APPENDIX C

Cultural Heritage Assessment Report
EXISTING CONDITION REPORT
CULTURAL HERITAGE LANDSCAPES &
BUILT HERITAGE RESOURCES

CLASS ENVIRONMENTAL ASSESSMENT
ROAD CROSSING OF HIGHWAY 404
BETWEEN MAJOR MACKENZIE DRIVE AND
ELGIN MILLS ROAD

TOWN OF RICHMOND HILL
& CITY OF MARKHAM
YORK REGION, ONTARIO

October 2016
Revised
December 2016

Prepared for:
MMM Group Limited

Prepared by:
UNTERMANN McPHERSON ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS
EXISTING CONDITION REPORT
CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE RESOURCES

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1.0 INTRODUCTION

1.1 Project Description

MMM Group Limited, on behalf of the Regional Municipality of York, has retained Unterman McPhail Associates, Heritage Resource Management Consultants, to complete an assessment of built heritage resources and cultural heritage landscapes for the Class Environmental Assessment (EA) Road Crossing of Highway 404 between Major Mackenzie Drive East and Elgin Mills Road East located in the Town of Richmond Hill and the City of Markham. York Region proposes to build this new bridge over Highway 404 to expand the area transportation system to accommodate growth in travel demand that has resulted from the area development. This project is identified as a Schedule C for a Class EA Study.

Highway 404 is a barrier between communities in Markham and Richmond Hill. Transportation plans for York Region, Markham and Richmond Hill support the importance and benefits of a Highway 404 road crossing between Major Mackenzie Drive East and Elgin Mills Road East. The proposed crossing is part of a series of four planned crossings of Highway 404 and is identified in the York Region TMP. Within the study area, the regional road network will be very congested without additional east-west capacity and there are limited existing facilities for active transportation.

There is a need for the Region to support growth and development, create a more refined and connected road network, manage traffic congestion, provide connections between communities, support and encourage walking, cycling and transit use. The new road crossing over Highway 404 will:

- increase network accessibility and flexibility;
- reduce delays for residents and businesses;
- relieve and diffuse demands on arterial roads, provide connections between communities and local amenities (e.g. schools, local retail, etc.);
- support efficient transit uses (e.g. service interior of concession block);
- support pedestrian and cyclist uses; and
- increase efficiency of the transportation network.

In addition to providing capacity, the crossings support transit, walking and cycling.

This Existing Conditions Report (ECR) has been prepared to provide preliminary information to the project team regarding cultural heritage landscapes and built heritage resources located within the study area associated with the midblock crossing of Highway 404. It provides a brief overview of the history of the study area, a description of the existing conditions, and the results of a windshield survey undertaken in August 2016 to inform the study team with regard to cultural heritage landscapes and above ground built heritage features 40 years of age and older found within and adjacent to study area (Figure 1). The ECR information will be incorporated into the Cultural Heritage Assessment Report (CHAR) to be prepared for this project.
Figure 1. Map of the Study Area for the Road Crossing of Highway 404 between Major Mackenzie Drive East and Elgin Mills Road East [WSP|MMM Group, 2016].
2.0 HISTORICAL SUMMARY

2.1 Introduction

In 1788, the district of Montreal was divided into four administrative districts named Hesse, Nassau, Mecklenburg, and Lunenburg. These four original district names were changed in 1792 with Hesse becoming the Western District, Lunenburg the Eastern District, Mecklenburg the Midland District, and Nassau the Home District. Several new districts were established and the old ones were changed in 1798. In 1800, the districts were divided into counties. Around the same time the boundaries of the various townships, counties and districts were regularized so each township was contained in a single county, and each county in a single district. The Home District, which contained the York (Toronto) and York County, was divided into four ridings.

Upper and Lower Canada united to form the Province of Canada in 1842 and Upper Canada became known as Canada West. Canada West was divided into twenty districts, which were then subdivided into counties, ridings and townships. As the large districts were settled and their populations grew, they were subdivided into newer and smaller districts. County governments took on the district responsibilities when the districts were abolished in 1849. A council made up of members from the United Counties of York and Peel governed Peel between 1851 and 1866. In 1867, York County became a separate governmental entity.

2.2 Markham Township and City of Markham

The British Government bought land from the Mississaugas in 1783 that stretched from Kingston in the east to Etobicoke Creek in the west. The land associated with the Toronto Purchase was completed in 1787. In 1788, Lord Dorchester, Governor of British North America established four districts of Lunenburg, Mecklenburg, Nassau and Hesse west of the Ottawa River. The Constitutional Act was passed in 1791 creating the new province of Upper Canada from the four districts. Lieutenant-Governor Simcoe renamed the districts Eastern, Midland, Home and Western, and in 1792 announced the organization of the counties within the districts including York County. A seventh part of land granted in each township in the counties was to be set aside as Crown reserves. Surveyor-General D. W. Smith developed the “Chequered Plan” for the location of the Clergy and Crown Reserves, two out of every seven lots set aside.

Excluding the lots laid out on either side of Yonge Street, Abraham Iredell surveyed Markham Township in 1793-94. The township was laid out in the ‘Single Front System’ dividing it,

“...in ten concessions 1¼ miles apart, running north and south from Yonge Street to the Pickering town Line, and was divided by six sideroads 1¼ miles
apart, running east west. ... Each concession was divided into 200 acre lots, five of these between every two side roads.”

The original 200 acre lots in the Township were rectangular in shape with 100 acre parcels referenced as the east and west half.

Since Yonge Street was maintained as a military road, the reserve plan was not used on the concession bordering it, and in Markham Township, the reserve lands were redistributed to the rear concessions. The first settlers began arriving in 1794 under William Berczy. Berczy was granted 64,000 acres of land in Markham Township as part of Lieutenant-Governor John Graves Simcoe’s settlement plan for Upper Canada. Under his leadership, German settlers from New York State moved to Upper Canada and were assigned land in the newly surveyed township by the winter of 1794-95. The Berczy Settlers settled in the vicinity of German Mills on Lot 4, Concession 3. An immigration initiative of French émigrés under Comté de Puisaye also settled in Markham along Yonge Street in 1798; however, most of the émigrés had returned to France by 1815. Pennsylvania German settlers arrived in Markham Township in the early 1800s. Peter Reesor explored the Rouge River area in the late 1790s, and members of his family moved to Markham in 1804. British and American immigrants began settling in the township c1820. Land was rapidly cleared and given over to farming.

*Smith’s Gazetteer* (1846) describes Markham Township in the Home District as follows,

“This is the second Township in the province, in point of cultivation and amount of rateable property (Dumfries being the first). It is well settled, and contains many excellent and well cultivated farms. The land is generally rolling, and the timber a mixture of hardwood and pine. The village of Markham is situated in the south-east of the township; and the villages of Richmond Hill and Thornhill are partly in the township, being situated on Yonge Street Road. There are eleven grist and twenty-four saw Mills in the Township. Population in 1842, 5698.”

The George McPhillips’ map of Markham Township (c1853-54) shows the developing agricultural landscape with a grid pattern of cleared fields and the existence of a local road network along the concessions and sideroads. By 1857, most of the township land had been cleared of timber and was under cultivation. Tremaine’s map (1860) and the Markham Township map in the *Illustrated Historical Atlas of the County of York* (1878) show a more established agricultural landscape with farmhouses, local roads, schools, churches and small hamlets and villages.

As transportation routes in the township improved and the population grew, urbanization increased with the result that villages such as Richmond Hill were established and expanded with industries that serviced the surrounding agricultural area. The Elgin Mills

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1 Isabel Champion, *Markham 1793-1900* (Markham Historical Society, 1979) 7.
Plank Road was established in the mid 19th century as a toll road on the 18th Line between Lots 25 and 26. It ran east from Yonge Street to Woodbine Avenue, and then south from Victoria Square to Cashel to meet with the Markham and Scarborough Road at Milnesville. Toll gates were located at the 2nd, 5th and 8th Lines. The Township assumed the whole sideline in 1868.\(^3\) 19th Avenue was opened as an east to west sideline between Lots 30 and 31 in the early 19th century. Leslie Street was opened in the early 19th century as a north-south concession road between Concession 2 and 3.

The *Illustrated Historical Atlas* (1878) continues to show a prosperous agricultural landscape in Markham Township. It remained agricultural in character outside of the incorporated villages and towns into the latter part of the 20th century. After World War II parts of the Township came under development pressure as returning veterans and their families looked for areas to live while commuting to work in Toronto. In 1971, the Regional Municipality of York was established and northern portions of Markham Township were annexed to the municipalities of Richmond Hill and Whitchurch-Stouffville.

Highway 404 was introduced into the Markham landscape in the 1970s as an important freeway corridor connecting Toronto to Newmarket. Highway 404, essentially a northern extension of the Don Valley Parkway, reached Sheppard Avenue just north of Highway 401 in 1967. The Province then extended the highway north of Sheppard Avenue to Highway 7 near Richmond Hill with construction beginning in the early 1970s. The first section from Highway 401 to Steeles Avenue in 1977 and the remainder from Steeles Avenue to Davis Drive in several stages throughout the 1980s.\(^4\)

### 2.2.1 Victoria Square

The crossroads hamlet of Victoria Square was established in the 1830s on Lots 25 and 26, Concessions 3 and 4, at Elgin Mills Road East and Woodbine Avenue. In 1832, the Primitive Methodists met at the Victoria Square crossroads and a church building was erected in the 1830s. An associated cemetery was also established. The Wesleyan Methodists built a second church building in the hamlet south of the crossroads in 1845. William Durose received a tavern license in 1849, where William Cantley had previously operated an inn.\(^5\) A post office was established in 1854 under the name of Victoria Square with James Stoutenberg as postmaster.\(^6\)

Tremaine’s Map (1860) shows an inn and Primitive Methodist Church on the northeast corner and shops on the other corners. William Frisby operated a blacksmith shop and a small farm implements shop with wheelwright John Rowbotham. Joseph Hall ran a

\(^3\) Champion, *Markham 1793-1900*, 90-91.
\(^4\) Bevers.
\(^5\) Champion, *Markham 1793-1900*, 313.
carriage shop. In 1875, John Rowbotham opened a shop that produced wagons, bobsleds and undertook repair work for Frisby’s small farm implements shop.\(^7\) Christian Heise developed a plan of subdivision for eleven village lots facing onto the Elgin Mills Side Road in 1875, and the 3\(^{rd}\) Concession Road.\(^8\) The Wesleyan Methodist Church was unified with the Primitive Methodist Church in 1884, and in the 1920s, it became the United Church. The inn was destroyed by fire in the early 1900s.\(^9\) The post office was closed in 1914.\(^10\)

### 2.3 Town of Richmond Hill

Richmond Hill’s beginnings are closely linked to the development of Yonge Street, an inland military road planned by Lieutenant-Governor John Graves Simcoe to run from York to Fort Penetanguishene. Surveying of the road began in early 1794, and the road was opened through Richmond Hill in early 1796. Both sides of Yonge Street were surveyed into lots of approximately 200 acres, and, for the most part, British immigrants, United Empire Loyalists and those who had served under the Crown during the American Revolution, settled the lots.

In 1794, William Berczy German settlement in Markham Township included the southeast corner of Richmond Hill. Although Berczy himself eventually left the area, most of the settlers remained. A few years later in 1798, French émigrés settlers led by the Comte de Puisaye were assigned lots on both sides of Yonge from Elgin Mills Road to Oak Ridges. This settlement scheme did not thrive and most settlers left Markham a few years later.

Around 1801, Abner Miles, an innkeeper and merchant from York, settled on both sides of Yonge Street at Major Mackenzie Drive. He built an inn, store and an ashery. A village began to take form around the Miles buildings between 1810 and 1830. James Shaw severed small frontages along Yonge Street for commercial development, on the east side of Yonge north from Major Mackenzie. By 1830, the centre of the community had two inns, two blacksmiths, a general store, a chairmaker, a shoemaker, and possibly a bakery, as well as a church, cemetery and school.

Known briefly as Miles Hill and Mount Pleasant, the name of Richmond Hill had become well established by 1830. In the 1830’s, Yonge Street frontage on the west side of the village, either side of Centre Street, was developed. The first post office was opened in 1836.\(^11\) By 1850, a village stretched from north from Major Mackenzie Drive East along Yonge Street. From the 1850s to the 1880s, Richmond Hill experienced years of growth.

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\(^7\) Champion, *Markham 1793-1900*, 311-313.


\(^9\) Champion, *Markham 1793-1900*, 311.


\(^11\) Ibid.
In 1873, Richmond Hill was incorporated as a village. In the 1870s, economic stagnation affected Richmond Hill, particularly hurting the hotel trade and new industry bypassed the village when the railway was built several miles to the west. Richmond Hill’s economy rebounded in the 1890s when the radial line up Yonge Street from Toronto was built in the 1890s.

In the early 20th century, greenhouses were built and other florists established themselves in the village; the village became the rose-growing capital of Canada. With the arrival of the automobile and beginnings of commuter travel to Toronto, major change occurred in Richmond Hill with residential subdivision. Building slowed down during the Depression and war years, but after W.W. II suburban growth changed the village. The village had expanded its borders by 1957 to include major subdivisions to the east and had acquired town status. More annexed areas from the surrounding townships permitted residential and industrial growth. In 1971, when the Province implemented a new regional government, Richmond Hill was greatly increased in size. Richmond Hill has continued to grow to the southeast and develop the former rural lands of Markham Township. Highway 404 forms the eastern boundary of the town.

2.3.1 Hamlet of Headford

Milling activity, in particular that of John Burr and Rowland Burr, which occurred on the west part of Lot 20, Concession 3, attracted many tradespeople and others to settle on Leslie Street in the 1840s. They principally settled on the east side, just south of Major Mackenzie Drive East. In 1838, Rowland Burr bought John Burr’s mill on the Rouge River as well as some additional frontage on Leslie Street. By 1841, land record documents show Burr had begun to sell one-half plots of land on Leslie Street, the beginnings of the hamlet of Headford. Rowland Burr sold the mill and property to Thomas Johns in 1848, and Johns sold it to George Squires in 1849. Squires leased the mill to tenants including Thomas Farr and Mr. Ramsey. John Eyers, who purchased the property in 1862, added a woollen mill to the first mill site. John Eyers, who purchased the property in 1862, added a woollen mill to the first mill site. The hamlet of Headford was established at Leslie Street and Major Mackenzie Drive East. A post office was opened in Headford in 1856. In 1857, Headford was described as a village located in the Township of Markham, County of York, with a total population of 75 people. Headford continued as a small hamlet throughout the remainder of the 19th century. The Headford post office was closed in 1914. This closing marked the decline in the hamlet’s throughout the 20th century. The hamlet continued to be shown on topographic and road maps as a small community on Leslie Street at Major Mackenzie Drive East.

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13 Ibid.
3.0 DESCRIPTION OF STUDY AREA

3.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study area delineated for the Class EA Road Crossing of Highway 404 between Major Mackenzie Drive East and Elgin Mills Road East in the Town of Richmond Hill and the City of Markham.

3.2 Description of the Existing Environment

The study area is centred on Highway 404 with Elgin Mills Road East to the north, Major Mackenzie Drive East to the south, Victoria Square Boulevard to the east and Leslie Street to the west (Figure 1). The Town of Richmond Hill is located on the west side of Highway 404 and the City of Markham is situated on the east side of the highway. The Town of Richmond Hill was established in 1957 from portions of Markham and Vaughan Townships. The Town of Markham became the City of Markham on July 1, 2012.

The study area lies within the Peel Plain physiographic region. The Peel Plain physiographic region comprises a clay plain that extends across the central portion of York Region. The land surface is flat to gently undulating. There is a gradual and uniform slope toward Lake Ontario to the south. The underlying geological material of the plain is a till containing large amounts of shale and limestone. Generally heavy clay soils overlay the till. The Rouge River Watershed is located within the study area.

The original forest cover of the Peel Plain was made up of maple, beech, oak and hickory forest; most of this forest was cleared with the settlement of the area in the first half of the 1800s. For the most part, the land in Markham Township was developed for agricultural purposes in the early 19th century. The initial clearing occurred in the first part of the 1800s and by the mid 1800s an established pattern of agricultural fields, hedgerows, tree lines, woodlots and rural gravel roads were well established. A network of small communities with schools and churches grew up along Yonge Street to support the largely rural population. Railway access became available in the mid 19th century and local roads were much improved in the early 20th century. The area sustained a well-developed agricultural economy into the latter part of the 20th century.

Twentieth century topographic maps indicate the northwest corner of Markham Township remained, for the most part, in agricultural and rural use throughout most of the century with some subdivision of lands. The construction of Highway 404 across the region in the mid 1970s contributed to the rapid urbanization of the area.
City of Markham

Elgin Mills Road East in the City of Markham is characterized by two 19th century houses, 2718 and 2730 (Heise Houses) located on the north side of the road that provide a glimpse of the former rural environment of the area. On the south side of Elgin Mills Road East there is a residence built in the latter part of the 20th century at 2705/2755 Elgin Mills Road East. It was vacant at the time of the field survey. To the east of Highway 404 and the Heise residences, Elgin Mills Road East characterized by early 21st century residential development until just west of the intersection with Victoria Square Boulevard (formerly Woodbine Avenue) where the historical hamlet of Victoria Square is found. The crossroads historical settlement has experienced growth and change through the development of urban residential subdivisions.

The Woodbine Avenue By-Pass (now Woodbine Avenue), which cuts through Cathedraltown, was opened in November 2010. Victoria Square Boulevard runs north to south on the eastern limits of the study area. South the historical hamlet of Victoria Square the area is characterized by modern residential development. The former Victoria Square School sits at its southern end of Victoria Square Boulevard just northeast of the intersection with Woodbine Avenue.

The late 20th century residential development of Cathedraltown is located between Highway 404 on the west and Victoria Square Boulevard. Cathedraltown is built on the former Romandale Estate, which was owned by entrepreneur Stephen Roman, and around the site of the Cathedral of Transfiguration. The cathedral building was designed in the Byzantine Revival style and built for the Slovak Catholic Eparchy of Saints Cyril and Methodius of Toronto. Work on the cathedral started in 1984; Pope John Paul consecrated the cathedral in the same year. Stephen Roman died in 1988. By 2006, the unfinished cathedral, a major landmark in the area, had been closed as a place of worship. Construction on residential part of Cathedraltown started in 2004. The section of the development to the east of Woodbine Avenue is centred on Hazelton Avenue while the newer part is to the west of Woodbine Avenue and centred on the cathedral building.

To the east of Highway 404 in the City of Markham Major Mackenzie Drive East is characterized by 21st century urban development.

Town of Richmond Hill

In 1974, the Town of Richmond Hill acquired the Boynton property that now contains the Richmond Green Park on the northwest corner of Elgin Mills Road East and Leslie Street. The site includes the Richmond Green Sports Centre (1985), the Tom Graham Arena Complex and the Richmond Hill Sports Hall of Fame, soccer fields, picnic area, ball diamonds, a basketball court, skate park, a waterplay park, a Rose Garden and other gardens and ponds, an Amphitheatre, and Poultry and Cattle Barns for the Town’s Spring Fair. The Thomas Boynton House was incorporated into the park as the Boynton House Art Exhibition Space and the former Richmond Hill Train Station was relocated to the
park in 1979. The lands at the northeast entrance off Leslie Street were added to the Green in 2001. The Boynton House and the former Richmond Hill CNR/CN Station in the Richmond Green Park are municipally designated properties under the OHA.

To the west of Highway 404, Elgin Mills Road East crosses over the Rouge River. On the north side of the road there is modern commercial use and to the south is the site of Elgin Mills Cemetery at 1591 Elgin Mills Road East, which was established in 1979 between Highway 404 and Leslie Street. The intersection with Leslie Street the road has been transformed to urban commercial and residential use.

To the west of Highway 404 in the Town of Richmond Hill, Mackenzie Drive East also crosses the Rouge River just east of Leslie Street. Historically, the river provided waterpower for the Headford Mill. The Old Mill Farm, David Hislop House and the Headford Mill Remnant sites at 1621 Major Mackenzie Drive East, are accessed from the south side of the Major Mackenzie Drive East to the east of Leslie Street, but set back a distance adjacent to the study area boundary Major Mackenzie Drive East crosses the Rouge River just east of Leslie Street. The Adam Hendricks House, now the site of the LIUNA Local Training Centre is located on the north side at 1600 Major Mackenzie Drive East to the east of Leslie Street. The northwest side of its intersection with Leslie Street is developed and the southwest is under development.

Leslie Street between Elgin Mills Road East and Major Mackenzie Drive East is located on the western limits of the study area. It has been, for the most part, transformed from its former rural agricultural landscape into an urban landscape. The Elgin Mills Cemetery is located on the east side of the street, fronting onto Elgin Mills Road East. To its south, a commercial development accessed by Via Renzo Drive and Performance Drive currently includes several large commercial buildings and land undergoing development. Via Renzo Drive crosses the Rouge River south of Performance Drive. There is a trail leading into the river valley on the west side of the road on the south side of the bridge. The George Barker farm complex located on the east side of the street at 10251 Leslie Street is one of two 19th century farms remaining along this section of the street. Performance Drive now runs along its southern boundary. On the west side of the street, the Silver Stream Farm remains at 10200 Leslie Street surrounded by new development. Leslie Street crosses a tributary of the Rouge River just north of Major Mackenzie Drive East.
4.0 SURVEY RESULTS

Principal cultural heritage landscapes and aboveground built heritage features older than 40 years of age, located within and adjacent to the study area were identified. Generally, infrastructure improvements or replacement have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during as well as after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the Right-of-Way (ROW) of the undertaking. There may also be potential for disruption and/or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. Isolation of cultural heritage resources may occur due to severance of land for new infrastructure. The isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

A description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed in the following Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) located within or adjacent to the Study Area for the Road Crossing of Highway 404 between Major Mackenzie Drive East and Elgin Mills Road. The site numbers for the identified heritage resources are mapped on Figure 2.

Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: hamlet, farm complex, residence, etc.
- The municipal address, when applicable, and lot and concession number locates the identified cultural heritage resources.
- A brief description of the cultural heritage resource, e.g., notable landscape features and structures on the property is based upon information gained from the public roadway.
- Known heritage value as identified through listings and designations in municipal heritage registers under the OHA.
- Digital photographs with caption are supplied for each resource.

4.1 Description of Identified Cultural Heritage Resources

Unterman McPhail Associates undertook a windshield survey of the study area in August 2016 to identify the remaining heritage resources older than 40 years of age to inform the EA study. The following describes the results of this survey.

In the City of Markham four (4) properties were identified within the study area, namely:

- 2718 Elgin Mills Road East;
- 2730 Elgin Mills Road East;
the historical crossroads hamlet of Victoria Square; and
- 10137 Victoria Square Boulevard.

In the Town of Richmond Hill, three (3) cultural heritage resources were identified within the study area, namely:
- 1600 Major Mackenzie Drive East;
- 10251 Leslie Street; and
- 10251 Leslie Street.

There is little evidence of the former rural agricultural landscape within the study area. There is a stretch of land running north to south along the east side of Highway 404 and west of the Woodbine Avenue and south of Elgin Mills Road East to just north of Major Mackenzie Drive East and a greenbelt area following the Rouge River between Elgin Mills Road East and Major Mackenzie Drive East.

### 4.2 Heritage Recognition

There are no provincial or federal recognized properties, easements or commemorative plaques identified within the study area.

**City of Markham**

The *Markham Register of Property of Cultural Heritage Value or Interest* includes three (3) individual properties located outside of the historical core of Victoria Square that have been identified within the study area limits and included in Table 1, namely:
- 2718 Elgin Mills Road East (*BHR 5*), municipally designated;
- 2730 Elgin Mills Road East (*BHR 6*), municipally designated; and
- 10137 Victoria Square Boulevard (*BHR 8*), municipally designated.

As well the historical hamlet of Victoria Square has been identified as a cultural heritage landscape (*CHL 7*). Heritage staff at the City undertook a HCD study of the historical hamlet of Victoria Square; however, municipal staff has indicates it was determined to not proceed with a HCD plan. All of the buildings within the study area are listed on the *Markham Register of Property of Cultural Heritage Value or Interest*. They include the following addresses on Victoria Square Boulevard: 10350, 10720, 10724, 10729, 10732, 10737, 10748, 10754, 10756, 10758, 10760, 10761, 10762, 10766, 10768, 10769, 10803, 10975, 11030, and 11139 as well as the following addresses on Elgin Mills Road East: 2929, 2972, 2992, 3009, 3026, 3046 and 3056.

The property located at 10761 Victoria Square Boulevard is municipally designated, Designation By-law 2012-4.
Existing Condition Report: Cultural Heritage Landscapes & Built Heritage Resources
Class EA, Road Crossing of Hwy. 404 between Major Mackenzie Dr. E. and Elgin Mills Rd. E.
Town of Richmond Hill & City of Markham, York Region, Ontario

Town of Richmond Hill

Heritage staff at the Town of Richmond Hill was consulted. The Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance includes the following four (4) properties that have been identified within the study are limits and included in Table 1:

- 1600 Major Mackenzie Drive East (BHR 1), municipally designated;
- 1621 Major Mackenzie Drive East (BHR 2), municipally designated;
- 10251 Leslie Street (CHL 3), municipally designated; and
- 10251 Leslie Street (CHL 4), municipally designated.

The Elgin Mills Cemetery located 1591 Elgin Mills Road East within the study area was established in 1979. The Town of Richmond Hill has not identified it as a cultural heritage landscape due, and due to its age at the time of the survey of less than 40 years, is not included in Table 1.
Figure 2. Map showing the location of the identified built heritage resources (BHR) and cultural heritage landscapes (CHL) in Table 1 [WSP|MMM Group, 2016, as adapted].
## TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE STUDY AREA FOR THE ROAD CROSSING OF HIGHWAY 404 BETWEEN MAJOR MACKENZIE DRIVE EAST AND ELGIN MILLS ROAD EAST

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<th>Location</th>
<th>Description</th>
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| 1      | BHR              | Residential   | 1600 Major Mackenzie Drive East (Lot 22, Con. 3, geographical Township of Markham). | Ambercroft: Adam Hendricks House
Built c1885, this 1 ½ storey buff brick house has a cross gable roof, bay windows with mansard roof, entrance door with sidelights, bellcast verandah with treillage. The property is currently owned and occupied by LIUNA Local No. 506 as a training centre.. | Included on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance and municipally designated under the OHA, Designating By-Law 123-99. | ![View of Ambercroft House](Image1.jpg) |
|        |                  |               |          |             |                           |                           |
| 2      | BHR              | Residential   | 1621 Major Mackenzie Drive East (Lot 21, Con. 3, geographical Township of Markham). | Old Mill Farm, David Hislop House, Building A
This house buff brick with wood frame, ‘L’-shaped, gable roof, bay windows, bellcast verandah; constructed c1885. The house is associated with the Headford Mill Remnant Building B. | Included on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance and municipally designated under the OHA, Designating By-Law 143-97, amended by 68-06. | ![View of David Hislop House](Image2.jpg) |

David Hislop House [Source: Inventory of Architectural and Historical Importance, 78].
TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE STUDY AREA FOR THE ROAD CROSSING OF HIGHWAY 404 BETWEEN MAJOR MACKENZIE DRIVE EAST AND ELGIN MILLS ROAD EAST

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<td>2016</td>
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<td>3.</td>
<td>CHL</td>
<td>Agricultural: Former Farm Complex</td>
<td>10200 Leslie Street, west side (Lot 22, Con. 2, geographical Township of Markham).</td>
<td>Sylvan Gable: Lackie/Watford House</td>
<td>Included on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</td>
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Historical photograph of the main residence, nd. [Source: Richmond Hill LACAC Files].

Aerial view of 10200 Leslie Street [GoogleMaps, 2016].
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| 4.         | CHL              | Agricultural arm Complex | 10251 Leslie Street, east side (Lot 22, Con. 3, geographical Township of Markham). | George Barker House, Barn This site includes a 2 ½ storey residence with a gable roof and stone side wing as well as a large gambrel timber frame barn and outbuildings. | Included on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance and municipally designated under the OHA, Designating By-Law 151-08. | George Barker House [Source: Inventory of Architectural and Historical Importance, 64.]

This view shows the barn and outbuilding from Performance Drive.
### TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE STUDY AREA FOR THE ROAD CROSSING OF HIGHWAY 404 BETWEEN MAJOR MACKENZIE DRIVE EAST AND ELGIN MILLS ROAD EAST

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<tr>
<td>5.</td>
<td>BHR</td>
<td>Residential</td>
<td>2730 Elgin Mills Road East (Lot 26, Con. 3, geographical Township of Markham).</td>
<td>Christian Heise House The 1½ storey dichromatic brick house was built c1851-1861 for Christian Heise and his wife Leah Rhodes. It is in a vernacular Georgian-style with red brick and buff brick highlights as quoins, a belt course and a plinth. A later full length verandah with a red brick piers and square posts supporting a hip roof runs across the front (south) elevation. Historically, the house is associated the Jacob Heise family, important and early settlers in Markham Township.</td>
<td>Included on the Markham Register of Property of Cultural Heritage Value or Interest and municipally designated under the OHA, Designation By-Law 2003-155.</td>
<td><img src="image_url" alt="This view shows the front (south) elevation of the Christian Heise House." /></td>
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| 6.     | BHR               | Residential   | 2718 Elgin Mills Road East (Lot 26, Con. 3, geographical Township of Markham). | Levi B. Heise House  
The ½ storey buff brick house was built in 1887 near the crossroads hamlet of Victoria Square. It is of the vernacular Classic Revival style with a cross gable roof with a plain boxed cornice, a fieldstone foundation, T-plan, four bays wide on the front with a verandah with a bellcast roof located in the ell that is supported by decorative turned wood columns with arched brackets. Historically, the house is associated the Heise family, particularly Christian Heise and Leah Rhodes, who were important and early settlers in Markham Township. | Included on the Markham Register of Property of Cultural Heritage Value or Interest and municipally designated under the OHA, Designation By-Law 2003-154. | ![Image showing the Levi B. Heise House](Image1.jpg)  
This view shows the front (south) elevation of the Levi B. Heise House. |
TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE STUDY AREA FOR THE ROAD CROSSING OF HIGHWAY 404 BETWEEN MAJOR MACKENZIE DRIVE EAST AND ELGIN MILLS ROAD EAST

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<td>7.</td>
<td>CHL</td>
<td>Historical Settlement</td>
<td>Elgin Mills Road East and Victoria Square Boulevard (formerly Woodbine Ave.) and Elgin Mills Road, Lots 25 &amp; 26 Con. 3 &amp; 4 geographical Township of Markham.</td>
<td>This crossroads community was formed in the early nineteenth century at Elgin Mills Road East and Woodbine Avenue. The first church (Primitive Methodist) was built in 1830s on the east side of 4th Line, where the cemetery is still located. The Wesleyan Methodists built a wood-frame church south of the Victoria Square corner in 1845. This was replaced by a red brick building in 1880. Victoria Square had an inn in 1849. A post-office was opened in 1854. Today's residential development of the area began in the 1990s. Most homes in the area are single-family dwellings.</td>
<td>The following addresses on Victoria Square Boulevard 10350, 10720, 10724, 10729, 10732, 10737, 10748, 10754, 10756, 10758, 10760, 10761, 10762, 10766, 10768, 10769, 10803, 10975, 11030, and 11139 and the following addresses on Elgin Mills Road East are listed: 2929, 2972, 2992, 3009, 3026, 3046 and 3056 are included on the Markham Register of Property of Cultural Heritage Value or Interest. The property located at 10761 Victoria Square Boulevard is municipally designated, Designation By-law 2012-4.</td>
<td>Illustrated Atlas of the County of York, 1877.</td>
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### TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE STUDY AREA FOR THE ROAD CROSSING OF HIGHWAY 404 BETWEEN MAJOR MACKENZIE DRIVE EAST AND ELGIN MILLS ROAD EAST

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<td>8.</td>
<td>BHR</td>
<td>Public: Educational</td>
<td>10137 Victoria Square Boulevard (formerly 10137 Woodbine Ave., Lot 21, Con. 4, geographical Township of Markham).</td>
<td>Former Victoria Square Schoolhouse Built in 1877, this former S.S. #6 schoolhouse has a gable roof and modern wood siding. The schoolhouse closed in 1966 and was converted to residential use and then used for commercial purposes. It is currently houses the Victoria Square Montessori School.</td>
<td>Included on the Markham Register of Property of Cultural Heritage Value or Interest.</td>
<td>This view shows the original schoolhouse building on the left.</td>
</tr>
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Existing Condition Report: Cultural Heritage Landscapes & Built Heritage Resources
Class EA, Road Crossing of Hwy. 404 between Major Mackenzie Dr. E. and Elgin Mills Rd. E.
Town of Richmond Hill & City of Markham, York Region, Ontario

SOURCES

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*Environmental Assessment Act RSO 1990, c. E.18. (as am. S.O. 1993, c. 27; 1994, c. 27; and 1996, c. 27).*


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   Miles & Co. 1878.

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National Topographic Series.

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   Tremaine, Toronto, 1860.

University of Toronto [UofT].

Municipal Contact

Matthew Somerville, Heritage Planner, Town of Richmond Hill, September 1, 2016.

George Duncan, Senior Heritage Planner, City of Markham, September 1, 2016.