

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

**CLASS ENVIRONMENT ASSESSMENT  
NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND  
ASSOCIATED ROAD IMPROVEMENTS TRANSIT  
REGIONAL MUNICIPALITY OF YORK, ONTARIO**

**October 2008**

**Prepared for:  
York Consortium**

**Prepared by:**



**UNTERMAN McPHAIL ASSOCIATES**  
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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## 1.0 INTRODUCTION

The York Consortium retained Unterman McPhail Associates, Heritage Resource Management Consultants, to undertake a cultural heritage resource assessment to identify impacts and to present mitigation recommendations for built heritage resources and cultural heritage landscapes as part of the Environmental Assessment for the North Yonge Street Corridor Public Transit and Associated Road Improvements, Regional Municipality of York, Ontario. The Environmental Assessment (EA) will define transit infrastructure and associated road improvements in the North Yonge Street corridor, which includes Davis Drive in Newmarket. Road capacity improvements along Yonge Street from Mulock Drive to Green Lane, identified in the Transportation Master Plan, will be studied in detail as part of this report.



Figure 1. Map of the study area

The proposed geographic limits of the EA study area for the North Yonge Street Corridor Public Transit and Associated Road Improvements Class EA are generally centred along the Yonge Street Corridor and Davis Drive, bounded by Bathurst Street to the west, and Highway 404 to the east. The southern limit of the study area is 19<sup>th</sup> Avenue/Gamble Road in the Town of Richmond Hill, while the northern limit is Green Lane in the Town of East Gwillimbury.

The principal objectives of this assessment report are: to prepare an historical summary of the Euro-Canadian settlement history and development of the study area through the review of both primary and secondary sources and historical mapping; conduct a field survey to identify built heritage resources and cultural heritage landscape found along Yonge Street and Davis Drive; identify sensitivities for change; and, to make general mitigation recommendations respecting the proposed endeavour.

The legislative framework for environmental assessments and cultural heritage resources is outlined in Section 2 and the study methodology is described in Section 3. The historical summary is included in Section 4. Section 5 contains the description of the cultural heritage landscape and built heritage resources identified during survey work. Section 6 outlines potentials effects of the proposed work to the resources, and Section 7 sets out mitigation measures to alleviate the effects. Historical maps are included in Appendix A.

## **2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES**

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

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

### **2.1 Ontario Environmental Assessment Act**

An Environmental Assessment (EA) is a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *Environmental Assessment Act* (EAA). The purpose of the EAA is to provide for the protection, conservation, and wise management of Ontario's environment.

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

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

as well as,

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

Infrastructure work and its associated construction activities 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.

### **2.1.1 Municipal Class Environmental Assessment**

The Municipal Class Environmental Assessment (October 2000, as amended 2007) outlines a procedure whereby municipalities can comply with the requirements of the *Environmental Assessment Act*. It identifies potential positive and negative effects of projects such as road improvements, facility expansions or to facilitate a new service. The process includes an evaluation of impacts on the natural and social environment including culture. The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects. Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule A generally includes normal or emergency operational and maintenance activities where the environmental effects of these activities are usually minimal, and therefore these projects are pre-approved. A Schedule A+ activity is pre-approved by the Ministry of the Environment, and therefore work can proceed upon public notification of the project. Schedule B generally includes improvements and minor expansions to existing facilities where there is the potential for some adverse environmental impacts and therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected and Schedule C generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five phased environmental assessment planning process.

## **2.2 Ontario Heritage Act**

The *Ontario Heritage Act* (OHA) 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.

Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes of the property that cause it to have cultural heritage value or interest.

Under subsection 27 (1) of the *OHA*, the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated under Part IV of the *OHA* by the municipality or by the Minister of Culture. Municipal designation of heritage resources under Part IV publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value. This includes protection from demolition. Once a property has been designated and notice has been given to the Ontario Heritage Trust, the property is then listed on the provincial register of heritage properties.

The subsection 27(2) of the *OHA* allows a property that is not designated, but considered to be of cultural heritage interest or value by the municipal council, to be placed on the register. This is commonly referred to as "listing". In many cases, listed (non-designated properties) are candidates for protection under section 29. Although listing non-designated properties does not offer any protection under the *OHA*, Section 2 of the Provincial Policy Statement of the *Planning Act* acknowledges listed properties. The PPS, 2005 policies and land use planning processes are applicable to built heritage resources that have significance to the jurisdiction. Built heritage resources include:

- a property with a significant built heritage resource listed by local, provincial or federal jurisdiction using evaluation criteria.
- a protected property, which means: real property designated under Part IV or Part V of the *OHA*;
- a heritage easement property under Parts II and IV of the *OHA*; a property subject to a covenant of agreement between the property owner and a conservation body or level of government, registered on title, with the purpose of preserving, conserving an maintaining a cultural heritage resource, preventing its destruction; and,
- a significant built heritage resource newly identified as part of a proposal for development or site alteration.



## 2.3 Ministry of Culture

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

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

The guidelines state one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roads, 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. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. Built heritage resources comprise individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures.

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

## 3.0 ASSESSMENT METHODOLOGY

### 3.1 Introduction

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

- the identification of major historical themes and activities of the study area; through historical research and a review of topographical and historic mapping;

- the identification of built heritage and cultural heritage landscapes within the study area through the major historical themes and activities and historic mapping;
- contact with municipal governments concerning cultural heritage resource significance;
- a windshield survey of Yonge Street and Davis Drive (October 2006, August 2007 and August 2008) to identify built heritage resources and principal cultural heritage landscapes within and adjacent to the roadways;
- to provide a review of the existing conditions for the evaluation of the alternatives; and,
- review the preferred technical alternative to measure effects and impacts.

### **3.2 Public Consultation and Recognition**

The four municipalities of Town of East Gwillumbury, Town of Newmarket, Town of Aurora and Town of Richmond Hill in York Region have active municipal heritage committees and maintain a heritage inventory of cultural heritage resources. Some of the cultural heritage resources identified along Yonge Street and Davis Drive are designated under the *Ontario Heritage Act*, while others are included on municipal heritage inventories or registers. A Newmarket Historical Society and Newmarket LACAC commemorative plaque is located at the Hicksite Burying Grounds on Yonge Street.

An Ontario Heritage Trust commemorative plaque is located at the Quaker Meeting House in the Town of Newmarket. Two (2) National Historic Sites and Monuments Board commemorative plaques are located on Yonge Street. One plaque is located in Aurora commemorating Yonge Street and the other is found in Richmond Hill commemorating the de Puisaye Settlement. There are no provincially designated properties on Yonge Street or Davis Drive.

## **4.0 HISTORICAL SUMMARY**

### **4.1 York County**

The lands associated with the County of York were located in the administrative District of Montreal, Province of Quebec, prior to 1788. The Montreal District was divided in that year and the townships were assigned to the administrative area known as the Nassau District. The Province of Quebec was divided into Upper Canada and Lower Canada in 1791, and counties were established in Upper Canada in June 1792. The townships of East Gwillumbury, Georgina, King, Markham, Vaughan and Whitchurch became part of the County of York at that time. In October 1792 the Nassau District became the Home District, which included the County of York and City of Toronto as well as what is now Peel Region, Halton Region, parts of the current Durham Regional Municipality and the current city of Hamilton. Wentworth County and Halton County were created from York County in 1816. Upper Canada was renamed Canada West in 1841, and York County

was divided in 1851 to create Ontario County on the east and Peel County on the west. Canada West became the Province of Ontario in 1867. Within York County, Richmond Hill was incorporated as a town in 1873, Newmarket in 1880 and Aurora in 1888.

York County retained its 19<sup>th</sup> century boundaries into the mid 20<sup>th</sup> century. In 1953, Metropolitan Toronto separated from York County, and the County office was moved to Newmarket from Toronto. Whitchurch Township and Stouffville were amalgamated into the Town of Whitchurch-Stouffville, and the boundaries of the Towns of Aurora, Newmarket and Richmond Hill were expanded to include parts of the surrounding townships of Vaughan and Markham as part of the creation of the Regional Municipality of York in January 1971.

## **4.2 Yonge Street**

Originating as a military trail linking Lake Ontario with the northern Great Lakes, Yonge Street was founded by John Graves Simcoe, the Lieutenant-Governor of Upper Canada (now Ontario) in 1793. Simcoe moved the capital of Upper Canada from Newark (Niagara on the Lake) to the foot of Yonge Street on Lake Ontario where York (Toronto) was established. Yonge Street was planned to be used as an inland route from York to Fort Penetanguishene. Prior to its construction, the Toronto Carrying-Place Trail or portage route linked Lake Ontario to northern lakes. In 1793 Simcoe and a small party started out along the Trail and established the Pine Fort on the western branch of the Holland River, near the location of Bradford. He proceeded on to Lake Couchiching, and then along the Severn River to Georgian Bay on Lake Huron. On his return Simcoe was shown a route along another arm of the Trail, starting on the eastern branch of the Holland River and avoiding the western branch marshes, and he selected this route for the new military road. The southern end of the road was moved from the Rouge River to the western outskirts of the settled area in York, and the northern end to a proposed new town on the Holland River. Named in honour of Sir George Yonge, the British Secretary of War, Yonge Street was used as the base line for the first township surveys.

The Queen's Rangers and Deputy Surveyor General Augustus Jones began work in 1795, surveying lots and clearing the road, leaving the settlers to further clear and improve it. Surveying began in the early spring of 1794, but the road was not fully opened through Richmond Hill until early 1796. The de Puisayé settlers were located on Yonge Street in 1799. The southern end of Yonge Street was in use in the first decade of the 19th century and by the early part of the 19th century it ran from Lake Ontario, through Richmond Hill, Aurora and Newmarket to Holland Landing providing a link to Lake Simcoe. The street quickly became the major transportation route for settlement and commerce in the early 19<sup>th</sup> century. The Historic Sites and Monuments Board of Canada commemorated the history and contribution of Yonge Street to the settlement of Upper Canada in 1937.

### **4.3 Town of East Gwillimbury**

East Gwillimbury Township was named after Elizabeth Simcoe, whose unmarried name was Gwillim. The first township survey conducted by John Stegman in 1800 included one concession east and west of Yonge Street. The first settlers in the township were United Empire Loyalists and Quakers. The area at the southern boundary with Whitchurch Township developed as an agricultural landscape in the early 1800s and remained so throughout the century. The Ontario, Simcoe and Huron Railway, later the Northern Railway, ran north from Newmarket along the East Holland River by the early 1850s. The *Illustrated Historical Atlas* (1878) indicates the Town of Newmarket had acquired a small portion of land in Lot 1, Concession 1 in East Gwillimbury, and that there was subdivision of land along Main Street. Numerous farmsteads lined Yonge Street north of Newmarket.

East Gwillimbury immediately north of Newmarket continued in agricultural use throughout the 20<sup>th</sup> century. In the later part of the century, Yonge Street began to experience development northward from Davis Drive. The Town of East Gwillimbury was formed by the amalgamation of the Township of East Gwillimbury with all the previously incorporated villages and hamlets within the township when the Regional Municipality of York was created on 1st January 1971.

### **4.4 Town of Newmarket**

John Stegman began the survey of Whitchurch Township in 1800 and completed it in 1802. Further survey work was undertaken at a latter date and again in 1869. The first settlers in the Newmarket area were led by Timothy Rogers, a Quaker and United Empire Loyalist from the eastern United States. He received land grants in 1801 in the northwest corner of Whitchurch Township for himself and other Quaker families. More Quakers from the surrounding area soon joined his settlement. The Quakers built a meetinghouse on Lot 92, Concession 1, West of Yonge Street in 1810. The Hicksite Quakers separated from the Yonge Street Meeting House in 1828, and two years later in 1830, built a two storey, meetinghouse and opened a cemetery on Lot 89, Concession 1, West of Yonge Street. The last burial in the Hicksite cemetery took place in 1919, and the meetinghouse was demolished in 1942.

Several mills were soon established on the East Holland River, just east of Yonge Street and in Concessions 1 and 2, Whitchurch Township, south of the township boundary with East Gwillimbury. The mill production and area farms soon earned the settlement the name of “new market”. The first hotel was opened by 1819, the second in 1820. Others soon followed. A post office was established in 1822, the first church, for the Episcopal Methodists, in 1824. By 1845 Anglican, Presbyterian, Congregational and Roman Catholic churches were established in the community. A stagecoach line on Yonge Street connected Newmarket with other communities by 1825. The Society of Friends

established the first school in Newmarket, which was open to all school age students, and a permanent school was opened in 1824.

*Smith's Canadian Gazetteer* (1846) describes Newmarket as being in the midst of finely undulating, old settled, and well cultivated country, surrounded by very fine farmsteads. The principal part of the village east of Yonge Street included 600 inhabitants, and had six churches and chapels, two gristmills, two breweries, a distillery, tannery foundry stores, taverns, blacksmiths as well as many other businesses and other professions.<sup>1</sup>

The Ontario, Simcoe and Huron Railway, later the Northern Railway, reached Newmarket in 1853, giving a boost to the economy and to its growth. The settlement was incorporated officially as a village in January 1858.

A union school with King Township was opened on Lot 88, Concession 1, West of Yonge Street in 1860. Newmarket continued to grow in the 1860s and 1870s. The *Illustrated Historical Atlas* (1878) shows the street north of the township line between Whitchurch and East Gwillmbury was the northern extent of the village limits. Within the community, the township line was named Huron Street (now Davis Drive). An 1870s map of Newmarket<sup>2</sup> shows a grain store stood on each of the southeast and southwest corners of Davis Drive and Main Street. A gristmill and a hotel stood on Davis Drive at Superior Street, while a sawmill was situated south of Davis Drive on the East Holland River, and a planing mill was located to the east of the East Holland River. The railway station was located south of Davis Drive.

Newmarket was incorporated as a town in 1880. The first railway station was replaced twice, with the present building erected in 1899. The Metropolitan Radial Railway ran along Yonge Street, and then east to downtown Newmarket by 1899. It provided ready access to Newmarket for people in the area for shopping in the early 20<sup>th</sup> century, and helped to sustain the economic health of the town.

In the early 20<sup>th</sup> century, a canal project on the East Holland River was initiated. Sir William Mulock, MPP, proposed a canal system running down the Holland River to Lake Simcoe, thus allowing boats to connect with the Trent Waterway to bypass the railway and lower the transport cost of goods. Begun in 1906, the project included straightening the East Holland River north of Davis Drive, three lift locks, three swing bridges and a turning basin. Almost completed, the new federal government of Robert Borden cancelled the project in 1912.

Newmarket experienced a major building boom after World War II due to its proximity to Toronto. On January 1, 1958, Newmarket separated from the Township Whitchurch and incorporated as a municipality. In the latter part of the 20<sup>th</sup> century development in

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<sup>1</sup> Wm. H. Smith. *Smith's Canadian Gazetteer* (Toronto, Ontario: H. W. Rowsell, 1846) 124.

<sup>2</sup> Whitchurch History Book Committee, *Whitchurch Township* (Boston Mills, Ont.: Boston Mills Press, 1992) 44. Map is based on the *Illustrated Historical Atlas* (1878).

the town continued to move away from the historic core. It occurred along Davis occurred between Yonge Street and Bayview, and then further eastward to Leslie Street and Highway 404, and westward from Yonge Street. Commercial malls and housing were built along the north-south axis of Yonge Street, including the Upper Canada Mall built at the corner of Yonge and Davis in 1976.

#### **4.5 Town of Aurora**

Aurora was established on Yonge Street, partially in Whitchurch Township and partly in King Township, with the first building built in the late 1790s at the time Yonge Street was developed. After 1805, the settlers on Lots 73-83, Concession 1, King Township and Lots 78 to 83, Whitchurch Township—around present day Wellington Street—formed the nucleus of the crossroads community, known as Machell’s Corners. The settlement was named after Richard Machell, the first merchant in the settlement. A Methodist church was built in 1818, educational needs were organized c1822 and a hotel to serve the stagecoach traffic on Yonge Street was built about the same time. Other new businesses, industries and residences were also established. In 1840 a schoolhouse was built near Kennedy Street on the west side of Yonge Street, and a post office was opened in 1846, the same year the first Anglican Church was built. In 1851 the population of Aurora was about 100 people.<sup>3</sup>

The Ontario, Simcoe and Huron Railway, later the Northern Railway, opened in 1853 providing an economic boost to the village and rapid growth with new hotels, industries and homes. The community was renamed Aurora in 1854. A new Methodist Church was built in 1855, and another schoolhouse was erected north side of Church Street in 1857. The Aurora Agricultural Works (1859) opened a foundry on Wellington Street West providing employment to the area residents for many years. Businesses associated with the foundry such as carriage makers, mills, a brewery, cooperage and potash works were opened within a few years of the arrival of the railway.<sup>4</sup> After a decade of growth Aurora was incorporated as a town in 1863.

Aurora’s population in 1871 was 1,132 people, and by the mid 1880s, it was the largest village in York County with a population of 1,540 people.<sup>5</sup> It is described in the *Illustrated Historical Atlas* (1878) as a thriving village with a very pleasant appearance, surrounded by well-cultivated farms and possessing well constructed and elegant buildings. The population was approximately 1500 people, and it contained two newspapers, telegraph offices, five churches, a bank, two agricultural implement factories, a flour mill, a saw mill, two planing mills, two cabinet factories and several other industries..<sup>6</sup> Aurora was incorporated as a town in 1888.

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<sup>3</sup> *History of Toronto and York County*, 185.

<sup>4</sup> Whitchurch History Book Committee, *Whitchurch Township* (Boston Mills, Ont.: Boston Mills Press, 1992) 41.

<sup>5</sup> *History of Toronto and York County*, 185.

<sup>6</sup> *Illustrated Historical Atlas of the County of York*, (Toronto, Ont.: Myles & Son, 1878) xx.

The Metropolitan Railway was incorporated in March 1877 to construct street railways in Toronto and surrounding municipalities. In 1890 the entire route had been electrified and by 1892 the route was extended north to the hamlet of York Mills. The Metropolitan Division of the recently formed Toronto & York Radial Railway (T&YRR) was extended north along Yonge Street in 1899 and had established a stop in Aurora. The line provided ready access to city commuters and summer traffic. It was taken over by the Toronto Transit Commission in the 1920s. The TTC proposed to abandon the line in 1929, however it remained open for another two years before it was closed permanently in March 1930. The town remained stable throughout most of the 20<sup>th</sup> century. In 1971 the town limits were increased to St. John's Road to the north, Bloomington Road to the south and Bathurst Street to the west and east almost to Don Mills Road in 1971 as part of reorganization associated with the creation of the new Regional Municipality of York in 1971.

#### **4.6 Town of Richmond Hill**

The present Town of Richmond Hill incorporates parts of Whitchurch, King, Vaughan and Markham Townships. The historic core of Richmond Hill is outside and south of the study area.

The story of Richmond Hill is closely linked with the development of Yonge Street, which was fully opened through the area until early in 1796. The Townships of Markham and Vaughan were first surveyed along Yonge Street in 1794-1795. Yonge Street through Whitchurch and King Townships was surveyed in 1795. The nucleus of the village of Richmond Hill began about 1801 when Abner Miles, an innkeeper and merchant from York, settled on lots on both sides of Yonge Street at Major Mackenzie Drive.

For the most part, the early development of the area to the north of the community was confined to major intersections along Yonge Street. South of the settlement at Aurora, Lots 51 to 61 on both side of Yonge Street in the Townships of Whitchurch and King, were set aside by the British government under Lieutenant-Governor Simcoe for settlement by French royalist émigrés. A number of settlers arrived in 1798 with the Comte de Puisayé and the site was named Windham, after the British parliament member who supported their cause. The area was surveyed in 1799 and about eighteen houses, a church and a parsonage were built.<sup>7</sup> The settlement was abandoned by 1806. William Bond, after whom Bond Lake was named, had built a house on Lot 64, Concession 1, Yonge Street by 1799. A year earlier he had sold his land on Lots 7 and 8, Concession 2 to William Willocks in 1798, after whom Lake Willcox was named.

The settlement of Oak Ridges was gradually established on the east and west side of Yonge Street at Lots 65 and 66, Whitchurch Township and King Township, just south of the fifth tollgate on Yonge Street. John Gordon held a tavern license at Oak Ridges from

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<sup>7</sup> Whitchurch History Book Committee. *Whitchurch Township* (Boston Mills, Ont.: Boston Mills Press, 1993) 36.

at least 1824. The Bond Lake Hotel was built in 1834, and it became a popular destination. A general store opened in 1846 and it became the location of the post office established at Oak Ridges in 1851. The community also had a blacksmith shop and by 1867 a sawmill. The first area school was opened in 1854 as a union school for King and Whitchurch Townships on Lot 68, Concession 1 West of Yonge Street.<sup>8</sup> Many well-known Upper Canada politicians and families had country estates at Oak Ridges including the Baldwins, Boultons, McLeods and Irwins.<sup>9</sup> The Yonge Street location of the Oak Ridges post office is shown on the *Illustrated Historical Atlas* (1878) map of the township. Around 1900 Oak Ridges had a brickyard at Lake Wilcox and the Lake Simcoe Ice and Fuel Company. The Bond Hotel closed in 1902.

The hamlet of Jefferson was established on Yonge Street at Lot 59, Concession 1, Vaughan Township in the mid 19<sup>th</sup> century, and named after the Jefferson family who arrived there in 1837. The original St. John's Anglican Church, located just south of Stouffville Sideroad, was originally a clapboard timber frame structure built in 1848 by John Turner on land donated by Captain Martin Donald MacLeod of the King's Own Regiment. MacLeod also owned Drynoch Farm at the northwest corner of Yonge Street and the Jefferson Sideroad.<sup>10</sup> In 1912, the church was reclad with red brick renovated, resulting in the current appearance of the building. The first school at Jefferson was built on the west side of Yonge Street just north of Gamble Road, The Jefferson Common School, which served the northern area for Markham and Vaughan Townships, was built on Lot 56 in 1868. The *Illustrated Historical Atlas* (1878) shows an Episcopal church on the Markham side on Lot 59 and a schoolhouse on Lot 56. A steam sawmill was located on Lot 60, Vaughan Township. The post office was opened in a store on the lot in 1882.

The Metropolitan Railway was incorporated in March 1877 to construct street railways in Toronto and surrounding municipalities. In 1890 the entire route had been electrified, and by 1892 extended north to the hamlet of York Mills. The line reached Richmond Hill in November 1896, and Aurora and Newmarket in 1899, and bought property at Bond Lake and created a public park in the same year. Generally the line was built to the side of the existing Yonge Street right-of-way. William Mackenzie, who controlled the Canadian Northern Railway, purchased the Metropolitan Railway in August 1904, and it became the Metropolitan Division of the recently formed Toronto & York Radial Railway (T&YRR). Mackenzie immediately planned for an extension north from Newmarket, and in June 1907, the new route was open to Lake Simcoe and in 1909 to Sutton. With the Lake Simcoe route, the railway developed a very profitable summer tourist trade. A popular park was developed at Bond Lake near Oak Ridges that included a bathing complex and small amusement park.<sup>11</sup> Stops within the Richmond Hill study area

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<sup>8</sup> Ibid, 37.

<sup>9</sup> Ibid, 38.

<sup>10</sup> Historic Churches of South York Region: St. John's the Baptist Anglican Church.

Access:--< <http://edrh.rhpl.richmondhill.on.ca/cemeteries/churches/default.asp?ID=s06>>.

<sup>11</sup> The Ontario Railway History Page. Canadian National Railway Lines, Canadian Northern Railway. Toronto & York Radial Railway. Access:--<<http://home.primus.ca/~robkath/railmet.htm>>.



included among others, Gamble's, Summit Golf Club, St. John's Anglican Church, Bond Lake Park, the Picnic Grounds just north of Bond Lake, the Schomberg and Aurora Junction, Oak Ridges Post Office and The Pinnacle, the highest point in Oak Ridges. A power house and car house used for storage was located on the railway line just south of Bond Lake on the east side of Yonge Street.<sup>12</sup>

The railway line remained very profitable in the 1920s, due to city commuters and summer traffic. The ownership was transferred to the City of Toronto in 1922, and all operations north of Deloraine Avenue were contracted out to Ontario Hydro under the new name Hydro-Electric Railways, Toronto & York Division. Due to financial problems, the City of Toronto took back the line from the Hydro group in January 1927, and Bond Lake Park closed in 1928. A proposal to abandon the railway was proposed in 1929; however due to opposition from the municipalities along the railway it remained open for another two years before it was closed permanently in March 1930. Service was restarted in July 1930 from Richmond Hill south to Toronto city limits and became the North Yonge Railways. It closed in 1948.<sup>13</sup> The old car barns at Bond Lake were used as a service station in the 1950s.<sup>14</sup>

The Summit Golf Course on Yonge Street was founded in 1912 as the ninth golf club in the Toronto area. The course was originally laid out by George Cumming, Head Pro at Toronto Golf Club, and George S. Lyon, the top amateur golfer at that time. In 1919 the well-respected and prolific golf course architect, Stanley Thompson, designed the course.<sup>15</sup>

By 1957, the limits of Richmond Hill had expanded to include subdivisions to the east, and had acquired town status. More of the land in the surrounding townships of Markham and Vaughan were annexed in later years. In 1971, the Regional Municipality of York was created, and the new Town of Richmond Hill was extended north along Yonge Street to include Oak Ridges, formerly located in Whitchurch and King Townships, and Bond Lake and Lake Wilcox in Whitchurch Township.

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<sup>12</sup> Robert M. Stamp, *Early Days in Richmond Hill: A History of the Community to 1930*. (Richmond Hill Public Library Board, 1991) 226 and 227. 1914 map of Metropolitan Division of the Toronto and York Radial Railway.

<sup>13</sup> The Ontario Railway History Page.

<sup>14</sup> Stamp, 226.

<sup>15</sup> The Summit Golf & Country Club Limited History. Access:--  
<<http://franklin.buzsoftware.com/summit/index.cfm?ID=1>>.

## **5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE RESOURCES**

### **5.1 Introduction**

For the purposes of cultural heritage landscape and built heritage identification, this section provides a brief description of the existing environment as well as the built heritage resources and the cultural heritage landscape identified within and adjacent to the north Yonge Street study corridor from Green Lane at the northern limits to 19<sup>th</sup> Sideroad in Richmond Hill at the southern limit, and along Davis Drive between Highway 404 and Bathurst Street in Newmarket.

### **5.2 Description of the Existing Environment**

The North Yonge Street Corridor has historically provided a focus for mixed-use development comprised of a combination of low-medium density residential, institutional, retail and highway commercial land uses. There is a mix of recently planned mixed-use areas and historic cores (Aurora and Newmarket) that incorporate a variety of uses and development densities. Recently designated or emerging mixed-use areas identified in the Class EA study area include the designated regional centre in Newmarket (between Mulock Drive and Green Lane), and Yonge Street through Aurora. A part of the Oak Ridges Moraine is located within the study area, principally between 19<sup>th</sup> Avenue/Gamble Road in the Town of Richmond Hill and just south of Wellington Street in the Town of Aurora. It has a unique composition of environmental, geological and hydrological features that make its ecosystem vital to southern-central Ontario.

For the most part the mixed-use development of the North Yonge Street Corridor is bounded by stable low-density residential development. The North Urban Development Area in the Oak Ridges/Lake Wilcox area of Richmond Hill is the most significant emerging mixed-use area.




Historical centres of settlement include the former village centre of Aurora on Yonge Street and Davis Drive in Newmarket. Vestiges of former crossroads settlements are found at King Road and Yonge Street (Oak Ridges) and Jefferson Sideroad and Yonge Street (Jefferson). The Bond Lake area has traces of the former summer/recreational community that flourished in the area in the early to mid 20<sup>th</sup> century.

Two railways lines are located within the study area, namely, CN Rail's Bala subdivision to the east and the GO Transit Bradford line. Both lines form an integral part of CN's and GO's mainline network and are significant built features and cultural heritage landscapes within the EA study area.




### **5.3 Description of Identified Cultural Heritage Landscapes & Built Heritage**

Unterman McPhail Associates identified principal cultural heritage landscapes and built heritage resources older than forty years adjacent to Yonge Street between Green Lane in the north and 19<sup>th</sup> Sideroad/Gamble Road in the south and adjacent to Davis Drive between Highway 404 and Yonge Street. In 2006, the Davis Drive corridor rapidway was shown as integrated with the existing streetscape and within mixed traffic operations. The integration of the rapidway within the community allowed the earlier settlement area to be identified as a single cultural heritage landscape during the 2006 survey work. Subsequently, it was determined in the preferred alternative that individual impacts to cultural heritage resources would occur along Davis Drive, and that individual built heritage resources and cultural heritage landscapes should be identified along the route. These resources are listed in Table 1 starting in the north at Green Lane and moving in a southerly direction to Davis Drive, then west to east along Davis Drive, and then south from Yonge Street from Davis Drive to Gamble Road. Initial survey work along Yonge Street and Davis Drive was undertaken in 2006. Davis Drive was resurveyed in 2007 and 2008.

**TABLE 1: CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR**

Site #	Resource Type	Category	Location/Description	Photograph
1.	CHL	Farm Complex	No. 574 Green Lane, north side at top of Main Street North, Town of East Gwillimbury.  Farm complex includes a 19 <sup>th</sup> C. brick farmhouse and gambrel barn, silo and outbuildings.	
2.	BHR	Residence	No. 1786 Yonge Street, east side, Town of Newmarket.  19 <sup>th</sup> C. brick residence with Gothic Revival details. Plaque on building noting "Summitt View".	
3.	BHR		309 Davis Drive. Town of Newmarket.  Early 1900s, 2 storey brick residence with a front gable roof.	




**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
4.	BHR		330 Davis Drive, Town of Newmarket  Circa 1900 1½ storey frame residence with a front gable on the south side of Davis Drive.	
5.	BHR		338 Davis Drive, Town of Newmarket.  19 <sup>th</sup> C., 1½ half storey brick residence with a centre front gable and pointed arch window.	
6.	BHR		345 Davis Drive, Town of Newmarket.  Late 1890s/early 1900s vernacular brick residence. 1½ storey with a front gable roof.	




**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
7.	BHR		355 Davis Drive, Town of Newmarket.  Circa 1900. Two storey frame residence with alterations.	
8.	BHR		359 Davis Drive. Town of Newmarket.  Circa 1900 two storey brick residence with front gable roof. Vacant at time of survey.	
9.	BHR		371 Davis Drive, Town of Newmarket.  <b>Listed as a heritage building by the Town of Newmarket</b>	

**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**



Site #	Resource Type	Category	Location/Description	Photograph
10.	BHR		383-385 Davis Drive, Town of Newmarket. Two storey double, 19 <sup>th</sup> C., residence with side gable roof.	
11.	BHR	Bridge/ Culvert	Davis Drive immediately west of Yonge Street. No. 435 Davis Drive, Town of Newmarket.	
12.	BHR	Residence	No. 415 Davis Drive, Town of Newmarket Located on northwest corner of Main Street and David Drive. Early 20 <sup>th</sup> C. 2 ½ storey brick residence with a cross gable roof, two storey bay window. <b>Listed as a heritage building by the Town of Newmarket.</b>	

**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**




Site #	Resource Type	Category	Location/Description	Photograph
13.	BHR	Commercial	No. 425 Davis Drive, Town of Newmarket  Located on northeast corner of Main Street and David Drive. Former Union Hotel, plaque on building notes date of 1881.  <b>Listed as a heritage building by the Town of Newmarket</b>	
14.	BHR	Commercial	No. 431 Davis Drive, Town of Newmarket.  Former residence now in commercial use located immediately east of Union Hotel. Building are linked.	
15.	BHR	Former Railway Station	No. 450 Davis Drive, south side, Town of Newmarket  Built in 1899, the station is set back from Davis Drive.  <b>Designated municipally under the Ontario Heritage Act.</b>	






**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
16.	CLU	Railscape	Right-of-way at Davis Drive of Ontario, Simcoe & Huron Railway, later Northern Railway and Canadian National, built in 1853.	
17.	CLU	Waterscape	<p>Tributary of the East Holland River crossing Davis Drive east of railway tracks, Town of Newmarket.</p> <p>The Keith Bridge crosses over the former Newmarket Canal. The canal was originally conceived to assist the Newmarket District by linking it to Lake Simcoe and the Trent-Severn Waterway to bypass the railway and lower the transport cost of goods. Begun in 1906 and almost completed, the project was cancelled in 1912 by the federal government. Known as Lock 3, the area to the north was constructed as a turning basin for vessels. Remnants of the original solid limestone walls for the turning basin are still extant and according to bridge drawings the abutments for Lock 3 are in place beneath the existing bridge structure.</p> <p>Lock 3 is not listed on the municipal cultural heritage inventory or designated under the <i>Ontario Heritage Act</i>.</p>	



**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
18.	BHR	Residence	556-558 Davis Drive Town of Newmarket. Vernacular 19 <sup>th</sup> C., 2 storey residence with side gable roof and eaves returns.	
19.	BHR	Residence	560 Davis Drive, Town of Newmarket. Late 19 <sup>th</sup> C., 1½ storey residence with front gable roof.	
20.	BHR	Residence	564 Davis Drive, Town of Newmarket. Post World War II bungalow.	



**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
21.	BHR	Residence	568 Davis Drive, Town of Newmarket.  Vernacular, 19 <sup>th</sup> C., 1½ storey, front gable residence with stucco cladding (2207), reclad in modern siding (2008).	 <p data-bbox="1381 711 1436 734">2007</p>  <p data-bbox="1381 1045 1436 1068">2008</p>
22.	BHR	Residence	572 Davis Drive. Town of Newmarket.  Early 19th C., 1½ half-storey frame residence with a cross gable roof.  <b>Listed as a heritage building by the Town of Newmarket</b>	



**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
23.	BHR	Residence	No. 631 Davis Drive, Town of Newmarket  20 <sup>th</sup> C. 1½ storey stucco residence with gable roof and double and triple windows with multi-pane upper sash, verandah under main roof.	
24.	BHR	Residence	No. 17380 Yonge Street, Maple Gables, Town of Newmarket.  Two storey brick house with three prominent front gables with decorative detailing and centre pointed arch window. Set back a distance from Yonge Street.  <b>Designated municipally under the <i>Ontario Heritage Act</i>.</b>	
25.	BHR	Museum (Former residence)	No. 17100 Yonge Street, Town of Newmarket.  Doan House, northwest corner of Eagle Street and Yonge Street. Built by Seneca Doan in 1845, set in Eldred King Park to south of York Region Municipal building.  <b>Designated municipally under <i>Ontario Heritage Act</i>.</b>	




**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
26.	CHL	Church/ Cemetery	<p>No. 17030 Yonge Street, Town of Newmarket.</p> <p>Members of the Society of Friend’s Burying Ground and Quaker Meeting House built the meeting house in 1811. This frame building was the first permanent place of worship built in this part of the province.</p> <p><b>Designated municipally under the <i>Ontario Heritage Act</i>. Ontario Heritage Trust Plaque commemorative plaque on site.</b></p>	
27.	CHL	Cemetery	<p>No. 16580 Yonge Street, Town of Newmarket.</p> <p>Hicksite Friend Burying Ground, established in 1830 with a meeting house (demolished). Located at Sawmill Drive, set back from Yonge Street.</p> <p><b>Designated municipally under the <i>Ontario Heritage Act</i>.</b></p> <p><b>Commemorative plaque on site by Newmarket Historical Society and Newmarket LACAC.</b></p>	




**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
28.	BHR	Former Residence	No. 16003 Yonge Street, Town of Aurora. 19 <sup>th</sup> C. brick residence converted to Oakland Restaurant. Located on east side just south of St. John’s Sideroad.	
29.	CHL	Historical Settlement	Historic core of Town of Aurora, generally from Aurora Heights Drive/Mark Streets to north and Kennedy Road to south. Includes numerous buildings of 19 <sup>th</sup> and 20 <sup>th</sup> C. several listed as heritage buildings or designated under the <i>Ontario Heritage Act</i> . <b>Hilary House No. 15372 Yonge Street, built in 1862, is owned by the Aurora Historical Society and recognized by the National Historic Sites and Monuments Board as one of Canada’s best examples of Gothic Revival architecture.</b> <b>The Northeast Old Aurora Heritage Conservation District designated under Part V of the <i>Ontario Heritage Act</i>. It includes Yonge Street from just north of Armour Heights Drive to just south of Catherine Street.</b>	

**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**




Site #	Resource Type	Category	Location/Description	Photograph
30.	BHR	Residence	No. 15029 Yonge Street, Town of Aurora.  Located east side at Kennedy Street this 20 <sup>th</sup> C. residence has a stone decorative fence on Yonge Street.	
31.	CHL	Park	War Memorial Peace Park, Town of Aurora.  Cenotaph to World Wars II & I.	
32.	CHL	Cemetery	No. 14253 Yonge Street, Town of Aurora.  Aurora Cemetery, with Gatehouse, fence with gate pillars, plaque noting established 1869 and dead house on grounds.  <b>Municipally designated under the <i>Ontario Heritage Act</i>. The Dead house in the cemetery is also designated under the <i>Ontario Heritage Act</i>.</b>	

**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**



Site #	Resource Type	Category	Location/Description	Photograph
33.	BHR	Residence	No. 13580 Yonge Street, Town of Richmond Hill. Circa 1920s residence located on west side of Yonge Street at Coons Road. <b>Listed on Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</b>	
34.	BHR	Residence	No. 13554 Yonge Street, Town of Richmond Hill. Circa 1880 residence of Philip Mackenzie, now in commercial use, with centre front gable. <b>Listed on Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</b>	
35.	CHL	Hamlet of Oak Ridges	Oak Ridges, Town of Richmond Hill. Located at Bond Lake, it comprises a few scattered buildings including a store at No. 12919 Yonge Street; a former residence at No. 12850 (1920); residences at No. 12800 (ca. 1920) and 12764 (Mitchell House ca. 1920); and cobblestone residence at No. 12761 (J. H. C. Durham Cottage, ca. 1915), <b>All noted buildings are listed on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</b>	 <p data-bbox="1388 1304 1780 1331"><b>No. 12850 Yonge Street.</b></p>






**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
37.	CHL	Oak Ridges (continued)		 <p data-bbox="1388 711 1667 737"><b>No. 12800 Yonge Street.</b></p>  <p data-bbox="1388 1003 1667 1029"><b>No. 12764 Yonge Street.</b></p>  <p data-bbox="1388 1328 1654 1354"><b>No. 12761 Yonge Street.</b></p>



**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
36.	BHR	Former Residence	No. 12611 Yonge Street, Town of Richmond Hill. John Beverley Robinson Cottage, circa 1836, located on east side at Bond Lake. <i>Listed on Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i>	
37.	BHR	Railway Station	No. 12500 Yonge Street, Town of Richmond Hill. Located on the east side of Yonge Street at Bond Lake. Site of Metropolitan Railway Arrestor House & Power House Remnants at Bond Lake Park, circa 1900. Set back from road. <i>Listed on Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i>	<p style="text-align: center;"><b>No Photograph</b></p>
38.	BHR	Residence	No. 12345 Yonge Street, Town of Richmond Hill. Ryan-Paxell House, built 1892. <i>Listed on Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i>	


**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
39.	BHR	Residence	No. 12261 Yonge Street, Town of Richmond Hill. Frank Legge House, built 1915, located on northeast corner of Stouffville Road. (Vacant in 2008) <i>Listed on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i>	
40.	CHL	Church & Cemetery	No. 12125 Yonge Street, Town of Richmond Hill. St. John's Anglican Church and Cemetery, church built 1848 and re-clad in brick in 1912, oldest church building in Richmond Hill. <b>Both church and cemetery listed on Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</b> <b>Also site of OHT commemorative plaque to de Puisaye Settlement of late 1790s.</b>	
41.	BHR	Residence	No. 12001 Yonge Street, Town of Richmond Hill. Dentmore Downs, home of Joseph Mortson, circa 1846. Vacant (2006). <b>Listed on the Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</b>	

**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO THE PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
42.	CHL	Recreation lands	No. 11901 Yonge Street, Town of Richmond Hill. Younger Street commemorative cairn, National Historic Site in front of Summit Golf Club. Summit Golf & Country Club. Buildings of golf course set back from Yonge Street. <b>Both the cairn and golf club are listed on <i>Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i></b>	
43.	BHR	Residence	No. 11666 Yonge Street, Town of Richmond Hill. Residence of Wm. H. Legge and post office, known as Hillcrest, built 1902. Associated with former hamlet of Jefferson. Vacant (2006) and moved to a new plaza in 2008. <b>Listed on <i>Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i></b>	 <p>2006 above; below in new plaza (2008)</p>

**TABLE 1. CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE IDENTIFIED ADJACENT TO THE PREFERRED YONGE STREET CORRIDOR (continued)**

Site #	Resource Type	Category	Location/Description	Photograph
44.	BHR	Former School-house	No. 11575 Yonge Street, Town of Richmond Hill. Former Jefferson Public School, now in commercial use. <b>Listed on <i>Town of Richmond Hill Inventory of Buildings of Architectural and Historical Importance.</i></b>	

## 6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

### 6.1 Introduction

This section provides an assessment of the potential adverse effects of the preferred alternative design for the North Yonge Street Corridor including Davis Drive in Newmarket. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally, transitway design and associated road improvements have the potential to adversely affect cultural heritage landscapes and built heritage features by displacement and/or disruption during, as well as after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement or *direct impacts*, i.e., removal, if they are located within the rights-of-way of the undertaking. There may also be potential for disruption or *indirect impacts* to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting.

### 6.2 Direct Impacts

There are no direct impacts located on Yonge Street for the preferred alternative.

There are eight (8) potential direct impacts to cultural heritage resources located on Davis Drive for the preferred alternative that may result in displacement /removal. Table 2 lists the direct impacts to cultural heritage landscapes and built heritage resources along Davis Drive. Two (2) built properties, namely Nos. 425 and 572 Davis Drive, are listed as by the Town of Newmarket as heritage resources.

**TABLE 2: POTENTIAL DIRECT IMPACTS TO CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES**

SITE #	RESOURCE	DESCRIPTION	LOCATION
4	BHR	Residence	330 Davis Drive
5	BHR	Residence	338 Davis Drive
13	BHR	Former Hotel	425 Davis Drive
14	BHR	Residence	431 Davis Drive
18	BHR	Residence	556-558 Davis Drive
19	BHR	Residence	560 Davis Drive
20	BHR	Residence	564 Davis Drive
22	BHR	Residence	572 Davis Drive

Mitigation recommendations are included in Section 7.2

### 6.3 Indirect Impacts

There will be some disruption effects to identified cultural heritage landscapes and built heritage resources located along Yonge Street. However since the North Yonge Corridor Public Transit will be principally within the existing right-of-way they are considered to be minimal or low. The mitigation of encroachment effects is discussed in section 7.3.

There will be twelve (12) identified built heritage resources and cultural heritage landscapes within the preferred alternative along Davis Drive potentially affected by disruption impacts. The disruption is associated with road improvements. Two (2) properties, namely No. 371 Davis Drive (BHR 9) and No. 415 Davis Drive (BHR 12), are listed as by the Town of Newmarket as heritage resources. The railway station located at No. 450 Davis Drive, which is located within the railscape (CHL 16), is municipally designated under the *Ontario Heritage Act*. Table 3 includes a list of indirect impacts along Davis Drive.

**TABLE 3: POTENTIAL INDIRECT IMPACTS TO CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES**

SITE #	RESOURCE	DESCRIPTION	LOCATION
3	BHR	Residence	309 Davis Drive
6	BHR	Residence	345 Davis Drive
7	BHR	Residence	355 Davis Drive
8	BHR	Residence	359 Davis Drive
9	BHR	Residence	371 Davis Drive
10	BHR	Residence	385 Davis Drive
11	BHR	Bridge/Culvert	Davis Drive
12	BHR	Residence	415 Davis Drive
15	BHR	Railway Station	450 Davis Drive
16	CHL	Railscape	450 Davis Drive
17	CHL	Waterscape and Lock No. 3	Davis Drive
23	BHR	Former Residence	631 Davis Drive

## 7.0 MITIGATION RECOMMENDATIONS

### 7.1 Introduction

The 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 deleterious effects to cultural heritage resources. Mitigation measures lessen or negate anticipated adverse impacts to cultural heritage resources. These measures may include such actions as avoidance, monitoring, protection, relocation documentation, salvage, remedial

landscaping, and may be a temporary or permanent action.

## 7.2 Direct Impacts

A Heritage Impact Assessment (HIA) report should be completed using the Ministry of Culture guidelines for cultural heritage conservation strategies as described below for the following listed resources:

- BHR 13, Former Hotel, No. 425 Davis Drive
- BHR 22, Residence, No. 572 Davis Drive

A Cultural Heritage Evaluation Report (CHER) should be completed for the following seven (7) buildings or structures not listed or designated by the municipality and identified as direct impacts for the preferred alternative. If the resource is determined to be of local significance, a Heritage Impact Assessment (HIA) report should be completed using the Ministry of Culture guidelines for cultural heritage conservation strategies as described in Section 7.2. The seven (7) resources include:

- BHR 4, Residence, No. 330 Davis Drive
- BHR 5, Residence, No. 338 Davis Drive
- BHR 14, Residence, No. 431 Davis Drive
- BHR 18, Residence, No. 556-558 Davis Drive
- BHR 19, Residence, No. 560 Davis Drive
- BHR 20, Residence, No. 564 Davis Drive
- CHL 17, Waterscape, East Holland River and Lock No. 3, Davis Drive.

The following conservation options, listed in descending order of preference, should be considered for the HIA:

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

If it is determined that a building cannot be preserved in situ, a cultural heritage documentation report with photography, drawings as needed, and detailed historical research will be prepared before demolition. Salvage recommendations will accompany the documentation report.

## 7.3 Indirect Impacts

The cultural heritage resources listed in Table 3 and subject to indirect impacts due to the preferred alternative are of varying degrees of heritage value and interest. For the most part, the indirect or disruption impacts are related to encroachment on adjacent property. The introduction of physical, visual, audible or atmospheric elements may result in a



change that is not in keeping with their character and, or setting. To lessen disruption impacts every effort should be made to reduce the effect of the roadway widening through the introduction of new sidewalks, curbs and improvement to intersections should be considered. Sympathetic landscape treatments in relation to the identified cultural heritage resources should be considered as part of Detail Design. Vibration effects resulting from roadway construction should be monitored for the built heritage resources located immediately adjacent the right-of-way. Masonry commemorative monuments are particularly sensitive to vibration as they may have smaller and shallower foundations.

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### **Web Sites**

Historic Churches of South York Region: St. John's the Baptist Anglican Church.

Access:--

< <http://edrh.rhpl.richmondhill.on.ca/cemeteries/churches/default.asp?ID=s06>>.

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<[http://www.newmarket.ca/userfiles/HTML/nts\\_1\\_330\\_1.html](http://www.newmarket.ca/userfiles/HTML/nts_1_330_1.html)>.

Town of Newmarket. Heritage Newmarket Historic.

Access:--

< [http://www.newmarket.ca/userfiles/HTML/nts\\_1\\_2733\\_1.html](http://www.newmarket.ca/userfiles/HTML/nts_1_2733_1.html)>.

Town of Newmarket. Heritage Navigate Newmarket showing landmarks.

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Access:--

<<http://www.town.richmond-hill.on.ca/textonly.asp>>.

The Ontario Railway History Page. Canadian National Railway Lines, Canadian Northern Railway, .Toronto & York Radial Railway

Access:--

< <http://home.primus.ca/~robkath/railmet.htm>>.

### **Maps, Aerial Photographs**

The Line of Yonge Street showing the various routes between Lake Ontario and Lake Simcoe used during the 1790s. [F. R. Berchem *The Yonge Street Story*, McGraw – Hill Ryerson].

Microsoft. Virtual Earth, 2008.

Map of the Principal Communications in Canada West Compiled from the most  
authentic sources, actual Surveys, District maps, etc. etc. by Major Baron de  
Rottenburg Assistant Quarter Major General, circa 1850 [National Map Collection;  
adapted from *Ontario's History in Maps*. Toronto, Ontario: University of Toronto,  
1983].

National Topographic Series. Newmarket 31D/3, 1929, 1980; Markham 30M/14, 1936,  
1979.

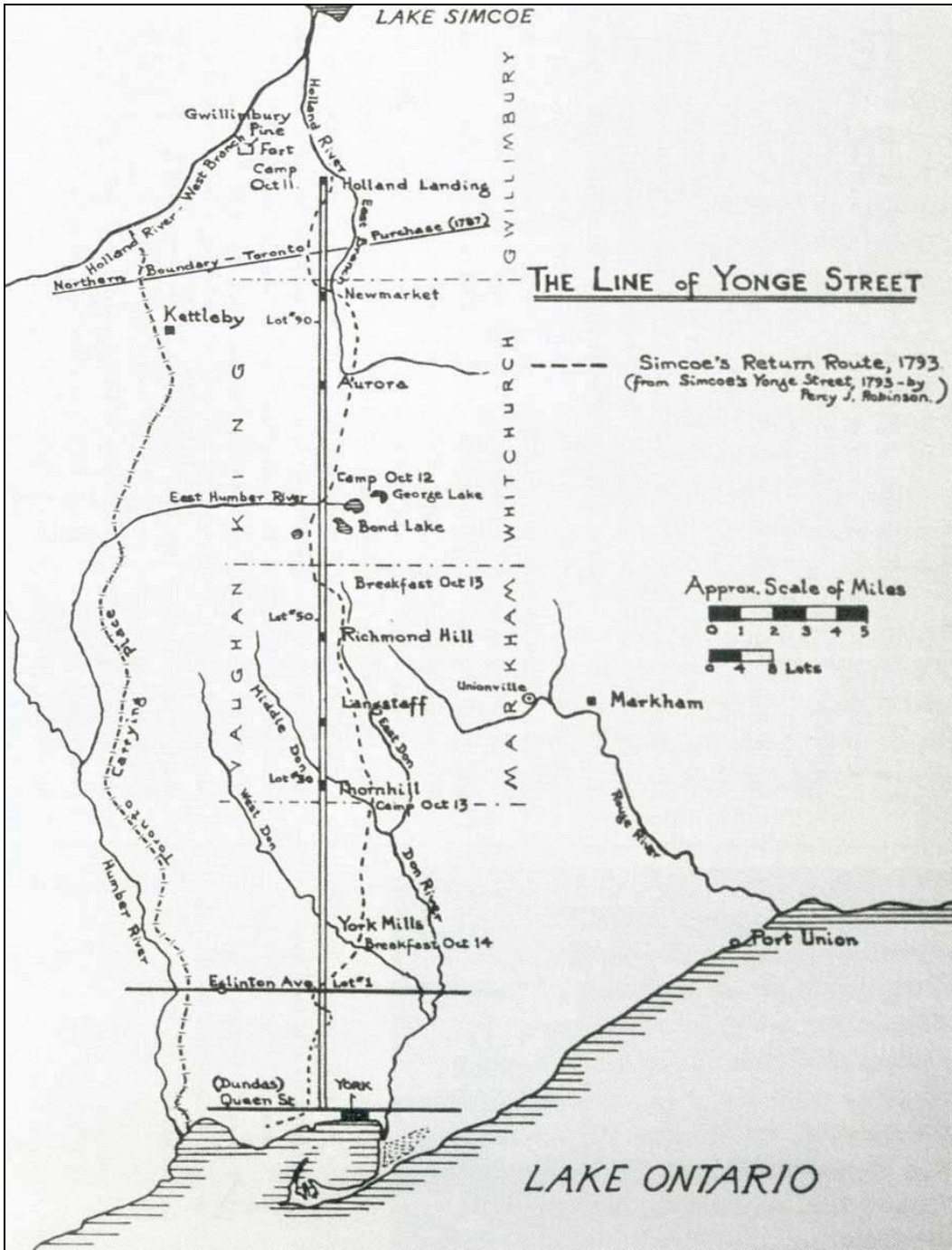
### **Contacts**

Town of New market and Heritage Newmarket.

Michael Seaman, Manager of Heritage Planning, Town of Aurora.

Town of Richmond Hill.

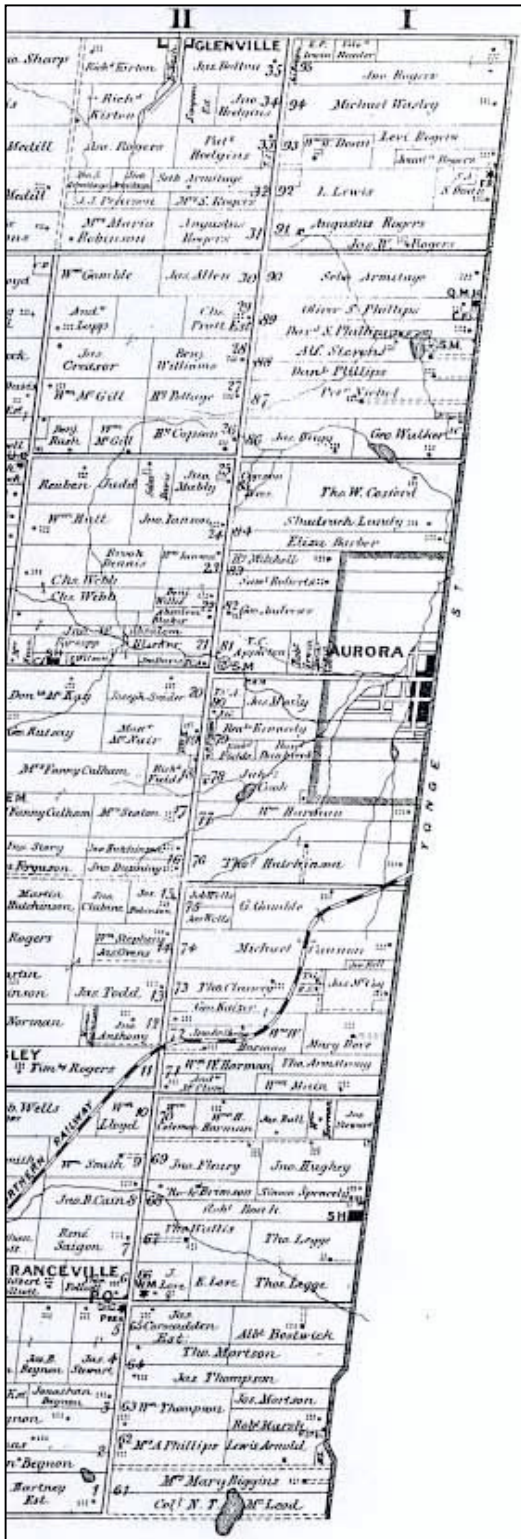
**APPENDIX A:  
HISTORICAL MAPS**



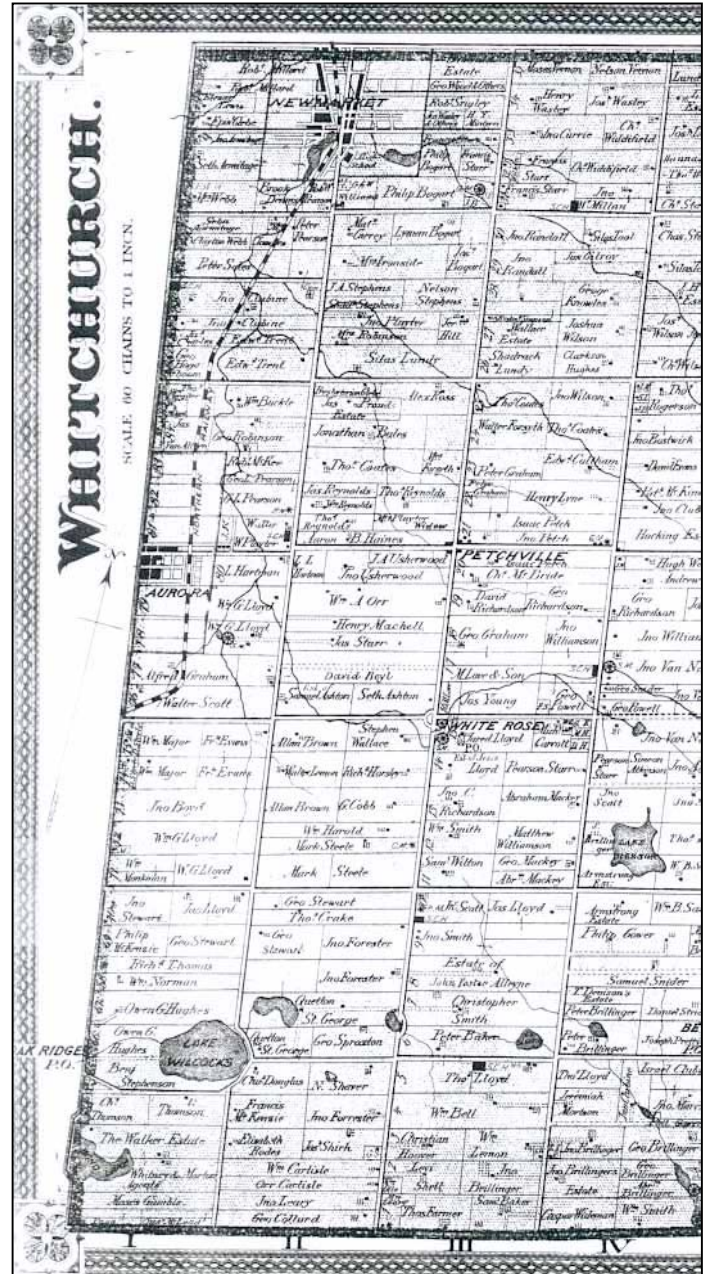
The Line of Yonge Street showing the various routes between Lake Ontario and Lake Simcoe used during the 1790s. [F. R. Berchem The Yonge Street Storey, McGraw-Hill Ryerson. Map taken from Early Days in Richmond Hill].



**Yonge Street as shown on Map of the Principal Communications in Canada West Compiled from the most authentick sources, actual Surveys, District maps, etc. etc. by Major Baron de Rottenburg Assistant Quarter Major General, circa 1850 [National Map Collection; adapted from *Ontario's History in Maps*. Toronto, Ontario: University of Toronto, 1983].**

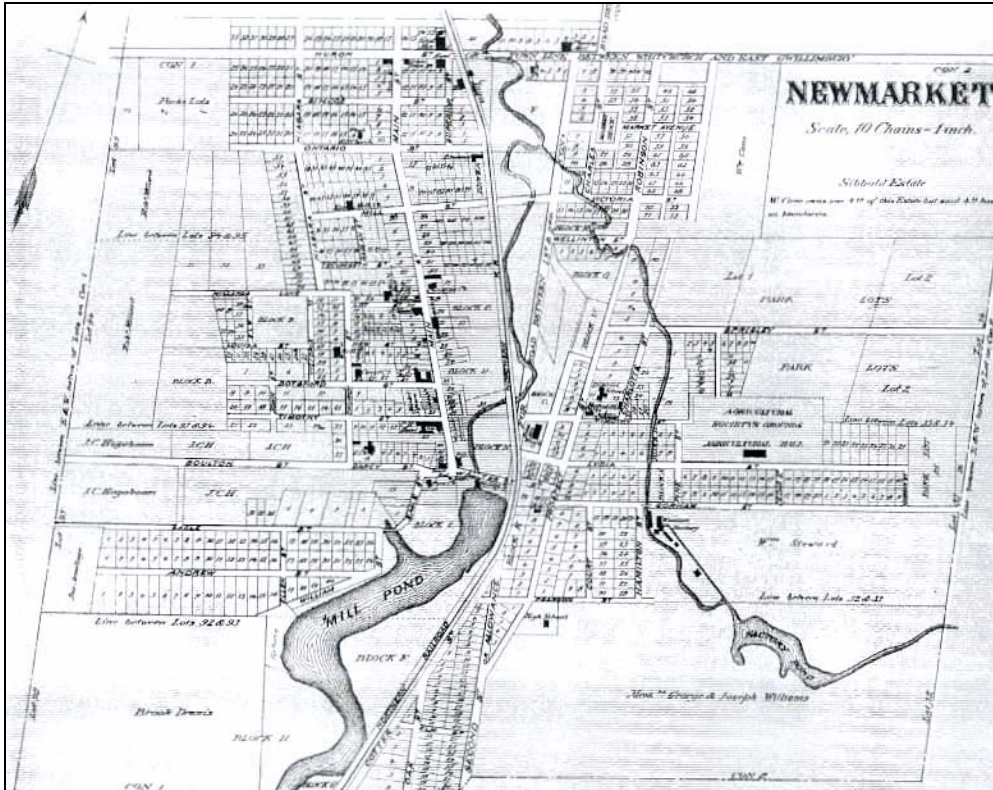


Yonge Street, King Township, Illustrated Historical Atlas (1878).

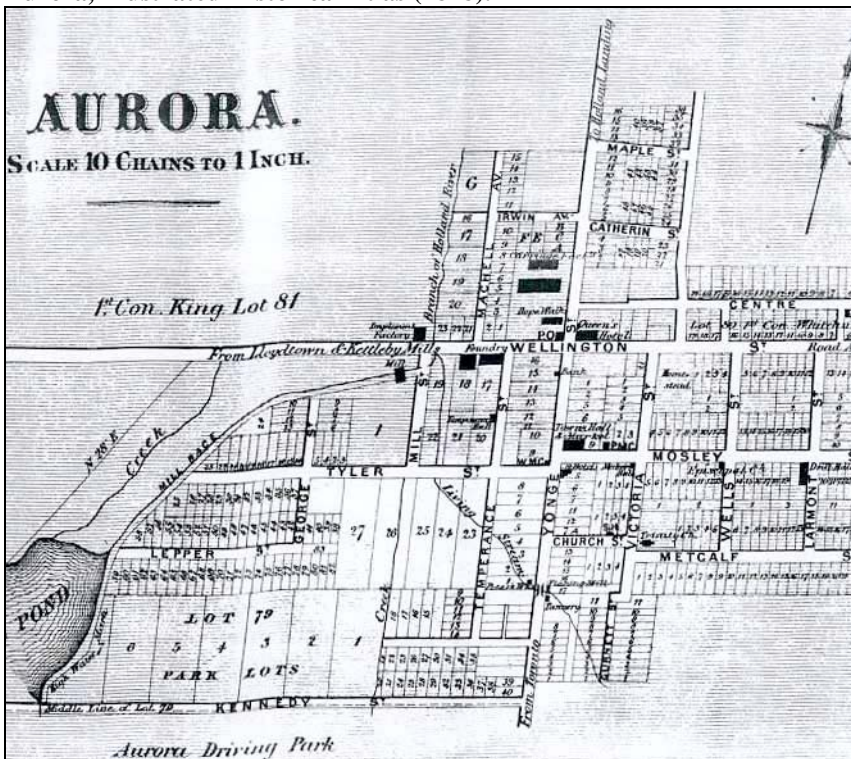


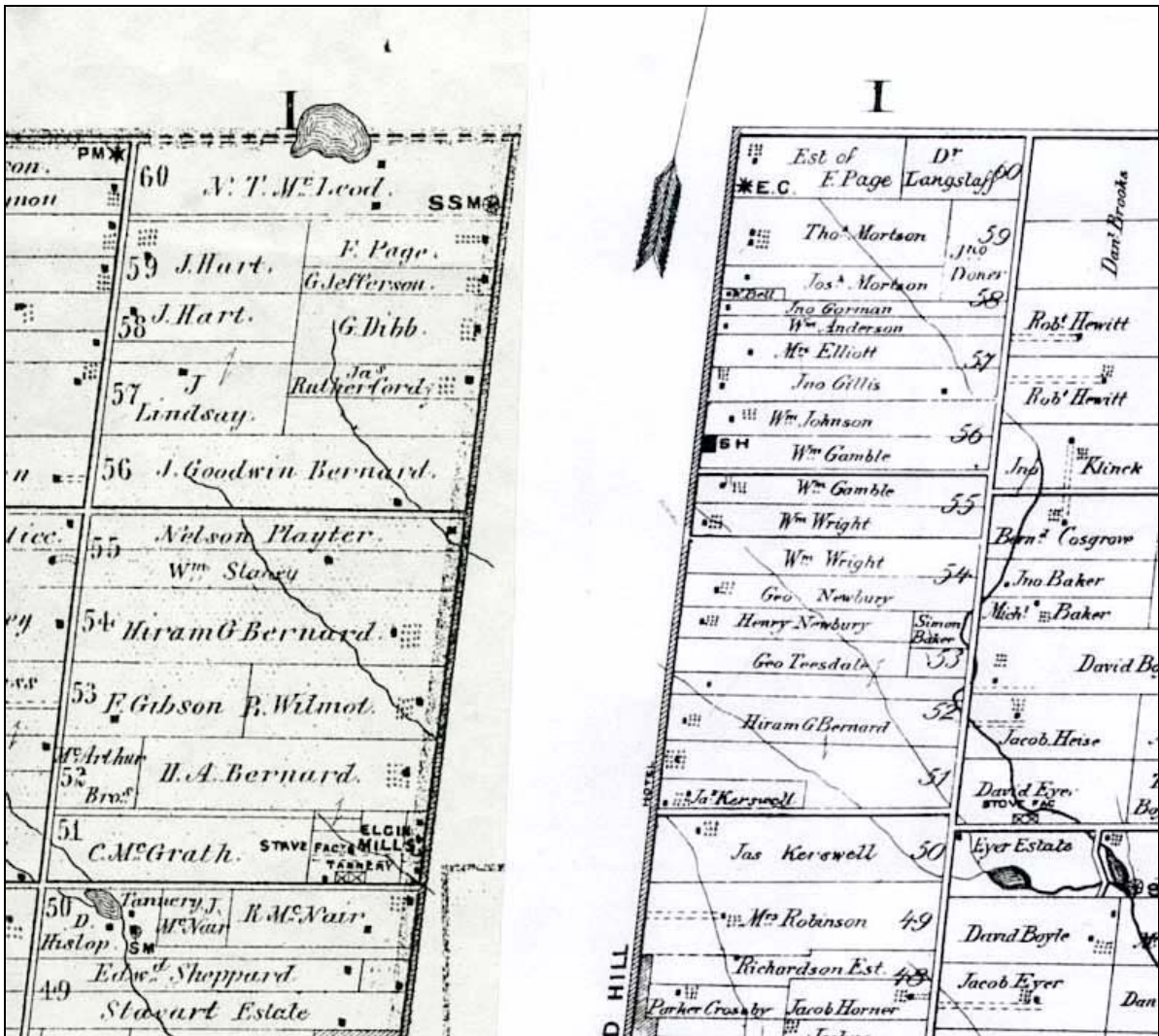
Yonge Street, Whitchurch Township Illustrated Historical Atlas (1878).



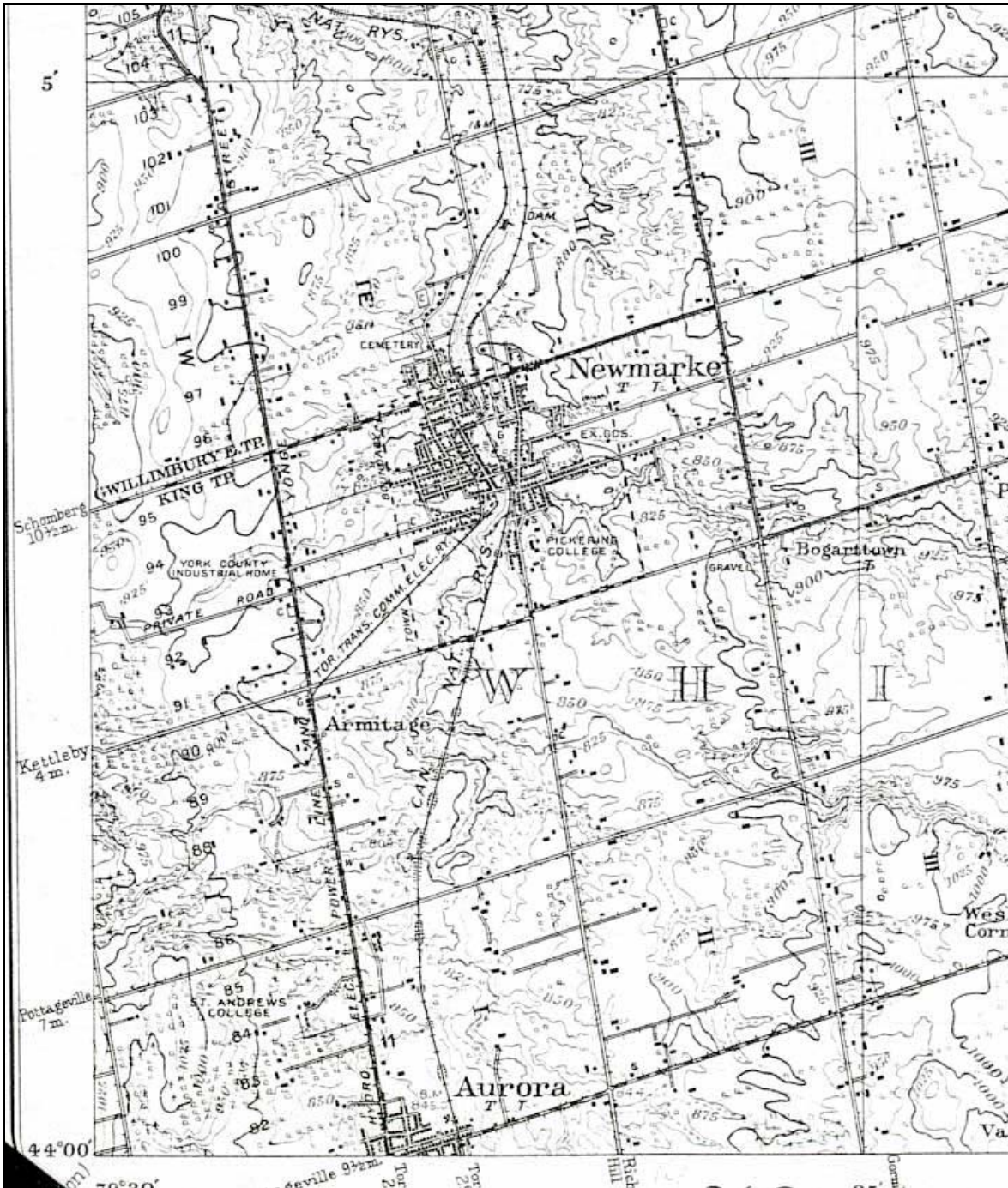


Newmarket, Illustrated Historical Atlas (1878).  
Aurora, Illustrated Historical Atlas (1878).

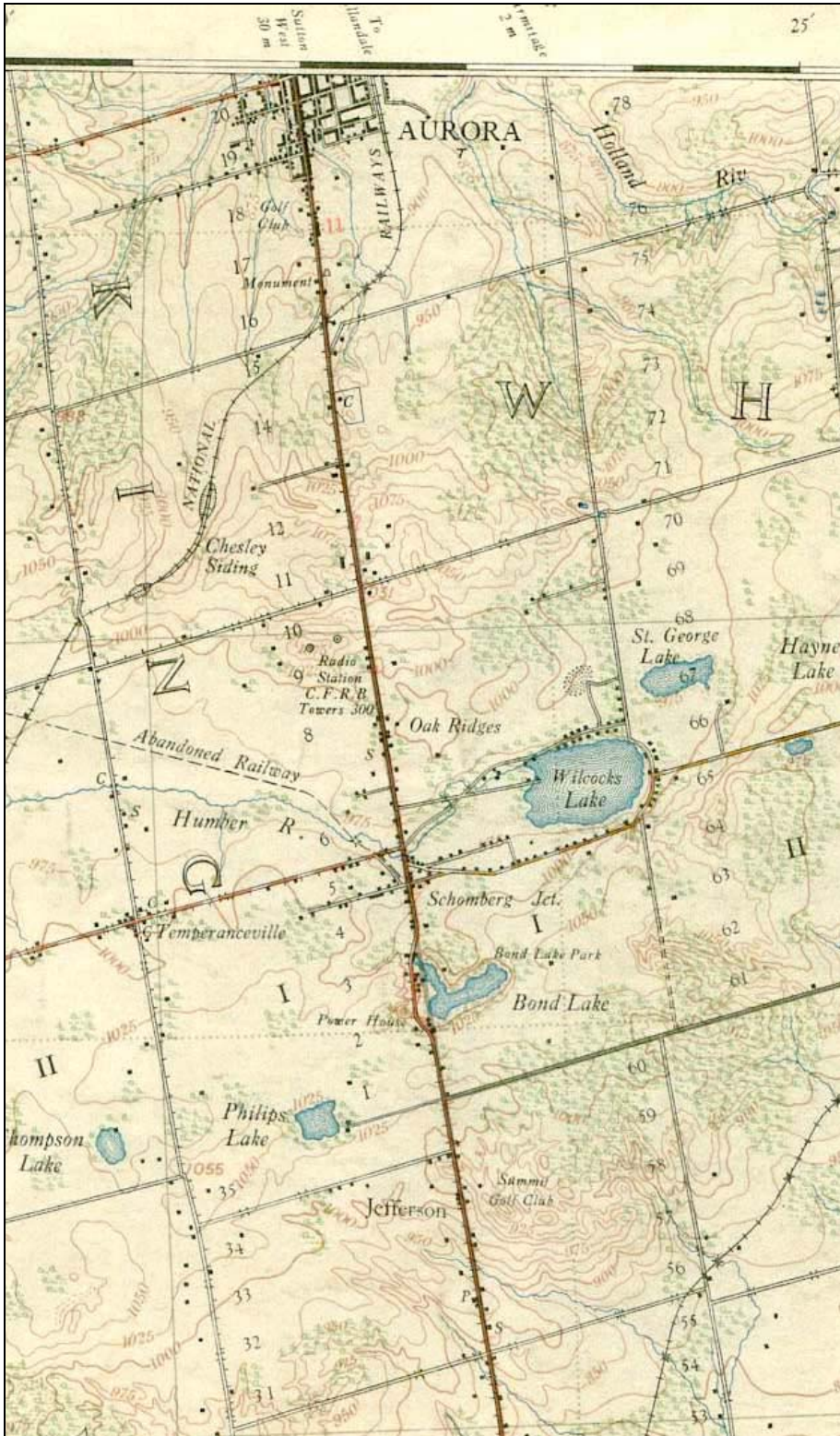




Yonge Street, Vaughan Township (left) and Markham Township (right), Illustrated Historical Atlas (1878).



National Topographic Series, Newmarket D/3, 1929.



National Topographic Series, Markham M/14, 1936.