School House	Built heritage resource: 1 storey red brick, Classic Revival schoolhouse built in 1862.	Designated under Part IV of the <i>OHA</i> , By-Law 307-83
10060 Kennedy Road	John Pingle House	Built heritage resource: 1 ½ storey red brick, Neoclassical house built in 1875.	Listed on the <i>Register</i>

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LEGEND


- APPROXIMATE LOCATION OF STUDY AREA
- PROPERTIES OF KNOWN AND POTENTIAL CHVI
- DESIGNATED - PROPERTIES OF KNOWN AND POTENTIAL CHVI
- CULTURAL HERITAGE LANDSCAPE - CEMETERY

REFERENCE

DRAWING BASED ON BING IMAGERY AS OF JULY 12, 2017
(IMAGE DATE UNKNOWN).

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT		CULTURAL HERITAGE ASSESSMENT REPORT KENNEDY ROAD CLASS ENVIRONMENTAL ASSESSMENT MARKHAM, ONTARIO			
TITLE		PROPERTIES OF KNOWN AND NEWLY IDENTIFIED CHVI IN THE STUDY AREA			
 Golder Associates	PROJECT No.	1664178		FILE No. 1664178-6000-R01006	
	CADD	ZJB/DCH		Oct 23/17	
	CHECK				
	SCALE	AS SHOWN		REV.	
					FIGURE 6



6.0 IMPACT ASSESSMENT

6.1 Description of Proposed Undertaking

York Region identified improvements to Kennedy Road in the 2016 *Transportation Master Plan* and 2017 *10-Year Roads and Transit Capital Construction Program*. The objectives of these improvements are to increase north-south capacity within the Region's arterial network, accommodate growth, and improve overall network connectivity. Future improvements will have to accommodate and promote multiple modes of transportation, but no specific concepts or designs have yet been drafted except for the following proposed widths for the ROW:

- Up to 43 m between Steeles Avenue to Unionville Gate/South Unionville Avenue
- Up to 45 m between Unionville Gate/South Unionville Avenue and Highway 7; and,
- Up to 43 m between Highway 7 and Major Mackenzie Drive.³

6.2 Impact Assessment and Recommendations

When determining the effects a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the *MTCS Heritage Resources in the Land Use Planning Process* advises that the following direct and indirect adverse impacts be considered:

- Direct impacts
 - *Destruction* of any, or part of any, significant heritage attributes, or features;
 - *Alteration* that is not sympathetic or is incompatible, with the historic fabric and appearance;
- Indirect Impacts
 - *Shadows* created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
 - *Isolation* of a heritage attribute from its surrounding environment, context or a significant relationship;
 - *Direct or indirect obstruction* of significant views or vistas within, from, or of built and natural features; or
 - *A change in land use* such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.

Other potential direct impacts associated with the undertaking have also been considered. Historic structures, particularly those built in masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. There is no standard approach or threshold for assessing construction or traffic vibration impact to historic buildings, but works within 60 m of a historic building is generally accepted to require precondition surveys, regular monitoring of the structures for visible signs of vibration damage, and traffic or construction separation (Carman *et al.* 2012:31). Like any structure, they are also threatened by collisions with heavy machinery or subsidence from utility line failures (Randl 2001:3-6).

³ These widths are excerpted from GIS shapefiles provided to Golder as part of the York Region *Transportation Master Plan*.



The residual effects of the undertaking post construction, as outlined in the MTCS *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments*, were also evaluated. These are:

- Magnitude (amount of physical alteration or destruction);
- Severity (irreversibility or reversibility of impact);
- Duration (length of time an impact persists);
- Frequency (number of times an impact can be expected); and,
- Range (spatial distribution: widespread or site-specific)

An assessment of potential risks resulting from the proposed Project on cultural heritage resources, protected heritage properties, or properties of CHVI in the study area are presented in Table 2. For resources or properties where an impact has been identified, conservation measures are recommended.



Table 2: Impact Assessment & Conservation Recommendations.

Property of Known or Potential CHVI	Risk of Adverse Impact to Heritage Attributes	Recommended Conservation or Mitigation Measures
7507 Kennedy Road, Smith House	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The built heritage resource is within 2 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>CONSTRUCTION PHASE</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the house to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
7543 Kennedy Road	<p>Medium risk for direct and indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the potential built heritage resource is within 60 m of the existing ROW, there is medium risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is low to no risk of indirect impact if the property is determined to be of CHVI since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct a CHER: A cultural heritage evaluation report (CHER) should be conducted to determine if the property is of CHVI under the criteria prescribed in <i>O. Reg. 9/06</i>. If this study determines the property is of CHVI, an HIA to determine the impact of the proposed detailed design on the heritage attributes of the property will be required.</p>
7703 Kennedy Road, Jesse Noble House	<p>Medium to high risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the tall trees that contribute to the heritage setting of the property are on the west property line, and the built heritage resource is within 60 m of the existing ROW, there is medium to high risk of direct impact from destruction, incompatible alteration, and construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is medium to high risk of indirect impact to heritage attributes since the Project will potentially affect the property's trees and setback, which contribute to the setting of the built heritage resource.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital</p>



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		<p>format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
7710 Kennedy Road, Benjamin Milliken House	<p>No risk for direct or indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the built heritage resource is over 60 m away from the existing ROW, there is no risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>No conservation or mitigation measures required.</p>
7779-7781 Kennedy Road, Thomas Morely House	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The built heritage resource is within 1 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
7782 Kennedy Road, Hagerman West Cemetery	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The cemetery is within 2 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p>



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7791 Kennedy Road, Hagerman East Cemetery	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The cemetery is within 2 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out on the row of headstones closest to the road using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
7951 Kennedy Road	<p>No risk for direct or indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the built heritage resource is over 60 m away from the existing ROW, there is no risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	No conservation or mitigation measures required.



Property of Known or Potential CHVI	Risk of Adverse Impact to Heritage Attributes	Recommended Conservation or Mitigation Measures
215 Austin Drive	<p>Low to medium risk for direct and indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: No cultural heritage landscape features were identified within 60 m of the existing ROW.</p> <p>There is medium risk of indirect impact to heritage attributes since future road improvements may substantially change the property's existing setting.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct a CHER: A cultural heritage evaluation report (CHER) should be conducted to determine if the property is of CHVI under the criteria prescribed in O. Reg. 9/06. If this study determines the property is of CHVI, an HIA to determine the impact of the proposed detailed design on the heritage attributes of the property will be required.</p>
9227 Kennedy Road	<p>Medium risk for direct and indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the potential built heritage resource is within 60 m of the existing ROW, there is medium risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is low to no risk of indirect impact if the property is determined to be of CHVI since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct a CHER: A cultural heritage evaluation report (CHER) should be conducted to determine if the property is of CHVI under the criteria prescribed in O. Reg. 9/06. If this study determines the property is of CHVI, an HIA to determine the impact of the proposed detailed design on the heritage attributes of the property will be required.</p>
9286 Kennedy Road, George Hunter House	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The built heritage resource is within 1 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
9392 Kennedy Road, Thomas Lownsbrough House	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The built heritage resource is within 3 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p>



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9423 Kennedy Road, Bethesda Lutheran Cemetery	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The cemetery is within 2 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
9400 Kennedy Road, St. Phillip's Anglican Church Cemetery	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The cemetery is within 2 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p>



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9418 Kennedy Road, St. Phillip's Anglican Church Manse	<p>Medium to high risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the tall hedge that contributes to the heritage setting of the property is on the east property line, and the built heritage resource is within 60 m of the existing ROW, there is medium to high risk of direct impact from destruction, incompatible alteration, and construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is medium to high risk of indirect impact to heritage attributes since the Project will potentially affect the property's hedge and setback, which contribute to the setting of the built heritage resource.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>
4134 16 th Avenue, York Downs Golf & Country Club	<p>No risk for direct or indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the potential built heritage resource is over 60 m away from the existing ROW, there is no risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	No conservation or mitigation measures required.



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9721 Kennedy Road, Stiver Tenant House	<p>No risk for direct or indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The built heritage resource is being relocated over 60 m away from the existing ROW, resulting in no risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the setting of the built heritage resource.</p>	No conservation or mitigation measures required.
10000 Kennedy Road/ 4465 Major Mackenzie Drive, S.S. # 11 Colty Corners School House	<p>High risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: The built heritage resource is within 10 m of the existing ROW and at high risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31) if the property cannot be avoided.</p> <p>There is low to no risk of indirect impact to heritage attributes since future road improvements are not predicted to substantially change the property's existing setting.</p>	<p>DESIGN PHASE:</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>



Property of Known or Potential CHVI	Risk of Adverse Impact to Heritage Attributes	Recommended Conservation or Mitigation Measures
10060 Kennedy Road, George Pingle House	<p>Medium risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the tall trees that contribute to the heritage setting of the property are on the east property line, there is medium to high risk of direct impact from destruction and incompatible alteration (see Carman <i>et al.</i> 2012:31).</p> <p>There is no risk of direct impact from construction vibration since the built heritage resource is over 60 m away from the existing ROW (see Carman <i>et al.</i> 2012:31).</p> <p>There is medium to high risk of indirect impact to heritage attributes since the Project will potentially affect the property's trees and setback, which contribute to the setting of the built heritage resource.</p>	<p>DESIGN PHASE</p> <p>If the property cannot be avoided and will be physically impacted by construction:</p> <p>Conduct an HIA: An HIA to determine the impact of the proposed detailed design on the property's heritage attributes will be required.</p> <p>DURING CONSTRUCTION</p> <p>If the property can be avoided, the following measures are recommended:</p> <p>Site plan control & communication: The property and specifically the footprint of the house should be clearly marked on project mapping and communicated to all project personnel for avoidance during design, construction and subsequent operation.</p> <p>Create a physical buffer: Temporary fencing should be erected at a 10 m distance from the property line to ensure that all excavation, installation and associated vehicle traffic during construction or subsequent operational work will not impact the heritage attributes of the property.</p> <p>Monitor for vibration impact: Continuous ground vibration monitoring should be carried out near the foundations of the house using a digital seismograph capable of measuring and recording ground vibration intensities in digital format in each of three (3) orthogonal directions. The instrument should also be equipped with a wireless cellular modem for remote access and transmission of data.</p> <p>The installed instrument should be programmed to record continuously, providing peak ground vibration levels at a specified time interval (e.g. 5 minutes) as well as waveform signatures of any ground vibrations exceeding a threshold level that would be determined during monitoring. The instrument should also be programmed to provide a warning should the peak ground vibration level exceed the guideline limits specified. In the event of either a threshold trigger or exceedance warning, data would be retrieved remotely and forwarded to designated recipients.</p>



6.3 Additional Impacts

Changes to Kennedy Road to accommodate multiple modes of transportation and the placement of infrastructure such as transit stops have not yet been designed, and therefore not included as part of the assessment for this CHAR. These changes may cause additional adverse impacts such as isolating cultural heritage resources from their surrounding environment or context, or may obstruct significant views or visual relationships of, or between, properties of CHVI. The City's Heritage Planner has indicated that if a cultural heritage resource along Kennedy Road will be directly impacted by proposed works, the City will require a site-specific HIA to ensure the heritage attributes of the impacted property are conserved.

A detailed design sympathetic to the study area's cultural heritage resources could result in beneficial impacts such as improving access to properties open to the public, and increasing public understanding and appreciation of Markham's cultural heritage.



7.0 SUMMARY STATEMENT AND RECOMMENDATIONS

This CHAR identified eighteen (18) designated, listed, and inventoried properties of known or potential CHVI, and one (1) newly identified potential cultural heritage landscape in the study area. Fifteen (15) properties are predicted to be at medium to high risk for direct or indirect impact from the proposed Project during construction. If avoidance is not feasible, property specific CHERs or HIAs will be required as part of the detailed design phase.

If avoidance is feasible, Golder has recommended a series of actions in Section 6.2 of this CHAR including site plan control and communication, creating a physical buffer, and vibration monitoring to ensure that the heritage attributes of the identified properties will not be adversely impacted by construction of the Project and during subsequent operations. Golder also recommends to:

- ***Avoid or minimize encroachment on the properties of cultural heritage value or interest identified in this report, and establish as much distance as practicable between Project components (such as transit facilities) and the identified properties.***



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GOLDER ASSOCIATES LTD.

Henry Cary, Ph.D., CAHP
Cultural Heritage Specialist

Bradley Drouin, M.A.
Associate, Archaeologist

HC/HD/ly;mes

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APPENDIX A

Cultural heritage resources identified in the study area



APPENDIX A – KENNEDY ROAD MARKHAM

GENERAL NOTE: The evaluation for cultural heritage value or interest (CHVI) for listed or newly identified properties in the Study Area used all three criteria and sub-criteria prescribed under *O. Reg 9/06*. However, in following inventory sheets only the applicable criteria for each property is included and described under each 'CHVI' section. Additionally, evaluation for historical or associative value was cursory unless supporting data could be readily accessed or was provided in the City's *Register*. For protected heritage properties the reasons for designation and heritage attributes provided in the respective by-laws are provided.

All photographs were taken during Golder's 2017 field investigations and were selected to illustrate the relationship of the built heritage resource and other property features with Kennedy Road.




APPENDIX A
Kennedy Road Markham

Cultural Heritage Resources Identified in the Study Area.

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
7507 Kennedy Road, Smith House		<p>Built heritage resource: Single detached, 1 ½ storey and three bay painted brick Classic Revival house with low side gable roof with returned eaves, an open veranda, and rear storey-and-a-half wing. The house has minimal setback from Kennedy Road and is flanked on the street side by two tall trees. It is dated back to 1860 and historically it may have been associated with barns and outbuildings and part of a larger farm parcel.</p> <p><u>History from City of Markham Register:</u> 'Located in the southwest quarter of Lot 4 Concession 6. The original Crown grant for this lot was received by Shivers Cozens. The 200 acre lot was subdivided as early as 1807 and numerous transactions took place. John Smith purchased 50 acres in the southwest corner of Lot 4 Concession 6 from Simon P. Drummond in 1844. Very little is known about John Smith except that he was born in England circa 1802. In 1838 he married Betsy (Elizabeth) Milliken. Betsy Smith inherited an 11 acre parcel on Lot 1, Concession 5 from her father Norman Milliken in 1843. John Smith died in 1851. The property was bequeathed to his son John (Jr.) and the 11 acre parcel was given to his daughter Mary.'</p>	<p>1) Design or physical value: The house has design value as a representative example of a mid 19th century Classic Revival brick farmhouse with low gable roof and returned eaves, symmetrical fenestration, and a rear wing.</p> <p>3) Contextual value: Although no longer on a large parcel and associated with farm buildings, the house has contextual value as a remnant of the agricultural development and rural settlement around Hagerman's Corners.</p>	<p>■ 1 ½-storey residence with:</p> <ul style="list-style-type: none">■ Brick construction on rubble foundation;■ low gable roof with returned eaves;■ Storey-and-half rear wing;■ Open veranda; and,■ Minimal set back from the road and surviving tall trees.	Listed on the City of Markham Register
7543 Kennedy Road		<p>Built heritage resource: Single-detached, single-storey and two bay outbuilding with medium front gable roof and 'rock-face' concrete masonry unit (CMU) construction. The structure is setback a distance from the road and on a relatively long and narrow lot.</p> <p><u>History:</u> Based on aerial imagery and topographic mapping, the shed is known to predate 1954 and may have been associated with the farmhouse that once stood at 3 Highglen Avenue.</p>	<p>1) Design or physical value: The structure has design value as a representative example of a pre-1950 vernacular outbuilding built in rock-face CMUs, and is a relatively rare example of an outbuilding still standing in Markham's urban core.</p> <p>3) Contextual value: Although no longer on a large parcel and associated with other farm buildings and farmhouse, the house has contextual value as a remnant of the agricultural development and rural settlement around Hagerman's Corners.</p>	<p>■ 1-storey outbuilding with:</p> <ul style="list-style-type: none">■ Rock-face CMU construction;■ Medium gable roof; and,■ Symmetrical fenestration	Inventoried on City of Markham 'Heritage Buildings' geospatial database




APPENDIX A
Kennedy Road Markham

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
7703 Kennedy Road, Jesse Noble House		<p>Built heritage resource: Single-detached, 1 ½ storey, and 3-bay medium gabled ell Gothic Revival house with T-shaped plan and additional rear wing. The front façade has a central entrance and cross-gable with Gothic arched window, and the building is clad in board & batten. It was built circa 1855.</p> <p>The house is setback a distance from the road and on the north is a windbreak of trees as well as several large trees around the front and rear yards.</p> <p><u>History from City of Markham Register:</u> 'The original crown grant went to Shivers Cozen. In 1826 Ambrose Noble purchased the western 50 acres of this lot as well as the adjacent 50 acres in the north west corner of lot 4, concession 6. The Regional Assessment Office Database lists the date of construction at 1880 (renovated). Ambrose Noble was born in West Springfield, Mass. in 1795. Ambrose married Hannah Badgerow in 1822 and together they had 11 children. Jesse Noble, the second son, of Ambrose and Hannah, married Susanna Button in 1860 and they had one son, William Alfred Noble born in 1860. In 1864, Ambrose granted this property to his son Jesse.'</p>	<p>1) Design or physical value: The house has design value as a representative example of a mid-19th century Gothic Revival gabled ell farmhouse with decorated cross-gable, symmetrical fenestration, and a rear wing.</p> <p>3) Contextual value: Although no longer on a large parcel and associated with farm buildings, the house has contextual value as a remnant of the agricultural development and rural settlement around Hagerman's Corners.</p>	<p>■ 1 ½-storey residence with:</p> <ul style="list-style-type: none">■ Gabled ell T-plan with additional rear wing;■ Cross-gable with curvilinear vergeboard and Gothic arch window;■ Symmetrical fenestration;■ Substantial setback; and,■ Large trees forming a windbreak and placed on the front and rear yards.	Listed on the City of Markham Register





APPENDIX A
Kennedy Road Markham

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
7710 Kennedy Road, Benjamin Milliken House		<p>Built heritage resource: Single-detached, three bay and two storey dichromatic brick Classic Revival house with returned eaves on the low gable roof style, and a central entrance with transom and sidelights. It was built in 1851. The house is setback a considerable distance from the road and has been incorporated into a commercial plaza.</p> <p><u>History from City of Markham Register:</u> Benjamin Milliken, son of a successful local member merchant and tavern keeper, had a distinguished military career. He served in the York Militia during the War of 1812 and saw action at the Queenston Heights. During the Rebellion of 1837, Milliken continued his militia service and untimely attained the rank of Major. Benjamin Milliken was an active and supportive member of his community, providing land for the local school and hosting agricultural fairs on his farm during the 1860s. Circa 1855, Benjamin Milliken constructed this fine, Georgian tradition brick house. Its full two storey height and quality of design and workmanship speak to Milliken's stature in the community. After being vacant for a number of years, the home was carefully restored and successfully converted to serve as a pub and restaurant. The owner's outstanding efforts included preservation of all original windows and interior woodwork, and the restoration of the home's eye-catching patterned brickwork.</p>	<p>1) Design or physical value: From Bylaw 88-94: 'Excellent example of Georgian architecture'.</p> <p>2) Historical or associative value: From Bylaw 88-94: Association with the successful Milliken family and with Benjamin Milliken, who served as a militia officer in the War of 1812 and 1837 Rebellion, donated land for the local school, and hosted agricultural fairs.</p> <p>3) Contextual value: From Bylaw 88-94: 'One of six heritage buildings known to remain in the vicinity of the former hamlet of Hagerman [sic] Corners. As such it is one of the few built reminders of this former Markham Township community'.</p>	<p>■ Excerpted from Bylaw 88-94: 2-storey residence with:</p> <ul style="list-style-type: none">■ Medium gable roof with returned eaves and gable chimneys■ Symmetrical fenestration with radiating buff brick voussoirs■ Central entrance with flat transom and sidelights;■ Dichromatic brick belts, opening surrounds, and quoins; and■ Mix of masonry bonds used for decorative effect.	<p>Designated under Part V of the <i>OHA</i>, By-Law 88-94</p>





APPENDIX A
Kennedy Road Markham

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
7779-7781 Kennedy Road, Thomas Morely House		<p>Built heritage resource: Single-detached, two bay, and 1 ½ storey gabled ell house with L-shaped plan and open side veranda. The original rear section was built in the Classical Revival style with a low side gable roof with returned eaves, while a rear and front gabled addition have Gothic Revival inspiration. It was originally built in 1851.</p> <p>The house has minimal setback from the road and on the brow of the high ground and road cut north of Hagerman's Corners.</p> <p><u>History from City of Markham Register:</u> Thomas Morely, an English-born shoemaker, purchased this ¼ acre village lot, part of Lot 6 Concession 6, from James Fairless in 1857. It was one of several small parcels created from the western frontage of the west 100 acres of Lot 6 in the 1840s. Fairless was the operator of the general store at Hagerman Corners. By the 1850s, the crossroads hamlet was a busy place with a cluster of businesses and a Methodist Church. The Thomas Morely House is one of the few remaining tangible reminders of the historic hamlet of Hagerman's Corners.'</p>	<p>1) Design or physical value: From Bylaw 37-93: 'A very good example of a typical dwelling found in a 19th century rural crossroads village'</p> <p>3) Contextual value: From Bylaw 37-93: 'One of very few surviving built reminders of the former hamlet of Hagerman's Corners.'</p>	<ul style="list-style-type: none">■ Excerpted from Bylaw 37-93: 1 ½-storey residence with:<ul style="list-style-type: none">■ Classic Revival style altered to the Gothic Revival style■ Returned eaves on the north and south gables; and,■ Original 2/2 double hung rectangular windows.	Designated under Part V of the <i>OHA</i> , By- Law 37-93
7782 Kennedy Road, Hagerman West Cemetery		<p>Cultural heritage landscape: Small cemetery established in 1832 with a mix of large and small 19th century and 20th century headstones and monuments. The south portion of the cemetery has a semblance of rows but placement of monuments in the north section is less regular.</p> <p>Standing headstones are set back a short distance from the road and the west slope is retained by a recently constructed or repaired masonry wall. The cemetery is on the brow of the high ground and road cut north of Hagerman's Corners.</p> <p><u>History from City of Markham Register:</u> No history provided.</p>	<p>2) Historical or associative value: The cemetery has historical and associative value as a burial ground for Markham's Euro-Canadian settlers from the second quarter of the 19th century to the present, and has potential to contribute to studies of 19th century demographics in Markham.</p> <p>3) Contextual value: The cemetery has contextual value as a remnant of the rural settlement around Hagerman's Corners and for its visual connections with the Hagerman East Cemetery, and for its landmark qualities.</p>	<ul style="list-style-type: none">■ Cemetery with:<ul style="list-style-type: none">■ Headstones and monuments of varying scale, form, and date, not all arranged in rows;■ Prominent location on a high ground; and,■ Visual connections with the Hagerman East Cemetery	Listed on the City of Markham <i>Register</i>





APPENDIX A
Kennedy Road Markham

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
7791 Kennedy Road, Hagerman East Cemetery		<p>Cultural heritage landscape: Small cemetery established as early as 1838 with a mix of large and small 19th century and 20th century headstones and monuments. The south portion of the cemetery has defined rows but placement of monuments in the north section is less regular. Some of the headstone have been relocated to a section in the southeast. Standing headstones in the north are set back a minimal distance from the road. In the southwest is a large tree and a higher and more undulating topography than the north, which slopes gradually to the northwest. <u>History from City of Markham Register:</u> Earliest Marker 1838 - Presbyterian Nicholas Hagerman was one of the prominent Berczy settler families. The community of Hagerman's Corner's takes its name from this family.</p>	<p>2) Historical or associative value: The cemetery has historical and associative value as a burial ground for Markham's Euro-Canadian settlers from the second quarter of the 19th century to the present, and has potential to contribute to studies of 19th century demographics in Markham.</p> <p>3) Contextual value: The cemetery has contextual value as a remnant of the rural settlement around Hagerman's Corners, for its visual connections with the Hagerman West Cemetery, and for its landmark qualities.</p>	<p>■ Cemetery with:</p> <ul style="list-style-type: none">■ Headstones and monuments of varying scale, form, and date, not all arranged in rows;■ Landscape features such as a large tree and undulating topography;■ Minimal setback from the road;■ Visual connections with the Hagerman East Cemetery	Listed on the City of Markham Register
7951 Kennedy Road		<p>Built heritage resource: Single-detached, 1 ½ storey and three bay Gothic Revival house with medium side gable roof and round headed window in the central cross-gable. It has a T-shaped plan formed by a rear wing, and was built in 1877. The house is setback a considerable distance from the road and surrounding by several tall trees. North of the house is a small outbuilding with low gable roof that may have been added in the 20th century. <u>History from City of Markham Register:</u> Robert Armstrong, a local farmer of Irish descent acquired the property in 1876 from Nicholas Hagerman and built the current 1.5 storey, frame house c.1877. The 1891 census lists Armstrong and his family living in a wooden two storey, nine room house matching the present dwelling. The farm remained in the Armstrong family for almost 50 years passing from Robert to son Leslie in 1903. The house is modest example of Ontario vernacular architecture with Gothic Revival features. The property was acquired by the Ontario Government in order to build Highway 407. Infrastructure Ontario currently owns the land (2016) and the address was changed from 7931 to 7951 Kennedy Road.</p>	<p>1) Design or physical value: The house has design value as a representative example of a late 19th century Gothic Revival farmhouse with central cross-gable and symmetrical fenestration.</p> <p>3) Contextual value: Although no longer associated with a farm complex, the house and outbuilding has contextual value as a remnant of the agricultural development and rural settlement around Hagerman's Corners.</p>	<p>■ 1 ½-storey residence with:</p> <ul style="list-style-type: none">■ Round headed window in the central cross gable;■ Symmetrical fenestration;■ T-shaped plan with rear wing■ Substantial setback; and,■ Association with an outbuilding and surrounding large trees.	Listed on the City of Markham Register




APPENDIX A
Kennedy Road Markham

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
215 Austin Drive		<p>Potential cultural heritage landscape: Railscape lined with tall trees and a cleared meadow transitioning to tall trees lining the Rouge River.</p> <p>History: The Toronto and Nipissing Railway Company established the line between 1869 and 1872.</p>	<p>2) Historical or associative value: The landscape has associative value for its connection to the Toronto and Nipissing Railway, which has remained in use as a transportation route since the 19th century.</p> <p>3) Contextual value: The landscape has contextual value as a remnant of the area's formerly rural landscape.</p>	<p>■ Static and associative potential cultural heritage landscape with:</p> <ul style="list-style-type: none">■ Tree lined railway;■ Cleared meadow; and,■ Natural vegetation along a significant watercourse.	Newly identified
9227 Kennedy Road		<p>Built heritage resource: Single-detached, three bay and two storey Colonial Revival house with side gable roof, end wall chimneys, and front gabled porch. Unlike all other surrounding residences, the house faces Kennedy Road and is oriented parallel with the road's original alignment. It has a large setback with several mature trees in the front yard.</p> <p>History: The <i>Registry</i> and aerial imagery suggest it was built c. 1955.</p>	<p>1) Design or physical value: The house has design value as a representative example of a Colonial Revival house with two storey massing and symmetrical fenestration and chimney location.</p>	<p>■ Two-storey Classic Revival house with:</p> <ul style="list-style-type: none">■ Three-bay symmetrical façade with central porch;■ Exterior chimneys at both end walls,■ Orientation to the original alignment of Kennedy Road.	Inventoried on City of Markham 'Heritage Buildings' geospatial database




APPENDIX A
Kennedy Road Markham

Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
9286 Kennedy Road, George Hunter House		<p>Built heritage resource: Single-detached, two bay, and 1 ½ storey gabled ell house with T-shaped plan and closed side veranda. It was built in a vernacular expression of Neoclassical style but overall lacks decoration, and the east front gabled section may be a later alteration to the west side gabled block. It was built in 1860. The house has minimal setback from the road and is surrounded by recent development.</p> <p><u>History from City of Markham Register:</u> 'The George Hunter House was constructed c. 1860 on land he purchased from Francis Schmidt in 1836 and 1838. Prior to the construction of the house the property was owned and occupied by the families of Marcus Rumohr, Peter Ernst, Martin Holder and Francis Schmidt (Smith), all of whom were original Berczy Settlers. George Hunter was born in 1806 in Scarborough, Yorkshire England and immigrated to Canada in 1830. It is believed that he came to Canada with his brother John Hunter who is listed as residing with George. George Hunter originally worked as an innkeeper but, once he was able to acquire property he practised the trade of blacksmith. George Hunter engaged in the trade of a blacksmith on the property and soon a village emerged around him. It was called Hunter's Corners in his honour. With the arrival of the railway and later the building of Highway 7 the economic heart of the settlement moved southward over the years and became the village of Unionville.'</p>	<p>1) Design or physical value: From Bylaw 14-96: 'an example of a two storey [sic] Vernacular home with influences of the Neo-classical style'.</p> <p>2) Historical or associative value: From Bylaw 14-96: Association with the Hunter's Corners, named for George Hunter and his brother John, and 'the earliest settlement connected to Unionville Village'.</p> <p>3) Contextual value: From Bylaw 14-96: 'One of last reminders of the former settlement of Hunters [sic] Corners'.</p>	<p>■ From Bylaw 14-96: 1 ½ storey vernacular house with:</p> <p>■ 'hipped form and traditional window placement'.</p>	<p>Designated under Part IV of the <i>OHA</i>, By-Law 14-96</p>



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Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
9392 Kennedy Road, Thomas Lownsbrough House		<p>Built heritage resource: Single-detached, 1 ½ storey and three bay Gothic Revival house with medium side gable roof and central cross-gable. The main block was built in 1845 but has a rear addition constructed in the late 20th century. The house has minimal setback from the road and situated on the brow of a hill.</p> <p><u>History from City of Markham Register:</u> 'Located on the east half of Lot 16, concession 5, originally granted to William Berczy in 1804. The land changed hands numerous times until finally reaching Thomas Lownsbrough. The earliest record of Lownsbrough on this property is the 1846-47 Brown's Directory of Toronto and County of York. Thomas Lownsbrough was a shoemaker born in Yorkshire England. His wife, Sarah McDougall was born in Scotland and died in 1844. It appears from the Census Records and the date and place of birth of their eldest daughter, that the Lownsbrough immigrated to Canada before 1832. The 1851 Census lists Thomas with 6 children, occupying a one-storey frame home. Thomas likely constructed the dwelling himself, c. 1845. The second floor and centre gable, given their overall proportion and the height above the main floor windows below the roofline, were likely the result of a later alteration. Thomas Lownsbrough Sr. died in 1891 and is buried with his wife in the Bethesda Lutheran Church Cemetery, located on the opposite side of Kennedy Road.'</p>	<p>1) Design or physical value: The house has design value as a representative example of a mid 19th century Gothic Revival farmhouse with central cross-gable and symmetrical fenestration.</p> <p>3) Contextual value: The house has contextual value as a remnant of the agricultural development and rural settlement around Hunter's Corners and with 'a cluster of features of cultural heritage value or interest sometimes referred to as Settler's Hill' (see 9423 Kennedy Road).</p>	<p>■ 1 ½-storey residence with:</p> <ul style="list-style-type: none">■ Medium side gable roof with central cross gable;■ Symmetrical fenestration; and,■ Minimal setback.	Listed on the City of Markham Register



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9423 Kennedy
Road, Bethesda
Lutheran Cemetery



Cultural heritage landscape:
Small cemetery established in 1820 with a mix of large and small 19th century and 20th century headstones and monuments. All headstones are arranged in long rows and there are numerous trees also arranged in rows. There is minimal setback from the road and a retaining wall lines the west boundary adjacent to the sidewalk.
In the west centre of the cemetery are two Ontario Archaeological and Historic Sites Board plaques.
History from City of Markham Register:
'The Bethesda Lutheran Cemetery is a traditional church burying ground with standing grave markers, mature trees and a boundary fence on a rise of land on the east side of Kennedy Road, north of 16th Avenue. The Bethesda Lutheran Cemetery is of historical and associative value as the site of Unionville's first Lutheran Church, established on a plot of land given by Philip Eckardt in 1820, who farmed Lot 17, Concession 6 from 1808 to his death in 1845. The church was originally called St. Philips prior to a split in the congregation that occurred as the result of local tensions associated with the Upper Canadian Rebellion of 1837. The first building was a frame structure completed in 1820. A burying ground was established in association with the original church. Many of the Berczy settlers and their descendants are interred there. In 1862, the original church was replaced by a brick church in the Early Gothic Revival Style and officially named "Bethesda Lutheran Church" in 1894. In 1910, the congregation decided to move to a site within the village of Unionville, where building materials from the old church were used in the construction of a new brick church at 20 Union Street. The Bethesda Lutheran Cemetery is of design and physical value as a traditional church burying ground containing numerous stone grave markers of varying ages, materials and styles in a park-like setting with lawns, mature trees and shrubs. The earliest marker, dated 1803, pre-dates the formal establishment of the cemetery. Older grave markers from the 19th century are made of white marble, while grave markers from the early 20th century onward are made of more durable grey, red or black granite. In addition to written inscriptions, many grave markers have decorative motifs such as clasping hands, open bibles, doves, and roses. The

1) Design or physical value:
Excerpted from the *Register*: The cemetery is 'of design and physical value as a traditional church burying ground containing numerous stone grave markers of varying ages, materials and styles in a park-like setting with lawns, mature trees and shrubs. The earliest marker, dated 1803, pre-dates the formal establishment of the cemetery.'

2) Historical or associative value:
Excerpted From the *Register*: The cemetery 'is of historical and associative value as the site of Unionville's first Lutheran Church, established on a plot of land given by Philip Eckardt in 1820, who farmed Lot 17, Concession 6 from 1808 to his death in 1845' and as the burial ground of Markham's first Berczy settlers and their descendants

3) Contextual value:
Excerpted From the *Register*: The cemetery 'is of contextual value as an important component of a cluster of features of cultural heritage value or interest sometimes referred to as "Settler's Hill" as a focus of commemoration for the Berczy Settler group.'




- Cemetery with:
 - Headstones and monuments of varying scale, form, and date, all arranged in rows;
 - Landscape features such as a large trees and shrubs and the park-like setting;
 - Minimal setback from the road;
 - Visual connections with the St. Phillip's Anglican Church Cemetery; and,
 - Two Ontario Archaeological and Historic Sites Board plaques.

Listed on the
City of
Markham
Register




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Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
		Bethesda Lutheran Cemetery is of contextual value as an important component of a cluster of features of cultural heritage value or interest sometimes referred to as "Settler's Hill" as a focus of commemoration for the Berczy Settler group. Nearby to the east is the Philip Eckardt Log House, which was where Lutheran services were held before the construction of a church building.'			
9400 Kennedy Road, St. Phillip's Anglican Church Cemetery		<p>Cultural heritage landscape: Small cemetery established in 1829 with a mix of large and small 19th century and 20th century headstones and monuments. All headstones are arranged in long rows interspersed with a small number of small trees. There is minimal setback from the road and a decorative iron fence lines the east boundary adjacent to the sidewalk. <u>History from City of Markham Register:</u> No description.</p>	<p>2) Historical or associative value: Associated with the Anglican Church, the official religion of British North America, and Settler's Hill.</p> <p>3) Contextual value: Part of the 'cluster of features of cultural heritage value or interest sometimes referred to as "Settler's Hill"' and its association with the 1840 St. Philip's Anglican Church Manse (9418 Kennedy Road).</p>	<ul style="list-style-type: none">■ Cemetery with:<ul style="list-style-type: none">■ Headstones and monuments of varying scale, form, and date, all arranged in rows;■ Minimal setback from the road; and,■ Visual connections with the Bethesda Lutheran Cemetery and St. Phillips Anglican Church Manse.	Listed on the City of Markham Register
9418 Kennedy Road, St. Philip's Anglican Church Manse		<p>Built heritage resource: Single-detached, 1 ½ storey house with side gable roof, open front verandah, and T-shaped plan with rear wing. Other details could not be discerned from the public right of way but it is described in the <i>Register</i> as built in the 'Georgian tradition'. It was built in 1840. The house has a considerable setback from the road and screened by a tall hedge and trees. <u>History from City of Markham Register:</u> No description.</p>	<p>2) Historical or associative value: Associated with the Anglican Church, the official religion of British North America, and Settler's Hill.</p> <p>3) Contextual value: Part of the 'cluster of features of cultural heritage value or interest sometimes referred to as "Settler's Hill"' and its association with the St. Phillip's Anglican Church Cemetery (9400 Kennedy Road).</p>	<ul style="list-style-type: none">■ 1 ½-storey residence with:<ul style="list-style-type: none">■ Side gable roof;■ Open front verandah;■ Substantial setback; and,■ Extensive vegetation and tall front hedge.	Listed on the City of Markham Register
4134 16 th Avenue, York Downs Golf & Country Club		<p>Built heritage resource: One storey outbuilding with low gable roof of unknown date of construction.</p> <p>Cultural heritage landscape: Relict farmscape with central complex surrounded by divided fields, a woodlot and isolated large trees. History: No history provided.</p>	<p>3) Contextual value: The outbuilding and landscape have contextual value as a remnant of the area's formerly rural landscape.</p>	<ul style="list-style-type: none">■ 1-storey outbuilding with:<ul style="list-style-type: none">■ Low gable roof.■ Relict cultural landscape with:<ul style="list-style-type: none">■ Divided fields, a wood lot and isolated large trees.	Inventoried on City of Markham 'Heritage Buildings' geospatial database




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Kennedy Road Markham


Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
9721 Kennedy Road, Stiver Tenant House		<p>Built heritage resource: Single-detached, 1 ½ storey and three bay red brick Classic Revival house with low side gable roof and eave returns. At both end walls are interior chimneys It was built in 1857. The house was originally situated on the brow of a hill but is currently being relocated to the east.</p> <p><u>History from City of Markham Register:</u> Located on the west half of Lot 19, Concession 6, which was originally granted to William Weeks in 1804. Christian Henricks acquired the western 100 acres in 1830 and subdivided the half lot into several parcels. In 1835, Alexander S. Thompson purchased the south western 2 acres from Henricks. Alexander S. Thompson is listed at this location on the 1846-47 and 1850-51 Commercial Directories but is not listed at this location on the 1851 Census Report. Only one brick house is described at this location on the 1851 Census: the Henry Pingle Senior House at 11 Tannis Street (formerly 9767 Kennedy Road). Ann Catherine nee Stiver Lee was William Stiver's sister. She married Thomas Lee on May 27, 1857. William Stiver likely had this home constructed for the couple in 1857 and then rented the property to them.</p>	<p>1) Design or physical value: From Bylaw 2010-24: 'Well-preserved, representative example of a mid-19th century rural dwelling in red brick, laid in ornamental Flemish bond on the façade. The architecture has design value as a typical example of a vernacular building reflecting the Georgian architectural tradition and Classic Revival style'.</p> <p>3) Contextual value: From Bylaw 14-96: 'One of a cluster of 19th century buildings that are found in the vicinity of the historic crossroads community of Colty Corners'.</p>	<p>■ From Bylaw 2010-24: Residence with:</p> <ul style="list-style-type: none">■ 'Overall form of the building, with its rectangular plan, 3 by 2 bay arrangement of opening and one and a half storey height;■ Fieldstone foundation;■ Red brick walls with brick arches over openings;■ Medium pitched gable roof with eave returns and boxed overhanging eaves with wood soffits and bedmould;■ Single stack, gable end red brick chimneys;■ Flat arched 6 over 6 wood sash windows with projecting wood sills, with the windows on the ground floor noticeably larger than those on the second floor;■ Louvered, wood shutters on the front windows;■ Wood front door, with flat headed transom light (currently boarded over) and multi-paned sidelights	<p>Designated under Part IV of the OHA, By-Law 2010-24</p>



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Civic Address	Photograph	Description	CHVI	Heritage Attributes	Recognition
10000 Kennedy Road/ 4465 Major Mackenzie Drive, S.S. # 11 Colty Corners School House		<p>Built heritage resource: Unrelated attached (originally single-detached) one storey and two bay red brick Classic Revival schoolhouse with medium front gable roof, returned eaves, bell tower and double doors that may have been to enforced gender separation (i.e. separate boys' and girls' entrances). The school house has a central date stone in the gable recording the date of construction as 1862.</p> <p>The original 'Regency' or bellcast verandah has been removed and the building attached to a commercial building within a commercial plaza.</p> <p><u>History from City of Markham Register:</u> The original school building at the crossroads of Kennedy Road and 17th Avenue, concession 5 dates back to 1837. At that time a school building was built on the south west corner of Lot 21, Concession 6 on the lot of Jacob Pingle, a Berczy Settler. By 1850, some 40 students were in attendance. The school house #11 is a rectangular brick building, one storey in height, which sits on a fieldstone foundation. Across the front of the building runs a one storey verandah with a Regency Style roof, raised details on the frieze board and four evenly placed wooden Doric columns.</p>	<p>1) Design or physical value: From Bylaw 307-83: 'The oldest surviving schoolhouse in the Town of Markham' with 'several unique architectural features...including a bell tower, eaves [sic] returns, multi-paned windows and a Regency style front verandah [latter since removed].</p>	<ul style="list-style-type: none">■ 1-storey schoolhouse with:<ul style="list-style-type: none">■ Bell tower;■ Returned eaves;■ Double, gender-specific entrances;■ Dichromatic brick masonry with date stone; and,■ Flat arch, guaged brick voussoirs;■ Prominent location at a crossroads	<p>Designated under Part IV of the <i>OHA</i>, By-Law 307-83</p>



10060 Kennedy Road, George Pingle House		<p>Built heritage resource: Single-detached and three bay 1 ½ storey dichromatic brick Neoclassical house with side gable roof, front entrance with sidelights and segmental arch transom, and front ‘belly-flop’ window. It has a T-shaped plan formed by a rear wing, and was built in 1875. The house is setback a moderate setback from the road and screened by thick vegetation on the east property boundary. Other outbuildings on the property were not documented but may be related to the property’s agricultural land use and there is a small paddock enclosed by a wood fence that continues along the east boundary of the property.</p> <p><u>History from City of Markham Register:</u> ‘The John Pingle House is located at 10060 Kennedy Road in on Lot 20, Concession 5E, in the vicinity of the community of Colty Corners. The Pingle family were among the original Berczy settlers, who came to Markham in 1794 from Schleswig-Holstein or Demark. Joachim Pingle, then 54 years of age, his wife Anna Maria, and five children came to Philadelphia with Berczy on board the Catharina. Joachim was 64 in the 1804 Census and Maria was 59. Joachim and Maria drew Lot 22, Concession 6, son George drew Lot 21, Concession 6, while son John Henry drew Lot 22, Concession 7. These three farms were all patented between 1804 and 1807. George Pingle also leased the land at Lot 20, Concession 5 from the Crown. George’s brother, Henry Pingle is a notable figure for his contribution to the Militia in the early part of the nineteenth century. As a Sergeant Pingle led a detachment of Button’s 1st York Cavalry to Detroit in August of 1812 to participate in General Brock’s capture of the American settlement and fort there. George Pingle and his wife had a son, John who was born on Lot 21, Concession 5 in 1804, and as he grew up he assisted his family in clearing the bush in the area. John attended the German School in the district during the winter months and served his father on the farm in summer. In 1827, John married Miss Jane Hunter, and together they had eight children. It is believed that soon after the marriage John and Jane Pingle established a residence and farmed the land on the leased property at Lot 20, Concession 5. While the Pingles were originally active members of Lutheran Congregation, John eventually became a very active member of the local Anglican Church,</p>	<p>1) Design or physical value: The house has design value as a representative example of Neoclassical farmhouse with dichromatic brick decoration, ornamented central entrance, and unusual second level ‘belly flop’ window.</p> <p>2) Historical or associative value: The property is associated with the locally important Pingle family.</p> <p>3) Contextual value: The property is has contextual value as ‘one of a cluster of 19th century buildings that are found in the vicinity of the historic crossroads community of Colty Corners’ and as a remnant of the area’s agricultural development and rural settlement in the 19th to early 20th centuries.</p>	<p>■ 1 ½-storey residence with:</p> <ul style="list-style-type: none">■ Dichromatic brick decoration;■ Front entrance with sidelights and segmental arch transom;■ Second level central ‘belly flop window’■ Rear wing;■ Moderate setback;■ Association with a number of outbuildings possibly relating to the property’s use as a farm;■ Wood fences and paddock; and,■ Extensive vegetation around the house and front yard.	Listed on the City of Markham Register
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		for whom he served as Warden for a number of years. Based on census records and a site visit in 2015, it appears that the farmhouse was built c.1875 by John Pingle, to replace an earlier frame dwelling on the property By the 1880s, John and Jane’s son, Alexander Pingle, was managing the farm. John Pingle sold the land to Alexander in 1885 and passed away in 1891. The house is a representative example of a rural dwelling that demonstrates how a farming family replaced an earlier dwelling with a more up to date structure as their farm became well-established and their level of prosperity increased] .The house is also one of the few remaining reminders of the historic community of Colty Corners. Shadow lines on the front elevation indicate that the house at one time had a bell-cast roofed veranda and shutters. The original shutters would have been slightly arched on the top to match the windows.’			

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Africa	+ 27 11 254 4800
Asia	+ 86 21 6258 5522
Australasia	+ 61 3 8862 3500
Europe	+ 44 1628 851851
North America	+ 1 800 275 3281
South America	+ 56 2 2616 2000

solutions@golder.com
www.golder.com

Golder Associates Ltd.
683 Innovation Drive, Unit 1
Kingston, Ontario, K7K 7E6
Canada
T: +1 (613) 542 0029