



December 22, 2015

## HERITAGE IMPACT ASSESSMENT

### Class Environmental Assessment for Portage Parkway Widening and Extension City of Vaughan, Ontario

**Submitted to:**

Mr. Stephen Keen, Director Transportation Planning  
CIMA+  
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Burlington, Ontario  
L7N 3G7

REPORT



**Report Number: 1522372-11000-R01**

**Distribution:**

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1 Copy - Golder Associates Ltd.





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## HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY VAUGHAN

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## **1.0 STUDY PURPOSE AND METHOD**

Golder Associates Ltd. (Golder) was retained by the City of Vaughan, in partnership with CIMA+ to conduct a Heritage Impact Assessment (HIA) as part of the Class Environmental Assessment for the proposed widening of Portage Parkway from Applewood Crescent to Jane Street and the extension of Portage Parkway from Jane Street to Creditstone Road. Vaughan City Council's adopted Official Plan and associated Transportation Master Plan identified the widening of Portage Parkway and its extension to Creditstone Road by crossing the Black Creek Channel as priority projects.

For the purposes of the Environmental Assessment, the project has been split into two parts:

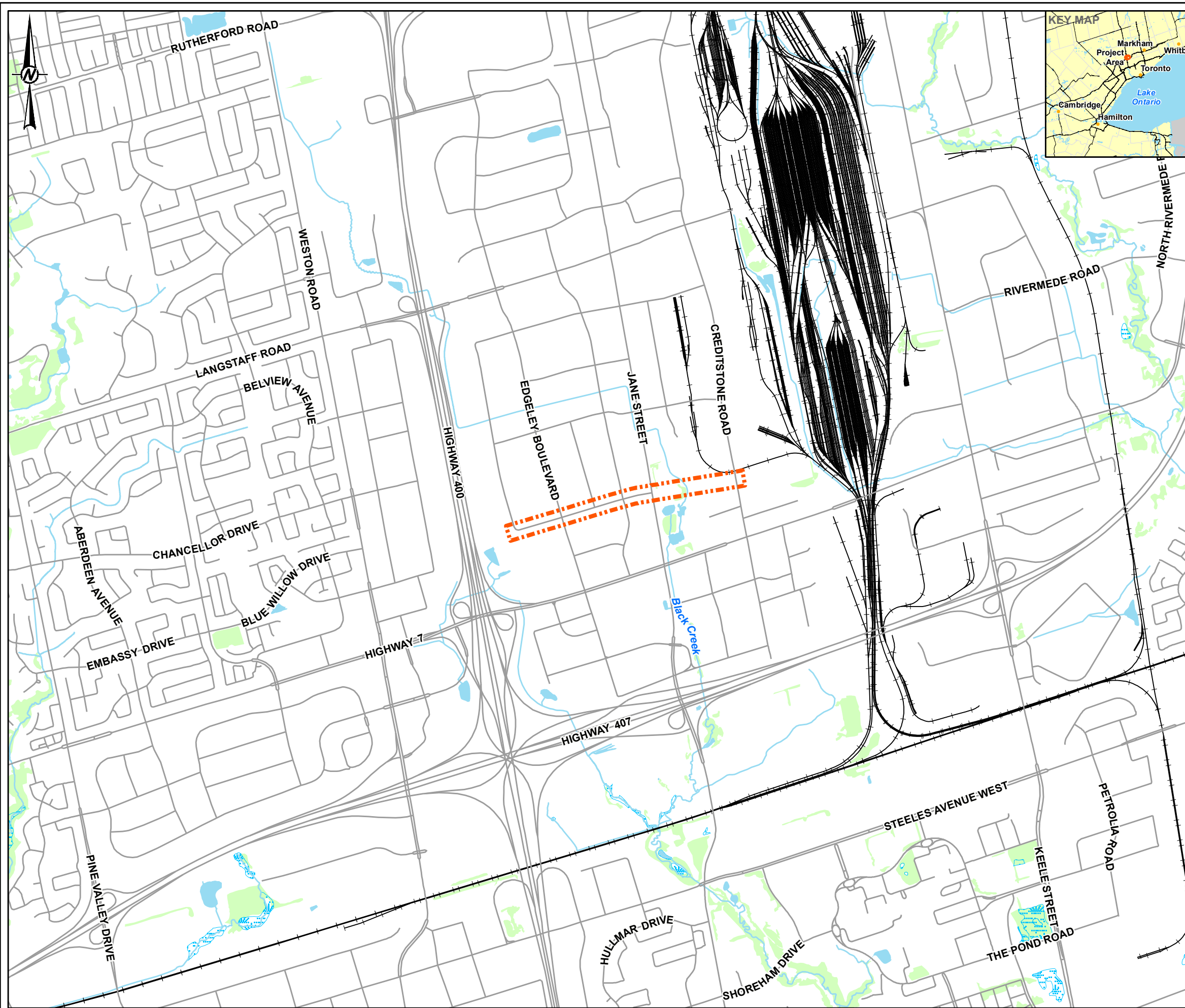
- Part A – Portage Parkway Widening from Applewood Crescent to Jane Street; and
- Part B – Portage Parkway Extension from Jane Street crossing the Black Creek channel to Creditstone Road.

For the purposes of this HIA, the **Study Area** includes 50 metres on either side of the existing Portage Parkway centreline, and the 50 metres on either side of the anticipated crossing of the Black Creek.

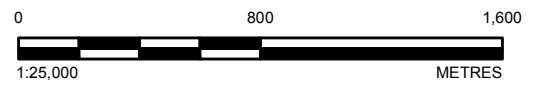
The *Ontario Heritage Act* allows individual municipalities to designate properties and districts as being of cultural heritage value or interest through the use of designating by-laws and municipal heritage registers that are administered by municipal heritage planners and municipal heritage committees. In addition, a rolling 40 year rule is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of the buildings and/or structures may be estimated based on history of the development of the area, fire insurance maps, architectural style, or building methods. 40+ year old buildings or structures do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

This HIA follows the Ministry of Tourism, Culture, and Sport's (MTCS) *Ontario Heritage Toolkit: Heritage Resources in the Land Use Planning Process*. A land use history of the Study Area was prepared to identify heritage themes and place the Study Area within a regional context. A field investigation was conducted on July 7, 2015 to identify and document known and potential built heritage resources and cultural heritage landscapes. The field assessment was conducted from public rights-of-way. Potential heritage resources were evaluated under the criteria defined in *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*.

The historic aerial photography and historic images in this report are courtesy of the City of Vaughan Archives, City Clerk's Office. To view the original photographs of historic Vaughan, please visit the Archives in the Lower Level of City Hall or contact the City at [archives@vaughan.ca](mailto:archives@vaughan.ca).



- LEGEND**
- ROAD
  - +— RAILWAY
  - WATERCOURSE
  - WATERBODY
  - WETLAND
  - WOODED AREA
  - PROJECT AREA



**REFERENCE(S)**  
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CLIENT  
 CITY OF VAUGHAN

PROJECT  
 HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY  
 ENVIRONMENTAL ASSESSMENT CITY OF VAUGHAN, ONTARIO

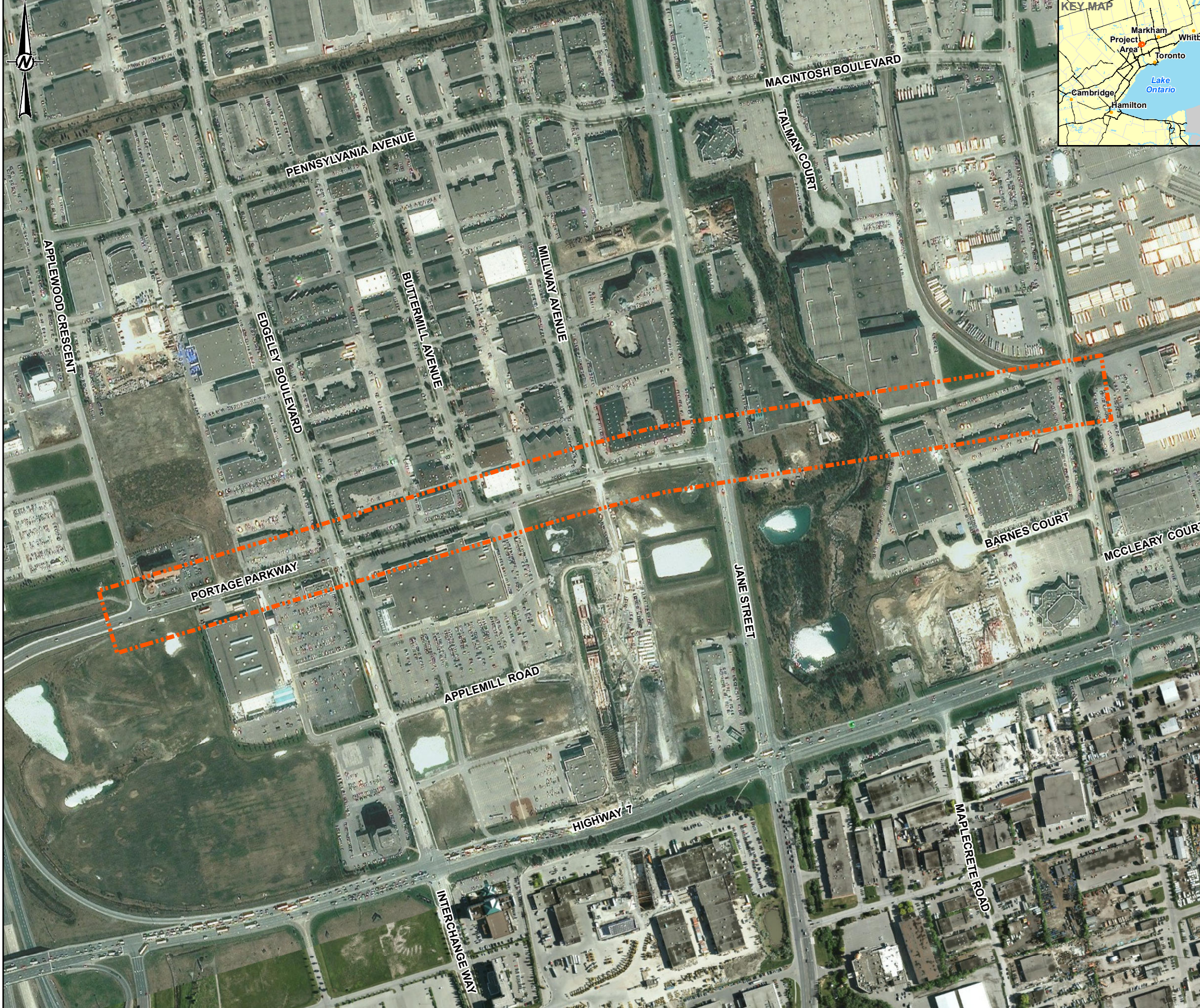
TITLE  
**KEY PLAN**

CONSULTANT	YYYY-MM-DD	2015-12-22
DESIGNED	ME	
PREPARED	JMC	
REVIEWED		
APPROVED		

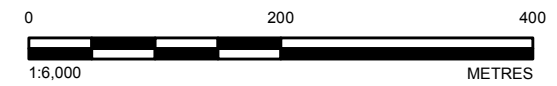


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**LEGEND**  
 PROJECT AREA



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**CLIENT**  
 CITY OF VAUGHAN

**PROJECT**  
 HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY  
 ENVIRONMENTAL ASSESSMENT CITY OF VAUGHAN, ONTARIO

**TITLE**  
 SITE PLAN

<b>CONSULTANT</b>	YYYY-MM-DD	2015-12-22
	DESIGNED	ME
	PREPARED	JMC
	REVIEWED	
	APPROVED	

PROJECT NO. 1522372 CONTROL - REV. - MAP **2**

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## **2.0 BACKGROUND HISTORY**

### **2.1 Natural Environment**

The Study Area is located within the Peel Plain physiographic region which is a level-to-undulating tract of clay soils that covers most of the central portion of the Regional Municipalities of York, Peel and Halton. The elevation of the plain is approximately 500 to 750 feet above sea level, and the plain slopes gradually in a uniform manner towards Lake Ontario. The region is now completely deforested and consists of mostly urban development; however, the plain previously carried hardwood forests. The plain was settled early in the 19<sup>th</sup> century and historically became a fertile farmland throughout the 19<sup>th</sup> and early-20<sup>th</sup> century (See Section 2.3).

Within the Study Area, the land is relatively flat with no major topographic or grade changes. The Black Creek, a tributary of the Humber River, runs in a north-south manner through the middle of the Study Area and currently acts as the east terminus of the Part A Study Area used for the Environmental Assessment.



*Image 1: View looking east across Jane Street to Black Creek Channel. The area was not accessible as part of the field assessment*



*Image 2: View looking west from Buttermilk Avenue showing flat topography of Portage Parkway*

## **2.2 Regional History**

The Study Area is located within the City of Vaughan, formerly Vaughan Township, in York County. The township was merged into the Town of Vaughan in 1971. By 1991, the Town had become the City of Vaughan.

### **2.2.1 Vaughan Township, York County**

Historically, the Study Area was located in the Township of Vaughan, in York County. Vaughan was named for Benjamin Vaughan, a commissioner who negotiated the Treaty of Paris with the United States in 1783. When the township was surveyed by Abraham Iredell in 1795, it was done so according to the single front survey system. This system of lot distribution, which was typically used between 1783 and 1818, established concessions containing 200 acre lots that were divided every five lots by side roads. In Vaughan Township, the concession lines were oriented south to north, with the side roads crossing the township from east to west. Yonge Street, a military road surveyed in 1794, formed the baseline of the township, dividing it from Markham Township to the east.<sup>1</sup>

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<sup>1</sup> W. G. Dean and G. J. Matthews, *Economic Atlas of Ontario*, 99; G. M. Adam, C. P. Mulvany, *History of Toronto and County of York, Ontario, Volume 1*, 124-133; G. E. Reaman, *A History of Vaughan Township; Illustrated Historical Atlas of the County of York*.



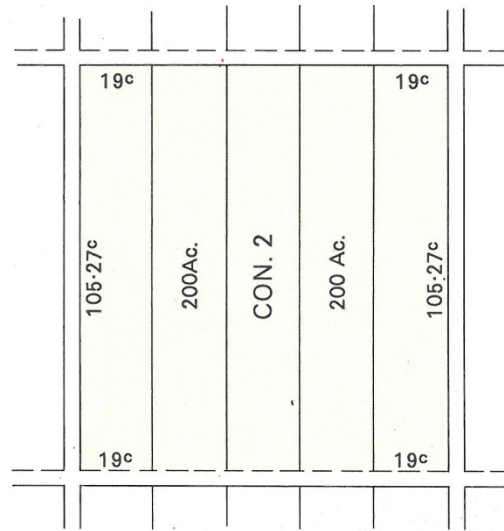


Image 3: Single Front Survey, 1783-1818

Settlement of Vaughan Township began in 1796 when United Empire Loyalists from the United States primarily began locating along Yonge Street. Initially, population growth in the Township was slow with only 103 individuals reportedly living in the area in 1797. The first settlers were predominantly from the United States, many Pennsylvania Dutch, who were encouraged through Philadelphia newspapers advertisements to travel north for the opportunity of acquiring land to cultivate and improve. After the War of 1812, Vaughan Township received an influx of immigrants from the British Isles that began to settle the interior portions of the Township. By 1832, the population had grown to 2,141, and the Township was considered by local residents to be fully settled. Ten years later the population had more than doubled, reaching 4,300 and the Township contained six grist mills and 25 saw mills. In 1855, the Northern Railway running between Toronto to Collingwood was constructed through the east half of the Township, with a station located in the Hamlet of Maple. This event, combined with the construction of the Toronto, Grey, and Bruce Railway through the west half of the Township in 1871, appears to have triggered additional growth in Vaughan Township, which had a population of 7,657 by 1871. In 1872, the community of Richmond Hill located within the east-central portion of the Township was incorporated as a village, which had a population of 1,000 by 1886. The population of the remaining portion of Vaughan Township around this time was 6,828.<sup>2</sup>

Throughout the 19<sup>th</sup> century, several communities developed in Vaughan Township, including Kleinburg, Woodbridge, Elder Mills, Maple, Edgeley, Thornhill, Brownsville, Teston, Purpleville, and Vellore. The closest community to the Study Area was the village of Edgeley, which was previously located at the intersection of what is now Jane Street and Highway 7, approximately 500 metres south of the Study Area. The village once consisted of a store, hotel, cider mill, single and chopping mill, a church, hall, blacksmith shop, and a slaughter house. The post office was opened in 1872 and remained open until 1960. The building was later demolished to

<sup>2</sup> W. H. Smith, *Smith's Canadian Gazetteer*, 1846; W. H. Smith, *Canada, Past, Present and Future*, 287; Floreen Carter, *Place Names of Ontario*, Volume 1, 766; Adam and Mulvany, 124-133; G. E. Reaman, *A History of Vaughan Township*; Ontario Agriculture Commission, *Report of the Commissioners: Appendix A*, 1880; *Illustrated Historical Atlas of the County of York*.



accommodate the widening of Highway 7. Many of the remaining buildings in Edgeley were re-located to Black Creek Pioneer Village in the 1970s<sup>3</sup>



*Image 4: Edgeley Post Office, formerly located at the intersection of Jane Street and Hwy-7, south of the Study Area*

By 1900, the economic development of Vaughan Township was similar to that of the adjacent counties and townships containing a number of urban centres reliant on the prosperity of nearby Toronto, and exports to the United States and Britain. In the 19<sup>th</sup> century, the growth in populations and new market opportunities generated a demand for improved transportation networks. As a result, railway systems were constructed, and a landscape of urban centres surrounded by thriving agricultural lands emerged.

Following World War II, the rise of the motor vehicle usage began to change urban and rural development. The early stages of urban and suburban residential expansion were apparent by the mid-20<sup>th</sup> century as the urban centres began to expand outwards into the rural townships. As vehicular traffic increased, the network of roadways throughout the region improved providing Vaughan, and the surrounding communities, better connections to the growing metropolis of Toronto.

Vaughan Township experienced new growth and development in the post-war period, and as a result, was amalgamated with the Village of Woodbridge in 1971, creating the Town of Vaughan within the Regional

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<sup>3</sup> Carter, 357; *Illustrated Historical Atlas of the County of York*; Reaman.



Municipality of York. In 1991, the Town's status was officially changed to a city, which by 2011 boasted a population of 288,301 residents, making it the fifth largest city in the Greater Toronto Area.<sup>4</sup>

## **2.3 Study Area Land Use History**

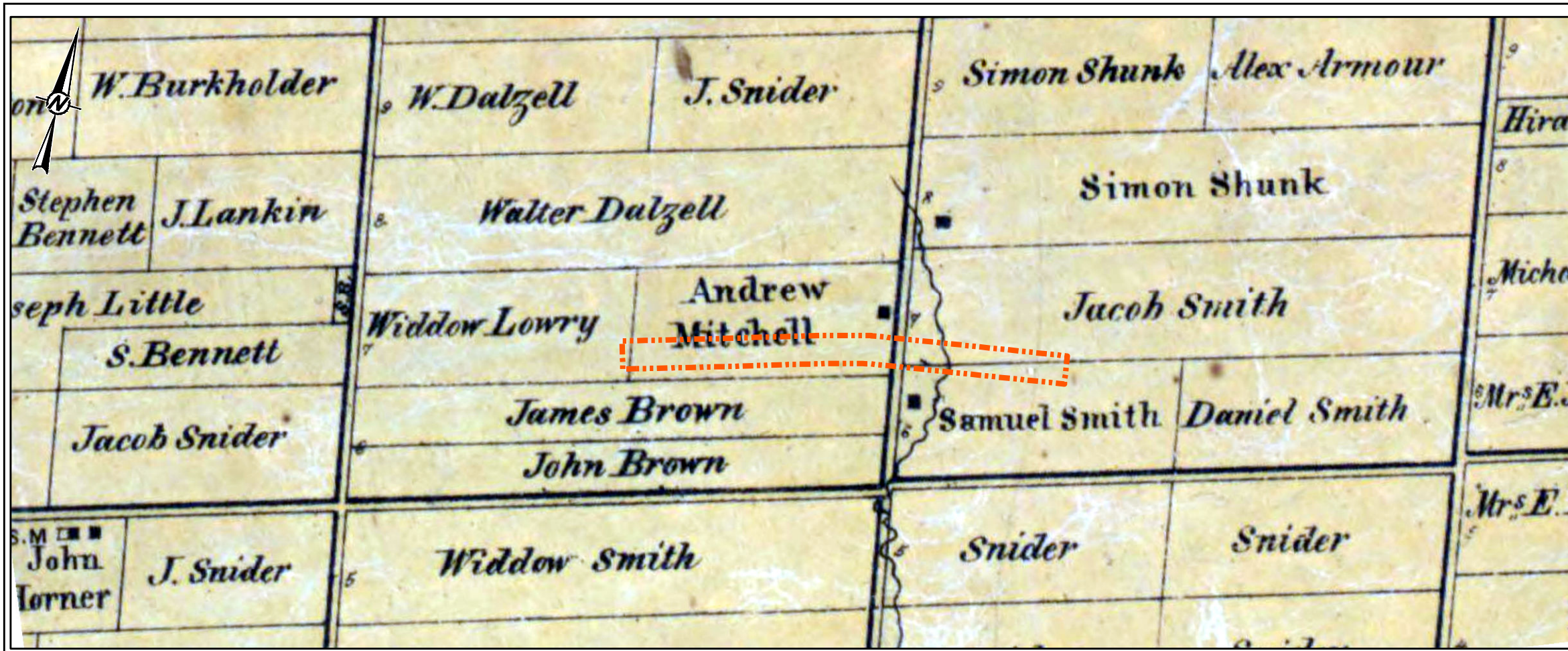
The existing Portage Parkway road allowance passes through Lot 7, Concession 5, and the proposed Portage Parkway extension will pass through Lots 6 and 7, Concession 4 in the former Township of Vaughan.

Lot 7, Concession 5 was initially granted to John Shunk, one of the early pioneers in Vaughan Township in 1837. The lot was later subdivided and by 1860 Andrew Mitchell was farming on the east half of the lot. He later granted land for the Edgeley United Church, identified on 1877 mapping as the Wesleyan Methodist Church. The portion of the Study Area located on Lots 6 and 7, Concession 4 are also represented as farm land and did not include any buildings or structures in the late-19<sup>th</sup> century.

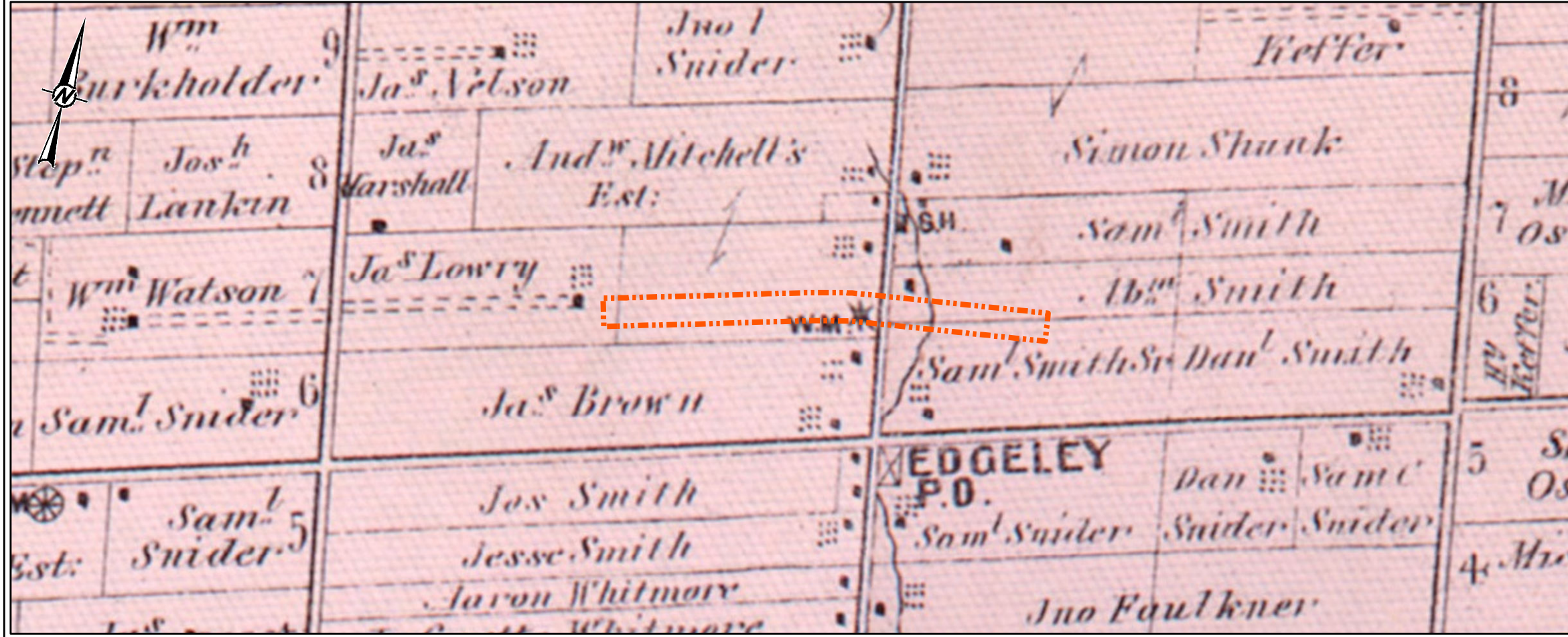
The Study Area remained agricultural farmland throughout the majority of the 20<sup>th</sup> century, with some minor additions. By the early-20<sup>th</sup> century, historic mapping indicates the presence of a school building located on the east side of 5<sup>th</sup> Concession Road, on Jane Street, at the current intersection of Portage Parkway and Jane Street. A church is also depicted in the early-20<sup>th</sup> century to indicate the location of the Wesleyan Methodist Church, on the west side of Jane Street. Aerial photography indicates that by 2000, all structures on the church lot had been demolished, and by c.2006 the remaining structure on the school property had been removed.

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<sup>4</sup> Carter, 1256; Statistics Canada, *Census Profile, City of Vaughan*, [www.statscan.gc.ca](http://www.statscan.gc.ca).



Tremaine 1860



Miles & Co. 1878

LEGEND  
 PROJECT AREA



CLIENT  
CITY OF VAUGHAN

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PROJECT  
HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY  
ENVIRONMENTAL ASSESSMENT CITY OF VAUGHAN, ONTARIO

TITLE  
**APPROXIMATE LOCATION OF THE PROJECT AREA OVERLAID ON TREMAINE 1860 AND MILES & CO. 1878**

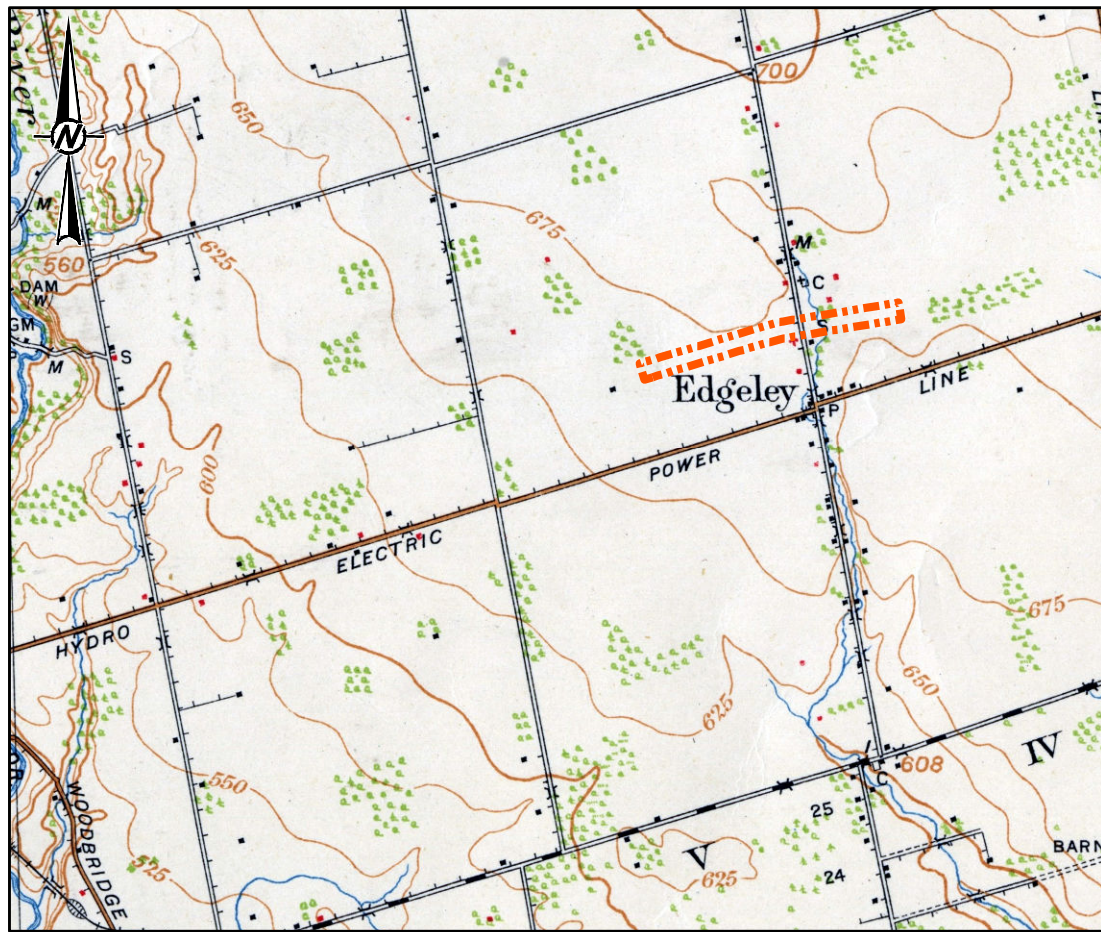
CONSULTANT	YYYY-MM-DD	2015-12-22
DESIGNED	ME	
PREPARED	JMC	
REVIEWED		
APPROVED		

PROJECT NO. 1522372 CONTROL - REV. - MAP 3

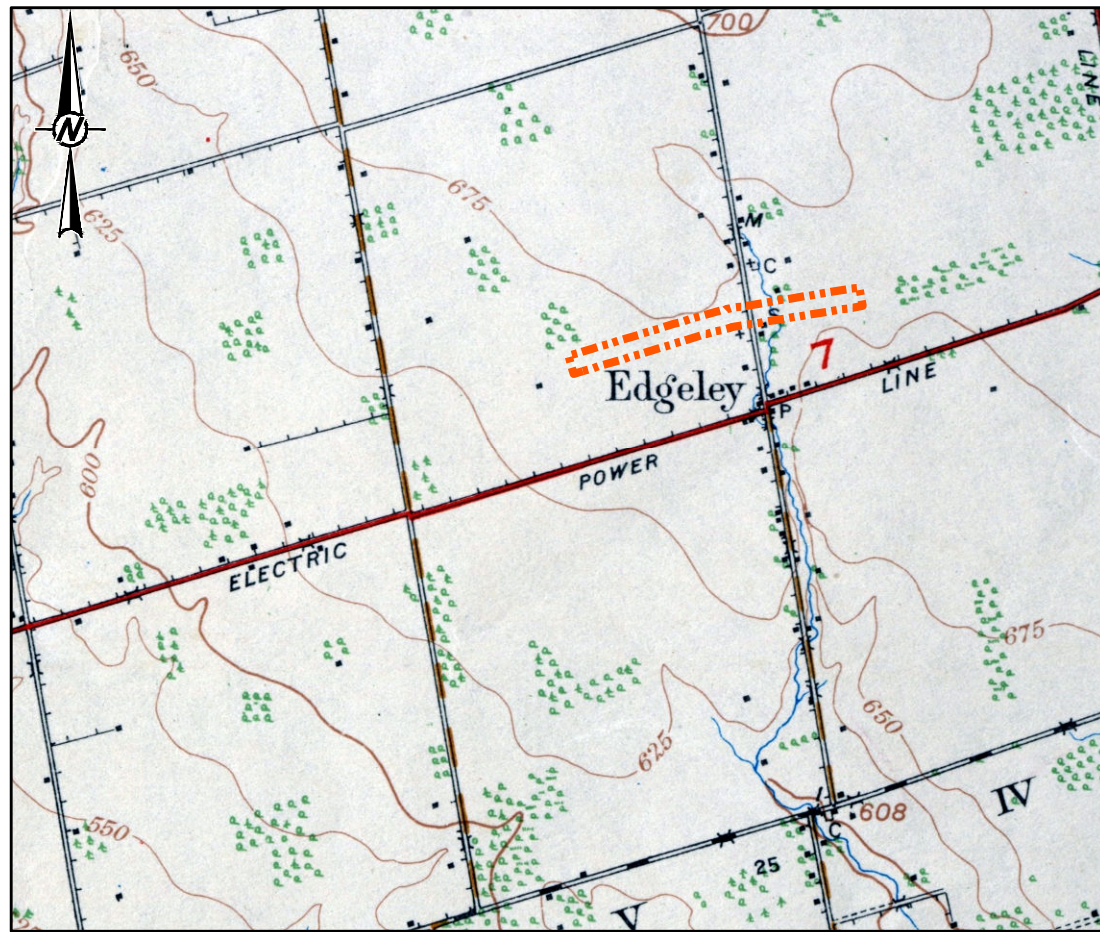


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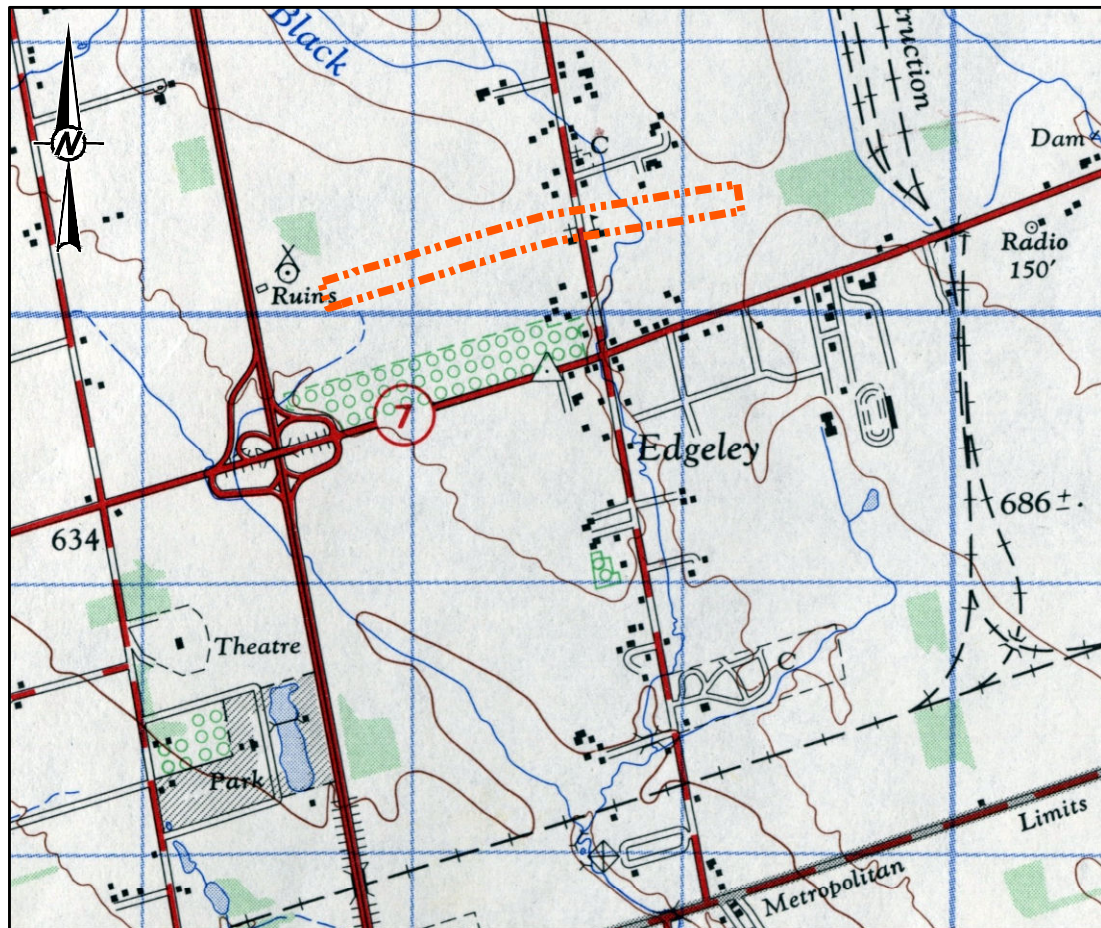
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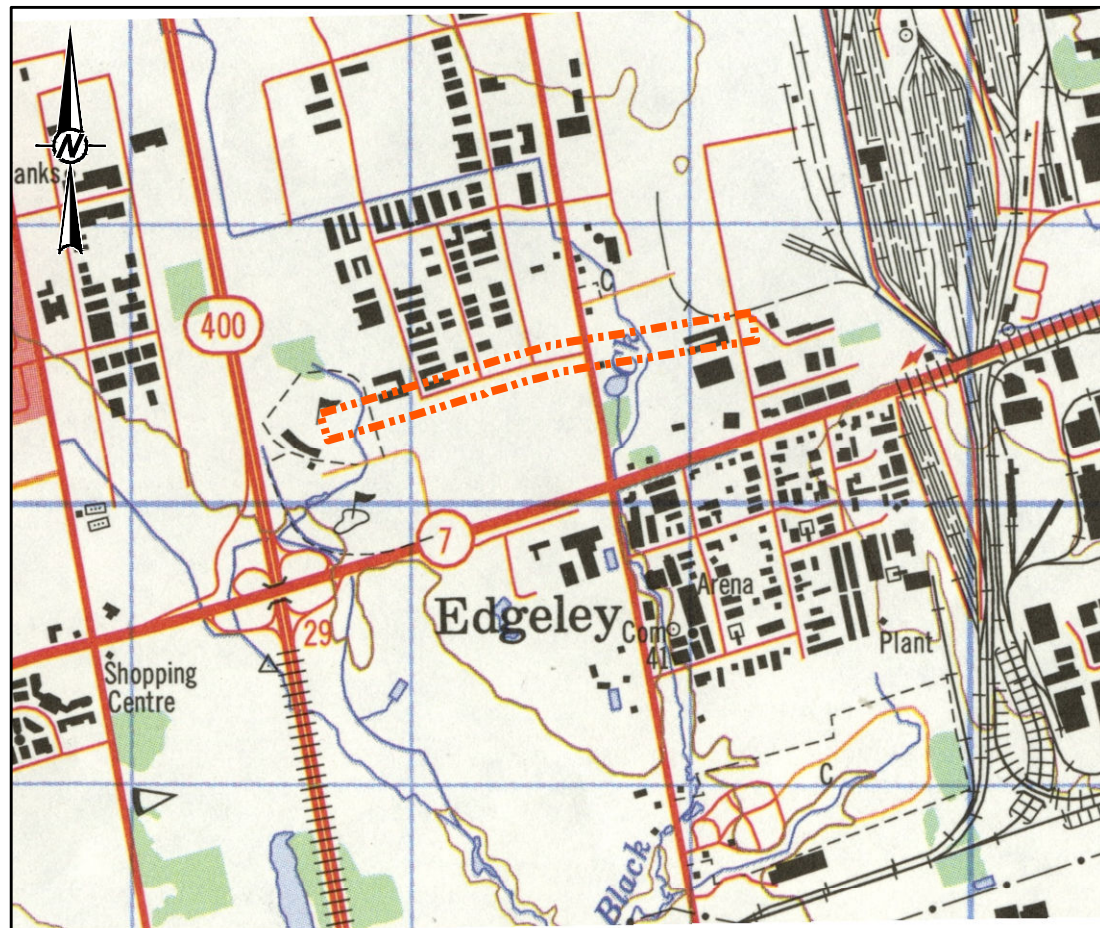
BOLTON 1919



BOLTON 1938



BOLTON 1965



BOLTON 1989

LEGEND  
 PROJECT AREA

REFERENCE(S)  
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

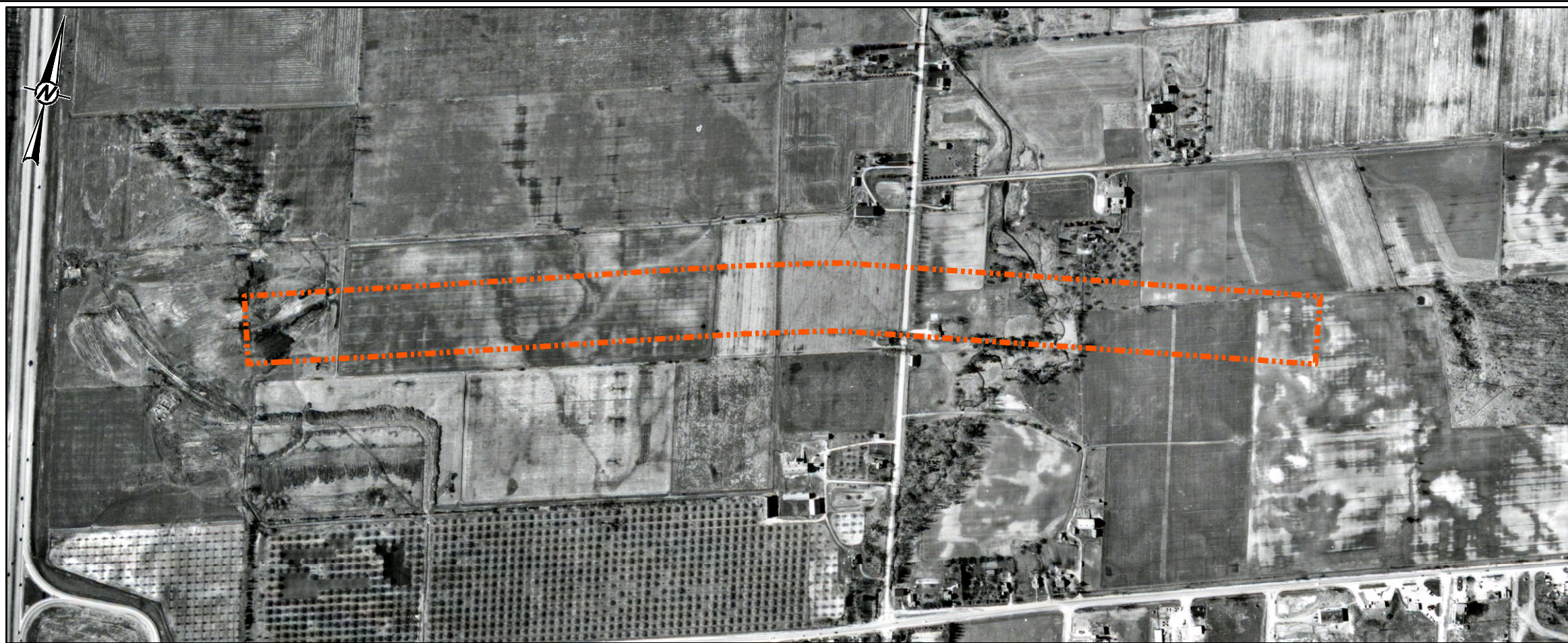
CLIENT  
 CITY OF VAUGHAN

PROJECT  
 HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY  
 ENVIRONMENTAL ASSESSMENT CITY OF VAUGHAN, ONTARIO

TITLE  
**TOPOGRAPHIC SERIEIS**

CONSULTANT	YYYY-MM-DD	2015-12-22
DESIGNED	ME	
PREPARED	JMC	
REVIEWED		
APPROVED		

PROJECT NO. 1522372 CONTROL REV. MAP 4



1960



1980

LEGEND  
 PROJECT AREA

REFERENCE(S)  
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

CLIENT  
 CITY OF VAUGHAN

PROJECT  
 HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY  
 ENVIRONMENTAL ASSESSMENT CITY OF VAUGHAN, ONTARIO

TITLE  
 AERIAL PHOTOGRAPHS

CONSULTANT	YYYY-MM-DD	2015-12-22
	DESIGNED	ME
	PREPARED	JMC
	REVIEWED	
	APPROVED	

PROJECT NO.	CONTROL	REV.	MAP
1522372	-	-	5



### **3.0 SITE DESCRIPTION**

The Study Area consists of two parts. Part A consists of approximately one kilometre of road allowance between Applewood Crescent and Jane Street. Part B consists of approximately 500 metres of right-of-way from Jane Street that crosses the Black Creek channel to Creditstone Road.

The Study Area is located in a predominately modern commercial and industrial business park. The existing Portage Parkway is a two lane road that is carried over Hwy-400. Between Applewood Crescent and Jane Street, the properties that border the road allowance are large modern commercial properties and their associated parking lots. Two vacant lots are located on the south side of Portage Parkway at the intersections with Millway Avenue and Jane Street. In addition, the property located immediately east of the intersection of Portage Parkway and Jane Street is vacant and is anticipated to be used for the extension of the road over the Black Creek channel. The properties on the east side of the Black Creek that border the Creditstone Road right-of-way are also modern commercial and industrial properties.

### **3.1 Built Heritage**

There are no listed or designated properties located within the Study Area. The following two properties have been identified on the City of Vaughan's *Vaughan Heritage Inventory* as listed and/or designated properties, and are located within 500 metres of the Study Area:

- 7961 Jane Street - Listed Property located approximately 150 metres north of the Study Area; and,
- Edgeley Mennonite Burying Ground – pioneer cemetery dated 1823 located approximately 200 metres north of the Study Area.

The locations of the two properties are identified on Map 6.

In addition, a rolling 40-year rule is typically used to indicate the potential of a site to be of cultural heritage value or interest. The approximate age of the buildings and/or structures may be estimated based on the history of the development of the area, mapping, architectural style, or building methods. These buildings and structures do not necessarily hold cultural heritage value or interest, but their age simply indicates a higher potential.

As part of the assessment of the Portage Parkway Study Area, the Study Area was surveyed for potential cultural heritage resources. Analysis of historic mapping, historic aerial photography, and the results of the field assessment indicate that the properties located within the Study Area were constructed in the 1980s. The assessment did not identify any properties of potential cultural heritage value.



## HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY VAUGHAN



*Image 5: View looking west along Portage Parkway, showing modern commercial buildings on north side of the road*



*Image 6: View looking north across Portage Parkway at intersection with Millway Avenue showing modern commercial buildings*





*Image 7: View looking west from Creditstone Road showing modern commercial and industrial buildings east of the Black Creek Channel*

### **3.2 Cultural Heritage Landscape**

Portage Parkway is an east-west road originally constructed in the 1980s. Jane Street, at the east end of Part A of the Study Area is a part of the early road allowances that were laid out in the original Single Front survey for Vaughan Township. The topography and alignment of the road is consistent from east to west within the Study Area. The road is bordered by modern commercial and industrial properties that do not contain cultural heritage value or interest as a part of a cultural heritage landscape.

No cultural heritage landscapes were identified within the Study Area.



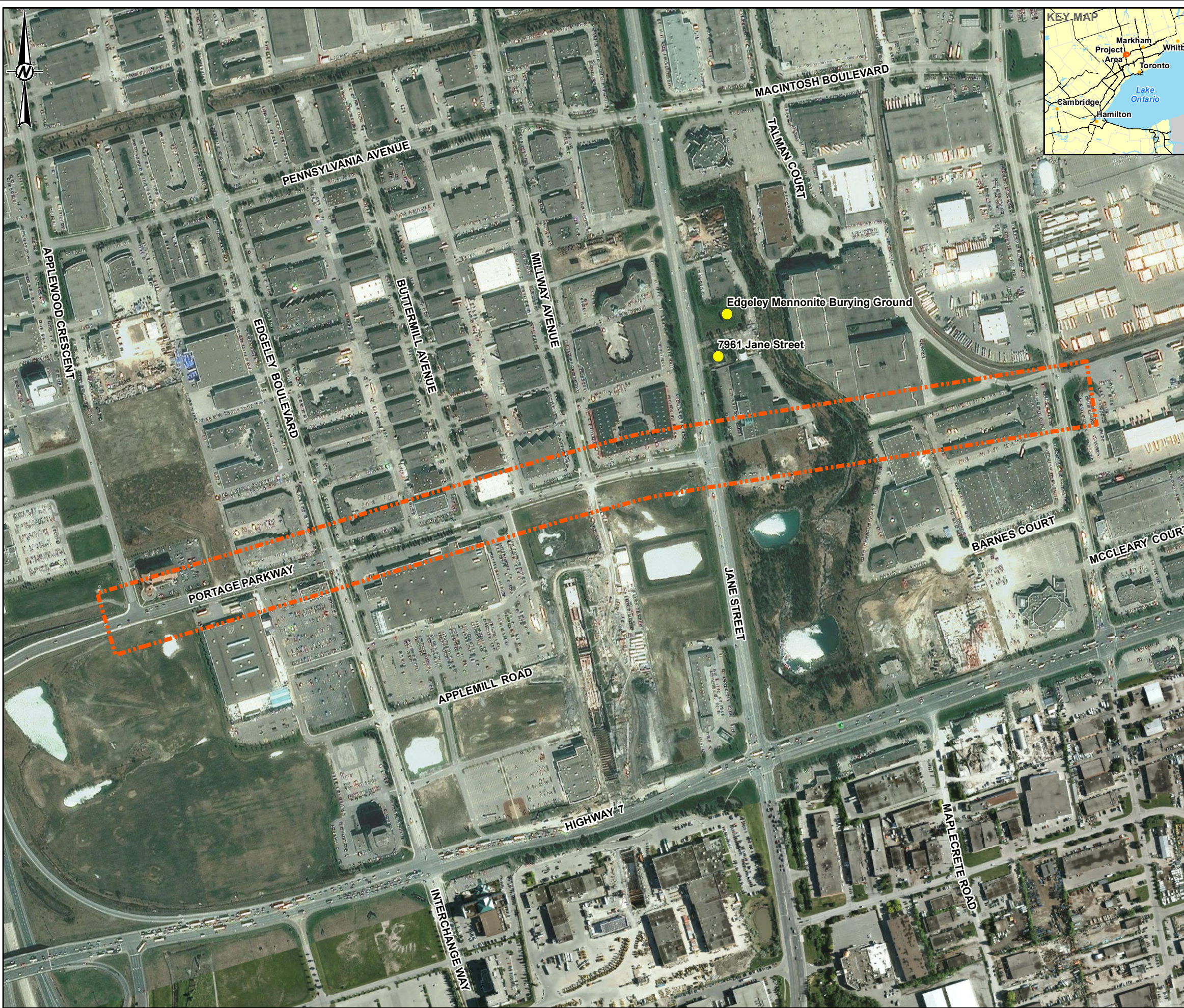
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## HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY VAUGHAN

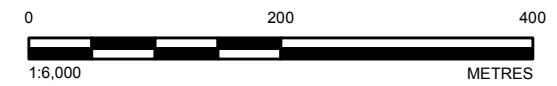
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*Image 8: View looking east along Portage Parkway, taken from the bridge over Hwy-400 showing the flat landscape of the Study Area and road allowance*



**LEGEND**  
 ● HERITAGE PROPERTY  
 ■ PROJECT AREA



**REFERENCE(S)**  
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**CLIENT**  
 CITY OF VAUGHAN

**PROJECT**  
 HERITAGE IMPACT ASSESSMENT PORTAGE PARKWAY  
 ENVIRONMENTAL ASSESSMENT CITY OF VAUGHAN, ONTARIO

**TITLE**  
 HERITAGE RESOURCES WITHIN THE STUDY AREA

<b>CONSULTANT</b>	YYYY-MM-DD	2015-12-22
	DESIGNED	ME
	PREPARED	JMC
	REVIEWED	
	APPROVED	

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## 4.0 EVALUATION

### 4.1 Ontario Regulation 9/06

*Ontario Regulation 9/06 provides criteria for determining cultural heritage value or interest. If a property meets one or more of the following criteria it may be designated under Section 29 of the Ontario Heritage Act.*

The criteria for determining cultural heritage value or interest according to *Ontario Regulation 9/06* are as follows:

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

Once cultural heritage value is identified, the resource is assigned an overall statement of significance. As defined by the *Provincial Policy Statement, 2014*, significant means cultural heritage resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

A visual evaluation to identify properties of cultural heritage value or interest was undertaken using the *O. Reg. 9/06* criteria. This evaluation was not intended to determine if any properties were eligible for listing or designation but to provide a basis from which to identify potential cultural heritage resources that are located within the Study Area.

None of the properties located within the Study Area were identified as potential cultural heritage resources. Therefore, *O. Reg. 9/06* was not used as a part of this assessment.



## 5.0 PROPOSED UNDERTAKING, IMPACTS AND MITIGATION

### 5.1 Proposed Undertaking

As a part of the City of Vaughan Municipal Class Environmental Assessment study for the Portage Parkway Widening and Extension to Creditstone Road, a preferred design alternative will be developed considering the technical, environmental, socio-economic, and financial criteria as the basis for the alternative solution assessment. The proposed project would result in the widening of Portage Parkway from Applewood Crescent to Jane Street, and the extension of Portage Parkway over the Black Creek Channel to Creditstone Road.

### 5.2 Potential Impacts

The MTCS *Ontario Heritage Tool Kit: Resources in the Land Use Planning Process* identifies six potential direct or indirect impacts that an undertaking may have on a built heritage resource or cultural heritage landscape:

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

Subject to the confirmation of a preferred alternative, no cultural heritage value or interest was identified as a part of this Heritage Impact Assessment and therefore no impacts to built heritage resources or cultural heritage landscapes are anticipated.

### 5.3 Potential Mitigation

No potential impacts were identified as part of this report, and therefore no mitigation strategies are identified.



## **6.0 RECOMMENDATIONS**

Since no cultural heritage value or interest was identified within the Portage Parkway Widening and Extension Study Area, no impacts are anticipated. Therefore, no mitigation strategies are required.



## 7.0 SOURCES

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## 9.0 CLOSURE

We trust that this meets your current needs. If you have any questions or if we may be of further assistance please contact the undersigned.

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