

**CULTURAL HERITAGE RESOURCE REPORT
BUILT HERITAGE FEATURES &
CULTURAL HERITAGE LANDSCAPES
YORK RAPID TRANSITWAY PLAN HIGHWAY 7
CORRIDOR & VAUGHAN NORTH-SOUTH LINK
ENVIRONMENTAL ASSESSMENT**

August 2005

**Prepared for:
York Consortium**

Prepared by:

UNTERMAN McPHAIL ASSOCIATES
Heritage Resource Management Consultants

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1.0 INTRODUCTION

1.1 Purpose of Report

The York Consortium retained Unterman McPhail Associates, Heritage Resource Management Consultants, in 2003 to undertake a cultural heritage resource assessment for the York Rapid Transit Plan (YRTP) Highway 7 Corridor and the Vaughan North-South Link from Highway 50 in the west to the York-Durham Town Line in the west.

The principal objectives of this cultural heritage assessment report are:

- to prepare an synopsis of the historical development of the study corridor; and,
- to conduct a windshield survey of the study corridor and route alternatives to identify built heritage features and cultural heritage landscape that may be adversely affected by the undertaking.

2.0 HISTORICAL SUMMARY

2.1 Nineteenth Century Development

The British Government bought the territory that became York County from the native Mississaugas under the Toronto Purchase Act in 1787. The County of York was created as a territorial unit and electoral division within the Home District in 1792. Abraham Iredell conducted a partial survey of the Township of Markham from Concession 2 to Concession 6 in 1794. The Township of Vaughan was first surveyed in 1795 along Yonge Street and completed in its entirety in 1851. The survey method was similar throughout York County with concession roads parallel to Yonge Street and ranges of 200-acre lots separated by road allowances running east to west every fifth lot.

2.1.1 Vaughan Township

The earliest settlers in Vaughan were Pennsylvanian Germans from the United States who settled primarily in the southeast corner of the township. Although there was some immigration from Britain in the years after the War of 1812, the population growth was slow until the 1820s when the Crown and Clergy Reserve land became available for purchase. This land release coincided with a substantial increase in British immigration.

Vaughan Township was generally opened up by 1840 with about one third of its land cleared for agriculture. The years between 1840 and 1867 saw the township prosper as a farming area with Toronto as a major market. By the late 1880s two railways had been built through the township increasing market availability to the south.

Several 19th century settlements were established along the route of Highway 7.

Brownsville (Islington Avenue)

John Brown settled on the west half of Lot 5, Concession 7 in 1842 and built a cabin on the hill overlooking the Humber flats. The log house became part of the Mackenzie house on Highway 7 and Islington Avenue. This building was moved to Black Creek Pioneer Village in 1973. A sawmill was established as well as a blacksmith shop and foundry where small equipment for the Abell Agricultural Works was manufactured.

The development at Islington and Highway 7 was named Brownsville although only the Brown's had a residence located there. Eventually the settlement was incorporated into the community of Woodbridge.

Edgeley (Jane Street)

Once consisted of a store, hotel, church, various mills and other buildings in the 19th century. A post office operated from 1872 to 1960. The building was demolished when Highway 7 was widened. A Town of Vaughan Historic Plaque commemorating Edgeley is located on Jane Street north of Highway 7.

Concord (Keele Street)

A store was built on the southeast corner of Highway 7 and Keele Street in 1846. A post office was opened in 1854.

Thornhill (Yonge Street ad Centre Street)

A small number of permanent settlers arrived in the Thornhill area in the mid 1790s to claim their Crown Grants on Yonge Street. A prosperous hamlet grew on the banks of the Middle Don. The first major sawmill was built on the Don, west of Yonge Street in 1801 with a gristmill the following year. Benjamin Thorne, who arrived in 1820, built a large gristmill on the remains of Purdy's Mills. By 1830 he operated a gristmill, sawmill and tannery. The hamlet became known as Thorne's Mills and then Thorne's Hill. A post office was established in 1820 and the community was officially called Thornhill. *Smith's Canadian Gazetteer* (1846) notes Thornhill as a settlement on Yonge Street with a grist and sawmill and tannery on a tributary of the Don River as well as other commercial enterprises. The commercial area developed on Yonge Street between Centre Street and John Street. The settlement became a stagecoach stop on Yonge Street.

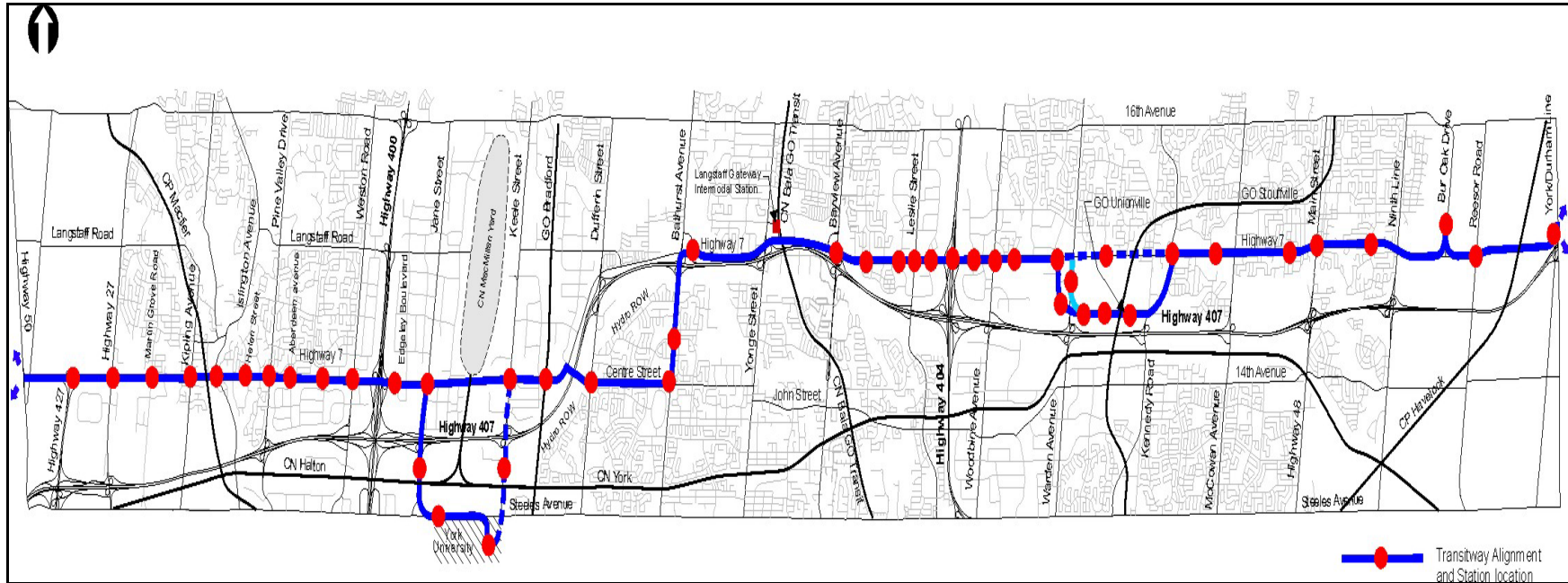


Figure 1. Map of York Rapid Transit Plan Highway 7 Corridor & Vaughan North-South Link Study Area.

2.1.2 Markham Township

William Berczy was granted 64,000 acres in Markham Township in the same year as part of Lieutenant-Governor John Graves Simcoe's settlement plan for Upper Canada. Under Berczy's leadership German settlers arrived in Upper Canada from New York State and were assigned land in the newly surveyed township by the winter of 1794-95.

An immigration initiative of French émigrés under Comté de Puisaye settled in Markham along Yonge Street in 1798. Most of the émigrés had returned to France by 1815. Pennsylvania German settlers under Peter Reesor's leadership came to Markham in the early 1800s. British and American immigrants began settling in the township *circa* 1820. Most of the land is quickly cleared for agricultural use. *Smith's Canadian Gazetteer* (1846) describes Markham Township as "...well-settled, and contains many excellent and well cultivated farms".

As transportation improved along Yonge Street along with a growing population, urbanization occurred. By 1857, most of the township had been cleared of timber and the land was under cultivation.

Several 19th century historical settlements grew up along Highway 7 within Markham Township.

Langstaff (Yonge Street)

John Langstaff arrived in the area around 1807-08 and acquired the northeast corner of Yonge Street and Highway 7. After the War of 1812 he built several small industries as well as a store and blacksmith's shop on the northeast corner of Yonge Street and Langstaff Sideroad. A post office was opened in 1870. The property remained in the Langstaff family ownership until the early 1890s.

Abner Miles and family moved to Lot 45, Markham Township at the corner of Yonge Street and Major Mackenzie Drive in 1801. He built a log house and operated a store and hotel. Across the road he owned a farm and ashery. His tavern site became known as Miles' Hill and was a popular stop for travellers on Yonge Street. This intersection formed the village nucleus for the settlement, which stretched north on both sides of Yonge Street in Markham Township on the east side and Vaughan Township on the west.

Hugh Shaw divided Lot 46, Markham Township into the first village lots in 1802. The settlement was renamed Mount Pleasant and then Richmond Hill. *Smith's Canadian Gazetteer* describes Richmond Hill as a small village located on Yonge Street with 140 inhabitants and two churches. A stagecoach ran daily between Richmond Hill to Toronto.

The settlement was incorporated into a village in 1872. St. Mary's (Anglican) Church, Richmond Hill was built in 1876. Both the Richmond Hill Methodist (United) Church and the Richmond Hill Presbyterian Church were built in 1880. Despite the loss of the Patterson & Bro. Company factory in the late 1880s, Richmond Hill maintained a relatively stable commercial centre in the latter part of the 19th century.

Dollar (Leslie Street)

Second half of 19th century had a store, post office, church. No visible reminders along Highway 7 are left today among the 20th century commercial and industrial development.

Browns Corners (Woodbine Avenue)

A crossroads hamlet that became known as Brown's Corners developed at Highway 7 and Woodbine Avenue. The first Presbyterian church in Brown's Corners was built on Highway 7 west of Woodbine Avenue in 1843. Early businesses included blacksmith shops, a shoemaker and an inn. The McPhillips Map (1853-54) depicts a subdivision plan in the northeast corner of the intersection. The Tremaine Map (1860) indicates that Brown's Corners comprised the northeast and northwest corners of Highway 7 and Woodbine Avenue.

Unionville (Main Street and Kennedy Road)

The land along 6th Line was granted to William Berczy. Berczy settlers established farmsteads on the 6th Line north of the Rouge River in the late 1790s. The Union Mills were established in 1841. A post office was opened in 1849 and the settlement was named Unionville. Development increased in 1871 with the arrival of the Toronto and Nipissing Railway, which drew business south to the station. Unionville became a police village in 1907. The development of Highway 7 in the 1920s pulled development further south from the village core.

Markham (Highway 48)

The village was founded in the early 1820s near a grist and saw mill, a tannery and an inn on the Rouge River. Originally named Mannheim and Reesorville by early German settlers, it acquired the name of Markham Village in 1829 when a post office was established.

Early mills were established on the Rouge River and taverns and inns appeared to serve the traveling public on Highway 48 (Main Street). Other service industries and stores developed near the mills and inns and store. Industry gradually crept northward from south of Highway 48. With the arrival of Toronto and Nipissing Railway in 1871 Markham's manufacturers and tradesman, such as the Speight Wagon Works, moved

further north. In 1872, the Village of Markham was incorporated. In May of this year, a fire destroyed a number of buildings on Main Street. Although once a manufacturing hub, Markham's growth declined due to the accessibility of Toronto markets by rail and road.

Locust Hill

Located in lots 10 and 11, Locust Hill grew up around the railroad station, which opened in 1884. Prior to this, the nucleus of the settlement had been situated around the schoolhouse on lot 5, concession 9, later on lot 13, concession 10. The Tenth Line Methodist Church was built in 1855-56. In 1844 Captain William Armstrong of Markham Village purchased 50 acres from Azariah Reynolds. His son William Armstrong bought another 36 acres in 1866 and built Locust Hill Farm. The Ontario & Quebec Railway station was placed next to Colonel William Button's "St. Clair Farm" on lot 11, concession 10 in 1884 and soon after the Nighswander store, the blacksmith shop and the Wesleyan Methodist Church were surrounded by a number of fine homes, a mill and elevators east of the station and a co-operative creamery. In 1886, the Locust Hill post office was opened. The Methodist Church was rebuilt on the north side of Highway 7 in 1890.

The Ontario & Quebec Railway was a major transportation link for the south and central western portions of Markham Township and the central western part of Pickering Township. Locust Hill station became one of the busiest between Toronto and Peterborough transporting the factory goods produced in Whitevale and Green River and the area farmer's produce and supplies. A substantial number of late nineteenth century and early twentieth century homes and a nineteenth century store remain today.

2.2 Twentieth Century Development

Vaughan and Markham Townships were agricultural in use and rural in character during the first half of the 20th century.

The Department of Highways extended Highway 7 easterly from Brampton, through Vaughan and Markham, to Highway 12 at Brooklin and on to Peterborough in 1927. The extension was paved initially from Thornhill on Yonge Street through Markham to just past the York-Durham town Line at Green River. Despite the highway improvement the land on the north and south of Highway 7 generally remained in agricultural use until after World War II.

In the 1950s the character of the area began to undergo a perceptible change in land use with the development of residential subdivisions, commercial areas and individual residential subdivision. During the 1950s and 1960s, numerous changes were made to

the routing of Highway 7 throughout Central Ontario. North of Toronto, a diversion was opened in 1963 to bypass the historical hamlet of Langstaff, as well as bypass the short but very congested route of Highway 7 and Highway 11 via Yonge Street through Thornhill. The new Highway 7 continued west of Highway 11 and turned south at Bathurst Street. At the junction of Bathurst Street and Centre Street, Highway 7 once again turned west.

Urbanization along Highway 7 accelerated in the late 1980s and 1990s. The old route of Highway 7 through downtown Thornhill on Centre Street was renamed Highway 7B. In the mid-to-late 1980s, Highway 7 was upgraded to a six-lane expressway between Bayview Avenue and Centre Street with a major realignment of Highway 7 between Bathurst Street and Centre Street to accommodate the construction of Highway 407.

The Province of Ontario downloaded significant roadway portions of Highway 7 in 1997-1998. After Highway 407 was opened from Highway 410 in Brampton to Highway 404 in Markham in June 1997, Highway 7 was transferred to the Regions of York and Peel between Highways 410 and 404. Highway 7 from Highway 404 easterly to Highway 48 in Markham was downloaded to the Region of York in January 1998.

3.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

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

This analysis of cultural heritage resources in the York Rapid Transit Plan Highway 7 Corridor and the Vaughan North-South Link study area addresses those above-ground, person-made heritage features over 40 years old. The application of this rolling forty year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage features that may be of heritage value. Its application does not imply however that all built heritage features or cultural heritage landscapes that are over forty years old are worthy of the same levels of protection or preservation. The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), that defines "environment" to include:

"...cultural conditions that influence the life of humans or a community";

as well as,

"any building, structure, machine or other device or thing made by humans".

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

4.0 CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE FEATURES

4.1 Introduction

The *Ontario Heritage Act* (R.S.O. 2000) gives the Ontario Ministry of Culture (MCL) the responsibility for the conservation, protection and preservation of Ontario's culture heritage resources. Section 2 of the *Ontario Heritage Act* charges the Minister with the responsibility to,

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

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

The *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980) were prepared by MCL to assist in the evaluation of cultural heritage resources as part of an environmental assessment study. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

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

Both Guidelines state that one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage features. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage features set into a whole, such as historical settlements, farm complexes, waterscapes, roadscares, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community or area. Built heritage features are individual, person-made

or modified, parts of a cultural heritage landscape such as buildings or structures of various types, cemeteries, planting and landscaping structures, etc.

The MCL Guidelines describe the attributes necessary for the identification and evaluation of cultural heritage landscapes and built heritage features. Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes that cause a property to have cultural heritage value or interest.

4.2 Methodology

For the purposes of the assessment of the built heritage and cultural heritage landscapes associated with the York Rapid Transit Plan Highway 7 Corridor and the Vaughan North-South Link, Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities for the through historical research and a review of historical mapping;
- the identification of built heritage features and cultural heritage landscape through historical themes and mapping;
- a windshield survey from Highway 50 in the west to the York-Durham Town Line in the east to identify any built heritage features and principal cultural heritage landscapes within or adjacent to the nine (9) alternatives for the Highway 7 Corridor and Vaughan North-South Link; and,
- the preparation of an existing conditions report for the nine (9) proposed transitway route alignments;
- a review of the results of the windshield survey and an analysis of the potential impacts to the cultural heritage resources associated with the six (6) preferred transitway route alignment alternatives/links.

4.3 Public Consultation and Recognition

The four municipalities located within the YRTP Highway 7 Corridor and Vaughan North-South Link and other cultural heritage resource data sources were consulted. The following describes the cultural heritage resources that have been recognized as being of heritage interest or significance.

City of Vaughan (including Thornhill)

The residence located at No, 7765 Kipling Avenue on the south side at Highway 7 is listed on the *City of Vaughan Inventory of Significant Structures* as a Group 3 category. The Dalziel Barn, which is part of Black Creek Pioneer Village and located on the northwest corner of Jane Street and Steeles Avenue, is designated under Part IV of the *Ontario Heritage Act*.

The Ontario Genealogical Society, Toronto Branch, has recorded two cemeteries along Highway 7. Hillcrest Cemetery on the north side of Highway 7 located to the east of Islington Avenue was opened in 1916. The second cemetery is the McCleary Private Cemetery/Brown Family Burying Ground, which is located west of Jane Street on the east part of Lot 6, Concession 5. It was closed in 1959.

There are no national or provincially recognized built heritage features along Highway 7 or the alignment alternatives in this study area.

City of Richmond Hill

No cultural heritage features were located in this part of the Highway 7 Corridor and Vaughan North-South Link study area.

Town of Markham

Highway 7 passes through two heritage conservation districts in the Town of Markham that are designated under Part V of the *Ontario Heritage Act*. The southern part of the Unionville Heritage Conservation District is located at the Highway 7 and Main Street intersection. As well the southern part of the Markham Heritage Conservation District is located at the Highway 7 and the Highway 48/Main Street intersection. The Markham HCD includes the former 19th residence located at No. 6040 Highway 7, now a Tim Horton's, which is designated individually under Part IV of the *Ontario Heritage Act*.

The historical settlement of Locust Hill is located along Highway 7 at the eastern end of the study area. The Town of Markham has proposed the historical settlement of Locust Hill as a potential heritage conservation district. The proposed study area extends from the east side of Reesor Road easterly to the Markham/Pickering Town Line and includes numerous buildings, both outside and inside the centre core of the village, that are listed on the *Markham Inventory of Heritage Buildings*. It also includes the Locust Hill United Cemetery, which is already designated under Part IV of the *Ontario Heritage Act*.

The individual buildings located along Highway 7 included on the *Markham Inventory of Heritage Buildings* are as follows:

- No. 6937 Highway 7, John Reesor Farmhouse;
- No. 7323 Highway 7;
- Zion Alliance Church, Browns Corners United Church, No. 2830 Highway 7;
- No. 5011 Highway 7, Sabiston House;
- No. 5429 Highway 7;

- No. 6881 Highway 7, Lewis J. Burkholder property;
- No. 7170 Highway 7, Francis Pike property;
- No. 7265 Highway 7, Abram Reesor property; and,
- No. 7482 Highway 7.

A stone cairn, which commemorates the Reesor Family in Canada, is located in a small parkette on the northeast corner of Reesor Road and Highway 7.

The Ontario Genealogical Society has recorded three cemeteries along the YRTP Highway 7 Corridor and Vaughan North-South Link. They include: Brown's Corners Cemetery (1843) on the north side of Highway 7 to the west of Woodbine Avenue; Elmwood Cemetery (ca. 1860), which borders the north side of Highway 7 to the east of Highway 48; and, the Locust Hill Cemetery (1843) located on the south side of Highway 7 to the east of Reesor Road. Brown's Corners Cemetery is listed on the Markham Inventory of Heritage Buildings with the Zion Alliance Church, Browns Corners United Church, No. 2830 Highway 7. The Locust Hill Cemetery is within the boundaries of the proposed Locust Hill heritage conservation district.

City of Toronto

The main site of Black Creek Pioneer Village is located on the south side of Steeles Avenue east of Jane Street in the City of Toronto. Opened in 1960, the Village is owned and operated by the Toronto Region Conservation Authority (TRCA). It comprises thirty-five buildings that represent life in a rural Victorian community of the 1860s.

The former Stong farm residence and barn are located on the campus of York University on the south side of Steeles Avenue between Murray Ross Parkway and Dufferin Street.

The Ontario Genealogical Society has recorded the Townline Church Cemetery/Stong Family Cemetery on the south side of Steeles Avenue West, east of Jane Street, in Black Creek Pioneer Village.

Federal and Provincial

There are no nationally or provincially recognized cultural heritage resources located along the YRTP Highway 7 and Vaughan North-South Link study area.

5.0 IDENTIFICATION OF BUILT HERITAGE FEATURES & CULTURAL HERITAGE LANDSCAPES

For the purposes of the analysis of built heritage feature and cultural heritage landscapes provides a brief description of the existing environment and the principal built heritage features and the principal cultural heritage landscapes identified within the Highway 7 Corridor and Vaughan North-South Link study area for the nine (9) transitway route alternatives. Tables 1 and 2 list all of the cultural heritage resources identified within and adjacent to the YRTP Highway 7 Corridor and Vaughan North-South Link study area during the windshield survey of the nine (9) alternative alignments.

5.1 Description of the Existing Environment

The YRTP Highway 7 Corridor and Vaughan North-South Link is located within four municipalities, namely, the City of Vaughan, City of Toronto, City of Richmond Hill and the Town of Markham. It is an area primarily of late 20th century urban development consisting of residential, commercial, industrial areas and discrete of parkland or open spaces, hydro-electric transmission corridors and linear transportation corridors such as roads and railway lines. The CN Railway crosses Highway 7 to the west of Kipling Avenue; the CN MacMillan Yard is located to the north of Highway 7 and west of Keele Street; CP Havelock to the east of Locust Hill; and, the Go Richmond Hill train tracks cross east of Yonge Street while the GO Stouffville train tracks are west of Kennedy Road.

Highway 7 crosses over the Humber River and its tributaries in the west, the Don River and tributaries and the Rouge River and its tributaries in the east. Larger parkland areas include lands at the Humber River at Islington Avenue and Black Creek Pioneer Village on the south and north side of Steeles Avenue in the City of Toronto and City of Vaughan. Black Creek Village is a collection of buildings moved to the site and restored to a 19th-century rural Victorian community.

Individual 19th century and early twentieth century buildings of varying types are located within the study area. These cultural heritage resources may indicate the location of former 19th or 20th farm complexes or historical settlements. Larger areas of remnant agricultural land are still evident west of Highway 48 in Markham, particularly east of Ninth Line. A few surviving individual farm complexes are also found. Late 20th century commercial and municipal development and access roads to residential subdivisions are prominent features along the length of Highway 7.

5.2 Description of Identified Built Heritage Features (BHF) and Cultural Heritage Landscapes (CHL)

Table 1 lists the cultural heritage landscapes and Table 2 the built heritage features identified during the windshield survey as standing within or beside the nine (9) transitway route alternatives within the YRTP Highway 7 Corridor and Vaughan North-South Link study area. The landscapes and features are numbered from west to east on maps found in Appendix A.

Sixteen (16) cultural heritage landscapes were identified including farm complexes, historical settlements and heritage conservation districts and nineteen (19) built heritage features identified, principally residences and two railway overpasses and a cairn.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES IN THE HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK

Number	Feature	Type	Location/Description
1	CHL	Farm Complex	No. 6701 Highway 7, south side at Huntington Road, City of Vaughan.
Brownsville	CHL	Historical Settlement	Originally known as Brownsville at Highway 7 and Islington Avenue, City of Vaughan. Includes some 19th and 20th century residences on Wallace Ave. west of Islington Avenue and on north and south sides of Highway 7 east of Islington Avenue.
Brownsville	CHL	Waterscape	Humber River at Highway 7 and Islington Ave. Recognized as a Canadian Heritage River, City of Toronto.
Brownsville	CHL	Cemetery	Hillcrest Cemetery, north side of Highway 7 east of Islington Ave., City of Vaughan.
12	CHL	Museum Village	Black Creek Pioneer Village with buildings and a cemetery located on the northwest (City of Vaughan) and southeast corners of Steeles Ave. and Jane Street. (City of Toronto). Includes a number of buildings designated under Part IV of the <i>Ontario Heritage Act</i> such as the Dalziel Barn, Robert Nesbitt Sawmill and John Dalziel log house all located at No. 7060 Jane Street.
13	CHL	Farm Complex	No. 3105 Steeles Ave., south side, City of Toronto, part of York University grounds. Former farmscape includes a farmhouse (vacant) and a barn.

Number	Feature	Type	Location/Description
Not Mapped	CHL	Waterscape	West Don watercourse at Dufferin Street.
24	CHL	Church/ Cemetery	Brown's Corners Church and Cemetery, north side of Highway 7 east of Woodbine Avenue.
26	CHL	Farm Complex	No. 7996 Helen Ave. (at Unionville Go Station), Town of Markham. 19 th century complex with a farmhouse, barn and outbuildings.
42	CHL	Unionville HCD	Located at Highway 7 and Kennedy Rd., Town of Markham. Designated under Part V of the <i>Ontario Heritage Act</i> .
43	CHL	Markham HCD	Located at Highway 7 and Highway 48 /Main Street intersection, Town of Markham. Designated under Part V of the <i>Ontario Heritage Act</i> . Includes No. 6040 Highway 7, which is designated under Part IV of the <i>OHA</i> .
35	CHL	Farm Complex	No. 6937 Highway 7, south side, Town of Markham. 19 th century farm complex with farmhouse, barn, outbuildings. John Reesor Farmhouse, listed on the <i>Markham Inventory of Heritage Buildings</i> .
38	CHL	Farm Complex	No. 7323 Highway 7, south side Town of Markham. Complex contains a farmhouse, barn, silo and outbuildings. Listed on the <i>Markham Inventory of Heritage Buildings</i> .
46	CHL	Reesor Road	North of Highway 7 rural roadscape.
44	CHL	Historical Settlement	Locust Hill, a proposed heritage conservation district that extends from east side of Reesor Rd. east to Town Line. Includes numerous buildings located outside and in the centre core of village listed on the <i>Markham Inventory of Heritage Buildings</i> and the Locust Hill United Cemetery and cemetery designated under Part IV of the <i>Ontario Heritage Act</i> .
45	CHL	Railscape	Level crossing of CP Havelock line.

TABLE 2: IDENTIFIED BUILT HERITAGE FEATURES IN THE HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK

Number	Feature	Type	Location/Description
4	BHF	Residence	No, 7765 Kipling Avenue, south side at Highway 7. Listed on <i>City of Vaughan Inventory of Significant Structures</i> , Group 3.
5	BHF	Railway Overpass	Over Highway 7, City of Vaughan, between Islington Ave. and Kipling Ave.
14	BHF	Residence	No. 2061 Highway 7, City of Vaughan, south side. Much altered early 20 th century house.
15	BHF	Residence	No. 2063 Highway 7, south side, City of Vaughan. Much altered late 19 th century house.
17	BHF	Residence	No. 1929 Highway 7, City of Vaughan, south side at railway crossing. 19 th century house set back from the road.
19	BHF	Residence	No. 1863 Highway 7, south side at Baldwin St., City of Vaughan. Much altered early 20 th century house.
18	BHF	Railway Overpass	Crosses over Highway 7 at Baldwin Street, City of Vaughan. Construction date of 1963 noted on structure.
20, 21, 22	BHF(s)	Residences	Nos. 1453, 1445 and 1423 and No. 1137 Centre St., south side, City of Vaughan. Post W.W. II houses.
29	BHF	Residence	No. 5011 Highway 7, south side, in plaza, set close to road, known as Sabiston House. Listed in the <i>Markham Inventory of Heritage Buildings</i> .
30	BHF	Residence	No. 5429 Highway 7, south side on southwest corner of Conservation Drive. 20 th century house facing onto Highway 7. Listed in the <i>Markham Inventory of Heritage Buildings</i> .
31	BHF	Former Residence	No. 6040 Highway 7. Former 19 th century residence, now a Tim Horton's. Designated under Part IV of the <i>Ontario Heritage Act</i> and located in the Markham HCD.
34	BHF	Residence	No. 6881 Highway 7, south side. Lewis J. Burkholder property listed on the <i>Markham Inventory of Heritage Buildings</i> .

TABLE 2: IDENTIFIED BUILT HERITAGE FEATURES IN THE HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK (continued)

Number	Feature	Type	Location/Description
36	BHF	Residence	No. 7170 Highway 7, north side, west of Markham Bypass. Pre-1900 construction. Francis Pike property, listed on the <i>Markham Inventory of Heritage Buildings</i> .
37	BHF	Residence	No. 7265 Highway 7, south side, east of Markham Bypass. Pre-1900 brick construction. Abram Reesor property, listed on the <i>Markham Inventory of Heritage Buildings</i> .
39.	BHF	Residence	No. 7482 Highway 7, northeast corner of Highway 7 and Reesor Rd. Early 19 th century stone house. Listed on the <i>Markham Inventory of Heritage Buildings</i> .
40.	BHF	Cairn	Located on northeast corner of Reesor Road and Highway 7 in a small parkette. Commemorates Reesor Family in Canada.

6.0 PREFERRED TRANSITWAY ALIGNMENTS: POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

The Alternatives B1, B6 and C3 are recommended as the Preferred Transitway Alignments based upon the information provided by the study team disciplines regarding the existing conditions along the potential transitway route alignments.

For the most part, a two-lane transitway will be inserted in the median of Highway 7 Jane Street, Centre Street, Bathurst Street, Town Centre Boulevard, Helen Avenue, and Kennedy Road between Highway 50 in the west and York-Durham Line (Regional Road 30) in the east. Due to certain local constraints, mixed traffic operation will be introduced at the numerous locations. A separate two-lane transitway is proposed through the Markham Centre West from Town Centre Boulevard, Unionville GO Station, to Helen Avenue, east of the Unionville GO Station. This transitway will travel through the planned Civic Mall sharing the Right-of-Way with the York-Durham Sanitary Sewer (YDSS) easement. There are forty-four (44) stations planned including appropriate amenities located at arterial or major collector roads.

The conservation of cultural heritage resources in planning is considered to be a matter of public interest. This section provides a preliminary assessment of the potential adverse effects of the proposed alternatives for the York Rapid Transit Plan. Generally, the implementation of a new transitway system, which includes widening and alternative routes, has the potential to adversely affect cultural heritage landscape units and built heritage features either through displacement and/or disruption effects, both during as well as after construction. Built heritage features and/or cultural heritage landscape units may experience displacement, i.e., removal, if they are located within the rights-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting if they are located within or adjacent to a study area.

6.2 Analysis of Potential Impacts

An analysis of the potential adverse impacts to the cultural heritage resources associated with the three preferred transitway alignments, namely, Alternatives B1, B6 and C3, and the associated six (6) links, is summarized below. The analysis is based upon mapping provided by the York Consortium. Appendix A contains two maps showing the locations of the built heritage features and cultural heritage landscapes identified within the entire study area for the YRTP Highway 7 Corridor and the Vaughan North-South Link..

6.2.1 Highway 7 Alignment-Highway 50 to Yonge Street including Partial Alignment B1 and Excluding Highway 7 Between Centre Street and Bathurst Street

Cultural heritage resources exist beside the study corridor alternative. At Kipling Avenue, three built heritage features (BHF's 2, 3 and 4) have the potential to be encroached upon through the improvement to the three corners. Some disruption of setting may occur. The heritage character of the three built heritage features is considered integrity compromised due to building renovation. At Islington Avenue some disruption to the former crossroads community of Brownsville may occur through interchange improvements (CHL 2). At the GO Transit Bradford overpass and Highway 7 four built heritage features (BHF's 14, 15, 16 and 17. See Appendix A) are located beside the proposed transitway: however, no adverse effects to these cultural heritage resources are anticipated.

6.2.2 Alignment B1 (Partial)-Jane St./ Hydro ROW to York University

There are no potential effects to cultural heritage resources within or adjacent to the Hydro Right-of Way to the York University segment.

6.2.3 Alignment B6–Centre Street and Bathurst Street to Highway 7

Four (4) built heritage features (BHF 20, 21, 22 and 23) exist beside the preferred alignment located east of Dufferin Street. These post W.W. II residences are listed as Nos. 1453, 1445 and 1423 and No. 1137 Centre Street, respectively, City of Vaughan. No adverse effects are anticipated.

6.2.4 Alignment Highway 7 Alignment–Yonge Street to Warden Avenue.

At Woodbine Avenue, the Brown's Corner United Church and Cemetery are located at the roadway edge and any widening may disrupt the cultural heritage resources (CHL 24 and 25).

6.2.5 Alignment C3–South Town Centre Road Through Future Markham Centre to Kennedy Road to Kennedy Road to Highway 7.

A single CHL is located beside the study corridor Alternative C3 at No. 7996 Helen Ave. (Unionville Go Station), Town of Markham. It is a 19th century complex with a farmhouse, barn and outbuildings. Roadway improvements will affect the cultural landscape context through the introduction of sidewalks on the perimeter property line. This alternative avoids the Unionville Heritage Conservation District.

6.2.6 Highway 7 Alignment–Kennedy Road to York Durham Town Line.

There are cultural heritage resources located beside the study corridor Alternative B1. This includes a 20th century residence located at No. 5429 Highway 7, on the south side on southwest corner of Conservation Drive, is listed in the *Markham Inventory of Heritage Buildings*. Further to the east, no adverse effects are anticipated within the boundaries of the Markham Heritage Conservation District within the mixed traffic corridor. This is consistent for the corridor until the Ninth Line.

There are number of cultural heritage features on Ninth Line which exist adjacent to the alignment, but none will be displaced. Disruption effects are expected for the built heritage features located at the corner of Reesor Road and Highway 7. If improvements to the northeast and northwest corners occur there is a potential to disrupt the features through physical and visual intrusions. The built heritage features include an early 19th century stone residence located at No. 7482 Highway 7 (BHF 39) in the northeast corner of Highway 7 and Reesor Road and a stone cairn (BHF 40) located in a small parkette on northeast corner of Reesor Road and Highway 7. The cairn commemorates the Reesor Family in Canada. To the east of Reesor Road, the historical community of Locust Hill is located on both sides of Highway 7. The transitway corridor has the little potential to affect the proposed Locust Hill Heritage Conservation District.

7.0 MITIGATION RECOMMENDATIONS

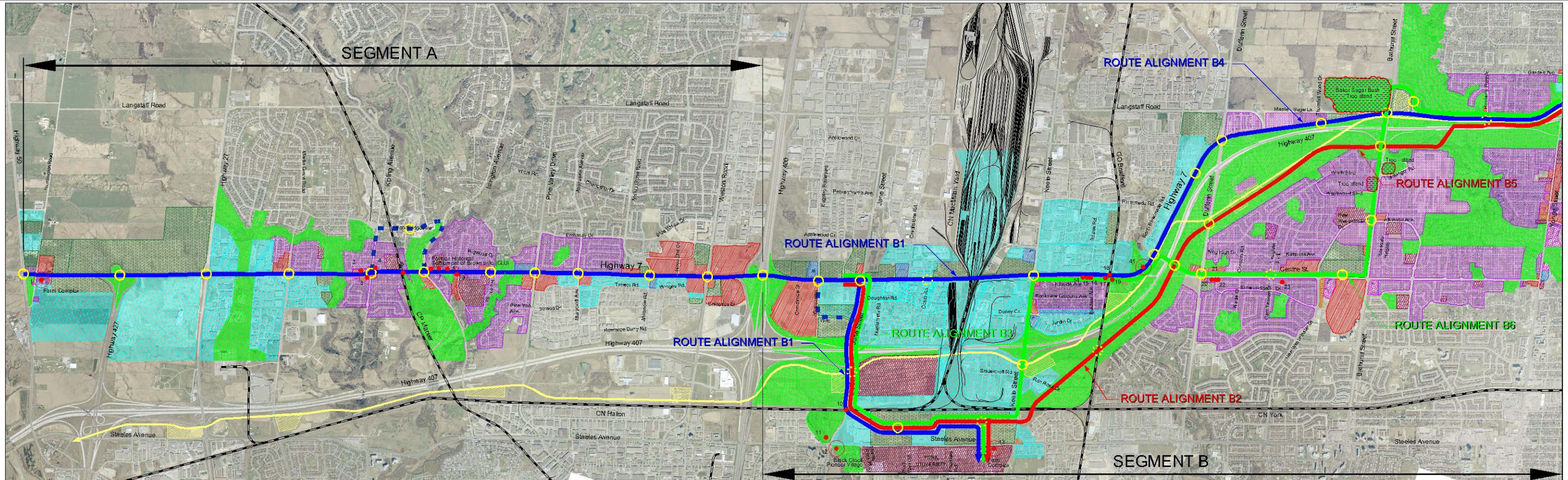
A proposed undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation measures lessen or negate anticipated adverse impacts to cultural heritage resources and may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc. Mitigation may be a temporary or permanent action.

Mitigation for the YRTP Preferred Alignment should include design measures to lessen the degree of impact from the introduction of new physical, audible, visual and atmospheric elements into the character and setting of the built heritage features and cultural heritage landscapes. This measure is important in regard to the cemeteries located adjacent to Highway 7, the Reesor Cairn, the Markham Heritage Conservation District and the proposed Locust Hill Heritage Conservation District.

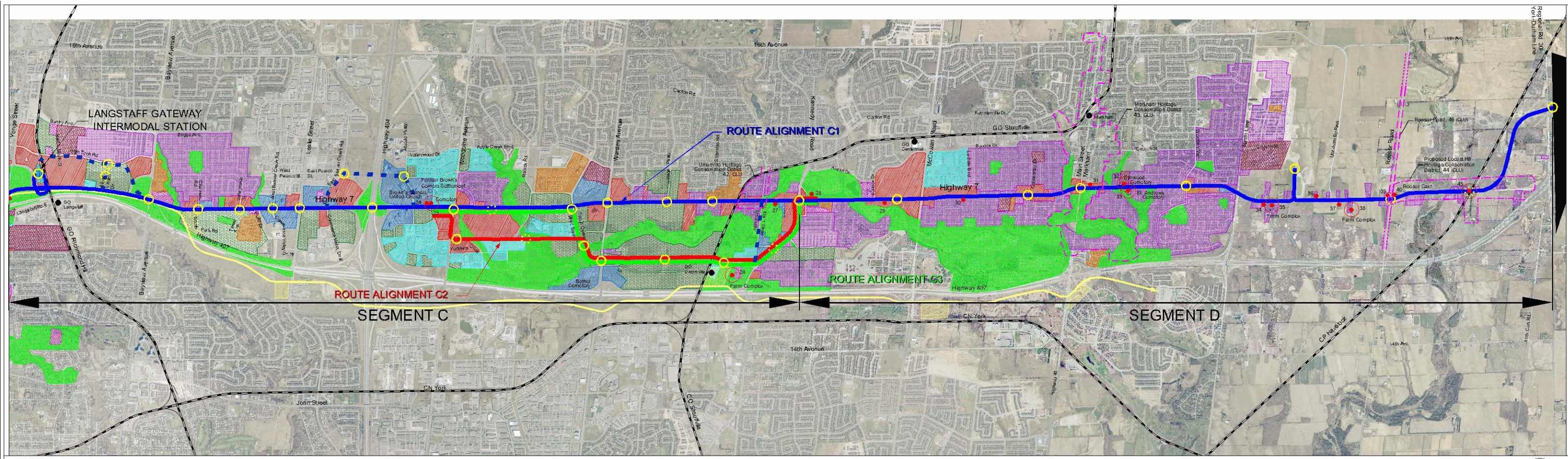
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APPENDIX A



LEGEND:																		
●	BUILT HERITAGE FEATURES	■	INDUSTRIAL	■	INSTITUTIONAL BUILDING	■	PARKS, OPEN SPACE AND COMMUNITY/ RECREATIONAL CENTRES	■	RESIDENTIAL - TOWNHOUSES	—	HERITAGE CONSERVATION DISTRICT		POTENTIAL STATION LOCATION	—	EXISTING RAILROAD TRACKS	—	FUTURE 407 TRANSITWAY	
	CULTURAL LANDSCAPE UNIT	■	COMMERCIAL	■	OFFICE BUILDINGS	■	VACANT LAND	■	RESIDENTIAL - SINGLES	■	RESIDENTIAL - APARTMENT BUILDINGS		POTENTIAL FUTURE STATION LOCATION	XX	REFER TO ADDITIONAL LIST FOR HERITAGE DESCRIPTION			



LEGEND:																		
●	BUILT HERITAGE FEATURES		INDUSTRIAL		INSTITUTIONAL BUILDING		PARKS, OPEN SPACE AND COMMUNITY RECREATIONAL CENTRES		RESIDENTIAL - TOWNHOUSES		HERITAGE CONSERVATION DISTRICT		POTENTIAL STATION LOCATION		EXISTING RAILROAD TRACKS		FUTURE 407 TRANSITWAY	
	CULTURAL LANDSCAPE UNIT		COMMERCIAL		OFFICE BUILDINGS		VACANT LAND		RESIDENTIAL - SINGLES		RESIDENTIAL - APARTMENT BUILDINGS		POTENTIAL FUTURE STATION LOCATION	XX	REFER TO ADDITIONAL LIST FOR HERITAGE DESCRIPTION			