

APPENDIX J – Cultural Heritage Assessment Report

**CULTURAL HERITAGE REPORT:
EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**TESTON ROAD – HIGHWAY 400 TO BATHURST STREET
INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

**CITY OF VAUGHAN
REGION OF YORK, ONTARIO**

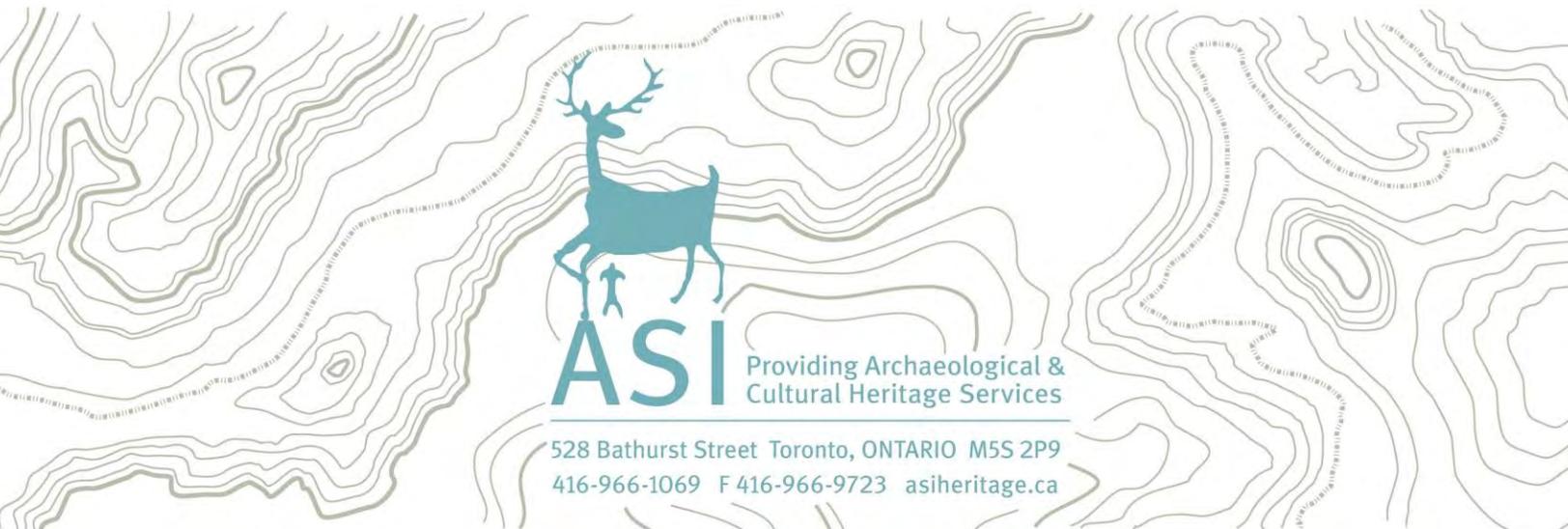
FINAL REPORT

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**CULTURAL HERITAGE REPORT:
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**CITY OF VAUGHAN
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EXECUTIVE SUMMARY

ASI was contracted by Morrison Hershfield on behalf of the Regional Municipality of York to conduct a Cultural Heritage Report as part of the Teston Road – Highway 400 to Bathurst Street Individual Environmental Assessment (IEA). The purpose of the project is to identify transportation problems and opportunities and evaluate alternative solutions for the Teston Road IEA study area. The study area is bound by Highway 400 to the west, Bathurst Street to the east, Major Mackenzie Drive to the south and Kirby Road to the north in the City of Vaughan.

The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 18 previously identified features of cultural heritage value within the Teston Road – Highway 400 to Bathurst Street study area. An additional 37 potential heritage properties were identified during desktop review and fieldwork. Of these 18 known and 37 potential BHRs and CHLs identified within the overall study area, one BHR and five CHLs are within or adjacent to the proposed Teston Road extension alignment.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified BHRs and CHLs. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified BHRs and CHLs, etc. Where the proposed alignment cannot be revised to avoid impacts, the depth and extent of grading should be limited to reduce impacts to identified BHRs and CHLs. In this respect, grading limits should be revised to reduce or eliminate potential impacts to 981 Teston Road (CHL 17) and 1600 Teston Road (CHL 18) to the extent practicable. Where there is tree or vegetation removal anticipated,



the removal of mature trees and vegetation adjacent to Teston Road should be limited to the extent feasible. Where tree removals are required, post construction rehabilitation with sympathetic plantings should be implemented.

2. If revising the proposed grading limits is determined to be infeasible, direct adverse impacts would be anticipated to 981 Teston Road (CHL 17) and 1600 Teston Road (CHL 18). Given the potential cultural heritage value of those properties, a resource-specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures if suitable avoidance measures cannot be implemented.
 - a. The HIAs should follow the City Vaughan’s Guidelines for Preparing a Cultural Heritage Impact Assessment (City of Vaughan, 2022).
 - b. The HIAs should be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible.
 - c. Consultation with heritage planning staff at the City of Vaughan should be completed to determine if a HIA is required for CHL 18 or if one has already been completed as part of the Teston Sands Draft Plan of Subdivision approval.
3. Direct impacts to CHL 26 (Northeast corner of Teston Road and Dufferin Street) are anticipated to include property acquisition, encroachment onto the property, grading, and the construction of a curb and gutter along the southern portion of the property. While the property will be directly impacted, encroachment and construction activities are not anticipated to have direct or indirect adverse impacts to the potential cultural heritage value or interest of the property, or identified potential heritage attributes. The proposed property acquisition and encroachment should be minimized, where technically feasible, to limit the impacts to the property. Suitable mitigation measures should include post construction rehabilitation with sympathetic plantings where vegetation removals are anticipated. Suitable mitigation measures may also include establishing no-go zones with fencing and issuing instructions to construction crews to avoid the CHL.
4. Direct impacts to CHL 27 (Barrie GO Rail Corridor) are anticipated to include the re-alignment of Teston Road to the north of its current intersection with the Barrie GO Rail Corridor. While the rail corridor will be directly impacted, the net effects of the re-alignment are not anticipated to have direct or indirect adverse impacts to the potential cultural heritage value or interest of the rail corridor, or identified potential heritage attributes. As such, the proposed design and construction activities related to this project are not anticipated to result in permanent adverse impacts to identified potential heritage attributes if suitable post-construction mitigation is employed. Post-construction rehabilitation should be completed to return the active rail corridor to its pre-construction conditions and to reduce impacts on rail operations where feasible.



5. Vibrations during construction activities may impact CHL 16 and CHL 17 as a result of their location in close proximity to the proposed alignment. To ensure potential heritage attributes are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design for the properties at:
 - 981 Teston Road (CHL 17) and
 - 1600 Teston Road (CHL 18).

Should this advance assessment conclude that the any structures or potential heritage attributes will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

6. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
7. This report should be submitted to the City of Vaughan and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the City of Vaughan for their records.

PROJECT PERSONNEL

<i>Senior Project Manager (Existing Conditions):</i>	Annie Veilleux, MA, CAHP Senior Cultural Heritage Specialist Manager – Cultural Heritage Division
<i>Senior Project Manager (Preliminary Impact Assessment):</i>	Lindsay Graves, MA, CAHP Senior Cultural Heritage Specialist Assistant Manager – Cultural Heritage Division
<i>Project Coordinator:</i>	Katrina Thach, Hon. BA Archaeologist Division Coordinator – Environmental Assessment Division
<i>Project Manager:</i>	John Sleath, MA Cultural Heritage Specialist Project Manager – Cultural Heritage Division
<i>Field Review:</i>	Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Analyst – Cultural Heritage Division
<i>Report Production:</i>	Kirstyn Allam
<i>Graphics Production:</i>	Eric Bongelli, MES Archaeologist Geomatics Specialist – Operations Division Jonas Fernandez, MSc Manager, Geomatics – Operations Division
<i>Report Reviewer(s):</i>	John Sleath Lindsay Graves



QUALIFIED PERSONS INVOLVED IN THE PROJECT

Annie Veilleux, MA, CAHP

Senior Cultural Heritage Specialist, Manager – Cultural Heritage Division

The Senior Project Manager for the Existing Conditions component of this Cultural Heritage Report is Annie Veilleux (MA, CAHP), who is a Senior Cultural Heritage Specialist and Manager of the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Annie is academically trained in the fields of cultural landscape theory, history, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the identification and evaluation of cultural heritage resources, both above and below ground. Annie has managed and conducted numerous built heritage and cultural heritage landscape assessments, heritage recordings and evaluations, and heritage impact assessments as required for Environmental Assessments and Planning projects throughout the Province of Ontario. Annie has extensive experience leading and conducting research for large-scale heritage planning studies, heritage interpretation programs, and projects requiring comprehensive public and Indigenous engagement programs. She is fully bilingual in English and French and has served as a French language liaison on behalf of Archaeological Services Inc. Annie is a member of the Ontario Archaeological Society, the National Trust for Canada, ICOMOS Canada, and IAP2 Canada. She is also a professional member in good standing of the Canadian Association of Heritage Professionals.

Lindsay Graves, MA, CAHP

Senior Cultural Heritage Specialist, Assistant Manager – Cultural Heritage Division

The Senior Project Manager for the Preliminary Impact Assessment component of this Cultural Heritage Report is Lindsay Graves (MA, Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfil Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at ASI Lindsay is a member of the Canadian Association of Heritage Professionals.



John Sleath, MA

Cultural Heritage Specialist, Project Manager – Cultural Heritage Division

The Project Manager for this Cultural Heritage Report is John Sleath (MA), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with ASI. He was responsible for the day-to-day management activities, including scoping of research activities and site surveys and drafting of study findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 14 years, as an archaeologist and as a cultural heritage professional. An exposure to both land-based and underwater archaeology and above ground cultural heritage assessments has provided John with a holistic understanding of heritage in a variety of contexts. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted hundreds of cultural heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Kirstyn Allam, B.A. (Hon), Advanced Dipl. In Applied Museum Studies

Cultural Heritage Analyst, Technical Writer and Researcher – Cultural Heritage Division

The report writer for this project is Kirstyn Allam (BA (Hon), Advanced Diploma in Applied Museum Studies), who is a Cultural Heritage Analyst and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing to research and technical reporting. Kirstyn Allam's education and experience in cultural heritage, historical research, archaeology, and collections management has provided her with a deep knowledge and strong understanding of the issues facing the cultural heritage industry and best practices in the field. Kirstyn has experience in heritage conservation principles and practices in cultural resource management, including three years' experience as a member of the Heritage Whitby Advisory Committee. Kirstyn also has experience being involved with Stage 1-4 archaeological excavations in the Province of Ontario. Kirstyn is an intern member of CAHP.



GLOSSARY

Built Heritage Resource (B.H.R.)

Definition: "...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 Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)

Definition: "...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 Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Citizenship and Multiculturalism, 2016).

Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Citizenship and Multiculturalism, 2006c). Indirect impacts also include potential vibration impacts (See Section 2.5 for a complete definition and discussion of potential impacts).

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Citizenship and Multiculturalism, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the



potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Citizenship and Multiculturalism, 2016).

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



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1.0 INTRODUCTION

1.1 Report Purpose

ASI was contracted by Morrison Hershfield, on behalf of the Regional Municipality of York, to conduct a Cultural Heritage Report as part of the Teston Road – Highway 400 to Bathurst Street Individual Environmental Assessment (IEA). The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

1.2 Project Overview

The Teston Road – Highway 400 to Bathurst Street IEA involves the identification of transportation problems and opportunities and evaluate alternative solutions for the Teston Road IEA study area. The overall study area for the Existing Conditions component is bound by Highway 400 to the west, Bathurst Street to the east, Major Mackenzie Drive to the south and Kirby Road to the north in the City of Vaughan. The Preliminary Impact Assessment focuses on the preliminary alignment for the Teston Road extension between Keele Street and Dufferin Street in the City of Vaughan.

1.3 Description of Study Area

This Cultural Heritage Report will focus on the project study area, which is bound by Highway 400 to the west, Bathurst Street to the east, Major Mackenzie Drive to the south and Kirby Road to the north in the City of Vaughan (Figure 1), with an additional 50 metre buffer applied. This project study area has been defined as inclusive of those lands that may contain BHRs or CHLs that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are primarily located in the City of Vaughan, with a small portion of the 50 metre project buffer added to the preliminary design extending east of Bathurst Street into the Town of Richmond Hill. No project works or direct impacts are anticipated east of Bathurst Street in the Town of Richmond Hill.



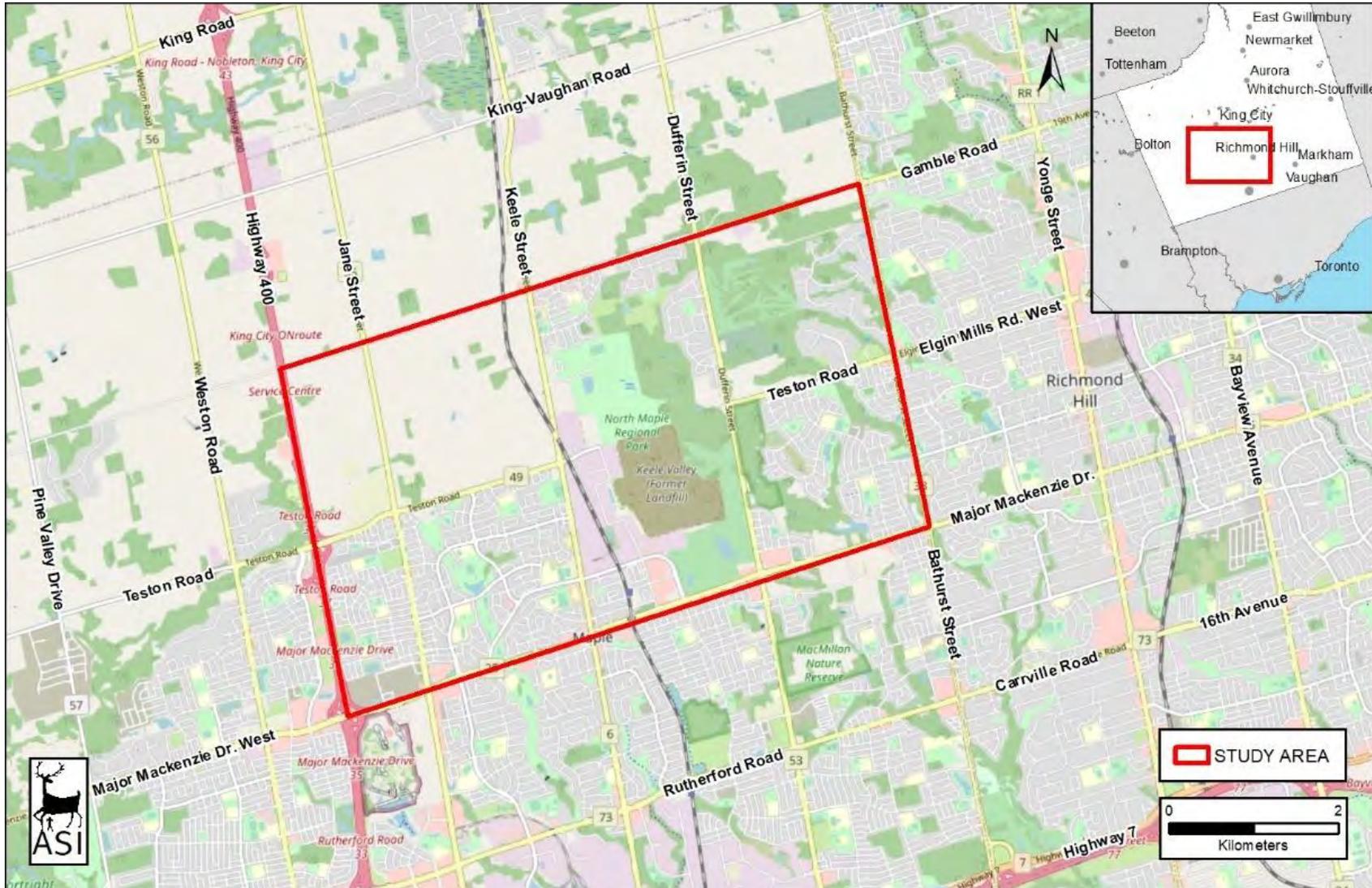


Figure 1: Location of the overall study area

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



2.0 METHODOLOGY

2.1 Regulatory Requirements

The *Ontario Heritage Act* (OHA) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2023], 2023) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The Provincial Policy Statement (Ministry of Municipal Affairs and Housing, 2020), issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant BHRs and CHLs.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Citizenship and Multiculturalism, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest (CHVI). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the Standards and Guidelines provide points of reference to aid in determining potential heritage significance in identification of BHRs and CHLs. While not directly applicable for use in properties not under provincial ownership, the Standards and Guidelines are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) provides a guide to evaluate heritage properties. To conserve a BHR or CHL, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Vaughan and borders the Town of Richmond Hill, in the Region of York. Policies relating to cultural heritage resources were reviewed from the following sources:

- City of Vaughan Official Plan (City of Vaughan, 2019a)



- Richmond Hill Official Plan (City of Richmond Hill, 2018)
- York Region Official Plan (York Region, 2023)
- Village of Maple Heritage Conservation District Plan (Carter, 2007)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Citizenship and Multiculturalism, 2016). The objective of this report is to present an inventory of known and potential BHRs and CHLs, and to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected BHRs and CHLs are subject to identification and inventory. Generally, when conducting an identification of BHRs and CHLs within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of BHRs and CHLs in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified BHRs and CHLs. The field review is also used to identify potential BHRs or CHLs that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MCM screening tool, and professional expertise. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of BHRs and CHLs. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.



2.4 Background Information Review

To make an identification of previously identified known or potential BHRs and CHLs within the study area, the following resources were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified BHRs and CHLs within the study area. These resources, reviewed on 29 and 30 June, 2020, include:

- *City of Vaughan Inventory of Cultural Heritage Resources* (City of Vaughan, 2020a);
- *Town of Richmond Hill Inventory of Cultural Heritage Resources* (Town of Richmond Hill, 2018);
- *The Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- *The Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- *Ontario Heritage Plaque Database* (Ontario Heritage Trust, n.d.d);
- *Ontario's Historical Plaques* website (A. Brown, 2019);
- Database of known cemeteries/burial sites curated by the Ontario Genealogical Society (Ontario Genealogical Society, n.d.);
- *Canada's Historic Places* website (Parks Canada, n.d.a);
- *Directory of Federal Heritage Designations* (Parks Canada, n.d.b);
- Canadian Heritage River System (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- Western Vaughan Transportation Improvements Individual Environmental Assessment Draft Built Heritage Existing Conditions Report (Archaeological Services Inc., 2008)
- Western Vaughan Transportation Improvements Individual Environmental Assessment Draft Part B: Built Heritage Field Investigations (Archaeological Services Inc., 2009b)
- Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes PD7/PD8 Bathurst Street Watermain Project Regional Municipality of York, Ontario (Archaeological Services Inc., 2009a)
- Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes West Richmond Hill Pumping Stations and Watermains Class Environmental Assessment Town of Richmond Hill and City of Vaughan, Regional Municipality of York (Archaeological Services Inc., 2011a)
- Cultural Heritage Resource Assessment New Community Area – “Block 27” Lots 26 to 30, Concession 4, Geographic Township of Vaughan City of Vaughan, Regional Municipality of York, Ontario (Archaeological Services Inc., 2015)



- Cultural Heritage Resource Assessment: Built Heritage resources and Cultural Heritage Landscapes Elgin Mills Road Municipal Class Environmental Assessment Study Former Township of Vaughan, York County Town of Richmond Hill, Regional Municipality of York (Archaeological Services Inc., 2016)
- GO Rail Network Electrification TPAP Final Cultural Heritage Screening Report (Archaeological Services Inc., 2017g)
- GO Rail Network Electrification TPAP Final Cultural Heritage Impact Assessment Report (Archaeological Services Inc., 2017f)
- Cultural Heritage Screening Report Built Heritage Resources and Cultural Heritage Landscapes Metrolinx Barrie Rail Corridor Expansion Newmarket Subdivision Mile 3.00 to Mile 63.00 Transit Project Assessment Process (Archaeological Services Inc., 2017e)
- Cultural Heritage Evaluation Report Mile 20.86 Stone Box Culvert Barrie Rail Corridor Metrolinx Barrie Rail Corridor Expansion Newmarket Subdivision Mile 3.00 to Mile 63.00 Transit Project Assessment Process City of Vaughan (Archaeological Services Inc., 2017b)
- Cultural Heritage Evaluation Recommendation Report Mile 20.86 Stone Box Culvert Barrie Rail Corridor Metrolinx Barrie Rail Corridor Expansion Newmarket Subdivision Mile 3.00 to Mile 63.00 Transit Project Assessment Process City of Vaughan (Archaeological Services Inc., 2017a)
- Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Existing Conditions and Impact Assessment Improvements to Major Mackenzie Drive (Y.R. 25) from Highway 400 to Jane Street (Y.R. 55), York Region Municipal Class Environmental Assessment City of Vaughan Regional Municipality of York (Archaeological Services Inc., 2017d)
- Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Desktop Data Collection Results East Vaughan Water and Wastewater Servicing Project Municipal Class Environmental Assessment Study Former Townships of Vaughan and King, County of York City of Vaughan, Ontario (Archaeological Services Inc., 2017c)
- Memorandum – Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes – Northeast Vaughan Water and Wastewater Servicing Class Environmental Assessment (Class EA): Existing Conditions (Archaeological Services Inc., 2018)
- Mile 20.86 Stone Box Culvert Heritage Impact Assessment (Taylor Hazell Architects Ltd., 2018)
- OnCorr Due Diligence Project Barrie Corridor Non-Priority Properties Cultural Heritage Assessment Report – Existing Conditions City of Toronto, York Region, County of Simcoe, and City of Barrie (Archaeological Services Inc., 2020)
- *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Kirby Road Widening Between Jane Street and Dufferin Street Municipal Class Environmental Assessment City of Vaughan, York Region (Archaeological Services Inc., 2022)*
- *Heritage Documentation Report: Mile 20.86 Stone Box Culvert, Barrie Rail Corridor City of Vaughan, Ontario (Archaeological Services Inc., 2023)*

2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential BHRs and CHLs, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Katrina Guy, Cultural Heritage Coordinator, City of Vaughan (email communication 3 July and 5 August 2020 and 30 May and 5 June 2023). A request was submitted to confirm the location of



previously identified BHRs and CHLs within the study area and if there were any additional heritage concerns regarding the study area. A response was still outstanding at the time of report submission. A follow-up request was submitted (email communication 30 May 2023) to confirm the location of previously identified BHRs and CHLs adjacent to the preferred alternative. A specific request was also made for further information on CHL 18 (1600 Teston Road). A response on 5 June 2023 noted that there are significant archaeological resources and two properties of interest in the study area at 891 Teston Road and 1600 Teston Road.

- Clerk, Town of Richmond Hill (email communication 3 July 2020). A request was submitted to confirm the location of previously identified BHRs and CHLs within the study area and if there were any additional heritage concerns regarding the study area. A response was still outstanding at the time of report submission. A follow-up request was submitted (email communication 30 May 2023) to confirm the location of previously identified BHRs and CHLs adjacent to the preferred alternative.
- The MCM (email communication 3 and 10 July 2020)¹. A response confirmed that there are two additional previously identified provincial heritage properties within the study area. The Maple GO Station was identified as a provincial heritage property (of local significance) and the stone culvert at Mile 20.86 of the Barrie Rail Corridor was identified as a provincial heritage property (of local significance).
- The Ontario Heritage Trust (email communications 3 July 2020). A response indicated that there are no conservation easements or Trust-owned properties within or adjacent to the study area.

2.4.4 Community Engagement

Community engagement for this project during report preparation was completed through consultation with planning staff at the City of Vaughan. Additional community engagement will also be undertaken through submission of this report for review and comment to municipal heritage staff, the M.C.M., and any other relevant stakeholder with an interest in this project.

Engagement was also undertaken through Public Open Houses conducted as part of the project (Open House 1 on April 18, 2017; Online Open House 1 from July 26-August 23, 2021; Open House 2 from November 29-December 20, 2021; Open House 3 from March 21 to April 11, 2022; and Open House 4 from December 1-22, 2023²). No specific feedback related to cultural heritage resources was received. If any changes are made to this Cultural Heritage Report as a result of feedback from Indigenous communities and/or other interested parties, a final copy of the report will be provided to M.C.M. and the City of Windsor.

Indigenous Nation Engagement was completed by A.S.I. with Indigenous Nations and groups with an interest in the study area during preparation of the associated Stage 2 Archaeological Assessment completed concurrently with this Cultural Heritage Report. The following Nations and groups were contacted on 13 August 2021: Alderville First Nation, Mississaugas of the Credit First Nation, Hiawatha First Nation, the Huron-Wendat Council, Curve Lake First Nation, Williams Treaty First Nations, MNO Toronto and York Regional Metis Council, MNO Credit River Metis Council, Metis Nation of Ontario, Chippewas of Georgina Island First Nation, and Mississaugas of Scugog Island First Nation. Consultation

¹ Contacted at registrar@ontario.ca.

² Information on Public Open Houses, including presentation slides and summary information is available at <https://www.york.ca/transportation/roads/road-construction-schedule/teston-road-iea-study>



with the Chippewas of Rama First Nation and Beausoliel First Nation was completed on May 19, 2022. Responses were received from the Mississaugas of the Credit First Nation and Curve Lake First Nation, who indicated an interest to participate in Stage 2 archaeological excavations but had provided no additional information on potential cultural heritage landscapes of significance at the time of report submission (July 2024). Any feedback received from Indigenous Nation Engagement will be incorporated into the final report.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Citizenship and Multiculturalism, 2006c). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- 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;
- 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; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metres of features on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component*



of *Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is situated within the South Slope, Oak Ridges Moraine, and the Peel Plain physiographic regions of southern Ontario (Chapman & Putnam, 1984). The South Slope physiographic region is the southern slope of the Oak Ridges Moraine. The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till. In the vicinity of the study area, the South Slope is ground moraine of limited relief (Chapman & Putnam, 1984).

The Oak Ridges Moraine physiographic region of southern Ontario extends from the Niagara Escarpment to the Trent River forming the height of land separating the drainage basin of Lake Ontario from the drainage basins of Georgian Bay and the Trent. This physiographic region, covering approximately 1,300



square kilometres, is characterized by hilly, “knob and basin” topography of sandy or gravelly till. The Moraine was created during the melting of the Laurentian Glaciers 13,000-12,000 B.P. The meltwater ran into present day Georgian Bay and Lake Simcoe areas, and into the Great Lakes, forming Lake Iroquois to the south (over present day Lake Ontario), and Lake Algonquin to the north (over present day Lake Huron, Georgian Bay and Lake Simcoe). On the moraine itself, glacial melting formed a series of kettle lakes (Bennett & Glasser, 1996).

The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large, undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage. The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. Additionally, the region exhibits exceptional isolated tracts of sandy soil specifically in Trafalgar Township, near Unionville, and north of Brampton where in the latter location there is a partly buried esker. The region does not possess any good aquifers and the high level of evaporation from the clay’s now deforested surface is a disabling factor in ground-water recharge. Further, deep groundwater accessed by boring is often found to be saline (Chapman & Putnam, 1984, pp. 174–175).

3.2 Summary of Early Indigenous History in Southern Ontario

Current archaeological evidence indicates humans were present in southern Ontario approximately 13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (C. J. Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest archaeological evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is interpreted by archaeologists to be indicative of increased social organization and the investment of labour into social infrastructure (J. Brown, 1995, p. 13; C. J. Ellis et al., 1990, 2009).



Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 B.P. – it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use. From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), larger settlement sites focused on horticulture begin to dominate the archaeological record. Seasonal dispersal of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990, p. 317). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community dispersal was no longer practised and these populations now occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of these First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Other First Nation communities continued to practice residential mobility and to harvest available resources across landscapes they returned to seasonally/annually.

By 1600 C.E., the Confederation of Nations were encountered by the first European explorers and missionaries in Simcoe County. By the 1640s, devastating epidemics and the traditional enmity between the Haudenosaunee³ and the Attawandaron and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to their dispersal from southern Ontario. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. Peace was achieved between the Haudenosaunee and the Anishinaabe Nations in August of 1701 when representatives of more than twenty Anishinaabe Nations assembled in Montreal to participate in peace negotiations. Peace was confirmed again at council held at Lake Superior when the Haudenosaunee delivered a wampum belt to the Anishinaabe Nations. This agreement between the Haudenosaunee and Anishinaabe nations is referred to as the Dish with One Spoon.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century. The Crown acknowledged the Mississaugas of the Credit as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.

³ The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking nations – the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.



The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

Treaty 13a was signed on August 2, 1805 between the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a one-mile strip of land on each of its banks, which became the Credit Indian Reserve.

On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown for lands along the north shore of Lake Ontario southwest of the Toronto Purchase to what is now Oakville (Mississauga of the New Credit First Nation, 2001; Mississaugas of the Credit First Nation, 2017).

3.2.1 Ossuary Burial Practice

Within the study area is a known ossuary and there is the potential for additional ossuaries to be identified during archaeological assessment. Ossuary burial was a practice of the Huron-Wendat during the Late Woodland period circa A.D. 900 to 1650. It is a mode of corporate burial in which the remains of numerous individuals, who were formerly interred within a village, were disinterred and re-deposited into one or two mass graves. Presumably, this act took place upon abandonment of the village in favour of a new site. Ossuaries range in size from those that contain the disarticulated and/or bundled remains of approximately ten individuals, to those that contain the remains of 500 people or more. The tradition of ossuary burial began in the Early Iroquoian period as a family-oriented rite. By early Middle Iroquoian times, ossuaries had become larger communitywide features, and by the end of the Middle Iroquoian period their creation likely involved the participation of members of different allied villages in a joint burial ceremony (Archaeological Services Inc., 2011b).

3.3 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (ASI 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.



Throughout the period of initial European settlement, Indigenous groups continued to inhabit Southern Ontario, and continued to fish, gather, and hunt within their traditional and treaty territories, albeit often with legal and informal restrictions imposed by colonial authorities and settlers. In many cases, Indigenous peoples acted as guides and teachers, passing on their traditional knowledge to Euro-Canadian settlers, allowing them to sustain themselves in their new homes. Indigenous peoples entered into economic arrangements and partnerships, and often inter-married with settlers. However, pervasive and systemic oppression and marginalization of Indigenous peoples also characterized Euro-Canadian colonization, with thousands being displaced from their lands, denied access to traditional and treaty hunting, fishing, and collecting grounds, and forced to assimilate with Euro-Canadian culture through mandatory attendance at Day and Residential Schools (Ray, 2005; Rogers & Smith, 1994).

Historically, the study area is located in the former Township of Vaughan, in the County of York, in Lots 45 – 56, Concession 1 West of Yonge Street, and Lots 20 – 31, Concessions 2 – 5.

3.3.1 The Former Township of Vaughan

The land within Vaughan Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in 1796. The township was named in honour of Benjamin Vaughan, who was one of the negotiators for the Treaty of Paris which ended the American Revolutionary War in 1783. In 1805, Boulton noted that the soil in Vaughan was “much improved,” and due to its proximity to York “may be expected to form an early and flourishing settlement.” Vaughan was initially settled by Loyalists, the children of Loyalists, disbanded soldiers, and by Americans including the Pennsylvania Dutch, French Huguenots, and Quakers. By the 1840s, the township was noted for its excellent land and “well cleared and highly cultivated farms”. The Township was incorporated in 1850 as a municipal government (Armstrong, 1985; Boulton, 1805; Rayburn, 1997; Reaman, 1971; Smith, 1846).

The 1860 *Tremaine’s Map* (Figure 2) shows a developed agricultural landscape, traversed by the Humber River and its tributaries, with small hamlets, a local road system and churches and schoolhouses. The Township continued to develop economically in the 1860s and 1870s. The 1878 *Illustrated Historical Atlas* (Figure 3) shows a well-established and prosperous agricultural township dotted with farmsteads, small hamlets and villages. Although Yonge Street on the east side of the township was the principal route to the markets in York to the south, the construction of the two railways through the township greatly increased market access for the farmers and contributed to the township’s prosperity. Agriculture continued as the principal land use throughout the nineteenth century.

3.3.2 Village of Maple

The village of Maple was first established around the intersection of Major Mackenzie Drive and Keele Street in the early 1800s. The first settlers were mainly German Lutherans from Pennsylvania, followed by British immigrants in the mid-1820s. It was first known as Noble’s Corner, after the first Postmaster, Joseph Noble. It was later renamed Rupertsville after a highly respected local doctor, Dr. Rupert. In 1855 it was renamed Maple after the numerous Maple trees once located along Keele Street, according to local folklore. The first church was Presbyterian, established in the 1830s. Methodist meetings were held as early as 1835 but a church wasn’t built until 1870. St. Stephen’s Anglican Church was established in 1838.



The boggy terrain surrounding the road south from the community (now Keele Street) meant that travelers often avoided the route and so the village was overshadowed by the more prosperous settlements of Teston and Sherwood. This changed when the OS & HR arrived. A hotel was built during the 1850s to accommodate travelers through the area.

By the late nineteenth century, Maple boasted a sawmill, rope factory, funeral parlour, hotel, hardware store, pump factory and harness shop. Maple became a Police Village in 1928 after reaching a population of 2000. Soon after the number of businesses decreased but the village remained fairly large, with a population of over 1000 when it became part of the Town of Vaughan in 1971 (City of Vaughan, 2015; Mika & Mika, 1981; Rayburn, 1997).

3.3.3 Village of Teston

The historic settlement of Teston is located at the intersection of Jane Street and Teston Road, two historical thoroughfares. As is indicated in *A History of Vaughan Township*, Teston “At one time... was a very flourishing place and could boast two stores, a church, two halls, a blacksmith shop, a woodworking shop, undertakers business, school, hotel and even a beer shop” (Reaman, 1971). The village was originally named Thanesville after its English founder who built a home on the land sometime between 1847 and 1852. The name was changed to Teston shortly after 1867, after the eponymous village near Maidstone, in Kent, England, which was the birthplace of early settler T. Chapman (Reaman, 1971). Two wagon shops, shown on the 1860 *Tremaine Map of the County of York*, developed into carriage factories and became the main industry of the community throughout the nineteenth century. The hamlet experienced a decline in the late nineteenth and twentieth century. During the 1960s to the mid-1970s, a number of new residences were erected particularly on the east side of Jane Street and north of Teston Road.

3.3.4 Settlement of Hope

The settlement of Hope is first cartographically identified on the 1919 publication of the National Topographic Survey, but the presence of a church, a school house and a steam saw mill in the same location is depicted on the 1860 *Map of the County of York* (Tremaine, 1860). The settlement is not described in *A History of Vaughan Township*, though it is noted that Hope section formed part of Patterson School, S.S. No. 19, which was built in 1872 (Reaman, 1971).

3.3.5 Village of Patterson

The village of the Patterson is tied to the success of the Patterson family and dates to the mid-nineteenth century, growing out of the Patterson’s fanning mills. A wheat boom in the 1850s created a favourable climate and the Pattersons expanded their business into a large farm implement factory (Reaman, 1971). At the height of their operations, the Pattersons owned large parcels of land. Development of these holdings included the construction of warehouses, machine and blacksmith shops, foundries as well a school, church, house and stores for the Pattersons’ employees (Reaman, 1971). The Pattersons’ company was an important part of the economy of Vaughan Township with over \$75,000 invested in real estate and equipment. The village of Patterson largely disappeared once the factory moved in the 1890s (Reaman, 1971).



3.3.6 Village of Richmond Hill

In contrast to Patterson, the village of Richmond Hill has flourished in the days since its inception over two hundred years ago. Located along the key route of Yonge Street (initially a military route) the village was settled early and by the early 1800s, lands surrounding the Yonge Street and Major Mackenzie Drive intersection became a focal point for development. By the 1850s many of the streets that currently surround this intersection were already established. In the latter half of the nineteenth century, the Village of Richmond Hill was firmly established and smaller communities began to emerge, concentrated around major intersections. Richmond Hill's twentieth-century growth is closely linked to the expansion of transportation infrastructure. The laying of a radial line and railroad in the late nineteenth-early twentieth century and the emergence and growth of the automobile contributed to the urbanization of Richmond Hill. In the post-war years, residential subdivision and industrial development continued to dominate land use development themes in the Town. In 1957, official Town status was granted and in the latter half of the twentieth century more land was annexed from neighbouring townships to further provide more opportunities for growth and development (Archaeological Services Inc., 2011a).

3.3.7 Village of Elgin Mills

Elgin Mills has been settled since 1834 when James Newton, who migrated from Scotland, settled near the intersection of Yonge Street and Elgin Mills Road and bought a small tanning operation. This operation eventually grew into a community sized operation, reaching its peak in the 1870s. The Newton Tanning Company as well as other industries in Elgin Mills was a significant source of employment in the region. By the mid-nineteenth century Elgin Mills also had a steam-powered sawmill and a gristmill. The settlement's notoriety in the region is somewhat indicated by the so-named "Elgin Mills Road." The Markham Plank Road (modern day Yonge Street) was a toll road. The toll bar at Elgin Mills is itself indicative of the traffic which once travelled to and from Elgin Mills (Stamp, 1991).

3.3.8 Northern Railway

The Toronto, Simcoe, and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe, and Huron Union Rail Road Company. The rail line opened on May 16, 1853, and connected Toronto to Aurora (formerly Matchell's Corners) via a 48 kilometre track (Andreae, 1997). The line was expanded with service to Bradford beginning June 13, 1853, and further expanded to Barrie on October 11, 1853 (forming the path for the present GO Barrie rail corridor). The inaugural trip on May 16, 1853 from Toronto to Aurora is commemorated by a plaque at Toronto's Union Station, as it was the first steam locomotive operated in Ontario (Mika & Mika, 1977).

In 1858, the company underwent a third name change becoming the Northern Railway Company of Canada. Subsequently, the Ontario, Simcoe & Huron Railway became known simply as the Northern Railway, until 1888 when the ownership amalgamated with the Grand Trunk Railway Company of Canada, at which point the Northern Railway became part of the Grand Trunk Railway. Rail tracks were quickly laid across Ontario, as well as other parts of the country linking settlements and provinces. The population of Canada doubled between 1851 and 1901 but the miles of rail laid increased exponentially from 159 to 18,294 miles (Andreae, 1997). The Northern Railway was a major draw factor for businesses in the Counties of York and Simcoe and caused many communities with a station to thrive and those without to dissipate (Town of Newmarket, 2018). In 1923, the railway company was again amalgamated, this time with the government-owned Canadian National Railway (CNR).



Commuter service began on the line in 1972, operated by CN as part of the CN Newmarket Subdivision. This commuter service was taken over by VIA Rail in 1978, and then by GO Transit in 1982. GO Transit continues to operate this commuter service to this day.

3.4 Review of Historical Mapping

The 1860 *Map of the County of York* (Tremaine, 1860), and the 1877 *Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe Ontario* (Miles & Co., 1878), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

Historically, the study area is located in the former Township of Vaughan, in the County of York, in Lots 45 – 56, Concession 1 West of Yonge Street, and Lots 20 – 31, Concessions 2 – 5.

Table 1: Nineteenth-century property owner(s) and historical features(s)

Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
1 West of Yonge Street	45	James Playter	Major Mackenzie Drive West Bathurst Street Tributary of Don River – East Branch	David Boyle	Major Mackenzie Drive West Bathurst Street Tributary of Don River – East Branch
1 West of Yonge Street	46	John R. Arnold	Major Mackenzie Drive West Bathurst Street	J.R. Arnold	Major Mackenzie Drive West Bathurst Street
1 West of Yonge Street	47	Col. Bridgford Wm. Powell	Bathurst Street Tributary of Don River – East Branch Bathurst Street Tributary of Don River – East Branch	W. Powell	Bathurst Street Tributary of Don River – East Branch
1 West of	48	Dr. J.P. Duncumb	Bathurst Street Tributary of Don River – East Branch	Wm. Cook	Bathurst Street Tributary of Don River – East Branch



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
Yonge Street				None	Small lots, two residences Bathurst Street
1 West of Yonge Street	49	Heirs of Late John Staivord Edward Sheppard	Bathurst Street Bathurst Street	Stavart Estate Edward Sheppard	Bathurst Street Bathurst Street
1 West of Yonge Street	50	G. Hislop	Bathurst Street Elgin Mills Road West Tributary of Don River – East Branch	D. Hislop	Bathurst Street Elgin Mills Road West Tributary of Don River – East Branch
1 West of Yonge Street	51	Estate of C. Thompson	Bathurst Street Elgin Mills Road West Tributary of Don River – East Branch	C.M. McGrath	Bathurst Street Elgin Mills Road West Tributary of Don River – East Branch
1 West of Yonge Street	52	H.G. Benard	Bathurst Street	McArthur Bros.	Bathurst Street
1 West of Yonge Street	53	Thos. Campbell	Bathurst Street	F. Gibson	Bathurst Street
1 West of Yonge Street	54	Estate of C. Thompson & H.G. Benard	Bathurst Street	Hiram G. Bernard	Bathurst Street
1 West of Yonge Street	55	Estate of Thos. Bell Miss Melinda Clark	Bathurst Street Bathurst Street	Wm. Slaney Nelson Playter	Bathurst Street Bathurst Street
1 West of Yonge Street	56	H.G. Benard	Bathurst Street Gamble Road	J. Goodwin Bernard	Bathurst Street Gamble Road
2	20	John Velie Wm Graham	Residence Major Mackenzie Drive West Bathurst Street Don River – East Branch Major Mackenzie Drive West Dufferin Street	Velie Est. Jacob Graham	Residence Major Mackenzie Drive West Bathurst Street Don River – East Branch Major Mackenzie Drive West Dufferin Street
2	21	Patterson & Bros.	Two Residences	Patterson Works	United Church Schoolhouse



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
		W. Rumble	Major Mackenzie Drive West Bathurst Street Don River – East Branch Tributary of Don River – East Branch Major Mackenzie Drive West Dufferin Street	W. Rumbell	Post Office Patterson Farmhouse Major Mackenzie Drive West Bathurst Street Don River – East Branch Tributary of Don River – East Branch Major Mackenzie Drive West Dufferin Street
2	22	Wm. Basingtwait Wm. Bowes	Bathurst Street Don River – East Branch Tributary of Don River – East Branch Dufferin Street	W. Lasingtwait W. Bowers	Residence Orchard Bathurst Street Don River – East Branch Residence Don River – East Branch Dufferin Street
2	23	Robert Metcalf Malcolm Cameron	Residence Bathurst Street Dufferin Street Don River – East Branch Bathurst Street Don River – East Branch Tributary of Don River – East Branch Dufferin Street	R. Medcalf [sic] W. Trench	Residence Orchard Don River – East Branch Tributary of Don River – East Branch Bathurst Street Dufferin Street Residence Orchard Don River – East Branch Tributary of Don River – East Branch Bathurst Street Dufferin Street
2	24	James Gilmore Peter Vanderburgh	Bathurst Street Don River – East Branch Tributary of Don River – East Branch Dufferin Street Residence Bathurst Street Don River – East Branch	Gilmour Est. P. Vanderburg	Residence Orchard Don River – East Branch Tributary of Don River – East Branch Bathurst Street Dufferin Street Residence Orchard



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
			Tributary of Don River – East Branch Dufferin Street		Don River – East Branch Tributary of Don River – East Branch Bathurst Street Dufferin Street
2	25	Robert McNair Jas. Dunton	Residence Bathurst Street Teston Road Tributary Don River – East Branch Teston Road Dufferin Street Don River – East Branch	Jas. McNair Jas. Dunton	Residence Orchard Tributary of Don River – East Branch Bathurst Street Teston Road Residence Don River – East Branch Dufferin Street Teston Road
2	26	John Hislop	Bathurst Street Teston Road Dufferin Street Tributaries of Don River – East Branch	Hislop Estate G. Reid	Residence Tributary of Don River – East Branch Bathurst Street Teston Road Teston Road Dufferin Street
2	27	John Hislop Amos Wright M.P.P.	Bathurst Street Dufferin Street Tributary of Don River – East Branch Bathurst Street Dufferin Street Tributary of Don River – East Branch	Hislop Est. J. Langstaff D. Burns J. Espey	Tributary of Don River – East Branch Bathurst Street Residence Tributary of Don River – East Branch Bathurst Street Dufferin Street Dufferin Street
2	28	Davison Hugh Glass Wm. Slaney	Bathurst Street Bathurst Street Tributary of Don River – East Branch Dufferin Street	J. Langstaff H. Glass W. Slaney	Bathurst Street Residence Laneway Tributary of Don River – East Branch Bathurst Street Residence Dufferin Street
2	29	Edward Staney	Bathurst Street Tributary of Don River – East Branch Dufferin Street	E. Slaney W. Slaney T. Curran	Residence Tributary of Don River – East Branch Bathurst Street Dufferin Street Residence Dufferin Street



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
2	30	Jas Magee & Co. Amos Wright Esgr M.P.P.	Bathurst Street Dufferin Street Bathurst Street Dufferin Street	Wm. McBean A. Prentice Wm. McBean Michael McThigh None	Residence Laneway Bathurst Street Dufferin Street Residence Bathurst Street Roadway Residence Roadway Residence Roadway Residences Small Lots
2	31	John Oster Estate M & S Oster	Bathurst Street Roadway Roadway Dufferin Street	Mrs. Gorman McGill	Residence Laneway Bathurst Street Roadway Residence Laneway Roadway Dufferin Street
3	20	Wm. Lane Joshua Oliver J. Noble	Major Mackenzie Drive West Dufferin Street Major Mackenzie Drive West Northern Railway Major Mackenzie Drive West Keele Street Northern Railway Village of Maple Inn Post Office	W.C. Patterson Joshua Oliver Noble Est.	Residence Orchard Major Mackenzie Drive West Dufferin Street Northern Railway Major Mackenzie Drive West Major Mackenzie Drive West Major Mackenzie Drive West Keele Street Village of Maple
3	21	John Goodwill Reverend Ross	Major Mackenzie Drive West Dufferin Street Major Mackenzie Drive West Keele Street Village of Maple Northern Railway Richmond Hill Station	W. Rumble None None Watson None	Major Mackenzie Drive West Dufferin Street Residences Town Lots Residence Richmond Hill Station Residence Keele Street Residence Northern Railway Village of Maple
3	22	John Goodwill	Dufferin Street	Wm. Rumble	Dufferin Street



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
		C.H. Jacob Munshaw	Dufferin Street Keele Street Northern Railway	D. Boyle	Residence Orchard Northern Railway Keele Street
3	23	Adam Storm Daniel Stong	Dufferin Street Keele Street Northern Railway	Storm Est. Jas. Watson	Residence Dufferin Street Residence Orchard Northern Railway Keele Street
3	24	Anthony Bowes A. McQuarrie Dr. Rease	Residence Dufferin Street Keele Street Northern Railway Keele Street Northern Railway	Mrs. S. Hall A. McQuarrie T. Watson	Dufferin Street Residence Northern Railway Keele Street Residence Northern Railway Keele Street
3	25	Joshua Oliver J. Rupert Grey	Dufferin Street Teston Road Don River – East Branch Teston Road Teston Road Keele Street Northern Railway	J. Oliver J. Rupert T. Watson	Residence Don River – East Branch Dufferin Street Teston Road Teston Road Residence Northern Railway Teston Road Keele Street
3	26	John Rupert Joseph A. Endersby	Dufferin Street Teston Road Don River – East Branch Residence Teston Road Keele Street Northern Railway	J. Rupert's Est. None J. Sherman	Residence Don River – East Branch Dufferin Street Teston Road Residences Residence Northern Railway Teston Road Keele Street
3	27	Jas. McGee H. McMillan	Dufferin Street Don River – East Branch Keele Street	J. Burr Mrs. McMillan	Don River – East Branch Dufferin Street Keele Street
3	28	Hugh Devlin Wm. Devlin J.P.	Dufferin Street Don River – East Branch Residence Keele Street	G. Moody Geo. Cook	Residence Orchard Don River – East Branch Dufferin Street Residence Schoolhouse



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
					Keele Street
3	29	James McGee	Dufferin Street Keele Street	Wm. Jones A. Cradock A. Cradock	Residence Dufferin Street Keele Street Residence Laneway Keele Street
3	30	William Craddock	Dufferin Street Kirby Road Keele Street	D. Carnegie A. Cradock J. Cradock	Residence Dufferin Street Kirby Road Kirby Road Residence Kirby Road Keele Street
3	31	Wm. Cook Wm. Bain John Henry	Dufferin Street Kirby Road Kirby Road Kirby Road Keele Street	Jas. Johnson Jas. Henry	Residence Dufferin Street Kirby Road Residence Kirby Road Keele Street
4	20	Rupert Mrs. Powers Mathison	Major Mackenzie Drive West Keele Street Village of Maple Major Mackenzie Drive West Don River – West Branch Major Mackenzie Drive West Jane Street	Jno. McQuarrie Jno. Nelson Michael Powers Michael Powers Gilbert Matheson	Major Mackenzie Drive West Keele Street Residence Major Mackenzie Drive West Don River – West Branch Major Mackenzie Drive West Major Mackenzie Drive West Major Mackenzie Drive West Major Mackenzie Drive West Jane Street
4	21	Adam Rupert Jacob Rupert	Major Mackenzie Drive West Keele Street Village of Maple Residence Grist Mill Don River – West Branch Major Mackenzie Drive West Jane Street	J.P.R. Joshua Oliver Jacob Lahmer	Post Office Village of Maple Residence Orchard Keele Street Don River – West Branch Don River – West Branch Major Mackenzie Drive West Jane Street
4	22	Peter Lyons	Keele Street	Peter McNaughton	Keele Street



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
		Arch. McQuarrie Michael Cranney	Keele Street Residence Don River – West Branch Jane Street	Archibald McQuarrie Hy. Allison	Keele Street Residence Don River – West Branch Jane Street
4	23	A. McQuarrie Rev. P. McNaughton Armour	Residence Keele Street Keele Street Don River – West Branch Jane Street	Archibald McQuarrie Peter McNaughton Arthur Noble Estate	Residence Orchard Keele Street Residence Keele Street Don River – West Branch Jane Street
4	24	Rev. P. McNaughton William Marwood	Residence Keele Street Don River – West Branch Residence Don River – West Branch Jane Street	Peter McNaughton Wm. Marwood	Orchard Keele Street Residence Don River – West Branch Jane Street
4	25	Rev. P. McNaughton Saml. Archibald Thos. Archibald Isaac Murray Joel Kenny	Keele Street Teston Road Teston Road Teston Road Church Don River – West Branch Teston Road Don River – West Branch Town Lots, House	Peter McNaughton Dan. Kenny Isaac Murray Isaac Murray Dan. Kimby None	Keele Street Teston Road Residence Teston Road Residence Teston Road Residence Don River – West Branch Teston Road Residence Don River – West Branch Teston Road Teston Road Jane Street Town Lots, House
4	26	William Cook John Stephenson Thomas Hadwen	Keele Street Teston Road Northern Railway Residence Teston Road Don River – West Branch Teston Road Wagon Shop	William Cook Mrs. Stevenson Andrew's Estate	Keele Street Teston Road Residence Orchard Teston Road Residence Orchard Don River – East Branch



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
			Town Lots	None	Teston Road Residence Wagon Shop Town Lots
4	27	William Cook John Richard	Keele Street Northern Railway Wagon Shop Jane Street	William Cook Jonathan Hadwin None	Residence Laneway Northern Railway Orchard Laneway Don River – East Branch Wagon Shop Post Office
4	28	William Cradock John Richard	Keele Street Church Schoolhouse Northern Railway Jane Street	William Thomas John Richards	Two Residences Laneway Two Orchards Northern Railway Keele Street Residence Laneway Jane Street
4	29	D. Barker D. White John Richard	Keele Street Northern Railway Steam Saw Mill Keele Street Northern Railway Residence Jane Street	Christopher Nixon Christopher Nixon John Richards	Primitive Methodist Church Northern Railway Keele Street Two residences Orchard Northern Railway Keele Street Residence Jane Street
4	30	William Nixon John Barker J. Noble	Keele Street Kirby Road Northern Railway Kirby Road Kirby Road Jane Street	William Nixon John Parkins Arthur Noble None	Residence Laneway Keele Street Kirby Road Northern Railway Residence Kirby Road Two residences Orchard Kirby Road Jane Street Residence Kirby Road Jane Street
4	31	William Cradock A. Cameron C. Robins	Keele Street Kirby Road Northern Railway	William Nixon William Hoiles	Keele Street Kirby Road Kirby Road



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
			Kirby Road Jane Street Jane Street	William Kirby None Alex Cameron	Northern Railway Kirby Road Kirby Road Jane Street Kirby Road
5	20	D. McKinnon Estate of the Late Powell McKinnon	Major Mackenzie Drive West Jane Street Major Mackenzie Drive West	Gilbert Matheson Jno. McKinnon Wm. Constable	Major Mackenzie Drive West Jane Street Major Mackenzie Drive West Major Mackenzie Drive West
5	21	Mathison J. Richard Rev. P. McNaughton	Major Mackenzie Drive West Jane Street Major Mackenzie Drive West Major Mackenzie Drive West	Gilbert Matheson Jesse Richards Peter McNaughton	Major Mackenzie Drive West Jane Street Residence Major Mackenzie Drive West
5	22	J. Noble H. Lyons	Jane Street None	Arthur Noble Est. Jesse Richards	Residence Orchard Laneway Jane Street None
5	23	Willson D. Murray	Jane Street None	Robert Wilson David Murray	Residence Orchard Jane Street None
5	24	Widdow [sic] Diceman H.L. Diceman	Residence Jane Street None	Mrs. Diceman Hy. Diceman	Residence Orchard Jane Street None
5	25	R. Dickhout M. Maloy	Jane Street Teston Road None	Dan. Malloy Isaac Murray Malcolm Malloy	Jane Street Residence Jane Street Teston Road Teston Road
5	26	Isaac Murry	Residence Jane Street Teston Road	Isaac Murray	Residence Wesleyan Methodist Church Jane Street Teston Road
5	27	T. Armstrong	Jane Street	Thos. Armstrong	Jane Street
5	28	Estate of Charles McKinnon James McNair	Jane Street None	James Armstrong Neil Malloy Ser.	Residence Jane Street None
5	29	Widdow [sic] Maloy	Jane Street	Jas. Malloy	Residence Orchard



Con #	Lot #	1860 Map of the County of York		1877 Illustrated Historical Atlas of the County of York	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
				Neil Malloy	Jane Street None
5	30	A Cameron P. Peterman	Jane Street Kirby Road Kirby Road	Alex Cameron Thos. Phillips	Residence Orchard Jane Street Kirby Road Residence Orchard Kirby Road
5	31	Neil Maloy Widdow [sic] Maloy	Jane Street Kirby Road Kirby Road	Alex Malloy Neil A. Malloy	Residence Orchard Jane Street Kirby Road Kirby Road

Nineteenth-century mapping shows that Major Mackenzie Drive West, Bathurst Street, Dufferin Street, Keele Street, Jane Street, Elgin Mills Road West, Teston Road, and Kirby Road are all historically surveyed roadways (Figure 2 and Figure 3). Their roads are illustrated in their present alignment as early as 1860. The Don River – East Branch and the Don River – West Branch along with their tributaries are shown extending through the study area, approximately following the same river systems that exist today. The community of Maple is shown at the intersection of Major Mackenzie Drive West and Keele Street and consists of an inn, post office, and dense settlement on all corners of the intersection. The community of Thamesville (Teston on the 1878 mapping) is labelled along Jane Street north of Teston Road with some lots south of Teston Road. The community of Richmond Hill is depicted east of the study area north of Major Mackenzie Drive West along Yonge Street. Also outside of the study area, the small community of Elgin Mills is labelled at the intersection of Yonge Street and Elgin Mills Road West. The Northern Railway is illustrated traversing the study area in a mostly north-south alignment through Concessions 3 and 4 with the Richmond Hill Station depicted north of Major Mackenzie Drive West east of the railway. Residences are illustrated throughout the study area on both the 1860 and 1878 mapping, with orchards also depicted in 1878. Patterson Works is labelled at the northwest corner of the intersection of Major Mackenzie Drive West and Bathurst Street. A schoolhouse, United Church, and post office are also depicted near the intersection. A Wesleyan Methodist Church is depicted at the northwest corner of Jane Street and Teston Road. A schoolhouse and Primitive Methodist Church are illustrated along Keele Street south of Kirby Road.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1914, 1954, 1972, 1973, 1974, and 1994 (Figure 5 to Figure 7).

The 1914 topographic mapping shows the study area persisted in an agricultural and rural context into the twentieth century (Figure 4). Stone and wood frame buildings are shown throughout the study area. The community of Hope is labeled on the map south of Kirby Road west of Keele Street. Two cemeteries are illustrated within the study area. Several bridges are shown carrying roadways over tributaries and rivers. The Northern Railway is now labelled as the CNR.



Aerial photography from 1954 shows the agricultural context of the study area, agricultural fields and tree lines are clearly visible (Figure 5). The Don River is labelled in the western half of the study area. Vegetation is visible within the valley lands alongside the waterways. The community of Maple has experienced some development from earlier mapping. The communities of Elgin Mills and Richmond Hill have expanded westerly towards the study area.

The 1972, 1973, and 1974 topographic mapping illustrates development within much of the study area (Figure 6). Illustrated on the map is the Ministry of Natural Resources Research Centre with several structures including a water tower and greenhouses within the property. Gravel pits and a dump are located in the middle of the study area, with a golf course and reservoir east of Dufferin Street amongst the gravel pits. A gas pipeline has been constructed underground across the northern portion of the study area. The community of Maple has expanded to the south. Several greenhouses, silos, and bridges have been constructed within the study area. A Feed Research Centre is located east of Jane Street and north of Cunningham Drive.

The 1994 topographic mapping shows an increase in development within the study area in the late twentieth century (Figure 7). The neighbourhood north of Teston Road and west of Bathurst Street has been constructed. The previous golf course east of Dufferin Street now has streets throughout. The community of Maple has expanded and development has occurred north along Keele Street. The town of Richmond Hill has grown and engulfed the smaller development of Elgin Mills and is now within the study area.





Figure 2: The study area overlaid on the 1860 Tremaine's Map of the County of York

Base Map: (Tremaine, 1860)

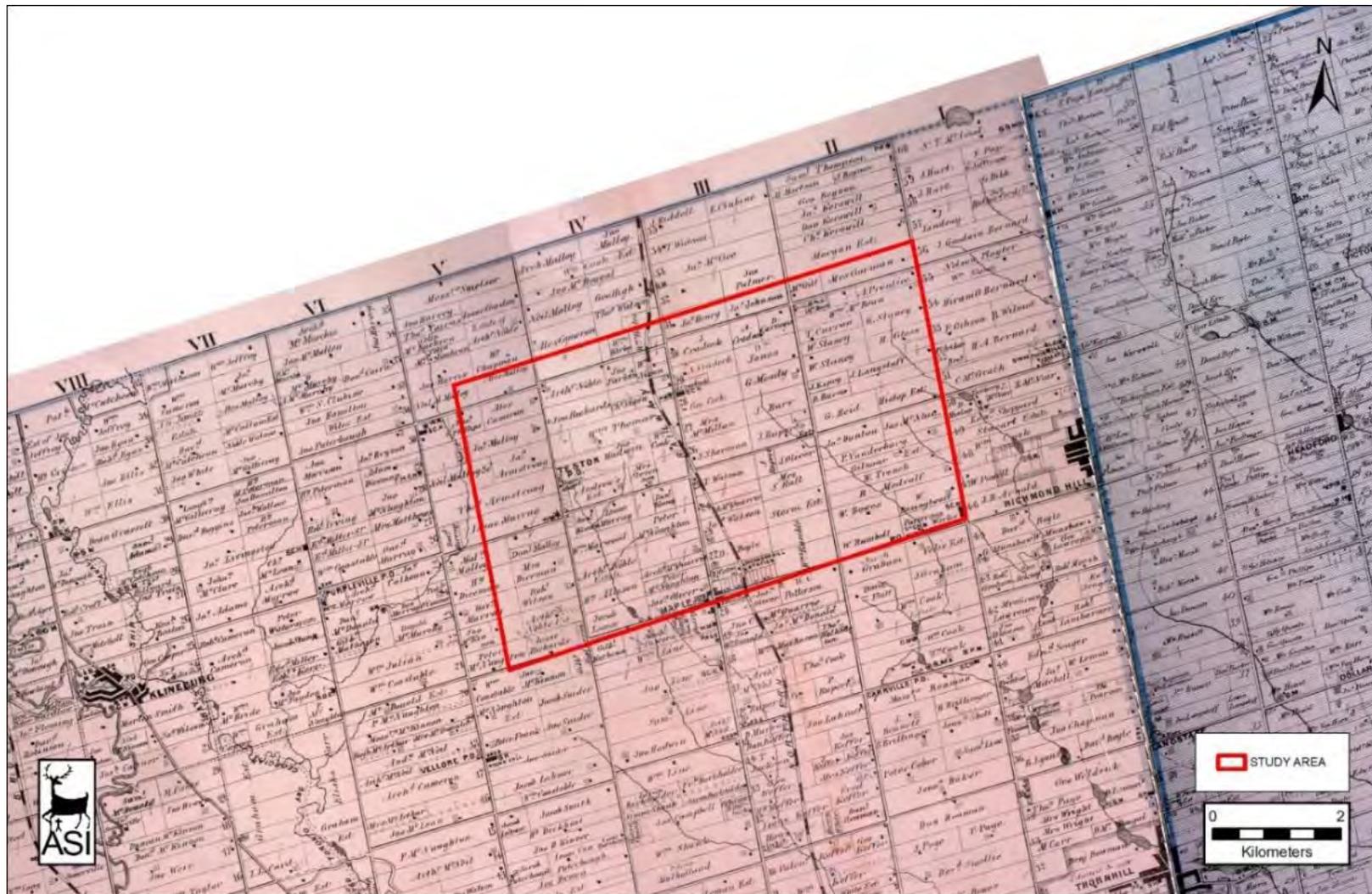


Figure 3: The study area overlaid on the 1878 Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe Ontario

Base Map: (Miles & Co., 1878)



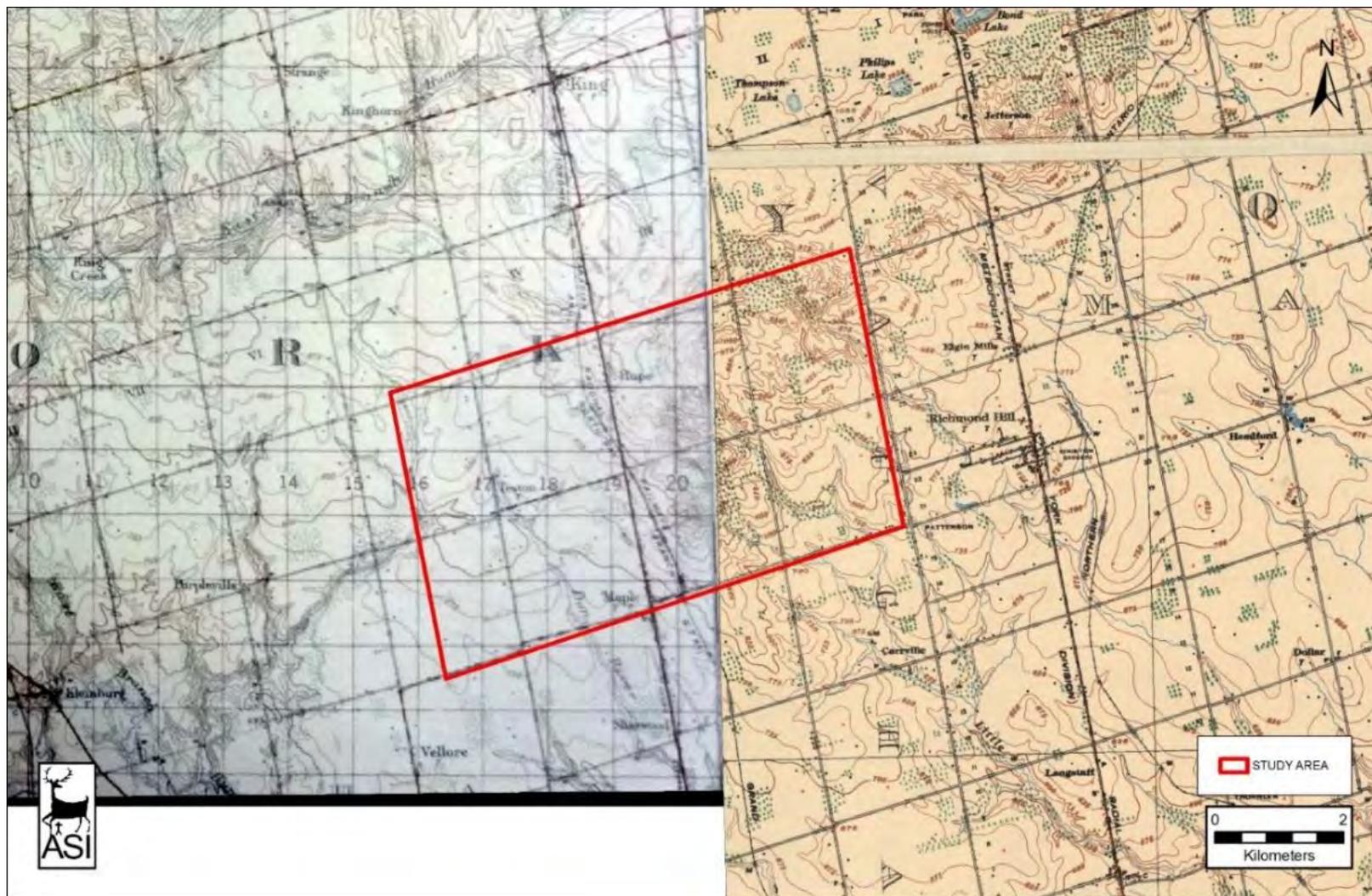


Figure 4: The study area overlaid on the 1914 Bolton and 1914 Markham topographic maps
Base Map: Bolton Sheet 30M/13 and Markham Sheet 30M/14 (Department of Militia and Defence, 1914a, 1914b)



Figure 5: The study area overlaid on the 1954 aerial photograph of Vaughan
Base Map: Plates 437.793, 438.793, 437.792, and 438.792 (Hunting Survey Corporation Limited, 1954)

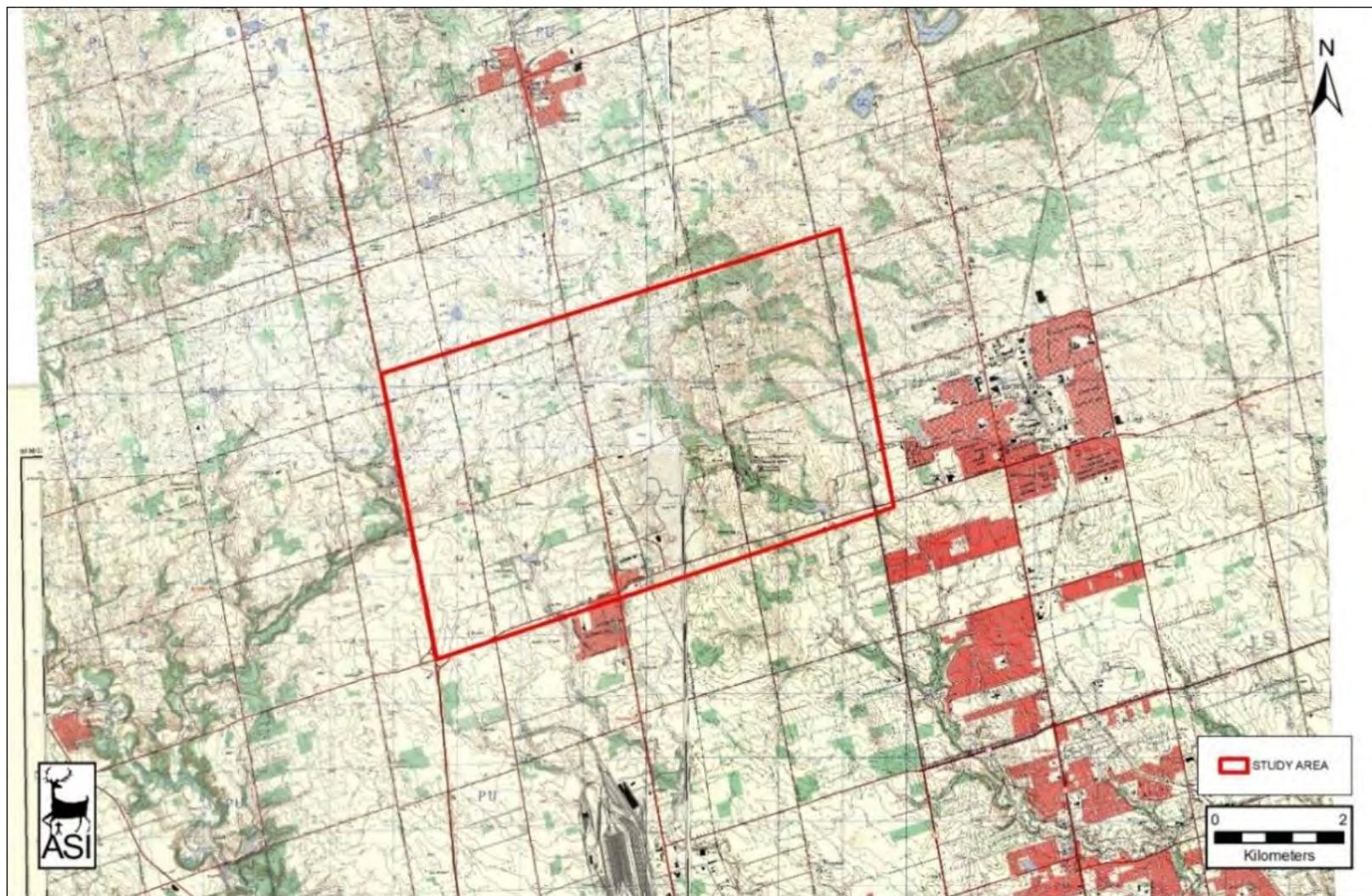


Figure 6: The study area overlaid on the 1972 King City, 1974 Thornhill, 1973 Richmond Hill, and 1973 Woodbridge topographic maps
Base Map: King City Sheet 30M/13h, Thornhill Sheet 30M/14d, Richmond Hill Sheet 30M/14e, and Woodbridge Sheet 30M13a
(Department of Energy, Mines and Resources, 1972, 1973a, 1973b, 1974)

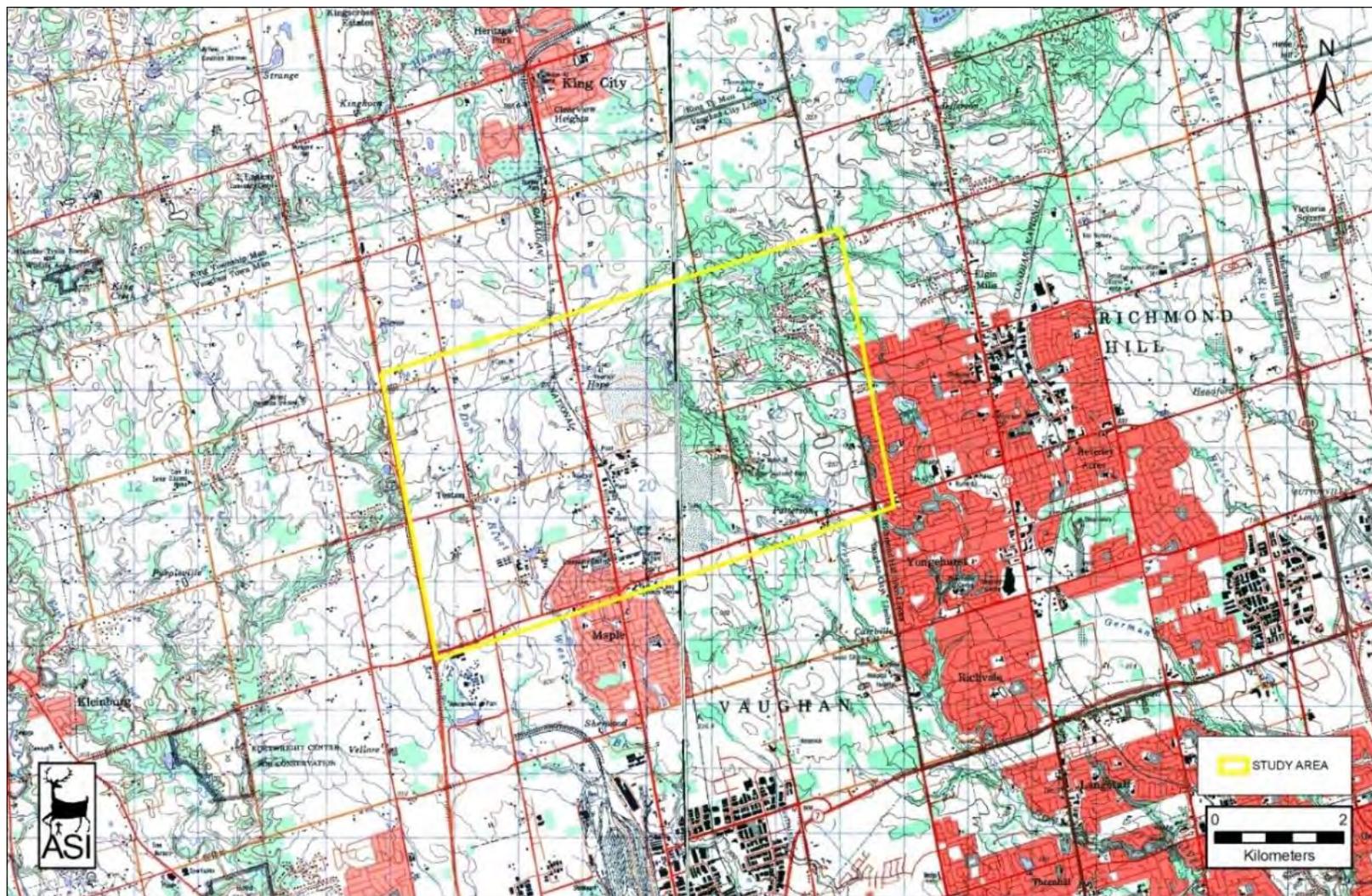


Figure 7: The study area overlaid on the 1994 Bolton and 1994 Markham topographic maps
Base Map: Bolton Sheet 30M/13 and Markham Sheet 30M/14 (Department of Energy, Mines and Resources, 1994a, 1994b)

4.0 EXISTING CONDITIONS

4.1 Description of Field Review

A field review of the overall study area was undertaken by Kirstyn Allam of ASI, on 13, 23, and 31 July 2020 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 10.

The study area is bound by Highway 400 to the west, Bathurst Street to the east, Major Mackenzie Drive to the south and Kirby Road to the north in the City of Vaughan and the Town of Richmond Hill. The study area includes commercial, institutional, civic, and residential properties. The study area is located within the Don River watershed, and creeks and valley lands associated with the Don River extend throughout the study area.

Residential subdivisions are located throughout the southern portion of the study area from Bathurst Street in the east to Highway 400 in the west from Major Mackenzie Drive West in the south to Teston Road in the north. A number of commercial and industrial properties are located along Keele Street north of McNaughton Road to Teston Road. The Keele Valley Landfill is located in the middle of the study area and extends from McNaughton Road in the south to Salamander Drive in the north and is bound by Keele Street in the west and a golf course and woodland west of Dufferin Street. The GO Rail Barrie Corridor travels through the study area in a general northwest-southeast alignment. Agricultural properties are located in the northwest portion of the study area, bound by Highway 400, Teston Road, Keele Street, and Kirby Road.



Plate 1: Bathurst Street, looking north from its intersection with Major Mackenzie Drive West near the eastern limit of the study area.



Plate 2: Major Mackenzie Drive West, looking west towards residential subdivisions west of Bathurst Street.



Plate 3: Highway 400, looking south from Teston Road near the western limit of the study area.



Plate 4: Kirby Road, looking east to the Barrie rail corridor near the northern limit of the study area.



Plate 5: Area of mixed land uses with residential neighbourhood on the left and commercial properties on the right, looking north along Keele Street at Drummond Drive.



Plate 6: Maple Heritage Conservation Area, looking southeast at the intersection of Major Mackenzie Drive West and Keele Street.



Plate 7: Intersection of Jane Street and Teston Road, looking east to the roadway and a residential subdivision on the south (right).



Plate 8: Looking north at the intersection of Jane Street and Teston Road, with the community of Teston on the east (right) and agricultural fields on the west (left).



Plate 9: Area of commercial development at the intersection of Teston Road and Bathurst Street, looking east.



Plate 10: Teston Road and Rodinea Road, looking west towards the developed commercial landscape.

4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

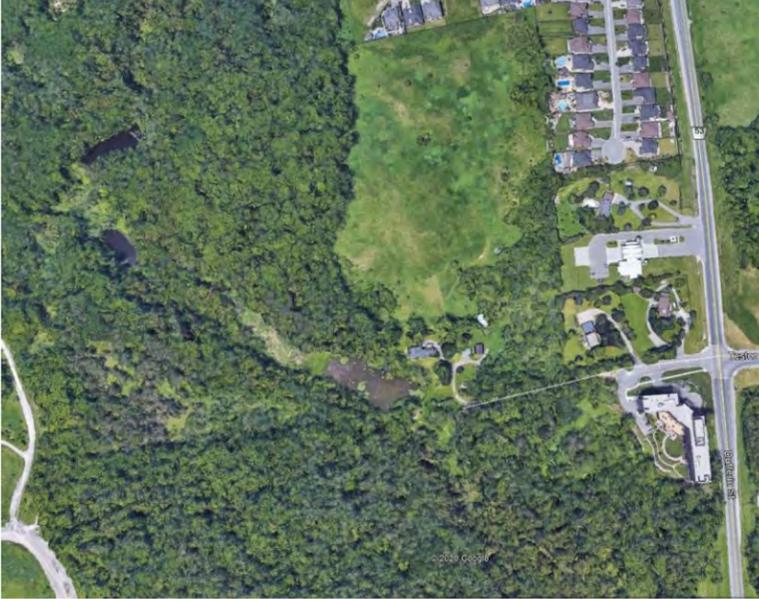
Based on the results of the background research and field review, 18 known and 37 potential BHRs and CHLs were identified within the study area. These include: ten properties listed in the *City of Vaughan's Heritage Inventory*, one property listed in the *Town of Richmond Hill's Inventory of Cultural Heritage Resources*, three properties designated under Part IV of the *Ontario Heritage Act*, one heritage conservation district designated under Part V of the *Ontario Heritage Act*, and two Provincial Heritage Properties (of local significance). An additional 37 features were identified during the desktop review and fieldwork. A detailed inventory of known and potential BHRs and CHLs within the overall study area is presented in Appendix A. See Figure 14 to Figure 17 for mapping showing the location of all identified BHRs and CHLs in the overall study area is included in Appendix B. Heritage designation by-laws are included in Appendix C.

Of these 18 known and 37 potential BHRs and CHLs identified within the overall study area, one BHR and five CHLs are within or adjacent to the proposed Teston Road extension alignment (provided to ASI 8 May 2023). The inventory presented below in Table 2 only discusses the BHRs and CHLs adjacent to the proposed alignment that are included in the preliminary impact assessment in Section 5.0. See Figure 8 - Figure 13 for mapping showing the location of identified BHRs and CHLs adjacent to the proposed alignment.

Table 2: Inventory of Potential Built Heritage Resources and Cultural Heritage Landscapes Adjacent to the Proposed Alignment within the Study Area

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
BHR 28	Barn	1138 Teston Road, City of Vaughan	Potential BHR – Identified during desktop review BHR 28 is located within CHL 26	<p>Property Description</p> <ul style="list-style-type: none"> - Nineteenth century mapping indicates the property was owned by the Hislop family (John Hislop in 1860 and the Hislop Estate) (Figure 2 and Figure 3). - A structure is depicted in the vicinity of the extant barn on the 1954 aerial (Figure 2). - The property features a wooden barn with vertical siding and a fieldstone foundation. The barn has a hipped roof and an attached garage at the eastern side. - Located on the north side of Teston Road, an early transportation route, set back from the road. - Reflects early twentieth-century agricultural patterns in the City of Vaughan. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes This property has potential to retain historical, contextual, and design value as an early twentieth-century barn in the City of Vaughan.</p> <p>The following is a list of potential heritage attributes of the property:</p> <ul style="list-style-type: none"> - The wooden barn with fieldstone foundations 	 <p>Looking north towards the barn at 1138 Teston Road.</p>
CHL 16	Farmscape	814 Teston Road, City of Vaughan	Potential CHL – Identified during desktop review	<p>Property Description</p> <ul style="list-style-type: none"> - Nineteenth century mapping indicates the property was owned by the Hislop family (John Hislop in 1860 and the Hislop Estate in 1878) (Figure 2 and Figure 3). - A wooden structure is illustrated in the vicinity on the 1914 NTS mapping (Figure 4). - The residence was partially obscured from the right-of-way at the time of field review. - Aerial imagery shows that the residence is a two-storey building with an irregular footprint, gable roofs, and gable dormers. The house has been clad in stucco. The property also features a front lawn, pond, mature trees, and mature tree lines. - Located on the north side of Teston Road, an early transportation route, set back from the road. - Reflects early twentieth-century settlement along Teston Road in the City of Vaughan. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes This property has potential to retain historical and design value as an early twentieth-century residence in the City of Vaughan.</p> <p>The following is a list of potential heritage attributes of the property:</p> <ul style="list-style-type: none"> - The residence - The mature trees - The long tree-lined driveway 	 <p>Looking northeast towards the residence at 814 Teston Road.</p>

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
					 <p>Aerial view of the property at 814 Teston Road (Google Earth 2018)</p>
CHL 17	Farmscape	981 Teston Road, City of Vaughan	Potential CHL – Identified during desktop review	<p>Property Description</p> <ul style="list-style-type: none"> - Nineteenth century mapping indicates the property was owned by the McNair family (Robert McNair in 1860, and Jas. McNair in 1878) (Figure 2 and Figure 3). - A residence is illustrated in the vicinity of the extant structure on the 1860 mapping (Figure 2). - The residence was not visible from the right-of-way at the time of field review. - Aerial imagery shows that the residence is a rectangular building with a flat roof. The property also features a barn, fields, circulation routes, and mature trees. - Located on the south side of Teston Road, an early transportation route, set back from the road. - Reflects nineteenth-century settlement along Teston Road in the City of Vaughan. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes</p> <p>This property has potential to retain historical, contextual, and design value as a nineteenth-century farmscape in the City of Vaughan.</p> <p>The following is a list of potential heritage attributes of the property:</p> <ul style="list-style-type: none"> - The residence - The barn - The circulation routes - The mature trees - The fields 	 <p>Aerial view of the farmscape at 981 Teston Road (Google Earth 2018)</p>

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
CHL 18	Farmscape	1600 Teston Road, City of Vaughan	Potential CHL – Identified during desktop review	<p>Property Description</p> <ul style="list-style-type: none"> - Nineteenth century mapping indicates the property was owned by the Rupert family (John Rupert in 1860, and J. Rupert’s Estate in 1878) (Figure 2 and Figure 3). - A wooden structure is illustrated on the property on the 1914 NTS mapping (Figure 4). - The residence was not visible from the right-of-way at the time of field review. - Aerial imagery shows that the property features a residence with an irregular footprint, circulation routes, mature trees, and fields. The property also features circulation routes, and mature trees. - Located west of the intersection of Teston Road and Dufferin Street, both early transportation routes, set back from the road. - Reflects early twentieth-century settlement along Teston Road in the City of Vaughan. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes This property has potential to retain historical and contextual value as an early twentieth-century farmscape in the City of Vaughan.</p> <p>The following is a list of potential heritage attributes of the property:</p> <ul style="list-style-type: none"> - The residence - The circulation routes - The mature trees <p>It should be noted that this property has been heavily altered as part of the Teston Sands Subdivision. A review of satellite imagery demonstrates that significant tree clearing and soil disturbance has occurred, and that the outbuildings east of the residence have been removed since the draft August 2020 submission of this report.</p>	 <p>Aerial view of the farmscape at 1600 Teston Road (Google Earth 2018)</p>
CHL 26	Farmscape	Northeast corner of Teston Road and Dufferin Street, City of Vaughan	Potential CHL – Identified during desktop review BHR 28 is located within CHL 26	<p>Property Description</p> <ul style="list-style-type: none"> - Nineteenth century mapping indicates the property was owned by John Hislop in 1860 and G. Reid in 1878 (Figure 2 and Figure 3). - The property is illustrated in an agricultural context in the nineteenth century mapping (Figure 2 and Figure 3). - The property features active agricultural fields and two residences. The property also features a barn (identified as BHR 28). - Located on the northeast corner of Teston Road and Dufferin Street, both early transportation routes. - Reflects nineteenth century agricultural practices in the City of Vaughan. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes This property has potential to retain historical and contextual value as a nineteenth-century farmscape in the City of Vaughan.</p> <p>The following is a list of potential heritage attributes of the property:</p> <ul style="list-style-type: none"> - The agricultural fields - The barn (identified as BHR 28) 	 <p>Looking northeast towards the agricultural property northeast of Teston Road and Dufferin Street.</p>

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
					 <p data-bbox="2150 854 2909 909">Aerial view of the farmscape northeast of Teston Road and Dufferin Street (Google Earth 2018)</p>
CHL 27	Railscape	Barrie GO Rail Corridor, City of Vaughan	Potential CHL – Identified during desktop review	<p data-bbox="1109 945 1345 973">Property Description</p> <ul data-bbox="1109 979 2132 1221" style="list-style-type: none"> - Nineteenth century mapping indicates the rail corridor was known as the Northern Railway in 1860 and 1878 (Figure 2 and Figure 3). - The rail corridor is illustrated following its extant alignment in both the 1860 and 1878 mapping (Figure 2 and Figure 3). - The rail corridor is a double track railway traveling in a general north-south alignment through the City of Vaughan and northwest-southeast in the area of Teston Road and Keele Street. - Reflects nineteenth-century transportation patterns in the City of Vaughan. <p data-bbox="1109 1255 1961 1284">Potential Cultural Heritage Value or Interest and associated heritage attributes</p> <p data-bbox="1109 1290 2076 1344">This property has potential to retain historical and contextual value as a nineteenth-century railscape in the City of Vaughan.</p> <p data-bbox="1109 1387 1836 1415">The following is a list of potential heritage attributes of the property:</p> <ul data-bbox="1109 1421 1510 1481" style="list-style-type: none"> - The alignment of the rail corridor - The track infrastructure 	 <p data-bbox="2150 1614 2909 1669">Aerial view of the railscape intersecting with Teston Road near the intersection of Teston Road and Keele Street (Google Earth 2018)</p>

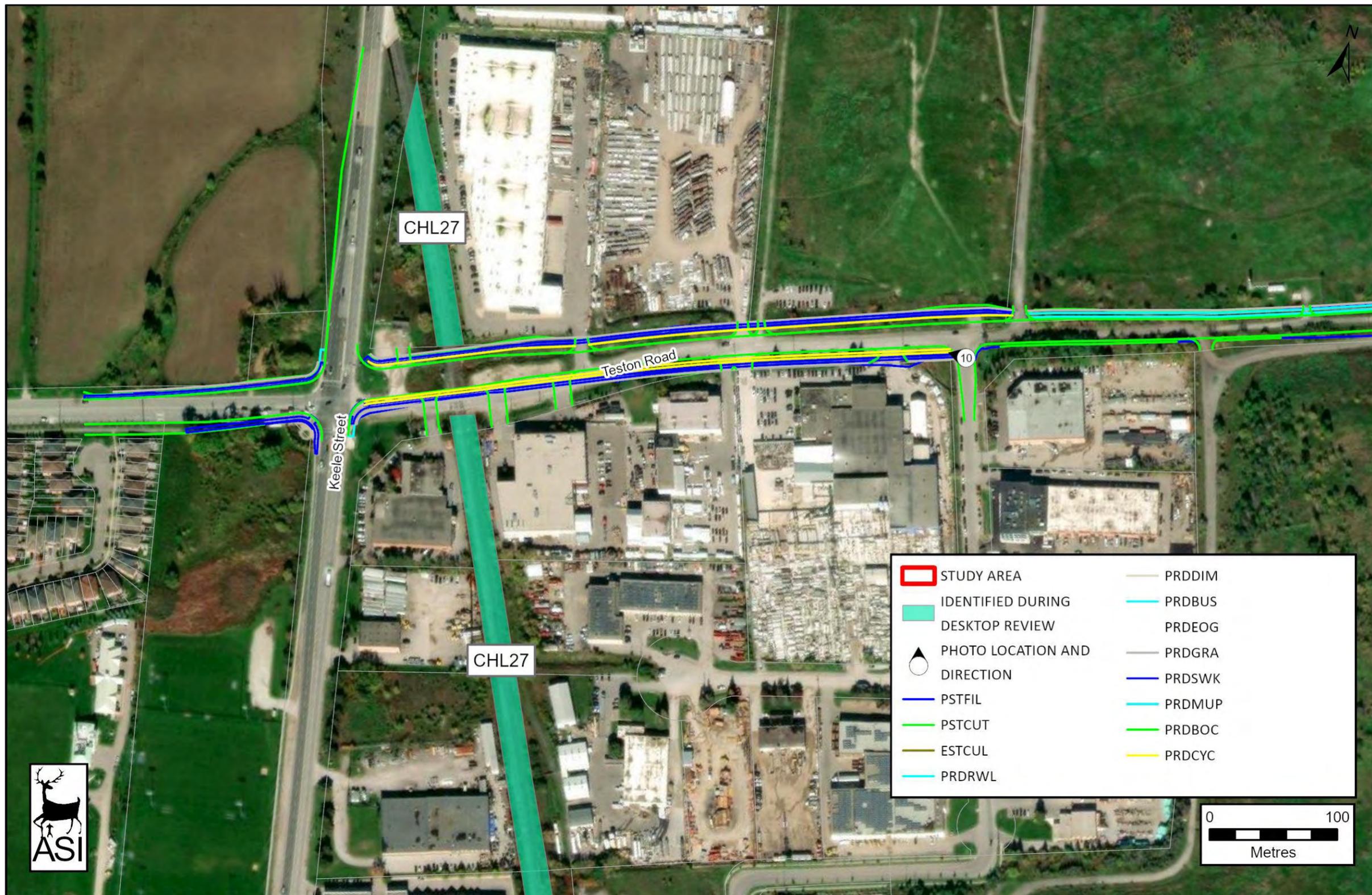


Figure 8: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area Adjacent to the Preliminary Alignment (Sheet 1)



Figure 9: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area Adjacent to the Preliminary Alignment (Sheet 2)

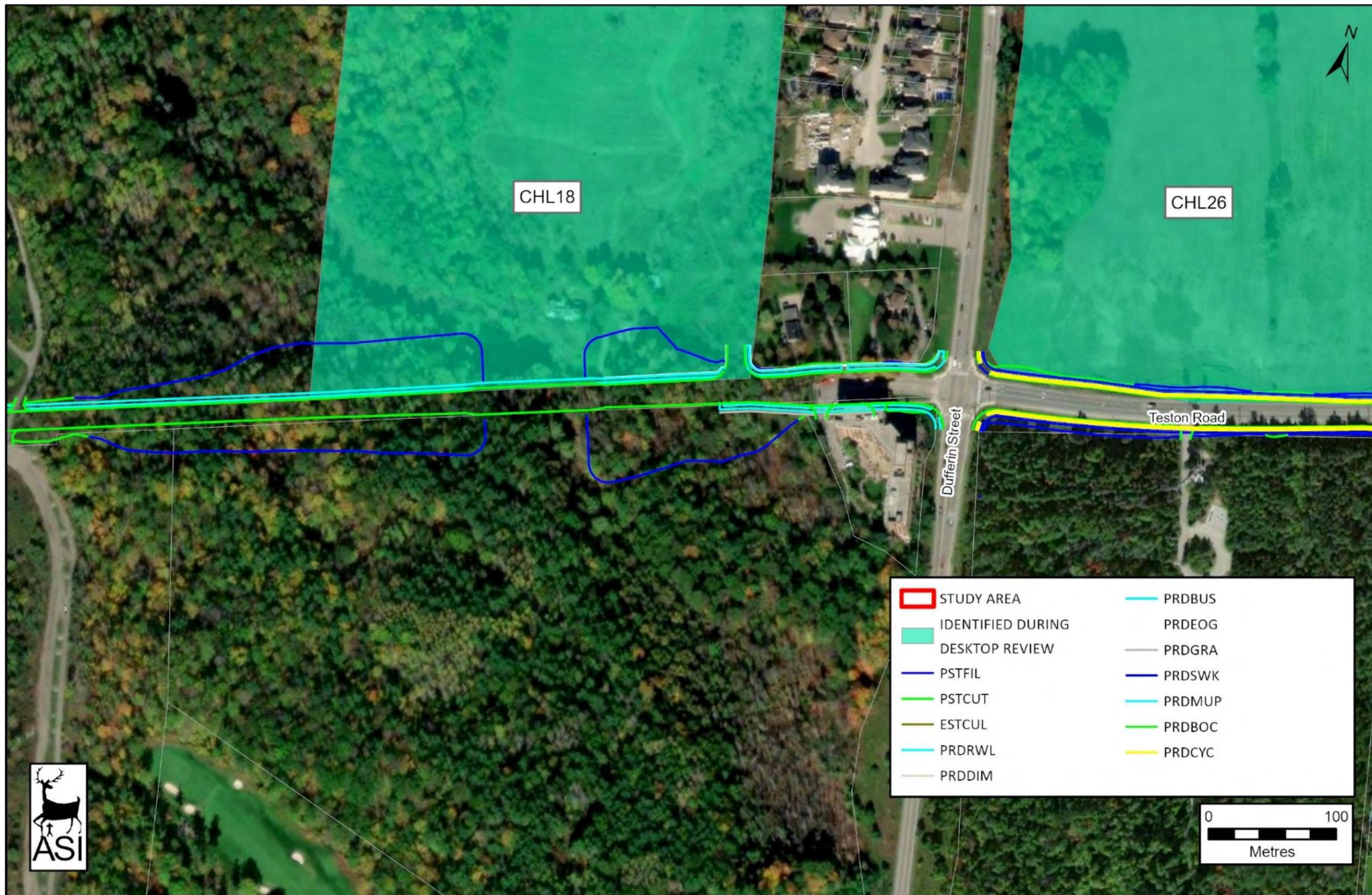


Figure 10: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area Adjacent to the Preliminary Alignment (Sheet 3)



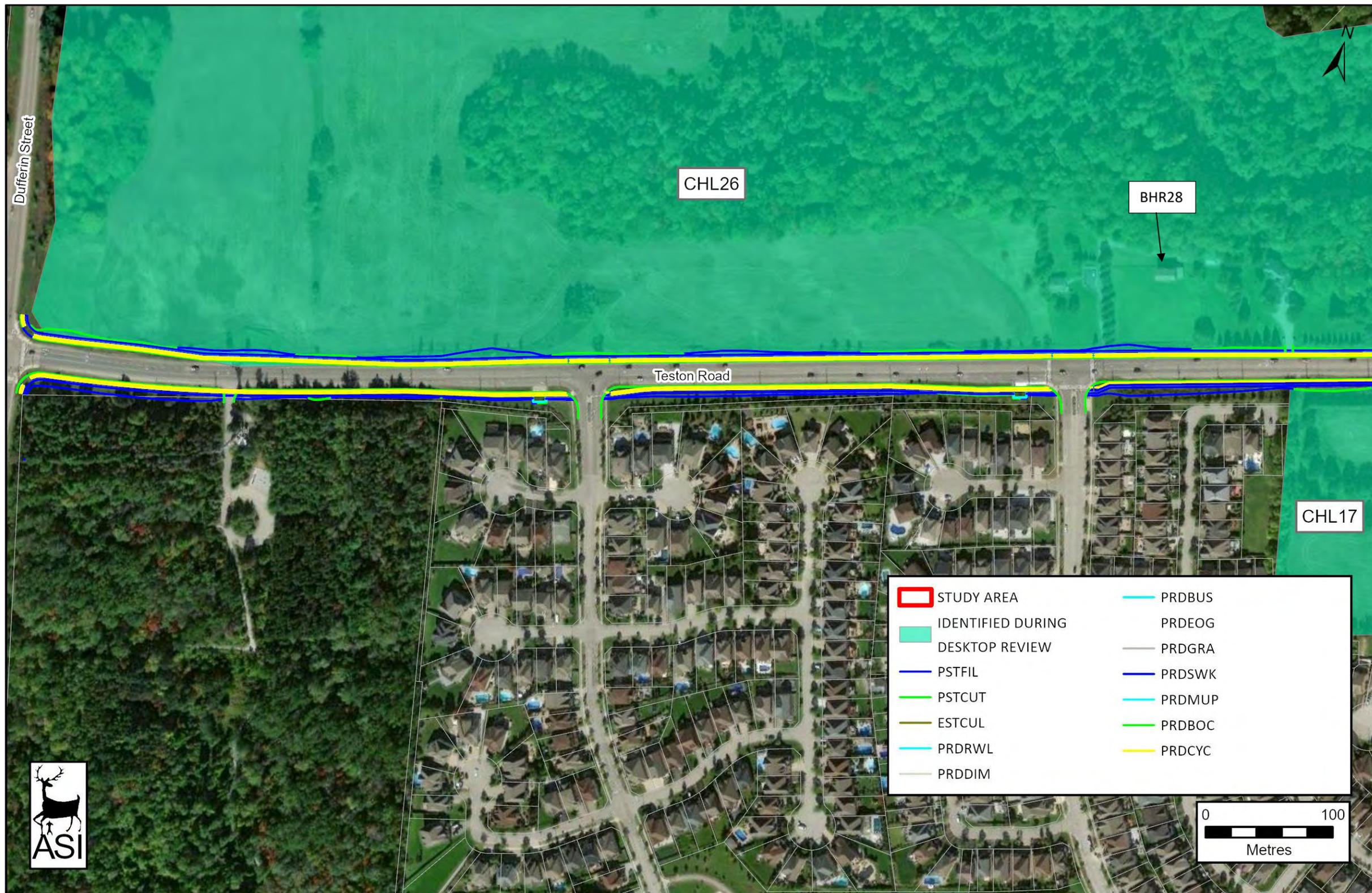


Figure 11: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area Adjacent to the Preliminary Alignment (Sheet 4)



Figure 12: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area Adjacent to the Preliminary Alignment (Sheet 5)

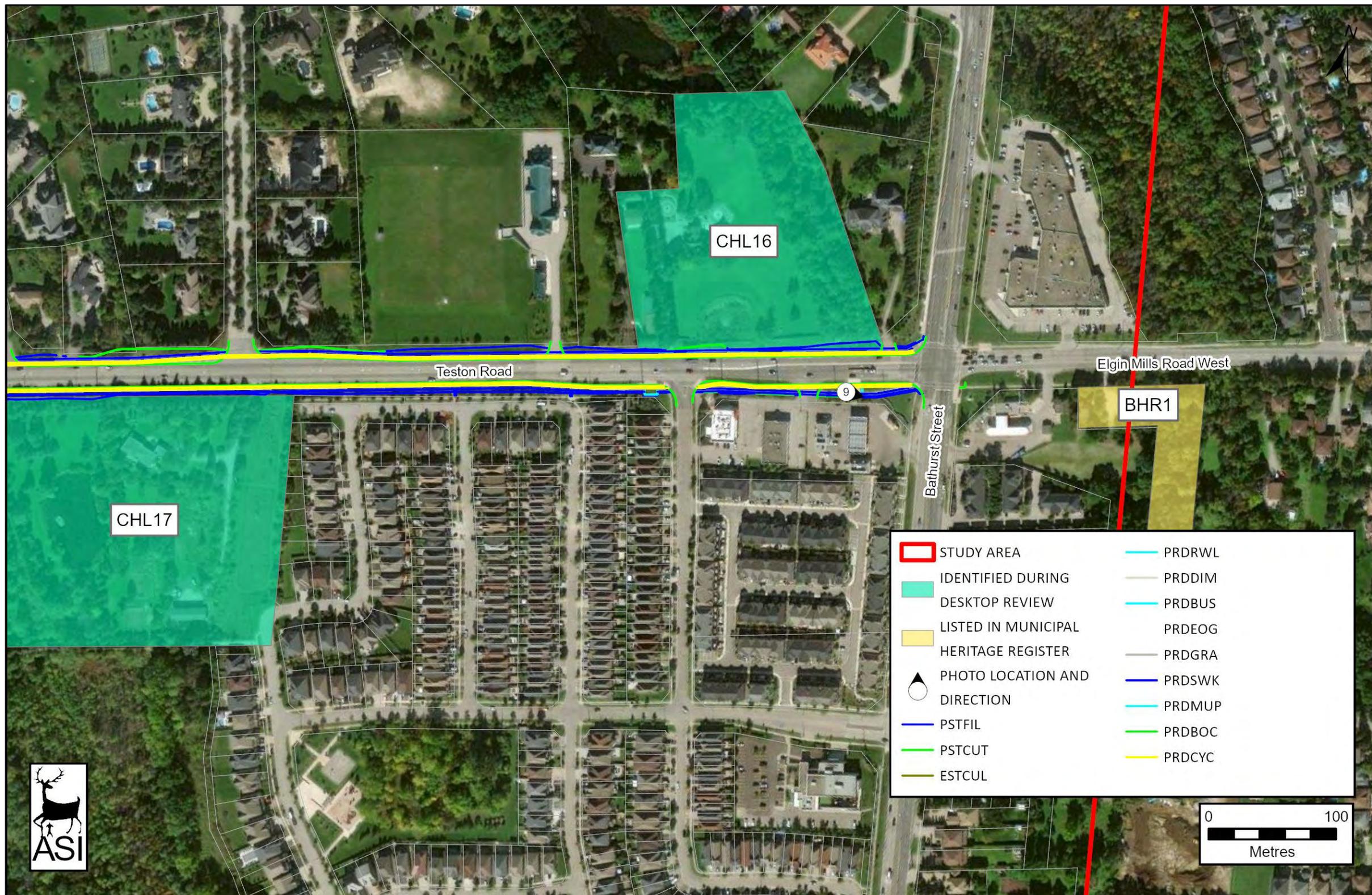


Figure 13: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area Adjacent to the Preliminary Alignment (Sheet 6)

5.0 PRELIMINARY IMPACT ASSESSMENT

5.1 Description of Proposed Undertaking

The proposed undertaking for the Teston Road – Highway 400 to Bathurst Street IEA study area consists of constructing a new section of Teston Road between Dufferin Street and Keele Street along with road improvements for Teston Road generally, from approximately 390 m west of Keele Street to Dufferin Street. The proposed undertaking will involve:

- Section 1
 - An at-grade GO rail crossing – with improved Teston Road alignment (a shift of the road to the north),
 - Long-term property protection for grade separation
- Section 2
 - Constrained cross section used throughout this section with property protection for future full width cross section
 - Full width cross section to be used elsewhere throughout the project limits
- Section 3
 - Single span bridge (80 m)
- Section 4
 - Widen equally on both sides (York Region, 2022a)

Cycling tracks and multi-use pathways/sidewalks will also be constructed along the north and south sides of Teston Road as part of the proposed undertaking.

The improvements to Teston Road are guided by the Region's *Transportation Master Plan* (York Region, 2022b), the City's *Transportation Master Plan, A New Path* (City of Vaughan, 2012), the City's *Pedestrian and Bicycle Master Plan* (CIMA+, 2020), and the *North Vaughan and New Communities Transportation Master Plan* (City of Vaughan, 2019b). The proposed undertaking is also impacted by the Vaughan Super Trail.

5.2 Analysis of Potential Impacts

Table 3 outlines the potential impacts on the BHRs and CHLs (BHR 28, CHL 16 – CHL 18, CHL 26 – CHL 27) within the study area that are adjacent to the proposed undertaking. Mapping of the proposed preliminary alignment adjacent to identified BHRs and CHLs is provided in Figure 8 to Figure 13.

The remainder of the BHRs and CHLs would not be impacted by the proposed undertaking and therefore have not been included in the analysis of potential impacts due to their distance from the work.



Table 3: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 28	1138 Teston Road, City of Vaughan	Potential BHR – Identified during desktop review	<p>Direct impacts to BHR 28 are anticipated through the impacts to CHL 26 which the barn is located within. These impacts include property acquisition, encroachment, grading, and the construction of a curb and gutter along the southern portion of the property of CHL 26. However, these impacts are not considered to be adverse as no structure or potential heritage attribute is anticipated to be adversely impacted.</p> <p>As the proposed work is located more than 50 m from the barn, no vibration-related impacts are anticipated.</p> <p>No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property, were identified.</p>	No further work required.
CHL 16	814 Teston Road, City of Vaughan	Potential CHL – Identified during desktop review	<p>It is understood that the limits of the proposed alignment will be confined to the existing Teston Road right-of-way (ROW) to the south of the subject property. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structure within the CHL, no indirect adverse impacts due to vibration are anticipated.</p> <p>No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property, were identified.</p>	No further work required.
CHL 17	981 Teston Road, City of Vaughan	Potential CHL – Identified during desktop review	<p>Minor direct impacts to CHL 17 are anticipated to include encroachment and grading onto the northern portion of the property, the potential removal of trees, and the potential removal of the wooden fence.</p> <p>Indirect adverse impacts due to construction-related vibration are possible as the residence sits within 50 m from the proposed work. These impacts are expected to be limited and temporary.</p> <p>No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property, were identified.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 17.</p> <p>Given the potential cultural heritage value of the farmscape at 981 Teston Road, a resource-specific Heritage Impact Assessment (HIA) should be conducted to evaluate alternatives, assess potential impacts to the resource and recommend appropriate mitigation measures if suitable avoidance measures cannot be implemented.</p> <p>The removal of mature trees and vegetation on the subject property adjacent to Teston Road should be limited to the extent feasible. Where tree removals are required, post construction rehabilitation with sympathetic plantings should be implemented.</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, issuing instructions to construction crews to avoid the CHL.</p> <p>To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p>
CHL 18	1600 Teston Road, City of Vaughan	Potential CHL – Identified during desktop review	<p>Direct adverse impacts to CHL 18 are anticipated to include property encroachment, removal of trees, grading onto the southern portion of the property, the addition of fill, and the alteration of circulation routes. The property will also be impacted by the construction of a new bridge over the East Branch of the Don River, the construction of 'Future Street A' and the Teston Sands Subdivision, and the Vaughan Super Trail. The construction of the new bridge will result in indirect impacts to views of the river and the treed valley of the watercourse from the residence.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 18.</p> <p>Where the proposed alignment cannot be revised to avoid impacts, the depth and extent of grading should be limited to reduce impacts to CHL 18. Consideration should be given to the use of a retaining wall in order to reduce encroachment on the house at the bridge abutments, if feasible.</p>

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			<p>The potential impacts to this CHL based on the construction of 'Future Street A' as part of the Teston Sands Subdivision and the separate Vaughan Super Trail are outside the scope of this EA and not discussed further here.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the residence sits within 50 m from the proposed work.</p>	<p>Given the potential cultural heritage value of the farmscape at 1600 Teston Road, and the anticipated impacts to the property, a resource-specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource and recommend appropriate mitigation measures. Consultation with heritage planning staff at the City of Vaughan should be completed to determine if a HIA is required for this property or if one has been completed as part of the Teston Sands Draft Plan of Subdivision approval.</p> <p>The removal of mature trees and vegetation on the subject property adjacent to Teston Road should be limited to the extent feasible. Where tree removals are required, post construction rehabilitation with sympathetic plantings should be implemented to reduce impacts to views and to return the valley to as close to its formerly naturalized state as possible. Consideration should be given to the use of suitable landscaping to reduce the visibility of the bridge abutments or fill added beside them.</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, issuing instructions to construction crews to avoid the CHL.</p> <p>To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p>
CHL 26	Northeast corner of Teston Road and Dufferin Street, City of Vaughan	Potential CHL – Identified during desktop review	<p>Direct impacts to CHL 26 are anticipated to include property acquisition, encroachment, grading, and the construction of a curb and gutter along the southern portion of the property. However, these impacts are not considered to be adverse as no structure or potential heritage attribute is anticipated to be adversely impacted.</p> <p>As the proposed work is located more than 50 m from the barn within the CHL (BHR 28), no indirect adverse impacts due to vibration are anticipated.</p> <p>No additional indirect impacts, including to the barn (BHR 28), such as isolation of a heritage attribute, or obstruction of significant views to or from the property, were identified.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 26.</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, issuing instructions to construction crews to avoid the CHL.</p>
CHL 27	Barrie GO Rail Corridor, City of Vaughan	Potential CHL – Identified during desktop review	<p>Direct impacts to CHL 27 are anticipated to include the re-alignment of Teston Road to the north of its current intersection with the Barrie GO Rail Corridor. However, post-construction rehabilitation is anticipated to return the at-grade crossing to its pre-construction conditions, with minimal impacts to train operations. These impacts are expected to be limited and temporary.</p> <p>While the railway is within the 50-metre vibration buffer for the proposed work, vibration from construction and heavy equipment movement is not anticipated to be significant enough to impact the structure of the railway. As railways are constructed to endure heavy loads and vibrations, the relative intensity of adjacent construction -related vibrations is considered to be minor.</p> <p>No additional indirect impacts, such as isolation of a heritage attribute, or obstruction of significant views to or from the property, were identified.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 27.</p> <p>Post-construction rehabilitation should be completed to return the active rail corridor to its pre-construction conditions and to reduce impacts on rail operations where feasible.</p>

5.3 Summary of Potential Impacts

Based on the preliminary designs provided May 2023, and as presented in Table 3 above, the proposed corridor alignment and bridge construction will result in direct and indirect adverse impacts to the potential heritage attributes of two CHLs (CHL 17, CHL 18). Potential vibration impacts as a result of the proposed construction work may result in indirect adverse impacts to two CHLs.

As there are direct adverse impacts anticipated to 981 Teston Road (CHL 17) and 1600 Teston Road (CHL 18) and given the potential cultural heritage value of those properties, a resource-specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures if suitable avoidance measures cannot be implemented. These HIAs should follow the City Vaughan's Guidelines for Preparing a Cultural Heritage Impact Assessment (City of Vaughan, 2022) and be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible. Consultation with heritage planning staff at the City of Vaughan should be completed to determine if a HIA is required for CHL 18 or if one has already been completed as part of the Teston Sands Draft Plan of Subdivision approval.

Where feasible, the proposed alignment should be designed to avoid indirect impacts to these BHRs and CHLs. To ensure the structures on these properties are not adversely impacted, construction and staging should be suitably planned to avoid all impacts to these properties. Suitable mitigation measures could include the establishment of no-go zones with fencing and issuing instructions to construction crews to avoid the BHRs and CHLs.

Where the proposed alignment cannot be revised to avoid impacts, the depth and extent of grading should be limited to reduce or eliminate impacts to CHL 17 (981 Teston Road) and CHL 18 (1600 Teston Road), where feasible. Consideration should be given to the use of a retaining wall in order to reduce encroachment on the house at 1600 Teston Road (CHL 18) at the bridge abutments, if feasible. Where tree removals are required, post construction rehabilitation with sympathetic plantings should be implemented to reduce impacts to views from the house and to return the valley to as close to its formerly naturalized state as possible. Consideration should be given to the use of suitable landscaping to reduce the visibility of the bridge abutments or fill added beside them.

Where there is tree or vegetation removal anticipated, the removal of mature trees and vegetation adjacent to Teston Road should be limited to the extent feasible. Where tree removals are required, post construction rehabilitation with sympathetic plantings should be implemented.

For the Barrie GO Rail Corridor (CHL 27), it is understood that there will be no direct permanent adverse impacts to this railway corridor are anticipated as while the work will alter the location of the crossing of Teston Road and the rail corridor, the crossing will remain, and the railway will continue to operate as such. Impacts are anticipated to be temporary, and are not expected to significantly or permanently alter railway operations in this active rail corridor. Post-construction rehabilitation should be completed to return the active rail corridor to its pre-construction conditions and to reduce impacts on rail operations where feasible.



6.0 RESULTS AND MITIGATION RECOMMENDATIONS

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the early nineteenth-century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 18 previously identified features of cultural heritage value within and adjacent to the Teston Road – Highway 400 to Bathurst Street study area. An additional 37 features were identified during the desktop review and fieldwork.

6.1 Key Findings

- A total of 18 known BHRs and CHLs and 37 potential BHRs and CHLs were identified within the overall study area.
- Of the 55 identified BHRs and CHLs:
 - Ten properties are listed in the *City of Vaughan's Heritage Inventory* (BHR 2, BHR 24, BHR 27, CHL 4 – CHL 7, CHL 10 – CHL 11, CHL 13, CHL 21),
 - One property listed in the *Town of Richmond Hill's Inventory of Cultural Heritage Resources* (BHR 1),
 - Three properties are designated under Part IV of the *Ontario Heritage Act* (BHR 12, BHR 17, BHR 26),
 - One heritage conservation district designated under Part V of the *Ontario Heritage Act* (CHL 14), and
 - Two Provincial Heritage Properties (of local significance) (BHR 22 – BHR 23).
 - 37 properties were identified during desktop and field review (BHR 3 – BHR 11, BHR 13 – BHR 16, BHR 18 – BHR 21, BHR 25, BHR 28, CHL 1 – CHL 3, CHL 8 – CHL 9, CHL 12, CHL 15 – CHL 20, CHL 22 – CHL 27).
- Identified BHRs and CHLs are historically, architecturally, and contextually associated with land use patterns in the City of Vaughan and the Town of Richmond Hill.

6.2 Results of Preliminary Impact Assessment

- Of the 18 known and 37 potential BHRs and CHLs identified within the overall study area, one BHR and five CHLs are within or adjacent to the proposed Teston Road extension alignment.
- The proposed alignment is anticipated to result in direct adverse impacts to CHL 17 (981 Teston Road) and CHL 18 (1600 Teston Road).
- The proposed alignment is anticipated to result in direct impacts to four CHLs due to property acquisition, encroachment, grading, tree removal, installation of curb and gutters, and the re-alignment of Teston Road:
 - 981 Teston Road (CHL 17);
 - 1600 Teston Road (CHL 18);



- Northeast corner of Teston Road and Dufferin Street (CHL 26); and,
- Barrie GO Rail Corridor (CHL 27).
- Potential vibration impacts as a result of the proposed alignment is anticipated to result in indirect impacts to two potential CHLs:
 - 981 Teston Road (CHL 17) and
 - 1600 Teston Road (CHL 18).

6.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified BHRs and CHLs. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified BHRs and CHLs, etc. Where the proposed alignment cannot be revised to avoid impacts, the depth and extent of grading should be limited to reduce impacts to identified BHRs and CHLs. In this respect, grading limits should be revised to reduce or eliminate potential impacts to 981 Teston Road (CHL 17) and 1600 Teston Road (CHL 18) to the extent practicable. Where there is tree or vegetation removal anticipated, the removal of mature trees and vegetation adjacent to Teston Road should be limited to the extent feasible. Where tree removals are required, post construction rehabilitation with sympathetic plantings should be implemented.
2. If revising the proposed grading limits is determined to be infeasible, direct adverse impacts would be anticipated to 981 Teston Road (CHL 17) and 1600 Teston Road (CHL 18). Given the potential cultural heritage value of those properties, a resource-specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures if suitable avoidance measures cannot be implemented.
 - a. The HIAs should follow the City Vaughan’s Guidelines for Preparing a Cultural Heritage Impact Assessment (City of Vaughan, 2022).
 - b. The HIAs should be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible.
 - c. Consultation with heritage planning staff at the City of Vaughan should be completed to determine if a HIA is required for CHL 18 or if one has already been completed as part of the Teston Sands Draft Plan of Subdivision approval.
3. Direct impacts to CHL 26 (Northeast corner of Teston Road and Dufferin Street) are anticipated to include property acquisition, encroachment onto the property, grading, and



the construction of a curb and gutter along the southern portion of the property. While the property will be directly impacted, encroachment and construction activities are not anticipated to have direct or indirect adverse impacts to the potential cultural heritage value or interest of the property, or identified potential heritage attributes. The proposed property acquisition and encroachment should be minimized, where technically feasible, to limit the impacts to the property. Suitable mitigation measures should include post construction rehabilitation with sympathetic plantings where vegetation removals are anticipated. Suitable mitigation measures may also include establishing no-go zones with fencing and issuing instructions to construction crews to avoid the CHL.

4. Direct impacts to CHL 27 (Barrie GO Rail Corridor) are anticipated to include the re-alignment of Teston Road to the north of its current intersection with the Barrie GO Rail Corridor. While the rail corridor will be directly impacted, the net effects of the re-alignment are not anticipated to have direct or indirect adverse impacts to the potential cultural heritage value or interest of the rail corridor, or identified potential heritage attributes. As such, the proposed design and construction activities related to this project are not anticipated to result in permanent adverse impacts to identified potential heritage attributes if suitable post-construction mitigation is employed. Post-construction rehabilitation should be completed to return the active rail corridor to its pre-construction conditions and to reduce impacts on rail operations where feasible.
5. Vibrations during construction activities may impact CHL 16 and CHL 17 as a result of their location in close proximity to the proposed alignment. To ensure potential heritage attributes are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design for the properties at:
 - 981 Teston Road (CHL 17) and
 - 1600 Teston Road (CHL 18).Should this advance assessment conclude that the any structures or potential heritage attributes will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.
6. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
7. This report should be submitted to the City of Vaughan and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the City of Vaughan for their records.



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APPENDIX A: INVENTORY OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

Cultural Heritage Resource Number

BHR 1

Property Type

Residence

Address or Location

711 Elgin Mills Road West, Town of Richmond Hill (Solomon Oster House)

Level of Heritage Recognition

Listed in Municipal Heritage Register

Property Description

- Nineteenth-century mapping indicates the property was owned by G. Hislop in 1860 and D. Hislop in 1878 (Figure 2 and Figure 3).
- The house was constructed circa 1905 for Solomon Oster and a house is depicted in the vicinity on the 1914 topographic mapping (Figure 4) (Town of Richmond Hill, 2018).
- The structure was obscured from the public-right-of-way by vegetation. According to the Town of Richmond Hill Inventory of Cultural Heritage Resources (2018), the property features a one-and-a-half storey frame residence with asbestos shingles and a L-shaped footprint. The house has a gable roof and a partially enclosed gable-roofed verandah. There is also a two-storey rear addition.
- The landscape features include a lawn, mature trees, and a driveway.
- Located on the south side of Elgin Mills Road West and east of Bathurst Street, both early transportation routes, with a limited set back from the road.
- Reflects early twentieth-century settlement along Elgin Mills Road West and Bathurst Street in the Town of Richmond Hill.

Potential Cultural Heritage Value or Interest and associated heritage attributes⁴

The property has the potential to retain design, historical, and contextual value as an early-twentieth century frame residence.

Photos



Looking southwest towards the residence at 711 Elgin Mills Road West.

⁴ For resources identified as having potential cultural heritage value or interest, an evaluation of the property against criteria outlined in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with the potential built heritage resource or cultural heritage landscape.

Cultural Heritage Resource Number

BHR 2

Property Type

Former Residence

Address or Location

439 Glenkindie Avenue, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth-century mapping indicates the property was owned by Michael Cranney in 1860 and Hy. Allison in 1878 (Figure 2 and Figure 3).
- A residence is depicted on the 1860 mapping and was constructed in 1851 for Michael Cranney House.
- The property features a one-and-half storey cut fieldstone former residence. The house has a central gable with a central gable along the front façade. The covered front entrance is flanked by symmetrical windows.
- Located on the west side of Glenkindie Avenue, a modern roadway with a limited setback.
- Reflects mid-nineteenth century architectural patterns in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and design value as a mid-nineteenth century cut fieldstone residence.

Photos



Looking northwest towards the former residence at 439 Glenkindie Avenue.

Cultural Heritage Resource Number

BHR 3

Property Type

Residence

Address or Location

10811 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A structure is depicted in the vicinity on the 1954 aerial photography (Figure 5).
- The property features a two-storey residence with a gable roof and a single storey eastern addition and a long driveway. The house has been clad in modern siding. The western elevation features a northern window on the second storey, and a southern window on the first storey. An entrance is located at the western end of the southern façade with an eastern window, the second storey has two windows.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects mid twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as a mid-twentieth century residence in the Village of Teston.

Photos



Looking northeast towards the residence at 10811 Jane Street.

Cultural Heritage Resource Number

BHR 4

Property Type

Residence

Address or Location

10819 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A wooden house is illustrated in the vicinity of the extant residence on the 1914 NTS mapping (Figure 4).
- The property features a one-and-a-half storey residence with a single storey rear addition, long driveway, and a garage. The house features a gable roof with a chimney at the northern end of the original portion of the house and a chimney at the eastern end of the addition. The front (western) elevation features a central entrance with symmetrical windows. The southern elevation features a window on the first storey and a window on the second storey.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as an early-twentieth century residence in the Village of Teston.

Photos



Looking north towards the residence at 10819 Jane Street.

Cultural Heritage Resource Number

BHR 5

Property Type

Residence

Address or Location

10831 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A wooden house is illustrated in the vicinity of the extant residence on the 1914 NTS mapping (Figure 4).
- The property features a single-storey Georgian vernacular residence with a “T”-shaped footprint and gable roof. The front (western) façade features a central entrance with symmetrical windows. There is a stepped concrete pad outside of the front entrance. The property also features trees and other vegetation.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as an early-twentieth century Georgian vernacular residence in the Village of Teston.

Photos



Looking east towards the residence at 10831 Jane Street.

Cultural Heritage Resource Number

BHR 6

Property Type

Residence

Address or Location

10841 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A wooden house is illustrated in the vicinity of the extant residence on the 1914 NTS mapping (Figure 4).
- The property features a one-and-a-half storey residence with two single-storey rear additions, a long driveway, and trees lining the property. The house has a gable roof, an enclosed front porch, and is clad in siding.
- Located on the east side of Jane Street, an early transportation route, with a limited set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as an early-twentieth century residence in the Village of Teston.

Photos



Looking northeast towards the residence at 10841 Jane Street.

Cultural Heritage Resource Number

BHR 7

Property Type

Residence

Address or Location

10851 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A wooden house is illustrated in the vicinity of the extant residence on the 1914 NTS mapping (Figure 4).
- The property features a two-and-a-half storey Edwardian residence, garage, driveway, and Jane Street frontage is lined with trees.
- The house features a “T”-shaped footprint, gable roof with a central window beneath front gable, an enclosed front porch, and symmetrical windows on the second storey of the front (western) façade. The residence also has a single-storey rear addition and a single-storey southern addition.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as an early-twentieth century Edwardian residence in the Village of Teston.

Photos



Looking southeast towards the residence at 10851 Jane Street.

Cultural Heritage Resource Number

BHR 8

Property Type

Residence

Address or Location

10885 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A wooden house is illustrated in the vicinity of the extant residence on the 1914 NTS mapping (Figure 4).
- The property features a single-storey bungalow, garage, long driveway, and landscaped trees and vegetation.
- The concrete block residence features a hipped roof with a chimney at the southern end. The front (western) elevation features a central entrance with symmetrical windows.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as an early-twentieth century residence in the Village of Teston.

Photos



Looking northeast towards the residence at 10885 Jane Street

Cultural Heritage Resource Number

BHR 9

Property Type

Residence

Address or Location

10891 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was located within a town lot in the Village of Thamesville in 1860 and the later named Village of Teston in 1878 (Figure 2 and Figure 3).
- A wagon shop is illustrated in the vicinity of the extant residence on the 1860 and 1878 mapping (Figure 2 and Figure 3).
- The property features a one-and-a-half-storey vernacular Ontario Gothic residence with two single-storey rear additions. The house has a gable roof with a central gable and window beneath the gable. The roof has two chimneys, one at the middle of the southern end and one at the northeast corner. The front (western) façade features a covered front entrance and symmetrical windows.
- The property is lined with trees and other landscaped vegetation.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects nineteenth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as a nineteenth-century vernacular Ontario Gothic residence in the Village of Teston.

Photos



Looking east towards the residence at 10891 Jane Street.

Cultural Heritage Resource Number

BHR 10

Property Type

Residence and Barn

Address or Location

10911 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by John Richard in 1860 and John Hadwin in 1878 (Figure 2 and Figure 3).
- On both nineteenth century maps, a wagon shop is depicted in the vicinity of the present residence and a post office on the 1878 mapping to the north (Figure 2 and Figure 3).
- The property features a single storey Regency style cottage with a hipped roof. The covered front (western) entrance features flanked symmetrical windows.
- There is also a tall wooden barn south of the residence.
- Located on the east side of Jane Street, an early transportation route, with a limited set back from the road.
- Reflects nineteenth century settlement patterns in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and historical value as a mid-nineteenth century Regency style house and barn.

Photos



Looking southeast towards the residence and barn at 10911 Jane Street.

Cultural Heritage Resource Number

BHR 11

Property Type

Residence

Address or Location

10921 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by John Richard in 1860 and John Hadwin in 1878 (Figure 2 and Figure 3).
- A residence is depicted on the 1914 topographic mapping (Figure 4).
- The property features a one-and-a-half storey frame residence with an “L”-shaped footprint and cross gable roof. An enclosed porch is located on the western elevation and a single storey addition is located on the southern elevation. The house has a chimney at the southern end and a chimney at the eastern end of the structure.
- A large rectangular garage is south of the residence on the property and a second rectangular building east of the residence.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects nineteenth century settlement patterns in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as a late-nineteenth century residence in the Village of Teston.

Photos



Looking east towards the residence at 10921 Jane Street.

Cultural Heritage Resource Number

BHR 12

Property Type

Commercial

Address or Location

10933 Jane Street, City of Vaughan (Lund's General Store)

Level of Heritage Recognition

Designated under Part IV of the *Ontario Heritage Act* (By-law # 290-87)

Property Description

- Nineteenth-century mapping indicates the property was owned by John Richard in 1860 and Jno. Hadwin in 1877 (Figure 2 and Figure 3).
- A wagon shop is illustrated in the vicinity of the present structure on the nineteenth-century mapping Figure 2 and Figure 3).
- The structure is known as the Lund's General Store and was constructed in 1870 by Joseph Lund.
- The former store features two large multi-paned, arcaded, storefront windows aside an off-centre recessed entranceway. There is decorative trimwork along the first storey eaves and arched windows along the front (western) façade. A second modern entrance has been added to the building. The cross gable roof has a chimney at the front gable and a bellcote on the northern gable.
- Lund's General Store is played an important role in Teston's moderate commercial infrastructure. General store's provided materials and good to early residents and a necessary part of nineteenth century life (City of Vaughan, 1987a).
- Located on the east side of Jane Street, an early transportation route, with a limited setback.
- Reflects nineteenth century commercial practices in the Village of Teston.

Known Cultural Heritage Value or Interest and associated heritage attributes

The property has architectural and historical value as a late-nineteenth century commercial structure. See By-law 290-87 in Appendix A Cultural Heritage Value or Interest and description of attributes.

Photos



Looking southeast towards the commercial building at 10933 Jane Street.

Cultural Heritage Resource Number

BHR 13

Property Type

Former Residence

Address or Location

10945 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by John Richard in 1860 and John Hadwin in 1878 (Figure 2 and Figure 3).
- On both nineteenth century maps, a wagon shop is depicted in the vicinity of the present residence and a post office on the 1878 mapping to the north (Figure 2 and Figure 3).
- The property features a one-and-a-half-storey vernacular Ontario Gothic residence with a two-storey garage added to the rear and north of the original structure. The house has a gable roof with a central gable and window beneath the gable. The roof has a chimney at the southern end of the residence. The front (western) façade features a covered front entrance and symmetrical windows.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects late-nineteenth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as a late-nineteenth century vernacular Ontario Gothic residence in the Village of Teston.

Photos



Looking northeast towards the residence at 10945 Jane Street

Cultural Heritage Resource Number

BHR 14

Property Type

Residence

Address or Location

10953 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by John Richard in 1860 and John Hadwin in 1878 (Figure 2 and Figure 3).
- On both nineteenth century maps, a wagon shop is depicted in the vicinity of the present residence and a post office on the 1878 mapping to the north (Figure 2 and Figure 3).
- The property features a two-storey frame residence with a gable roof and finial at the western elevation. The first storey has two large square windows with the second storey featuring rectangular windows. The building has been clad in exterior insulation finishing system with decorative quoins.
- Located on the east side of Jane Street, an early transportation route, with a limited set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain contextual value as a twentieth century residence in the Village of Teston.

Photos



Looking northeast towards the residence at 10953 Jane Street.

Cultural Heritage Resource Number

BHR 15

Property Type

Residence

Address or Location

10967 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by John Richard in 1860 and John Hadwin in 1878 (Figure 2 and Figure 3).
- On both nineteenth century maps, a wagon shop is depicted in the vicinity of the present residence and a post office on the 1878 mapping to the north (Figure 2 and Figure 3).
- The property features a two-and-a-half storey Edwardian residence with a gable roof with a central window beneath front gable, a covered front porch with central entranceway along the western elevation, and symmetrical windows on both the second storey and first storey of the front façade. The residence also has a single-storey northern garage addition.
- Located on the east side of Jane Street, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as an early-twentieth century Edwardian residence in the Village of Teston.

Photos



Looking southeast towards the residence at 10967 Jane Street.

Cultural Heritage Resource Number

BHR 16

Property Type

Former Residence

Address or Location

10533 Keele Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by A. McQuarrie in both 1860 and 1878 (Figure 2 and Figure 3).
- A residence is illustrated in the vicinity of the extant structure on the 1878 mapping (Figure 3).
- The property features a one-and-a-half-storey vernacular Ontario Gothic residence and a single-storey rear addition. The house has a gable roof with a central gable and segmental arched window beneath the gable. The roof has a chimney at the southern end of the residence. The front (western) façade features an entrance and symmetrical windows.
- Located on the east side of Keele Street, an early transportation route, with a limited set back from the road.
- Reflects late nineteenth-century settlement along Keele Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design value as a late-nineteenth century vernacular Ontario Gothic residence.

Photos



Looking east towards the former residence at 10533 Keele Street.

Cultural Heritage Resource Number

BHR 17

Property Type

Former Residence

Address or Location

2600 Major Mackenzie Drive West, City of Vaughan (Jacob Rupert House)

Level of Heritage Recognition

Designated under Part IV of the *Ontario Heritage Act* (By-law # 124-82)

Property Description

- Nineteenth-century mapping indicates the property was owned by Jacob Rupert in 1860 and Jacob Lamer in 1878 (Figure 2 and Figure 3).
- A residence is illustrated on the 1860 mapping (Figure 2).
- The building is known as the Jacob Rupert House and the Round House.
- The property features a two-storey octagonal redbrick residence with classical detailing in the corner pilaster, paired eave brackets, and moulded front door under a semi-elliptical fan transom. The roof features a classically detailed lantern that was designed to light the interior of the house and to lighten the massing (City of Vaughan, 1982).
- Located on the north side of Major Mackenzie Drive West, an early transportation route, with a limited set back from the road.
- Reflects mid nineteenth-century settlement along Major Mackenzie Drive West in the City of Vaughan.

Known Cultural Heritage Value or Interest and associated heritage attributes

The property has design value as a fine example of a mid-nineteenth-century dwelling built in the polygonal style. See By-law 124-82 in Appendix A Cultural Heritage Value or Interest and description of attributes.

Photos



Looking northwest towards the former residence at 2600 Major Mackenzie Drive West.

Cultural Heritage Resource Number

BHR 18

Property Type

Residence

Address or Location

12 Railway Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was just outside the developed area of the Village of Maple in 1860 and 1878 (Figure 2 and Figure 3).
- A residence is depicted on the 1954 aerial photography (Figure 5).
- The property features a one-and-a-half storey vernacular Ontario Gothic residence with a “T”-shaped footprint and rear addition. The house has a gable roof with a central gable and window beneath the gable. The front (southern) façade features a covered front porch, entrance, and symmetrical windows. The house has been clad in stucco.
- The property also has a detached garage.
- Located on the north side of Railway Street, an early twentieth-century transportation route, set back from the road.
- Reflects early twentieth-century settlement along Railway Street in the Village of Maple.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design and contextual value as a late-nineteenth century vernacular Ontario Gothic residence in the Village of Maple.

Photos



Looking northwest towards the residence at 12 Railway Street.

Cultural Heritage Resource Number

BHR 19

Property Type

Residence

Address or Location

14 Railway Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was just outside the developed area of the Village of Maple in 1860 and 1878 (Figure 2 and Figure 3).
- A residence is depicted on the 1954 aerial photography (Figure 5).
- The property features a one-and-a-half storey frame residence with a gable roof and dormer window. The front (southern) façade features a covered porch, central entranceway, and symmetrical windows. The house has been clad in siding. The house has a single-storey rear addition and detached garage.
- Located on the north side of Railway Street, an early twentieth-century transportation route, set back from the road.
- Reflects early twentieth-century settlement along Railway Street in the Village of Maple.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain contextual value as an early-twentieth century frame residence in the Village of Maple.

Photos



Looking north towards the residence at 14 Railway Street.

Cultural Heritage Resource Number

BHR 20

Property Type

Residence

Address or Location

24 Railway Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was just outside the developed area of the Village of Maple in 1860 and 1878 (Figure 2 and Figure 3).
- A residence is depicted on the 1954 aerial photography (Figure 5).
- The property features a one-and-a-half storey concrete block residence with a gable roof and large dormer window. The house has a rear single storey addition. The residence features a covered front porch, with an off-centre door on the western portion of the front (southern) façade and a window on the eastern portion.
- Located on the north side of Railway Street, an early twentieth-century transportation route, set back from the road.
- Reflects early twentieth-century settlement along Railway Street in the Village of Maple.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain contextual value as an early-twentieth century concrete block residence in the Village of Maple.

Photos



Looking northwest towards the residence at 24 Railway Street.

Cultural Heritage Resource Number

BHR 21

Property Type

Former Residence

Address or Location

2963 Major Mackenzie Drive West, City of Vaughan

Level of Heritage Recognition

Identified during field review

Property Description

- Nineteenth-century mapping indicates the property was owned by Mathison in 1860 and Wm. Constable in 1878 (Figure 2 and Figure 3).
- A residence and orchard are illustrated in the vicinity of the extant structure on 1878 mapping (Figure 3).
- The property features a two-storey Georgian residence with a gable roof. The former residence features chimneys at both ends of the house. The house is five bays with symmetrical windows , a central entranceway with a transom and sidelights.
- Located on the southeast corner of Major Mackenzie Drive West and Jane Street, both early transportation routes, set back from the road.
- Reflects late nineteenth-century settlement along Major Mackenzie Drive West and Jane Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design value as a late-nineteenth century Georgian style residence.

Photos



Looking southeast towards the former residence at 2963 Major Mackenzie Drive West.

Cultural Heritage Resource Number

BHR 22

Property Type

Culvert

Address or Location

Mile 20.86 Barrie Rail Corridor

Level of Heritage Recognition

Provincial Heritage Property (of local significance)

Property Description

- Nineteenth-century mapping indicates that the Barrie rail corridor was present along its extant alignment by the 1860 mapping (Figure 2).
- The stone culvert was constructed in 1887 (Grand Trunk Railway, 1907).
- The structure is a single barrel stone box culvert with individual cut limestone blocks that are joined with cement.
- The culvert measures 65.6 feet (20 metres) in length, 3 feet (0.9 metres) in width, and 2.5 feet (0.8 metres) in height (Archaeological Services Inc., 2017b).
- The culvert carries a small unnamed watercourse in the East Humber drainage under a single railway track of the Barrie rail corridor.

Known Cultural Heritage Value or Interest and associated heritage attributes

The property has design, historical, and contextual value as a stone box culvert along the late-nineteenth century Barrie rail corridor.

See the Metrolix Heritage Committee – Statement of Cultural Heritage Value – Stone Culvert (Barrie Rail Corridor – Mile 20.86) in Appendix A for a Statement of Cultural Heritage or Interest and description of attributes.

Photos



Looking west towards the Mile 20.86 stone culvert (Archaeological Services Inc., 2017b)⁵.

⁵ As the culvert is not accessible from the public right-of-way, this photograph from the 2017 ASI Cultural Heritage Evaluation Report was used.

Cultural Heritage Resource Number

BHR 23

Property Type

GO Station

Address or Location

30 Station Street, City of Vaughan (Maple GO Station)

Level of Heritage Recognition

Provincial Heritage Property (of local significance)

Property Description

- Nineteenth-century mapping indicates the train station was formerly known as the Richmond Hill Station and was depicted on both maps (Figure 2 and Figure 3).
- A 1903 fire destroyed the original structure and the extant building was constructed the same year (Taylor Hazell Architects Ltd., 2017).
- The station is a representative example of a small Stick Style building adopted by the GTR in the early twentieth century (Taylor Hazell Architects Ltd., 2017).
- The single storey building features a steeply pitched hipped roof with gables on three sides. The woodwork of the station is highlighted through the polychromatic scheme.
- Located on the east side of the Barrie GO corridor, formerly the Northern Railway, a mid-nineteenth century railway.
- Reflects early twentieth century transportation patterns in the Village of Maple.

Known Cultural Heritage Value or Interest and associated heritage attributes

The property has design, historical, and contextual value as a 1903 Stick Style railway station building along the Barrie GO corridor.

See the Metrolix Heritage Committee – Statement of Cultural Heritage Value – Maple GO Station in Appendix A for a Statement of Cultural Heritage or Interest and description of attributes.

Photos



Looking northwest towards the Maple GO Station.

Cultural Heritage Resource Number

BHR 24

Property Type

Former Residence

Address or Location

11151 Keele Street, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by Wm. Develin J.P. in 1860 and Geo. Cook in 1878 (Figure 2 and Figure 3).
- A residence is illustrated in the location of the extant structure on the 1860 mapping (Figure 2).
- The property features one-and-a-half cut fieldstone Georgian residence with an "L"-shaped footprint, a detached garage, and long tree-lined driveway. The former fields are being used as soccer fields. The house features a gable roof, covered porch, and central entranceway with symmetrical windows.
- Located on the east side of Keele Street, an early transportation route, set back from the road.
- Reflects nineteenth-century settlement along Keele Street in the Village of Hope.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, conte and design value as a Georgian farmhouse in the City of Vaughan.

Photos



Looking east towards the residence at 11151 Keele Street.

Cultural Heritage Resource Number

BHR 25

Property Type

Residence

Address or Location

11290 Keele Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by D. White in 1860 and Wm. Thomas (Figure 2 and Figure 3).
- A steam saw mill is illustrated on the 1860 mapping (Figure 2).
- The property features a two-storey, early twentieth-century redbrick residence. The house has a hipped roof, a chimney on the south elevation, an enclosed porch, and concrete block foundations. The property also features mature trees, open and well-maintained yards, and circulation routes.
- Located on the west side of Keele Street, an early transportation route, with a limited set back from the road.
- Reflects early twentieth-century settlement patterns in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as an early twentieth-century residence in the City of Vaughan.

Photos



Looking southwest towards the residence at 11290 Keele Jane Street.

Cultural Heritage Resource Number

BHR 26

Property Type

Residence

Address or Location

980 Major Mackenzie Drive West, City of Vaughan⁶

Level of Heritage Recognition

Designated under Part IV of the Ontario Heritage Act (By-law # 403-87)

Property Description

- Nineteenth century mapping indicates the property was owned by the Patterson & Bros in 1860 and Patterson Works in 1878 (Figure 2 and Figure 3).
- A residence is illustrated on the 1914 NTS mapping (Figure 4).
- Known as the George Munshaw house. The property features a one-and-a-half storey, early nineteenth-century frame residence. The house is representative of the transitional period from post-and-beam construction to balloon frame. The house also does not have posts supporting the frame using vertical plank sheathing as the frame support (City of Vaughan, 1987b).
- Located on the north side of Major Mackenzie Drive West, an early transportation route, set back from the road in a modern residential development.
- Reflects early nineteenth-century settlement patterns in the City of Vaughan.

Known Cultural Heritage Value or Interest and associated heritage attributes

This property has historical and design value as an early nineteenth-century residence in the City of Vaughan. See By-law 403-87 in Appendix A Cultural Heritage Value or Interest and description of attributes.

Photos



Looking northwest towards the residence at 980 Major Mackenzie Drive West.

⁶ Property was re-located between 13 July and 31 July 2020 as noticed during fieldwork to a parcel on Bathurst Street.

Cultural Heritage Resource Number

BHR 27

Property Type

Residence

Address or Location

2057 Major Mackenzie Drive West, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by Joshua Oliver in both the 1860 and the 1878 mapping (Figure 2 and Figure 3).
- A residence structure is depicted in the vicinity of the property on the 1860 mapping (Figure 2).
- The structure was not visible from the public-right-of-way.
- Aerial imagery shows that the property features a residence with a rectangular footprint and a gable roof with dormer windows. There is a rectangular southern addition with a gable roof. The property also features an outbuilding and is lined with trees.
- Located on the south side of Major Mackenzie Drive West and east of the Barrie GO rail corridor, the road is an early transportation route and the railway is an early railway, set back from the road.
- Reflects early nineteenth-century settlement patterns in the City of Vaughan.

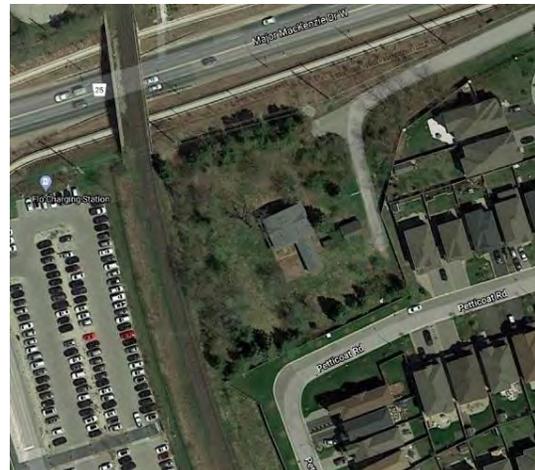
Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a mid-nineteenth-century residence in the City of Vaughan.

Photos



Looking southwest towards the property at 2057 Major Mackenzie Drive West.



Aerial view of the property at 2057 Major Mackenzie Drive West (Google Earth 2017)

Cultural Heritage Resource Number

BHR 28

Property Type

Barn

Address or Location

1138 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Hislop family (John Hislop in 1860 and the Hislop Estate) (Figure 2 and Figure 3).
- A structure is depicted in the vicinity of the extant barn on the 1954 aerial (Figure 2).
- The property features a wooden barn with vertical siding and a fieldstone foundation. The barn has a hipped roof and an attached garage at the eastern side.
- Located on the north side of Teston Road, an early transportation route, set back from the road.
- Reflects early twentieth-century agricultural patterns in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as an early twentieth-century barn in the City of Vaughan.

Photos



Looking north towards the barn at 1138 Teston Road.

Cultural Heritage Resource Number

CHL 1

Property Type

Farmscape

Address or Location

11490 Bathurst Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by Amos Wright Esqr. M.P.P. in 1860 and A. Prentice in 1878 (Figure 2 and Figure 3).
- A residence is illustrated in the vicinity of the extant structure on the 1878 mapping (Figure 3).
- The structure was partially obscured from the public-right-of-way by vegetation.
- Aerial imagery and Google Streetview show that the residence is a one-and-a-half storey vernacular Ontario Gothic residence. A long tree-lined driveway leads from Bathurst Street to the residence and trees surround the house. The driveway also continues past the house to the agricultural fields that surround the property.
- A long driveway, circulation routes, and agricultural fields are consistent with nineteenth-century agricultural practices.
- Located on the west side of Bathurst Street, an early transportation route, set back from the road.
- Reflects late nineteenth-century settlement along Railway Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain design, historical, and contextual value as a late nineteenth century vernacular Ontario Gothic style farmhouse.

Photos



Looking southwest towards the farmstead at 11490 Bathurst Street.



Aerial view of the property at 11490 Bathurst Street (Google Earth 2017)

Cultural Heritage Resource Number

CHL 2

Property Type

Cemetery

Address or Location

10953 Dufferin Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by John Hislop in 1860 and D. Burns in 1878 (Figure 2 and Figure 3).
- A residence is illustrated on the property on the 1914 NTS mapping (Figure 4).
- Known as the Pardes Shalom Cemetery, the cemetery opened in 1977 (Toronto Hebrew Memorial Parks, 2019).
- The property is 89 acres and features approximately 30,000 burial lots amongst landscaped grounds (Toronto Hebrew Memorial Parks, 2019).
- The burials are laid out parallel to Dufferin Street and there are circulation routes throughout the property.
- Located on the east side of Dufferin Street, an early transportation route, with a limited set back from the road.
- Reflects twentieth-century burial practices along Dufferin Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as a twentieth century cemetery.

Photos



Looking east towards the cemetery at 10953 Dufferin Street.



Aerial view of the property at 10953 Dufferin Street (Google Earth 2017)

Cultural Heritage Resource Number

CHL 3

Property Type

Farmscape

Address or Location

11724 Dufferin Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth-century mapping indicates the property was owned by David Smellie in 1860 and Jno. Palmer in 1878 (Figure 2 and Figure 3).
- A wooden residence is illustrated in the vicinity of the extant structure on the 1914 NTS mapping (Figure 4).
- The structure was not visible from the public-right-of-way.
- Aerial imagery shows that the residence has a rectangular-shaped footprint with a gable roof and a southern addition. A winding tree-lined driveway leads from Dufferin Street to the residence. The driveway also continues passed the house to a barn west of the house and south to another structure on the property. The property also features active agricultural fields.
- A long driveway, circulation routes, and agricultural fields are consistent with nineteenth-century agricultural practices.
- Located on the west side of Dufferin Street, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Dufferin Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as a mid-nineteenth century farmscape in the City of Vaughan.

Photos



Looking southwest towards the farmscape at 11724 Dufferin Street.



Aerial view of the property at 11724 Dufferin Street (Google Earth 2017)

Cultural Heritage Resource Number

CHL 4

Property Type

Farmscape

Address or Location

10980 Jane Street, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth-century mapping indicates the property was owned by Thomas Armstrong in both 1860 and 1878 (Figure 2 and Figure 3).
- A stone or brick house is illustrated in the vicinity of the extant house on the 1914 NTS mapping (Figure 4).
- The structure was not visible from the public-right-of-way.
- Aerial imagery shows that the residence has a "T"-shaped footprint with a cross gable roof. A long tree-lined driveway leads from Jane Street to the residence and trees surround the house. The driveway also continues passed the house to the agricultural fields which surround the property.
- A long driveway, circulation routes, and agricultural fields are consistent with nineteenth-century agricultural practices.
- Located on the west side of Jane Street, an early transportation route, set far back from the road.
- Reflects nineteenth-century settlement along Jane Street in the Village of Teston.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as an early twentieth century farmscape in the Village of Teston.

Photos



Looking west towards the farmscape at 10980 Jane Street.



Aerial view of the property at 10980 Jane Street (Google Earth 2017)

Cultural Heritage Resource Number

CHL 5

Property Type

Former Farmscape

Address or Location

11110 Jane Street, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by the Estate of Chas. McKinnon in 1860 and Jas. Armstrong in 1878 (Figure 2 and Figure 3).
- A residence is illustrated on the 1878 mapping (Figure 3).
- The structure was demolished in 2019 (City of Vaughan, 2020b) and the property was under construction at the time of field review.
- Located on the west side of Jane Street, an early transportation route.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has the potential to retain does not have the potential to retain cultural heritage value or interest.

Photos



Aerial view of the former farmscape at 11110 Jane Street (Google Earth 2018).

Cultural Heritage Resource Number

CHL 6

Property Type

Remnant Farmscape

Address or Location

11273 Jane Street, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by John Richard in 1860 and Jno. Richards (likely John Richard) in 1878 mapping (Figure 2 and Figure 3).
- A residence is illustrated on the property on the 1860 mapping (Figure 2).
- The structure was demolished at the time of field review.
- The property features a long driveway, mature trees, and agricultural fields.
- Located on the east side of Jane Street, an early transportation route.
- Reflects nineteenth-century agricultural practices along Jane Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

The property has the potential to retain historical and contextual value as a remnant farmscape in the City of Vaughan.

Photos



Aerial view of the remnant farmscape at 11273 Jane Street (Google Earth 2018).

Cultural Heritage Resource Number

CHL 7

Property Type

Farmscape

Address or Location

11424 Jane Street, City of Vaughan (Donald Cameron House)

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned Alex Cameron in both the 1860 and 1878 mapping (Figure 2 and Figure 3).
- A residence and orchard are illustrated in the location of the extant house on the 1878 mapping (Figure 3).
- The structure was partially obscured from the public-right-of-way by vegetation.
- Aerial imagery shows that the residence is a Victorian-style house with a "T"-shaped footprint with a cross gable roof. The property features a, several outbuildings in addition to the residence, vegetative windbreak surrounding the house, a long driveway, and active agricultural fields.
- Located on the southwest corner of Jane Street and Kirby Road, two nineteenth century roadways, set back from the road.
- Reflects nineteenth-century agricultural practices along Jane Street and Kirby Road in the City of Vaughan.

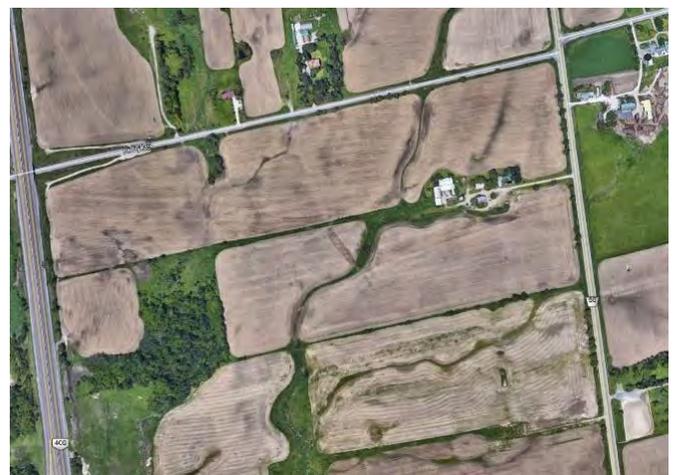
Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, design, and contextual value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Looking northeast towards the residence at 11424 Jane Street.



Aerial view of the farmscape at 11424 Jane Street (Google Earth 2018).

Cultural Heritage Resource Number

CHL 8

Property Type

Farmscape

Address or Location

11451 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Noble family (J. Noble in 1860, and Arthur Noble in 1878) (Figure 2 and Figure 3).
- Farmstead and orchard are illustrated in the location of the standing house on 1878 mapping (Figure 3).
- The property features a one-and-a-half storey Gothic Revival style cottage with a one-and-a-half storey rectangular addition on the rear, several outbuildings, circulation routes, and active agricultural land.
- The property also features the residence at 2939 Kirby Road (CHL 12) connected by a long driveway.
- Located at the southeast corner of Jane Street and Kirby Road, two nineteenth century roadways, set back from the road.
- Reflects nineteenth-century agricultural practices in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Looking northeast towards the residence at 11451 Jane Street.



Aerial view of the farmscape, including both 11451 Jane Street and 2939 Kirby Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 9

Property Type

Farmscape

Address or Location

11665 Jane Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the C. Robins in 1860 and Alex Cameron in 1878 (Figure 2 and Figure 3).
- A wooden house is illustrated in the vicinity of the extant structure on the 1914 NTS mapping (Figure 4).
- The property features a one-and-a-half storey residence with an L shaped footprint and rear addition, several outbuildings, circulation routes, and active agricultural field. The house features a cross-gable roof, white horizontal siding, and double hung windows.
- Located on the northeast corner of Jane Street and Kirby Road, both early transportation routes, set far back from the road.
- Reflects nineteenth-century settlement agricultural patterns along Jane Street and Kirby Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a nineteenth-century agricultural property in the City of Vaughan.

Photos



Looking east towards the residence at 11451 Jane Street.



Aerial view of the farmscape at 11665 Jane Street (Google Earth 2018).

Cultural Heritage Resource Number

CHL 10

Property Type

Farmscape

Address or Location

11244 Keele Street, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by D. Barker in 1860 and Chs. Nixon in 1878 (Figure 2 and Figure 3).
- A Primitive Methodist Church is illustrated in the vicinity of the extant farmhouse on the 1878 mapping (Figure 3).
- The property features a Victorian vernacular farmhouse, a large gambrel barn, outbuildings, a long driveway, active agricultural fields, and other landscape features. The residence features dichromatic brickwork with an irregular footprint, a cross-gable roof, covered porches along the east and south elevations, and a number of more recent additions to the rear. The gambrel barn has fieldstone foundations.
- Located on the west side of Keele Street, an early transportation route.
- Reflects nineteenth-century agricultural settlement along Keele Street in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, context, and design value as a nineteenth-century Victorian-vernacular residence and farmscape in the City of Vaughan.

Photos



Looking northwest towards the residence and barn at 11244 Keele Street.



Aerial view of the farmscape at 11244 Keele Street (Google Earth 2018)

Cultural Heritage Resource Number

CHL 11

Property Type

Commercial/Recreational

Address or Location

2480 Kirby Road, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by Wm. Cradock in 1860 and Wm. Kirby in 1878 (Figure 2 and Figure 3).
- A stone/brick residence is illustrated in the vicinity of the extant structure on the 1914 NTS mapping (Figure 4).
- The property features a one-and-a-half storey redbrick Gothic Revival residence with decorative contrasting brick details. The former agricultural fields are currently in use as a par 3 golf course and driving range.
- Located on the north side of Kirby Road, an early transportation route, with a limited set back from the road.
- Reflects nineteenth-century agricultural settlement in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a Gothic Revival residence and agricultural property in the City of Vaughan.

Photos



Looking northeast towards the residence at 2480 Kirby Road.



Aerial view of the property at 2480 Kirby Road (Google Earth 2018).

Cultural Heritage Resource Number

CHL 12

Property Type

Farmscape

Address or Location

2939 Kirby Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Noble family (J. Noble in 1860, and Arthur Noble in 1878) (Figure 2 and Figure 3).
- The house appears on mapping between 1954 and 1972 (Figure 5 and Figure 6).
- The house was built by Bruce and Evelyn Snider in 1966 (Hewitt, 1966).
- This property features a Georgian style twentieth century two-storey red brick house with a second, separate residence connected by an enclosed hallway as well as several outbuildings, circulation routes, and active agricultural land.
- The house contains elements of the Snider family's former home, the former front doorway, side porch, and oak doors. An article detailing the family's move in 1966 notes that "their recreation room will be panelled with barn boards" (Hewitt, 1966, p. 16).
- The property also features the residence at 11451 Jane Street (CHL 8) connected by a long driveway.
- Located at the southeast corner of Jane Street and Kirby Road, two nineteenth century roadway.
- Reflects late-twentieth century settlement patterns in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a twentieth-century residence in the City of Vaughan.

Photos



Looking southeast towards the residence at 2939 Kirby Road.



Aerial view of the farmscape, including both 11451 Jane Street and 2939 Kirby Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 13

Property Type

Farmscape

Address or Location

1078 Major Mackenzie Drive West, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth century mapping indicates the property was owned by the Patterson & Bros in 1860 and Patterson Works in 1878 (Figure 2 and Figure 3).
- A residence is illustrated in the location of the extant structure on 1860 mapping (Figure 2).
- The property features one-and-a-half storey frame residence with an "L"-shaped footprint and several rear additions, several outbuildings, circulation routes, tree-line boundaries, and active agricultural land.
- Located on the north side of Major Mackenzie Drive West, an early transportation route, set back from the road.
- Reflects nineteenth-century agricultural and settlement along Major Mackenzie Drive West in the Village of Patterson.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a nineteenth-century residence and farmscape in the Village of Patterson.

Photos



Looking north towards the residence at 1078 Major Mackenzie Drive West.



Aerial view of the farmscape at 1078 Major Mackenzie Drive West (Google Earth 2018)

Cultural Heritage Resource Number

CHL 14

Property Type

Heritage Conservation District

Address or Location

Maple Heritage Conservation District

Level of Heritage Recognition

Designated under Part V of the Ontario Heritage Act (By-law # 167-2007)

Property Description

- The Noble family settled around the intersection of Major Mackenzie Drive and Keele Street in the early nineteenth-century and by 1852 the area was known as Noble's Corner, after Joseph Noble. The name was changed to Rupertsville after a local doctor, before being re-named Maple (Carter, 2006).
- With the arrival of the Ontario, Huron, and Simcoe Railway and the station stop, the village began to grow (Carter, 2006).
- Maple became a Police Village in 1928 with a population of 2000 (Carter, 2006).
- The Maple Heritage Conservation District (HCD) contains 265 properties, and 59 properties have been identified by the City of Vaughan Listing of Buildings of Architectural and Historical Value (Carter, 2006).
- Reflects nineteenth-century settlement in the City of Vaughan.

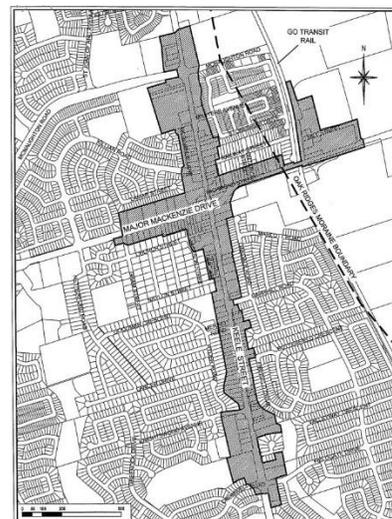
Known Cultural Heritage Value or Interest and associated heritage attributes

This HCD has historical, contextual, and design value as a nineteenth-century settlement in the City of Vaughan. The property has design value as a fine example of a mid-nineteenth-century dwelling built in the polygonal style. See By-law 167-2007 in Appendix A Cultural Heritage Value or Interest and description of attributes.

Photos



Looking southeast towards the intersection of Keele Street and Major Mackenzie Drive West.



Boundaries of the Maple Heritage Conservation District (City of Vaughan, 2007)

Cultural Heritage Resource Number

CHL 15

Property Type

Cemetery

Address or Location

Hope Primitive Methodist Cemetery, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by William Cradock in 1860 and Wm Thomas in (Figure 2 and Figure 3).
- A church is illustrated on the 1860 map in the location of the extant cemetery (Figure 2).
- Known as the Hope Primitive Methodist Cemetery, the property features a cairn in the form of a cross that incorporates the original headstones. The cemetery is bound by a cedar hedge and features a manicured lawn and trees.
- Located on the west side of Keele Street, an early transportation route.
- Reflects late-nineteenth-century burial practices in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a nineteenth-century cemetery in the City of Vaughan.

Photos



Looking west towards the cemetery.



Aerial view of the Hope Primitive Methodist Cemetery (Google Earth 2018)

Cultural Heritage Resource Number

CHL 16

Property Type

Farmscape

Address or Location

814 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Hislop family (John Hislop in 1860 and the Hislop Estate in 1878) (Figure 2 and Figure 3).
- A wooden structure is illustrated in the vicinity on the 1914 NTS mapping (Figure 4).
- The residence was partially obscured from the right-of-way at the time of field review.
- Aerial imagery shows that the residence is a two-storey building with an irregular footprint, gable roofs, and gable dormers. The house has been clad in stucco. The property also features a front lawn, pond, mature trees, and mature tree lines.
- Located on the north side of Teston Road, an early transportation route, set back from the road.
- Reflects early twentieth-century settlement along Teston Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and design value as an early twentieth-century residence in the City of Vaughan.

Photos



Looking northeast towards the residence at 914 Teston Road.



Aerial view of the property at 814 Teston Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 17

Property Type

Farmscape

Address or Location

981 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

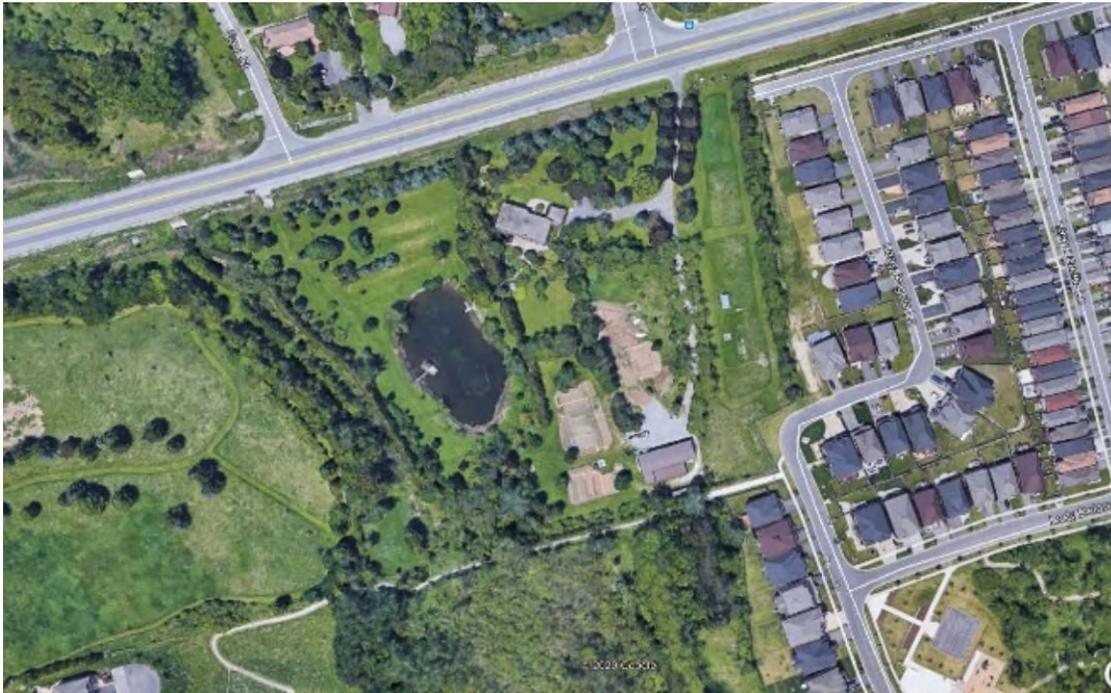
Property Description

- Nineteenth century mapping indicates the property was owned by the McNair family (Robert McNair in 1860, and Jas. McNair in 1878) (Figure 2 and Figure 3).
- A residence is illustrated in the vicinity of the extant structure on the 1860 mapping (Figure 2).
- The residence was not visible from the right-of-way at the time of field review.
- Aerial imagery shows that the residence is a rectangular building with a flat roof. The property also features a barn, fields, circulation routes, and mature trees.
- Located on the south side of Teston Road, an early transportation route, set back from the road.
- Reflects nineteenth-century settlement along Teston Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Aerial view of the farmscape at 981 Teston Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 18

Property Type

Farmscape

Address or Location

1600 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Rupert family (John Rupert in 1860, and J. Rupert's Estate in 1878) (Figure 2 and Figure 3).
- A wooden structure is illustrated on the property on the 1914 NTS mapping (Figure 4).
- The residence was not visible from the right-of-way at the time of field review.
- Aerial imagery shows that the property features a residence with an irregular footprint, outbuildings, circulation routes, mature trees, and fields. The property also features a barn, fields, circulation routes, and mature trees.
- Located west of the intersection of Teston Road and Dufferin Street, both early transportation routes, set back from the road.
- Reflects early twentieth-century settlement along Teston Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and contextual value as an early twentieth-century farmscape in the City of Vaughan.

Photos



Aerial view of the farmscape at 1600 Teston Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 19

Property Type

Farmscape

Address or Location

2546 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Stephenson family (John Stephenson in 1860, and Mrs. Stephenson in 1878) (Figure 2 and Figure 3).
- A residence is illustrated on the 1860 mapping (Figure 2).
- The structure was partially obscured by vegetation at the time of field review.
- The property features a single-storey residence with a hipped roof. The house has been clad in siding. The property features a long tree-lined driveway and agricultural fields.
- Located on the north side of Teston Road, an early transportation route, set back from the road.
- Reflects nineteenth century agricultural settlement in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and contextual value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Looking northeast towards the former residence at 2546 Teston Road.



Aerial view of the farmscape at 2546 Teston Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 20

Property Type

Farmscape

Address or Location

2700 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by Thos. Hadwen in 1860 and the Andrew's Estate in 1878 (Figure 2 and Figure 3).
- A residence and orchard are depicted in the vicinity of the extant structure and farm fields on the 1878 mapping (Figure 3).
- The property features a late-twentieth century, single storey bungalow and a garage set back far from Teston Road. Landscape features include a long driveway, a windbreak on the west side of the driveway, and agricultural fields.
- Located on the north side of Teston Road, an early transportation route.
- Reflects nineteenth-century agricultural settlement along Teston Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and contextual value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Looking northeast towards the buildings at 2700 Teston Road.



Aerial view of the farmscape at 2700 Teston Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 21

Property Type

Remnant Farmscape

Address or Location

3180 Teston Road, City of Vaughan

Level of Heritage Recognition

Listed on the City of Vaughan's *Heritage Inventory*

Property Description

- Nineteenth-century mapping indicates the property was owned by Isaac Murray on both the 1860 and 1878 mapping (Figure 2 and Figure 3).
- A brick/stone residence is illustrated on the property on the 1914 NTS mapping (Figure 4).
- The property features a long driveway and agricultural fields.
- Located on the north side of Teston Road, an early transportation route.
- Reflects nineteenth-century agricultural practices along Teston Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property does not have the potential to retain cultural heritage value or interest.

Photos



Looking north towards the property at 3180 Teston Road.



Aerial view of the property at 3180 Teston Road (Google Earth 2017)

Cultural Heritage Resource Number

CHL 22

Property Type

Cemetery

Address or Location

20 Topaz Court, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by the Rev. Peter McNaughton in both the 1860 and 1878 mapping (Figure 2 and Figure 3).
- A residence and orchard are illustrated in the location of the cemetery on the 1878 mapping (Figure 3).
- Known as the McNaughton Memorial Cemetery, the burials remain in situ within a fenced area with a mature tree.
- Located north of Topaz Court, a late twentieth-century residential roadway.
- Reflects nineteenth-century burial practices in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical value as a nineteenth-century cemetery in the City of Vaughan.

Photos



Looking northwest towards the cemetery at 20 Topaz Court.



Aerial view of the cemetery at 20 Topaz Court (Google Earth 2018)

Cultural Heritage Resource Number

CHL 23

Property Type

Cemetery

Address or Location

Hadwen Cemetery, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by Isaac Murray in both the 1860 and 1878 mapping (Figure 2 and Figure 3).
- A church is illustrated in the location of the cemetery on the 1860 mapping (Figure 2).
- Known as the Hadwen Cemetery, the property features a single cairn within a landscaped lawn with mature trees and fencing along the property boundaries.
- Located on the south side of Teston Road, an early transportation route.
- Reflects nineteenth-century burial practices along Teston Road in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and contextual value as a nineteenth-century cemetery in the City of Vaughan.

Photos



Looking southeast towards the cairn at the left of the photograph in the Hadwen Cemetery.



Aerial view of the Hadwen Cemetery (Google Earth 2018)

Cultural Heritage Resource Number

CHL 24

Property Type

Farmscape

Address or Location

11151 Weston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by James McNair in 1860 and Neil Malloy Ser. in 1878 (Figure 2 and Figure 3).
- A residence is illustrated in the vicinity of the extant structure on the 1878 mapping (Figure 3).
- The property features a nineteenth-century Victorian farmhouse which was partially obscured by vegetation at the time of field review. The two-storey redbrick residence features a “T”-shaped footprint with a gable roof. The property also features a long driveway, outbuildings, and active agricultural fields.
- Located on the east side of Weston Road, an early transportation route, set far back from the road.
- Reflects nineteenth-century agricultural settlement in the City of Vaughan.

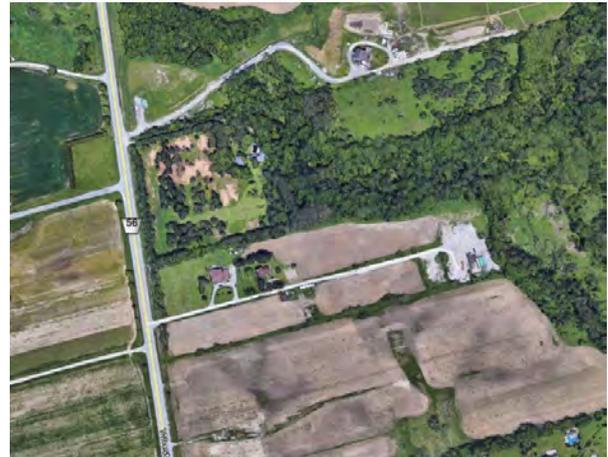
Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical, contextual, and design value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Looking northeast towards the property at 11151 Weston Road.



Aerial view of the farmscape at 11151 Weston Road (Google Earth 2018)

Cultural Heritage Resource Number

CHL 25

Property Type

Ossuary

Address or Location

2985 Teston Road, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by Kenny family (Joel Kenny in 1860 and Daniel Kenny in 1878) (Figure 2 and Figure 3).
- A residence is illustrated in the vicinity of the ossuary on the 1914 NTS mapping (Figure 4).
- During the 1970s and in 2005 the ossuary has been disturbed during road construction.
- A nearby village to the ossuary is an ancestral Wendat village. However, it was decided in 2005 after mitigative work that the Teston Road re-burial would include all Indigenous communities and a ceremonial re-burial took place in 2007 (Archaeological Services Inc., 2019).
- The property contains an unmarked boulder and landscape feature in recognition of the ossuary.
- Located south of Teston Road and east of Jane Street, both early transportation routes.
- Reflects burial practices of Indigenous communities in the Province of Ontario.

Known Cultural Heritage Value or Interest and associated heritage attributes

This property retains spiritual, historical, and contextual value as an Indigenous burial site.

Photos



Looking east towards the ossuary at 2985 Teston Road.

Cultural Heritage Resource Number

CHL 26

Property Type

Farmscape

Address or Location

Northeast corner of Teston Road and Dufferin Street, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the property was owned by John Hislop in 1860 and G. Reid in 1878 (Figure 2 and Figure 3).
- The property is illustrated in an agricultural context in the nineteenth century mapping (Figure 2 and Figure 3).
- The property features active agricultural fields.
- Located on the northeast corner of Teston Road and Dufferin Street, both early transportation routes.
- Reflects nineteenth century agricultural practices in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and contextual value as a nineteenth-century farmscape in the City of Vaughan.

Photos



Looking northeast towards the agricultural property northeast of Teston Road and Dufferin Street.



Aerial view of the farmscape northeast of Teston Road and Dufferin Street (Google Earth 2018)

Cultural Heritage Resource Number

CHL 27

Property Type

Railscape

Address or Location

Barrie GO Rail Corridor, City of Vaughan

Level of Heritage Recognition

Identified during desktop review

Property Description

- Nineteenth century mapping indicates the rail corridor was known as the Northern Railway in 1860 and 1878 (Figure 2 and Figure 3).
- The rail corridor is illustrated following its extant alignment in both the 1860 and 1878 mapping (Figure 2 and Figure 3).
- The rail corridor is a double track railway traveling in a general north-south alignment through the City of Vaughan and northwest-southeast in the area of Teston Road and Keele Street.
- Reflects nineteenth-century transportation patterns in the City of Vaughan.

Potential Cultural Heritage Value or Interest and associated heritage attributes

This property has potential to retain historical and contextual value as a nineteenth-century railscape in the City of Vaughan.

Photos



Aerial view of the railscape intersecting with Teston Road near the intersection of Teston Road and Keele Street (Google Earth 2018)

APPENDIX B: MAPPING OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

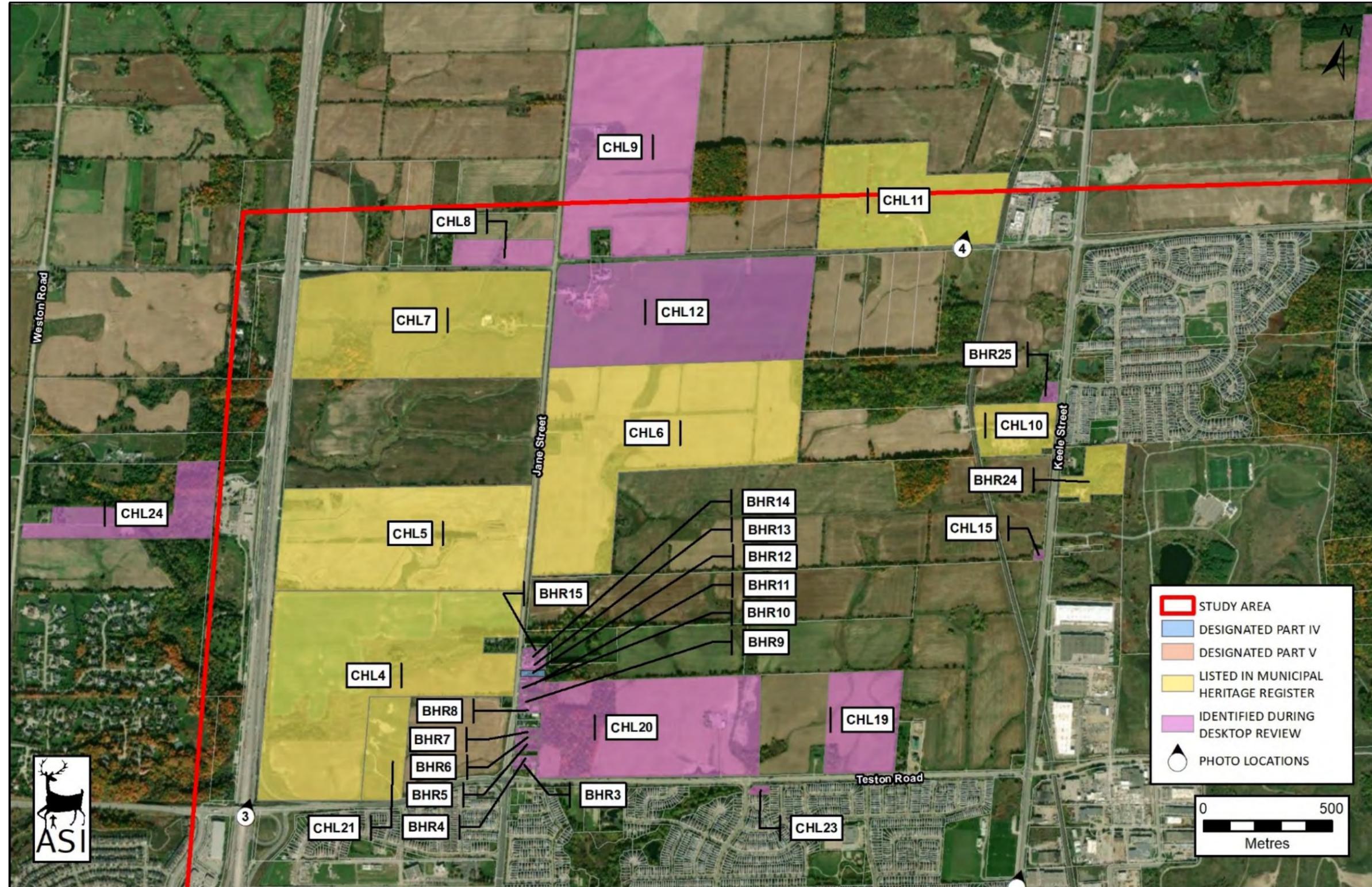


Figure 14: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and Photographic Plates in the Overall Teston Road – Highway 400 to Bathurst Street Study Area (Sheet 1).

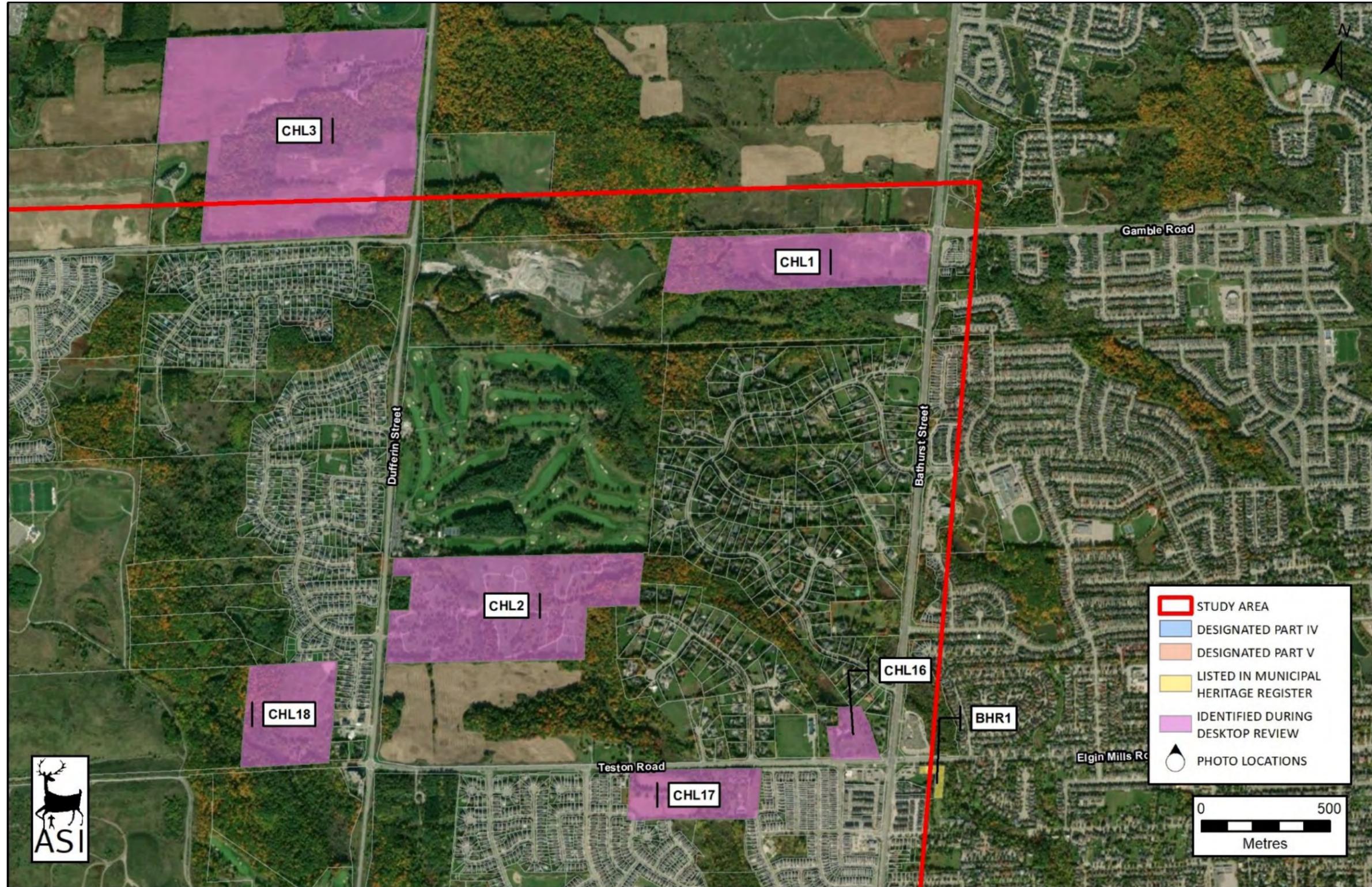


Figure 15: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and Photographic Plates in the Overall Teston Road – Highway 400 to Bathurst Street Study Area (Sheet 2).

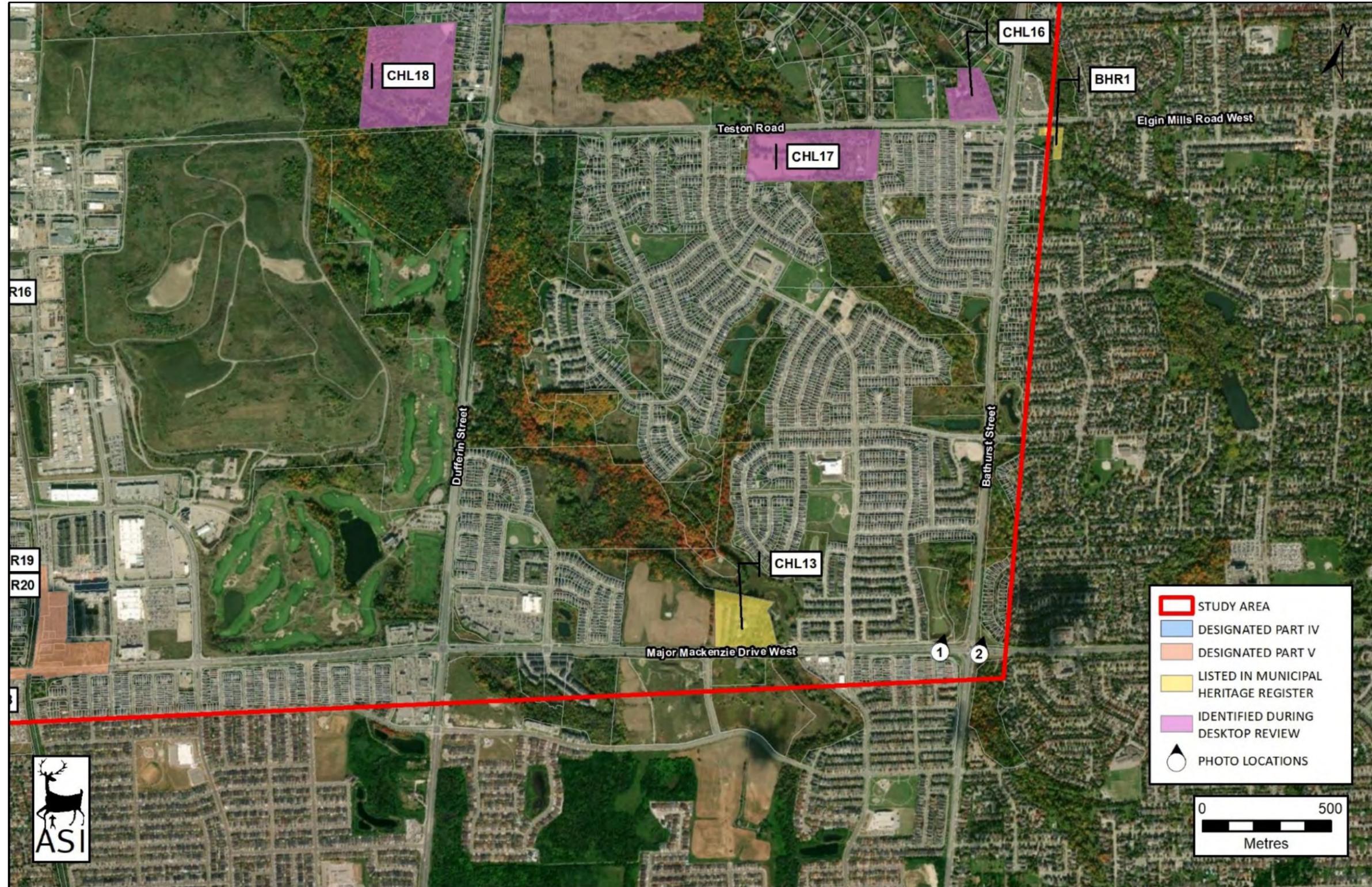


Figure 16: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and Photographic Plates in the Overall Teston Road – Highway 400 to Bathurst Street Study Area (Sheet 3).

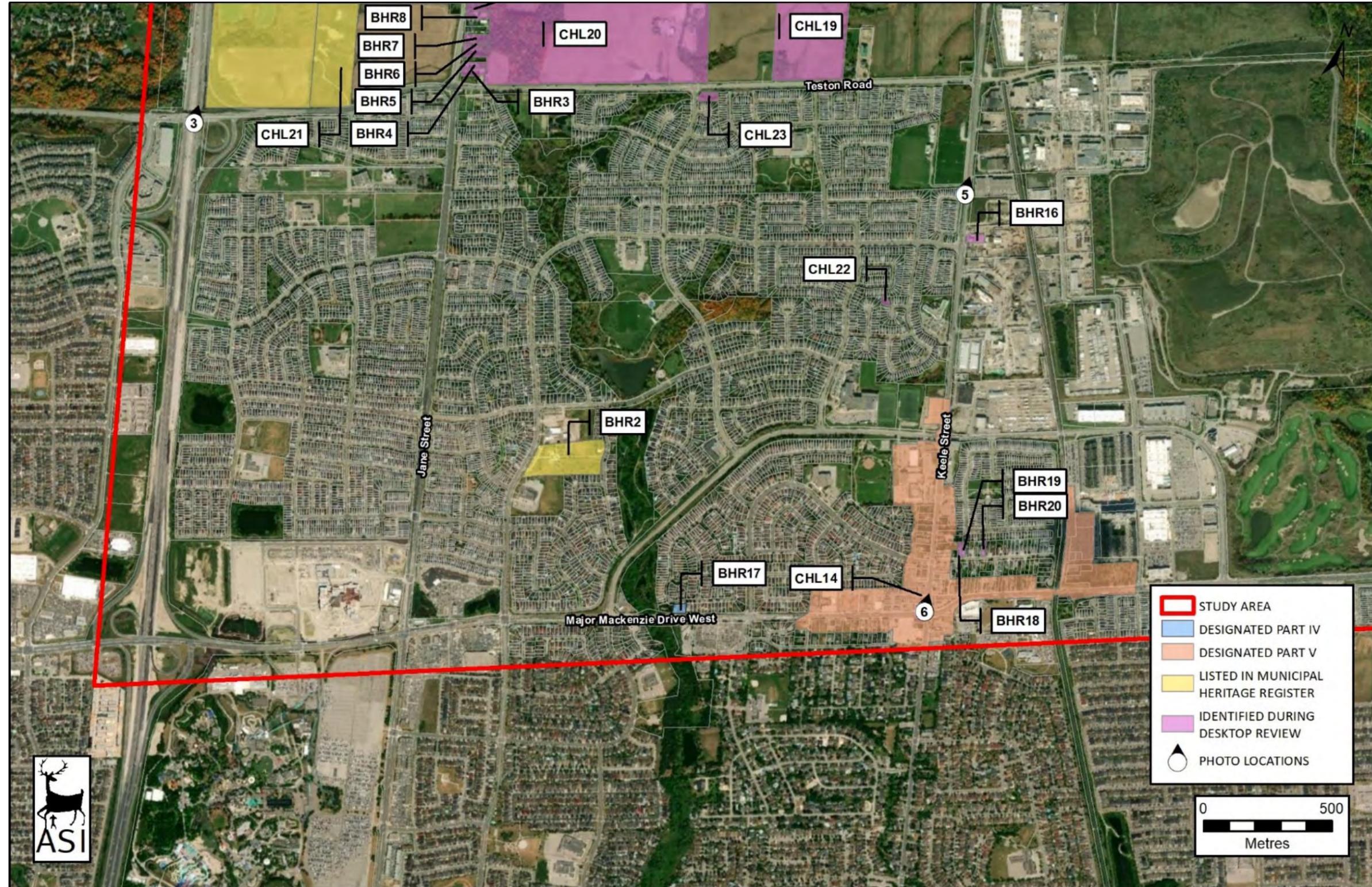


Figure 17: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and Photographic Plates in the Overall Teston Road – Highway 400 to Bathurst Street Study Area (Sheet 4).

APPENDIX C: HERITAGE DESIGNATION BY-LAWS





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This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **www.heritagetrust.on.ca**.

Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **www.heritagetrust.on.ca**.

TOWN OF VAUGHAN

*file
R*

REGISTERED MAIL

In The Matter Of The Ontario Heritage Act,
R.S.O. 1980 Chapter 337

- and -

In The Matter Of The Lands and Premises
Known Municipally as 2600 Major Mackenzie Drive,
Maple, in the Town of Vaughan in the Province
of Ontario.

TO: The Ontario Heritage Foundation
77 Bloor Street, West
Toronto, Ontario M7R 2R9

Notice of Passing of By-Law

Take Notice that the Council of the Corporation of The Town of Vaughan has passed By-Law Number 124-82 to designate the following property as being of architectural value or interest under Part IV of the Ontario Heritage Act, R.S.O. 1980, Chapter 337:

"The Jacob Rupert House" ("The Round House")
2600 Major Mackenzie Drive, Maple
Part of Lot 21, Concession 4

Reasons for the Proposed Designation

The Jacob Rupert House is recommended for designation on architectural grounds as a fine example of a mid-nineteenth century dwelling built in the polygonal style. This red brick house exhibits some classical detailing with its corner pilaster, paired eave brackets and handsomely moulded front door set under a semi-elliptical fan transom. The roof-line is crowned with a low classically detailed lantern designed to light the interior of the house as well as to lighten its solid massing.

DATED at the Town of Vaughan
this 30th day of June, 1982.

F. G. Jackman
Town Clerk
Town of Vaughan
2141 Major Mackenzie
Maple, Ontario LOJ 1E0

THE CORPORATION OF THE TOWN OF VAUGHAN

BY-LAW NUMBER 124-82

A By-law to designate the property known municipally as 2600 Major Mackenzie Drive, Maple, as being of architectural value or interest.

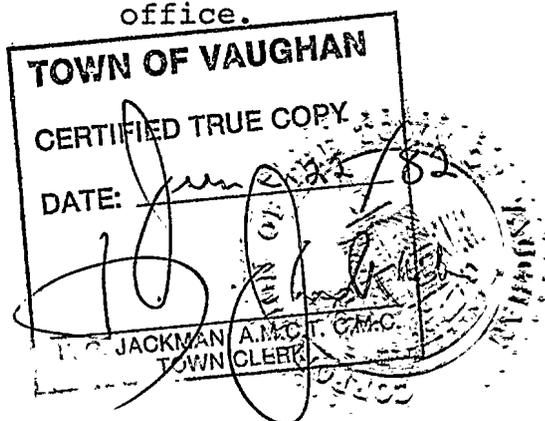
WHEREAS Section 29 of The Ontario Heritage Act, R.S.O. 1980, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historical value or interest; and,

WHEREAS the Council of The Corporation of the Town of Vaughan has caused to be served on the owners of the lands and premises known as "The Jacob Rupert House" ("The Round House") at 2600 Major Mackenzie Drive, Maple, and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks; and,

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality;

NOW THEREFORE the Council of The Corporation of the Town of Vaughan ENACTS AS FOLLOWS:

1. There is designated as being of architectural value or interest the real property known as "The Jacob Rupert House" ("The Round House") at 2600 Major Mackenzie Drive, Maple, more particularly described in Schedule "A" attached hereto.
2. The Town Solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule "A" hereto in the proper land registry office.



3. The Town Clerk is hereby authorized to cause a copy of this By-law to be served on the Owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks.
READ a FIRST and SECOND time this 7th day of June, 1982.

Gauvillains
MAYOR

[Signature]
DEPUTY TOWN CLERK

READ a THIRD time and finally passed, this 7th day of June, 1982.

Gauvillains
MAYOR

[Signature]
DEPUTY TOWN CLERK



SCHEDULE "A" TO BY-LAW NUMBER 124-82

Situate, lying and being in the Town of Vaughan in the Regional Municipality of York, being Part of Lot 21 in the Fourth Concession, more particularly described as follows:

Commencing at a point being the north-west angle of Lot 357, Registered Plan 65M-2086; thence S 70°50'00" W a distance of 50.00 feet to a point; thence S 5°57'50" W a distance of 37.90 feet to a point; thence S 83°32'00" E a distance of 12.00 feet to a found Standard Iron Bar; thence N 74°32'40" E a distance of 40.34 feet to the south-west angle of Block 649 on said Plan; thence N 10°08'10" W a distance of 42.65 feet to the point of commencement.



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

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CIVIC CENTRE
2141 MAJOR MACKENZIE DRIVE, MAPLE, ONTARIO L0J 1E0 TELEPHONE (416) 832-2281

August 26, 1987

The Ontario Heritage Foundation
77 Bloor St. West
Toronto, Ontario
M7A 2R9

Dear Sir/Madam:

Please find enclosed a copy of By-law 290-87, being a by-law to designate Lund's General Store, 10933 Jane Street, Teston. The Reasons for Designation are attached.

Yours truly,

A handwritten signature in black ink, appearing to read 'Patricia K. Neal', written in a cursive style.

Patricia K. Neal
Coordinator, Heritage Resources

/rt

Attach.

THE CORPORATION OF THE TOWN OF VAUGHAN

BY-LAW NUMBER 290-87

A By-law to designate Lund's General Store located on the property known municipally as 10933 Jane Street, Teston, in the Town of Vaughan, Regional Municipality of York, as being of architectural and historical value or interest.

WHEREAS Section 29 of the Ontario Heritage Act, R.S.O. 1980, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historical value or interest; and,

WHEREAS the Council of The Corporation of the Town of Vaughan has caused to be served on the owners of the lands and premises known as Lund's General Store, 10933 Jane Street, Teston, being Part of Lot 27, Concession 4, in the Town of Vaughan, in the Regional Municipality of York, more particularly described in Schedule "A" attached hereto; and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in a newspaper having general circulation in the municipality one for each of three consecutive weeks; and,

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the Municipality:

NOW THEREFORE the Council of The Corporation of the Town of Vaughan ENACTS AS FOLLOWS:

1. There is designated as being of architectural value or interest the building known as Lund's General Store, situated at 10933 Jane Street, Teston, being Part of Lot 27, Concession 4, in the Town of Vaughan, in the Regional Municipality of York, more particularly described in Schedule "A", attached hereto.
2. The reasons for designation are set out in Schedule "B", attached hereto.
3. The Town Solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule "A", attached hereto, in the proper land registry office.

4. The Town Clerk is hereby authorized to cause a copy of this By-law to be served on the Owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in the same newspaper in which notice of intention to so designate was published once of each of three consecutive weeks.

READ a FIRST and SECOND time this 17th day of August, 1987.



L. D. Jackson, Mayor



R. Parizeau, Town Clerk

READ a THIRD time and finally passed, this 17th day of August, 1987.



L. D. Jackson, Mayor



R. Parizeau, Town Clerk

DESCRIPTION OF LANDS

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the Town of Vaughan, in the Regional Municipality of York, in the Province of Ontario and being composed of part of the west half of Lot 27, Concession 4, in the said Town which parcel of land may be more particularly described as follows:

Premising that the easterly limit of the Road Allowance between Concession IV and V, being also the easterly limit of Jane Street, has a bearing of north $9^{\circ} 40'30''$ west and relating all bearing herein thereto;

Commencing at a point in the easterly limit of the road allowance between Concession 4 and 5 distant 71.92 feet more or less measured on a bearing of north $9^{\circ} 40'30''$ west from the southwest angle of the said Lot 27;

Thence North $9^{\circ} 40'30''$ west along the easterly limit of the said road allowance a distance of 92.38 feet more or less to a point;

Thence North $77^{\circ} 01'45''$ east along an old post and wire fence a distance of 304.50 feet more or less to a point in an old post and wire fence;

Thence South $10^{\circ} 45'10''$ east along an old post and wire fence a distance of 76.40 feet more or less to a point;

Thence south $74^{\circ} 04'35''$ west a distance of 307.27 feet more or less to the point of commencement.

As in Registered Instrument 415659.



LUND'S GENERAL STORE

10933 JANE STREET, TESTON

LUND'S GENERAL STORE

10933 JANE STREET

TESTON

Construction date: 1870

Original owner: Joseph Lund

**Reason for
Designation:**

Lund's General Store, constructed in 1870 features two large multi-paned, arcaded, storefront windows aside a recessed entranceway; features which clearly characterize the structure's merchantile origins. Decorative trimwork below the eaves reflects the arched design of the windows. This building is one of the few remaining structures in Teston which played an important role in the Village's moderate commercial infrastructure. Furthermore, its role of providing materials and goods to Teston's early residents was an essential element of 19th century lifestyle.

LUND'S GENERAL STORE
10933 JANE STREET, TESTON

HISTORICAL SIGNIFICANCE

The entire 200 acres that comprise Lot 27, Concession 4, was granted by the Crown to King's College on January 3, 1828. Following a 37 year period of ownership, King's College sold the west 3/4 of the lot equalling 150 acres to John Hadwin. Hadwin sold two acres in the south west corner of the lot to Joseph Lund on December 26, 1865 for the price of \$300.

Exactly when Lund and other members of his clan settled in the area is uncertain. However, like many of Teston's first inhabitants, the Lunds may have originally immigrated from Lancashire, England. There is no mention of Joseph Lund as a landholder or tenant prior to his purchase of the property in 1865. Lund may have previously resided in Markham or another village and migrated to Teston in that year.

During his residency in Teston Lund was quite an entrepreneur. Already occupied as a carriage and wagon maker, and a blacksmith, Lund advertised his newest undertaking in the York Herald on January 24, 1868. In reference to his new mortuary service the advertisement boasted that "Mr. Lund wishes to inform the public that he has provided a new and very handsome hearse which he can furnish with single or double team of matched black horses, white and black plumes, scarfs, gloves and hatbands. All available on the shortest notice and the lowest rates."

In addition to his various business enterprises Lund served as a local preacher of the Primitive Methodists. He was also instrumental in establishing the Hope Primitive Methodist Church in 1858.

In the 1870's, Teston boasted two general stores. One establishment was operated by a gentleman named Wilson. While it is generally agreed that the structure at 10933 Jane Street was built in 1870, there is some conjecture regarding who originally built the store. Some sources contend that R. Walker built and operated the store and later sold it to Joseph Lund. A more colourful accounting of the store's origin claims that Lund was displeased with the exorbitant prices Mr. Wilson was charging for coal oil. Lund's displeasure prompted him to build his own store in spite. For this reason his establishment was known as the 'spite' store.

LUND'S GENERAL STORE

ARCHITECTURAL DESCRIPTION

Lund's General Store is a wood frame structure that is designed in a rectangular plan with a short facade. Connected to the main structure on the rear and north elevations are one-storey extensions. Lacking a basement and any semblance of a conventional concrete foundation the entire two-storey building rests on a substructure composed of brick and broad wood beams. The exterior wall material consists of vertical wooden planking which is presently covered in red insulbrick.

The facade reflects structural and architectural design features that characterize the building as both a general store and as a residence. The quality of functions is clearly indicated by the presence of two entrances on the west elevation. The store entrance, the more elaborate of the two, is located in the centre of the facade. The residential entrance is located left of centre. Both entrances are topped with flat transom blinds. The transom over the store entrance consists of multiple lights. Apart from this commonality in design, the styling of the two entrances is extremely diverse.

Whereas the store entrance is slightly recessed with side lights on both sides, the residential entrance is flush with the wall and lacks any features within the structural opening. The store is accessed through a door consisting of two leaves composed of glass and wood. The residential entrance contains a single leaf and multipanelled wooden door. The most unique feature of the structure is the decorative wooden trim located on the storefront windows and entrance.

Although generally lacking in unique qualities the vast array of window design provides for one of the few peculiarities of the structure. Each elevation appears to have a different window style. Some of which differ only slightly while others differ quite significantly. The most typical window is doublehung, consisting of two sashes within a flat woodframe, resting on a plain wooden slipsill. There are also windows that are semi elliptical in shape such as the one located on the first floor of the facade slightly left of the residential entrance.

LUND'S GENERAL STORE

CONCLUSION

10933 Jane Street is a one-hundred and sixteen year old structure that is extremely basic in structural design and styling. Basically it is a plain, box-like structure. The building's sole saving grace is the recessed store entrance and the decorative trim on the store windows. These stylings clearly characterize the structures merchantile origins. At present the building is in poor condition and requires much attention pertaining to structural improvement.

Apart from the fundamental design and its present state of disrepair, Lund's General Store is one of the few remaining structures in Teston which played an important role in the villages moderate commercial infrastructure. Furthermore, its role of providing materials and goods for Teston's early residents was an essential element of 19th century lifestyle.

Report prepared by Mark Cunliffe, July, 1986.

APPENDIX "A"

- Lund's General Store, circa 1870
10933 Jane Street, Teston.
- The house was originally said to be constructed and
owned by Joseph Lund, a Teston merchant.
- The property was recently purchased by [REDACTED]

SOURCES

A History of Vaughan Township, G. E. Reaman, 1971

A History of Vaughan Township Churches,
C. MacFarlane, Patricia Somerville, 1984

Registry Office Records, Newmarket

York Herald, January 22, 1868

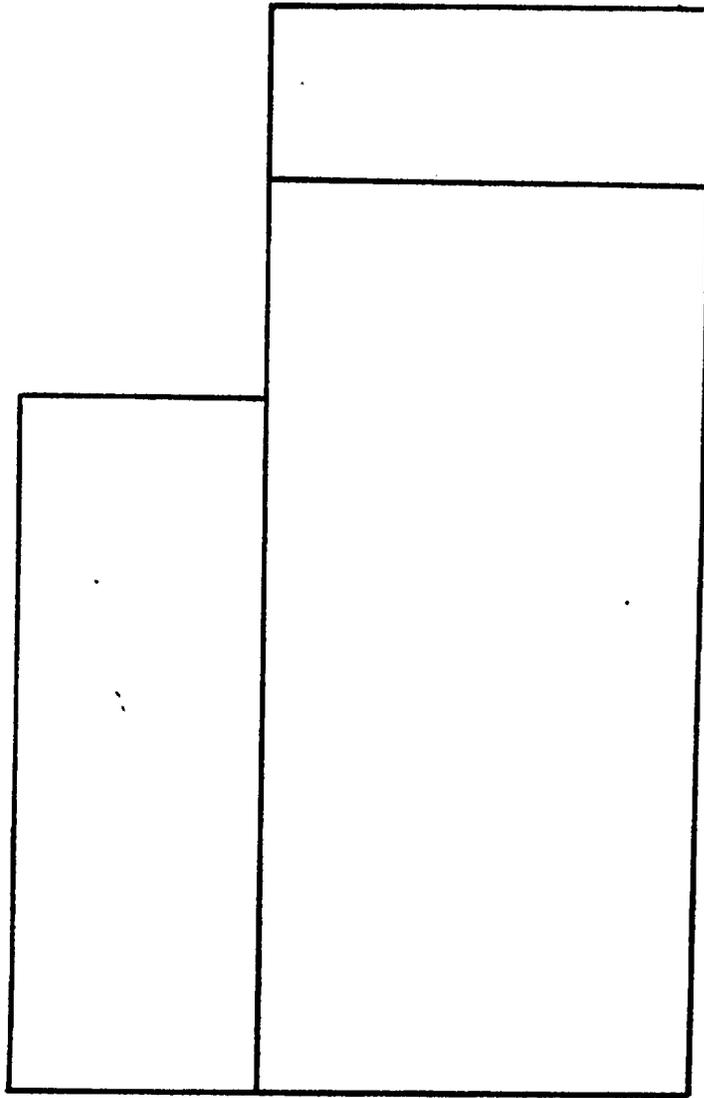
10933

Jane Street

Major Mackenzie

N

N





View depicting west elevation.



View of Lund's General Store as you approach it from the south.



Southeast elevation.



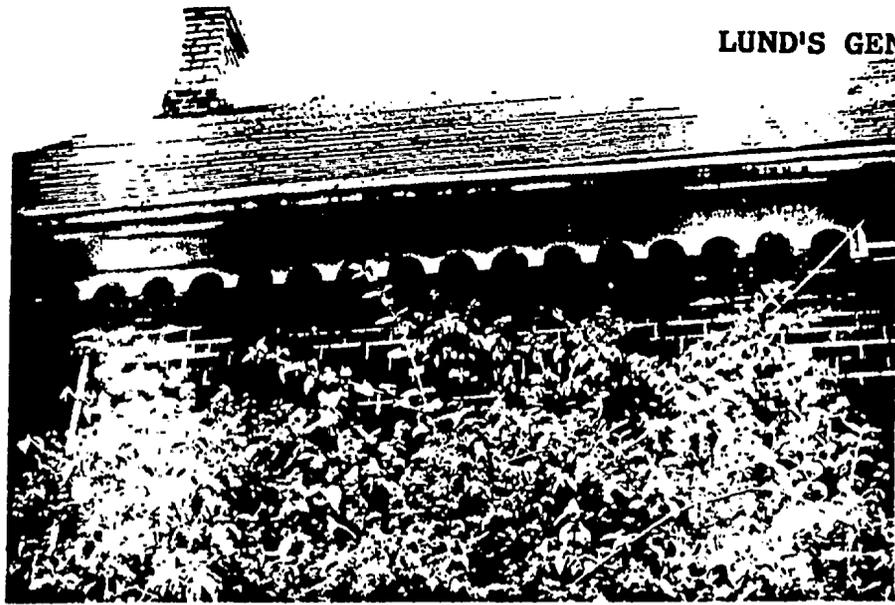
Northeast elevation.



View depicting southwest elevation.



Detail of storefront windows, west elevation.



Moulding detail along side elevations.



Window detail.



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **www.heritagetrust.on.ca**.

Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **www.heritagetrust.on.ca**.

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 167-2007

A By-law to designate an area of the City of Vaughan as a Heritage Conservation District.

WHEREAS pursuant to subsection 41(1) in Part V of the *Ontario Heritage Act*, R.S.O. 1990, c.O.18, as amended (the "Act"), a municipality may designate a Heritage Conservation;

AND WHEREAS policies to authorize the study of an area within the Community Plan Area for designation as a Heritage Conservation District under the Act are included in The Corporation of the City of Vaughan's Official Plan Amendment Number 350 – The Maple Community Plan;

AND WHEREAS on October 25, 2004 the Council of the City of Vaughan enacted By-law Number 366-2004 defining a Study Area within the Maple Community Plan Area to be examined for future designation in accordance with subsection 40(1) of the Act;

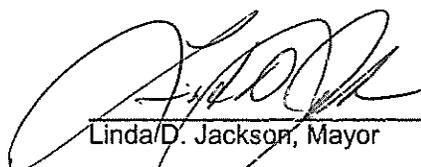
AND WHEREAS the Study of the Village of Maple Heritage Conservation District has been completed;

AND WHEREAS the Council of the City of Vaughan wishes to designate an area within The Maple Community Plan Area as the Village of Maple Heritage Conservation District;

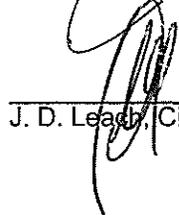
NOW THEREFORE the Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. The area within The Corporation of the City of Vaughan identified on Schedule "A" attached hereto, is hereby designated as a Heritage Conservation District.
2. The area designated by Section 1 of this By-law, shall be known as the Village of Maple Heritage Conservation District.
3. Schedule "A" attached hereto shall be and hereby forms a part of this By-law.
4. The City Clerk is hereby directed, once this By-law comes into force in accordance with the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, as amended, to ensure that a copy of this By-law is registered in the appropriate Land Registry Office on title to the following lands:
"Lands lying within Lots 17 to 22 inclusive, in Concessions 3 and 4, City of Vaughan, Regional Municipality of York."

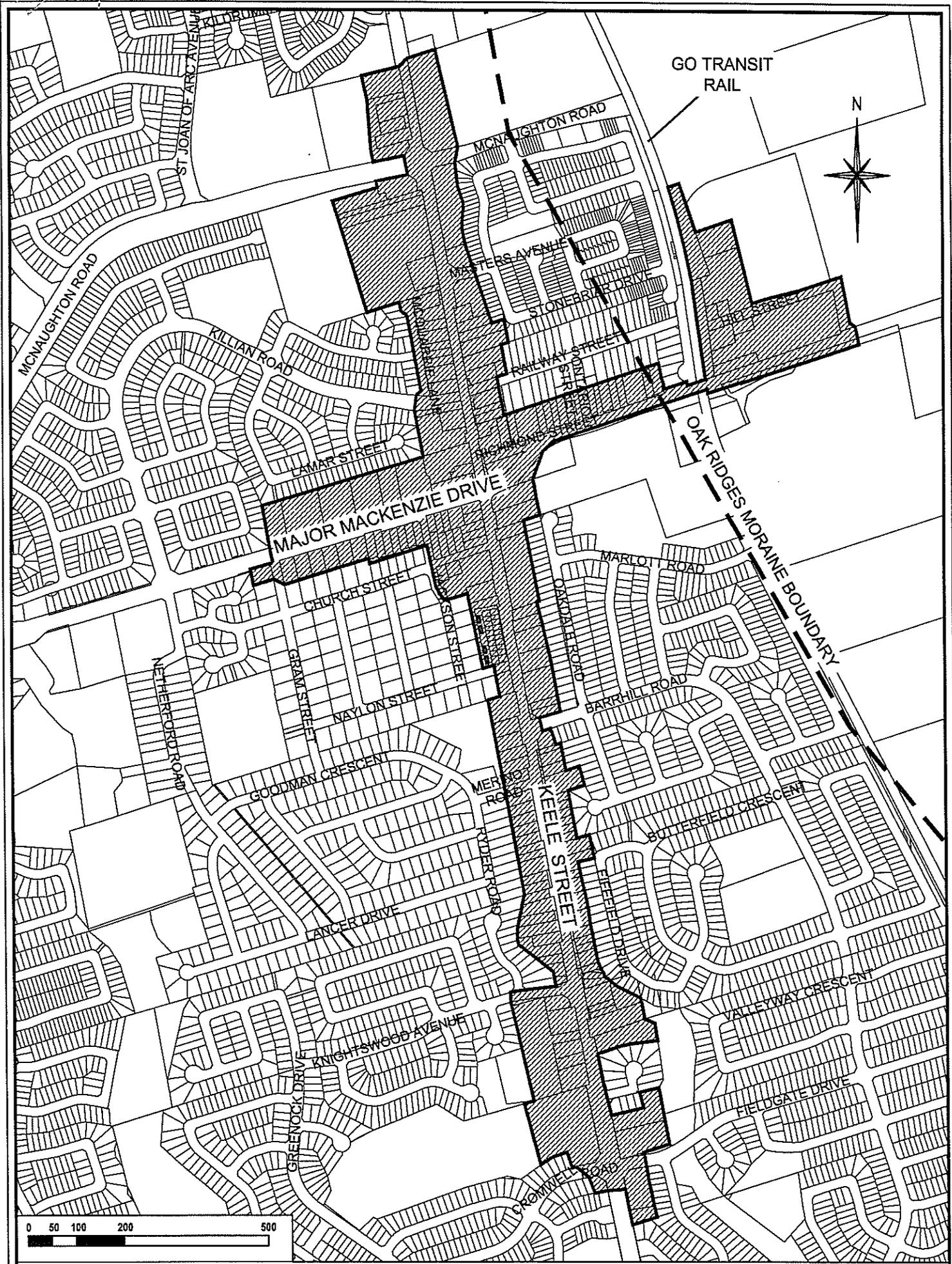
READ a FIRST, SECOND and THIRD time and finally passed this 11th day of June, 2007.



Linda D. Jackson, Mayor



J. D. Leach, City Clerk



APPROXIMATE SCALE
1 : 10 000

THIS IS SCHEDULE 'A'
TO BY-LAW 167 - 2007
PASSED THE 11th DAY OF JUNE, 2007



**LANDS DESIGNATED
AS A HERITAGE
CONSERVATION DISTRICT**

SIGNING OFFICERS

MAYOR

CLERK



A Division of METROLINX
Une Division de METROLINX

Metrolinx Interim Heritage Committee – Statement of Cultural Heritage Value

Property Name: Maple GO Station, Vaughan

Description of property:

The Maple GO Station property is composed of the station itself, tracks, platforms and expansive parking lot to the south, east, and north. The property runs roughly 490 metres north-south at the tracks, and measures 50 metres wide at the north, and 145 metres wide at the south end. The station building is located centrally on the eastern edge of the property. It is a small Stick Style train station (roughly 13 metres by 7 metres), typical of those built by the GTR at the early 20th century. The single storey structure is nearly symmetrical in plan, boasting a steeply pitched hipped-roof punctuated by gables on three sides. The station is finished with quality woodwork on the interior and exterior, the latter boasting a polychromatic colour scheme.

It is recommended that Metrolinx proceed with identifying Maple GO Station as a Provincial Heritage Property.

Cultural Heritage Value:

The Maple GO Station is of cultural heritage interest for its design, historical, and contextual values.

Historical Values

The Maple GO Station property has direct associations with the first steam railway line in Canada West, as well as the Grand Trunk Railway.

Railway uses on the Maple GO Station property date back to 1853, when the Ontario, Simcoe and Huron Railroad Company constructed the first steam train line in Canada West. The inaugural train ran between Toronto and Aurora in May of 1853, before opening further to Bradford and finally Barrie later that year. A station was built at Maple, but named Richmond Hill Station for the larger settlement to the east. A fire destroyed the original station in 1903, and the new station built by the GTR that same year bore the name of Maple. The reconstruction occurred within a broader regimen of upgrades being undertaken by the GTR, and it shares a form and appearance with numerous other structures from the era.

Design Values

The Maple GO Station is a representative example of the small, Stick Style railway station buildings adopted by the Grand Trunk Railway between 1898 and 1910. The Maple GO Station retains a high degree of integrity through its surviving form, spatial and functional organization, domestic scale, and wooden detailing as built in 1903. It is one of a series of railway stations built or replaced at this time, based on the 'Milton pattern' or Milton Station, to instill a corporate standard.

The Maple GO Station demonstrates a high degree of craftsmanship, as seen in the quality of the woodwork details both on the interior, and exterior.

Contextual Values

The Maple GO Station has a contextual relationship to the Barrie GO Line that runs along the west side of the property. The relationship dates back to 1853, when the first railway in Canada West was laid beside the Village of Maple by the OSHR. The relationship has served two stations on the property, the present station since its construction in 1903.

Heritage Attributes:

The key attributes essential to the cultural heritage value or interest of Maple GO Station are:

- Stick Style treatment of cladding and wood detailing:
 - V-jointed panels and board-and-batten cladding;
 - framing elements;
 - bargeboards;
 - brackets;
 - finials;
 - and trellis work
- Near-symmetrical modest rectangular form arranged around the agent's polygonal bay window
- Steeply-pitched hipped roof, interrupted by three gables and covered in wood shingles
- Fine balance inherent in its overall vertical definition
- Rhythmic placement of apertures below a consistent wooden string course
- Polychromatic paint scheme
- Integrity of interior finishes in the waiting room and agent's office: the beaded boarding aligned with the high flat ceiling; framing elements; elaborate coved wood cornice in the waiting room
- Integrity and display of original signage
- The high quality of joinery work evident on exterior and interior wood finishes
- The painted mileage signs on the bay, indicating distances to Aurora and Toronto
- The two-track switchboard set within the bay window

Metrolinx Heritage Property Location:



Figure showing the location of Maple GO Station (red), Vaughan.



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Metrolinx Interim Heritage Committee – Statement of Cultural Heritage Value

Property Name: Stone Culvert (Barrie Rail Corridor - Mile 20.86)

Description of property:

The Mile 20.86 Culvert is on the Barrie rail corridor in the City of Vaughan in York Region. The structure is a single-barrel stone box culvert with individual cut limestone blocks that carries an unnamed tributary of the East Humber River in an east- west direction under the Barrie rail corridor.

It is recommended that Metrolinx/GO Transit proceed with identifying Mile 20.86 Culvert as a Metrolinx Heritage Property.

Cultural Heritage Value:

The Mile 20.86 Culvert is an early, rare, and representative example of a single-barrel stone box culvert. The structure was constructed in 1887, measures 65.6 feet (20 metres) in length, and is not known to have undergone any structural modifications, making it the longest and second oldest unmodified example of this type of structure in the comparative data (CNR 1996 and HMM 2015). Stone box culverts were commonly constructed by the Northern and Northwestern Railway (NNR) and the Grand Trunk Railway (GTR) in the mid-late nineteenth century to provide drainage under rail corridors because of their durability and strength. However, these structures are becoming increasingly rare as drainage features are modified and replaced with more modern culvert styles.

The Mile 20.86 Culvert is directly associated with the Barrie rail corridor in the late nineteenth century. While not an original structure to the construction of the rail corridor in 1851-1853, it is directly associated with the nineteenth and twentieth century economic and residential development of the community of Vaughan.

Heritage Attributes:

Key elements that define the subject property's heritage character include:

1. Individual cut limestone block headwalls;
2. Overhanging cut limestone headwall cap; and
3. Interior culvert barrel with cut limestone top and sides.

Metrolinx Heritage Property Location:



Figure showing the location of Stone Culvert (Barrie Rail Corridor - Mile 20.86)