

Appendix H – Cultural Heritage Evaluation Reports



407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

MINISTRY OF TRANSPORTATION - CENTRAL REGION

**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2158 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

FINAL REPORT

Prepared for:

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EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2158 Codlin Crescent, located within the curve of Codlin Crescent, west of Alcide Street, in the City of Toronto. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

The Ministry of Transportation (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station, and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street. The property contains a one-and-a-half storey front gable vernacular residence and a commercial building that are surrounded by industrial parking space. The property is bounded by industrial and commercial land on the east and west, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. The property is currently privately owned.

Based on the results of archival research, a field review, and heritage evaluation, the property at 2158 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



PROJECT PERSONNEL

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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2158 Codlin Crescent, located within the curve of Codlin Crescent in the City of Toronto (Figure 1). ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street. The property contains a one-and-a-half storey front gable vernacular residence and a commercial building that are surrounded by industrial parking space. The property is bounded by industrial and commercial land on the east and west, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. This settlement was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire.

This research was conducted under the senior project management of Annie Veilleux, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.



Figure 1: Location of study area in the City of Toronto

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006).

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)

- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
- *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The City of Toronto's *Official Plan* (2015a) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

3.1.5 Heritage Conservation Policies

[...]

3. Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the *Official Plan*, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.



6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.

[...]

14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.
17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)
Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).



Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;
- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;



- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within the City of Toronto. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation

The subject resource, 2158 Codlin Crescent, is located in the City of Toronto, Ontario. A search of publically accessible heritage inventories, including the City of Toronto *Heritage Register* (2017), and the Canadian Register of Historic Places, revealed that 2158 Codlin Crescent is not designated under Part IV of the *Ontario Heritage Act*. Heritage planning staff at the City of Toronto were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment to confirm the heritage status of the resource. ASI contacted Heritage Preservation Services at the City of Toronto on December 7, 2017 to discuss this CHER. HPS staff confirmed that the subject property was not on the heritage register and did not identify any specific heritage concerns.

In addition, the consultant team, including a representative of ASI, met with staff from the City of Toronto, including Mary MacDonald, Senior Manager, Heritage Preservation Services, on 21 March 2017 to discuss the project. The following is an excerpt from the meeting minutes (LGL, March 21 2017):

- Staff from ASI provided an overview of the findings of the Draft Preliminary Cultural Heritage Resource Assessment – Existing Conditions Report completed for the 407 Transitway.
 - One cultural heritage landscape (CHL 15 - the historic settlement/hamlet of Claireville), established in 1850 at the intersection of Albion Road and Steeles Avenue, was identified during ASI's field investigations. The former hamlet of Claireville consists of Codlin Crescent.
 - Nine built heritage resources (i.e. BHR 15 to BHR 23 - all properties along Codlin Crescent) were identified during the field investigations. The only property that is on the City of Toronto Register of Heritage Properties is BHR 23 - a former farm property.
 - CHL 15 and BHRs 15 to 22 are located in the area proposed for Highway 50 station parking/parking expansion. BHR 23 (the only site on the City of Toronto Register of Heritage Properties) is located outside of the area proposed for parking expansion.
- City of Toronto staff noted that as part of the 407 Transitway study, they will review/provide comments on the cultural/built heritage significance of these BHRs and CHL, and that these sites have now been flagged as potentially having cultural significance.
- When evaluating the heritage significance, it will be important to consider the individual BHRs as well as the CHL as a whole (which includes the BHRs located within the CHL).



- City staff noted that any demolition of a piece of the CHL can affect the whole landscape.
- City staff noted that there are currently no planning policies related to cultural heritage in effect in the proposed Highway 50 station area.
- City staff noted that zoning of the area is not necessarily related to the character and value of the heritage resources.

The property at 2158 Codlin Crescent is currently associated with the Bhagwan Valmiki Temple. The following communication and consultation activities were undertaken for this property:

- Part of the bulk mailing to postal routes in the vicinity of the 407 Transitway prior to Public Information Centre (PIC) #1, which took place in December 2016, and PIC #2 which will be taking place on January 23 and 25, 2018.
- Advertisement of the two PICs in local newspapers to reach the general public.
- Letters mailed (via registered mail) on September 28, 2017 and October 31, 2017 to the owners of 2158 Codlin Crescent to describe the 407 Transitway study and to request permission to access their property for the purposes of the cultural heritage assessment. The property owners provided permission to enter on November 10, 2017.
- Letter mailed (via registered mail) on January 9, 2018 to the owners of 2158 Codlin Crescent providing an invitation to PIC #2 as well as details on the anticipated impacts to the property.
- A representative of LGL reached out to the Bhagwan Valmiki Temple by calling the telephone number on the front of the building. The number is no longer in service.
- A representative of LGL reached out to one of the property owners of 2158 Codlin Crescent via telephone on January 9, 2018 to gather additional information regarding the use of the residence as a temple. The property owner confirmed that the house is currently used as a temple and is open every Sunday.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street, in the Township of Etobicoke, York County. The property features a one-and-a half storey front gable vernacular residence, one commercial building, and landscape features including industrial parking space. It is located between the two stretches of Codlin Crescent, within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue.

3.2. Township Survey and Settlement



3.2.1 Etobicoke Township

Etobicoke Township was acquired by the British from the native Mississaugas under the terms of the Toronto Purchase of September 25, 1787. From this time until November 1794, this township was under the authority of the Nassau District Land Board. In 1794 John Graves Simcoe redefined the administrative and electoral boundaries for Upper Canada which expanded the County of York to cover the modern City of Toronto and Etobicoke Township (Mika and Mika 1977).

The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985:143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811 (Hawkins 1857). Other early township surveys were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914:97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878:xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton 1805:48). One of the early alternate names given to the Etobicoke Creek was "Smith's River" (Firth 1962:29).

The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846:57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6 per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1851:18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885:102).



Several acres of reclaimed land west from the mouth of the Humber River extended into Lake Ontario and increased the amount of arable land along the shores of Etobicoke Township. This land was accordingly patented by various owners such as John Duck, the heirs of Martin Patterson, W.J. Brown, Nicholas Brown, James Sproule, and Ignatius Kormann, between 1889 and 1916 (Etobicoke Township Water Lots).

3.2.2 Claireville

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell in 1815. The property exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The first public building in the community was a hotel built in 1832 by John Dark, and this was followed by the Congregational Church. A post office was established here in 1835, and the community it served was then known as “Humber.” The first postmaster here was named Robert Bowman (Given 1973). The land was purchased in 1840 by John P. de la Haye (1799-1872), who was a native of St. Malo in the Bordeaux region of France and was educated at the College of St. Servan. He immigrated to York, Upper Canada, in 1829, where he served as French master at Upper Canada College until 1852. In 1840, he purchased the land around Claireville along with a nearby lot where he built an estate farm called “Les Ormeaux” or “the Elms.”

Around 1845, de la Haye built a hotel in the village that also served as a courthouse. In 1851, he subdivided part of his land, naming the streets after his children, and in 1853 the post office for this village was renamed Claireville in honour of his daughter, Claire (though the Globe first publishes the name “Claireville” in 1848). The village was advantageously situated on the Albion Plank Road, but in 1851 it was still described as “a small settlement” (Smith 1851:19; Scadding 1873; Firth 1966; Rayburn 1997; THA: MPLS #081). The village eventually contained Primitive Methodist and Anglican chapels, and a Mennonite “Gospel Hall” that was built in 1883. By 1860, Claireville contained a community hall which was later followed by a Temperance Lodge. Horse races were held annually at Dark’s Hotel, and periodic fairs for the Toronto Agricultural Society were hosted by John de la Haye, as well as fox hunts (Given 1973).

The first store was built and operated by John Donaldson. By 1870, other businesses in the village included those of Dr. Black (dentist), Angus McDonald (butcher), and Charles Wolff (cabinet maker and undertaker), as well as a second hotel, a shoemaker, a tailor, a wagon maker, a general store, a blacksmith, a steam gristmill, and a tollgate operated by Christopher Armstrong (Given 1973). By 1873, “Humber” or “Claireville” was described as a post office village about half a mile distant from Humber Summit. It contained a flourmill and two stores, with a population estimated to number about 200 people (Crossby 1873:147). The 1878 *Miles’ Atlas* map showed a Primitive Methodist and a Roman Catholic Church in the community, as well as the “Humber” post office.

3.3. Land Use History

The following land use history is based on research using a combination of land registry records, historic mapping, census records, newspapers, and secondary sources. Limited information could be ascertained about the property from the sources that were uncovered. The Etobicoke Historical Society provided information where possible.



The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell (Stevenson) in 1815 (Figure 3). The lot exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The land was then purchased in 1840 by John P. de la Haye, and de la Haye sold Lot 2 to Henry Thomas in 1843. By 1853, Robert Shuttleworth owned the property and over the years smaller parcels within the lot were sold (Etobicoke Historical Society).

Information about the property's ownership between 1853 and 1929 could not be determined from land registry office records, however, property tax records indicate that Robert Livingston built the existing house in 1929 (Etobicoke Historical Society) (Figure 2). Livingstone sold the house the following year to Joseph and Maud Raspin. The Raspins lived in the home until 1944 when it was sold to Albert and Ada Kitchener. Most recently, the building has been used as the Bhagwan Valmiki Hindu Temple.

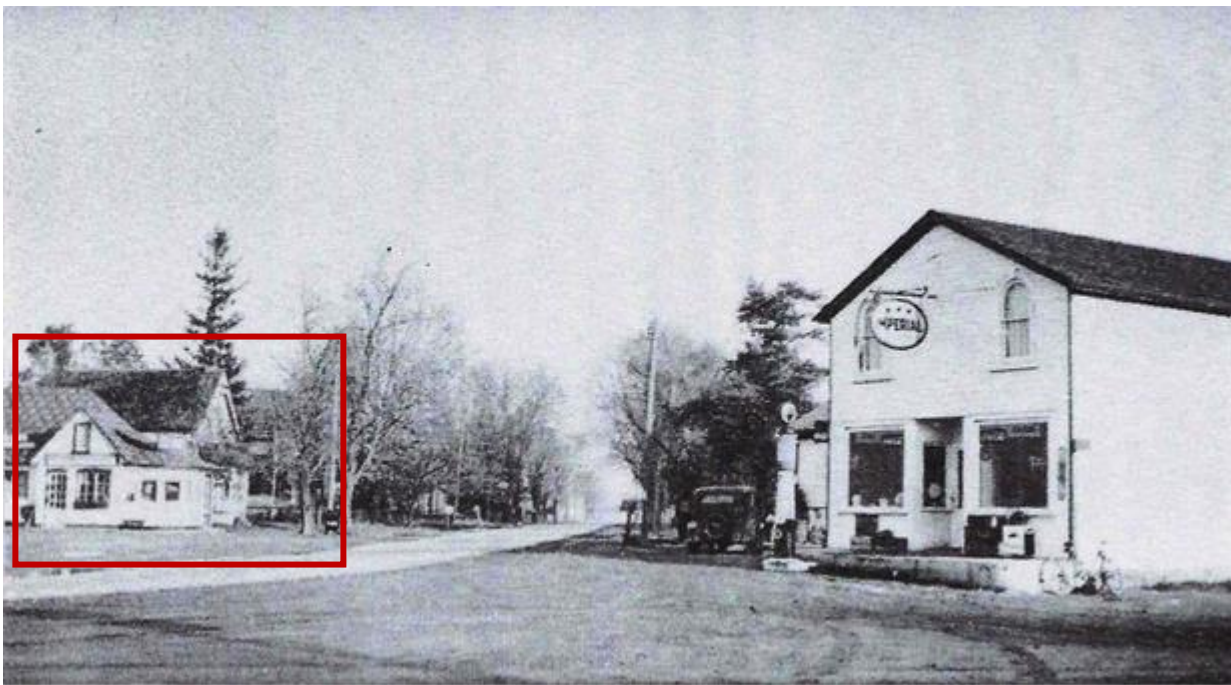


Figure 2: 1945 photo of Codlin Crescent showing 2158 Codlin Crescent. (Etobicoke Historical Society)

3.4. Review of Historical Maps and Aerial Photos

The 1860 *Tremaine* map (Figure 4) and the 1877 *Illustrated Atlas of York County* (Figure 5) both show the property as part of Claireville, though the property is indistinguishable from other properties in the community. *NTS* maps do not clearly depict the individual properties due to the location of the village on the edge of the map (Figure 6 and Figure 7). Aerial photography from the City of Toronto (Figure 8 to Figure 11) shows the property as part of the small community of Claireville, which had been centred on Albion Road near Steeles Avenue West. By 1991, Albion Road was reoriented to its current layout, bypassing Claireville. At the same time, Steeles Avenue West was diverted to the north. As a result of these diversions, Codlin Crescent was created using the remnants of Albion Road and Steeles Avenue West (Figure 11). Since 1991, the property and the surrounding area have developed an industrial character.

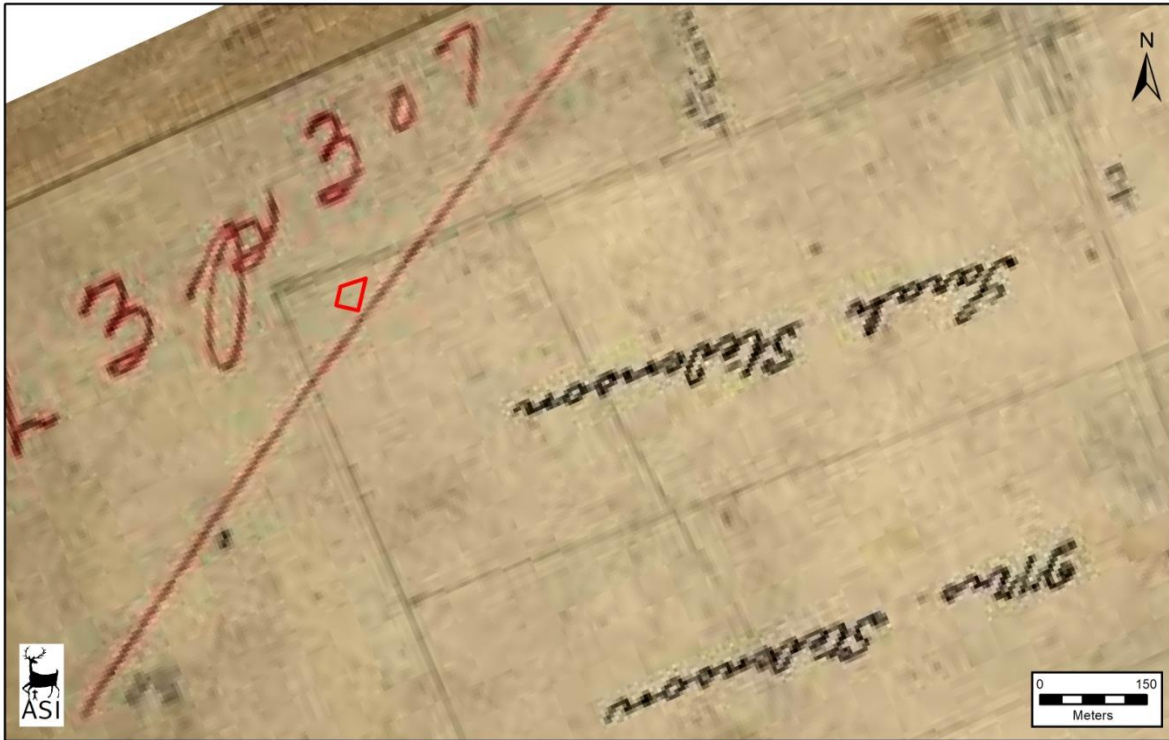


Figure 3: Crown Patent Map (Ontario Archives)

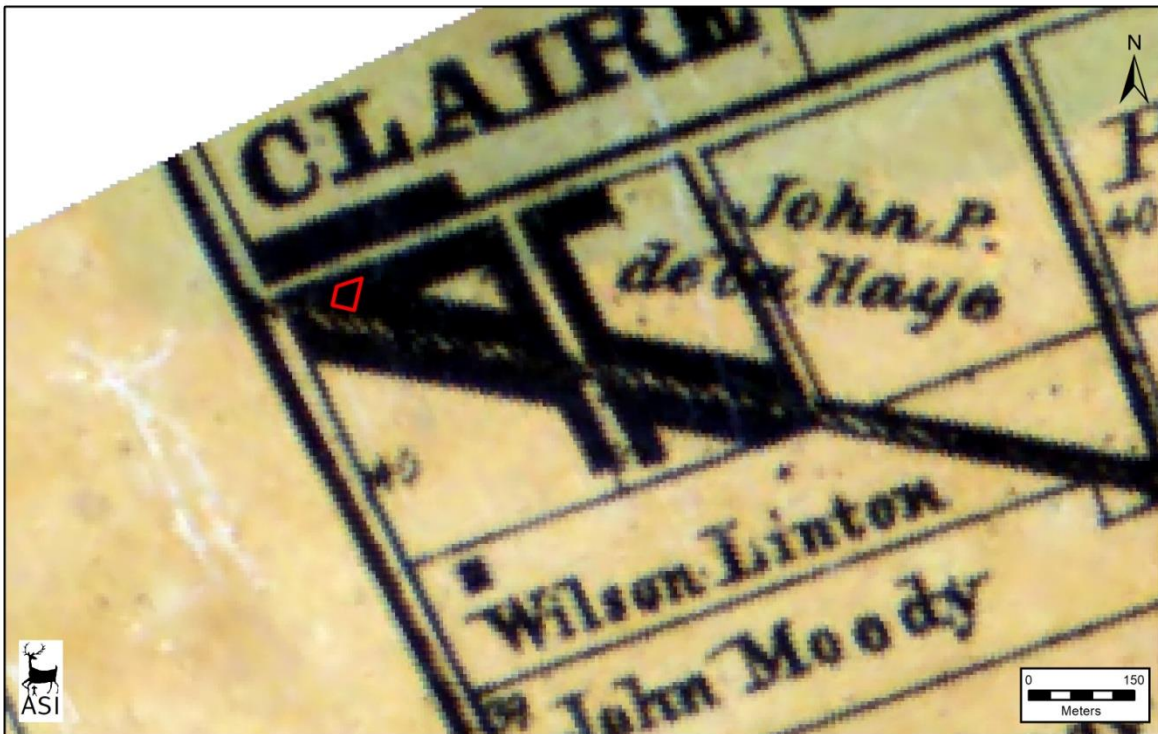


Figure 4: 1860 Tremain Map of York (Tremain 1860)



Figure 5: 1877 Illustrated County Atlas of York (Miles & Co)

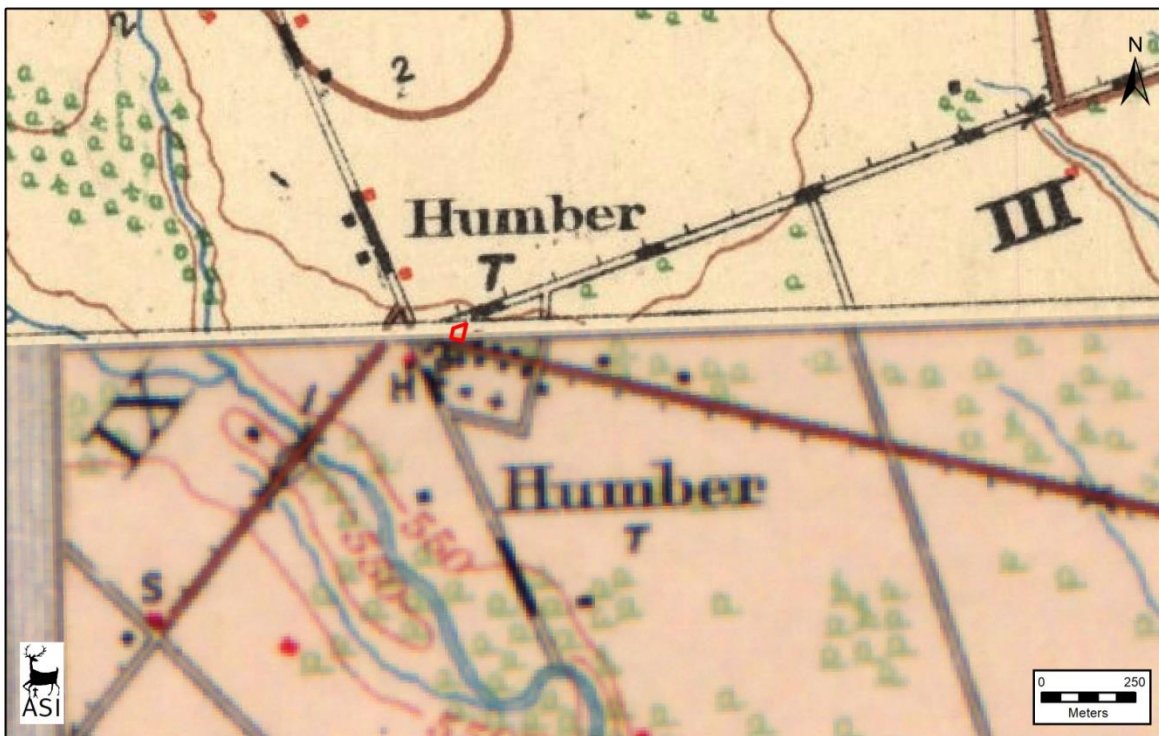


Figure 6: 1914-1915 National Topographic Survey (Department of Militia and Defence)

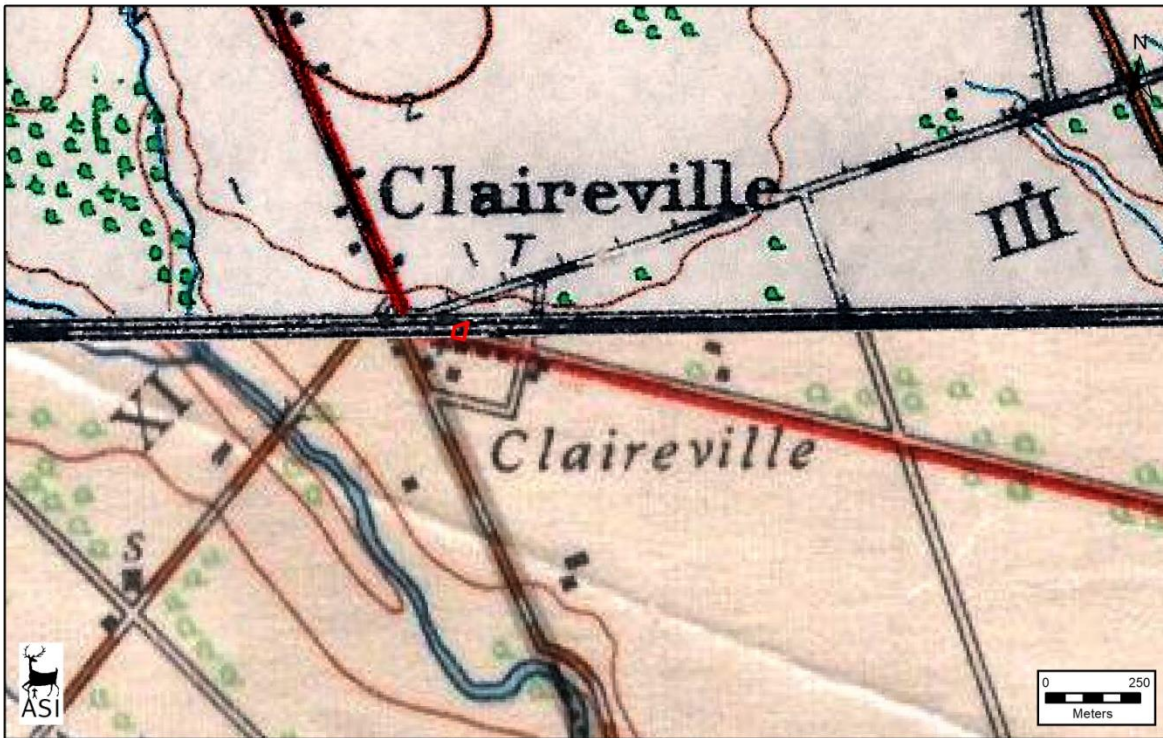


Figure 7: 1938 National Topographic Survey (Department of National Defence)



Figure 8: 1947 Aerial (City of Toronto)



Figure 9: 1960 Aerial (City of Toronto)



Figure 10: 1983 Aerial (City of Toronto)



Figure 11: 1991 Aerial (City of Toronto)

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath on October 31, 2017 to conduct a cultural heritage assessment of the property and to collect data relevant for completing the CHER. The assessment was conducted from publicly-accessible areas, such as Codlin Crescent. Due to the location of the subject property within the curve of Codlin Crescent, and the lack of visual impediments on the property, an examination of all four elevations of the structure was possible. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling, outbuildings, and the surrounding context. Outputs of the photographic plates are provided in Appendix A.

The subject property at 2158 Codlin Crescent in the City of Toronto is located within the curve of Codlin Crescent, west of Alcide Street (Figure 12). The roughly rectangular shaped property is bounded by industrial and commercial lot space on the east and west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape has been altered from the construction of the surrounding buildings and roadways. The subject property contains a one-and-a-half storey front gable vernacular residence, a commercial building and industrial parking space.



Figure 12: Aerial view of the subject property showing built heritage resources and landscape features

Source: Bing Maps © 2005

4.1. Architectural Features

4.1.1. Residence: Exterior Description

2158 Codlin Crescent (Plates 1 to 11 in Appendix A) is a one-and-a-half storey front gable vernacular residence. The building is used as the Bhagwan Valmiki Temple, and a sign for the Temple is located beneath the gable, and a red flag and flag pole are located in front of the building. The frame structure is clad with aluminum siding and features an aluminum roof and a brick chimney. The first-storey additions and bay windows are clad in asphalt shingles. The south elevation consists of a main entrance located within a front addition, which may have been an enclosed porch. The front door is accessed by two cement steps and a narrow vertical fixed window is located adjacent to the door. The first storey contains a bay window with aluminum windows and trim. The second storey contains two fixed aluminum windows with aluminum trim. A security flood light has been mounted between them. On the east elevation is a bay window with aluminum windows and trim.

On the first storey of the west elevation, the first storey addition contains two fixed picture windows with aluminum trim and a side entrance and an aluminum window with aluminum trim. Behind this addition is a rear addition with a shed roof and a single aluminum window with aluminum trim.

Extending behind the rear addition are two additional structures linked to the original building. The smaller of the two structures contains a shed roof which is attached to the rear addition of the house. A single door is located on the west elevation. A second larger structure is attached to the north and contains aluminum siding and two aluminum sliding windows with metal awnings on the west and north elevations. The east elevation contains only a single steel door that cannot be accessed from the ground.

4.2. Context and Landscape Features

The subject property at 2158 Codlin Crescent in the City of Toronto is located within the curve of Codlin Crescent, west of Alcide Street (Plate 1 to 11 in Appendix A). The roughly rectangular shaped property is bounded by industrial and commercial lot space on the east and west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape has been altered from the construction of the surrounding buildings and roadways. The historically residential character of the landscape, which at one time would have featured a yard and trees/vegetation is primarily comprised of asphalt and gravel today. Large concrete blocks and rubber tires have been used to outline the parking on site. A billboard is located adjacent to the rear addition.

5.0 HERITAGE EVALUTION

Tables 1 and 2 contain the evaluation of 2158 Codlin Crescent against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 1: Evaluation of 2158 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 2158 Codlin Crescent does not meet this criterion. None of the features are notably early, unique, or an excellent representation of a style, type, or material.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 2158 Codlin Crescent does not meet this criterion as the building does not contain a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 2158 Codlin Crescent does not meet this criterion as the building does not display a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The property at 2158 Codlin Crescent is associated with the Bhagwan Valmiki Temple. The property owner confirmed that the residence is currently being used as a temple and is open once a week for prayers. However, the property is not considered to meet this criterion as it is not historically known to have served as a place of worship. In addition, the structure is not a purpose-built religious building designed for worship, such as the nearby BAPS Swaminarayan Sanstha Mandir complex at 61 Claireville Drive.

Table 1: Evaluation of 2158 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 2158 Codlin Crescent does not meet this criterion. The property does not yield or have the potential to yield further information that will contribute to an understanding of the community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	No known architect, artist, builder, designer, or theorist significant to the community is known to have been associated with the construction and evolution of this property. As such, this property does not meet this criterion.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 2158 Codlin Crescent does not meet this criterion. The property is a vernacular residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 2158 Codlin Crescent does not meet this criterion. The property is a vernacular residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area. The vernacular typology is prevalent throughout Ontario and is not physically, functionally or visually linked to this specific area.
iii. is a landmark.	No	The subject property is not considered to be a landmark.

Table 2: Evaluation of 2158 Codlin Crescent using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	The property at 2158 Codlin Crescent does not meet this criterion.
ii. The property yields, or has the potential to	No	The property at 2158 Codlin Crescent does not meet this criterion.



Table 2: Evaluation of 2158 Codlin Crescent using Ontario Regulation 10/06

yield, information that contributes to an understanding of Ontario's history;		
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	No	The property at 2158 Codlin Crescent does not meet this criterion.
iv. The property is of aesthetic, visual or contextual importance to the province;	No	The property at 2158 Codlin Crescent does not meet this criterion.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	No	The property at 2158 Codlin Crescent does not meet this criterion.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	The property at 2158 Codlin Crescent does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	The property at 2158 Codlin Crescent does not meet this criterion.

The subject property at 2158 Codlin Crescent did not meet the criteria contained in Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property is not known to retain any local cultural heritage significance.



The property at 2158 Codlin Crescent did not meet any of the criteria contained within Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any provincial cultural heritage significance.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review, and heritage evaluation, the property at 2158 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES





Plate 1: Front facade
(south elevation)



Plate 2: West elevation



Plate 3: West elevation



Plate 4: North elevation



Plate 5: East and north elevation



Plate 6: South elevation bay window and entrance



Plate 7: Detail of roof and chimney



Plate 8: Detail of roof and chimney



Plate 9: Contextual photo from Codlin Crescent of the south elevation and surrounding property



Plate 10: Contextual photo of the north elevation, showing the setting of the building within the property and in relation to surrounding buildings



Plate 11: Contextual photo of the north elevation, showing the setting of the building within the property

**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2150 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

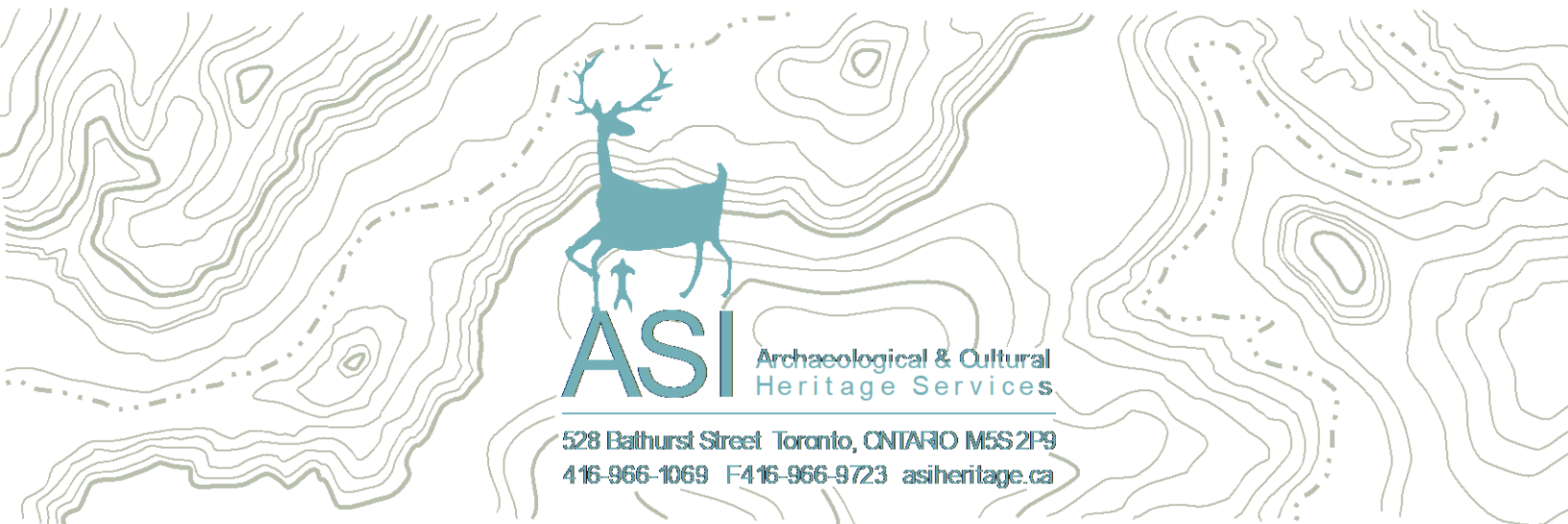
FINAL REPORT

Prepared for:

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ASI File: 17CH-135

December 2017 (Revised January 2018)



**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2150 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2150 Codlin Crescent, located within the curve of Codlin Crescent, west of Alcide Street, in the City of Toronto. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

The Ministry of Transportation, Ontario (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street. The property contains a two storey side gable vernacular residence and industrial parking space. The property is bounded by industrial and commercial land on the east and west, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. The property is privately owned.

Based on the results of archival research, a field review, and heritage evaluation, the property at 2150 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA, CAHP Senior Heritage Specialist Manager, Cultural Heritage Division
<i>Project Manager:</i>	John Sleath, MA Cultural Heritage Associate
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA Staff Archaeologist Assistant Manager, Environmental Assessment Division
<i>Project Administration:</i>	Carol Bella, Hon. BA Research Archaeologist Administrative Assistant
<i>Field Review:</i>	John Sleath
<i>Report Preparation:</i>	Ella Boswell, Hon. BSc Junior Administrative Assistant James Neilson, MES Cultural Heritage Specialist
<i>Graphics:</i>	Adam Burwell Archaeologist Geomatics Specialist
<i>Report Reviewer:</i>	Annie Veilleux



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2150 Codlin Crescent, located within the curve of Codlin Crescent, City of Toronto (Figure 1). ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street. The property contains a two storey side gable vernacular residence and industrial parking space. The property is bounded by industrial and commercial land on the east and west, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. This settlement was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire.

This research was conducted under the senior project management of Annie Veilleux, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.



Figure 1: Location of study area in the City of Toronto

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006).

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)

- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
- *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The City of Toronto's *Official Plan* (2015a) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

3.1.5 Heritage Conservation Policies

[...]

3. Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the *Official Plan*, it

will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.

[...]

14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

[...]

17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)



Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;



- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within the City of Toronto. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation

The subject resource, 2150 Codlin Crescent is located in the City of Toronto, Ontario. A search of publically accessible heritage inventories, including the City of Toronto *Heritage Register* (2017), and the Canadian Register of Historic Places, revealed that 2150 Codlin Crescent is not designated under Part IV of the *Ontario Heritage Act*. Heritage planning staff at the City of Toronto were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment to confirm the heritage status of the resource. ASI contacted Heritage Preservation Services at the City of Toronto on December 7, 2017 to discuss this CHER. HPS staff confirmed that the subject property was not on the heritage register and did not identify any specific heritage concerns.

In addition, the consultant team, including a representative of ASI, met with staff from the City of Toronto, including Mary MacDonald, Senior Manager, Heritage Preservation Services, on 21 March 2017 to discuss the project. The following is an excerpt from the meeting minutes (LGL, March 21 2017):

- Staff from ASI provided an overview of the findings of the Draft Preliminary Cultural Heritage Resource Assessment – Existing Conditions Report completed for the 407 Transitway.
 - One cultural heritage landscape (CHL 15 - the historic settlement/hamlet of Claireville), established in 1850 at the intersection of Albion Road and Steeles Avenue, was identified during ASI's field investigations. The former hamlet of Claireville consists of Codlin Crescent.
 - Nine built heritage resources (i.e. BHR 15 to BHR 23 - all properties along Codlin Crescent) were identified during the field investigations. The only property that is on the City of Toronto Register of Heritage Properties is BHR 23 - a former farm property.



- CHL 15 and BHRs 15 to 22 are located in the area proposed for Highway 50 station parking/parking expansion. BHR 23 (the only site on the City of Toronto Register of Heritage Properties) is located outside of the area proposed for parking expansion.
- City of Toronto staff noted that as part of the 407 Transitway study, they will review/provide comments on the cultural/built heritage significance of these BHRs and CHL, and that these sites have now been flagged as potentially having cultural significance.
- When evaluating the heritage significance, it will be important to consider the individual BHRs as well as the CHL as a whole (which includes the BHRs located within the CHL).
- City staff noted that any demolition of a piece of the CHL can affect the whole landscape.
- City staff noted that there are currently no planning policies related to cultural heritage in effect in the proposed Highway 50 station area.
- City staff noted that zoning of the area is not necessarily related to the character and value of the heritage resources.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street, in the Township of Etobicoke, York County. The property features a two storey side gable vernacular residence, and landscape features including industrial parking space. It is located between the two stretches of Codlin Crescent, within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue.

3.2. Township Survey and Settlement

3.2.1 *Etobicoke Township*

Etobicoke Township was acquired by the British from the native Mississaugas under the terms of the Toronto Purchase of September 25, 1787. From this time until November 1794, this township was under the authority of the Nassau District Land Board. In 1794 John Graves Simcoe redefined the administrative and electoral boundaries for Upper Canada which expanded the County of York to cover the modern City of Toronto and Etobicoke Township (Mika and Mika 1977).

The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985:143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811 (Hawkins 1857). Other early township surveys



were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914:97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878:xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton 1805:48). One of the early alternate names given to the Etobicoke Creek was "Smith's River" (Firth 1962:29). The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846:57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6 per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1851:18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885:102).

Several acres of reclaimed land west from the mouth of the Humber River extended into Lake Ontario and increased the amount of arable land along the shores of Etobicoke Township. This land was accordingly patented by various owners such as John Duck, the heirs of Martin Patterson, W.J. Brown, Nicholas Brown, James Sproule and Ignatius Kormann, between 1889 and 1916 (Etobicoke Township Water Lots).

3.2.2 Claireville

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell in 1815. The property exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The first public building in the community was a hotel built in 1832 by John Dark, and this was followed by the Congregational Church. A post office was established here in 1835, and the community it served was then known as "Humber." The first postmaster here was named Robert Bowman (Given 1973). The land was purchased in 1840 by John P. de la Haye (1799-1872), who was a native of St. Malo in the Bordeaux region of France and was educated at the College of St. Servan. He immigrated to York, Upper Canada, in 1829, where he served as French master at Upper Canada College until 1852. In 1840, he



purchased the land around Claireville along with a nearby lot where he built an estate farm called “Les Ormeaux” or “the Elms.”

Around 1845, de la Haye built a hotel in the village that also served as a courthouse. In 1851, he subdivided part of his land, naming the streets after his children, and in 1853 the post office for this village was renamed Clairville in honour of his daughter, Claire (though the *Globe* first publishes the name “Clairville” in 1848). The village was advantageously situated on the Albion Plank Road, but in 1851 it was still described as “a small settlement” (Smith 1851:19; Scadding 1873; Firth 1966; Rayburn 1997; THA: MPLS #081). The village eventually contained Primitive Methodist and Anglican chapels, and a Mennonite “Gospel Hall” that was built in 1883. By 1860, Claireville contained a community hall which was later followed by a Temperance Lodge. Horse races were held annually at Dark’s Hotel, and periodic fairs for the Toronto Agricultural Society were hosted by John de la Haye, as well as fox hunts (Given 1973).

The first store was built and operated by John Donaldson. By 1870, other businesses in the village included those of Dr. Black (dentist), Angus McDonald (butcher), and Charles Wolff (cabinet maker and undertaker), as well as a second hotel, a shoemaker, a tailor, a wagon maker, a general store, a blacksmith, a steam gristmill, and a tollgate operated by Christopher Armstrong (Given 1973). By 1873, “Humber” or “Claireville” was described as a post office village about half a mile distant from Humber Summit. It contained a flourmill and two stores, with a population estimated to number about 200 people (Crossby 1873:147). The 1877 *Illustrated Atlas of York County* map showed a Primitive Methodist and a Roman Catholic Church in the community, as well as the “Humber” post office.

3.3 Land Use History

The following land use history is based on research using a combination of land registry records, historic mapping, census records, newspapers, and secondary sources. Limited information could be ascertained about the property from the sources that were uncovered. The Etobicoke Historical Society provided information where possible.

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell (Stephenson) in 1815 (Figure 2). The lot exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The land was then purchased in 1840 by John P. de la Haye, and de la Haye sold Lot 4 to Samuel Harris in 1841.

Records obtained from the City of Toronto Land Registry Office note only the following transactions involving the property:

- Ogden P. Ford (a Priest at Holy Trinity, St. Matthias and St. Luke’s Churches in Toronto) sold the property to Mary E. Porter in 1887
- James Hewgill sold the property to Edward Moody in 1913
- Edward Moody sold the property to Donald A. Blair in 1914

According to the Etobicoke Historical Society, the Hewgill family built the existing home and the home was owned by the Curran family from 1919 to 1960.



3.4 Review of Historical Maps and Aerial Photos

The 1860 *Tremaine* map (Figure 3) and the 1877 *Illustrated Atlas of York County* (Figure 4) both show the property as part of Claireville, though the property is indistinguishable from other properties in the community. Historical topographic maps do not clearly depict the individual properties due to the location of the village on the edge of the maps (Figure 5 and Figure 6). Aerial photography from the City of Toronto (Figure 7 to Figure 10) shows the property as part of the small community of Claireville, which had been centred on Albion Road near Steeles Avenue West. By 1991, Albion Road was reoriented to its current layout, bypassing Claireville. At the same time, Steeles Avenue West was diverted to the north. As a result of these diversions, Codlin Crescent was created using the remnants of Albion Road and Steeles Avenue West. Since 1991, the property and the surrounding area have developed an industrial character. The construction of the 407 ETR in the 1990s along with the diversion of Albion Road and the removal of the connection to Steeles Avenue to the north has contributed to the isolation of the area.



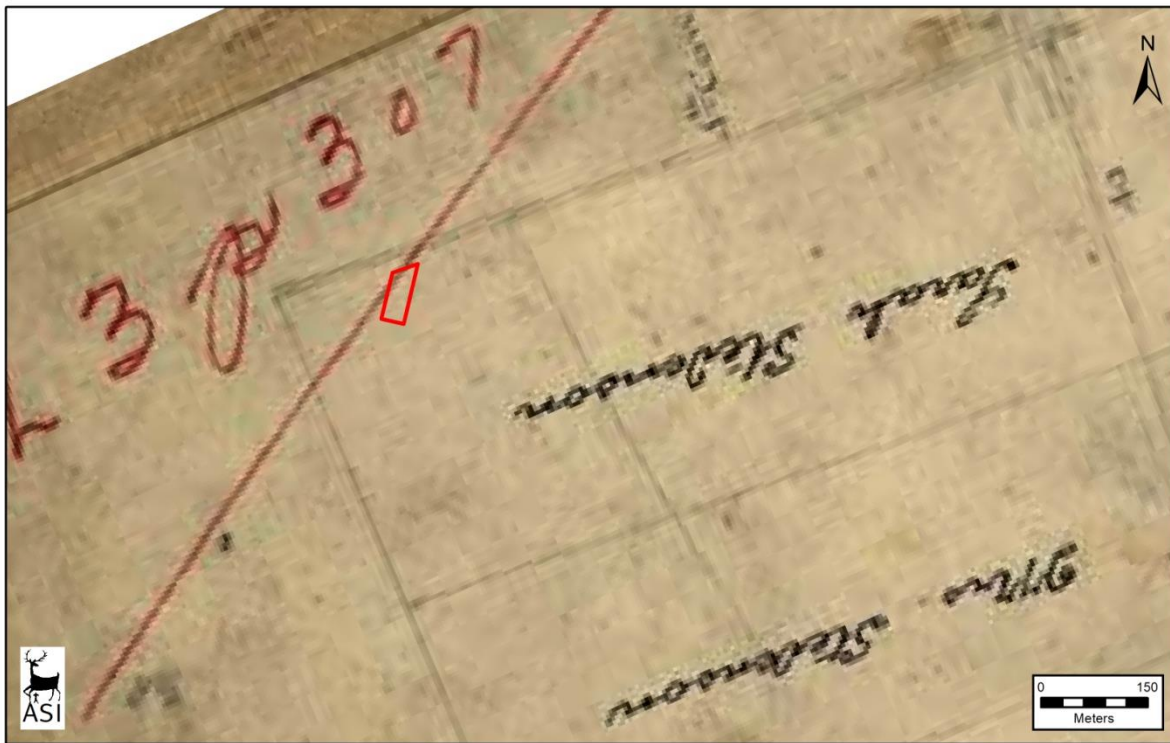


Figure 2: Crown Patent Map (Ontario Archives)

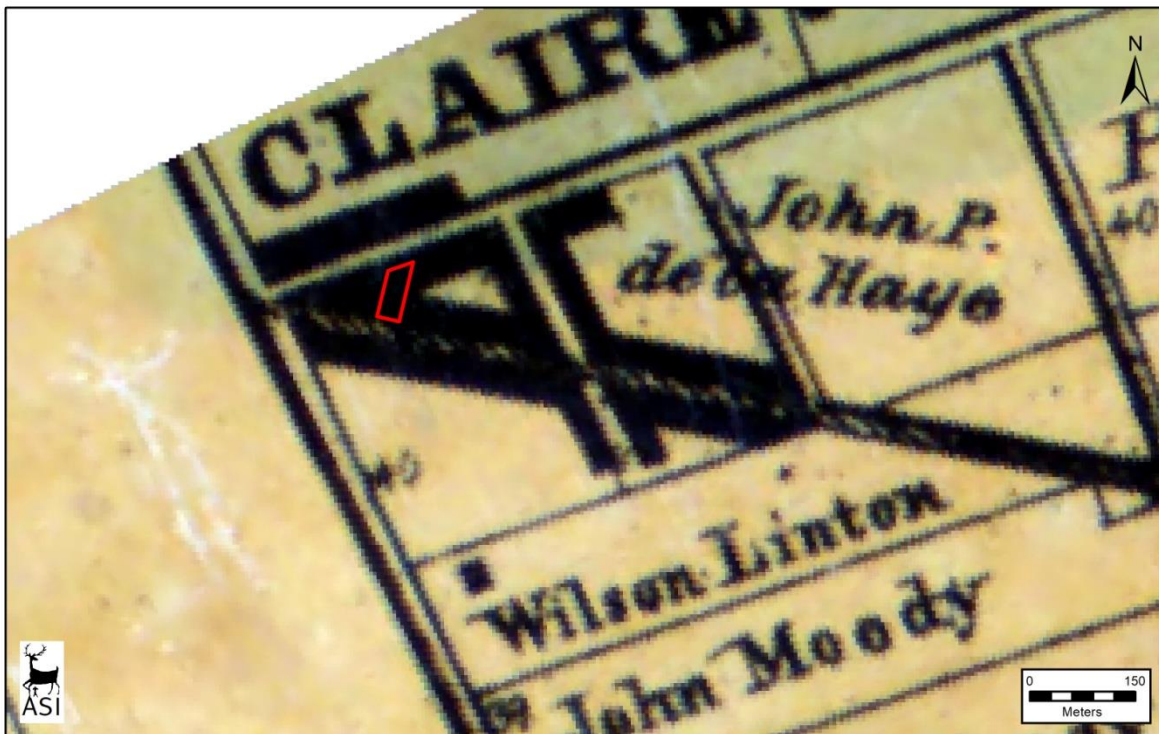


Figure 3: 1860 Tremaine Map of York (Tremaine 1860)



Figure 4: 1877 Illustrated County Atlas of York (Miles & Co. 1878)

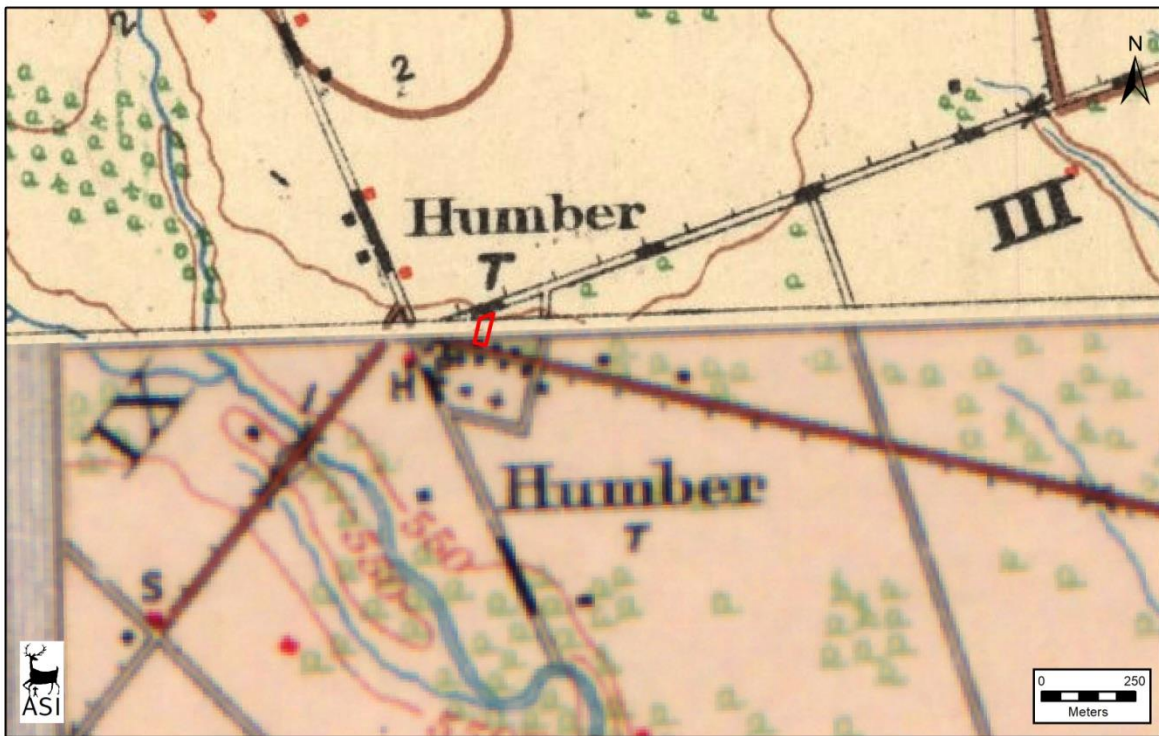


Figure 5: 1914-1915 National Topographic Survey (Department of Militia and Defence)

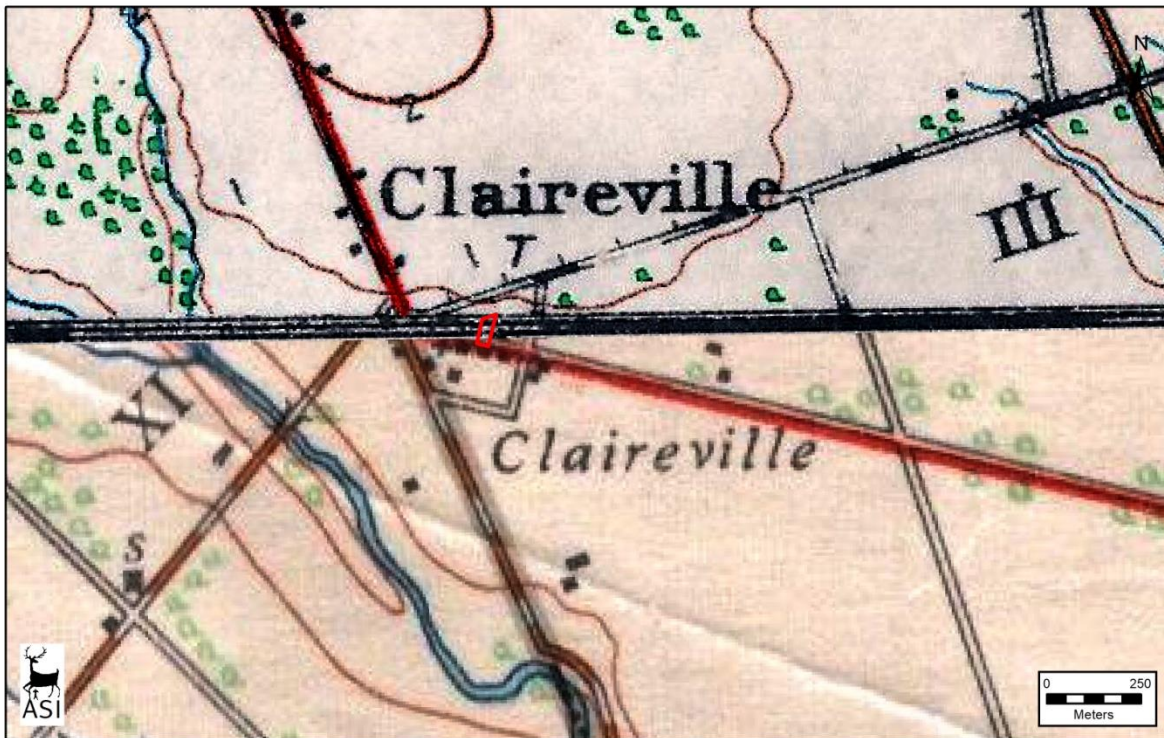


Figure 6: 1938 National Topographic Survey (Department of National Defence)

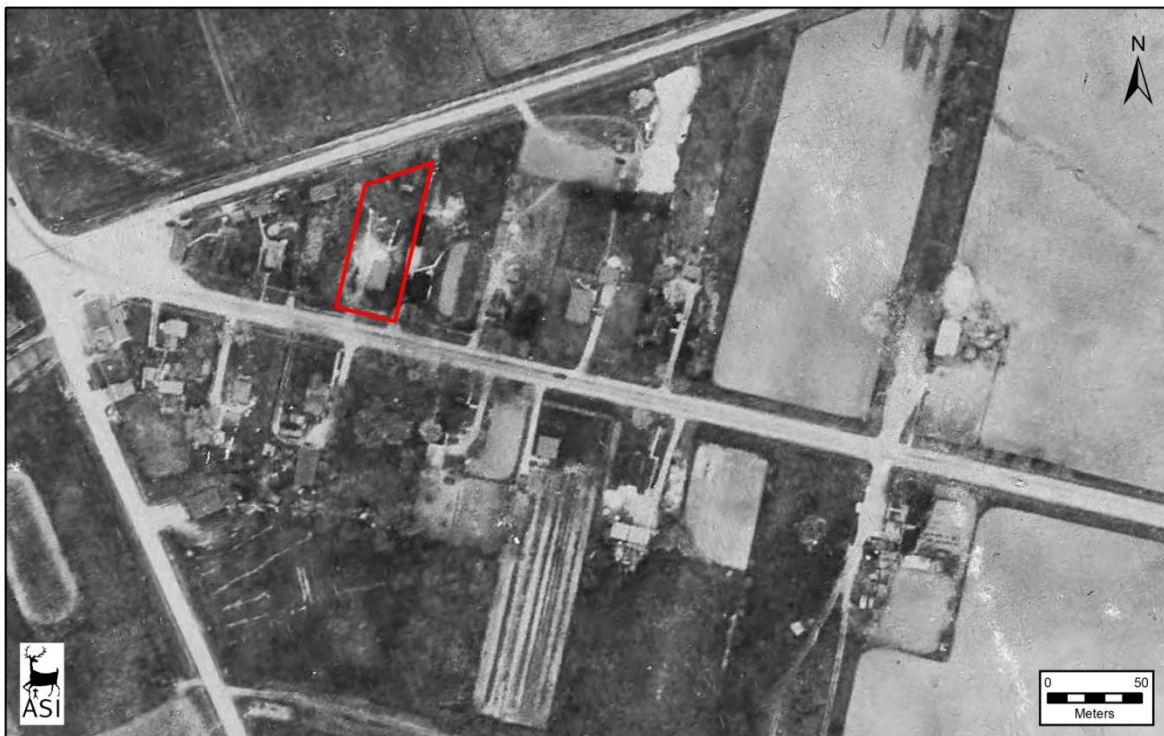


Figure 7: 1947 Aerial (City of Toronto)



Figure 8: 1960 Aerial (City of Toronto)



Figure 9: 1983 Aerial (City of Toronto)



Figure 10: 1991 Aerial (City of Toronto)

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath on October 31, 2017 to conduct a cultural heritage assessment of the property and to collect data relevant for completing the CHER. The assessment was conducted from publicly-accessible areas, such as Codlin Crescent. Due to the location of the subject property within the curve of Codlin Crescent, and the lack of visual impediments on the property, an examination of all four elevations of the structure was possible. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling, outbuildings, and the surrounding context. Outputs of the photographic plates are provided in Appendix A.

The subject property at 2150 Codlin Crescent in the City of Toronto is located within the curve of Codlin Crescent, west of Alcide Street (Figure 11). The roughly rectangular shaped property is bounded by industrial and commercial lot space on the east and west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape have been altered from the construction of the surrounding buildings and roadways. The subject property contains a two storey side gable vernacular residence and industrial parking space.



Figure 11: Aerial view of the subject property showing built heritage resources and landscape features

Source: Bing Maps © 2005

4.1. Architectural Features

4.1.1. Residence: Exterior Description

2150 Codlin Crescent (Plates 1-8 in Appendix A) is a two-storey residential building with aluminum siding, a metal gable and valley roof, and two internal chimneys (one brick chimney with a concrete base, and a rear brick chimney that has been significantly parged). The building sits on a T-shaped footprint with a one-and-a-half-storey rear wing with one-storey additions on either side of the rear addition that contain shed roofs with asphalt shingles. These one-storey additions may be enclosed porches. From the exterior, the building appears to sit on a cement foundation.

The front (south) elevation is divided into three bays with the centre bay featuring a covered porch with a metal gable roof supported by two steel poles. The porch is flanked by vinyl double-hung windows on the first and second storeys, with the second-storey windows containing aluminum trim. The west elevation contains a side entrance with wooden steps beneath a second-storey vinyl double-hung window with aluminum trim. An additional double-hung window is found on the first-storey of the west elevation of the rear wing. The east elevation consists of first and second storey windows that have had their bottom halves filled in with vinyl siding. The first storey contains a slider window and the second storey contains fixed window. Both windows have aluminum trim. On the west elevation of the rear addition is a vinyl double-hung window with aluminum cladding the sill. The rear elevation contains a first-storey entrance,

and a window (of which the style and material was obscured) and a second storey vinyl double-hung window with aluminum trim.

4.2. Context and Landscape Features

The subject property at 2150 Codlin Crescent in the City of Toronto is located within the curve of Codlin Crescent, west of Alcide Street (Plates 1-8). The property is bounded by industrial and commercial lot space on the east and west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape have been altered from the construction of the surrounding buildings and roadways. A wood fence has been constructed around the house and the front lawn contains a single large spruce tree. Behind and beside the property is an expansive unpaved parking lot where transport trucks and containers are stored.

5.0 HERITAGE EVALUTION

Tables 1 and 2 contain the evaluation of 2150 Codlin Crescent against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 1: Evaluation of 2150 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 2150 Codlin Crescent does not meet this criterion. As an early-twentieth century vernacular building, the structure is not a rare, unique, representative or early example of this style of building.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 2150 Codlin Crescent does not meet this criterion as the building does not contain a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 2150 Codlin Crescent does not meet this criterion as the building does not display a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is	No	The property at 2150 Codlin Crescent does not meet this criterion. The property is not associated with any significant themes, events, beliefs, people, activities organizations or institutions within the community.



Table 1: Evaluation of 2150 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

significant to a community;		
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 2150 Codlin Crescent does not meet this criterion. The property does not yield or have the potential to yield further information that will contribute to an understanding of the community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 2150 Codlin Crescent does not meet this criterion. The architect is unknown.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 2150 Codlin Crescent does not meet this criterion. The property is a vernacular residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 2150 Codlin Crescent does not meet this criterion. The property is a vernacular residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area. The vernacular typology is prevalent throughout Ontario and is not physically, functionally or visually linked to this specific area.
iii. is a landmark.	No	The subject property is not considered to be a landmark.

Table 2: Evaluation of 2150 Codlin Crescent using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	The property at 2150 Codlin Crescent does not meet this criterion.

Table 2: Evaluation of 2150 Codlin Crescent using Ontario Regulation 10/06

<p>ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;</p>	<p>No</p>	<p>The property at 2150 Codlin Crescent does not meet this criterion.</p>
<p>iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;</p>	<p>No</p>	<p>The property at 2150 Codlin Crescent does not meet this criterion.</p>
<p>iv. The property is of aesthetic, visual or contextual importance to the province;</p>	<p>No</p>	<p>The property at 2150 Codlin Crescent does not meet this criterion.</p>
<p>v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;</p>	<p>No</p>	<p>The property at 2150 Codlin Crescent does not meet this criterion.</p>
<p>vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and</p>	<p>No</p>	<p>The property at 2150 Codlin Crescent does not meet this criterion.</p>
<p>vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.</p>	<p>No</p>	<p>The property at 2150 Codlin Crescent does not meet this criterion.</p>

The subject property at 2150 Codlin Crescent did not meet the criteria contained in Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property is not known to retain any local cultural heritage significance.

The property at 2150 Codlin Crescent did not meet any of the criteria contained within Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any provincial cultural heritage significance.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review, and heritage evaluation, the property at 2150 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES





Plate 1: Front facade
(south elevation)



Plate 2: South and west
elevation



Plate 3: North elevation



Plate 4: East elevation



Plate 5: Detail of the front porch



Plate 6: Detail of the roof and chimneys



Plate 7: Contextual view
of the property from
Codlin Crescent



Plate 8: Contextual view
of the property from the
south

**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2140 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

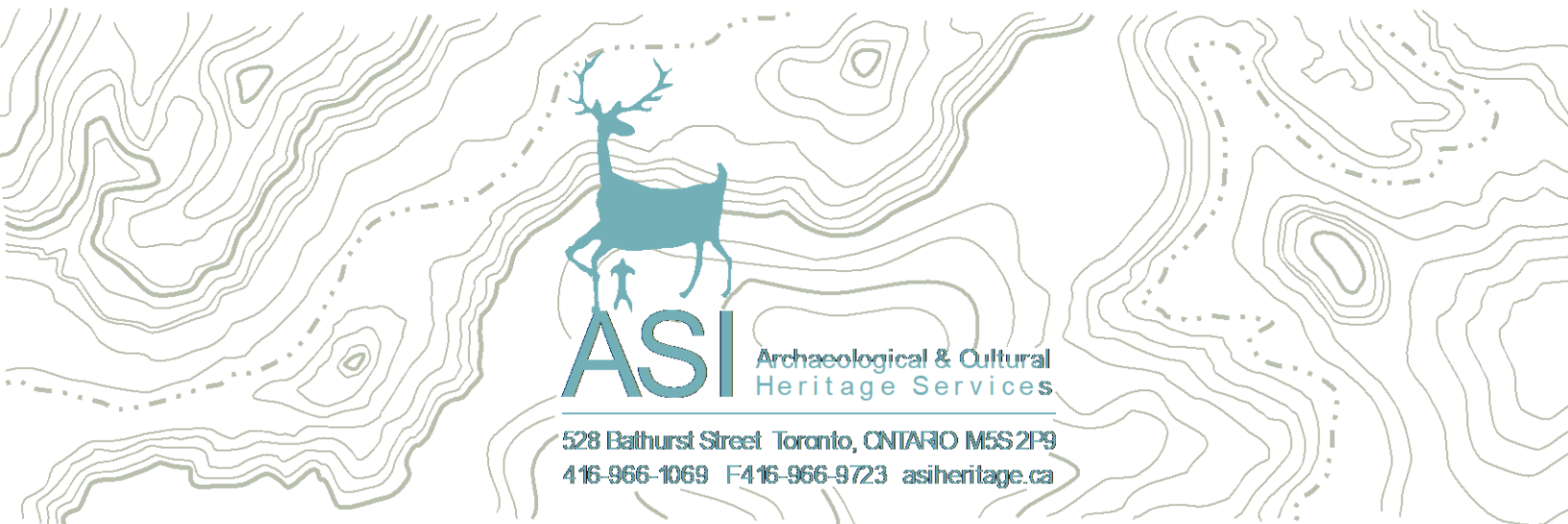
FINAL REPORT

Prepared for:

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ASI File: 17CH-135

December 2017 (Revised January 2018)



**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2140 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2140 Codlin Crescent, located within the curve of Codlin Crescent, west of Alcide Street, in the City of Toronto. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

The Ministry of Transportation (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street. The property contains a one-and-a-half storey Ontario gothic cottage style residence and industrial parking space. The property is bounded by industrial and commercial land on the east and west, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. The property is currently privately owned.

Based on the results of archival research, a field review, and heritage evaluation, the property at 2140 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



PROJECT PERSONNEL

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<i>Project Manager:</i>	John Sleath, MA Cultural Heritage Associate
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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2140 Codlin Crescent, located within the curve of Codlin Crescent, City of Toronto (Figure 1). ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street. The property contains a one-and-a-half storey Ontario gothic cottage style residence and industrial parking space. The property is bounded by industrial and commercial land on the east and west, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. This settlement was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire.

This research was conducted under the senior project management of Annie Veilleux, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.

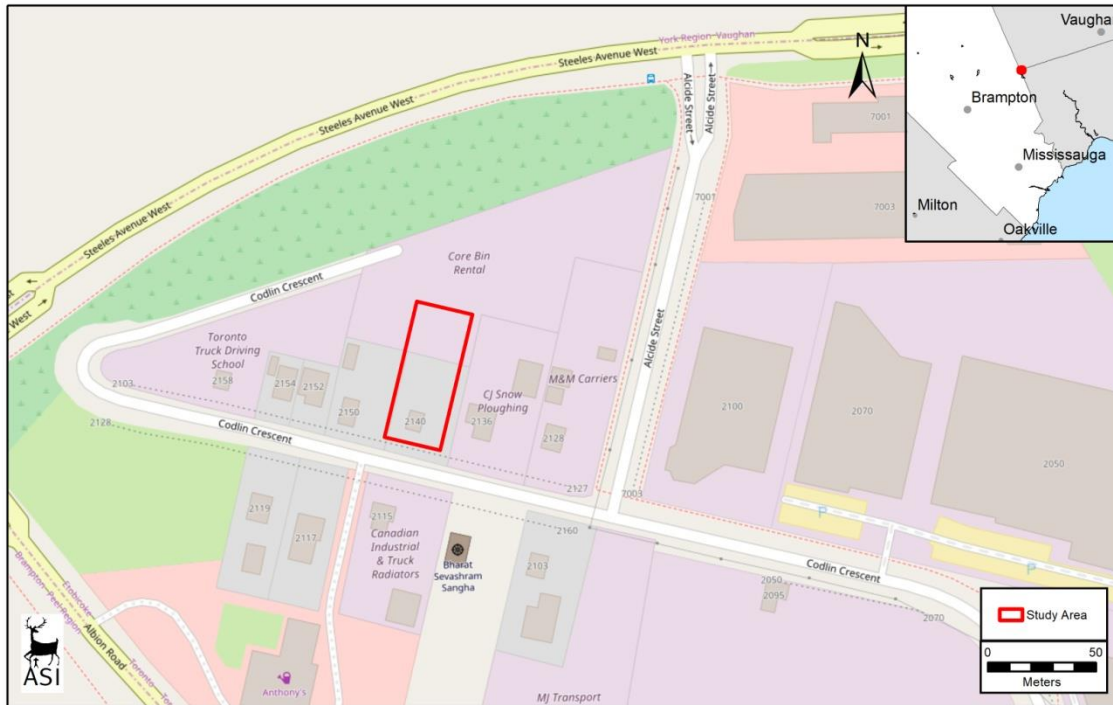


Figure 1: Location of study area in the City of Toronto

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006). Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)



- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
- *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The City of Toronto's *Official Plan* (2015a) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

3.1.5 Heritage Conservation Policies

[...]

3. Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the *Official Plan*, it



will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.

[...]

14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

[...]

17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)



Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;



- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within the City of Toronto. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation

The subject resource, 2140 Codlin Crescent is located in the City of Toronto, Ontario. A search of publicly accessible heritage inventories, including the City of Toronto *Heritage Register* (2017), and the Canadian Register of Historic Places, revealed that 2140 Codlin Crescent is not designated under Part IV of the *Ontario Heritage Act*. Heritage planning staff at the City of Toronto were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment to confirm the heritage status of the resource. ASI contacted Heritage Preservation Services at the City of Toronto on December 7, 2017 to discuss this CHER. HPS staff confirmed that the subject property was not on the heritage register and did not identify any specific heritage concerns.

In addition, the consultant team, including a representative of ASI, met with staff from the City of Toronto, including Mary MacDonald, Senior Manager, Heritage Preservation Services, on 21 March 2017 to discuss the project. The following is an excerpt from the meeting minutes (LGL, March 21 2017):

- Staff from ASI provided an overview of the findings of the Draft Preliminary Cultural Heritage Resource Assessment – Existing Conditions Report completed for the 407 Transitway.
 - One cultural heritage landscape (CHL 15 - the historic settlement/hamlet of Claireville), established in 1850 at the intersection of Albion Road and Steeles Avenue, was identified during ASI's field investigations. The former hamlet of Claireville consists of Codlin Crescent.
 - Nine built heritage resources (i.e. BHR 15 to BHR 23 - all properties along Codlin Crescent) were identified during the field investigations. The only property that is on the City of Toronto Register of Heritage Properties is BHR 23 - a former farm property.



- CHL 15 and BHRs 15 to 22 are located in the area proposed for Highway 50 station parking/parking expansion. BHR 23 (the only site on the City of Toronto Register of Heritage Properties) is located outside of the area proposed for parking expansion.
- City of Toronto staff noted that as part of the 407 Transitway study, they will review/provide comments on the cultural/built heritage significance of these BHRs and CHL, and that these sites have now been flagged as potentially having cultural significance.
- When evaluating the heritage significance, it will be important to consider the individual BHRs as well as the CHL as a whole (which includes the BHRs located within the CHL).
- City staff noted that any demolition of a piece of the CHL can affect the whole landscape.
- City staff noted that there are currently no planning policies related to cultural heritage in effect in the proposed Highway 50 station area.
- City staff noted that zoning of the area is not necessarily related to the character and value of the heritage resources.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject property is located within the curve of Codlin Crescent, west of Alcide Street, in the Township of Etobicoke, York County. The property features a one-and-a-half storey Ontario gothic cottage style residence, and landscape features including industrial parking space. It is located between the two stretches of Codlin Crescent, within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue (Mika and Mika 1977).

3.2. Township Survey and Settlement

3.2.1 Etobicoke Township

Etobicoke Township was acquired by the British from the native Mississaugas under the terms of the Toronto Purchase of September 25, 1787. From this time until November 1794, this township was under the authority of the Nassau District Land Board. In 1794 John Graves Simcoe redefined the administrative and electoral boundaries for Upper Canada which expanded the County of York to cover the modern City of Toronto and Etobicoke Township.

The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985:143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811 (Hawkins 1857). Other early township surveys were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading



across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914:97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878:xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton 1805:48). One of the early alternate names given to the Etobicoke Creek was "Smith's River" (Firth 1962:29).

The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846:57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6 per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1851:18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885:102).

Several acres of reclaimed land west from the mouth of the Humber River extended into Lake Ontario and increased the amount of arable land along the shores of Etobicoke Township. This land was accordingly patented by various owners such as John Duck, the heirs of Martin Patterson, W.J. Brown, Nicholas Brown, James Sproule and Ignatius Kormann, between 1889 and 1916 (Etobicoke Township Water Lots).

3.2.2 Claireville

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell (Stephenson) in 1815. The property exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The first public building in the community was a hotel built in 1832 by John Dark, and this was followed by the Congregational Church. A post office was established here in 1835, and the community it served was then known as "Humber." The first postmaster here was named Robert Bowman (Given 1973). The land was purchased in 1840 by John P. de la Haye (1799-1872), who was a native of St. Malo in the Bordeaux region of France and was educated at the College of St. Servan. He immigrated to York,



Upper Canada, in 1829, where he served as French master at Upper Canada College until 1852. In 1840, he purchased the land around Claireville along with a nearby lot where he built an estate farm called “Les Ormeaux” or “the Elms.”

Around 1845, de la Haye built a hotel in the village that also served as a courthouse. In 1851, he subdivided part of his land, naming the streets after his children, and in 1853 the post office for this village was renamed Clairville in honour of his daughter, Claire (though the *Globe* first publishes the name “Clairville” in 1848). The village was advantageously situated on the Albion Plank Road, but in 1851 it was still described as “a small settlement” (Smith 1851:19; Scadding 1873; Firth 1966; Rayburn 1997; THA: MPLS #081). The village eventually contained Primitive Methodist and Anglican chapels, and a Mennonite “Gospel Hall” that was built in 1883. By 1860, Claireville contained a community hall which was later followed by a Temperance Lodge. Horse races were held annually at Dark’s Hotel, and periodic fairs for the Toronto Agricultural Society were hosted by John de la Haye, as well as fox hunts (Given 1973).

The first store was built and operated by John Donaldson. By 1870, other businesses in the village included those of Dr. Black (dentist), Angus McDonald (butcher), and Charles Wolff (cabinet maker and undertaker), as well as a second hotel, a shoemaker, a tailor, a wagon maker, a general store, a blacksmith, a steam gristmill, and a tollgate operated by Christopher Armstrong (Given 1973). By 1873, “Humber” or “Claireville” was described as a post office village about half a mile distant from Humber Summit. It contained a flourmill and two stores, with a population estimated to number about 200 people (Crossby 1873:147). The 1877 *Illustrated Atlas of York County* map showed a Primitive Methodist and a Roman Catholic Church in the community, as well as the “Humber” post office.

3.3 Land Use History

The following land use history is based on a combination of land registry records, historic mapping, census records, assessment/collector rolls, newspapers, and secondary sources.

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell (Stephenson) in 1815 (Figure 2). The lot exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The land was then purchased in 1840 by John P. de la Haye, and de la Haye sold Lot 5 to Samuel Harris in 1841. No information could be obtained regarding the property’s status between 1841 and 1889, though the Etobicoke Historical Society provided information suggesting that the existing building was built in 1889 by James Linton. In 1895, Linton sold the property to Matthew Codlin. The house was sold to Ernest and Gertrude Emery in 1936 and again in 1945 to the Rowntree family.

3.4 Review of Historical Maps and Aerial Photos

The 1860 *Tremaine* map (Figure 3) and the 1877 *Illustrated Atlas of York County* (Figure 4) both show the property as part of Claireville, though the property is indistinguishable from other properties in the community. Historical topographic maps do not clearly depict the individual properties due to the location of the village on the edge of the map (Figure 5 and Figure 6). Aerial photography from the City of Toronto (Figure 7 to Figure 10) shows the property as part of the small community of Claireville, which had been centred on Albion Road near Steeles Avenue West. By 1991, Albion Road was reoriented to its



current layout, bypassing Claireville. At the same time, Steeles Avenue West was diverted to the north. As a result of these diversions, Codlin Crescent was created using the remnants of Albion Road and Steeles Avenue West. Since 1991, the property and the surrounding area have developed an industrial character. The construction of the 407 ETR in the 1990s along with the diversion of Albion Road and the removal of the connection to Steeles Avenue to the north has contributed to the isolation of the area.



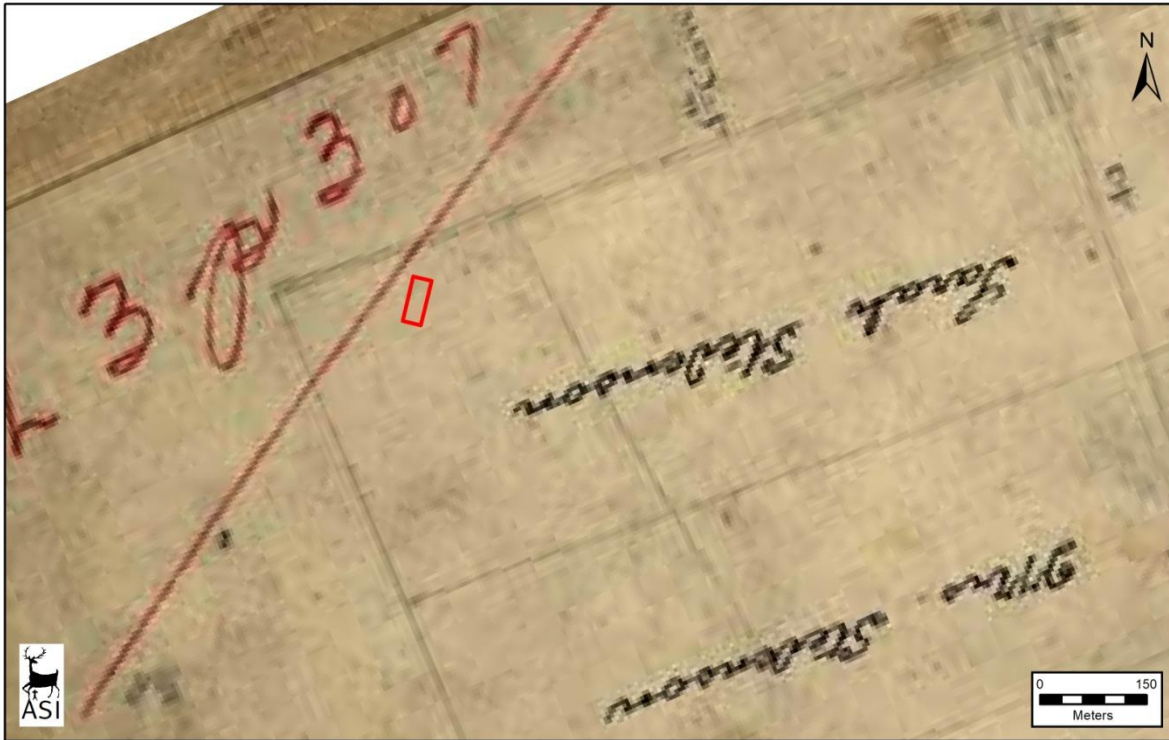


Figure 2: Crown Patent Map (Ontario Archives)

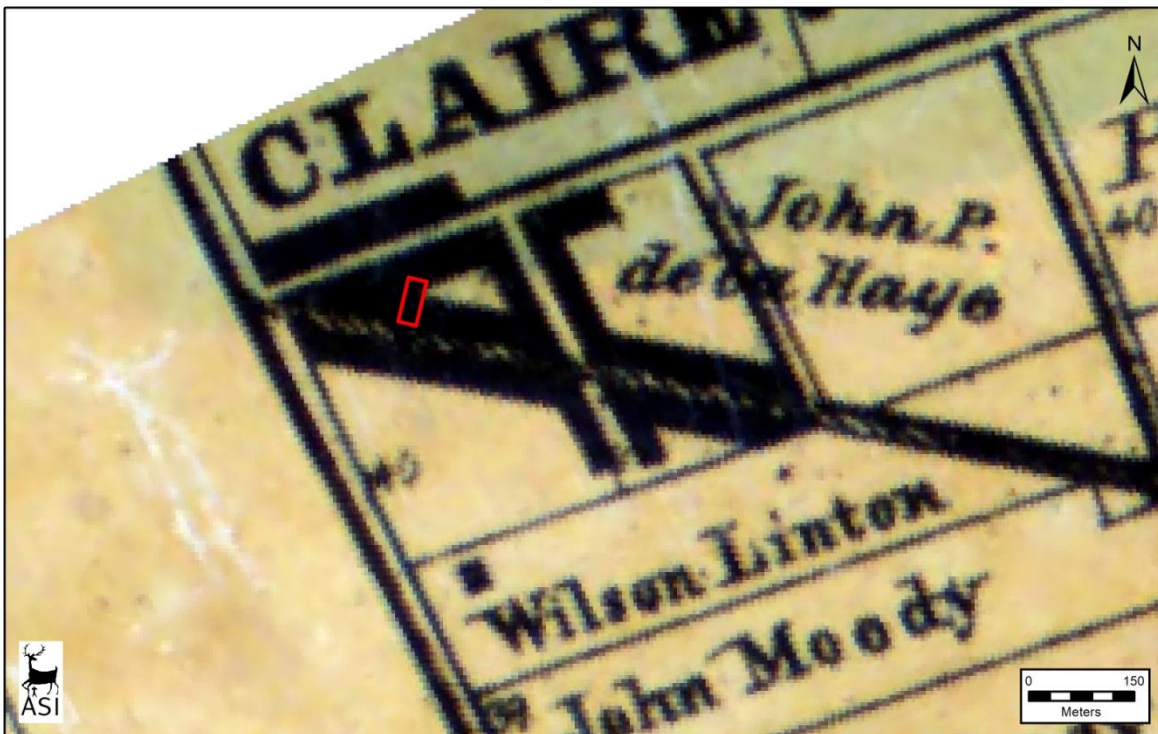


Figure 3: 1860 Tremain Map of York (Tremain 1860)



Figure 4: 1877 Illustrated County Atlas of York (Miles & Co. 1877)

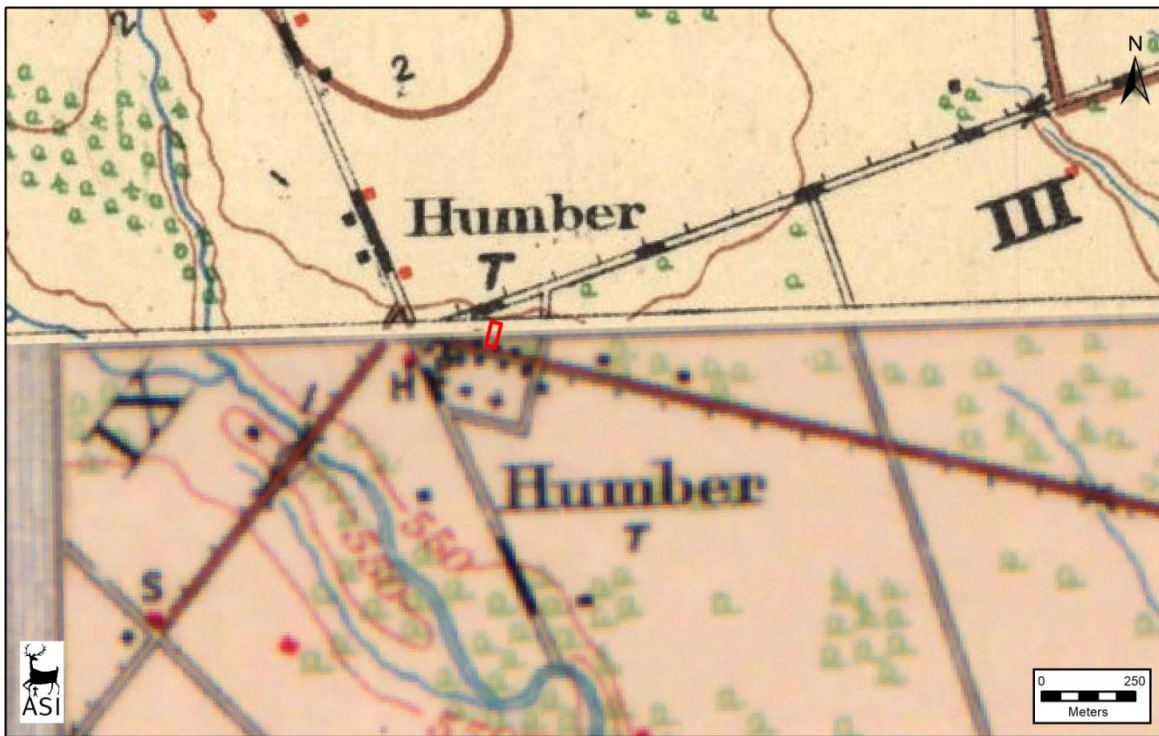


Figure 5: 1914-1915 National Topographic Survey (Department of Militia and Defence)

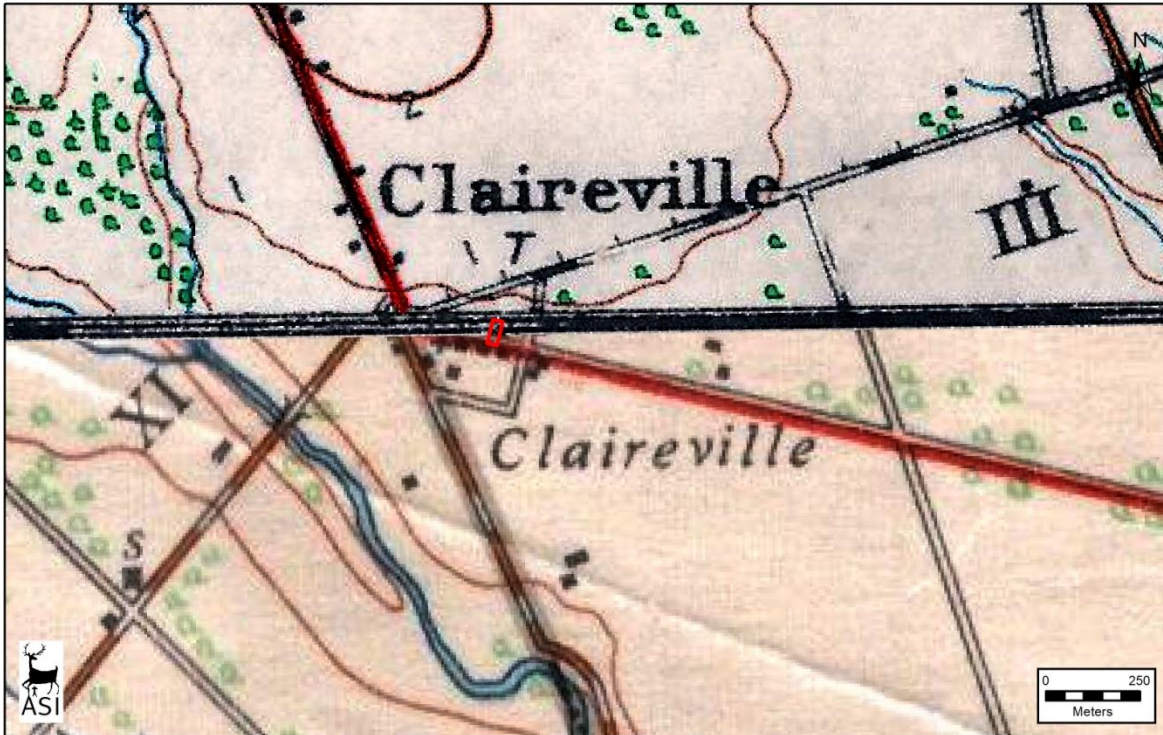


Figure 6: 1938 National Topographic Survey (Department of National Defence)



Figure 7: 1947 Aerial (City of Toronto)



Figure 8: 1960 Aerial (City of Toronto)



Figure 9: 1983 Aerial (City of Toronto)



Figure 10: 1991 Aerial (City of Toronto)

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath on October 31, 2017 to conduct a cultural heritage assessment of the property and to collect data relevant for completing the CHER. The assessment was conducted from publicly-accessible areas, such as Codlin Crescent. Due to the location of the subject property within the curve of Codlin Crescent, and the lack of visual impediments on the property, an examination of all four elevations of the structure was possible. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling, outbuildings, and the surrounding context. Outputs of the photographic plates are provided in Appendix A.

The subject property at 2140 Codlin Crescent in the City of Toronto is located within the curve of Codlin Crescent, west of Alcide Street (Figure 11). The roughly rectangular shaped property is bounded by industrial and commercial lot space on the east and west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape have been altered from the construction of the surrounding buildings and roadways. The subject property contains a one-and-a-half storey Ontario gothic cottage style residence and industrial parking space.



Figure 11: Aerial view of the subject property showing built heritage resources and landscape features

Source: Bing Maps © 2005

4.1. Architectural Features

4.1.1. Residence: Exterior Description

2140 Codlin Crescent (Plates 1-7 in Appendix A) is a one-and-a-half storey Ontario Gothic cottage with a gable and valley roof and central gable. The building sits on a T-shaped footprint, with a poured cement porch, aluminum siding, an asphalt shingle roof, and a metal chimney. The foundations were not visible from the exterior. The front elevation consists of three bays with a central entrance with aluminum trim flanked by two double-hung windows with aluminum trim. Beneath the gable is a double-hung window with an aluminum sill.

The west elevation features a single double-hung window with aluminum trim. An entrance and two fixed wood windows are located towards the rear of the west elevation in what may be an enclosed porch. The windows and entrance along with the roof above the side entrance appear to be in a poor state. The second-storey contains a single double-hung window with an aluminum sill. The east elevation contains a first-storey fixed window with aluminum trim and a double-hung window towards the rear of the east elevation. Beneath the gable is a double hung window with an aluminum sill.

The north elevation features a double-hung vinyl window with aluminum sill and trim. The second storey also contains a double-hung vinyl window with aluminum sill and trim. The siding on the rear elevation is split by a narrow section of sheet metal, which appears to have been the former location of a chimney.

4.2. Context and Landscape Features

The subject property at 2140 Codlin Crescent in the City of Toronto is located within the curve of Codlin Crescent, west of Alcide Street. The roughly rectangular shaped property is bounded by industrial and commercial lot space on the east and west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape have been altered from the construction of the surrounding buildings and roadways. The property is bound on three sides by a tall wooden fence. A driveway is situated to the west of the house, adjacent to a front yard that consists of a small lawn with a tall overgrown bush, two large boulders and a gravel driveway. The surrounding area beyond the fenced in property consists of an unpaved parking area for transport trucks.

5.0 HERITAGE EVALUTION

Tables 1 and 2 contain the evaluation of 2140 Codlin Crescent against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 1: Evaluation of 2140 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 2140 Codlin Crescent does not meet this criterion. While the structure is a late-nineteenth-century Ontario Gothic Cottage, the potential heritage value of the building is diminished due to the absence of material integrity. Therefore, the structure is not a rare, unique, representative or early example of this style of building.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 2140 Codlin Crescent does not meet this criterion as the building does not contain a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 2140 Codlin Crescent does not meet this criterion as the building does not display a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The property at 2140 Codlin Crescent does not meet this criterion. The property is not associated with any significant themes, events, beliefs, people, activities organizations or institutions within the community.

Table 1: Evaluation of 2140 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 2140 Codlin Crescent does not meet this criterion. The property does not yield or have the potential to yield further information that will contribute to an understanding of the community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 2140 Codlin Crescent does not meet this criterion. The architect is unknown.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 2140 Codlin Crescent does not meet this criterion. The property is a vernacular residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 2140 Codlin Crescent does not meet this criterion. The property is a residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area. The vernacular typology is prevalent throughout Ontario and is not physically, functionally or visually linked to this specific area.
iii. is a landmark.	No	The subject property is not considered to be a landmark.

Table 2: Evaluation of 2140 Codlin Crescent using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	The property at 2140 Codlin Crescent does not meet this criterion.
ii. The property yields, or has the potential to yield, information that	No	The property at 2140 Codlin Crescent does not meet this criterion.

Table 2: Evaluation of 2140 Codlin Crescent using Ontario Regulation 10/06

contributes to an understanding of Ontario's history;		
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	No	The property at 2140 Codlin Crescent does not meet this criterion.
iv. The property is of aesthetic, visual or contextual importance to the province;	No	The property at 2140 Codlin Crescent does not meet this criterion.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	No	The property at 2140 Codlin Crescent does not meet this criterion.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	The property at 2140 Codlin Crescent does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.		The property at 2140 Codlin Crescent does not meet this criterion.

The subject property at 2140 Codlin Crescent did not meet the criteria contained in Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property is not known to retain any local cultural heritage significance.

The property at 2140 Codlin Crescent did not meet any of the criteria contained within Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any provincial cultural heritage significance.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review, and heritage evaluation, the property at 2140 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES



Plate 1: South and west elevations



Plate 2: South and east elevations



Plate 3: North and west elevations



Plate 4: Detailed view of the gable



Plate 5: Detailed view of rear enclosed porch



Plate 6: Detailed view of the rear elevation and chimney



Plate 7: Contextual view
from Codlin Crescent

**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2128 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

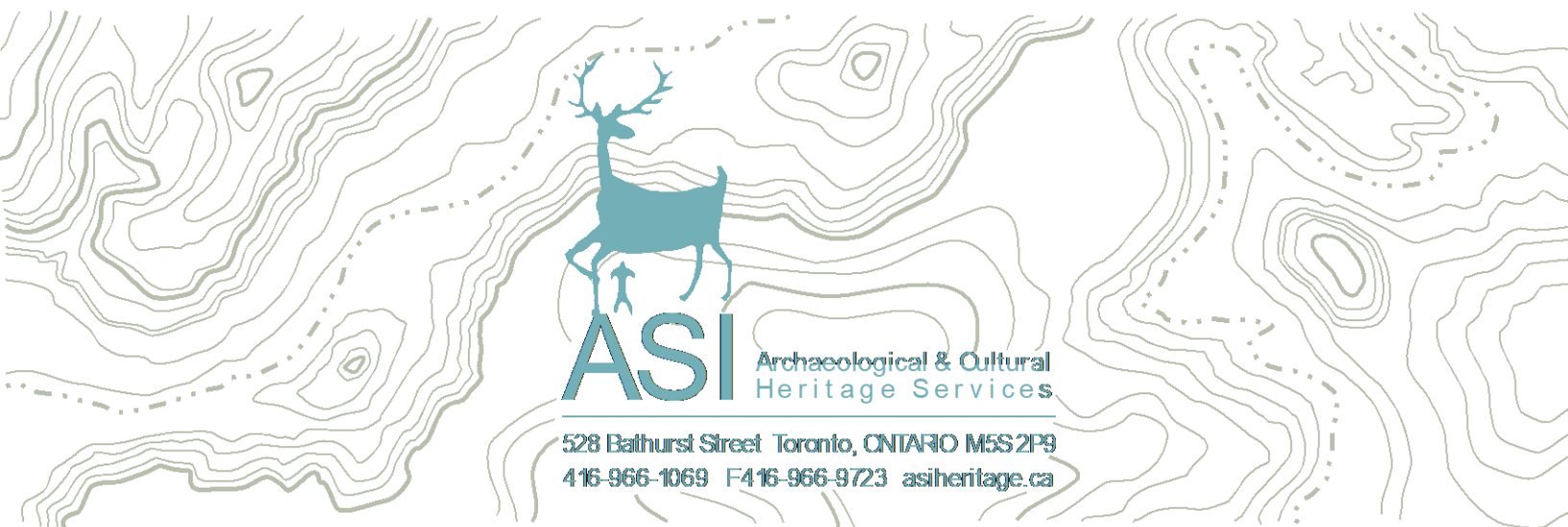
FINAL REPORT

Prepared for:

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ASI File: 17CH-135

December 2017 (Revised January 2018)



**CULTURAL HERITAGE EVALUATION REPORT:
BUILT HERITAGE RESOURCE**

**2128 CODLIN CRESCENT
TOWNSHIP OF ETOBICOKE, YORK COUNTY
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**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2128 Codlin Crescent, located on the north-west corner of Codlin Crescent and Alcide Street. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

The Ministry of Transportation (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject property is located on the north-west corner of Codlin Crescent and Alcide Street. The property contains a two-and-a-half storey foursquare Edwardian residence, 3 industrial buildings and industrial parking space. The property is bounded by industrial and commercial land on the west, by Alcide Street on the east, and by Codlin Crescent on the north and south. The property is located within the historical settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. The property is currently privately owned.

Based on the results of archival research, a field review, and heritage evaluation, the property at 2128 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



PROJECT PERSONNEL

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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 2128 Codlin Crescent, located on the north-west corner of Codlin Crescent and Alcide Street, in the City of Toronto (Figure 1). ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400.

The subject property is located on the north-west corner of Codlin Crescent and Alcide Street. The property contains a two-and-a-half storey foursquare Edwardian residence, three industrial buildings, and industrial parking space. The property is bounded by industrial and commercial land on the west, by Alcide Street on the east, and by Codlin Crescent on the north and south. The property is located within the historic settlement area of Claireville, which was established in 1850 at the intersection of Albion Road and Steeles Avenue. This settlement was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire.

This research was conducted under the senior project management of Annie Veilleux, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.

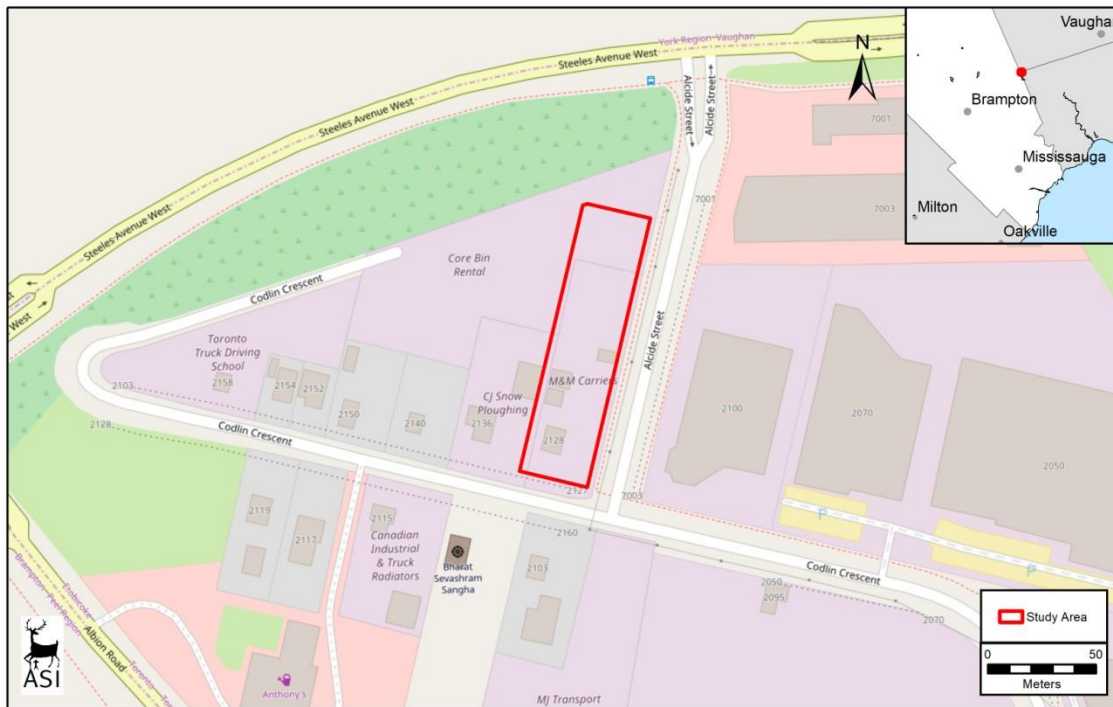


Figure 1: Location of study area in the City of Toronto

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006). Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)

- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
- *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The City of Toronto's *Official Plan* (2015a) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

3.1.5 Heritage Conservation Policies

[...]

3. Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the *Official Plan*, it



will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.

[...]

14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

[...]

17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)



Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;



- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within the City of Toronto. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation

The subject resource, 2128 Codlin Crescent, is located in the City of Toronto, Ontario. A search of publicly accessible heritage inventories, including the City of Toronto *Heritage Register* (2017), and the Canadian Register of Historic Places, revealed that 2128 Codlin Crescent is not designated under Part IV of the *Ontario Heritage Act*. Heritage planning staff at the City of Toronto were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment to confirm the heritage status of the resource. ASI contacted Heritage Preservation Services at the City of Toronto on December 7, 2017 to discuss this CHER. HPS staff confirmed that the subject property was not on the heritage register and did not identify any heritage concerns.

In addition, the consultant team, including a representative of ASI, met with staff from the City of Toronto, including Mary MacDonald, Senior Manager, Heritage Preservation Services, on 21 March 2017 to discuss the project. The following is an excerpt from the meeting minutes (LGL, March 21 2017):

- Staff from ASI provided an overview of the findings of the Draft Preliminary Cultural Heritage Resource Assessment – Existing Conditions Report completed for the 407 Transitway.
 - One cultural heritage landscape (CHL 15 - the historic settlement/hamlet of Claireville), established in 1850 at the intersection of Albion Road and Steeles Avenue, was identified during ASI's field investigations. The former hamlet of Claireville consists of Codlin Crescent.
 - Nine built heritage resources (i.e. BHR 15 to BHR 23 - all properties along Codlin Crescent) were identified during the field investigations. The only property that is on the City of Toronto Register of Heritage Properties is BHR 23 - a former farm property.



- CHL 15 and BHRs 15 to 22 are located in the area proposed for Highway 50 station parking/parking expansion. BHR 23 (the only site on the City of Toronto Register of Heritage Properties) is located outside of the area proposed for parking expansion.
- City of Toronto staff noted that as part of the 407 Transitway study, they will review/provide comments on the cultural/built heritage significance of these BHRs and CHL, and that these sites have now been flagged as potentially having cultural significance.
- When evaluating the heritage significance, it will be important to consider the individual BHRs as well as the CHL as a whole (which includes the BHRs located within the CHL).
- City staff noted that any demolition of a piece of the CHL can affect the whole landscape.
- City staff noted that there are currently no planning policies related to cultural heritage in effect in the proposed Highway 50 station area.
- City staff noted that zoning of the area is not necessarily related to the character and value of the heritage resources.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject property is located on the northwest corner of Codlin Crescent and Alcide Street, in the Township of Etobicoke, York County. The property features a two-and-a-half storey foursquare Edwardian residence, three industrial buildings, and landscape features including industrial parking space. It is located between the two stretches of Codlin Crescent, within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue.

3.2. Township Survey and Settlement

3.2.1 *Etobicoke Township*

Etobicoke Township was acquired by the British from the native Mississaugas under the terms of the Toronto Purchase of September 25, 1787. From this time until November 1794, this township was under the authority of the Nassau District Land Board. In 1794 John Graves Simcoe redefined the administrative and electoral boundaries for Upper Canada which expanded the County of York to cover the modern City of Toronto and Etobicoke Township (Mika and Mika 1977).

The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985:143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811 (Hawkins 1857). Other early township surveys were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading



across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914:97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878:xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Mississagues" (Boulton 1805:48). One of the early alternate names given to the Etobicoke Creek was "Smith's River" (Firth 1962:29).

The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846:57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6 per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1851:18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885:102).

Several acres of reclaimed land west from the mouth of the Humber River extended into Lake Ontario and increased the amount of arable land along the shores of Etobicoke Township. This land was accordingly patented by various owners such as John Duck, the heirs of Martin Patterson, W.J. Brown, Nicholas Brown, James Sproule and Ignatius Kormann, between 1889 and 1916 (Etobicoke Township Water Lots).

3.2.2 Claireville

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell in 1815. The property exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The first public building in the community was a hotel built in 1832 by John Dark, and this was followed by the Congregational Church. A post office was established here in 1835, and the community it served was then known as "Humber." The first postmaster here was named Robert Bowman (Given 1973). The land was purchased in 1840 by John P. de la Haye (1799-1872), who was a native of St. Malo in the Bordeaux region of France and was educated at the College of St. Servan. He immigrated to York, Upper



Canada, in 1829, where he served as French master at Upper Canada College until 1852. In 1840, he purchased the land around Claireville along with a nearby lot where he built an estate farm called “Les Ormeaux” or “the Elms.”

Around 1845, de la Haye built a hotel in the village that also served as a courthouse. In 1851, he subdivided part of his land, naming the streets after his children, and in 1853 the post office for this village was renamed Clairville in honour of his daughter, Claire (though the *Globe* first publishes the name “Clairville” in 1848). The village was advantageously situated on the Albion Plank Road, but in 1851 it was still described as “a small settlement” (Smith 1851:19; Scadding 1873; Firth 1966; Rayburn 1997; THA: MPLS #081). The village eventually contained Primitive Methodist and Anglican chapels, and a Mennonite “Gospel Hall” that was built in 1883. By 1860, Claireville contained a community hall which was later followed by a Temperance Lodge. Horse races were held annually at Dark’s Hotel, and periodic fairs for the Toronto Agricultural Society were hosted by John de la Haye, as well as fox hunts (Given 1973).

The first store was built and operated by John Donaldson. By 1870, other businesses in the village included those of Dr. Black (dentist), Angus McDonald (butcher), and Charles Wolff (cabinet maker and undertaker), as well as a second hotel, a shoemaker, a tailor, a wagon maker, a general store, a blacksmith, a steam gristmill, and a tollgate operated by Christopher Armstrong (Given 1973). By 1873, “Humber” or “Claireville” was described as a post office village about half a mile distant from Humber Summit. It contained a flourmill and two stores, with a population estimated to number about 200 people (Crossby 1873:147). The 1877 *Illustrated Atlas of York County* map showed a Primitive Methodist and a Roman Catholic Church in the community, as well as the “Humber” post office.

3.3 Land Use History

The following land use history is based on a research using a combination of land registry records, historic mapping, census records, newspapers, and secondary sources. Limited information could be ascertained about the property from the sources that were uncovered. The Etobicoke Historical Society provided information where possible.

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell in 1815 (Figure 2). The lot exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The land was then purchased in 1840 by John P. de la Haye, and de la Haye sold Lot 7 to Henry Thomas in 1851. According to the 1861 Census, Thomas was a wagon maker living with his wife, Eleanor, in a two-storey frame house. Thomas sold the property to John Moody in 1878, who promptly sold the property in 1879 to William Smith. According to the Etobicoke Historical Society, the Wiley family was the next owner of the property and it remained in the family for eighty years. The house was built in 1926.

3.4 Maps and Aerial Photos

The 1860 *Tremaine* map (Figure 3) and the 1877 *Illustrated Atlas of York County* (Figure 4) both show the property as part of Claireville, though the property is indistinguishable from other properties in the community. *NTS* maps do not clearly depict the individual properties due to the location of the village on the edge of the map (Figure 5 and Figure 6). Aerial photography from the City of Toronto (Figure 7 to Figure 10) shows the property as part of the small community of Claireville, which had been centred on



Albion Road near Steeles Avenue West. By 1991, Albion Road was reoriented to its current layout, bypassing Claireville. At the same time, Steeles Avenue West was diverted to the north. As a result of these diversions, Codlin Crescent was created using the remnants of Albion Road and Steeles Avenue West. Since 1991, the property and the surrounding area have developed an industrial character. The construction of the 407 ETR in the 1990s along with the diversion of Albion Road and the removal of the connection to Steeles Avenue to the north has contributed to the isolation of the area.



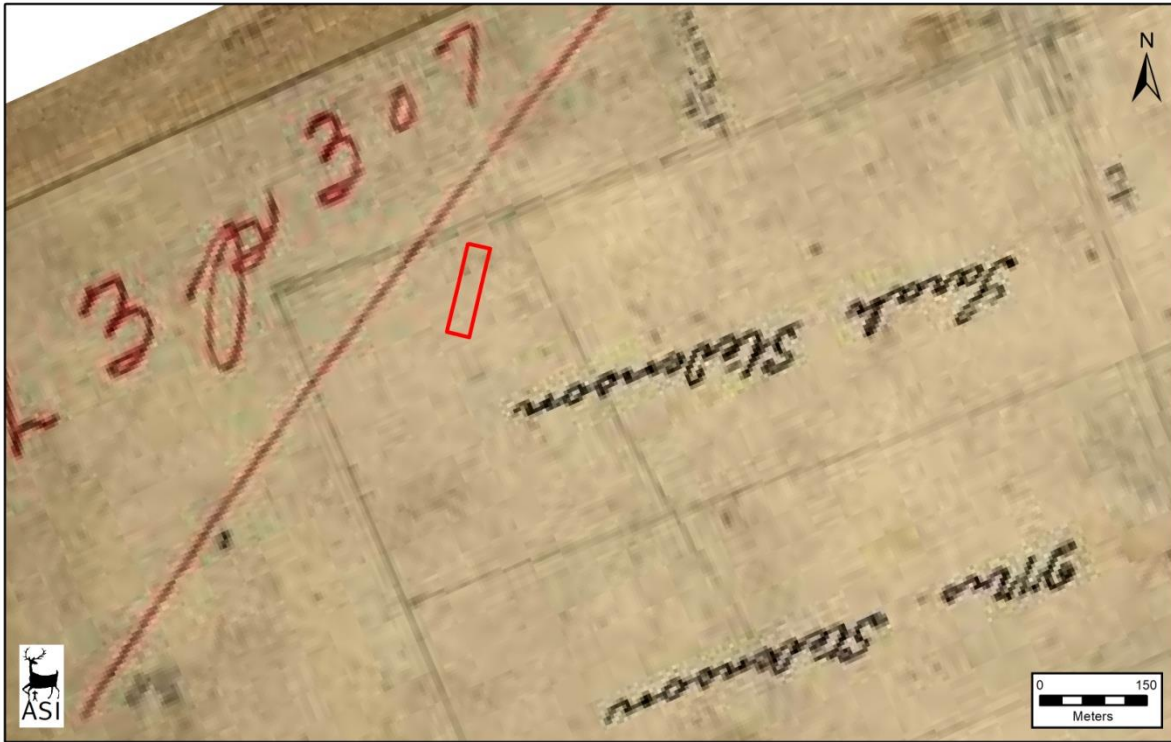


Figure 2: Crown Patent Map (Ontario Archives)

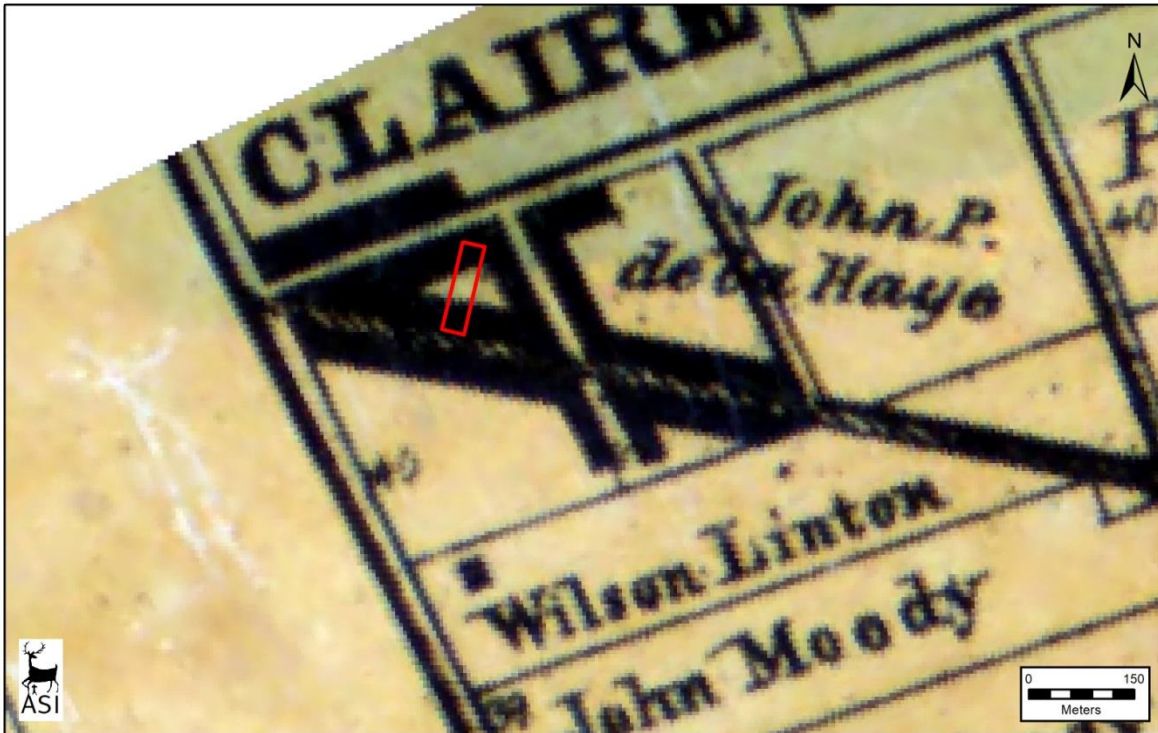


Figure 3: 1860 Tremaine Map of York (Tremaine 1860)



Figure 4: 1877 Illustrated County Atlas of York (Miles & Co)

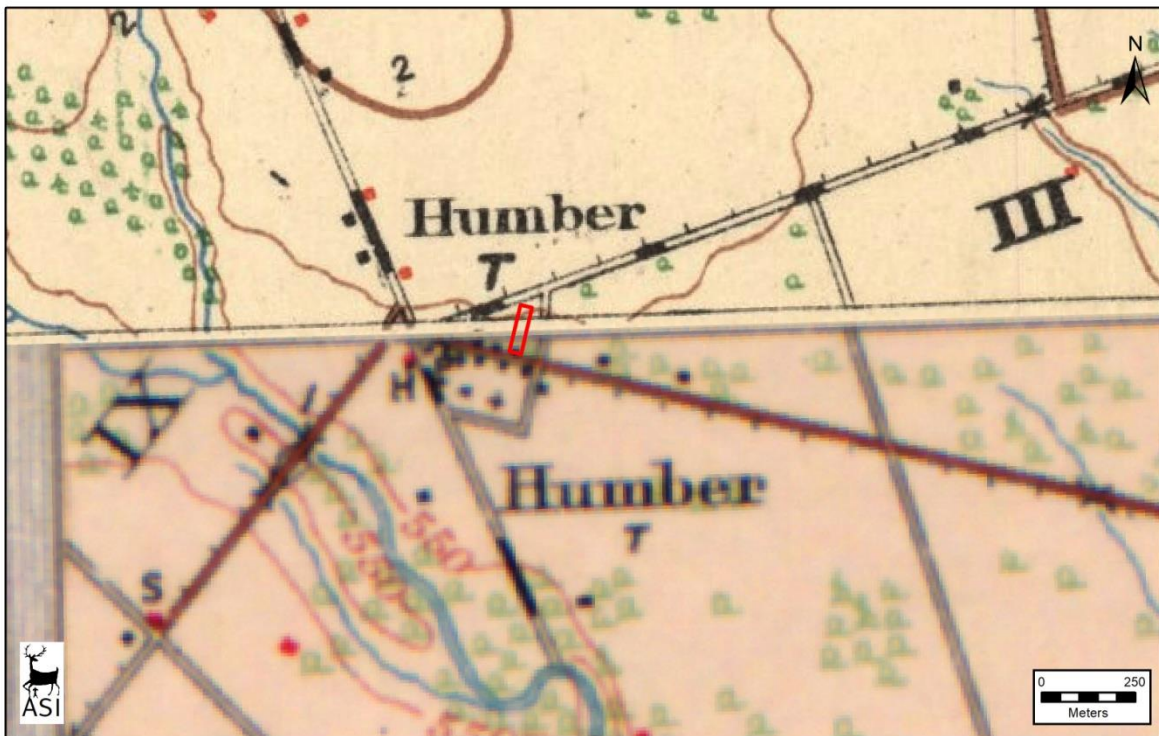


Figure 5: 1914-1915 National Topographic Survey (Department of Militia and Defence)

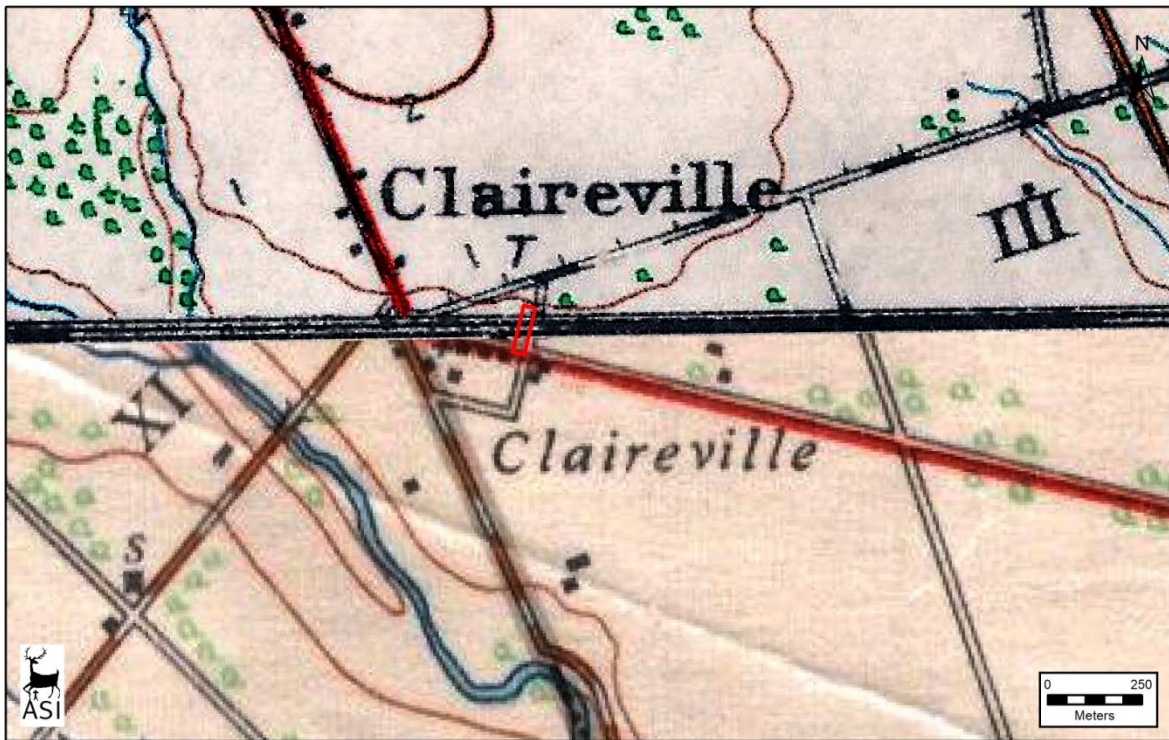


Figure 6: 1938 National Topographic Survey (Department of National Defence)

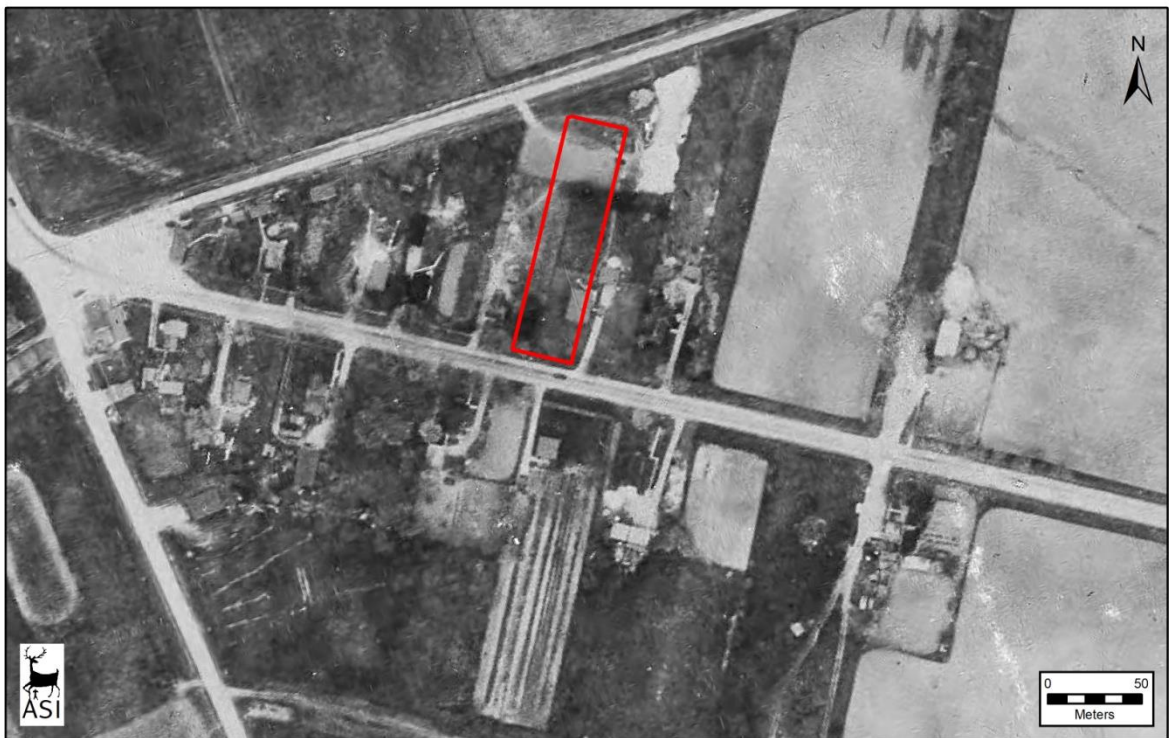


Figure 7: 1947 Aerial (City of Toronto)



Figure 8: 1960 Aerial (City of Toronto)



Figure 9: 1983 Aerial (City of Toronto)

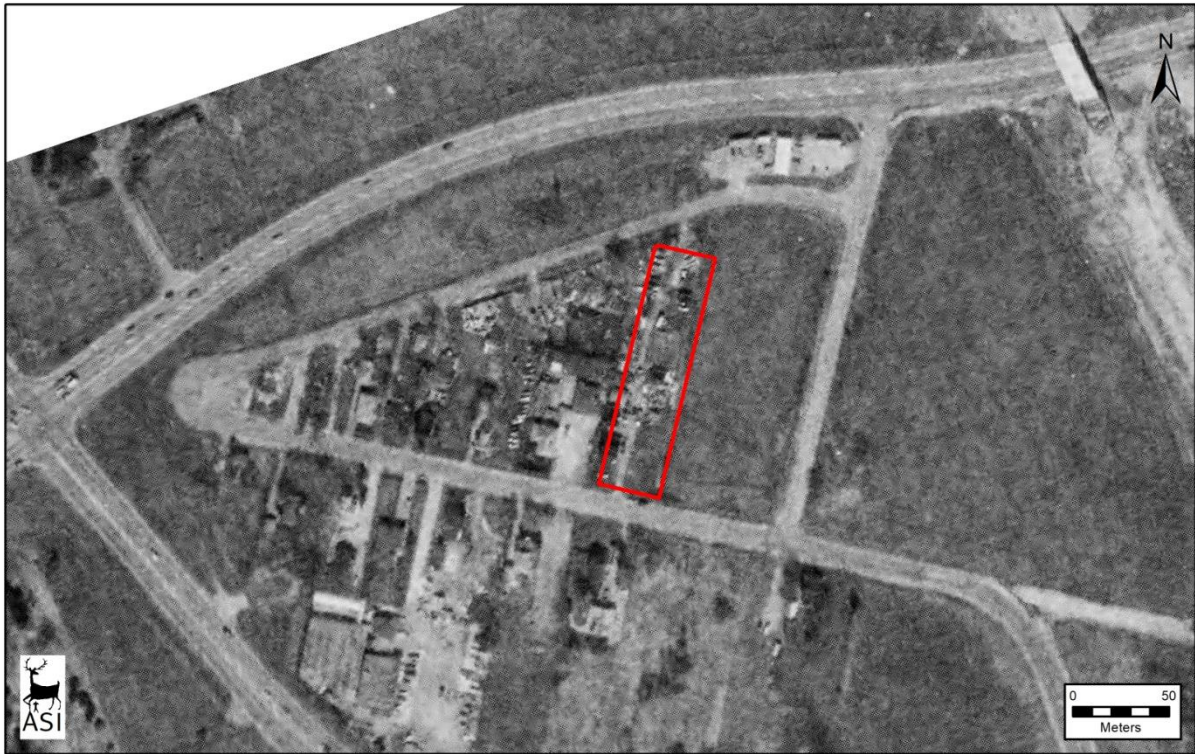


Figure 10: 1991 Aerial (City of Toronto)

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath on October 31, 2017 to conduct a cultural heritage assessment of the property and to collect data relevant for completing the CHER. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling, outbuildings and the surrounding context. Outputs of the photographic plates are provided in Appendix A.

The subject property at 2128 Codlin Crescent in the City of Toronto is located on the northwest corner of Codlin Crescent and Alcide Street (Figure 11). The roughly rectangular shaped property is bounded by industrial and commercial lot space on the east, by Alcide Street on the west, and by Codlin Crescent on the north and south. The subject property and surrounding landscape have been altered from the construction of the surrounding buildings and roadways. The subject property contains a two-and-a-half storey foursquare Edwardian residence, three industrial buildings, and industrial parking space.



Figure 11: Aerial view of the subject property showing built heritage resources and landscape features

Source: Bing Maps © 2005

4.1. Architectural Features

4.1.1. Residence: Exterior Description

2128 Codlin Crescent (Plates 1-8 in Appendix A) is a two-and-a-half storey brick Edwardian foursquare style residential building with a gable roof, front porch with a hip and valley roof with asphalt shingles. The front elevation consists of a porch with brick piers and metal poles supporting the hipped roof of the porch. The porch is clad in siding and stucco. The porch is accessed from the east side where precast concrete steps and a metal railing are located. The entrance is accessed via the porch, and the first storey also contains a large one-over-two fixed window with a slider below and a precast concrete sill. The second storey contains segmentally arched one-over-two fixed windows with sliders below and pre-cast concrete sills. The gable is clad in aluminum siding, though the original siding is visible where a portion of this siding is missing. A single one-over-four fixed window with two sliders is centred beneath the gable.

The east elevation consists of a two storey east wing with an entrance accessed by precast concrete steps with a metal rail beneath a hipped roof supported by a metal pole. The windows on this elevation consist of various types and sizes with segmental arches and pre-cast sills. The basement windows consist of sliders, while the first storey consists of a small fixed window and a slider. The brick below the second window and the newer pre-cast sill appears to have filled in a larger opening. The second storey consists of two one-over-two windows with a fixed window above a slider. The roof on this elevation contains a

dormer with a gable and slider window. A one-storey rear addition clad in aluminum siding is visible from this elevation with a single double-hung window.

The rear elevation consists of minimal fenestration. An entrance to the one-storey rear addition is visible along with an adjacent one-over-two window with a fixed window above a slider window. The building's brick external chimney is visible. Views of the west elevation were obscured by industrial vehicles, however the second storey appears to consist of two one-over-two segmentally arched windows with a fixed window above a slider.

4.1.2. Outbuilding Description

In addition to the house, the property contains three outbuildings situated to the north of the residential building: a two-door garage, a rectangular storage shed and a semi-cylindrical storage shed. The two-door garage has a hipped roof with asphalt shingles and is clad in aluminum siding. The rectangular storage shed has a gable aluminum roof and aluminum siding. The semi-cylindrical shed is a corrugated steel structure showing significant signs of rust.

4.2. Context and Landscape Features

The property boundary is marked by a wood fence to the east and a row of vegetation along the west boundary. A front lawn is situated in front of the residential building and a group of trees is located on the southeast corner of the lawn. A gravel driveway leading from Codlin Crescent provides access to a parking lot in the rear.

5.0 HERITAGE EVALUATION

Tables 1 and 2 contain the evaluation of 2128 Codlin Crescent against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 1: Evaluation of 2128 Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 2128 Codlin Crescent does not meet this criterion. The building is not a rare, unique, representative or early example of this style of building.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 2128 Codlin Crescent does not meet this criterion as the building does not contain a high degree of craftsmanship or artistic merit.

Table 1: Evaluation of 2128 Codlin Crescent using Ontario Regulation 9/06

iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 2128 Codlin Crescent does not meet this criterion as the building does not display a high degree of technical or scientific achievement.
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2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The property at 2128 Codlin Crescent does not meet this criterion. The property is not associated with any significant themes, events, beliefs, people, activities organizations or institutions within the community.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 2128 Codlin Crescent does not meet this criterion. The property does not yield or have the potential to yield further information that will contribute to an understanding of the community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 2128 Codlin Crescent does not meet this criterion. The architect is unknown.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 2128 Codlin Crescent does not meet this criterion. The property consists of a residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 2128 Codlin Crescent does not meet this criterion. The property consists of a residential building within a neighbourhood where the context has changed significantly from a residential community to an industrial area. The building's typology is prevalent throughout Ontario and is not physically, functionally or visually linked to this specific area.
iii. is a landmark.	No	The subject property is not considered to be a landmark.

Table 2: Evaluation of 2128 Codlin Crescent using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	The property at 2128 Codlin Crescent does not meet this criterion.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	No	The property at 2128 Codlin Crescent does not meet this criterion.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	No	The property at 2128 Codlin Crescent does not meet this criterion.
iv. The property is of aesthetic, visual or contextual importance to the province;	No	The property at 2128 Codlin Crescent does not meet this criterion.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	No	The property at 2128 Codlin Crescent does not meet this criterion.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	The property at 2128 Codlin Crescent does not meet this criterion.
vii. The property has a strong or special association with the life	No	The property at 2128 Codlin Crescent does not meet this criterion.

Table 2: Evaluation of 2128 Codlin Crescent using Ontario Regulation 10/06

or work of a person, group or organization of importance to the province or with an event of importance to the province.		
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The subject property at 2128 Codlin Crescent did not meet the criteria contained in Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property is not known to retain any local cultural heritage significance.

The property at 2128 Codlin Crescent did not meet any of the criteria contained within Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any provincial cultural heritage significance.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review, and heritage evaluation, the property at 2128 Codlin Crescent did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES



Plate 1: Front facade
(south elevation)



Plate 2: East elevation



Plate 3: North elevation



Plate 4: West Elevation



Plate 5: Detail of the porch



Plate 6: Detail of the side entrance



Plate 7: Detail of the rear addition and garage



Plate 8: Detail of the roof and chimney



Plate 9: View of the property from the north

**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**HUMBER RIVER
WITHIN THE 407 TRANSITWAY STUDY AREA
CITY OF VAUGHAN, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

FINAL REPORT

Prepared for:

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ASI File: 17CH-135

January 2018



**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**HUMBER RIVER
WITHIN THE 407 TRANSITWAY STUDY AREA
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FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for the Humber River within the 407 Transitway study area. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

MTO is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The Humber River was designated a Canadian Heritage River as part of the Canadian Heritage Rivers System in 1999, based on the outstanding river-related human heritage and recreational values of national significance. It is centrally located within the Greater Toronto Area (GTA), spanning 903 square kilometres from its headwaters on the Niagara Escarpment and Oak Ridges Moraine, to the fertile plains and marshes by the river mouth, on Lake Ontario. The section of the Humber River which has the potential to be impacted by the proposed undertaking is located west of Islington Avenue in the City of Vaughan.

Based on the results of archival research, a field review, and heritage evaluation, the section of the Humber River which is located within the 407 Transitway study area did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The study area is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Vaughan and Infrastructure Ontario for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



PROJECT PERSONNEL

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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for the Humber River within the 407 Transitway study area (Figure 1). ASI understands that this area is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400, and the subject area is expected to be altered as part of this undertaking.

The Humber River was designated a Canadian Heritage River as part of the Canadian Heritage Rivers System in 1999, based on the outstanding river-related human heritage and recreational values of national significance. It is centrally located within the Greater Toronto Area (GTA), spanning 903 square kilometres from its headwaters on the Niagara Escarpment and Oak Ridges Moraine, to the fertile plains and marshes by the river mouth, on Lake Ontario. The section of the Humber River which has the potential to be impacted by the proposed undertaking is located west of Islington Avenue in the City of Vaughan.

This research was conducted under the senior project management of Annie Veilleux and project management of John Sleath, both of ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.



Figure 1: Location of the Humber River along the 407 Transitway Study Area

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006).

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
 - *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
 - *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)



2.2. Municipal Policy Framework

The City of Vaughan's *Official Plan* (2017 Office Consolidation), Section 6.1 (Cultural Heritage) confirms that the City will "recognize and conserve cultural heritage resources, including heritage buildings and structures, cultural heritage landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources" (6.1.1.1). Heritage conservation is undertaken in an effort to "support an active and engaged approach to heritage conservation and interpretation that maximizes awareness and education and encourages innovation in the use and conservation of heritage resources" (6.1.1.2).

In addition, the City of Vaughan's *Official Plan* provides policies specific to the protection of designated heritage properties (6.2.2), non-designated heritage properties (6.2.3), cultural heritage landscapes (6.3.1), heritage conservation districts (6.3.2), cultural heritage character areas (6.3.3), and archaeological resources (6.4).

2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)
Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).



Visual Setting

Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:¹

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;
- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;

¹ Some of these components are not applicable to cultural heritage landscapes.



- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the resource's design, associative, and contextual value within the context of nineteenth-century trends in historical development patterns within the area. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation

The section of the Humber River which falls within the 407 Transitway study area is located in the City of Vaughan, Ontario. A search of publicly accessible heritage inventories, including the City of Vaughan's *Heritage Inventory* and list of Heritage Conservation Districts, and the Canadian Register of Historic Places, indicated that there are no listed or designated properties in the vicinity of the study area. The Humber River, however, is designated a Canadian Heritage River. The City of Vaughan was contacted to gather information on potential heritage resources within and/or adjacent to the 407 Transitway study area as part of the Cultural Heritage Resource Assessment for this undertaking (ASI 2017). The City of Vaughan was also contacted as part of this CHER.² A response was still outstanding at the time of report submission.

3.0 HISTORICAL CONTEXT

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the physiography, as well as Indigenous and early Euro-Canadian land use of the study area. The subject study area is located within part of Lot 2, Concession 7, in the former Township of Vaughan, County of York. The study area consists of a small section of the Humber River and associated valley lands. It is located on the south side of the 407 ETR, west of Islington Avenue.

² Email communication, 14 January 2018.



3.2 Physiography

The study area is situated within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984).

The Peel Plain physiographic region is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage (Chapman and Putnam 1984).

The study area is located within the Lower Humber River drainage system. The Humber River watershed encompasses an area of 911 square kilometers with a main, east, and west branch, originating on the Niagara Escarpment and the Oak Ridges Moraine and flowing through York and Peel Regions into the City of Toronto where it drains into Lake Ontario (Toronto and Region Conservation Authority 2016). The Humber River was designated as a Canadian Heritage River System in 1999 for its Carolinian forests, farms, and old mills, and as its 10,000 year history of human settlement and significance as the Carrying Place Trail (Canadian Heritage Rivers System 2017).

3.3 Historical Summary

3.3.1 *Indigenous Land Use and Settlement*

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

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

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). It is also during this



period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to that described in early historical documents. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). In the Late Iroquoian phase (AD 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

Archaeologists have been able to reconstruct century long settlement sequences for one or perhaps two ancestral Huron-Wendat communities in the Humber valley between A.D. 1400 and 1600: one in the middle Humber-Black Creek drainage area and the other in the upper reaches of the Humber Valley. A number of Late Iroquoian villages have also been identified along the east and west branches of the Don River in the City of Vaughan.

By AD 1600, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee³ and the Huron-Wendat (and their Algonkian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat.

After the dispersal, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario, including Teiaiagon, near the mouth of the Humber River; and Ganestiquiagon, near the mouth of the Rouge River. Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The west branch of the Carrying Place followed the Humber River valley northward over the drainage divide, skirting the west end of the Oak Ridges Moraine, to the East Branch of the Holland River. Another trail followed the Don River watershed.

When the Senecas established Teiaiagon at the mouth of the Humber River, they were in command of the traffic across the peninsula to Lake Simcoe and the Georgian Bay. Later, Mississauga and earliest European presence along the north shore, was therefore also largely defined by the area's strategic importance for accessing and controlling long established economic networks. Prior to the arrival of the Seneca, these economic networks would have been used by indigenous groups for thousands of years. While the trail played an important part during the fur trade, people would also travel the trail in order to

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



exploit the resources available to them across south-central Ontario, including the various spawning runs, such as the salmon coming up from Lake Ontario or herring or lake trout in Lake Simcoe.

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Haudenosaunee abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory was immediately occupied or re-occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands were politically autonomous and numbered several hundred people. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

Peace was achieved between the Haudenosaunee and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

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

The eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.). By the mid-twentieth century, Indigenous communities, including the Métis, began to advance their rights within Ontario and across Canada, and in 1982, the Métis were federally recognized as one of the distinct Indigenous peoples in Canada. Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003, 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

3.3.2 Vaughan Township

The land within Vaughan Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in 1796. The township was named in honour of Benjamin Vaughan, who was one of the negotiators for the Treaty of Paris which ended the American Revolutionary War in 1783. In 1805, Boulton noted that the soil in Vaughan was “much improved,” and due to its proximity to York “may be expected to form an early and



flourishing settlement.” Vaughan was initially settled by Loyalists, the children of Loyalists, disbanded soldiers, and by Americans including the Pennsylvania Dutch, French Huguenots, and Quakers. By the 1840s, the township was noted for its excellent land and “well cleared and highly cultivated farms” (Boulton 1805:89; Smith 1846:199; Reaman 1971:19; Armstrong 1985:148; Rayburn 1997:355).

The Township was incorporated in 1850 as a municipal government. Construction for the Ontario Simcoe and Huron Railway began in 1852 and the line was opened through Vaughan Township in 1853 with a station in Concord. It was renamed the Northern Railway Company in 1858, and later became part of the Grand Trunk Railway and then Canadian National Railway c1920. The Toronto, Grey and Bruce Railway (T.G. & B.R.) was opened through the west part of the Township in 1871.

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

3.3.3 Urbanization

In the period from 1850 to 1950 Vaughan witnessed the introduction of railways, improved rural-urban roadways, larger villages and towns and industrialization. This facilitated growth in population of both rural and urban communities in the Township of Vaughan. The result during this period was more established commercial-industrial centres with residential housing and institutional amenities. Improvements to water and sewage infrastructure aided development.

After World War II, an influx of immigration occurred in the Township, and the process of urbanization of the land began in the south and gradually moved northward. Highway 400 was built north to south through the western part of Vaughan Township in the late 1940s. Urbanization of the township slowly moved northward from Steeles Avenue, and the southern part of Vaughan Township developed quickly from the 1970s onwards. In 1971, the new regional government of York Region was established and Vaughan Township merged with the Village of Woodbridge to form the Town of Vaughan. That same year, the Police Village of Thornhill ceased to exist and the community was divided between the newly created Towns of Markham and Vaughan in the *Regional Municipality of York Act*. In 1991, it officially changed its legal status to City of Vaughan.

The City of Vaughan has continued to evolve through the urbanization of the agricultural lands and intensification of former nineteenth-century hamlets and villages. Echoes of its early centres of settlements still remain, with names such as Carrville, Coleraine, Elder Mills, Nashville, Patterson, Pinegrove, Purpleville, Richvale, Teston and Vellore. At the same time the larger historical centres of settlement, such as Thornhill and Woodbridge, grew correspondingly as new families moved to more affordable, larger residential properties and sought commercial centres. New nodes of residential and commercial areas have begun to emerge as a result of the development.

By 1950, the City of Vaughan especially south of Major Mackenzie Drive saw an increase in suburban development through tract housing projects combining detached and semi-detached housing. Associated



municipal services in the form of educational facilities and developed parks and recreation facilities followed. Slowly, the active family-owned farms were purchased early in this period by the development industry for potential commercial, industrial and residential development.

3.4 Review of Historical Mapping

A review of historical mapping and aerial photographs ranging from 1860 to 2017 provides an overview of how the study area, as well as its surrounding context, changed over the course of the late nineteenth and twentieth centuries. Historically, the study area is centrally located within Lot 2, Concession 7, in the former Township of Vaughan, County of York. The 1860 *Tremaine Map of York County* shows the study area on the west side of the Humber River (Figure 2). The dotted line through the study area which extends north and south of Lot 2 represents the route of the “Proposed Toronto to Georgian Bay Ship Canal.” The proposed canal is also illustrated on the 1878 historical atlas map (Figure 3).

The Georgian Bay Canal was proposed in 1858 in the commissioned report drafted by Col. R.B. Mason and Kivas Tully. The proposed route was via the Humber River Valley crossing the former Township of King and then down the Holland River valley. Four subsequent routes were devised: entering Lake Simcoe and thither to the Nottawasaga River valley in two possible routes onto Georgian Bay; entering Lake Simcoe and onto Lake Couchiching and thither to Dr. Robinson’s Creek to Matchedash Bay; and by-passing Lake Simcoe all together transiting from the Holland River valley to the Nottawasaga River valley (Mason and Tully 1858:35-40). The proposed canal was estimated to save four days travel from Chicago to New York and three days travel to Quebec (Mason and Tully 1858:47). The canal was never built.

Both the 1860 and 1878 maps illustrate the Humber River as a meandering watercourse dotted with sawmills and farmsteads along its length. What is now Islington Avenue was constructed by 1860 and the CPR railway by 1878, both on the east side of the study area. By 1926, a radial railway for an electrical train had been constructed on the west side of the Humber River (Figure 4). This system was out of service by the 1950s (Figure 5). Between 1954 and 1970, the course of the river had shifted on the south side of the study area (Figure 6). In addition, a channel was added going west from the Humber. These changes were possibly the result of the damage and subsequent engineering of the river following Hurricane Hazel in October 1954. The CNR rail and bridge over the Humber is seen on the 1970 aerial south of the study area (Figure 6). The 1999 aerial indicates that the course of the river was re-engineered again to accommodate the construction of the 407 ETR which was opened in 1997 (Figure 7). A footbridge was added to the channel on the west side of the Humber River by 2011 (Figure 8). The study area and surrounding landscape has remained relatively unchanged in since then (Figure 9).





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

Source: Tremaine (1860)

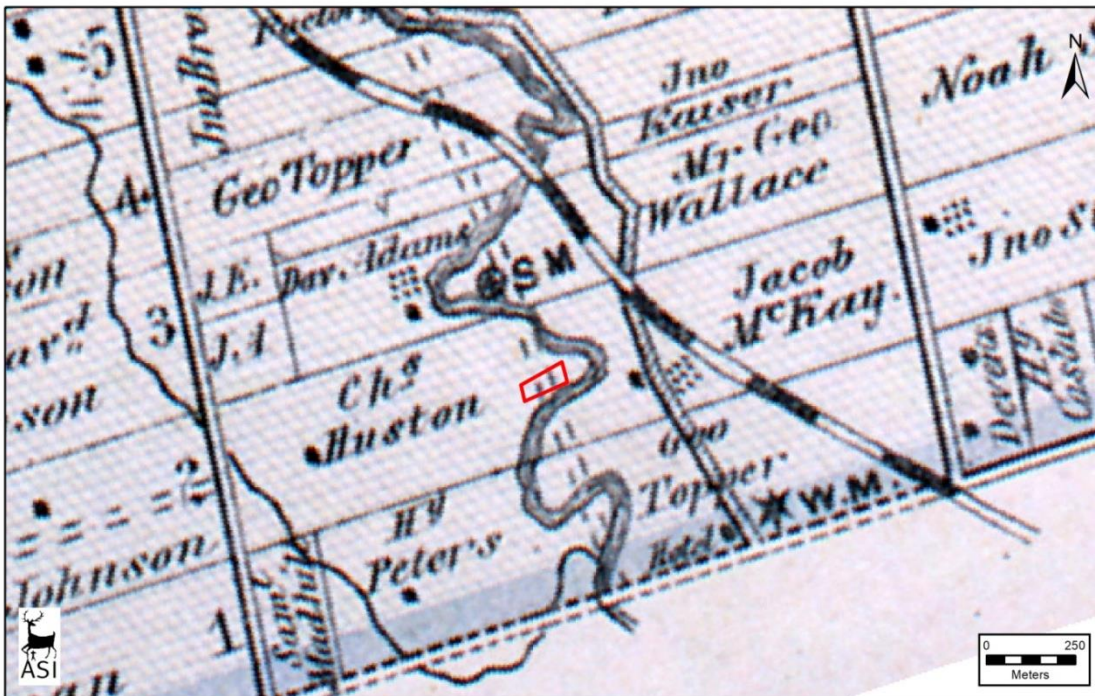


Figure 3: The study area overlaid on the 1878 map of the Township of Vaughan

Source: J.H. Beers & Co. (1878)

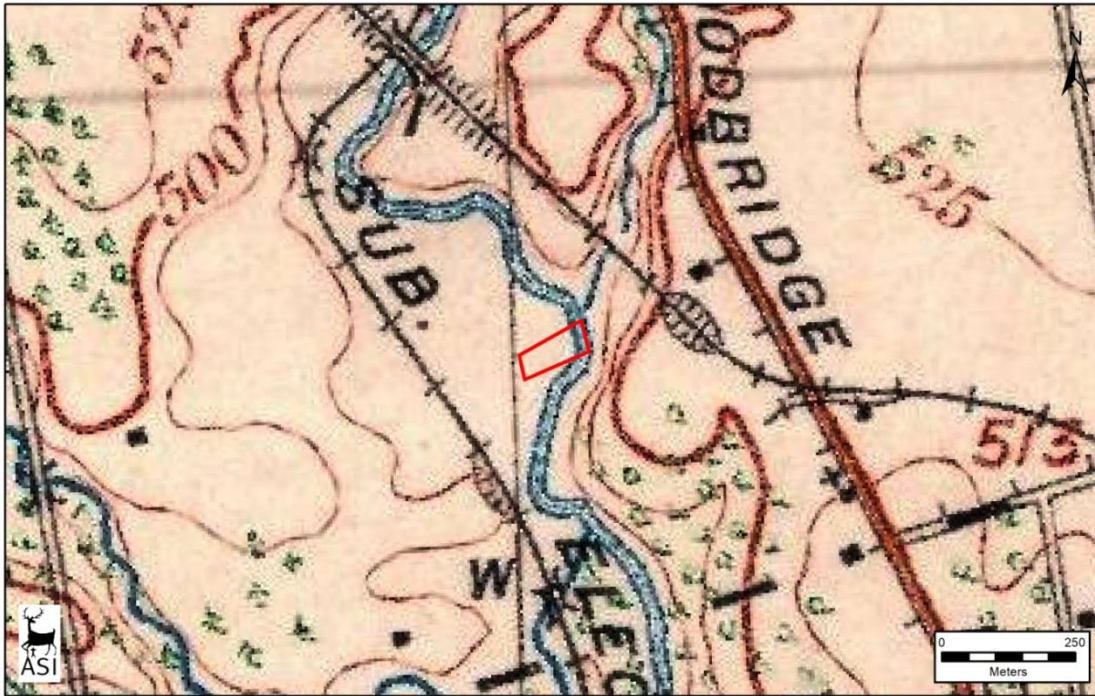


Figure 4: The subject property overlaid on the 1926 NTS map

Source: Department of National Defence (1926)



Figure 5: The study area overlaid on the 1954 aerial of York Region.

Source: York Region, yorkmaps (1954)

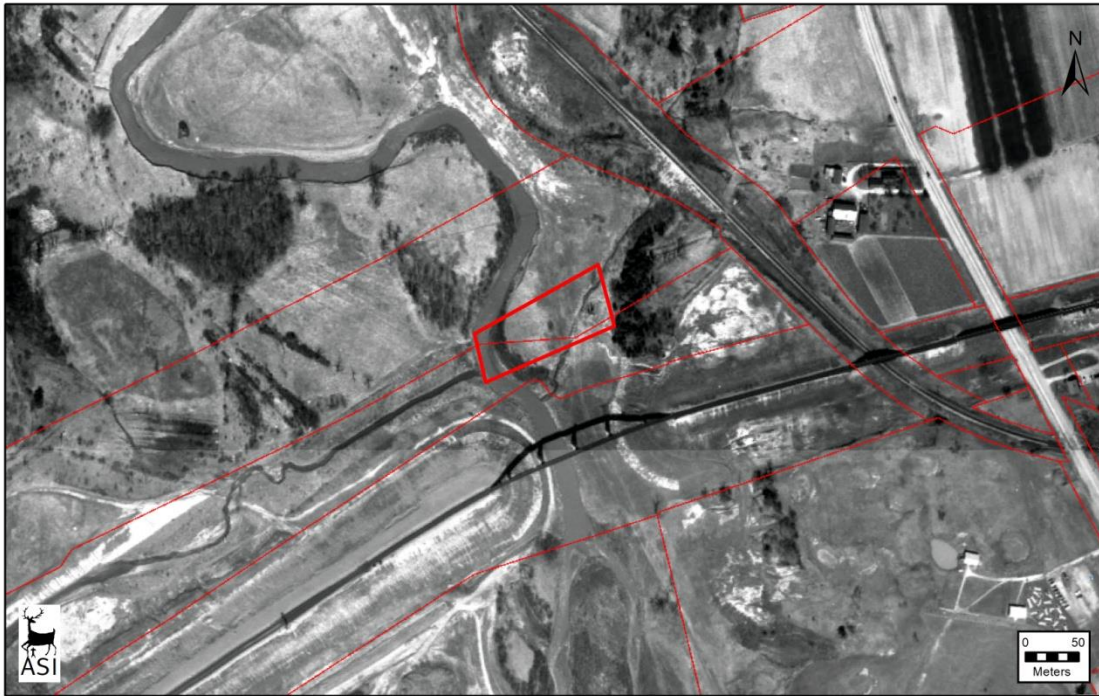


Figure 6: The study area overlaid on the 1970 aerial of the York Region.

Source: York Region, yorkmaps (1970)



Figure 7: The study area overlaid on the 1999 aerial of the York Region.

Source: York Region, yorkmaps (1999)



Figure 8: Location of the study area overlaid on the 2011 aerial of York Region.

Source: York Region, yorkmaps (2011)



Figure 9: Location of the study area overlaid on the 2017 aerial of York Region.

Source: York Region, yorkmaps (2017)

3.2. Review of Previous Studies

3.3.1 The Humber River – Canadian Heritage River

The Canadian Heritage River System (CHRS) was jointly established by the federal, provincial, and territorial governments across Canada in 1984 with the goal of recognizing outstanding Canadian rivers, as well as to “ensure their appropriate management, to protect and enhance the heritage values of these rivers, for the long-term benefit and enjoyment of all Canadians.” In order to be designated, a river or section of a river must be of outstanding significance in one or both of the following heritage values: natural heritage and/or cultural heritage (recreation was formally deemed a value by the CHRS Board but has since been omitted). Both the river and its immediate watershed environment, which together capture the heritage values, are considered (TRCA 2009:iii).

As stated in the CHRS Cultural Framework for Canadian Heritage Rivers (CHRS 2000:44) the definition of human heritage value is considered inter-changeable with cultural resource value and is defined as:

A human heritage value is a human work, or a place that gives evidence of human activity or has spiritual or cultural meaning, and that has been determined, by an agency that has appropriate jurisdiction, to be of historic value. In situ physical evidence of remote and intangible things such as travel accounts, stories, songs, traditions, beliefs and information may also be considered as human heritage values.

In 1994, the Metro Toronto and Region Conservation Authority (MTRCA), now the Toronto and Region Conservation Authority (TRCA) initiated a participatory process to pursue the designation of the Humber River as a Cultural Heritage River. The Canadian Heritage Rivers System Nomination Report for the Humber River describes the human heritage values of the Humber River in terms of its fundamental role in the development of Canada through CHRS’s four Guideline Themes (HWT nd:21-31).

CHRS Guideline Themes	Examples associated with the Humber River
Is of outstanding importance owing to its influence, over a period of time, to the development of Canada through a major impact upon the region in which it is located or beyond; this would include its role in such significant historical themes as native people, settlement patterns, and transportations:	<ul style="list-style-type: none"> • Aboriginal peoples utilized the resources of the river for over 12,000 years. • Aboriginal peoples developed one of the first major transportation systems in Canada; the Toronto Carrying Place Trail. • The former Iroquoian inhabitants of the Humber River system passed on the knowledge of the Toronto Carrying Place trail and the resources of the Humber River to French explorers and missionaries in the Huronia area. • In 1615 Samuel de Champlain sent Etienne Brûlé down the Humber River to its mouth along the Toronto Carrying Place Trail.⁴ • The French established several forts at the mouth of the Humber River to take advantage of the lucrative trade opportunities afforded by the Toronto Carrying Place Trail. • With the fall of New France, the British arranged with the Mississauga in 1787 for the sale of a third of present day York County; including the Humber River.

⁴ The question of whether Brûlé travelled the Toronto Carrying Place trail during this trip has since been revisited. It has been shown that there is no documentary evidence to support this claim. In addition, during the first half of the seventeenth century, the Huron-Wendat, who acted as guides for Brûlé, tended to avoid the north shore of Lake Ontario (Cooper 2009).



Table 1: Humber River Nomination – Assessment of Human Heritage Values	
CHRS Guideline Themes	Examples associated with the Humber River
	<ul style="list-style-type: none"> • With this 'Toronto Purchase' Lt Governor Simcoe was sent to the Humber in 1793, in part to scout the possibilities of the Toronto Carrying Place Trail being used as major economic link to the interior. Simcoe recognized the economic value of the Toronto area and instituted a policy of mill building in areas with settlement potential. • The construction of these mills led to the settling of the watershed by craftsmen from around the world. • An historic cultural mosaic which was both unique (French) and representative of the settlement of Upper Canada (pattern of British and European immigration). • These patterns of economic prosperity continue today. The significance of the Humber River as the largest river in the Metropolitan Toronto area, which is considered to be one of the economic leaders of the country, lies in the diversity of its supporting population. The Metropolitan Toronto area and the Humber River lie in a region rich with Canada's most ethnic mix. The right to celebrate one's heritage and to enjoy living and prospering in a new home is a characteristic which is uniquely Canadian.
Is strongly associated with persons, events, movements, achievements, ideas, or beliefs of Canadian significance:	<ul style="list-style-type: none"> • The Aboriginal use of the Humber River for 12,000 years. • Development of the Toronto Carrying Place Trail. • Sixteenth-century settlement of the Collingwood area and parts of Huronia by Humber River Aboriginal groups. • Construction of a large Seneca village (Teiaiagon) in 1668 on the east bank of the Humber River. • Exploration and expeditions: Brule (1615), Brebeuf and Chaumonot (1641), Joliet (1669), Hennepin (1678), and La Salle (1680). • The Toronto Purchase in 1787, ratified in 1805. • Purchase of the Mississauga Tract in 1818. • Use of the Humber River as a source of power for mills and the development of millseats into major urban centres. • Continued immigration to the Humber River area from all parts of the globe. • <i>Conservation Authorities Act</i> and amendments for recreation. • Hurricane Hazel event leads to establishment of The Metropolitan Toronto and Region Conservation Authority. • Development of the Humber Watershed Strategic Management Plan.
Contains historical or archaeological structures, works or sites which are unique, rare or of great antiquity	<ul style="list-style-type: none"> • The Humber River watershed is a tremendously rich resource base of Ontario's archaeological past. The 197* known archaeological sites represent an occupation density of 1* site for every 3.2 kilometres of the watershed. • Rare Palaeo-Indian occupation of the upper reaches of the watershed. • Unique exploitation of kettle features, ponds, and lakes. • Substantial Late Iroquoian occupation of the Humber. • Presence of a large seventeenth-century Seneca village near the mouth of the river. • Rare historical structures, works and sites within the watershed include: the Old Mill, the Old Mill Bridge, Laurel Hill Cemetery, and King Railway Station.
Contains outstanding examples or concentrations of historical or archaeological structures, works, or	<ul style="list-style-type: none"> • The 176* aboriginal archaeological sites in the watershed (15* villages and 125* campsites) are representative of the prehistoric use of the Toronto Carrying

CHRS Guideline Themes	Examples associated with the Humber River
sites which are representative of major themes in Canadian history	<p>Place Trail. These sites represent several themes which are of significance to Canadian history.</p> <ul style="list-style-type: none"> • The six* Palaeo-Indian sites in the watershed represent the earliest inhabitants of Canada. • There are 11* rare early Archaic campsites in the watershed. • The 15* late Iroquoian villages along the Humber represent the movement of a large group of people from the Toronto area to the Collingwood and Huronia regions. These displaced peoples formed an important component of the peoples that the French referred to as the Petun and Huron. • Twenty-one* historic archaeological sites represent the earliest Euro-Canadian occupation of the watershed. • For 200 years the Humber River has served as a source of natural power. Although only 3 mills remain on the river, the 164 mill sites represent significant themes in Canadian history: development, exploration, and resource use.
*All numbers have increased since the nomination report was prepared in the late 1990s	

Additionally, the nomination report outlines how the Humber River, in the late 1990s, met all of the integrity guidelines of the Canadian Heritage River System: “[m]uch of the original historic character remains as it was during prehistoric and historic times. While areas have been impaired by human land uses, these modifications heighten the appreciation of the Humber River and serve to protect the contemporary inhabitants of the region...” (HWT nd:32).

In 1999, the Humber River was designated a Canadian Heritage River based on the outstanding river-related human heritage and recreational values, and the contribution they made to the development of Canada.⁵ This designation applies specifically to the Main and East branches of the river.

In January 2000, the CHRS came out with a second edition of their *Cultural Framework for Canadian Heritage Rivers*, which included new heritage values. Table 2 provides a summary of themes and sub-themes associated with these human heritage values, which are designed to be equally important, and which were included in the *Humber River: The 10-Year Monitoring Report for the Canadian Heritage Rivers System* (TRCA 2009, Table 1: 6; CHRS 2000). The purpose of the ten-year plan was to provide a comprehensive update of the core values of designation for the Main and East branches of the Humber River, highlighting both positive and negative influences. It was determined that the Humber River continues to merit inclusion in the Canadian Heritage Rivers System.

Theme	Sub-theme	Definition
1. Resource Harvesting	1.1 Fishing	Aboriginal prehistoric fishing and historic domestic fishing; commercial fishing; collection of shellfish

⁵ The management plan, *Legacy: A Strategy for a Healthy Humber River* (MTRCA 1997), and companion document *A Call to Action – Implementing Legacy: A Strategy for a Healthy Humber* (MTRCA: 1998) were submitted to the CHRS board to meet the criteria for designation.



Table 2: Human Heritage Themes, Sub-themes, and Associated Definitions, CHRS		
Theme	Sub-theme	Definition
	1.2 Shoreline Resource Harvesting	Trapping of fur bearing animals; collection of aquatic plants; hunting of birds and land animals; mines and quarries
	1.3 Extraction of Water	Direct drive power generation; human consumption; agricultural extraction; industrial extraction
2. Water Transport	2.1 Commercial Transportation	Prehistoric trade, historic human powered freight; powered commercial freight; surface bulk transportation
	2.2 Transportation Services	Fur trading posts; navigational improvements; shipyard facilities for loading and provisioning passengers
	2.3 Exploration and Surveying	French explorers; British explorers; migration and settlement
3. Riparian Settlement	3.1 Siting of Dwellings	Seasonal campsites; homestead or farm; permanent riverside dwellings; dispersed dwellings
	3.2 River-based Communities	Permanent Aboriginal settlements; fortification-based communities; river industry-based communities; river crossing-based communities
	3.3 River-influenced Transportation	Ford; ferries; road bridges; river-influenced roads and railways
4. Culture & Recreation	4.1 Spiritual Associations	Sacred or spiritual sites; ritual and ceremonial structures and sites; Aboriginal and European burial places
	4.2 Cultural Expression	Riverside museums, art galleries; culturally associated sites; river-based cultural landscapes; architectural responses to river locations
	4.3 Early Recreation	Recreational boating routes; angling; land-based touring; organized recreation facilities and clubs
5. Jurisdictional Uses	5.1 Conflict & Military Associations	Conflicts with Aboriginal and other European powers; military expeditions
	5.2 Boundaries	International borders; inter-provincial and inter-territorial boundaries; historic land use boundaries; trans-boundary rivers
	5.3 Environmental Regulation	Flood control; improvements to water management improvements in aquatic ecosystems; regulation of river access and use

The ten-year review revealed that the Humber River watershed has undergone myriad changes since its designation in 1999, both positive and negative. The comprehensive report “assists in applying long-range perspective to watershed change through the lens of Canadian Heritage River values and objectives” and it was the “opinion of the TRCA and the Humber Watershed Alliance that the Humber River continues to merit inclusion in the Canadian Heritage Rivers System” (TRCA 2009:69).

3.3.2 Humber River Heritage Bridge Inventory



The Humber River Heritage Bridge Inventory was compiled in 2011 by the Toronto Region Conservation Authority and the Humber Watershed Alliance, Heritage Subcommittee. The inventory, which provides a picture of the state of the Humber's heritage infrastructure, identifies 33 heritage bridges on the Humber River. A review of the inventory indicates that there are no heritage bridges within or adjacent to the study area. The CNR Bridge and the CPR Bridge, located south and north of the 407 Transitway respectively, are identified as heritage bridges. These bridges will not be impacted by the proposed undertaking.

4.0 EXISTING CONDITIONS

A field review of the study area was undertaken by John Sleath of ASI, on 31 October, 2017 to document the existing conditions of the study area. The field review was preceded by a review of available, current and historical, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below and accompanying photographs are found in Appendix A (Plates 1 to 12).

The study area is composed of the area to the south of the current alignment of the 407 ETR ROW, and is surrounded by vegetated floodplains. The 407 ETR ROW consists of a total of 12 lanes of divided east and westbound vehicular traffic, and is carried over the Humber River by a three span concrete girder bridge approximately 130 metres in length and 56 metres in width. Immediately south of the 407 ETR, two tributaries of the Humber River intersect and continue downstream under the CNR York Subdivision Rail Bridge, a six span, 185 metre steel girder bridge carrying a single rail line over the Humber River.

The Humber River tributary that passes beneath the 407 ETR is approximately nine metres in width, with its banks stabilized by large stepped stone block retaining walls. The meandering watercourse has been modified under the bridge, with the natural course straightened out and the height of the banks increased to protect the pier footings from erosion due to seasonal flooding. Immediately south of the 407 ETR, the watercourse returns to a naturalized state, with the banks exhibiting a gentler slope surrounded by vegetated floodplains. Immediately southwest of the 407 ETR bridge is a short-span bridge over a western channel of the Humber River, to allow access to the 407 ETR bridge by work crews. These two tributaries intersect approximately 75 metres south of the 407 ETR bridge, where they join to form a wider tributary that measures approximately 14 metres. At the time of field inspection on 31 October, 2017, water clarity and turbidity prevented the determination of an approximate depth.

In the general study area vicinity, the Humber River valley is approximately 100 metres wide, with some sections approaching 400 metres further to the south. The low elevations support moisture tolerant floodplain grasses and shrubs, while the higher elevations and wooded areas to the south support moisture tolerant tree species (Wessel 1997). The vegetation and landscape in the area bounded by the 407 ETR in the north and Steeles Avenue in the south supports a park-like setting, with recreational trails located on the west side of the river adjacent to Thackeray Park.



5.0 HERITAGE EVALUATION

While it is understood that the Humber River retains cultural heritage value for the reasons described in Section 3.3.1 above, Tables 3 and 4 contain the evaluation of the section of the Humber River *within* the 407 Transitway study area against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 3: Evaluation of the Humber River within the 407 Transitway Study Area using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	Not applicable.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	Not applicable.
iii. demonstrates a high degree of technical or scientific achievement.	No	Not applicable.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The section of the Humber River within the 407 Transitway study area is not known to meet this criteria. The Humber River in this area has been heavily engineered since the 1950s, and most notably and recently with the construction of the 407 ETR which was opened in 1997. This area is devoid of attributes that retain direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community as detailed in the CHRS designation (see Section 3.3.1 above).
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The section of the Humber River within the 407 Transitway study area is not known to meet this criteria. The Humber River in this area has been heavily engineered since the 1950s, and most notably and recently with the construction of the 407 ETR which was opened in 1997. It is not considered to yield, or have the potential to yield, information that contributes to an understanding of a community or culture.

Table 3: Evaluation of the Humber River within the 407 Transitway Study Area using Ontario Regulation 9/06

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	This section of the Humber River is not known to meet this criterion. No known architect, artist, builder, designer, or theorist significant to the community is known to have been associated with the engineering and construction within this section of the Humber River.
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3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	This section of the Humber River, which is traversed by the 407 ETR is not considered to be important in defining, maintaining, or supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The section of the Humber River within the 407 Transitway study area is not known to meet this criteria. The Humber River in this area has been heavily engineered since the 1950s, and most notably and recently with the construction of the 407 ETR which was opened in 1997. This contextual disturbance removed any culturally significant physical, functional, visual, or historical links to its surroundings.
iii. is a landmark.	No	This section of the Humber River is not considered to be a landmark.

Table 4: Evaluation of the Humber River within the 407 Transitway Study Area using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	This section of the Humber River does not exhibit provincial themes of settlement and development.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	No	This section of the Humber River is not known to be an outstanding example of provincial significance.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	No	This section of the Humber River is not known to demonstrate an uncommon, rare or unique aspect of Ontario's cultural heritage.

Table 4: Evaluation of the Humber River within the 407 Transitway Study Area using Ontario Regulation 10/06

iv. The property is of aesthetic, visual or contextual importance to the province;	No	This section of the Humber River is not known to demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	No	This section of the Humber River is not known to illustrate any technical or scientific achievements which are of provincial significance.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	This section of the Humber River is not known to meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	This section of the Humber River is not known to meet this criterion.

As a Canadian Heritage River, the Humber River has been identified as a cultural landscape of national heritage value or interest. It is important to note, however, that many of the human heritage values associated with the Humber River identified in the CHRS nomination document (see Table 1) are applicable at the local and provincial level, as set out in *Ontario Heritage Act* Regulation 9/06 and Regulation 10/06 respectively.

Overall, the Humber River as a whole is considered to be of local heritage interest, primarily for its historical/associative and contextual merit. The siting of Indigenous villages and campsites as well as many early Euro-Canadian farmsteads, mills, and settlements in the area has direct associations with the watercourse. The Humber River, deep valleys, and surrounding topography are important in defining and maintaining the character of the watershed within the region.



Similarly, the Humber River as a whole is considered to be of provincial heritage interest. Through its associations with the Toronto Carrying Place Trail and the movement of various groups of people and goods over thousands of years, it has the potential to yield information that contributes to an understanding of Ontario's history and demonstrates a unique aspect of Ontario's cultural heritage.

However, the section of the Humber River located within the 407 Transitway study area, is not considered to meet the criteria set out in Regulation 9/06 and 10/06 and is not considered to retain local or provincial cultural heritage value.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review, and heritage evaluation, the section of the Humber which is located within the 407 Transitway study area did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The study area is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource.

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Vaughan and Infrastructure Ontario for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES



Plate 1: Humber River, looking north towards 407 ETR Bridge. Note western channel at left.



Plate 2: Humber River floodplain south of 407 ETR Bridge, looking east. Note grass and shrubs in foreground and trees at rear.



Plate 3: Humber River floodplain south of 407 ETR Bridge, looking east. Note naturalized banks at right and modified stone banks at left.



Plate 4: Naturalized watercourse, looking south towards CN Rail bridge.



Plate 5: Natural watercourse south of area of impact, looking south.



Plate 6: 407 ETR Bridge over the Humber River, looking north from the west bank.



Plate 7: Watercourse beneath the 407 ETR Bridge, looking northeast.



Plate 8: Stepped stone block-stabilized river banks under the 407 ETR Bridge, with soffits and piers of bridge visible, looking east.



Plate 9: Limit of stepped stone bank stabilization to south of bridge, looking southeast.



Plate 10: Small bridge carrying trail over western tributary, looking northeast.



Plate 11: Vegetation surrounding western tributary and small bridge, looking southeast.



Plate 12: CN York Sub Bridge over the Humber River, south of the study area, looking south.



Plate 13: Vegetation surrounding watercourse south of the CN York Sub Bridge, looking south.



Plate 14: Densely wooded river valley south of the study area, looking east.

**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**7385 FARMHOUSE COURT/TOMKEN ROAD
PART OF LOTS 12 AND 13, CONCESSION 3 (EAST OF CENTRE ROAD)
HISTORICAL TOWNSHIP OF TORONTO, PEEL COUNTY
CITY OF BRAMPTON, REGIONAL MUNICIPALITY OF PEEL, ONTARIO**

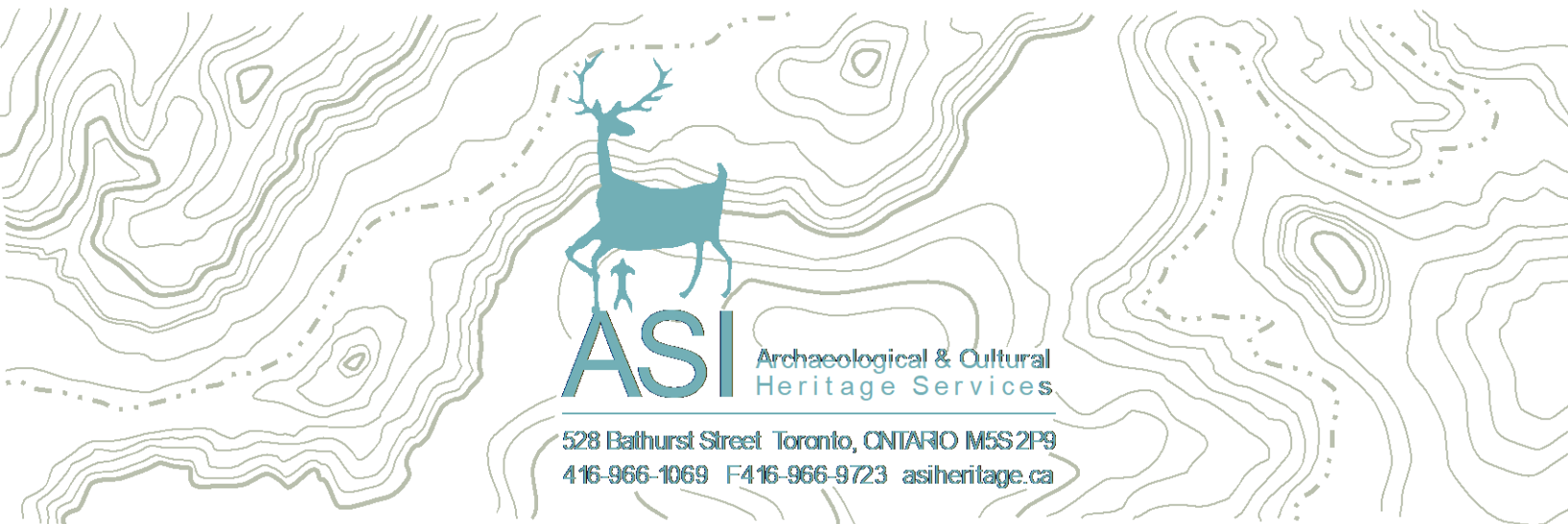
**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

FINAL REPORT

Prepared for:

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December 2017 (revised February 2018)



**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**7385 FARMHOUSE COURT/TOMKEN ROAD
PART OF LOTS 12 AND 13, CONCESSION 3 (EAST OF CENTRE ROAD)
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CITY OF BRAMPTON, REGIONAL MUNICIPALITY OF PEEL, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 7385 Farmhouse Court/Tomken Road, located at the end of Farmhouse Court just south of the current 407 ETR. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

The Ministry of Transportation, Ontario (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject property is located at the terminus of Farmhouse Court, directly south of 407 ETR. The property contains a red brick Edwardian foursquare farmhouse with a hipped roof, central dormer, and covered verandah, as well as an early twentieth century well with associated tower. The property is actively farmed and is surrounded by agricultural fields on the east and south, by 407 ETR on the north, and Farmhouse Court on the west. The property is currently owned by Infrastructure Ontario (IO).

Based on the results of archival research, a field review, and heritage evaluation, the property at 7385 Farmhouse Court/Tomken Road met the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property's well and tower were determined to be a representative example of an early-1900s wind-driven brick well. However, the property did not meet the criteria contained in Ontario Regulation 10/06 of the *Ontario Heritage Act*.

ASI understands that the property at 7385 Farmhouse Court/Tomken Road is expected to be directly impacted by the proposed 407 Transitway, however, the identified heritage attributes of the property (i.e., the well and tower)



are not expected to be impacted. The following recommendation has been made based on the determined heritage values of, and anticipated impacts to, the resource:

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Brampton and Infrastructure Ontario for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA, CAHP Senior Heritage Specialist Manager, Cultural Heritage Division
<i>Project Manager:</i>	John Sleath, MA Cultural Heritage Associate
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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 7385 Farmhouse Court/Tomken Road, located at the terminus of Farmhouse Court, immediately south of the 407 ETR (Figure 1). ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400.

The subject property is located at the terminus of Farmhouse Court, a short spur road off Tomken Road, and immediately south of 407 ETR. The “Benjamin Stewart Farm Well Ruin and Water Tower” which is located on the property is listed on the City of Brampton Municipal Register of Cultural Heritage Resources. Brampton’s register lists the property under Category B, considered to be worthy of preservation. The property also contains an Edwardian red brick foursquare farmhouse with a hipped roof, central dormer, and covered veranda along with a well ruin and water tower. The property is actively farmed and serves as a storage and heavy equipment depot. It is surrounded by agricultural fields on the east and south, by 407 ETR on the north, and Farmhouse Court on the west. The property is currently owned by Infrastructure Ontario (IO).

This research was conducted under the senior project management of Annie Veilleux, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, and evaluate the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site’s cultural heritage value based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.

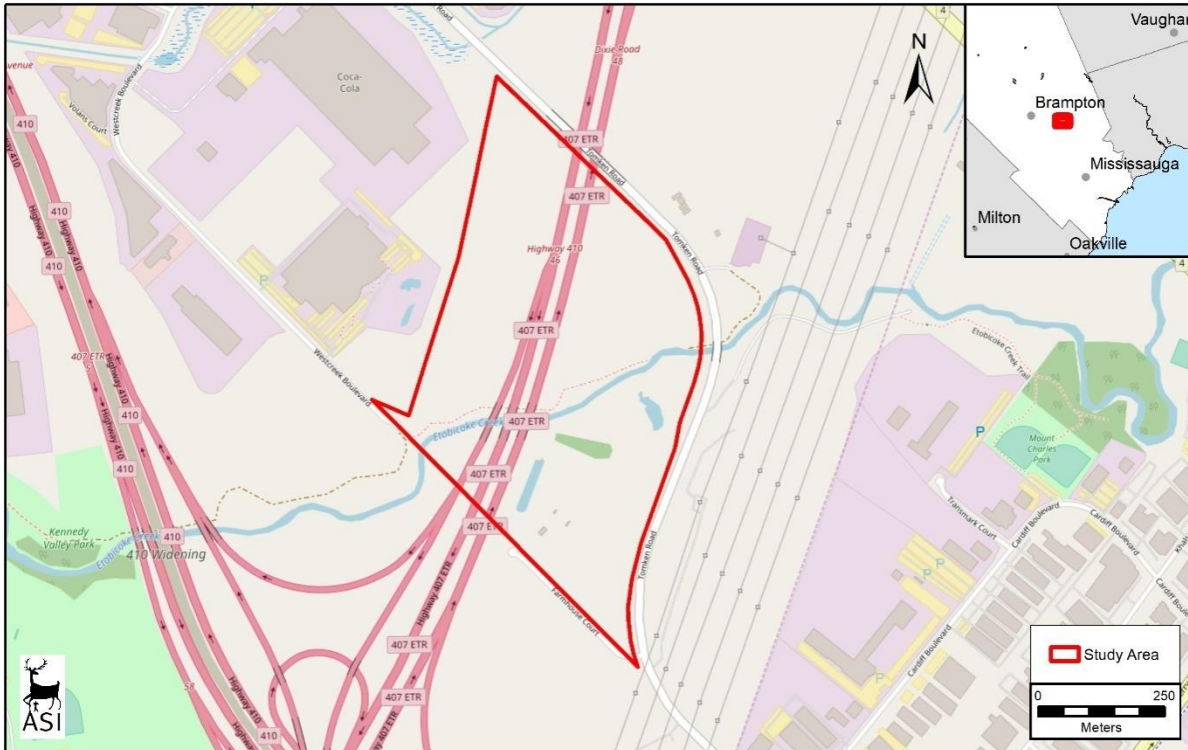


Figure 1: Location of study area in the City of Brampton
Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006).

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
 - *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
 - *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The objective of the City of Brampton’s heritage policy is described in the *Official Plan* (2015 Consolidation), which reads in part:

It is the objective of the cultural heritage resource policies to:

- a) conserve the cultural heritage resources of the City for the enjoyment of existing and future generations;
- b) preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance and, preserve cultural heritage landscapes; including significant public views; and,
- c) promote public awareness of Brampton’s heritage and involve the public in heritage resource decisions affecting the municipality.

A Heritage Impact Assessment is required by the City of Brampton when it is determined that a development application will impact a heritage resource.

City of Brampton *Official Plan* Policy 4.9.1.10 states that:



A Heritage Impact Assessment, prepared by a qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes.

City of Brampton *Official Plan* Policy 4.9.1.11 states that:

A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

City of Brampton *Official Plan* Policy 4.9.1.12 states that:

All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.

Furthermore, City of Brampton *Official Plan* Policy 4.10.9.2 (ii) states:

The City shall use the power and tools provided by the enabling legislation, policies, and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- (i) The power to stop demolition and alteration of designated heritage properties and resources provided under the *Ontario Heritage Act* and as set out in Section 4.10.1 of this [the City of Brampton's *Official Plan*] policy; and,
- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District.

In all actions the City of Brampton's guidelines must be consulted. Additional resources to be consulted include the City of Brampton's *Brampton Interactive Maps, Municipal Register of Cultural Heritage Resources: 'Listed' Heritage Properties* (2014), and *Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act* (2014).



2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historical settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)
Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:



- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;
- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within Brampton. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.



2.5. Municipal Consultation

The subject resource, 7385 Farmhouse Court/Tomken Road, is located in the City of Brampton, Ontario. Known as the Benjamin Stewart Farm Well Ruin and Water Tower, the property is listed on the City of Brampton Municipal Register of Cultural Heritage Resources. Brampton's register lists the property under Category B, considered to be worthy of preservation due to the well ruin and water tower. Heritage planning staff at the City of Brampton were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment to confirm the heritage status of the property. An additional email was sent on December 6, 2017 to confirm that the property's status has not changed since December 2015. A response had not been received at the time of writing.

Further, the subject property was identified as a potential heritage resource in ASI's Cultural Heritage Resource Assessment of the 407 Transitway (2017).

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject property is located on parts of Lots 12 and 13, Concession 3 (East of Centre Road) in the historical township of Toronto, County of Peel. The property features a two-storey red brick Edwardian foursquare farmhouse with a hipped roof, central dormer, and covered verandah, as well as one modern galvanized aluminum outbuilding, a large parking area for heavy equipment, and a number of landscape features such as active agricultural fields and mature trees. The property is located at the terminus of Farmhouse Court, immediately south of 407 ETR.

3.2. County and Township Survey and Settlement

3.2.1. County of Peel

In 1788, the County of Peel was part of the extensive district known as the "Nassau District". Later called the "Home District", its administrative centre was located in Newark, now called Niagara. After the province of Quebec was divided into Upper and Lower Canada in 1792, the Province was separated into nineteen counties, and by 1852, the entire institution of districts was abolished and the late Home Districts were represented by the Counties of York, Ontario and Peel. Shortly after, the County of Ontario became a separate county, and the question of separation became popular in Peel. A vote for independence was taken in 1866, and in 1867 the village of Brampton was chosen as the capital of the new county (Armstrong 1985).



Source: Tremaine (1859)

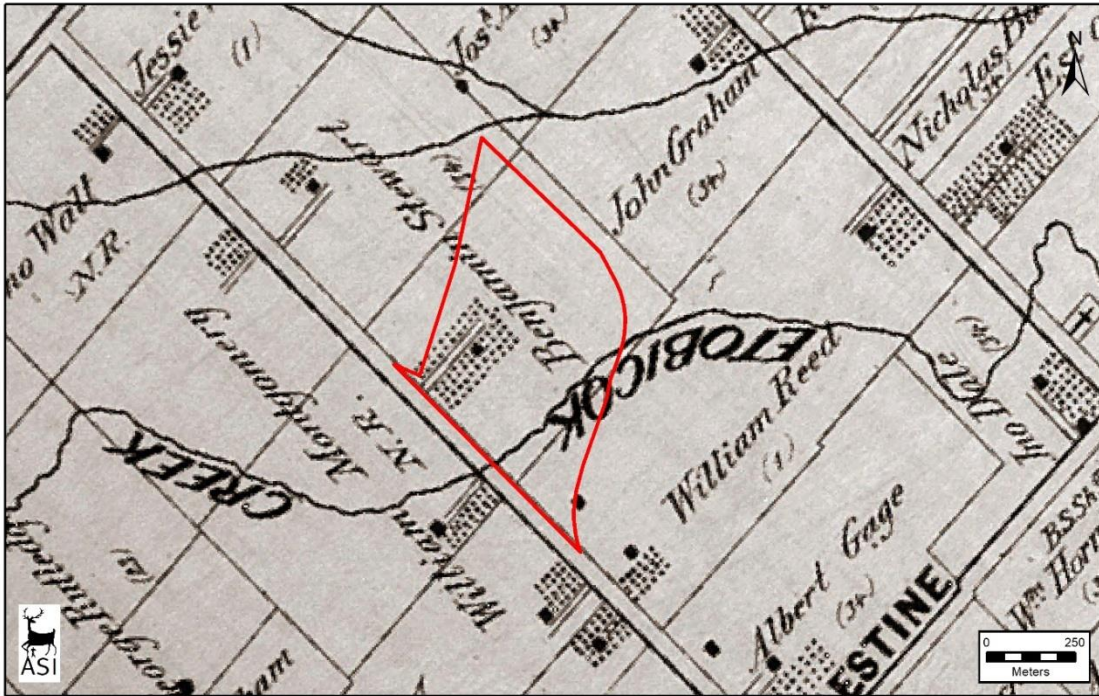


Figure 3: The subject property overlaid on the 1877 map of the Toronto Township

Source: J.H. Beers & Co. (1877)



Figure 4: The subject property overlaid on the 1918 NTS map

Source: NTS, 35 - Brampton (1918)

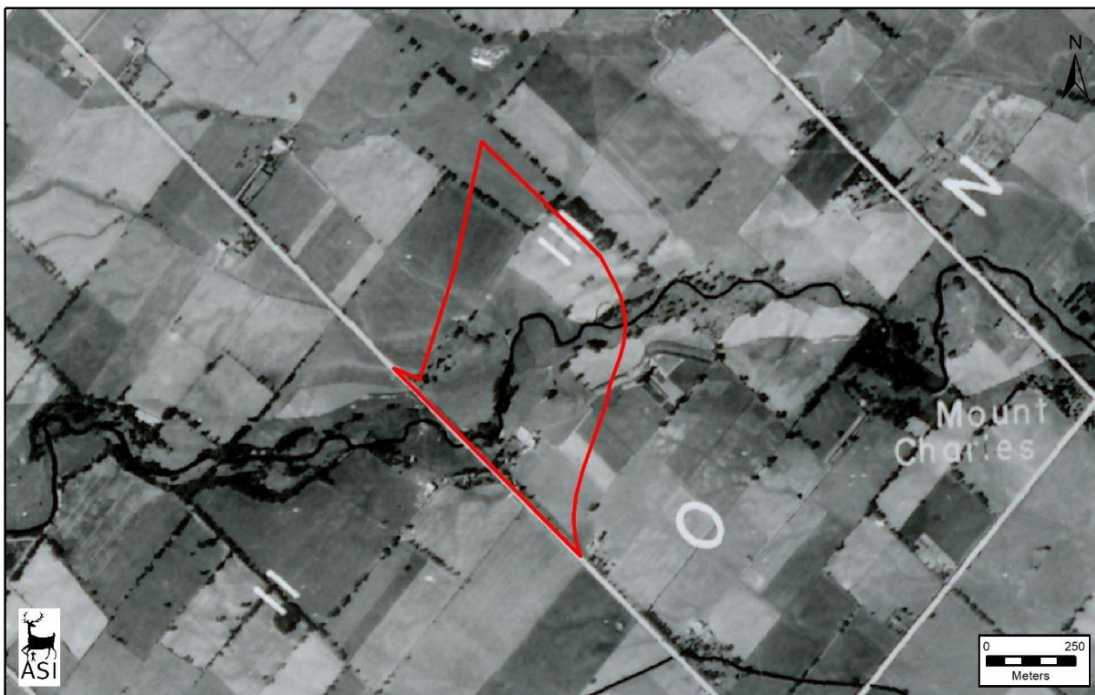


Figure 5: The subject property overlaid on the 1954 aerial

Source: Hunting Survey Corporation Limited (1954)



Figure 6: The subject property overlaid on the 1994 NTS map of Brampton

Source: NTS Sheet 30 M/12 (1994)

3.3. Land Use History

The following land use history is based on a combination of land registry records, historic mapping, census records, assessment/collector rolls, newspapers, and secondary sources. For ease of description, this section has been divided into time periods which correspond to property ownership.

3.3.1. 1830s-1860s

The Crown Patent for the west half of Lot 12, Concession 3 (East of Centre Road/Hurontario Street) in the Township of Toronto was granted to Thomas Reed in 1848. William Reed (et al) sold the property to Thomas A. Reid (et al) in 1868. The east half of the parcel was also granted to Thomas Reid in 1848, purchased by William Reid in 1850, and mortgaged by William Reid to the Canada Permanent Building Society in 1859. William had cleared the mortgage by 1865.

The 1851 Census of Peel County records William Reid/Reed as a 37-year-old Irish-born farmer, and his wife Jane (aged 30) with an extended family, ranging in age from 17 to two, in the household. It is likely that the original purchaser of the parcel, Thomas, was William's brother. He also seems to have moved out of Toronto Township by the time of the census. Thomas A. Reid, the purchaser of the property in 1868, was the son of William.

The patent for the west half of Lot 13 (100 acres) was granted to Benjamin Stewart in 1836. This property changed hands multiple times (Table 1). However, the *Directory of the County of Peel* (Lynch 1874)

notes that Joseph Graham (east half) and Benjamin Stewart (west half) were granted the property between 1819 and 1821.

Table 1: Chain of Ownership of Lot 13, Concession 3, 1836-1864

Date	Grantor	Grantee
1836	Crown	Benjamin Stewart
1836	Benjamin Stewart	William Howland et al
1841	William Howland et al	Archibald Clark
1847	Archibald Clark	William Howland et al
1850	Anne Stewart	David Reid
1853	David Reid	William Howland
1853	William Howland et al	James Stewart et al
1853	James Stewart	William Howland et al
1858	James Stewart et al	James Stewart Sr.
1864	James Stewart et al	Eliza Harrington
1864	Peter Howland	James Stewart

The 1859 *Tremaine Map of Peel* lists James Stewart as the owner of the property (Figure 2). The 1861 census lists Christeen Ferguson as farming Lot 12, Concession 3, while Hugh Randall as farming Lot 13. The personal portion of the census records Ferguson as a 68-year-old Scottish-born widow sharing a residence with three females ranging in age from 44 to nine. Ferguson had five acres of land under cultivation, largely in oats and potatoes, which represents the total amount of her holding. Randall, born in Scotland in 1800, is recorded with his Scottish-born wife, Margaret. Randall is a similar small farmer, with five acres in cultivation, mostly in potatoes. Both Ferguson and Randall occupy log homes.

The 1866 *General Directory for the City of Toronto* lists Joseph Graham and Benjamin Stewart on Lot 13, Concession 3. The Widow Knox is the sole occupant of Lot 12.

3.3.2. 1870s-1890s

The information for Lot 12, Concession 3 has been omitted from the original 1871 census document, although the 1873-74 *Directory of the County of Peel* (Lynch 1874) records Thomas Reid/Reed as resident.

The extant information for Lot 13 records Daniel Thomas (44-year-old German-born farmer) living with his wife, Jane (aged 29, Irish-born), Cecil (aged 14) and Susan (aged 12) in the 1871 census. The 1874 *Directory* records both Joseph Graham (east half) and Benjamin Stewart (west half) on the lot. The 1877 *Illustrated County Atlas of Peel* lists Benjamin Stewart as the owner of the property (Figure 3).

The abstract index shows greater detail for the activities on title of Lot 12, Concession 3. From 1862 through the 1890s, either a portion or, occasionally, the entirety of the parcel was sold or mortgaged. However, the property largely stayed in the hands of the family, as many of the financial or actual land transfers were to individuals with the Reed surname. Perhaps the most interesting development during this period is the granting of 50 acre parcels, for \$1.00, by Robert Reed to each of his sons John, Arthur,



and Thomas, in 1887. Later, in 1889, the estate of Caroline Reed sold an additional 50 acres to each of the younger Reeds for \$1.00. Interestingly, there does not seem to be a mortgage issued during this period that would correspond to the construction of the Edwardian structure on the subject property.

The abstract for Lot 13 during this period is more complex, although Joseph Graham (and his family) figure prominently in all the transactions between 1867 and 1879. In 1879, John H. Graham sold the eastern half of the lot to Moses Johnston. William Wilkinson purchased the west half in 1889 and it remained in the Wilkinson family through 1914, with the transfer of the western half from Robert B. Wilkinson to Lee Wilkinson.

In 1891, the assessment roll records William and Jamie Bell and Thomas Jackson as owning Lot 12 Concession 3. Lot 13 is owned by Albert Rogers and John A. Sanderson.

3.3.3. Twentieth Century

The Reed/Reid family began to dissolve their ownership in Lot 12, Concession 3 during the first few decades of the twentieth century. The 1918 NTS Map shows the farmhouse on the property (Figure 4). The portions of the parcel were held by individual landowners, and transferred frequently, until it was re-zoned in 1953 for the Malton Airport and subdivision considerations (Figure 5). The land was then transferred from one investment or realty group to another, presumably as part of land speculations associated with the forecasted growth due to airport plans. Further easements were requested and granted to the Crown, Ontario Hydro, and the City of Mississauga during the 1970s and 1980s.

The twentieth-century history of ownership of Lot 13 begins with the consolidation of various Wilkinson holdings to Lee Wilkinson, and then to his younger relations. Like Lot 12, the zoning of the parcel was changed to accommodate the Malton Airport in the late 1940s. The Wilkinson family interest in the land was terminated in 1968, and different company names appear on the title, including various holding companies, banks, and independent ventures. The farmhouse is depicted adjacent to the hydro corridor on the 1994 NTS map (Figure 6) and the last recorded transaction was the transfer of easement for the construction of the 407 ETR in 1995.

3.3.4. Land Use History Summary

The farm complex at 7385 Farmhouse Court/Tomken Road is located on part of Lots 12 and 13, Concession 3 in the former Township of Toronto, Peel County; now the City of Brampton, Regional Municipality of Peel.

The Crown patent for all 200 acres on Lot 12, Concession 3, was granted to Thomas Reid/Reed in 1848. Although the Reed family retained ownership during the mid-nineteenth century, it appears that farming the parcel was left to small-scale tenants while the family continued to subdivide the lands to make farms for children. The assessment rolls suggest that ownership briefly fell from the Reed family in 1891, but the surname figured prominently in the chain of title until the first few decades of the twentieth century. Following this period, the land was owned by various investment and land speculations corporations in response to the planned Malton Airport (later Pearson International Airport).



The Crown patent for the west half of Lot 13 was granted to Benjamin Stewart in 1836. Although the name on the title changed several times during the mid-nineteenth century, the 1866 Directory records Benjamin Stewart and Joseph Graham as residents. By 1871, at least a portion of the lot was farmed by the Thomas family and, by 1891, the property had been transferred multiple times through the Graham and Wilkinson families. The Wilkinsons retained at least partial ownership of the lot well into the twentieth century.

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath and Andrew Clish, ASI, on November 13, 2017 to conduct a cultural heritage assessment of the property and to collect data relevant for completing the CHER. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling, outbuildings and the surrounding rural context. At the time of the site visit, the subject property was occupied by a commercial business/landscaping company and the field was recently plowed.

Photographic plates from the field review are provided in Appendix A (Plates 1 to 33).

The subject property at 7385 Farmhouse Court/Tomken Road is located at the terminal (northern) end of Farmhouse Court (Figure 7). The roughly rectangular shaped property is bounded by agricultural fields on the east and south, by Farmhouse Court on the west, and by 407 ETR on the north. The subject property and surrounding landscape are altered from the construction of 407 ETR on the north side of the property. The subject property contains one farmhouse, one modern aluminum outbuilding, and a large parking area for heavy equipment and storage.





Figure 7: Aerial view of the subject property showing built heritage resources and cultural heritage landscape features

Source: Bing Maps © 2005

4.1. Architectural Features

4.1.1. Residence: Exterior Description

The farmhouse is a two storey, brick four-square residence with a hipped roof and square footprint upon a cut-stone foundation. Unless otherwise noted, all fenestration consist of modern one-over-two windows with a large fixed window above a slider. All fenestration on the west and south elevations of the residence retain concrete sills and lintels, while those on the north elevation retain brick sills and brick voussoirs lintels. The front façade faces west, towards Farmhouse Court (Plates 1-14). A veranda is located on the front elevation and features a shed roof, brick columns, and brick railing system resting on cut-stone foundations in a state of disrepair. A front door with window is located in the centre of the first floor, flanked by two modern windows. Two windows are located above the veranda. The roof features a dormer with a hipped roof, cedar shingles, and a window.

The south elevation contains four one-over-two windows of different sizes (one located on the first storey, a second midway between the first and second storey and the remaining two on the second storey). The basement contains two boarded up windows. The east elevation consists of the rear of the building where an external chimney is visible and a single wood door is located beside a brick rear addition. The addition has a gable roof, a wood veranda on the south side and a porch on the north side. Both sides feature an

entrance and a window, though the windows and north entrance have been boarded up. A single boarded window is visible beneath the gable. The north elevation consists of three windows (two first storey windows and one second storey window). There is significant damage to the brick on parts of this elevation, and parging has been used on sections of the brick. An external chimney is visible on this elevation as well.

4.1.2. Residence: Interior Description

The interior of the building features a typical residential layout (Plates 15-27). Within the basement, the field stone foundation has been parged though it is now largely exposed in places, particularly at the dividing walls. The floor is poured cement. The floor joists are exposed and the wood floor of the first storey is visible above. Foam insulation has been used to fill gaps within the walls and foundations.

The first floor of the property is divided into five rooms. Upon entering the house from the front door, a living room is located to the left of the front door with wood floors, paneled ceiling and wooden trim around the windows. The room's primary feature is a brick fireplace with a flat arched opening above a metal fire place and dentils below the mantel. The kitchen is accessed from both the hall leading from the front foyer and a second door from the living room. The kitchen contains tile flooring, wooden baseboards and trim around the doors and windows. Half-timbering is visible along the interior walls. A small storage room is located adjacent to the kitchen. Within the rear addition is a mudroom that provides access to the rear veranda and a storage room with a stuccoed panel ceiling with wood paneling and exposed brick on the walls. The staircase to the second floor is accessed from the foyer and from the kitchen. The staircase contains a landing between the foyer and kitchen prior to ascending to the second storey.

The second storey consists of a central hallway with four bedrooms, and a bathroom. The floors throughout the second storey within the hallway and each room are wood with wooden baseboards and the doors and windows contain wooden trim. Access to an attic is provided via the southernmost bedroom. The attic is drywalled and has wood floors along with a dormer window.

4.1.3. Outbuilding Description

The property has a single outbuilding: a semi-circular corrugated metal structure on a rectangular footprint located to the north of the farmhouse (Plate 28).

4.2. Context and Landscape Features

The farmhouse is located at the end of a sideroad within an expansive rural farmscape that includes Etobicoke Creek and 407 ETR, which divide the property into three pieces of agricultural land (Plates 29-33). The property boundary is marked by a fence and access to the property is via a gravel driveway and gated entrance. In front of the property is a group of trees and vegetation. A parking lot with vehicles is located behind the house and the remainder of the property primarily consists of plowed fields. Views from within the property consist of the hydro corridor to the east and 407 ETR to the west and north.



An exposed well and water tower are located in a field to the north of the property. The tower was part of a wind driven system that connected to a pump in the well that extracted water. At the top of the tower would have been a wind mill mechanism composed of a wheel made up of several blades used to catch the wind. This mechanism would have been attached to a vertical shaft that would run down the central area of the tower to the pump located in the well below. At the time of the field review, the tower had no wheel of blades at the top, the central drive shaft was missing and only the rusted remains of the pump could be seen in the well. The well was approximately 10' (3 m) across with no protective cover. The courses of bricks were laid in stretchers and were all mortared above the water line suggesting the ground water level for this area was a few feet below the top of the well.

5.0 HERITAGE EVALUTION

Tables 2 and 3 contain the evaluation of 7385 Farmhouse Court/Tomken Road against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 2: Evaluation of 7385 Farmhouse Court/Tomken Road using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	<p>7385 Farmhouse Court/Tomken Road meets this criterion.</p> <p>The residential building is a common Edwardian residential building, built in the early-1900s, and does not reflect an early example of a residential building or farmhouse in Brampton. This type of building is a common structure in Brampton and throughout Southern Ontario. The simple four-square design does not contain the same level of architectural ambition or notoriety as other residential structures designated on the City of Brampton's Heritage Register. As such, the building is not a rare, unique, representative or early example of a residential building in Brampton.</p> <p>However, the well and tower on the property is a representative example of an early-1900s wind-driven brick well in Brampton.</p>
ii. displays a high degree of craftsmanship or artistic merit, or;	No	<p>7385 Farmhouse Court/Tomken Road does not meet this criterion. The building does not display a high degree of craftsmanship or artistic merit.</p> <p>The well and tower on the property do not display a high degree of craftsmanship. The well and water tower exhibit typical craftsmanship for a well during this period.</p>
iii. demonstrates a high degree of	No	<p>7385 Farmhouse Court/Tomken Road does not meet this criterion. The building does not display a high degree of technical or scientific achievement.</p>

Table 2: Evaluation of 7385 Farmhouse Court/Tomken Road using Ontario Regulation 9/06

technical or scientific achievement.		The well and tower exhibit standard well technology for their time and do not demonstrate a high degree of technical or scientific achievement.
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2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The building does not have a direct association with any entities that are significant to the community. The well and tower were constructed in c.1910 when the Wilkinson Family owned the property. The Wilkinson's are not regarded as a significant family within the history of Brampton. The well and tower are loosely associated with the agricultural history of Brampton, but given the prevalence of these structures, they would not be a significant contributor to the agricultural history of Brampton.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The building, well and tower do not yield or have the potential to yield information that would contribute to a greater understanding of the community or a culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The building, well and tower do not reflect the work of an architect or builder who is significant to the community.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. While the building, well and tower support the rural character of the property, the property's rural context is not consistent with the industrial character surrounding area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. With the construction of the 407 ETR and significant industrial areas to both the north and south, the property (including the building and well) is isolated from its original rural context and therefore, the property is not functionally, visually or historically linked to its surroundings.

Table 2: Evaluation of 7385 Farmhouse Court/Tomken Road using Ontario Regulation 9/06

iii. is a landmark.	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property is not a well-known property and the location and size of the well and tower do not give it a significant landmark status on the property.
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Table 3: Evaluation of 7385 Farmhouse Court/Tomken Road using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property does not represent or demonstrate a theme or pattern in Ontario's history.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property does not yield or have the potential to yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property does not demonstrate an uncommon, rare or unique aspect of Ontario's cultural heritage.
iv. The property is of aesthetic, visual or contextual importance to the province;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property does not illustrate any technical or scientific achievements which are of provincial significance.

Table 3: Evaluation of 7385 Farmhouse Court/Tomken Road using Ontario Regulation 10/06

vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	7385 Farmhouse Court/Tomken Road does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	7385 Farmhouse Court/Tomken Road does not meet this criterion. The property does not have a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

The subject property at 7385 Farmhouse Court/Tomken Road meets the criteria contained in Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property’s well and tower were determined to be a representative example of an early-1900s wind-driven brick well.

The property at 7385 Farmhouse Court/Tomken Road did not meet any of the criteria contained within Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property does not retain any provincial cultural heritage significance.

6.0 DRAFT STATEMENT OF CULTURAL HERITAGE VALUE

The property at 7385 Farmhouse Court/Tomken Road contains a representative example of an early-1900s wind-driven brick well.

The brick well is approximately 10' (3 m) across with no protective cover. The courses of bricks were laid in stretchers and were all mortared above the water line suggesting the ground water level for this area was a few feet below the top of the well. Above the well is a tower that is part of a wind driven system that extracted water from the well. At the top of the tower would have been a wind mill mechanism composed of a wheel made up of several blades used to catch the wind. This mechanism would have been attached to a vertical shaft that would run down the central area of the tower to the pump located in the well below. This shaft has fallen off the tower but is present within the well.



The structure helps interpret early agricultural technologies and practices. The site is a cultural landscape documenting the agricultural heritage of Brampton and the interactions of early settlers with their environment.

Heritage Attributes

- The well with courses of bricks laid in stretchers, mortared above the water line.
- The metal tower and its shaft mechanism.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The subject property is located at the terminus of Farmhouse Court, directly south of 407 ETR. The property contains a red brick Edwardian foursquare farmhouse with a hipped roof, central dormer, and covered verandah, as well as an early twentieth century well with associated tower. The property is actively farmed and is surrounded by agricultural fields on the east and south, by 407 ETR on the north, and Farmhouse Court on the west. The property is currently owned by Infrastructure Ontario (IO).

Based on the results of archival research, a field review, and heritage evaluation, the property at 7385 Farmhouse Court/Tomken Road met the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act*. The property's well and tower were determined to be a representative example of an early-1900s wind-driven brick well. However, the property did not meet the criteria contained in Ontario Regulation 10/06 of the *Ontario Heritage Act*.

ASI understands that the property at 7385 Farmhouse Court/Tomken Road is expected to be directly impacted by the proposed 407 Transitway, however, the identified heritage attributes of the property (i.e., the well and tower) are not expected to be impacted. The following recommendation has been made based on the determined heritage values of, and anticipated impacts to, the resource:

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Brampton and Infrastructure Ontario for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES





Plate 1: Front facade
(east elevation) of the
farmhouse



Plate 2: South
elevation of the
farmhouse



Plate 3: West elevation of the farmhouse



Plate 4: North elevation of the farmhouse



Plate 5: Detail of the
stone foundation
(northeast corner)



Plate 6: Detail of the
veranda and stone
foundation



Plate 7: Detail of the stone foundation



Plate 8: Detail of the window on the front elevation



Plate 9: Detail of the veranda



Plate 10: Detail of the fenestration on the south elevation



Plate 11: Detail of the foundation



Plate 12: Detail of the rear elevation showing the roof of the addition and chimney



Plate 13: Detail of the foundation



Plate 14: Detail of the rear elevation and parging on the brick



Plate 15: Interior photo of the kitchen



Plate 16: Interior photo of the main first storey room



Plate 17: Staircase

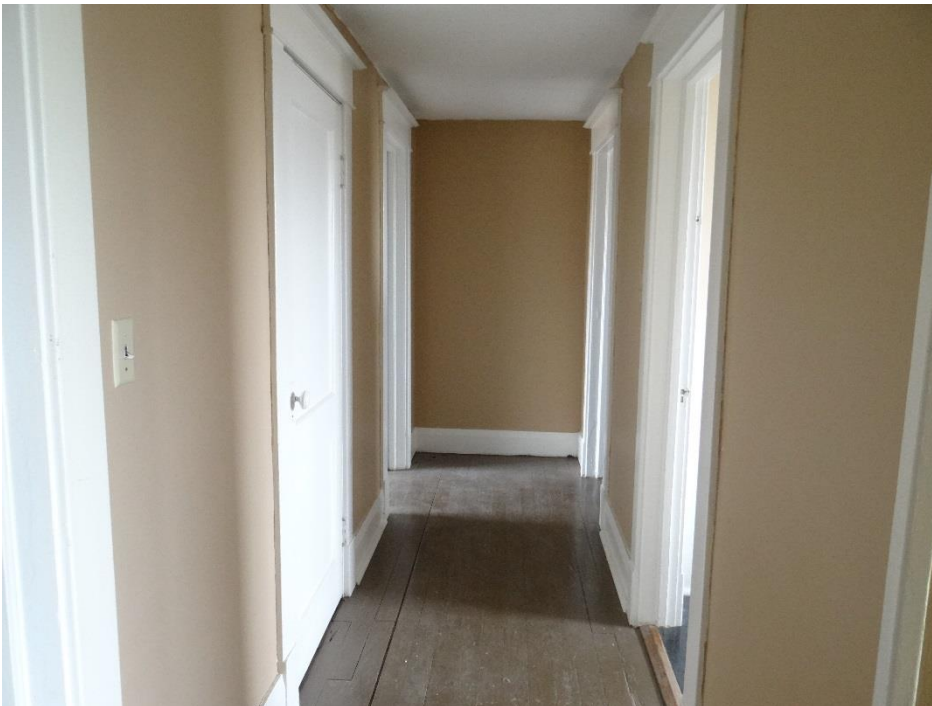


Plate 18: Second storey hallway



Plate 19: Staircase

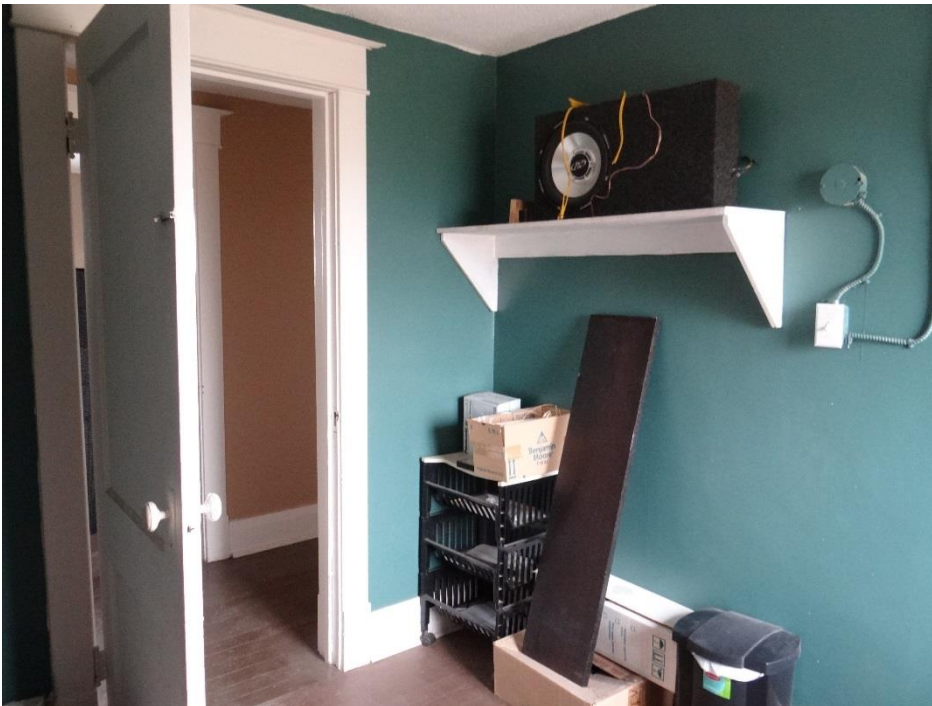


Plate 20: Photo of
second storey
bedroom



Plate 21: Photo of second storey washroom

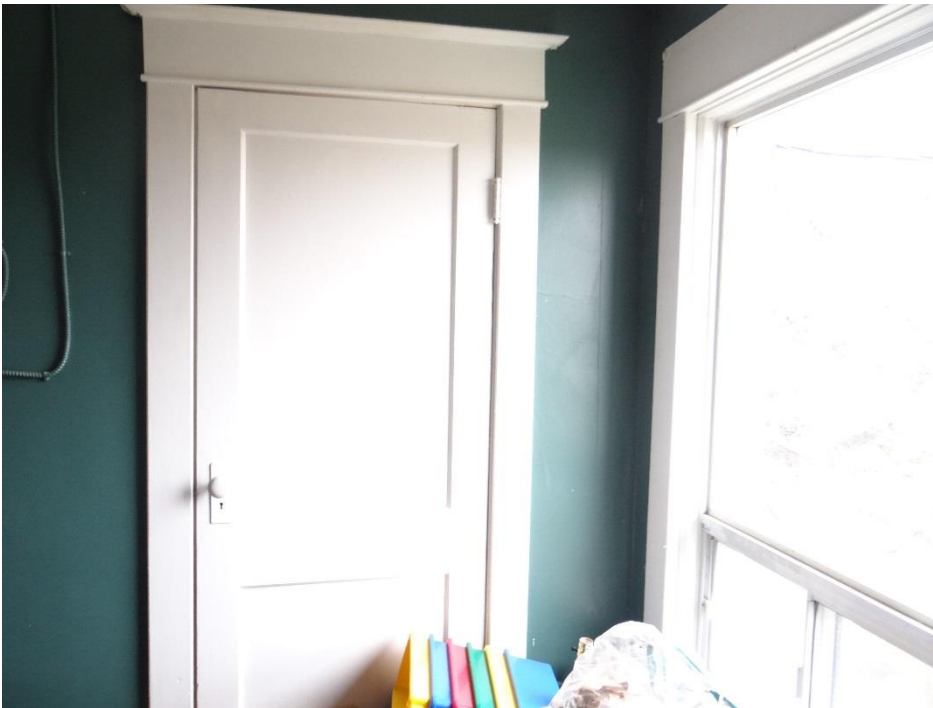


Plate 22: Photo showing the trim around interior doorways and windows



Plate 23: Detail of second storey wood floors



Plate 24: Photo of the staircase leading to the attic



Plate 25: The attic



Plate 26: Basement showing fieldstone foundations



Plate 27: Detail of the foundation



Plate 28: Exterior parking area and corrugated steel storage shed



Plate 29: Photo of Farmhouse Court leading to the property



Plate 30: Photo of the plowed fields behind the farmhouse



Plate 31: Photo of the water tower



Plate 32: Photo of the well



Plate 33: Photo of
Etobicoke Creek

**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**7324 KENNEDY ROAD
LOT 12 CONCESSION 1 EAST OF HURONTARIO STREET
HISTORIC TOWNSHIP OF TORONTO, PEEL COUNTY
CITY OF BRAMPTON, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

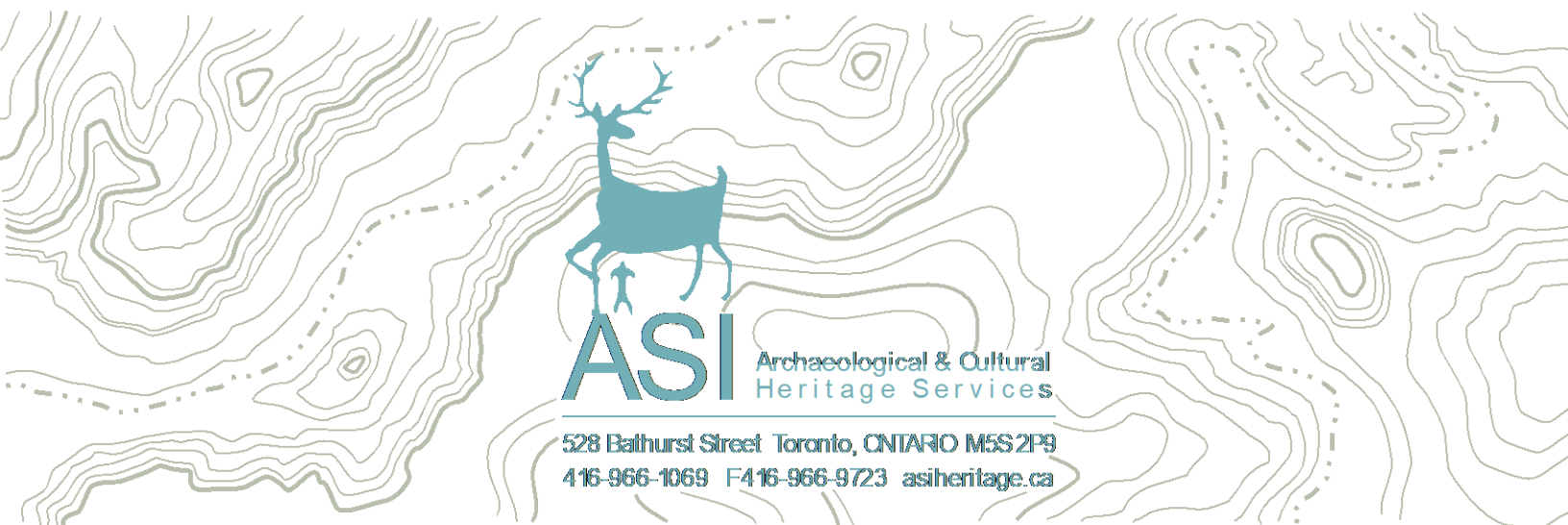
FINAL REPORT

Prepared for:

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ASI File: 17CH-135

December 2017
(revised January 2018)



**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**7324 KENNEDY ROAD
LOT 12 CONCESSION 1 EAST OF HURONTARIO STREET
HISTORIC TOWNSHIP OF TORONTO, PEEL COUNTY
CITY OF BRAMPTON, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 7324 Kennedy Road, located at the southwest corner of 407 ETR and the Kennedy Road overpass. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400, and the subject property is expected to be demolished as part of this development.

The Ministry of Transportation, Ontario (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject property is located on the west side of Kennedy Road and south of 407 ETR. The property is a nineteenth-century farm complex, containing a two-storey white brick farmhouse with a hipped roof. There are also mature plantings, agricultural fields, and a long curved driveway on the site. The property is currently vacant. The property is bounded by the Brampton Golf Club (built 1963) and a residential neighbourhood (c.1990) to the north, agricultural land to the east, an industrial/large-scale commercial park to the south, and the Region of Peel offices to the west. 407 ETR passes through the property in the north portion. It is located northwest of the historical settlement area of Derry West. The property is currently owned by Infrastructure Ontario (IO).

Based on the results of archival research, a field review, and heritage evaluation, the property at 7324 Kennedy Road did not meet the criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* or Ontario Regulation 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The following recommendation has been made based on the determined heritage values of the resource:

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Brampton and Infrastructure Ontario for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for 7324 Kennedy Road. The property is located between Hurontario Street to the west and Kennedy Road to the east extending north and south of 407 ETR (Figure 1). There is one structure located at the east end of the property near the intersection of 407 ETR and the Kennedy Road overpass. There are two secondary structures at the west end of the property unrelated to the structure at the east. ASI understands that this property is expected to be directly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400, and the subject property is expected to be demolished as part of this development.

The property is a nineteenth-century farm complex, containing a two-storey white brick farmhouse with a hipped roof. There are also mature plantings, agricultural fields, and a long curved driveway on the site. The property is currently vacant. The roughly rectangular shaped property is bounded by the Brampton Golf Club (built 1963) and a residential neighbourhood (c.1990) to the north, agricultural land to the east, an industrial/large-scale commercial park to the south, and the Region of Peel offices to the west. 407 ETR passes through the property in the north portion. It is located northwest of the historical settlement area of Derry West. The property is currently owned by Infrastructure Ontario (IO). In the Cultural Heritage Resource Assessment (CHRA) prepared for this project, the subject property was identified as 7145 Kennedy Road. However, it was later confirmed that this property is, in fact, 7324 Kennedy Road. While there are discrepancies with the municipal address, for the remainder of this report the study area will be referred to as 7324 Kennedy Road.

The research contained in this CHER was conducted under the senior project management of Annie Veilleux and project management of John Sleath, both of ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource and its location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.



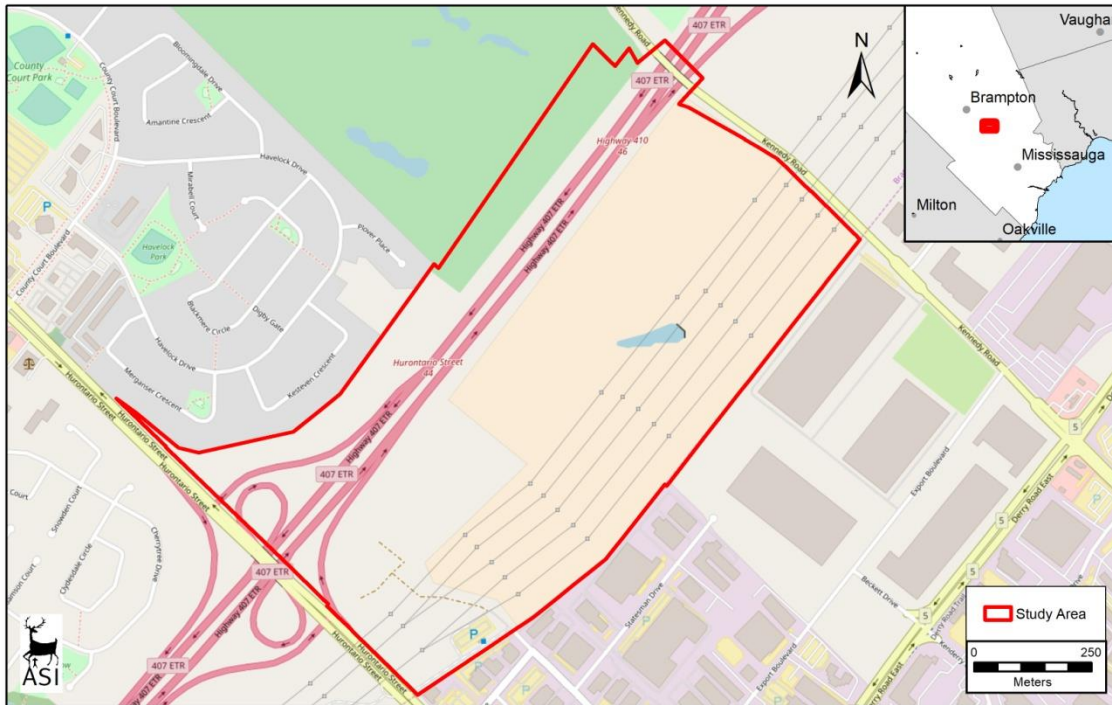


Figure 1: Location of study area in the City of Brampton

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006).

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)

- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
- *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The objective of the City of Brampton’s heritage policy is described in the *Official Plan* (2015 Consolidation), which reads in part:

It is the objective of the cultural heritage resource policies to:

- a) conserve the cultural heritage resources of the City for the enjoyment of existing and future generations;
- b) preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance and, preserve cultural heritage landscapes; including significant public views; and,
- c) promote public awareness of Brampton’s heritage and involve the public in heritage resource decisions affecting the municipality.

A Heritage Impact Assessment is required by the City of Brampton when it is determined that a development application will impact a heritage resource.

City of Brampton *Official Plan* Policy 4.9.1.10 states that:

A Heritage Impact Assessment, prepared by a qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a



designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes.

City of Brampton *Official Plan* Policy 4.9.1.11 states that:

A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

City of Brampton *Official Plan* Policy 4.9.1.12 states that:

All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On-site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.

Furthermore, City of Brampton *Official Plan* Policy 4.10.9.2 (ii) states:

The City shall use the power and tools provided by the enabling legislation, policies, and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- (i) The power to stop demolition and alteration of designated heritage properties and resources provided under the *Ontario Heritage Act* and as set out in Section 4.10.1 of this [the City of Brampton's *Official Plan*] policy; and,
- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District.

In all actions the City of Brampton's guidelines must be consulted. Additional resources consulted include the City of Brampton's *Brampton Interactive Maps*, *Municipal Register of Cultural Heritage Resources: 'Listed' Heritage Properties* (2014), and *Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act* (2014).



2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)
Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;



- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;
- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;
- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within the City of Brampton. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation



The subject resource, 7324 Kennedy Road, is located in the City of Brampton, Ontario. A search of publicly accessible heritage inventories, including the City of Brampton's *Brampton Interactive Maps*, *Municipal Register of Cultural Heritage Resources: 'Listed' Heritage Properties* (2014), *Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act* (2014), and the Canadian Register of Historic Places, revealed that 7324 Kennedy Road is not designated under Part IV of the *Ontario Heritage Act* nor is it a listed heritage property on the City of Brampton's Municipal Heritage Register. Heritage planning staff at the City of Brampton were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment which confirmed the heritage status of the property. Heritage planning staff at the City of Brampton were also consulted as part of this CHER on December 6, 2017. No response has been received as of this draft.

The subject property was identified as a potential heritage resource in ASI's Cultural Heritage Resource Assessment of the 407 Transitway (2017).

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject property is located in Lot 12, Concession 1, East of Hurontario Street in the former Township of Toronto, Peel County. The property features a two-storey white brick farmhouse with a hipped roof. There are also mature plantings, agricultural fields, and a long curved driveway on the site. The property is currently vacant. The farmhouse is located on the west side of Kennedy Road, immediately south of 407 ETR. Kennedy Road is a historical thoroughfare, though at this point where it crosses over 407 ETR, Kennedy Road has been rerouted slightly west of its original location. 407 ETR is a newly constructed transportation route.

3.2. Township Survey and Settlement

The subject property is at the southern boundary of present day City of Brampton at its border with the City of Mississauga. The subject property is located in the former north part of the Township of Toronto, County of Peel. The Township of Toronto was bounded by present day Steeles Avenue to the north.

The Township of Toronto was originally surveyed in 1806 by Mr. Wilmot, Deputy Surveyor. The first settler in this Township, and also the County of Peel, was Colonel Thomas Ingersoll. The whole population of the Township in 1808 consisted of seven families, scattered along Dundas Street. The number of inhabitants gradually increased until the War of 1812 broke out, which gave considerable check to its progress. When the war was over, the Township's growth revived and the rear (north) part of the Township was surveyed and called the "New Survey". The greater part of the New Survey was granted to a colony of Irish settlers from New York City, who suffered persecution during the war.



The Credit River runs through the western portion of the Township, and proved to be a great source of wealth to its inhabitants, as it was not only a good watering stream, but there were endless mill privileges along the entire length of the river.

In 1855, the Hamilton and Toronto Railway completed its Lakeshore line. In 1871, the railway was amalgamated with the Great Western Railway, which in turn, was amalgamated in 1882, with the Grand Trunk Railway, and then in 1923, with Canadian National Railway (Andreae 1997:126–127). Several villages of varying sizes had developed by the end of the nineteenth century, including Streetsville, Meadowvale, Churchville, and Malton. A number of crossroad communities also began to grow by the end of the nineteenth century. These included Britannia, Derry West, Frasers Corners, Palestine, Mt Charles, and Grahamsville.

The hamlet of Derry West was founded at the intersection of present day Hurontario Street and Derry Road in the early nineteenth century. Its founding is credited to two settlers, George Graham and Joseph Carter. George Graham is attributed with the naming of the village. He submitted the name Derry Walls for the community in honour of his ancestors who had fought at Londonderry, Ireland, as well as to celebrate their Protestant Orange heritage. The village was established as Derry-in-the-West and later shortened to Derry West by the postal department. John Carter was a landholder, the first postmaster, justice of the peace, school master, and occasionally would give sermons. He donated a half acre of land for the building of the first church (Mair 2009, Hicks 2004).

Figures 2 to 5 provide an overview of how the study area evolved between 1859 and 1994.

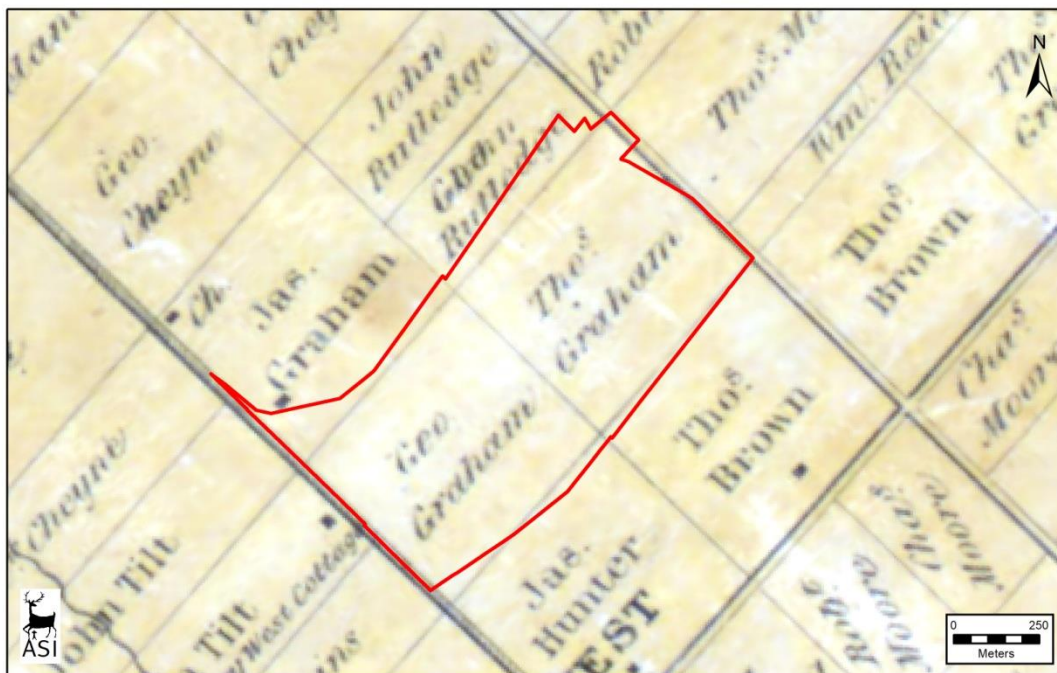


Figure 2: The subject property overlaid on the 1859 Tremaine Map of County of Peel

Source: Tremaine (1859)



Figure 3: The subject property overlaid on the 1877 map of the Township of Toronto

Source: Walker and Mills (1877)

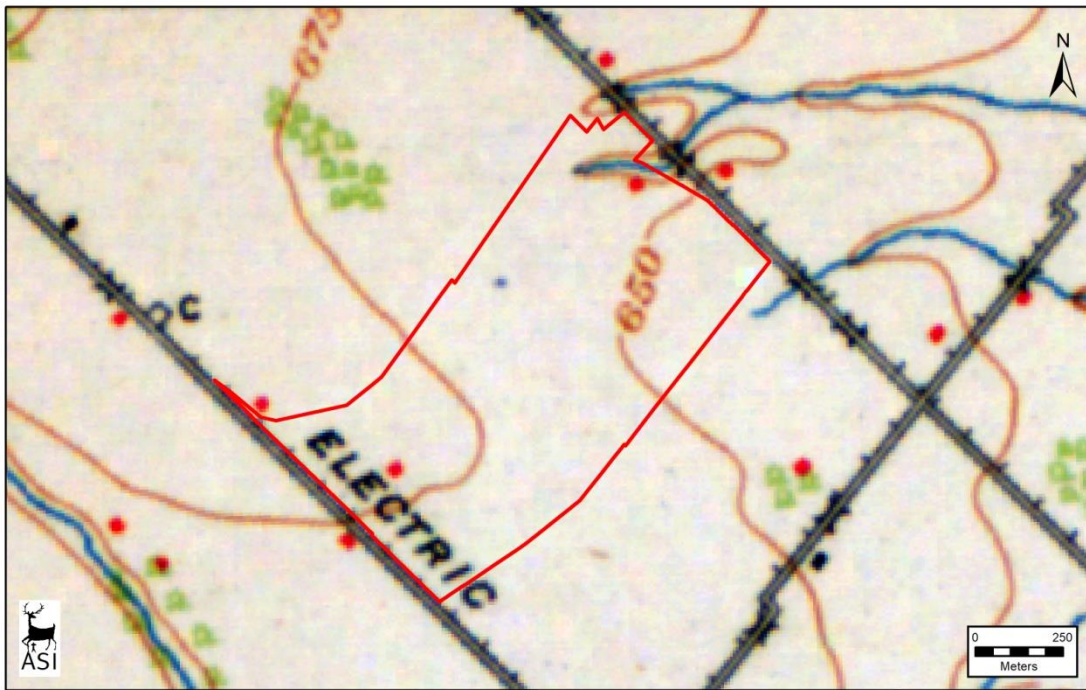


Figure 4: The subject property overlaid on the 1918 NTS map

Source: Department of National Defence (1918)



Figure 5: The subject property overlaid on the 1994 NTS map of Brampton

Source: Department of Energy, Mines, and Resources (1994)

3.3. Land Use History

The following land use history is based on a combination of land registry records, historic mapping, census records, assessment/collector rolls, newspapers, and secondary sources. For ease of description, this section has been divided into the east and west parcels which correspond to property ownership.

The Crown Patent for the west half of Lot 12, Concession 1 East of Hurontario Street in the Township of Toronto was granted to George Graham in 1823. The grant was for 40 hectares (100 acres).

George Graham was born in 1784 in County Tyrone, Ireland. Graham, along with his five siblings, travelled to the area from New York. He settled in the Township of Toronto in 1819 though the land grant was not signed until June 2, 1823. He was joined by his wife Mary Henderson (1785-1865) and their five children (Mary, Thomas, Annie, James, and Joseph). Two more children were born shortly after their arrival, Eliza Jane (1821) and Sarah (1823). The family built a log house in an unknown location on the property and farmed the surrounding area. George Graham was active in the Derry West community, establishing the Orange Lodge LOL No. 10 branch in 1822. In 1839, the family built a second house of brick on the east half of his property (near Kennedy Road).

George Graham was granted the east half of the same lot in 1848, expanding his holdings to 80 hectares (200 acres). The following year he sold this half of the lot to his eldest son Thomas (wife Eliza McClelland and 11 children). Thomas established the Orange Lodge LOL No. 5 in 1834 and was master for 40 years. Thomas also served as a councilor on the Toronto Township Council in 1875, 1876, 1878, and 1879.

George Graham died June 11, 1863 and his wife Mary, two years later, on May 1, 1865. Both are buried in the Derry West Anglican Cemetery (Part IV designation; see <http://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=13843>). George's holding (west half of Lot 12, Concession 1) was passed to his youngest son Joseph (Jose).

3.3.1. West half of Lot 12, Concession 1

Thomas Graham continued to farm the west half of the lot until 1894 when his son John took over the house and raised another generation of Graham children. Thomas died not long after on April 5, 1898. John lived through a series of sad events during the year 1908, first his daughter died of tuberculosis and then his wife of the same illness, and in the autumn the family house burned down. John rebuilt a two-storey brick house that currently stands on the property. In 1960 John sold the property to Gordon Hutchinson, and moved to Brampton. A Mr. Todd then purchased the property in 1968. In the early 1990s, a barn on the property to the southwest of the home was removed. In 1997 407 ETR was constructed through the north portion of the property.

3.3.2. East half of Lot 12, Concession 1

The east half of the property, which belong to Joseph, was ultimately passed down to his grandson (George Graham's great grandson), John Donald Graham. John Donald sold the property out of the family to John Ursino. As of 1960, a house continued to stand on the property. Sometime between 1985 and 1989, the current mini-putt and driving range was opened, with an entrance from Hurontario Street. The site was reconfigured with the construction of 407 ETR in 1997. A Park and Ride lot was installed c.2009.

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath and Andrew Clish, ASI, on November 13, 2017 to conduct a cultural heritage assessment of the property and to collect data relevant for completing the CHER. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling and the surrounding context. Photographic plates (Plates 1 to 24) are provided in Appendix A. At the time of the site visit, the subject property was not occupied.

The subject property at 7324 Kennedy Road in the City of Brampton is located between Hurontario Street to the west and Kennedy Road to the east and extends north and south of 407 ETR. The roughly rectangular shaped property is bounded by the Brampton Golf Club (built 1963) and a residential neighbourhood (c.1990) to the north, agricultural land to the east, an industrial/large-scale commercial park to the south, and the Region of Peel offices to the west. 407 ETR passes through the property in the north portion. There is a two-storey house located at the east end of the property near the intersection of 407 ETR and the Kennedy Road overpass. At the west end of the property there is a Golf Range Mini-Putt and the Hurontario & 407 ETR Go Bus Station and Park and Ride lot. The southern half of the property contains a high voltage hydro corridor consisting of twenty towers. A stream that feeds into Etobicoke Creek passes through the property (Figure 6).



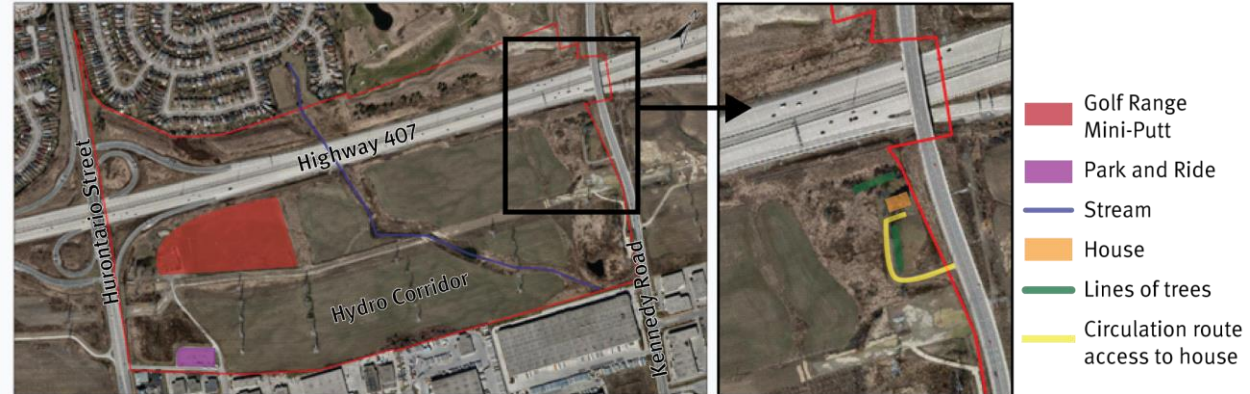


Figure 6: Aerial view of the subject property showing built heritage resources and cultural heritage landscape features
Source: Bing Maps, 2005

4.1. Architectural Features

4.1.1. Residence: Exterior Description

The house is a two-storey, rectangular structure with a one-and-a-half storey tail to the rear, behind which is a single storey, one-and-a-half car garage which wraps the south side of the tail forming a mud room. The front façade faces east, towards Kennedy Road, though the view across Kennedy Road has been impeded by an embankment for the 407 ETR overpass (Plates 1 to 3). For ease of description, the sections of the house are described as: the main section, the tail, the mud room and the garage.

Despite construction in different periods (the dates of which are undetermined) all portions of the house are similar in their materials. There is a field stone foundation which has been clad in cast concrete units level with the tops of the basement windows (Plate 4). Above the primary material is a white brick cladding laid in running bond. Presumably this brick covers an earlier material (i.e. brick or stone or a different cladding material); however, the underlying cladding was not visible. All portions of the house have a hipped roof with asphalt shingle. The house lacks any surface decoration.

There are three entrances to the house. An exterior stair leads from the south to the main entrance with a landing (Plate 5). A wrought iron railing leads up the stairs and encloses the entrance landing. The house has secondary entrances at the south elevation through the mud room and at the north to the basement, accessed via an external concrete staircase.

The façade is symmetrical with the main entrance door flanked by sets of two windows on either side at the first storey. From the interior, it can be seen that the main entrance opening is comprised of the main door with sidelights and segmental arched fanlight above. At the second storey, there are three windows, evenly spaced across the façade with the middle window centred above the main entrance.

The windows throughout the house are rectangular with brick soldier headers and cast concrete sills. All sash are vinyl and set in a vinyl frame. The first- and second-storey windows in the main portion of the house are one over one with the first floor being larger than the second. The second-storey windows in the tail portion of the house are significantly smaller and have vinyl side sliders inset. The basement windows are partially below grade and are contained within window wells (Plate 6).

The main entrance and ground floor windows have been covered with plywood from the exterior and the second storey from the interior as a precaution against vandalism and for additional protection against the elements.

4.1.2. Residence: Interior Description

Investigation of the interior of 7324 Kennedy Road was carried out for all sections of the house. For ease of description, the interior of the house will be divided into: the main section, the tail, the mud room and garage, and the basement.

The main section of the house has a centre hall plan with a living room to the north of the hall, a dining room and kitchen off the hall to the south and a staircase to the second storey at the rear of the hall (Plates 7 and 8). A bathroom has been installed at the end of the hall beside the staircase. The living room is the full depth of the house and has windows on the north and east side (Plate 9). A wood burning fireplace is centred on the north wall. The dining room is entered directly across from the living room entrance and is open at its west wall to the kitchen (Plates 10 and 11).

A staircase, with a landing and a half-turn, leads from the hall of the first storey to the second storey. The main section of the house has two bedrooms to the north of the hall and two bedrooms on either side of a bathroom to the south of the hall. The north bedrooms each have a closet, the arrangement of which suggests they are a later addition (Plates 12 to 14).

The tail of the house is entered from the rear (west) of the kitchen at the first storey. It is a single room which provides access to the mudroom, the basement, and the garage through a bathroom as well as to the second storey of the tail via a secondary staircase (Plates 15-18). Window openings on the south wall, between the tail and the mudroom, indicate the later addition of the mudroom. The walls and ceiling are covered in pine paneling. Like the primary stair, the secondary one in the tail has a wrought iron railing. Access between storeys via this stair has been closed off in a temporary manner. The tail can be entered from the primary stair by way of the landing. The second storey of the tail is also a single room. It has three closets set into the shared wall between the tail and main sections of the house (Plates 19 and 20).

Similar to the exterior, the interior has also been significantly altered. The architraves and baseboards are quite narrow and modest in design. The architraves have a slight curve and the baseboards are chamfered at the top. The interior doors throughout are flat and likely have a hollow core. The hallway, living room and dining room all have coved, plaster crown moulding. The dining room ceiling has additional brushed decorative plasterwork. All of the floors were carpeted with the exception of the kitchen which was ceramic tile.

Based on secondary source research, the house was constructed in 1910 (Hicks 2004:248). The proportions of the house appear to be earlier as residences constructed in the early 1900s tends to be square while this residence is rectangular and quite large. It is possible some elements of the earlier building were incorporated into this structure, such as the foundations and the main entrance door. While



the architraves and baseboards may be original to the house, they are very modest for the early part of the twentieth century and are more likely a later modification. The majority of the exterior and interior alterations may date to the late 1970s or 1980s. The kitchen appears to have been updated more recently than the rest of the house.

4.1.3. Secondary uses

The Golf Range Mini-Putt and the Hurontario & 407 ETR Go Bus Station and Park and Ride lot are located at the west end of the property and have no connections or relationship with the residence. The Golf Range Mini-Putt consists of a modest building, a driving range and an 18-hole mini putt course. The Hurontario & 407 ETR Go Bus Station and Park and Ride Lot contain a glass bus shelter, 96 parking spots¹ and a bike shelter.

4.2. Context and Landscape Features

The subject property at 7324 Kennedy Road in the City of Brampton is located between Hurontario Street to the west and Kennedy Road to the east and extends north and south of 407 ETR. The roughly rectangular shaped property is bounded by the Brampton Golf Club (built 1963) and a residential neighbourhood (c.1990) to the north, agricultural land to the east, an industrial/large-scale commercial park to the south, and the Region of Peel offices to the west.

The topography of the property is generally flat with the exception of the east boundary of the property which forms an embankment for the Kennedy Road overpass. The property has an asphalt paved driveway from Kennedy Road which runs west and then curves north providing access to the garage and then turns east along the south side of the residence. This driveway is lined for a portion with mature oak trees. Mature willow trees line the property to the north of the residence and just south of 407 ETR (Plates 21 to 24). There is also a gravel driveway from Kennedy Road which provides access to a field to the west of the residence.

The Golf Range Mini-Putt is accessed by a gravel driveway which extends from the north end of Edward Boulevard, parallel to and just east of Hurontario Street.

The driveways were relocated with the construction of 407 ETR. The former driveway which served the residence ran straight from Kennedy Road to the south side and continued along to the barn complex (not extant, demolished between 1992 and 1997). The Golf Range Mini-Putt was accessed from Hurontario Street.

5.0 HERITAGE EVALUTION

Tables 1 and 2 contain the evaluation of 7324 Kennedy Road against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

¹ Stations and stops, Hurontario & 407— Bus Stop.

<http://www.gostransit.com/publicroot/en/travelling/stations.aspx?station=H407>. Accessed November 20, 2017.



Table 1: Evaluation of 7324 Kennedy Road using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	None of the features are notably early, unique, or an excellent representation of a style, type, or material. Accordingly, the subject property does not meet this criterion.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	This cultural heritage resource contains many original elements as outlined above; however, these elements do not display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	This cultural heritage resource does not display a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The subject property is associated with nineteenth and twentieth-century agricultural land use activities with the Graham family. George Graham, who first acquired the property in 1823, is a significant early settler in Toronto Township for his associations with Derry West. The Graham family farmed the property throughout the nineteenth century. While the existing residence is associated with George Graham's descendants, the property no longer exhibits any evidence of direct associations with George Graham. Accordingly, the subject property does not meet this criterion.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The subject property has a history of agricultural land use under the direction of the Graham family. It was most closely connected with the settlement of Derry West, located south at the intersection of Hurontario Street and Derry Road. The property does not yield any information on the settlement of Derry West beyond its associations with the Graham family. Accordingly, this property does not meet this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	No known architect, artist, builder, designer, or theorist significant to the community is known to have been associated with the construction and evolution of this property. As such, this property does not meet this criterion.

Table 1: Evaluation of 7324 Kennedy Road using Ontario Regulation 9/06

1. The property has design value or physical value because it :

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The surrounding context of the property is largely disturbed and no longer agricultural. Accordingly, the property does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The subject property is located within an industrial and residential setting that has been altered and disturbed by the construction of 407 ETR and development of Brampton and Mississauga. The property's connection to the settlement of Derry West has been degraded physically, functionally, and visually due to the drastic changes in the area. Accordingly, this property does not meet this criterion.
iii. is a landmark.	No	The subject property is not considered to be a landmark.

Table 2: Evaluation of 7324 Kennedy Road using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	The property retains associations with themes of early township, rather than provincial themes of settlement and development.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	No	This property retains associations with early farming practices and settlement patterns which are important elements in Ontario's early history. However, this property is not known to be an outstanding example of provincial significance.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	No	The property is not known to demonstrate an uncommon, rare or unique aspect of Ontario's cultural heritage.
iv. The property is of aesthetic, visual or contextual importance to the province;	No	The property is not known to demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high	No	The property is not known to illustrate any technical or scientific achievements which are of provincial significance.

Table 2: Evaluation of 7324 Kennedy Road using Ontario Regulation 10/06

degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;		
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	The property is not known to meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.		The subject property has direct associations with a number of individuals who either owned or occupied the subject property since the mid-nineteenth century. None, however, are known to have had any important provincial associations.

The subject property at 7324 Kennedy Road does not meet any of the criteria contained within Ontario Regulation 9/06 or 10/06, and therefore may not be considered for designation as a heritage property with municipal or provincial significance under the *Ontario Heritage Act*.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review and heritage evaluation, the property at 7324 Kennedy Road was determined to not meet the criteria in Ontario Regulation 9/06 or 10/06 of the *Ontario Heritage Act*. The property is not known to retain any cultural heritage significance from a local or provincial perspective.

The subject property located at 7324 Kennedy Road is currently owned by Infrastructure Ontario (IO) and is expected to be directly impacted by the 407 Transitway.

The following recommendation has been made based on the determined heritage values of the resource:

1. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Brampton and Infrastructure Ontario for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES



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Plate 2: Oblique view of the northeast elevations of the house



Plate 3: Oblique view of the southwest elevations of the house



Plate 4: Detail of the foundation where the cladding has spalled, exposing the field stone beneath (northeast corner)



Plate 5: Detail of the first storey of the front (east) elevation. Windows are typical to the house



Plate 6: Detail of the foundation, brick and typical basement window (northeast corner)



Plate 7: Interior first storey centre hall showing main entrance. Living room is to the left and dining room to the right



Plate 8: Interior first storey centre hall showing stairway to second storey, bathroom and entrance to kitchen at the left



Plate 9: Living room
looking from west end



Plate 10: Dining room at
northeast corner



Plate 11: Kitchen showing opening wall adjoining dining room



Plate 12: Second storey hall with front window at end of hall



Plate 13: Southeast bedroom



Plate 14: Northwest bedroom



Plate 15: Tail looking toward mudroom

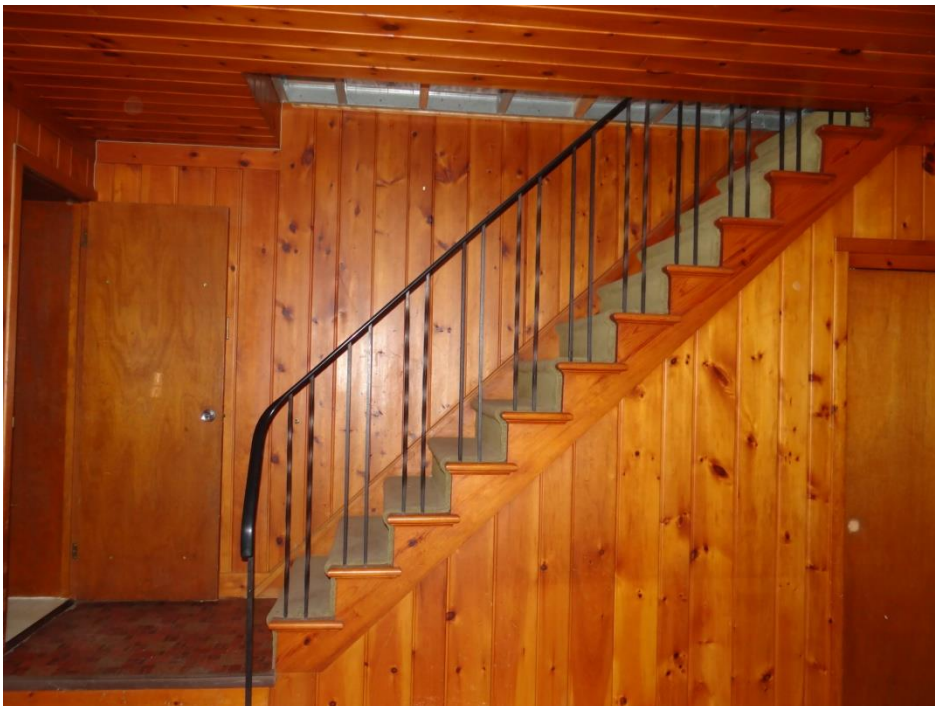


Plate 16: Tail showing secondary staircase



Plate 17: Northeast corner of the mudroom



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Plate 19: Second storey bedroom in tail portion looking into main portion of the house



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Plate 22: View of house from curve in driveway with mature oaks on the right



Plate 23: View of property from driveway at Kennedy Road



Plate 24: View of property from Kennedy Road embankment leading up to the 407 ETR overpass

**CULTURAL HERITAGE EVALUATION REPORT:
CULTURAL HERITAGE LANDSCAPE**

**CODLIN CRESCENT, FORMERLY ALBION ROAD AND STEELES AVENUE
HISTORICAL SETTLEMENT OF CLAIREVILLE
TOWNSHIP OF ETOBICOKE, YORK COUNTY
CITY OF TORONTO, ONTARIO**

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

FINAL REPORT

Prepared for:

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ASI File: 17CH-135

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(Revised February 2018)



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PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for Codlin Crescent and the historical settlement of Claireville, located at the intersection of 407 ETR and Highway 427. ASI understands that this area is expected to be directly and indirectly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from West of Hurontario Street to East of Highway 400.

The Ministry of Transportation, Ontario (MTO) is proposing a 23.7 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include seven stations including the Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

The subject resource is located at the intersection of 407 ETR and Highway 427. The historical settlement of Claireville has undergone considerable change since it was established in 1850 at the intersection of the old Albion plank road and Steeles Avenue. What remains of the historical settlement along Codlin Crescent is now enveloped in highway and industrial park and is bounded by Highway 427 to the east and by the intersection of modern-day Albion Road and Steeles Avenue West to the west.

Based on the results of archival research, a field review, and heritage evaluation, Codlin Crescent and the historical settlement of Claireville was determined to retain local cultural heritage value following application of Ontario Regulation 9/06 of the *Ontario Heritage Act*. Application of Ontario Regulation 10/06 confirmed that the subject resource was not determined to be of provincial significance. Its local heritage significance revolves around its historical and contextual value.

The following recommendations have been made based on the determined heritage values of the resource and should be used to inform the refined design for the technically-preferred route:

1. The development of a public commemoration or interpretation strategy should be considered as part of the new station design for this location. This strategy should be developed to commemorate the former settlement of Claireville.
2. Cultural heritage resources should be fully documented prior to removal. This report, along with the individual CHERs prepared for 2128, 2140, 2150, and 2158 Codlin Crescent as part of the 407 Transitway TPAP, provides sufficient documentation to serve this purpose.



3. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture, and Sport (MTCS).



PROJECT PERSONNEL

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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation, Ontario (MTO) to prepare a Cultural Heritage Evaluation Report (CHER) for Codlin Crescent and the historical settlement of Claireville, located at the intersection of 407 ETR and Highway 427 (Figure 1). ASI understands that this resource is expected to be directly and indirectly impacted by the proposed 407 Transitway. This CHER is part of the 407 Transitway TPAP from west of Hurontario Street to east of Highway 400.

The subject resource is located at the intersection of 407 ETR and Highway 427. The historical settlement of Claireville has undergone considerable change since it was established in 1850 at the intersection of the old Albion plank road and Steeles Avenue. What remains of the historical settlement along Codlin Crescent is now enveloped in highway and industrial park and is bounded by Highway 427 to the east and by the intersection of modern-day Albion Road and Steeles Avenue West to the west. This settlement was established on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire.

This research was conducted under the senior project management of Annie Veilleux, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010). Research was completed to investigate, document, evaluate, and assess impacts to the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource, including location, and a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially and municipally accepted criteria for establishing cultural heritage significance; and
- an illustration of landscape context.

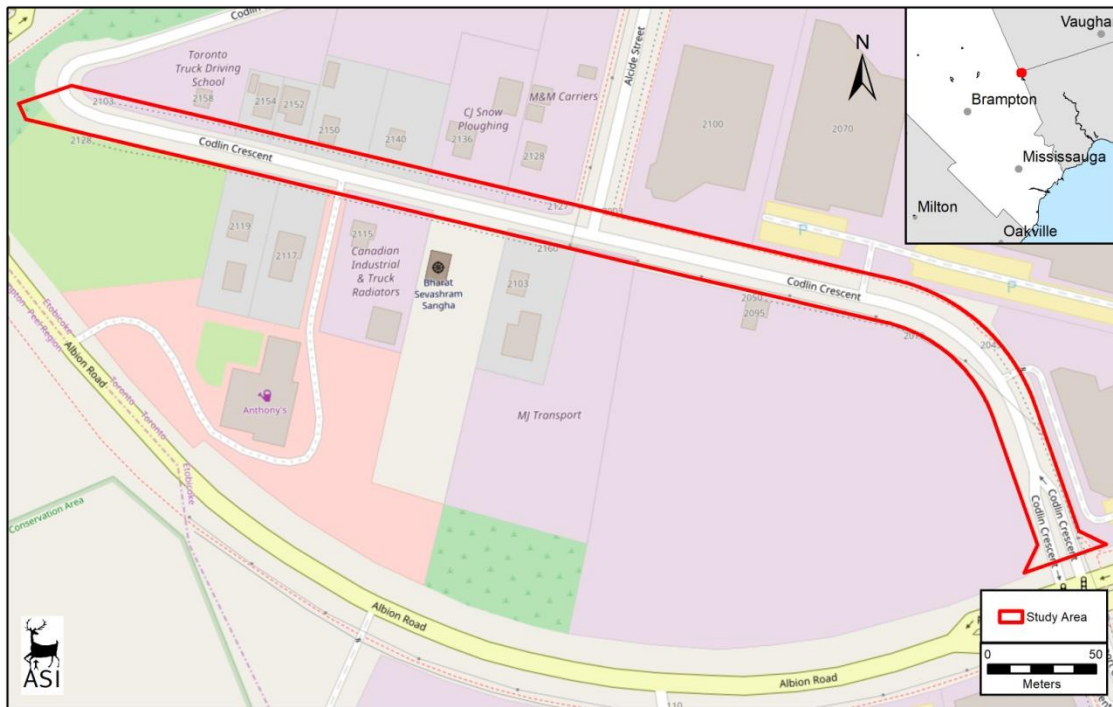


Figure 1: Location of study area in the City of Toronto

Base Map: (c) Open Street Map contributors, Creative Commons

2.0 CONTEXT AND METHODOLOGY

2.1. Provincial Policy Framework

Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006).

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)

- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC – MOE 1992)
- *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR – MOE 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
 - *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MTC 2010)
 - *Ontario Heritage Tool Kit* (MCL 2006)
- *Planning Act* (R.S.O. 1990, Chapter P.13) and the 2014 *Provincial Policy Statement*
- The Ministry of Transportation has provided a number of technical and reference documents to ensure that cultural heritage resource management is integrated into the design and construction process:
 - *Environmental Reference for Highway Design* (2006)
 - *Environmental Standards and Practices User Guide* (2006)
 - *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation* (2006)
 - *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007)
 - *Ontario Heritage Bridge Guidelines for Provincially-Owned Bridges* (MTO and the MCL 2007)

2.2. Municipal Policy Framework

The City of Toronto's *Official Plan* (2015a) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

3.1.5 Heritage Conservation Policies

[...]

3. Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the *Official Plan*, it



will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.

[...]

14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.
17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

2.3. Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout the cultural heritage assessment process.

Alter	Change in any manner and includes to restore, renovate, repair or disturb (MTC 2010).
Built Heritage Resource	One or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (MTC 2010).
Cultural Heritage Landscape	A defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (<i>Provincial Policy Statement</i> , MMAH 2005).
Cultural Heritage Resource	Any resource or feature of archaeological, historical, cultural, or traditional use significance. This may include archaeological resources, built heritage or cultural heritage landscapes (MCL 2006).
Displacement	The removal by demolition and/or disruption by isolation (MTO 2007: 11)



Disruption	The introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resources (MTO 2007:11).
Heritage Attributes	Physical features or elements that contribute to a property's cultural heritage value or interest and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features and its visual setting (MTC 2010).
Visual Setting	Views or vistas to or from a heritage property (MTC 2010).

2.4. Cultural Heritage Evaluation Report

CHERs are prepared for cultural heritage resources potentially affected by proposed construction. CHERs are typically required based on recommendations outlined in the Cultural Heritage Resource Assessment Report (Ministry of Transportation 2007).

The scope of a CHER is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5.5.2. Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details, if applicable;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential built heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 10/06 provides a set of criteria for determining cultural heritage value or interest of provincial significance. The criteria, listed below, consider the cultural heritage resource in a provincial context:

- i) The property represents or demonstrates a theme or pattern in Ontario's history;
- ii) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;



- iii) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;
- iv) The property is of aesthetic, visual or contextual importance to the province;
- v) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- vi) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and
- vii) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Should the potential heritage resource meet one or more of the above mentioned criteria and when there is no longer provincial ownership, the heritage property may be considered for designation under section 34.5 of the *Ontario Heritage Act*.

Archival research was carried out by ASI to examine the land use history of the subject site and to determine the significance of the structures' design, associative, and contextual value within the context of nineteenth-century trends in residential design and historical development patterns within the City of Toronto. A field review was then carried out to obtain photographic documentation and to collect on-site data necessary for establishing the site's heritage significance.

2.5. Municipal Consultation

The subject resource, Codlin Crescent, is located within the historical settlement of Claireville in the City of Toronto, Ontario. A search of publically accessible heritage inventories, including the City of Toronto *Heritage Register* (2017), and the Canadian Register of Historic Places, revealed that, of the properties within the former hamlet of Claireville, only 2095 Codlin Crescent is on the City of Toronto's Heritage Register. This property is not expected to be directly impacted by the proposed undertaking. No properties on Codlin Crescent are designated under Part IV of the *Ontario Heritage Act*. Heritage planning staff at the City of Toronto were consulted on December 17, 2015 as part of the Cultural Heritage Resource Assessment to confirm the heritage status of the resource. ASI contacted Heritage Preservation Services at the City of Toronto on December 7, 2017 to discuss this CHER. HPS staff confirmed that 2095 Codlin Crescent was listed on the City's heritage register. They did not identify any specific heritage concerns regarding the historical settlement of Claireville at that time.

In addition, the consultant team, including a representative of ASI, met with staff from the City of Toronto, including Mary MacDonald, Senior Manager, Heritage Preservation Services, on 21 March 2017 to discuss the project. The following is an excerpt from the meeting minutes (LGL, March 21 2017):

- Staff from ASI provided an overview of the findings of the Draft Preliminary Cultural Heritage Resource Assessment – Existing Conditions Report completed for the 407 Transitway.
 - One cultural heritage landscape (CHL 15 - the historic settlement/hamlet of Claireville), established in 1850 at the intersection of Albion Road and Steeles Avenue, was identified during ASI's field investigations. The former hamlet of Claireville consists of Codlin Crescent.
 - Nine built heritage resources (i.e. BHR 15 to BHR 23 - all properties along Codlin Crescent) were identified during the field investigations. The only property that is on the City of Toronto Register of Heritage Properties is BHR 23 - a former farm property.



- CHL 15 and BHRs 15 to 22 are located in the area proposed for Highway 50 station parking/parking expansion. BHR 23 (the only site on the City of Toronto Register of Heritage Properties) is located outside of the area proposed for parking expansion.
- City of Toronto staff noted that as part of the 407 Transitway study, they will review/provide comments on the cultural/built heritage significance of these BHRs and CHL, and that these sites have now been flagged as potentially having cultural significance.
- When evaluating the heritage significance, it will be important to consider the individual BHRs as well as the CHL as a whole (which includes the BHRs located within the CHL).
- City staff noted that any demolition of a piece of the CHL can affect the whole landscape.
- City staff noted that there are currently no planning policies related to cultural heritage in effect in the proposed Highway 50 station area.
- City staff noted that zoning of the area is not necessarily related to the character and value of the heritage resources.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1. Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following section provides the results of this research.

The subject resource is located at the intersection of 407 ETR and Highway 427, in the Township of Etobicoke, York County. The historical settlement of Claireville consists of a number of residences along Codlin Crescent, which includes the former alignment of the Albion Plank Road and Steeles Avenue. It is located on the west side of Highway 427, east of Albion Road and south of Steeles Avenue West. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue.

3.2. Township Survey and Settlement

3.2.1 *Etobicoke Township*

Etobicoke Township was acquired by the British from the native Mississaugas under the terms of the Toronto Purchase of September 25, 1787. From this time until November 1794, this township was under the authority of the Nassau District Land Board. In 1794 John Graves Simcoe redefined the administrative and electoral boundaries for Upper Canada which expanded the County of York to cover the modern City of Toronto and Etobicoke Township (Mika and Mika 1977).

The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985:143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811 (Hawkins 1857). Other early township surveys were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading



across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914:97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878:xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Mississagues" (Boulton 1805:48). One of the early alternate names given to the Etobicoke Creek was "Smith's River" (Firth 1962:29). The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846:57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6 per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1851:18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885:102).

Several acres of reclaimed land west from the mouth of the Humber River extended into Lake Ontario and increased the amount of arable land along the shores of Etobicoke Township. This land was accordingly patented by various owners such as John Duck, the heirs of Martin Patterson, W.J. Brown, Nicholas Brown, James Sproule and Ignatius Kormann, between 1889 and 1916 (Etobicoke Township Water Lots).

3.2.2 Claireville

The Crown Patent for Concession 4, Lot 40 was granted to Sarah Powell in 1815 (Figure 7). The property exchanged hands twice in the 1820s, once to William Chisholm in 1820 and to Samuel Street in 1826. The first public building in the community was a hotel built in 1832 by John Dark, and this was followed by the Congregational Church. A post office was established here in 1835, and the community it served was then known as "Humber." The first postmaster here was named Robert Bowman (Given 1973). The land was purchased in 1840 by John P. de la Haye (1799-1872) (Figure 2), who was a native of St. Malo in the Bordeaux region of France and was educated at the College of St. Servan. He immigrated to York, Upper Canada, in 1829, where he served as French master at Upper Canada College until 1852. In 1840,



he purchased the land around Claireville along with a nearby lot where he built an estate farm called “Les Ormeaux” or “the Elms.”

Around 1845, de la Haye built a hotel in the village that also served as a courthouse. In 1851, he subdivided part of his land, naming the streets after his children, and in 1853 the post office for this village was renamed Claireville in honour of his daughter, Claire (though the *Globe* first publishes the name “Clairville” in 1848). The village was advantageously situated on the Albion Plank Road (an 18 mile plank toll road between Weston and Bolton), but in 1851 it was still described as “a small settlement” (Smith 1851:19; Scadding 1873; Firth 1966; Rayburn 1997; THA: MPLS #081). The village eventually contained Primitive Methodist (Figure 3) and Anglican chapels, and a Mennonite “Gospel Hall” that was built in 1883. By 1860, Claireville contained a community hall (Figure 4) which was later followed by a Temperance Lodge. Horse races were held annually at Dark’s Hotel, and periodic fairs for the Toronto Agricultural Society were hosted by John de la Haye, as well as fox hunts (Given 1973).

The first store was built and operated by John Donaldson. By 1870, other businesses in the village included those of Dr. Black (dentist), Angus McDonald (butcher), and Charles Wolff (cabinet maker and undertaker), as well as a second hotel, a shoemaker, a tailor, a wagon maker, a general store (Figure 5), a blacksmith, a steam gristmill, and a tollgate operated by Christopher Armstrong (Given 1973). Their precise locations are unknown. By 1873, “Humber” or “Claireville” was described as a post office village about half a mile distant from Humber Summit (Figure 6). It contained a flourmill and two stores, with a population estimated to number about 200 people (Crossby 1873:147). Claireville struggled to grow in the early parts of the twentieth century. While the Claireville fair was held every year until 1959, the community stagnated and with the growth of industry and subdivisions, along with the construction of highways 427 and 407, many buildings were demolished. The community suffered greatly from the realignment of Albion Road, which originally traversed through the heart of Claireville, but was diverted to the south and Steeles Avenue which was diverted to the north. Today, Codlin Crescent has only a small number of extant buildings that are associated with Claireville and while the extant buildings have a residential appearance, the area has adopted an industrial character.



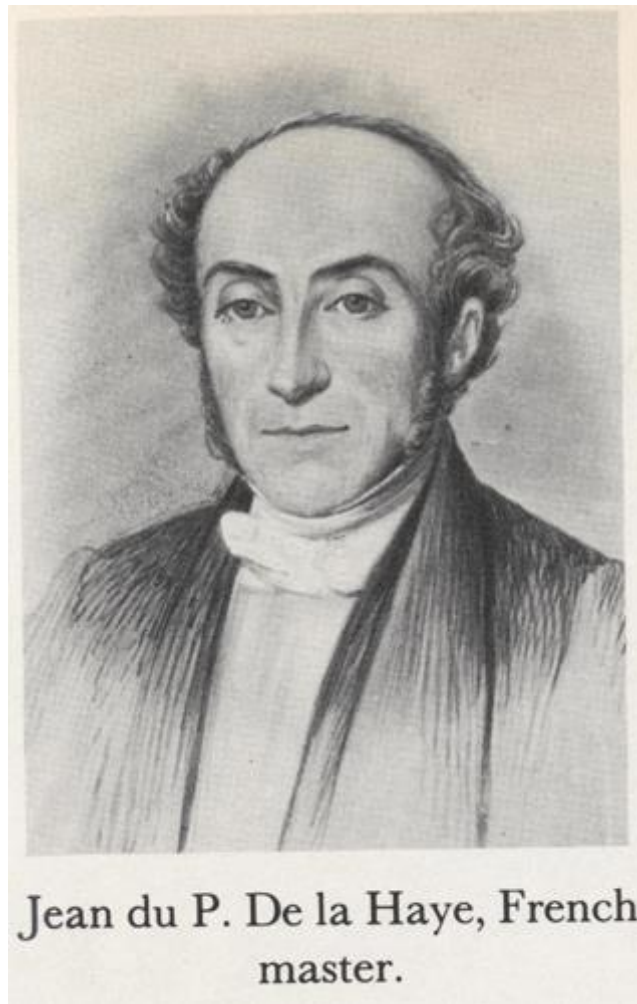


Figure 2: Photo of Jean du Petit Pont de la Haye (Etobicoke Historical Society)



Figure 3: Primitive Methodist Chapel c. 1950 (Etobicoke Historical Society)



Figure 4: Claireville Community Hall (Etobicoke Historical Society)



Figure 5: Claireville General Store (Etobicoke Historical Society)

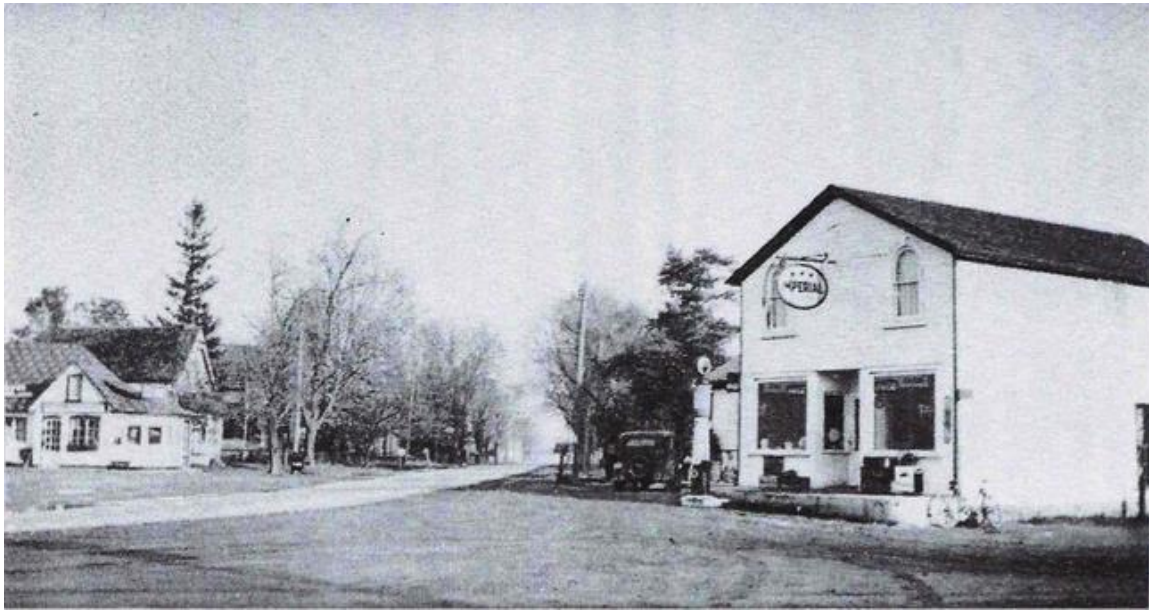


Figure 6: Albion Road (today known as Codlin Crescent) looking southwest (Etobicoke Historical Society)

3.4 Review of Historical Maps and Aerial Photos

The 1860 *Tremaine* map (Figure 8) and the 1877 *Illustrated Atlas of York County* (Figure 9) both show the Village of Claireville as a triangular shaped village on the western border of Etobicoke. The 1914-1915 and 1938 *NTS* maps note the presence of a number of homes, though the location of the village on the edge of the map obscures significant information about the composition of the village (Figure 10 and Figure 11). Aerial photography from the City of Toronto (Figure 12 to Figure 15) shows the small community of Claireville centred on Albion Road near Steeles Avenue West. By 1991, Albion Road was reoriented to its current layout, bypassing Claireville. At the same time, Steeles Avenue West was diverted to the north. As a result of these diversions, Codlin Crescent was created using the remnants of Albion Road and Steeles Avenue West (Figure 15) with a connection to Albion Road.

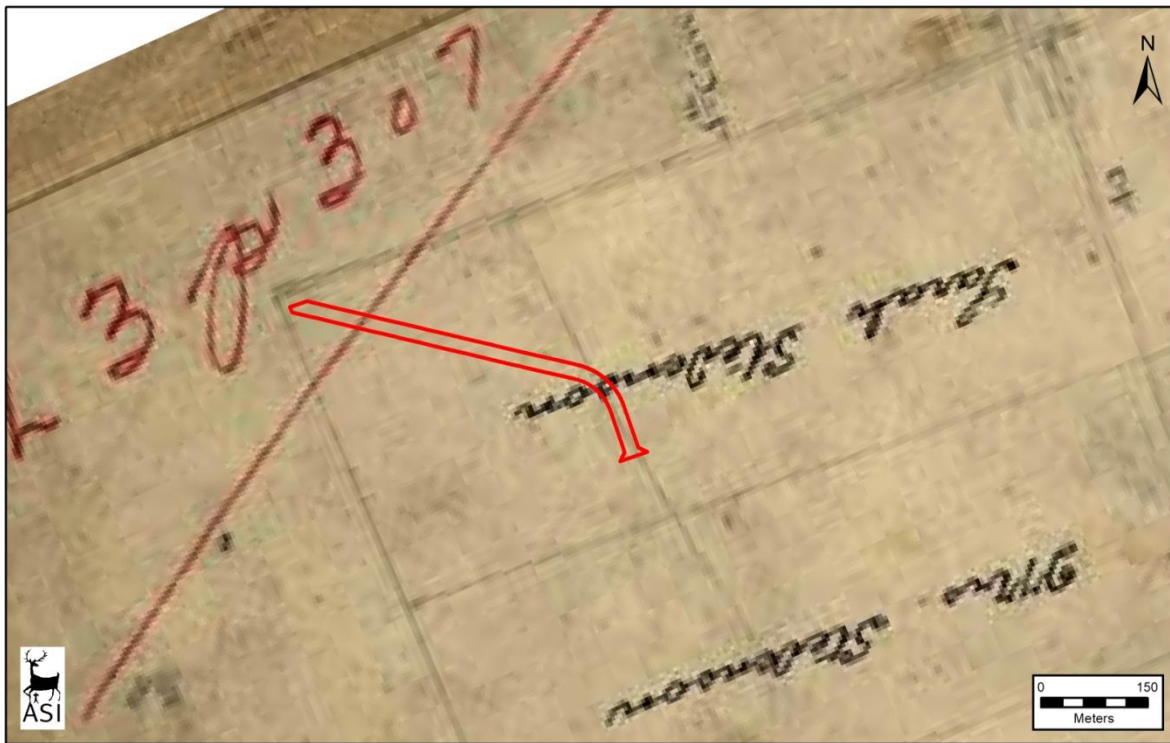


Figure 7: Crown Patent Map (Ontario Archives)

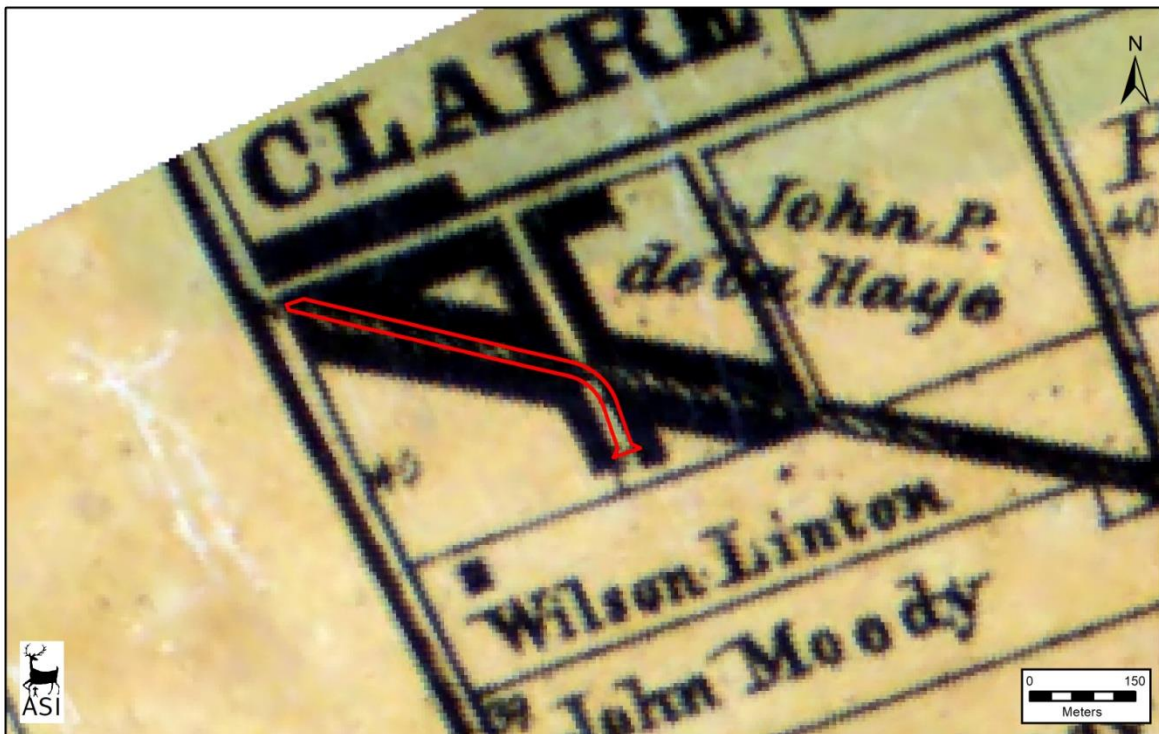


Figure 8: 1860 Tremaine Map of York (Tremaine 1860)



Figure 9: 1877 Illustrated County Atlas of York (Miles & Co)

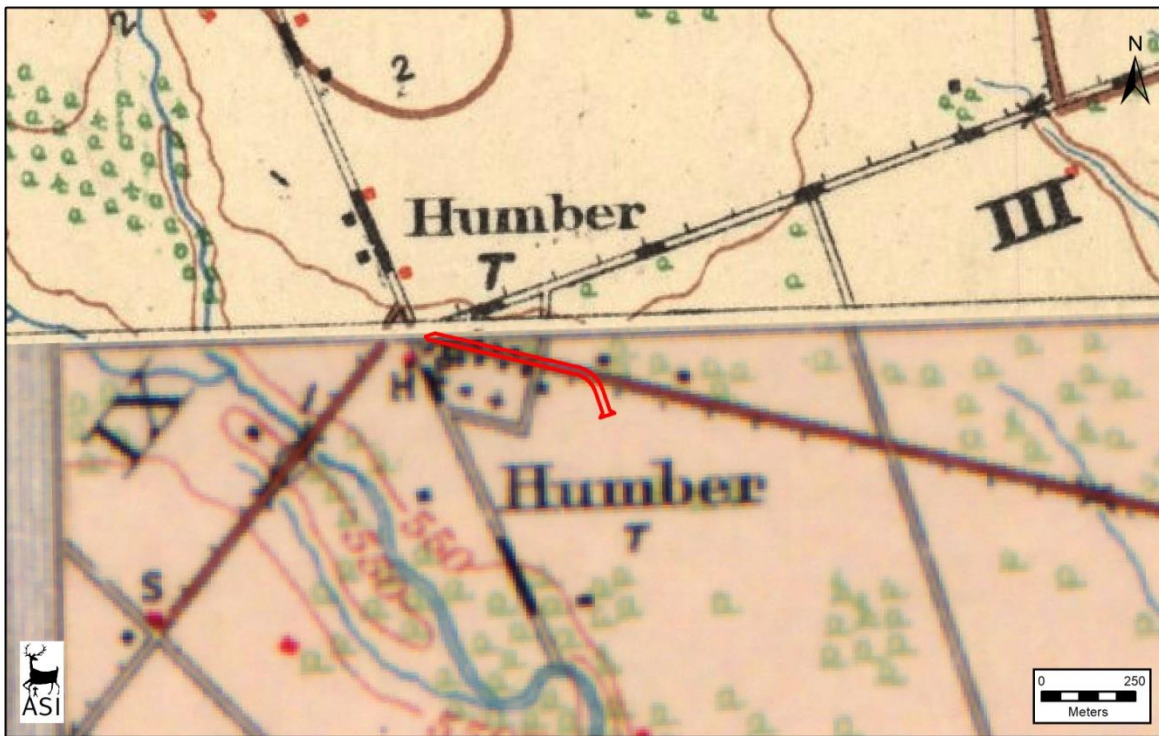


Figure 10: 1914-1915 National Topographic Survey (Department of Militia and Defence)

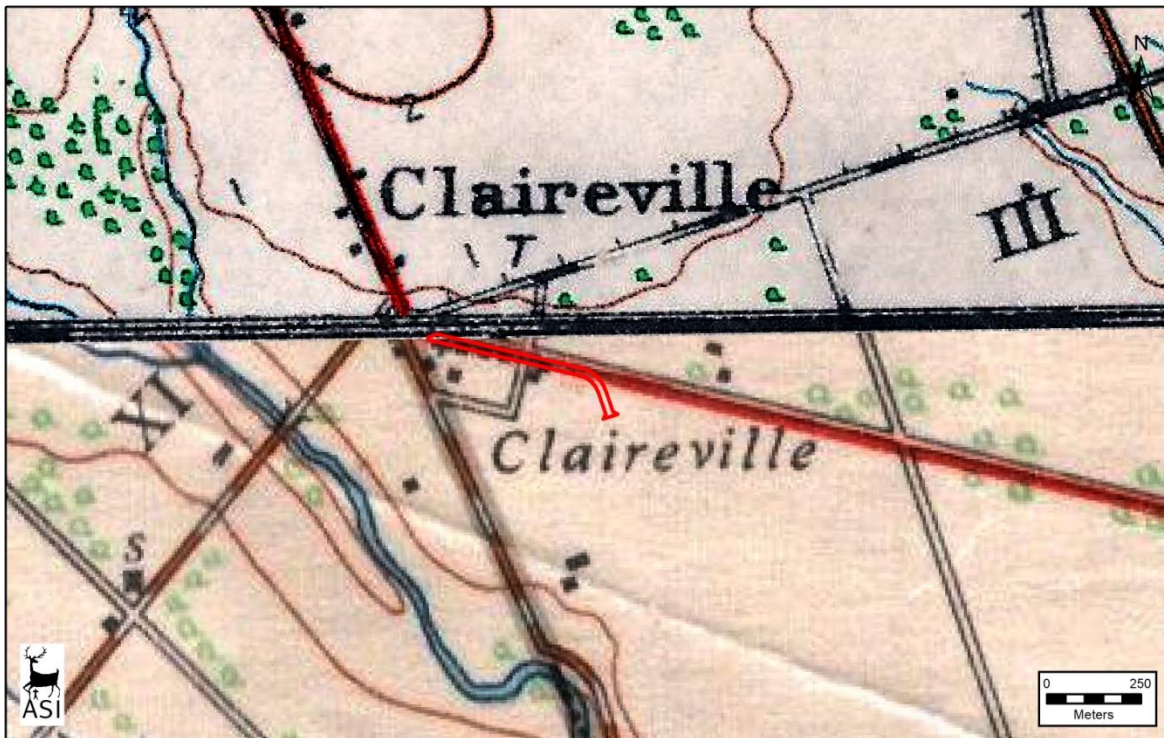


Figure 11: 1938 National Topographic Survey (Department of National Defence)

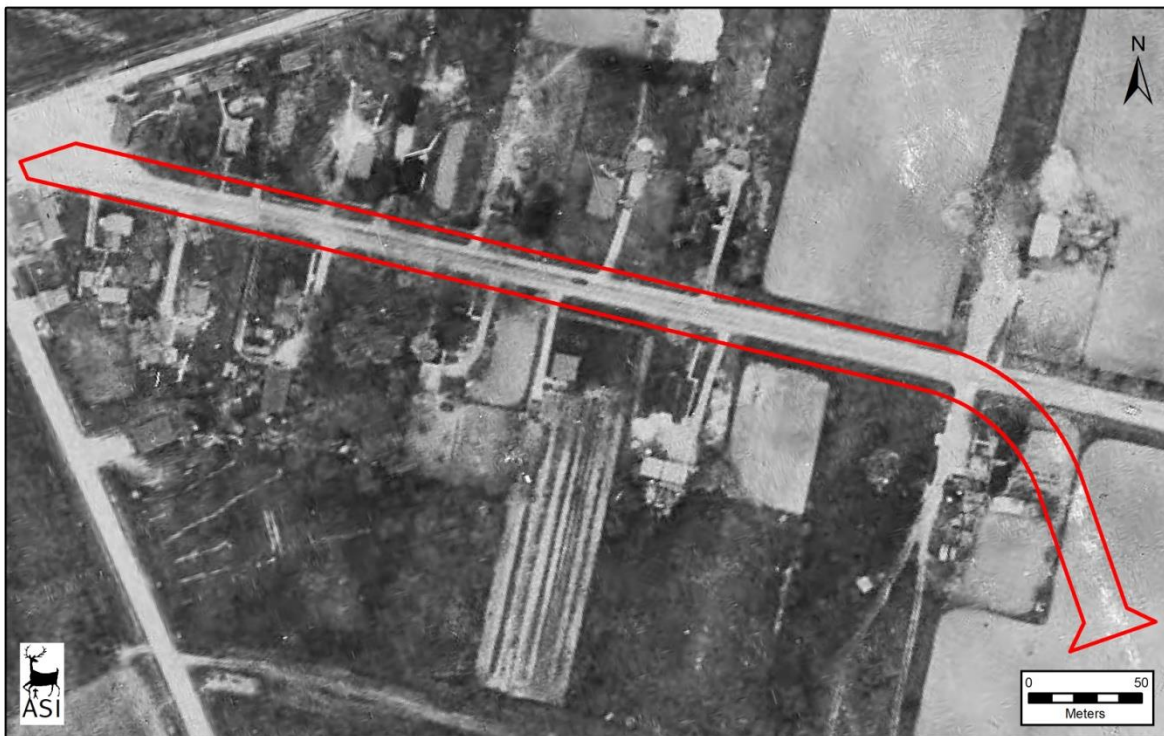


Figure 12: 1947 Aerial (City of Toronto)



Figure 13: 1960 Aerial (City of Toronto)

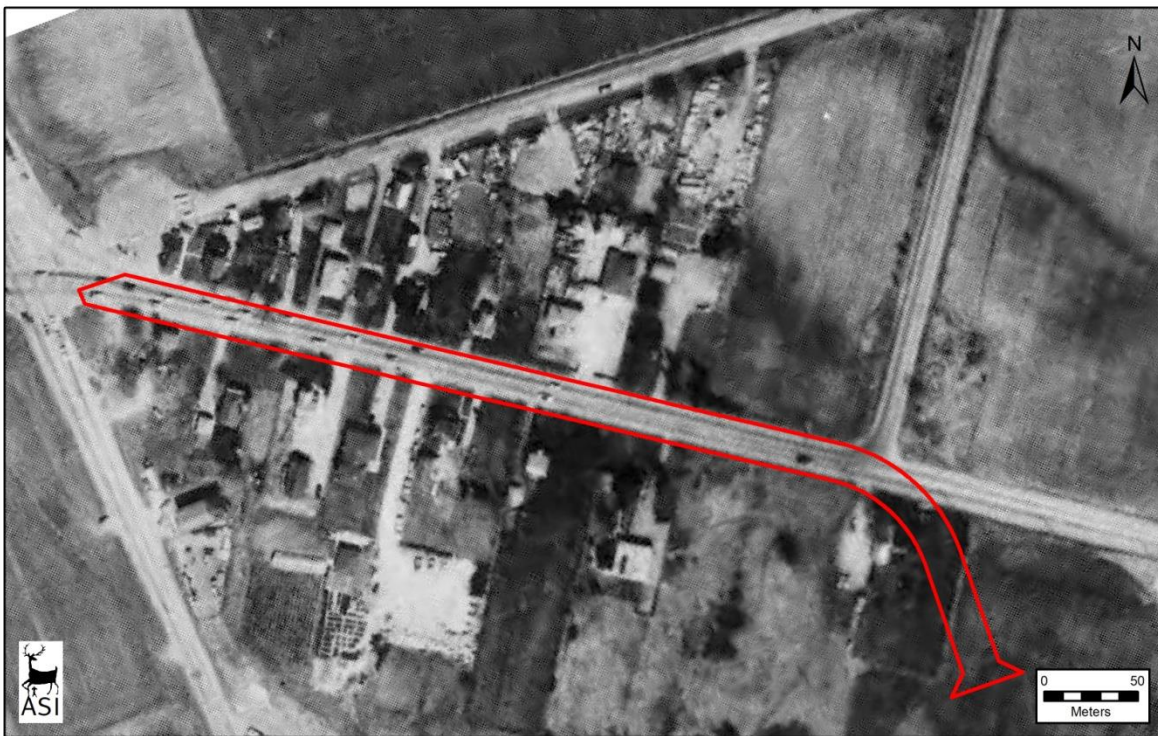


Figure 14: 1983 Aerial (City of Toronto)

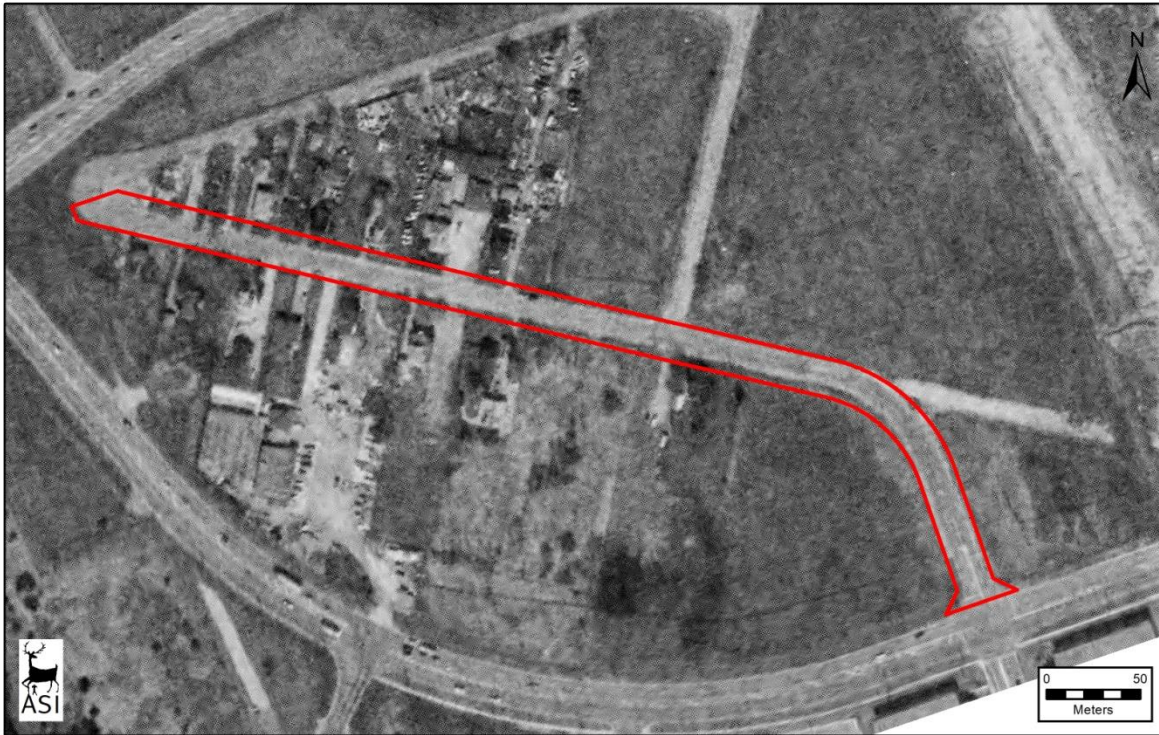


Figure 15: 1991 Aerial (City of Toronto)

4.0 EXISTING CONDITIONS

A field review was undertaken by John Sleath on October 31, 2017 to conduct a cultural heritage assessment of the resource and to collect data relevant for completing the CHER. The assessment was conducted from publicly-accessible areas, such as Codlin Crescent. Results of the field review and archival research were then utilized to describe the existing conditions of the area. Outputs of the photographic plates are provided in Appendix A.

The subject resource is located at the intersection of 407 ETR and Highway 427. Codlin Crescent is bounded by residential, industrial and commercial land on the north and south, by Highway 427 on the east, and by the intersection of Albion Street and Steeles Avenue West on the west. The resource and surrounding landscape have been altered due to the realignment and construction of various major transportation corridors, as well as the removal of a number of structures and landscape features to accommodate these changes.

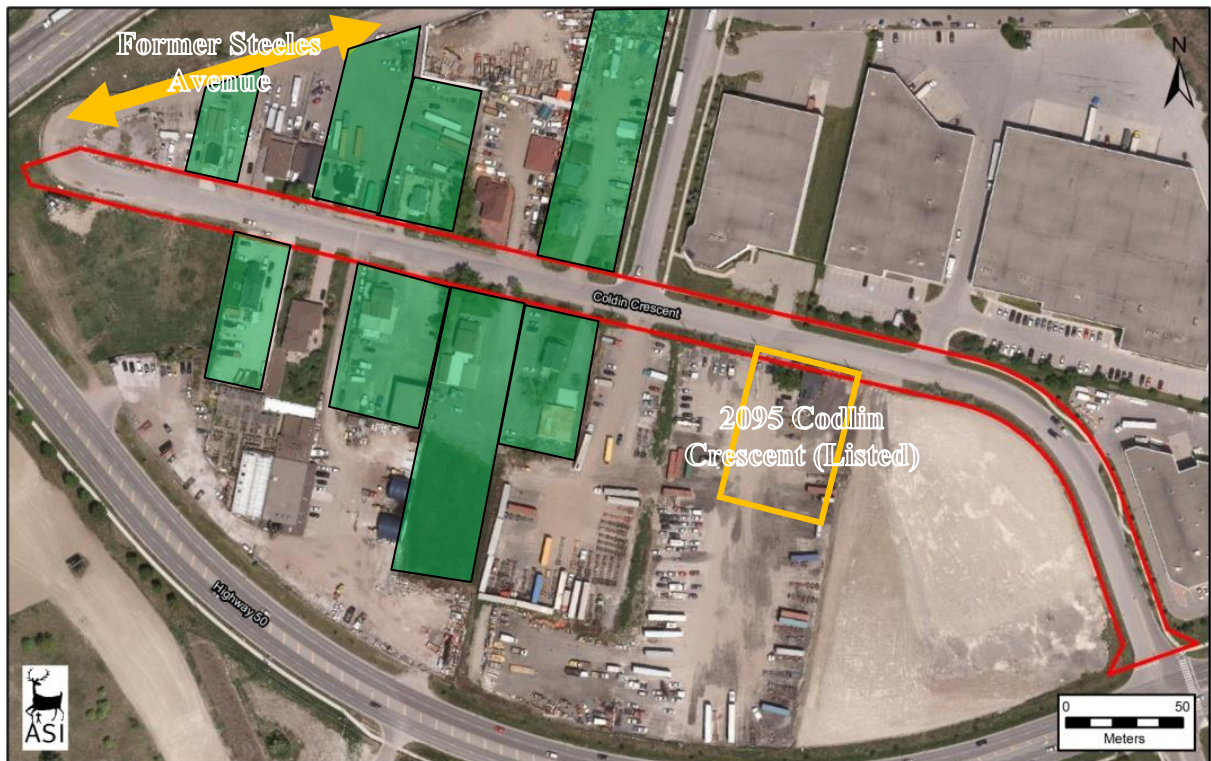


Figure 16: Aerial view of the subject property showing built heritage resources (resources recognized in the CHRA noted in green) and landscape features.

Source: Bing Maps © 2005

4.1. Context and Landscape Features

The subject property is located at the intersection of 407 ETR and Highway 427. The property is a former hamlet of Claireville consisting of Codlin Crescent, and is now enveloped in highway and industrial park. The property is bounded by residential, industrial and commercial land on the north and south, by Highway 427 on the east, and by the intersection of Albion Street and Steeles Avenue West on the west.

Codlin Crescent (Plates 1 to 9 in Appendix A) is accessed via a south intersection with Albion Road. Immediately upon entering Codlin Crescent, an empty lot that is used for parking industrial vehicles is located to the west, while commercial/industrial warehouses are located to the east. This portion of Codlin Crescent was built in 1990 and is lined with trees and a sidewalk on the east side of the road. Approximately 100 m north of the Codlin Crescent/Albion Road intersection, Codlin Crescent curves to the west to meet with the original Albion Road. As Codlin Crescent straightens and approaches Alcide Street, the industrial character of the area emerges, with parking for transport trucks and other vehicles covering much of the area. Interspersed within these parking lots are one-to-two-storey residential buildings with a range of building dates from the late-nineteenth century to the mid-twentieth century. The area contains nine buildings that were recognized in the CHRA as potentially contributing to the former hamlet of Claireville (see Figure 16). The area does not have a consistent architectural style, and any evidence of the hamlet's early commercial history has been removed from the landscape.

5.0 HERITAGE EVALUTION

Tables 1 and 2 contain the evaluation of Codlin Crescent and the historical settlement of Claireville against criteria as set out in Ontario Regulations 9/06 and 10/06 in the *Ontario Heritage Act*.

Table 1: Evaluation of Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	Codlin Crescent and the historical settlement of Claireville does not meet this criterion. While Codlin Crescent was an early example of a subdivided concession lot within Etobicoke Township, the integrity of the former community is no longer intact due to the number of buildings that have been removed to accommodate the realignment and addition of major transportation corridors and the evolution of the community into an industrial landscape. Codlin Crescent does not exhibit any particular elements of a rare, unique or representative example of a nineteenth--century community.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The subject resource does not meet this criterion. The community does not reflect a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The subject resource does not meet this criterion. The community does not reflect a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The subject resource meets this criterion. Codlin Crescent is associated with the historical settlement of Claireville, one of the earliest villages formed within Etobicoke Township. Furthermore, the community is associated with the Albion Plank Road, a plank toll road built between Weston and Bolton. A toll building was located within Claireville at 2095 Codlin Crescent.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The subject resource does not meet this criterion. Codlin Crescent does not yield or have the potential to yield information that would contribute to a greater understanding of the community.

Table 1: Evaluation of Codlin Crescent using Ontario Regulation 9/06

1. The property has design value or physical value because it :

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The subject resource does not meet this criterion. Codlin Crescent does not demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.
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3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The subject resource does not meet this criterion. The character of Codlin Crescent has evolved from its original status as a residential and agricultural community to an industrial area due to the encroachment of major transportation routes in the last half of the twentieth century. Due to this evolution and the loss of buildings over time, the integrity of the character of the area has been lost.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The subject resource does not meet this criterion. The character of Codlin Crescent has evolved from its original status as a residential and agricultural community to an industrial area due to the encroachment of major transportation routes in the last half of the twentieth century. Due to this evolution and the loss of buildings over time, the physical, functional, visual and historical link of the area has been lost.
iii. is a landmark.	No	The subject resource is not considered a landmark.

Table 2: Evaluation of Codlin Crescent using Ontario Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	No	The subject resource retains associations with themes of early township, rather than provincial themes of settlement and development.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	No	The subject resource does not yield or have the potential to yield information that would contribute to a greater understanding of Ontario's History.
iii. The property demonstrates an uncommon, rare or unique aspect of	No	The subject resource is not known to demonstrate an uncommon, rare or unique aspect of Ontario's cultural heritage.

Table 2: Evaluation of Codlin Crescent using Ontario Regulation 10/06

Ontario's cultural heritage;		
iv. The property is of aesthetic, visual or contextual importance to the province;	No	The subject resource is not known to demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	No	The subject resource is not known to illustrate any technical or scientific achievements which are of provincial significance.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use; and	No	The subject resource is not known to meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.		The subject resource is not known to have had any significant provincial associations.

Codlin Crescent and the historical settlement of Claireville met at least one of the criteria contained in Ontario Regulation 9/06 of the *Ontario Heritage Act*. The heritage significance of the property primarily resides in the historical associations of the area with the historical settlement of Claireville, one of the earliest settlements in the Township of Etobicoke.

The subject resource did not meet any of the criteria contained within Ontario Regulation 10/06 of the *Ontario Heritage Act*, and therefore does not retain provincial cultural heritage significance.



5.1. Statement of Cultural Heritage Value

Codlin Crescent contains historical associations with the historical settlement of Claireville.

Codlin Crescent is associated with the historical settlement of Claireville, one of the earliest villages formed within Etobicoke Township. The land was purchased in 1840 by John P. de la Haye (1799-1872), who was a native of St. Malo in the Bordeaux region of France. He immigrated to York, Upper Canada, in 1829, where he served as French master at Upper Canada College until 1852. In 1840, he purchased the land around Claireville and along with a nearby lot where he built an estate farm called “Les Ormeaux” or “the Elms.”

Around 1845, de la Haye built a hotel in the village that also served as a courthouse. In 1851, he subdivided part of his land, naming the streets after his children, and in 1853 the post office for this village was renamed Claireville in honour of his daughter, Claire. The village was advantageously situated on the Albion Plank Road (a toll road between Weston and Bolton), and eventually contained Primitive Methodist and Anglican chapels, and a Mennonite Gospel Hall. By 1860, Claireville contained a community hall which was later followed by a Temperance Lodge. Periodic fairs for the Toronto Agricultural Society were hosted by de la Haye, as well as fox hunts (Given 1973). At its peak in 1870, the village included a dentist, butcher, cabinet maker, undertaker, a second hotel, a shoemaker, a tailor, a wagon maker, a general store, a blacksmith, a steam gristmill, and a tollgate. While the area no longer retains the character of a nineteenth-century village, Codlin Crescent and the few remaining structures dating to the late nineteenth and early twentieth century, while not individually significant, as a whole contribute to the heritage significance of this historical settlement.

Character Defining Attributes

- The original alignment of Codlin Crescent (originally Albion Road)
- Remaining structures dating to the late nineteenth and early twentieth century, including 2095 Codlin Crescent known as the former toll house.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of archival research, a field review and heritage evaluation, Codlin Crescent and the historical settlement of Claireville was determined to retain local cultural heritage value following application of Ontario Regulation 9/06 of the *Ontario Heritage Act*. Application of Ontario Regulation 10/06 confirmed that the subject resource was not determined to be of provincial significance. Its local heritage significance revolves around its historical associations with the settlement of Claireville.

The following recommendations have been made based on the determined heritage values of the resource and should be used to inform the refined design for the technically-preferred route:

1. The development of a public commemoration or interpretation strategy should be considered as part of the new station design for this location. This strategy should be developed to commemorate the former settlement of Claireville.
2. Cultural heritage resources should be fully documented prior to removal. This report, along with the individual CHERs prepared for 2128, 2140, 2150, and 2158 Codlin Crescent as part of the 407 Transitway TPAP, provides sufficient documentation to serve this purpose.



3. This Cultural Heritage Evaluation Report (CHER) should be forwarded to municipal heritage staff at the City of Toronto (Heritage Preservation Services) for review and their files. When requested, the report can also be made available to government review agencies such as the Ministry of Tourism, Culture, and Sport (MTCS).



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APPENDIX A: PHOTOGRAPHIC PLATES

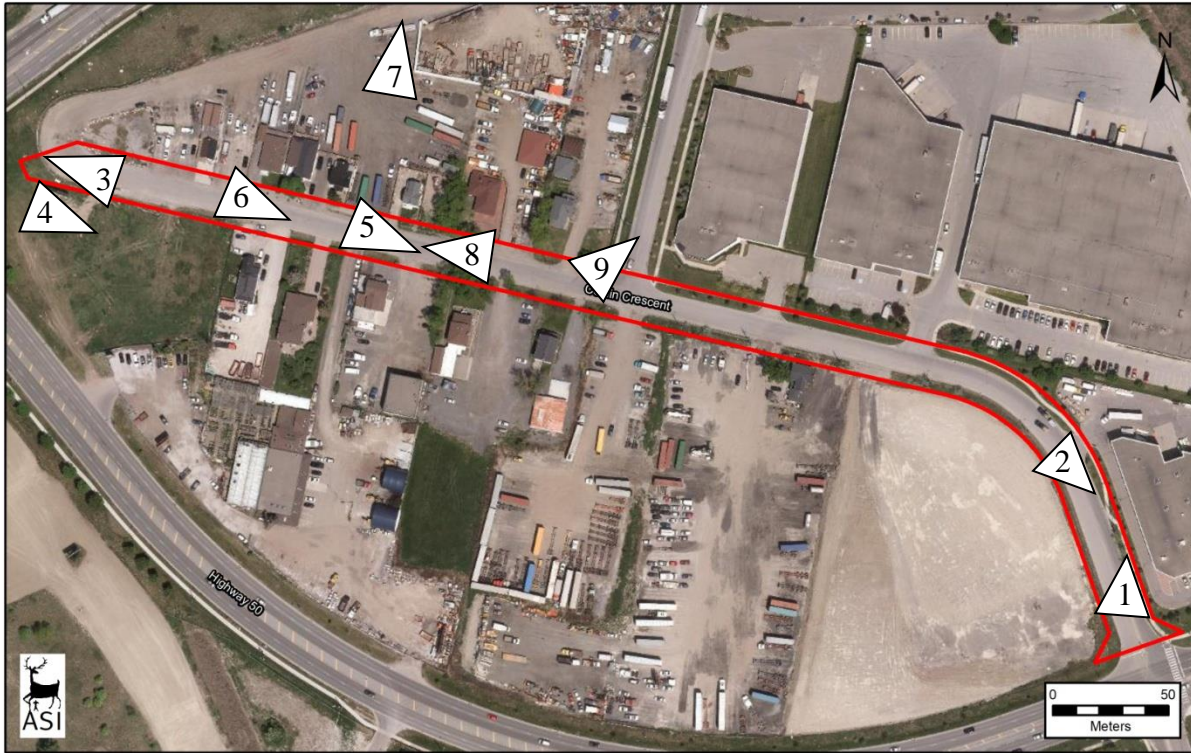




Plate 1: Intersection of
Codlin Crescent and
Albion Road



Plate 2: Codlin Crescent
where it curves to meet
the original orientation of
Albion Road



Plate 3: Codlin Crescent
looking east



Plate 4: View of Albion
Road and Steeles
Avenue West, where
Claireville would have
originally connected in
the northwest



Plate 5: Codlin Crescent
looking west



Plate 6: Codlin Crescent
looking west



Plate 7: Image of industrial parking lot



Plate 8: Codlin Crescent looking east



Plate 9: Codlin Crescent
looking south west