

Appendix F: Heritage Impact Assessment Report



407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD

MINISTRY OF TRANSPORTATION - CENTRAL REGION

HERITAGE IMPACT ASSESSMENT:

**8119 REESOR ROAD, CITY OF MARKHAM, AND
8042 REESOR ROAD, CITY OF MARKHAM
REGIONAL MUNICIPALITY OF YORK**

Prepared for:

LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel. 905-833-1244

ASI File: 15EA-080

July 2015 (Revised February 2016 and April 2016)



HERITAGE IMPACT ASSESSMENT:

8119 REESOR ROAD, CITY OF MARKHAM, AND 8042 REESOR ROAD, CITY OF MARKHAM REGIONAL MUNICIPALITY OF YORK

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited to prepare a Heritage Impact Assessment (HIA) of the properties at 8119 Reesor Road, on Part Lot 8 Concession 10 in Markham Township, and 8042 Reesor Road, on Part Lots 7 & 8 Concession 9 in Markham Township, now the City of Markham, Ontario. This HIA is part of the Highway 407 Transitway TPAP from East of Kennedy Road to East of Brock Road study. The subject properties are expected to be directly impacted by the proposed Donald Cousens Parkway/Reesor Road Station development. In addition, individual Cultural Heritage Evaluation Reports (CHERs) were prepared for each property as part of the Highway 407 Transitway TPAP from East of Kennedy Road to East of Brock Road study. The CHERs were completed by ASI in July 2015 and submitted to LGL Limited.

Based on the results of archival research, a field review and heritage evaluation, the properties at 8119 Reesor Road and 8042 Reesor Road were determined to retain cultural heritage value following a review of their respective heritage designation by-laws, and application of Regulation 9/06 of the *Ontario Heritage Act*. Application of Regulation 10/06 confirmed that the subject properties do not have provincial significance. Given that the subject properties were confirmed to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The subject cultural heritage resources located at 8119 Reesor Road and 8042 Reesor Road are currently owned by the Ministry of Economic Development, Employment, and Infrastructure/Research and Development (MEDEI), and are expected to be impacted by the Highway 407 Transitway from east of Kennedy Road to east of Brock Road. The following recommendations have been made based on the determined heritage values of the resource and should be used to inform preliminary for the technically-preferred alternative:

1. The proposed designs for the Donald Cousens Parkway/Reesor Road Station should be designed in a manner that preserves the cultural heritage resources at 8119 and 8042 Reesor Road in-situ, with no impacts to identified heritage attributes.
2. Where full preservation is not feasible, a plan for partial preservation/retention of the cultural heritage resources in situ should be developed. This would entail: developing a plan for stewardship and re-use; protection of vehicular access; protection during construction; and protection of context through the use of sympathetic landscaping techniques.
3. Finally, this report should be submitted to the following stakeholders for review and comment: George Duncan, Senior Heritage Planner at the City of Markham; Frank Dieterman, Manager of Heritage Projects at Infrastructure Ontario.



CULTURAL HERITAGE DIVISION

PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA Cultural Heritage Specialist Manager, Cultural Heritage Division
<i>Project Manager:</i>	Joel Konrad, PhD Cultural Heritage Specialist
<i>Cultural Heritage Specialist:</i>	Joel Konrad Lindsay Graves, MA Cultural Heritage Specialist
<i>Project Administration:</i>	Carol Bella, Hon. BA Research Archaeologist Administrative Assistant
<i>Report Preparation:</i>	Joel Konrad Lindsay Graves
<i>Graphics Preparation:</i>	Blake Williams, MLit Geomatics Specialist Joel Konrad Lindsay Graves
<i>Report Reviewer:</i>	Rebecca Sciarra, MA CAHP Cultural Heritage Specialist Manager, Business Development



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	ii
TABLE OF CONTENTS	iii
1.0 INTRODUCTION	1
2.0 CONTEXT AND METHODOLOGY	2
2.1 Provincial Policy Framework.....	2
2.2 Municipal Policy Framework.....	3
2.3 Cultural Heritage Glossary of Terms	4
2.4 Heritage Impact Assessment Report.....	4
2.5 Municipal Consultation	6
3.0 LAND USE HISTORY AND EXISTING CONDITIONS DESCRIPTION	6
3.1 INTRODUCTION	6
3.2 8119 REESOR ROAD.....	6
3.2.1 Land Use Summary for 8119 Reesor Road.....	7
3.2.2 Results of June 2015 Site investigations at 8119 Reesor Road	8
3.3 8042 REESOR ROAD.....	13
3.3.1 Land Use Summary for 8042 Reesor Road.....	13
3.3.2 Results of June 2015 Site investigations at 8042 Reesor Road	15
4.0 RESULTS OF HERITAGE EVALUATION AND STATEMENTS OF SIGNIFICANCE.....	20
4.1 Heritage Evaluation of 8119 Reesor Road.....	20
4.2 Statement of Cultural Heritage Value for 8119 Reesor Road	23
4.3 Heritage Evaluation of 8042 Reesor Road.....	24
4.4 Statement of Cultural Heritage Value for 8042 Reesor Road	27
5.0 CONSERVATION STRATEGY	28
5.1 Proposed Work	28
5.1.2 Impact Assessment	28
5.2 Conservation Strategy Objectives	30
6.0 CONSERVATION AND MITIGATION RECOMMENDATIONS	31
7.0 SOURCES.....	32
Appendix A: Heritage Designation By-laws.....	35
Appendix B: Conservation Principles.....	42
Appendix C: Graphics	46

LIST OF FIGURES

Figure 1: Location of 8119 and 8042 Reesor Road in the City of Markham, Regional Municipality of York	1
Figure 2: Study area located on 1860 mapping	8
Figure 3: Study area located on 1878 mapping	8
Figure 4: Study area located on 1917 mapping	8
Figure 5: Study area located on 1930 mapping	8
Figure 6: Study area located on 1954 mapping	8
Figure 7: Landscape context.....	12
Figure 8: Study area located on 1860 mapping.....	14
Figure 9: Study area located on 1878 mapping	14
Figure 10: Study area located on 1917 mapping	14
Figure 11: Study area located on 1917 mapping.....	14
Figure 12: Study area located on 1954 photography.	15
Figure 13: Study area located on 1994 mapping.....	15
Figure 14: Landscape context.....	19
Figure 15: Proposed Designs for Donald Cousens/Reesor Road Station	47

LIST OF TABLES



Table 1: Evaluation of 8119 Reesor Road using *Ontario Heritage Act* Regulation 9/06..... 20

Table 2: Evaluation of 8119 Reesor Road using *Ontario Heritage Act* Regulation 10/06..... 22

Table 3: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 9/06 24

Table 4: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 10/06..... 26

Table 5: Evaluation of the Potential Impacts on the Cultural Heritage Resource and Identified Heritage
Attributes 29



1.0 INTRODUCTION

ASI was contracted by LGL Limited to prepare a Heritage Impact Assessment (HIA) of the properties at 8119 Reesor Road, on Part Lot 8 Concession 10 in Markham Township, and 8042 Reesor Road, on Part Lots 7 & 8 Concession 9 in Markham Township, now the City of Markham, Ontario (Figure 1). This HIA is part of the Highway 407 Transitway TPAP from East of Kennedy Road to East of Brock Road study. The subject properties are expected to be directly impacted by the proposed Donald Cousens Parkway/Reesor Road Station development. In addition, individual Cultural Heritage Evaluation Reports (CHERs) were prepared for each property as part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from East of Kennedy Road to East of Brock Road study. The CHERs were completed by ASI in July 2015 and submitted to LGL Limited.

8119 and 8042 Reesor Road are located south of Highway 407, and each contain historic farm complexes and agricultural landscapes. Both properties are currently under the ownership of MEDEI and tenanted. In addition, both properties are designated under Part IV of the *Ontario Heritage Act*, as defined City of Markham By-law 222-2000 and 2004-42 (Appendix A).

This research was conducted under the project direction of Annie Veilleux, Manager of the Cultural Heritage Division, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010).

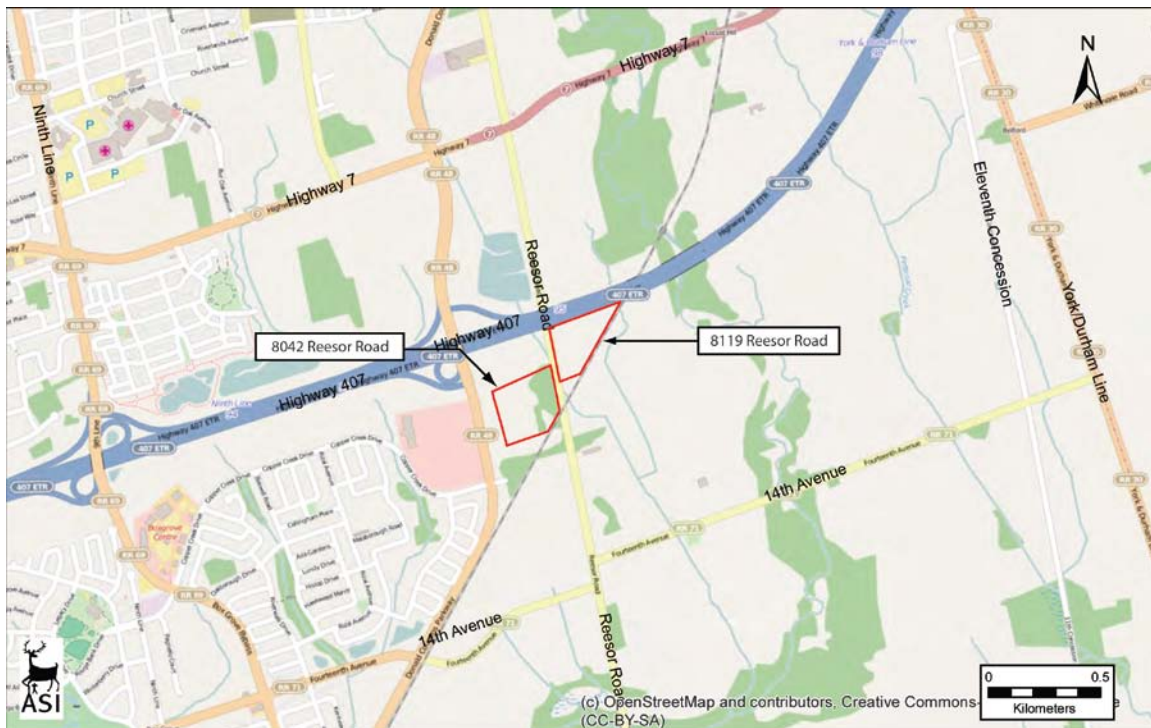


Figure 1: Location of 8119 and 8042 Reesor Road in the City of Markham, Regional Municipality of York
Base Map: (c) Open Street Map contributors, Creative Commons (CC-BY-SA)

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)
- *Transit Project Assessment Process* [TPAP] (Ontario Environmental Assessment Act, Reg. 231/08).

2.2 Municipal Policy Framework

The City of Markham's *Official Plan* (OP) (2014) includes provisions for the protection and conservation of their heritage properties. The following excerpts from the City of Markham OP are applicable to this assessment:

- 4.5.3.1** **To protect and conserve** *cultural heritage resources* generally in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Venice Charter, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing *cultural heritage attributes* and features as opposed to removal or replacement will be the core principle for all conservation projects.
- 4.5.3.5** **To require**, where considered appropriate, the preparation of a *heritage impact assessment* or a *heritage conservation plan*, prepared by a qualified heritage conservation professional, for any proposed alteration, construction or development involving, adjacent to or in the immediate vicinity of a property on the *Register of Property of Cultural Heritage Value or Interest* to ensure that there will be no adverse impacts caused to the resource or its *heritage attributes*.
- 4.5.3.15** **To prevent** the demolition of properties of *significant cultural heritage resources* as listed in the *Register of Property of Cultural Heritage Value or Interest* by:
- encouraging the conservation, and where appropriate, the restoration of these properties; and
 - developing minimum standards for the maintenance of *heritage attributes* in a heritage property standards by-law.
- 4.5.3.16** **That** any proposal or permit to alter or demolish an individually designated property and any property within a *heritage conservation district* will be subject to the approval requirements of the Ontario Heritage Act in addition to Markham's municipal permit requirements.
- 4.5.3.17** **To require**, where a *significant cultural heritage resource* is to be unavoidably lost or demolished, the proponent to undertake, where appropriate, one or more of the following mitigation measures, at the expense of the proponent prior to demolition:
- documentation of the features that will be lost in the form of a photographic record and/or measured drawings;
 - advertising the availability of the resource for salvage or relocation;
 - preservation and display of components or fragments of the former resource's features or landscaping;
 - marking the traces of former locations, shapes and circulation lines; and
 - displaying graphic and textual descriptions of the site's history and former use, buildings and structures.

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 may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the <i>Ontario Heritage Act</i> ; villages, parks, gardens, battlefields, main streets, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site) (<i>Provincial Policy Statement</i> , MMAH 2014).
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 Heritage Impact Assessment Report

The scope of a Heritage Impact Assessment Report is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5. Sections 3 and 4 of this report contain



excerpts and summaries of the land use history, existing conditions, and heritage evaluation as contained in the property-specific CHERs completed for 8119 and 8042 Reesor Road by ASI in July 2015.

A heritage impact assessment report provides an assessment of potential adverse effects associated with the proposed undertaking on identified cultural heritage resources. The proposed undertaking has the potential to affect cultural heritage resources in a variety of ways: resources may experience displacement (i.e., removal), if they are located within the project footprint; they may also be indirectly impacted through disruption by the introduction of physical, visual, audible, or atmospheric elements that are not in keeping with their character and/or setting. As such, appropriate mitigation measures for the undertaking need to be considered. Where any identified, above ground, cultural heritage resources may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a property-specific documentation report, or employing suitable measures such as landscaping, buffering, or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (November 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

2.5 Municipal Consultation

The City of Markham is located in the Regional Municipality of York, Ontario. A search of publically accessible heritage inventories, including the City of Markham's *Register of Property of Cultural Heritage Value or Interest*, the Ontario Heritage Properties Database, and the Canadian Register of Historic Places, revealed that both 8119 Reesor Road and 8042 Reesor Road are individually designated under Part IV of the *Ontario Heritage Act*. Heritage planning staff at the City of Markham was consulted and -municipal files and research on this property was viewed at city offices. A copy of the heritage designation by-laws for each respective property is located in Appendix A of this report.

3.0 LAND USE HISTORY AND EXISTING CONDITIONS DESCRIPTION

3.1 INTRODUCTION

The land within Township of Markham was first settled by German families from New York State, who arrived around 1790, before the township had been surveyed. At this time, York was just a hamlet and Yonge Street did not exist, although its line had been established. As more settlers began to arrive, Governor Simcoe encouraged United Empire Loyalists to take up land alongside English immigrants who also came in increasing numbers. The Township of Markham was then partially surveyed in 1794, being the third in the county to be marked, Yonge Street became the base of the township and each concession, of which there were ten, contained 35 lots, making the Township an almost perfect square (City of Markham 2014).

Markham's many rivers and tributaries soon supported water-powered mills, and a number of historic communities were established around these sites. Such hamlets include German Mills, Almira, Buttonville, Cedar Grove and Unionville. By 1857, the lumber industry had managed to clear most of the township of trees and the land was then under cultivation. Improved transportation routes such as Yonge Street and increased populations led to the expansion of such villages as Markham, Thornhill and Unionville, and the establishment of more specialized industries, such as tanneries, wagon works, and furniture factories (City of Markham 2014).

The arrival of the Toronto and Nipissing Railway in 1871, with stations in Unionville and Markham, brought additional growth and prosperity to the township. The Village of Markham itself, which was incorporated in 1873, had a population of 1,100 in 1891 (City of Markham 2014). Increased contact with Toronto brought about by the rail line and other transportation and communication improvements however, diminished the industrial role of the villages within the Township of Markham by the turn of the century. The township returned to its agricultural roots and relied on such industries until after World War II (City of Markham 2014).

Rapid population growth and an influx of immigrants saw the establishment of the Municipality of York by the Province of Ontario, and the incorporation of the Town of Markham in 1971. On July 1, 2012 the Town of Markham was re-designated as the City of Markham (CBC News 2012).

3.2 8119 REESOR ROAD

The property at 8119 Reesor Road is located on Part of Lot 8, Concession 10 within the Township of Markham, Ontario. As of June 2015 the property was occupied by a tenant family who are renting the



property from MEDEI. It is located on the east side of Reesor Road in the City of Markham and features a one-and-a-half-storey frame house, a large barn, a garage, and remnant agricultural fields. The original 60 acre farm has been disrupted by a few developments, including the construction of a railway line in the 1880s, built diagonally across the original farm and now forming the south and east limits of the property. Highway 407 opened in 1997 and forms the northern limits of the property.

3.2.1 Land Use Summary for 8119 Reesor Road

The subject farm at 8119 Reesor Road is located on part of Lot 8 Concession 10 which was acquired from the Crown in 1803 by John McBeath. The 200 acre lot was subsequently purchased by John Harley in 1820, then Ira White in 1831, and Francis Major in 1853. It was subdivided at this time into two parts, with 60 acres purchased by John Laughlin and the remainder by James Tran. The subject farm is located on the 60 acre Laughlin farm. Ten years later, Laughlin sold the property to William Harding. From 1864 until 1893, he rented the property to his daughter and son-in-law, Mary and James Riddle. The property was transferred to Mary Riddle in 1893, and farmed by the Riddle family until 1931. It was subsequently sold to the Armstrong family, who owned the property until 1973, at which time it was purchased by the Province of Ontario.

The 1837 *Toronto & Home District Directory* is the earliest record available confirming the occupants of Lot 8 Concession 10. It identifies William Johnson as the sole occupant at that time. William Johnson appears to have occupied this property as a tenant farmer, and later came to own and occupy a farm across the road on Lot 8, Concession 9. Ira White is listed on the lot according to the 1846-47 *Brown's Directory of Toronto City and the Home District*. By 1851, three different households and tenants were identified as living on the subject lot.

The first references to the subject farmhouse is made on 1860 mapping and the 1861 Census Returns, which indicates that John Laughlin was living in a frame house on the 60 acre property he had acquired in 1853. It is not known if the frame house listed in the 1861 census refers to the former frame house occupied by the Boyd family in 1851, or if it is a new frame dwelling constructed by Laughlin sometime after 1853. It is also recorded in the 1861 agricultural census that 59 of 60 acres had been cleared by this time, indicating that the property had been occupied for some time.

According to the *Designation Report for the William Harding House at 8119 Reesor Road*, prepared by City of Markham heritage staff, the house was built c.1853. However, this claim is based on an estimate provided by the Regional Assessment Office.

Available historic maps show the location of the farmhouse, name of the lot owner/occupant, indicate surrounding features, farms and villages, and illustrate the agricultural legacy of this property (Figures 2-6).

Unfortunately, historical photographs or plans of the farmhouse and outbuildings at 8119 Reesor Road were not located while completing archival research at the York Region Land Registry, Archives of Ontario, Markham Museum and Archives, and the City of Markham.

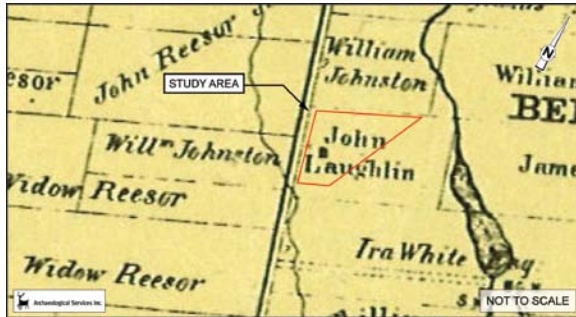


Figure 2: Study area located on 1860 mapping
Base Map: *Tremaine's Map of the County of York*

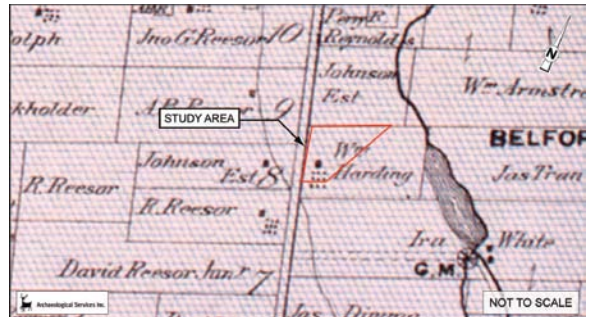


Figure 3: Study area located on 1878 mapping
Base Map: *Illustrated Historical Atlas of York County*



Figure 4: Study area located on 1917 mapping
Base Map: *Department of Militia and Defence 1914 (rev 1917)*

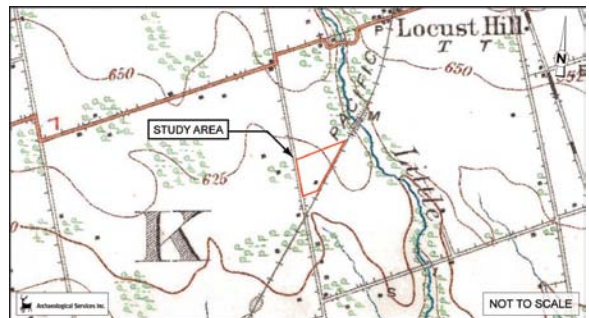


Figure 5: Study area located on 1930 mapping
Base Map: *Department of Militia and Defence 1914 (rev 1930)*



Figure 6: Study area located on 1954 mapping
Base Map: *Hunting Survey Corporation Limited Plate 435.802, 1954*

3.2.2 Results of June 2015 Site investigations at 8119 Reesor Road

A field review was undertaken by ASI on 24 June 2015 to conduct photographic documentation of the property and to collect data relevant for completing a heritage evaluation. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following is a summary of the existing conditions of 8119 Reesor Road, which is described more fully in the Cultural Heritage Evaluation Report prepared by ASI for this property (ASI 2015).

The property at 8119 Reesor Road in the City of Markham is located on the east side of Reesor Road. The property is bounded by Highway 407 to the north, Reesor Road to the west, a small residential property to

the south, and the Canadian Pacific Railway alignment which cuts diagonally across the original lot and constitutes the eastern limits of the subject property, forming a triangular property footprint. The built structures on the property include a nineteenth-century farmhouse, barn, and garage/workshop (Figure 7). The fields surrounding the farmhouse and outbuildings are no longer under cultivation. An automotive repair shop currently operates out of the property.

Farmhouse (exterior) (Plate 1):

- One-and-a-half storey scale;
- T-shaped plan, built in three sections that all appear to date to the nineteenth century: the one-and-a-half storey front rectangular portion on stone foundations; the one-and-a-half storey tail on stone foundations; and the one-storey rear addition on (new) concrete footings;
- Gable roof with asphalt shingles, and wood soffits and fascia;
- An internally-bracketed chimney with decorative corbelled top and combination of buff and red brick is located on the east elevation of the rear tail of the house;
- Clad in vertical tongue-and-groove wooden boards;
- Original fenestration, original two-over-two pane double hung sash windows in the upper storey on the front and north elevations (front section of house). Remainder of windows have been replaced with new glass and frames;
- Original points-of-entry, with new doors; and,
- Vernacular style with Gothic Revival features, including:
 - o Three –bay front facade;
 - o Central gable dormer;
 - o Verandah with hipped roof and decorative brackets.

Farmhouse (interior):

- Investigation of the interior were limited given that it is currently occupied by a family;
- Interior has been modified through: the relocation of the staircase from the main floor to the second floor; removal of wall between the living room and kitchen; remodelling of the kitchen; new flooring on the main floor;
- Noted interior features include: the wood slatted ceiling in the kitchen; high baseboards with double lip in the front rooms; an older four-panelled wooden door to the bedroom and to the bathroom with modern hardware; and the moulded door and window casings with corner rosette blocks located in the front part of the house;
- The second floor features three bedrooms towards the front of the house, and a smaller fourth bedroom and a landing or open area at the back. Original wooden floorboards are evident at the rear of the house and in the hallway linking the three bedrooms; and
- The basement is located under the middle section of the house and likely served as a root cellar originally. It features: exposed stone foundations; dirt floor; and wood framing which was barely visible as it was concealed behind insulation ductwork.

Outbuildings:

- The first of two outbuildings is the c.1890s gambrel roof barn (Plate 2) with rectangular footprint, vertical barn boards, poured concrete foundations, and a ramp to the threshing floor of the barn on the north side; and
- The second of two outbuildings is a small, rectangular, single-storey, frame garage (Plate 3) that features a gable roof, wooden clapboarding, and currently serves as an automotive repair workshop.

Landscape:

- Flat agricultural landscape;

- Former farm complex set back from the road (Plate 4);
- Wooden fence around the south and west sides of a former work yard south of the barn, now containing spare vehicles and vehicle parts;
- Buildings arranged with farmhouse to the south, outbuildings to the north, a typical arrangement of an Ontario farmstead as the outbuildings also served as a windbreak for the house;
- Intact circulation routes linking the buildings to the road, and the buildings to the former fields to the east of the farm complex; and
- Vegetation on the property includes: decorative plantings along the driveway; trees planted to screen the highway from the property; windbreaks that screen the farmhouse from the road and outbuildings; and trees that have naturally grown along the rail line, effectively screening it from the subject property.



Plate 1: Front (west) elevation of 8119 Reesor Road.



Plate 2: South elevation of barn at 8119 Reesor Road.



Plate 3: South elevation of garage at 8119 Reesor Road.



Plate 4: View looking north showing relationship between Reesor Road (far left) and farmstead at 8119 Reesor Road (right).



3.3 8042 REESOR ROAD

The property at 8042 Reesor Road is located on Part of Lots 7 and 8, Concession 9 within the Township of Markham, Ontario. It is located on the west side of Reesor Road in the City of Markham and features a one-and-a-half-storey frame house, a large barn, granary featuring nine silos, and two outbuildings. The original farm has been disrupted by a few developments, including the construction of a railway line in the 1880s, built diagonally across the original farm and now forming the south limits of the property.

3.3.1 Land Use Summary for 8042 Reesor Road

The subject farm at 8042 Reesor Road was originally part of a Clergy Reserve and leased to Christopher Reesor, a member of the Reesor family that settled in the east part of Markham Township in the early 1800s. In the 1820s, Christopher Reesor (son of Abraham and Anna Reesor, and grandson of Christian and Fanny Reesor) built his homestead on Lot 7 Concession 9, located directly south of the study area. Christopher, and later his widow Margaret, farmed approximately 275 acres in the vicinity during the early and mid- nineteenth century. In 1867, his son, Captain Robert Reesor, built a white frame house on the family estate on Lot 8, Concession 9 East. He purchased the property from the Crown a decade later, in 1876. His younger brother, David Reesor, would later assume ownership and operations of the family farm on Lot 7.

The 1867 construction date of the Captain Robert Reesor House is first mentioned in the 1950 family genealogy book: *The Reesor Family in Canada. A Trail through the Centuries*. This exact date is not substantiated by any primary sources, although census records demonstrate that a house was established on Lot 8 Concession 9 between 1861 and 1871.

Additional information about Captain Robert Reesor was obtained from his obituary (Newmarket Era and Express, 25 Jan 1945) and a short biography included in *The Reesor Family in Canada. A Trail through the Centuries* (Reesor Family Reunion Genealogical Committee 1950:134). According to these sources, Robert Reesor was born in 1842 in Cedar Grove, Markham Twp, and died in 1945 in Cedar Grove. He was a sergeant in the Markham 12th York Rangers until being commissioned in 1871. He received military training in 1871-1872 at Toronto and Kingston Military Schools and was promoted to the rank of Captain in the 12th York Rangers. He was called for duty towards the end of the Fenian Raids (1866 – 1871). He retired from the military in 1882.

In the early 1880s, prior to the building of the Canadian Pacific Railroad, he and his brother David acquired large amounts of land in southern Manitoba, near the present town of Pilot Mound. They imported thoroughbred livestock from Britain, driving them overland from the steamship dock at Pembina, North Dakota on the Red River. While out west, Captain Robert Reesor became Warden of Louise County in southern Manitoba, organized the first Agricultural Fair in the Pilot Mound area, became a director of the Emerson and Turtle Mountain Railroad, and served as Justice of the Peace. He returned to his family farm and white frame house in the late 1880s, married Sarah Jane Barr in 1889, and went on to raise a family on the farm he had established a few decades earlier. During these years he became involved in the agricultural affairs of the community, serving as President of the Markham Agricultural Society and supporting agricultural projects. It is interesting to note that remnants of his cattle driving days out west can be seen in the 1891 Census Returns, where he is recorded as owning a herd of 50 cattle. Captain Robert Reesor and Sarah Jane lived on the subject farm until their passing in 1945 and 1946, respectively.



Robert and Sarah Jane Reesor's children sold the subject property to Frank 'Ashmore' Reesor and his wife in 1958. According to genealogical records, Frank Ashmore Reesor is not directly related to Captain Robert Reesor. However, they are both descendants of Christian Reesor (1747 – 1806) of Franklin County, Pennsylvania, and Fanny Reiff, who settled in Markham Township in 1806. Christian and Fanny had six children, two daughters and four sons. Frank Ashmore Reesor descended from Christian Reesor's second son, John Reesor (1784 – 1874), while Captain Robert Reesor descended from Christian Reesor's third son, Abraham Reesor (1790 – 1831) (Reesor Family Reunion Genealogy Committee 1950).

The is now owned by MEDEI, purchased in 1974.

According to the *Designation Report for the William Harding House at 8119 Reesor Road*, prepared by City of Markham heritage staff, the house was built c.1853. However, this claim is based on an estimate provided by the Regional Assessment Office.

Available historic maps show the location of the farmhouse, name of the lot owner/occupant, indicate surrounding features, farms and villages, and illustrate the agricultural legacy of this property (Figures 8-13).

Unfortunately, no historical photographs of the house could be located while completing archival research at the York Region Land Registry, Archives of Ontario, Markham Museum and Archives, and the City of Markham.

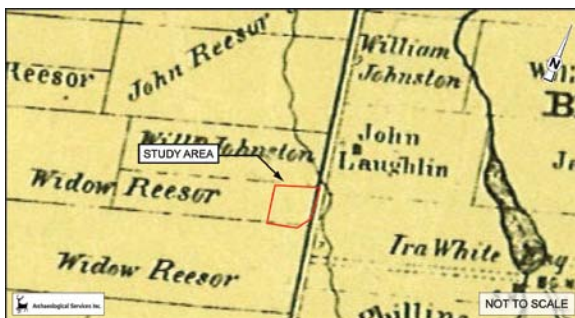


Figure 8: Study area located on 1860 mapping
Base Map: *Tremain's Map of the County of York, 1877*

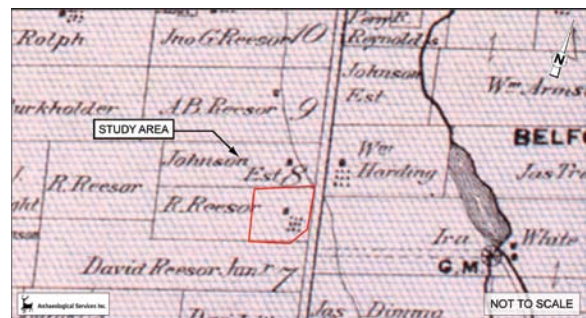


Figure 9: Study area located on 1878 mapping
Base Map: *Historical Atlas of the County of York, 1878*

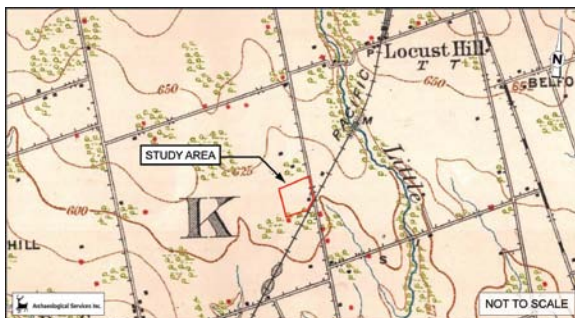


Figure 10: Study area located on 1917 mapping
Base Map: NTS 30 M/15



Figure 11: Study area located on 1917 mapping
Base Map: NTS 30 M/15



Figure 12: Study area located on 1954 photography.
Base Map: *Hunting Survey Corporation Limited*

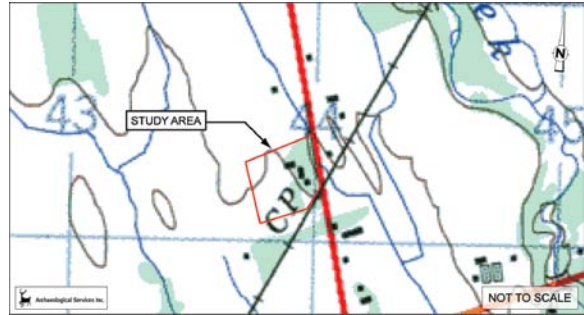


Figure 13: Study area located on 1994 mapping.
Base Map: NTS 30 M/15

3.3.2 Results of June 2015 Site investigations at 8042 Reesor Road

A field review was undertaken by ASI on 25 June 2015 to conduct photographic documentation of the property and to collect data relevant for completing a heritage evaluation. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following is a summary of the existing conditions of 8042 Reesor Road, which is described more fully in the Cultural Heritage Evaluation Report prepared by ASI for this property (ASI 2015).

The subject property at 8042 Reesor Road in the City of Markham is located on the west side of Reesor Road. The property is bounded by vacant land to the north, commercial development to the west, the original Ontario and Quebec Railway alignment, currently maintained by the Canadian Pacific Railway (CPR), to the south, and Reesor Road to the east. The subject property is currently used as a residential/agricultural property and contains an Ontario gothic residence built in 1867 with fieldstone foundations, gabled roof with single, central dormer, and board-and-batten siding. In addition, the property features multiple outbuildings, including a barn, multiple granary silos, work areas, pasture, and smaller outbuildings. The following provides a description of the subject property and is organized to respond to the scope of site research and analysis provided in the MTO's *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (MTO 2007).

Farmhouse (Exterior):

- Fieldstone foundations;
- One-and-a-half storey scale;
- Classical door surround on the façade, with associated wood trim, sidelights, and transom lights;
- Board-and-batten cladding;
- Original gable roofline with wood soffits, fascia, and associated mouldings;
- Brick chimney;
- Original fenestration and sash windows with associated wood trim; and
- Original points of egress.

Farmhouse (Interior):

- Original door moulding on the first and second floor of the original structure;
- Original doors and hardware;
- Original baseboards;
- Pine flooring beneath carpeting on the first floor, as visible from the basement;
- Original hewn beams and joists; and
- Stone foundations.

Outbuildings:

- Expanded late-nineteenth/early twentieth century barn with partial fieldstone foundations;
- Mid-twentieth century granary with corrugated metal silos; and
- Early twentieth-century stave silo.

Landscape:

- Historic and physical relationship with historic Reesor Road roadscape;
- Relationship with CPR line along the southern border of the property; and
- Spatial and visual association with neighbouring historic fields and residences.



Plate 1: Front (east) elevation of 80429 Reesor Road.



Plate 2: South elevation of barn at 8042 Reesor Road.



Plate 3: South elevation stave silo and representative modern corrugated metal silo, part of the granary complex at 8042 Reesor Road.



Plate 4: View east toward the farm complex (left) and the residence at 8042 Reesor Road.

Heritage Impact Assessment
8119 Reesor Road and 8042 Reesor Road, City of Markham, Regional Municipality of York, Ontario



3.4 Results of Additional Archival Research

No additional archival research was deemed necessary for this report.

4.0 RESULTS OF HERITAGE EVALUATION AND STATEMENTS OF SIGNIFICANCE

4.1 Heritage Evaluation of 8119 Reesor Road

Tables 1 and 2 contain the evaluation of the property located at 8119 Reesor Road against criteria as set out in *Ontario Heritage Act* Regulation 9/06 and Regulation 10/06.

Table 1: Evaluation of 8119 Reesor Road using *Ontario Heritage Act* Regulation 9/06

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

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	<p>The subject property is an example of an evolved agricultural landscape settled in the early-nineteenth century. However, the property ceased agricultural functions towards the end of the twentieth century, and certainly by 1997 when Highway 407 was constructed across the northern limits of the subject farm. It is not a particularly good example of an agricultural landscape typical of the Township of Markham.</p> <p>The dwelling is a representative example of the vernacular Ontario Gothic farmhouse featuring a central gable, side-facing gable roof, rough fieldstone foundations, T-shaped plan, vertical tongue-and-groove board cladding, verandah with decorative mouldings, and embellished brick chimney stack at the rear of the house. This was a utilitarian design with few embellishments, save for a few exceptions, including the dichromatic brickwork and decorative corbelling found on the rear chimney stack. The fenestration and door openings are original; however, most windows and doors have been replaced with modern materials. The original two-over-two sash windows remain only on the second floor of the front section on the north and west elevations. The interior of the dwelling has likely been heavily altered over the years, such as through the relocation of the staircase, although a few of the panelled-doors, wooden floorboards and door and window mouldings with corner rosette blocks remain intact.</p> <p>Following a review of the land use history and interior investigations where possible, it is speculated that this dwelling was built in three stages. The middle one-and-a-half storey section which contains the kitchen and bathroom on the main floor, landing and bedroom above and root cellar below, may date to the 1850s or earlier and correspond with one of the dwellings occupied by tenants listed in the 1851 census. The front one-and-a-half storey structure was likely added by John Laughlin in the 1860s, or perhaps the Harding/Riddle family in the 1870s, especially considering the 'Ontario Gothic Cottage' style was promoted by the <i>Canadian Farmer</i> in the 1860s (Heritage Resource Centre 2009). The presence of the moulded window and door casings with corner rosette blocks in the front of the house point to a later nineteenth-century construction date. The one-storey rear extension with the decorative brick chimney stack may have been added on to the structure at the same time, and the poured concrete foundations added in the early twentieth century. Further investigations are required to</p>

Table 1: Evaluation of 8119 Reesor Road using *Ontario Heritage Act Regulation 9/06*

	<p>confirm the age of the structure and construction technology, such as through closer examination of the attic space and basement.</p> <p>The out buildings are also noted as representative of nineteenth-century and early-twentieth-century agricultural landscapes. The gambrel roof barn with concrete foundations is typical of barns built or rebuilt during the 1880 to 1910 period and this can be considered a representative example. The frame garage with gable roof may also date to the nineteenth-century; however, field investigations were limited and the original agricultural use of this structure is not known. The outbuildings are not considered to be significant structures on their own.</p>
ii. displays a high degree of craftsmanship or artistic merit, or;	None of the buildings on the property are considered to be outstanding in terms of craftsmanship or ornamentation. It does not meet this criterion.
iii. demonstrates a high degree of technical or scientific achievement.	None of the buildings on the property exhibit a high degree of technical or scientific merit. It does not meet this criterion.

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

<i>Ontario Heritage Act Criteria</i>	<i>Analysis</i>
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	This property was originally part of Lot 8, Concession 10 in the Township of Markham. It retains historical associations with several farmers Markham Township farmers, including John and Mary Laughlin, William Harding as an absentee landlord, James and Mary Riddle, and the Armstrong family. However, a review of township histories failed to reveal any outstanding associations between this property, its inhabitants, and their role in the community.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	The subject property has a long history of agricultural land use and the extant farmhouse, outbuildings and remnant landscape are evocative of this period. This property has the potential to contribute to the understanding of the rural development along Reesor Road and nearby communities of Cedar Grove and Locust Hill.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The property is not known to represent the work or ideas of a particular architect or builder who is significant to the community.

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Analysis</i>
i. is important in defining, maintaining or supporting the character of an area;	This property supports the agricultural character of the area through its retention of: the nineteenth-century farm complex and its large set back from the road; retention of circulation routes; views to and from Reesor Road; retention of surrounding remnant fields to the east, south and west; association with the historic railroad alignment along the south and west property limits; and the windbreak found to the north of the farmhouse.

Table 1: Evaluation of 8119 Reesor Road using *Ontario Heritage Act* Regulation 9/06

ii. is physically, functionally, visually or historically linked to its surroundings, or;	The subject property retains a physical and visual relationship to Reesor Road, the railway, and the agricultural setting that characterizes its surroundings through retention of the buildings and landscape. However, it is not considered to be functionally or historically linked to its surrounding given that there is no known historical association between the current tenants and the former farmers on this property, and the change in land use from agricultural to residential/commercial.
iii. is a landmark.	The subject property is designated by the City of Markham (By-Law 222-2000) and is therefore considered to be a recognized community landmark.

Table 2: Evaluation of 8119 Reesor Road using *Ontario Heritage Act* Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	This property represents a common agricultural and settlement theme and/or pattern in Ontario's history. It 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;	This property is not considered to retain potential to yield information that contributes to the understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	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;	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 degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	The property 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	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	The property is not known to meet this criterion.

Table 2: Evaluation of 8119 Reesor Road using *Ontario Heritage Act* Regulation 10/06

to the province or with an event of importance to the province.	
-----------------------------------------------------------------	--

The subject property at 8119 Reesor Road met at least one of the criteria contained in Regulation 9/06. This is based primarily on the historical associations of the property with the early agricultural development along Reesor Road, retention of nineteenth-century buildings and remnant agricultural landscapes.

The subject property at 8119 Reesor Road did not meet any of the criteria contained in Ontario Regulation 10/06 and is thus not considered to be a provincial heritage property of provincial significance.

4.2 Statement of Cultural Heritage Value for 8119 Reesor Road

The property at 8119 Reesor Road retains historical associations with the Laughlin, Harding, Riddle and Armstrong families, all farmers in the Township of Markham. Archival records suggest that the subject farm may have been settled by the 1850s, and most certainly by the 1860s. Noted historical associations are with the long tenures held by the Riddle family (1860s – 1930s) and the Armstrong family (1930s – 1970s).

The property retains design value through retention of the one-and-a-half storey Ontario Gothic farmhouse, which is a representative example of c.1850-1875 frame vernacular farmhouse with Gothic Revival influences. The house retains its overall scale and massing, gable roof, stone foundations, vertical tongue-and-groove wood cladding, simple fenestration, chimney with dichromatic brickwork and decorative corbelling, and some interior doors and millwork.

The contextual value of the property is resulting from its retention of landscape elements that provide direct ties, both physically and visually, to its rural agricultural past. These include: retention of the nineteenth-century farm complex and its large set back from the road; views to and from Reesor Road; retention of surrounding remnant fields to the east, south and west; retention of circulation routes; association with the historic railroad alignment along the south and west property limits; and the windbreak found to the north of the farmhouse.

The design value of this vernacular farmhouse with Gothic Revival influences is reflected through retention of:

- T-shaped plan and footprint;
- One-and-a-half storey scale;
- Gable roof;
- Three-bay front facade with central gable roof and entrance;
- One-storey addition;
- Vertical tongue-and-groove board cladding;
- Fieldstone foundations;
- Verandah and millwork;
- Fenestration and entrance points;

- Remaining 2/2 sash windows; and
- Internal-bracketed chimney on rear elevation with dichromatic brickwork and decorative corbelling.

The historical and contextual value of this cultural heritage resource as an agricultural landscape in the Cedar Grove area is reflected through:

- Intact circulation routes and building arrangement;
- Deep set back of the house from the road and proximity;
- Physical and visual relationship with the historic railroad alignment; and
- Long tenures of ownership by the Riddle and Armstrong families, members of the local farming community.

4.3 Heritage Evaluation of 8042 Reesor Road

Tables 3 and 4 contain the evaluation of the property located at 8042 Reesor Road against criteria as set out in *Ontario Heritage Act* Regulation 9/06 and Regulation 10/06. The following evaluations have been prepared in consideration of comparative data regarding the design, historical/associative, and contextual values in Markham, as presented above.

Table 3: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 9/06

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

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	<p>The subject property is an example of an evolved agricultural landscape settled in the early-nineteenth century. The property still retains much of its agricultural function and thus is a good example of an agricultural landscape typical of the Township of Markham.</p> <p>The dwelling is a representative example of the vernacular Ontario Gothic farmhouse featuring a central gable, side-facing gable roof, rough fieldstone foundations, t-shaped plan, vertical tongue-and-groove board cladding, verandah, and transom and lights surrounding the central entryway. Gothic Revival influences are reflected in the central dormer with arched fenestration featuring a multi-pane window that is flanked by shutters. The fenestration and door openings are original with many original windows, particularly on the south, east, and west elevations. The original, multi-pane sash windows remain only on the second floor of the front section on the north and west elevations. The interior of the dwelling retains many heritage features including baseboards, wainscoting, staircase, door and window mouldings, doors, and hardware. Twentieth-century alterations include the construction of a single-storey addition to the west elevation, replacement of windows and some exterior doors, and alteration of the interior layout, particularly the addition of two bathrooms on the second floor and the installation of carpeting and vinyl flooring.</p> <p>Following a review of the land use history and interior investigations where possible, it is speculated that this dwelling was built in two stages. The original T-shaped Ontario Gothic Revival dwelling was constructed in 1867 while the modern addition was created sometime in the mid twentieth</p>

Table 3: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 9/06

	<p>century.</p> <p>The out buildings are also noted as representative of nineteenth-century and early-twentieth-century agricultural landscapes. The gambrel roof barn with fieldstone and concrete foundations is typical of barns built or rebuilt during the 1880 to 1910 period and this can be considered a typical example. The granary, including stave silo, are examples of early-mid twentieth century grain production and storage facilities and contribute to the property's agricultural character.</p>
ii. displays a high degree of craftsmanship or artistic merit, or;	The quality of the hewn beams, joists and the Gothic window display a high degree of craftsmanship.
iii. demonstrates a high degree of technical or scientific achievement.	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	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	The subject property, originally Clergy Reserve, was sold to Robert Reesor, the son of Christopher Reesor and Margaret Armstrong, in 1876. The Reesor family is recognized as one of the earliest settler families of Markham with strong association to the agricultural history of the Township of Markham. Robert Reesor built the residence in 1867 and retained the property until his death in 1945. The residence was retained by Robert Reesor's children until 1958, when it was sold to a distant cousin, Frank "Ashmore" Reesor, who still resides on the property. Given its continued agricultural function, the property at 8042 Reesor Road is considered to be a very good example of a property illustrating themes of early agricultural use and settlement.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	This property was settled by Robert Reesor as a tenant in the 1860s, a house was built in 1867, and the property purchased by Robert Reesor in 1876. The farm was located on part of Lot 8, Concession 9. Given the proximity to other Reesor family members, including Robert's father Christopher who resided on the property to the south, the property is believed to have the potential to contribute to the understanding of the broader community. This property has the potential to contribute to the understanding of the rural development along Reesor Road and nearby communities of Cedar Grove and Locust Hill.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The property is not known to represent the work or ideas of a particular architect or builder who is significant to the community.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is important in defining,	The property forms part of the rural agricultural landscape that characterizes

Table 3: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 9/06

maintaining or supporting the character of an area;	the eastern, rural part of the City of Markham through its retention of the frame farmhouse, circulation routes, barn, silos, outbuildings, and vegetation. It also retains associations with the Reesor family who were among the first settlers to the area, and thus helps to support the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	The property is one of a number of nineteenth-century properties located on Reesor road that contributes to the roadscape's rural character. It retains strong visual, historical, and physical links to the surrounding fields, Reesor Road, and adjacent former farmsteads. In addition, the Reesor family has occupied the land in the area of former Township of Markham for nearly two hundred years and their continued presence maintains a historical link to the landscape.
iii. is a landmark.	The subject property is designated by the City of Markham (By-Law 2004-42) and is therefore considered to be a recognized community landmark.

Table 4: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 10/06

<i>Ontario Heritage Act</i> Criteria	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	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;	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;	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;	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 degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	The property 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	The property is not known to meet this criterion.

Table 4: Evaluation of 8042 Reesor Road using *Ontario Heritage Act* Regulation 10/06

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.	The subject property has direct associations with a prominent family who 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 8042 Reesor Road met at least one of the criteria contained in Regulation 9/06. The heritage significance of the property primarily resides in the historical associations of the property with early settlement patterns and farming practice, the contextual associations with the surrounding farmland and to the Reesor family, and the architectural and design qualities associated with the house.

The property at 8402 Reesor Road did not meet any of the criteria contained within Regulation 10/06, and therefore may not be considered for designation under section 34.5 of the *Ontario Heritage Act*.

4.4 Statement of Cultural Heritage Value for 8042 Reesor Road

The property at 8042 Reesor Road retains historical associations with nineteenth-century settlement patterns in the former Township of Markham, with the Reesor family who have occupied and worked the land since the 1860s, and with the agricultural setting of Reesor Road. The property expresses nineteenth-century settlement patterns as evidenced by the construction of a Gothic Revival farmhouse on fieldstone foundations using hewn beams.

The design value of the farmhouse and property is of cultural heritage significance. A one-and-a-half storey, T-shaped frame house with board-and-batten siding was built in 1867. The original house was expanded in the twentieth century with the addition of an accretion on the west elevation. The original structure expresses the Gothic revival style through the retention of its symmetrical, one-and-a-half storey, side-gabled façade, centrally located dormer with gothic, arched window, stone foundations, and board-and-batten siding.

The property retains contextual value resulting from its important associations with the Reesor family and the surrounding rural properties. Associative elements include the following: retention of the farmhouse; retention of the barn; the property's location within a rural, agricultural setting; retention of mature vegetation; visual and historical connection to the surrounding fields and adjacent agricultural buildings; and historical association with the Reesor family and the location on Reesor Road. Further, the subject property is designated by the City of Markham (By-Law 2004-42) and is thus considered to be a recognized community landmark.

Heritage attributes that express the design values of the farmhouse at 8042 Reesor Road include the following:

- Fieldstone foundations;
- One-and-a-half storey scale;
- Classical door surround on the façade, with associated wood trim, sidelights, and transom lights;
- Board-and-batten cladding;
- Original gable roofline with wood soffits, fascia, and associated mouldings;
- Brick chimney;
- Original fenestration and sash windows with associated wood trim; and
- Original points of egress.
- Original door moulding on the first and second floor of the original structure;
- Original doors and hardware;
- Original baseboards;
- Pine flooring beneath carpeting on the first floor, as visible from the basement;
- Original hewn beams and joists; and
- Stone foundations.

Heritage attributes that express the property's contextual value as an intact agricultural landscape that contributes to the setting of the surrounding area, include the following:

- Intact circulation routes and building arrangement;
- Deep set back of the house from the road and proximity;
- Physical, associative, and visual relationship with the historic road alignment;
- Orientation towards Reesor Road;
- Continued generations of ownership by the Reesor family; and
- Mature vegetation located around the house, along the drive, and along the road.

5.0 CONSERVATION STRATEGY

5.1 Proposed Work

The properties at 8119 and 8042 Reesor Road in the City of Markham, Ontario, are located within the proposed 18 km segment of a Ministry of Transportation (MTO) transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). The 407 Transitway will include a number of stations to be determined during the Highway 407 Transitway TPAP study. The subject properties are expected to be directly and indirectly impacted by the proposed Donald Cousens Parkway/Reesor Road Station development.

5.1.2 Impact Assessment

To assess the potential impacts of the undertaking, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).



- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7).

Based on the current description of the proposed development, potential impacts to the identified cultural heritage resource may include the following:

Impact	Description
Destruction, removal or relocation	The proposed development has the potential to directly impact 8119 Reesor Road through the possible removal and/or relocation of the Barn located at the north of the property. In addition, the current proposal indicates removal of significant portions of the agricultural lands, circulation routes, vegetation, and views associated with the farm complex located at 8042 Reesor Road. Further, it would remove the agricultural function of 8042 Reesor Road. Current designs do not indicate a direct impact to the two residential heritage buildings at 8119 and 8042 Reesor Road.
Alteration	The proposed development will result in an alteration of the rural agricultural setting of these properties, in particular 8042 Reesor Road which currently retains its agricultural function.
Shadows	It is unlikely that existing heritage attributes will be negatively impacted by shadows.
Isolation	The proposed development will result in partial isolation of 8042 Reesor Road due to the removal of the surrounding agricultural land to the north and west and replacement of transportation infrastructure. However, the relationship between the farm complex at 8042 Reesor Road and the residence at 8119 Reesor Road will remain intact.
Direct or indirect obstruction of significant views	Views to the property at 8042 Reesor Road from the north will be indirectly impacted by the proposed development due to the change in function from agricultural land, which is sympathetic to the agricultural buildings located at 8042 Reesor Road, to transportation infrastructure, which is incongruous. Views to the property from the east and west will also be indirectly impacted, though to a lesser degree. Views from the south will likely remain intact. Views to the property at 8119 Reesor Road from the north will be indirectly impacted with the possible loss of the Barn and the construction of the Highway 407 transitway. Views from the east, west, and south will likely remain intact.

Table 5: Evaluation of the Potential Impacts on the Cultural Heritage Resource and Identified Heritage Attributes	
A change in land use	<p>A change in land use from agricultural to transportation infrastructure will occur. The continuing, evolved agricultural landscape identified at 8042 Reesor Road will be removed, resulting in the formation of a relict landscape as the associated agricultural buildings remaining will no longer retain their original function or interdependence with the surrounding landscape.</p> <p>The landscape at 8119 Reesor Road no longer functions as a continuing, evolved agricultural landscape and thus no change in function will occur.</p>
Soil disturbance	Construction activities associated with the development will result in soil disturbance, alterations in topography, and tree removal.

5.2 Conservation Strategy Objectives

Based on the results of archival research, a site visit, heritage evaluation, and analysis of impacts of the proposed undertaking, the following conservation strategy has been developed. The conservation strategy has been developed in accordance with the Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada, the Ministry of Tourism Culture and Sport's Standards and Guidelines for the Conservation of Provincial Heritage Properties, and the Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties (See Appendix B). The conservation strategy has been designed to:

- Recognize, manage, and use properties located at 8119 and 8042 Reesor Road, and which are recommended as Provincial Heritage Property, as "assets that can support ministry of public body mandates and contribute to the social and economic well-being of Ontario's communities (MTC 2010:5).
- Conserve the properties located at 8119 and 8042 Reesor Road, undertaking "all actions or processes aimed at safeguarding the character-defining elements... to retain their heritage value and extend their physical life (Parks Canada 2010:15).

As such, the following conservation objective should be adopted:

- The proposed Donald Cousens Parkway/Reesor Road Station development should be planned to avoid direct and indirect impacts to heritage attributes identified at the properties at 8119 and 8042 Reesor Road and to result in sympathetic and compatible alterations to their landscapes.

In order to achieve the above conservation objective, the following options should be considered, in order of preference as shown:

1. The proposed designs for the Donald Cousens Parkway/Reesor Road Station should be designed in a manner that conserves the cultural heritage resources at 8119 and 8042 Reesor Road in-situ, with no impacts to identified heritage attributes (Appendix C);

6.0 CONSERVATION AND MITIGATION RECOMMENDATIONS

Based on the results of archival research, a field review and heritage evaluation, the properties at 8119 Reesor Road and 8042 Reesor Road were determined to retain cultural heritage value following a review of their respective heritage designation by-laws, and application of Regulation 9/06 of the *Ontario Heritage Act*. Application of Regulation 10/06 confirmed that the subject properties do not have provincial significance. Given that the subject properties were confirmed to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The subject cultural heritage resources located at 8119 Reesor Road and 8042 Reesor Road are currently owned by MEDEI, and are expected to be impacted by the Highway 407 Transitway from east of Kennedy Road to east of Brock Road. The following recommendations have been made based on the determined heritage values of the resource and should be used to inform preliminary for the technically-preferred alternative:

1. The proposed designs for the Donald Cousens Parkway/Reesor Road Station should be designed in a manner that preserves the cultural heritage resources at 8119 and 8042 Reesor Road in-situ, with no impacts to identified heritage attributes;
2. Where full preservation is not feasible, a plan for partial preservation/retention of the cultural heritage resources in situ should be developed. This would entail: developing a plan for stewardship and re-use; protection of vehicular access; protection during construction; and protection of context through the use of sympathetic landscaping techniques.
3. Finally, this report should be submitted to the following stakeholders for review and comment: George Duncan, Senior Heritage Planner at the City of Markham; Frank Dieterman, Manager of Heritage Projects at Infrastructure Ontario.

7.0 SOURCES

CBC News

- 2012 *Markham to Change from Town to City*. no author. [online]. Available at:
<http://www.cbc.ca/news/canada/toronto/story/2012/05/30/toronto-markham-city.html>
[Accessed 25 August 2014]

Champion, I. (editor)

- 1989 *Markham 1793-1900*. Second edition, revised. The Markham District Historical Society, Markham.

City of Markham

- n.d. *Designation Report for the William Harding House* (by Michael Seaman)
- 2014 *A History of the Town of Markham*. [online]. Available at:
http://www.markham.ca/wps/portal/Markham/AboutMarkham/Heritage/MarkhamHistory/!ut/p/a1/04_Sj9CPykssy0xPLMnMz0vMAfGjzOJN_N2dnX3CLAKNgkwMDDw9XcJ_M_VwCDS3cDIAKIoEKnN0dPUzMfQwMDELdXQw8zQOdQv19vY0NPM2I02-AAzgaENIfrh-FV0mQAVQBPieCFxBxQ0FuaIRBpqciAMfHM28!/dl5/d5/L2dJQSEvUUt3QS80SmlJL1o2XzQ4UkFDRk4wUUZPUTkwSTZMODgyNUwzODgy/ [Accessed 20 July 2015]
- 2014 *Official Plan*.

Cruikshank, Tom

- 2000 *Old Ontario Houses: Traditions in Local Architecture*. London: Firefly Books.

Department of Militia and Defence

- 1914 *Topographic Map, Ontario, Markham Sheet, No.58*. – revised 1917
- 1914 *Topographic Map, Ontario, Markham Sheet, No.58*. – revised 1930

George Brown (firm)

- 1847 *The 1846-47 Brown's Directory of Toronto City and the Home District*

Heritage Resource Centre

- 2009 *Ontario Architectural Style Guide*. [Online] from
<https://uwaterloo.ca/heritage-resources-centre/sites/ca>. (accessed 23 July 2015)

Hunting Survey Corporation Limited

- 1954 *Digital Aerial Photographs, Southern Ontario 1954, Plate 437.791*. [online] from
http://maps.library.utoronto.ca/datapub/Ontario/APS_1954. (accessed 20 July 2015)

Kyles, S

- 2002 Cottages. [online] from www.ontarioarchitecture.com. (accessed 23 July 2015)

McEvoy & Co.

- 1870 *York County Directory and Gazetteer, 1870*

McIllwraith, Thomas F.

- 1997 *Looking for Old Ontario*. Toronto: University of Toronto Press.

McPhillips, George P.L.S.



- 1854 *Map of the Township of Markham in the County of York*
- Miles and Company, Toronto
1878 *Illustrated Historical Atlas of York County, Ontario*
- Ministry of Culture, Ontario (MCL)
2005 *Ontario Heritage Act.*
2006 *Ontario Heritage Tool Kit*
2010 *Standards and Guidelines for the Conservation of Provincial Heritage Properties.*
- Ministry of Culture and Communications, Ontario
1992 *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments.*
- Ministry of Culture and Recreation, Ontario (MCR)
1981 *Guidelines on the Man-Made Heritage Component of Environmental Assessments.*
- Ministry of Environment, Ontario
2006 *Environmental Assessment Act*
- Ministry of Municipal Affairs and Housing, Ontario (MMAH)
2005 *Ontario Planning Act*
2014 *Provincial Policy Statement*
- Ministry of Transportation (MTO)
2006 *Environmental Reference for Highway Design*
2006 *Environmental Standards and Practices*
2006 *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation.*
2007 *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*
- Mitchell & Co.
1866 *General directory for the City of Toronto, and gazetteer of the counties of York and Peel for 1866*
- Ontario Realty Corporation (ORC)
2009 *Thematic Study and Phase I Evaluation of ORC Properties in Markham (Prepared by Contentworks Inc.) Draft report on file with author.*
- Tremaine, George
1860 *Tremaine's Map of the County of York, Canada West*
- Robinson, C.B.
1885 *History of Toronto and County of York, Ontario.* C.B. Robinson, Toronto.
- Union Publishing Co. of Ingersoll
1892 *Farmers' and business directory for the counties of Dufferin, Muskoka, Ontario, Simcoe and York for ... Morrey's directory, Dufferin, Muskoka, Ontario, Simcoe, York. 1892*
- Walton, George



1837 *The 1837 Commercial Directory and Register for the City of Toronto and Home District*

Archives of Ontario

Township of Markham Assessment/Collector Rolls, for the years 1853, 1861, 1871, 1881, 1891, 1901, 1911, 1921, and 1931). (Selected years were chosen to provide an overview of property ownership, inhabitants, livestock, and property value).

1871 Township of Markham Census Returns. Microfilm.

Library and Archives Canada Website and Ancestry.com

1851, 1871, 1881, 1891, 1901, 1911 and 1921 Township of Markham Census Returns, accessed at <http://www.bac-lac.gc.ca/eng/census/Pages/census.aspx> and www.ancestry.com.



Appendix A: Heritage Designation By-laws



The applicant(s) hereby applies to the Land Registrar.

yyyy mm dd Page 1 of 1

Properties

PIN 03065 - 0372 LT Estate/Qualifier Fee Simple Lt Conversion Qualified Affects Part of Prop

Description PART OF LOT 8, CONCESSION 10, DESIGNATED AS PART 1, PLAN 65R-24334,
TOWN OF MARKHAM, REGIONAL MUNICIPALITY OF YORK

Address MARKHAM

Applicant(s)

This Order/By-law affects the selected PINs.

Name THE CORPORATION OF THE TOWN OF MARKHAM

Address for Service 101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

This document is being authorized by a municipal corporation The Corporation of the Town of Markham, Don Cousens, Mayor and Sheila Birrell, Clerk.

This document is not authorized under Power of Attorney by this party.

Statements

This application is based on the Municipality By-Law No. 222-2000 dated 2000/11/28.

Schedule: See Schedules

Signed By

Cathy I. Wyatt 101 Town Centre Blvd. acting for Applicant(s) Signed 2004 06 25
Markham L3R 9W3

Tel 905-477-7000

Fax 9054797764

Submitted By

TOWN OF MARKHAM 101 Town Centre Blvd. 2004 06 25
Markham L3R 9W3

Tel 905-477-7000

Fax 9054797764

Fees/Taxes/Payment

Statutory Registration Fee \$60.00

Total Paid \$60.00

File Number

Applicant Client File Number : 04 0411 LG 0075



222-2000

A by-law to designate a certain property as being of
Historic and/or Architectural Value or Interest
The William Harding House

WHEREAS Pursuant to Part IV of the Ontario Heritage Act, the council of a municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of historic and/or architectural value or interest;

AND WHEREAS the Council of the Corporation of the Town of Markham has caused to be served on the owners of the lands and premises at:

ONTARIO LAND CORPORATION
77 Wellesley Street, 10th Floor
Toronto, Ontario
M7Z 1N3

and upon the Ontario Heritage Foundation, notice of intention to designate The William Harding House, located at 8119 Reesor Road, Markham, and has caused such notice of intention to be published once in a newspaper having a general circulation in the municipality;

AND WHEREAS the reasons for designation are set out in Schedule "B" attached hereto and forming part of this by-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. THAT the following real property, more particularly described in Schedule "A" attached hereto and forming part of this by-law is hereby designated as being of historic and/or architectural value or interest:

The William Harding House
8119 Reesor Road
Town of Markham
The Regional Municipality of York

2. THAT the Town Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" attached hereto in the property Land Registry Office.

READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS
28TH DAY OF NOVEMBER, 2000.


SHEILA BIRRELL, TOWN CLERK


DON COUSENS, MAYOR

SCHEDULE 'A' TO BY-LAW 222-2000

In the Town of Markham in the Regional Municipality of York, property description
as follows:

PT. LT. 8, CON. 10
MARKHAM

SCHEDULE 'B' TO BY-LAW 222-2000

STATEMENT OF REASONS FOR DESIGNATION

The William Harding House is recommended for designation under Part IV of the Ontario Heritage Act because of its historical, architectural and contextual significance.

Historical Reasons

The William Harding House was built c.1853 by a John Laughlin, a farmer on the outskirts of the community of Cedar Grove.

The recorded history of the property dates back to 1803 when John McBeath received a Crown Grant for Lot 8, Concession 10. McBeath leased the property Wm. Harley and then sold it to him in 1821.

In 1831, Harley sold the property to Ira White, who was a prominent businessman in Unionville and owner of the Union Mills. Given the fact that his primary business dealings were in Unionville, it is likely that Mr. White did not reside on the property. In 1853, White sold the property to Francis Major. Soon after it was sold again to John Laughton (Laughlin).

The 1851 Census lists three buildings on Lot 8, Concession 10. Joames Tran's two storey brick home (likely on the east half), Thomas Boyd's one-storey frame house and a one-storey log home occupied by William & Elizabeth Strans and Isabella (age 40) and James Riddle (age 9).

According to the Census of 1861, Laughlin was a farmer of Irish origin who lived on the property with his wife Mary Ann and their five children. John and Mary Ann were married in 1860 and Mary Ann was his second wife. The Laughlin's were members of the local Wesleyan Methodist Church.

In 1864, Laughlin sold the parcel to William Harding. According to the deed, Harding was a farmer from Whitchurch Township. The 1866 and 1892 Directories list William Harding at Lot 8, Concession 10 and James Riddle is listed as a tenant on the 1871 and 1892 Directories.

Mary, wife of William Harding who died April 25, 1866 at age 58 years is buried in the Locust Hill Cemetery.

In 1893, William Harding deeded the property to Mary Riddle (wife of James) in exchange for the assumption of a mortgage as well as a life lease for \$1.00 per year on the property for William's use.

The 1881 Census lists James Riddle and family at Lot 8, Concession 10 west. James' wife is Mary nee Harding (likely William Harding's daughter) and was born in England. James Riddle's 8 children were all born in Ontario. The family members are listed as Canadian Methodists.

William Harding owned the property for almost 30 years and likely occupied it as a retirement home for sometime after 1893.

The Regional Assessment Office lists the date of construction as 1850 (estimated). Given the date of purchase and Census data, the house was likely to have been built by John Laughlin c.1853.

Architectural Reasons

The William Harding House, built c.1853 is a good example of a vernacular, mid 19th Century farmhouse built with the influence of the Gothic Revival Style.

The house is 1-½ storeys in height, and features a 3 bay facade. The house was originally clad in vertical, tongue and groove wood, which is still extant beneath mid-20th Century insulbrick.

The original windows on the house were rectangular 2/2, double hung. Most of these windows have been replaced.

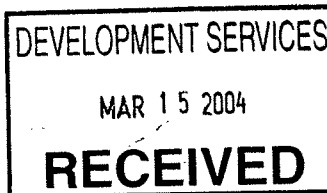
The original chimneys on the house were of local brick with an elaborately corbelled top. One of these chimneys remains on the rear wing of the house.

A main feature of the house is the front, hipped roofed veranda with decorative posts and brackets.

Contextual Reasons

The William Harding House is of contextual significance as an important reminder of the historic agricultural tradition of Markham Township and as a contributor to the historic rural community of Cedar Grove.

MEMORANDUM



DATE: March 15, 2004
TO: Judy Kee, Committee Secretary
FROM: Cathy Wyatt, Legal Assistant
RE: **Registration of Heritage Designation By-laws
Legal File No. 04 0411 LG 0075**

Please find attached copies of the following registered by-laws:

By-law No. 2004-3 as YR437090 – The William Grant House

By-law No. 2004-2 as YR437091 – The Peter Pike House

By-law No. 2004-43 as YR438386 – The Sanderson Store and Residence

By-law No. 2004-42 as YR438406 – The Captain Robert Reesor House ✓

A handwritten signature in cursive script, appearing to read "Cathy Wyatt".

Cathy Wyatt
Legal Assistant

:cw

attach

Q:\Exec Office\Legal\CATHY\Cathy 2004\Memos\Kee re heritage by-laws.doc

✓ Michael Seaman, Senior Planner

Properties

PIN 03065 - 0348 LT Estate/Qualifier Fee Simple Lt Conversion Qualified Affects Part of Prop
 Description PART OF LOT 7, SOUTH 1/2 OF E 1/2 OF LOT 8, CONCESSION 9, DESIGNATED AS
 PART 5, PLAN 65R-24196, TOWN OF MARKHAM, REGIONAL MUNICIPALITY OF
 YORK
 Address MARKHAM

Applicant(s)

This Order/By-law affects the selected PINs.

Name THE CORPORATION OF THE TOWN OF MARKHAM
 Address for Service 101 Town Centre Boulevard
 Markham, Ontario
 L3R 9W3

This document is being authorized by a municipal corporation The Corporation of the Town of Markham, Frank Scarpitti, Deputy Mayor and Sheila Birrell, Clerk.

This document is not authorized under Power of Attorney by this party.

Statements

This application is based on the Municipality By-Law No. 2004-42 dated 2004/02/24.

Schedule: See Schedules

Signed By

Cathy I. Wyatt 101 Town Centre Blvd. acting for Applicant(s) Signed 2004 03 09
 Markham L3R 9W3
 Tel 9054777000
 Fax 9054797764

Submitted By

TOWN OF MARKHAM 101 Town Centre Blvd. 2004 03 09
 Markham L3R 9W3
 Tel 9054777000
 Fax 9054797764

Fees/Taxes/Payment

Statutory Registration Fee \$60.00
 Total Paid \$60.00

File Number

Applicant Client File Number : 04 0411 LG 0075 - CAPTAIN ROBERT REESOR



BY-LAW 2004-42

A by-law to designate a property as being of
Historic and/or Architectural Value or Interest
The Captain Robert Reesor House

WHEREAS Pursuant to Part IV of the Ontario Heritage Act, the council of a municipality is authorized to enact by-laws to designate a real property, including all the buildings and structures thereon, to be of historic and/or architectural value or interest;

AND WHEREAS the Council of the Corporation of the Town of Markham has caused to be served on the owners of the lands and premises at:

Gail Sussman
Manager, Heritage Assessments
Ontario Realty Corporation
Ferguson Block, 11th Floor
77 Wellesley Street West
Toronto, ON M7A 2G3

and upon the Ontario Heritage Foundation, notice of intention to designate The Captain Robert Reesor House, 8042 Reesor Road having a general circulation in the municipality;

AND WHEREAS the reasons for designations are set out in Schedule "B" attached hereto and forming part of this by-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. THAT the following real properties, more particularly described in Schedule "A" attached hereto and forming part of this by-law is hereby designated as being of historic and/or architectural value or interest:

The Captain Robert Reesor House
8042 Reesor Road
Town of Markham
The Regional Municipality of York

2. THAT the Town Solicitor is hereby authorized to cause a copy of this by-law to be registered against the properties described in Schedule "A" attached hereto in the property Land Registry Office.

READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS
24TH DAY OF FEBRUARY, 2004.

"Sheila Birrell"

SHEILA BIRRELL, TOWN CLERK

"Frank Scarpitti"

FRANK SCARPITTI, DEPUTY MAYOR

SCHEDULE 'A' TO BY-LAW 2004-42

In the Town of Markham in the Regional Municipality of York, property descriptions
as follows:

Lot 8, Concession 9

TOWN OF MARKHAM
REGIONAL MUNICIPALITY OF YORK

SCHEDULE 'B' TO BY-LAW 2004-42

STATEMENTS OF HERITAGE ATTRIBUTES

The Robert Reesor House is recommended for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value and interest containing the following heritage attributes:

Historical Attributes

The Robert Reesor house is located on the east ½ of Lot 8, Concession 9, which was originally a Clergy Reserve. The full 200 acre lot was divided into ¼'s of 50 acre parcels. John Reesor purchased the NE ¼ in 1836 and William Johnston the W ¼ in 1846. It was not until 1876 that the SE ¼ of 50 acres and the E ½ of the W ½, 50 acres, were purchased by Robert Reesor (1842-1945) the son of Christopher Reesor and Margaret Armstrong. It appears that these 100 acres had been leased up until this time by Christopher Reesor who owned the property to the south. The house was constructed in 1867 on the SE ¼ of Lot 8, prior to Robert Reesor obtaining title to the property. A historic map of Markham from 1878 clearly illustrates the house at its present location.

Robert Reesor was born in Cedar Grove and died in Cedar Grove. He received military training in 1871-1872 at the Toronto and Kingston Military Schools. He attained the rank of Captain in the 12th York Rangers and was called to duty during the Fenian Raids. In the late 1870's Robert and his brother David followed the popular trek of many young men of this time, to venture to Canada's west. By 1881 Robert had acquired extensive acreage in Southern Manitoba near the present town of Mount Pilot. The two brothers imported livestock from Britain driving them overland from the steamship dock at Pembina on the Red River. Robert was appointed the first Warden of the Louise Municipality and was the first to request a post office, which was granted under the name of Silver Springs. (named after his father's farm in Markham where he had been raised) The Reesor brothers were unsuccessful in attracting both the C.P.R. and a U.S. railroad to this area in Manitoba and so after 1885 they returned home to Markham.

Robert was married in 1889 to Sarah Jane Barr, the daughter of Rev. William Barr of Brantford. They had three children Mary, Robert Jr. and Helen. Robert also owned property to the south, Lot 7, which he had inherited from his father and mother. In 1891, Robert deeded the property to the south of Lot 8 to his wife Sarah. Although the house was expropriated in the 1970's as part of the future airport lands, the house continues to be lived in by descendants of Robert Reesor.

Architectural Attributes

The Robert Reesor House, built in 1867, is a singular example of a 1 ½ storey Classic Ontario farmhouse that blends elements of Gothic Revival and Classic Revival detailing to create a picturesque vernacular architectural statement. The house is of frame construction and has a T-shaped plan. The front section has board and batten siding, with moulded battens, is 3 x 2 bays and sits on a fieldstone foundation. The rear wing is clad in wood clapboard and has a more modern 1 storey section, which extends from the rear of this tail, constructed of stone and vertical modern siding. The wood windows on the original part of the house are mostly 6/6 pane division with moulded wood trim topped with a Classical entablature. The roof is a medium pitched gable with a simple boxed cornice and a broad centre gable on the front. The Gothic window within the front gable is in the form of an oversized casement with delicate tracery. It may have originally served as a pair of French doors opening onto a vanished balcony incorporated into a verandah roof. The front entrance is centred on the façade and has a Classical surround with sidelights and transom lights. There is a ¾ width covered verandah with shed roof and metal posts, which appears to be fairly modern and does not contribute to the heritage character of the house. The side entrance has a verandah in the ell with a gable dormer above. There are two chimneys on the building, one is single brick stack externally located at the mid section, left side. A double stone chimney is located on the addition.

Contextual Attributes

The Robert Reesor House is of contextual significance for its association with the rural agricultural community surrounding Locust Hill. Built by a descendant of one of the earliest families to settle and prosper in Markham Township, this farm is a reminder of the Reesors who owned vast areas of land in the east part of town. With its large Gothic window in the front gable, its refined board and batten siding, and its fine Classical Revival detailing, the Robert Reesor House is an outstanding example of the vernacular architecture of old Markham Township.

Significant Heritage Attributes

1. The T-shaped plan;
2. The wood board and batten siding, with its moulded battens, on the front section of the house;
3. The wood clapboard siding on the rear wing;
4. All wood sash windows on all elevations, with their associated wood trim;
5. All louvered wood shutters;
6. The Gothic casement window in the front gable, with its delicate tracery;
7. The Classical door surround on the façade, with its associated wood trim, sidelights, and transom lights;
8. All original exterior wood doors and storm doors on the west, east and south elevations;
9. The fieldstone foundation;
10. The original gable roofline, with its wood soffits, fascia and associated mouldings;
11. The brick chimney on the rear wing.

**HERITAGE IMPACT ASSESSMENT
3440 BROCK ROAD (ELSA STORRY AVENUE)**

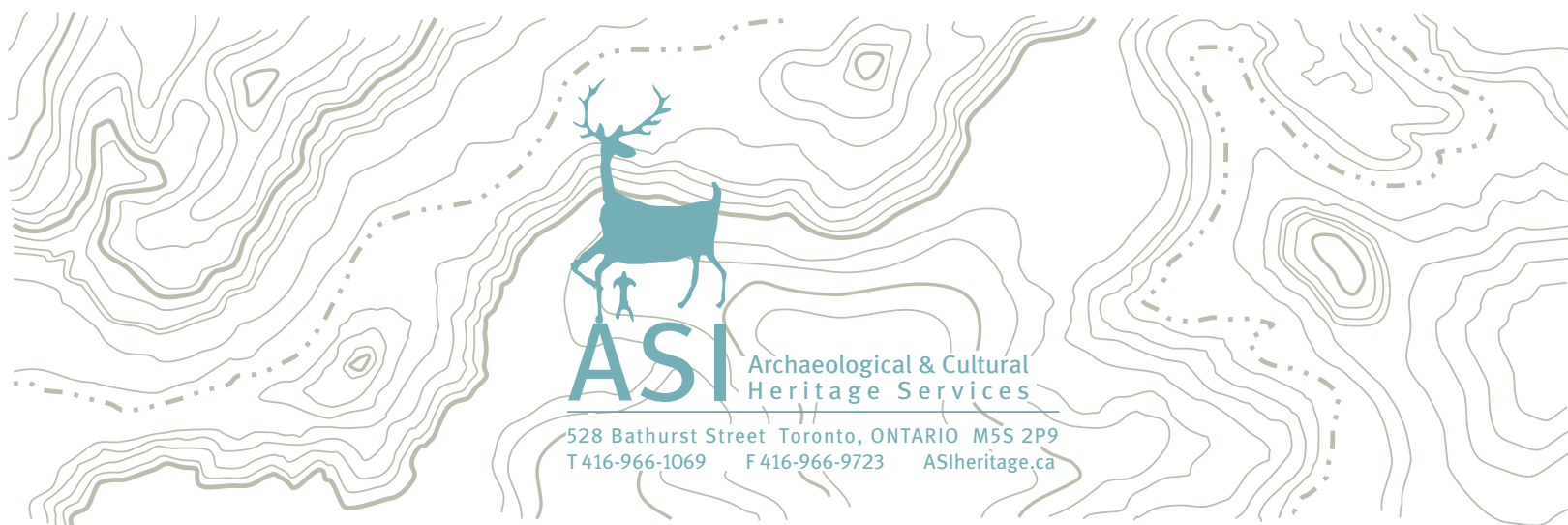
**LOT 19, CONCESSION 5, FORMER TOWNSHIP OF PICKERING, ONTARIO COUNTY
CITY OF PICKERING, REGIONAL MUNICIPALITY OF DURHAM, ONTARIO**

Prepared for:

LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel. 905-833-1244

ASI File: 16EA-097

October 2016
(Revised December 2016)



**HERITAGE IMPACT ASSESSMENT
3440 BROCK ROAD (ELSA STORRY AVENUE)**

**LOT 19, CONCESSION 5, FORMER TOWNSHIP OF PICKERING, ONTARIO COUNTY
CITY OF PICKERING, REGIONAL MUNICIPALITY OF DURHAM, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited to prepare a Heritage Impact Assessment (HIA) of the property at 3440 Brock Road (also known as Elsa Storry Avenue), on Part Lot 19, Concession 5 in the former Township of Pickering, Ontario County, now the City of Pickering, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Approval Process (TPAP) from East of Kennedy Road to East of Brock Road study. The subject property is expected to be impacted as part of this undertaking. A Cultural Heritage Evaluation Report (CHER) was prepared for this property as part of the Highway 407 Transitway TPAP from East of Kennedy Road to East of Brock Road study. The CHER was completed by ASI in September 2016 and submitted to LGL Limited.

Based on the results of the CHER, the property at 3440 Brock Road 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 property was not determined to be of provincial significance at this time. Its local heritage significance revolves around its historic and contextual values.

The 407 Transitway TPAP features a two-lane, dedicated bus transitway located adjacent to the existing Highway 407 right-of-way, between Kennedy Road in the City of Markham in the west, and Brock Road in the City of Pickering in the east. The proposed development at 3440 Brock Road in the City of Pickering will result in alterations to the setting of the resource through direct and indirect impacts to character-defining elements, including alteration of the core agricultural context and removal of two structures that retain heritage significance, the Barn and Driveshed 1.

The subject cultural heritage resource located at 3440 Brock Road is currently owned by Infrastructure Ontario, and is expected to be impacted by the Highway 407 Transitway from east of Kennedy Road to east of Brock Road. The following recommendations have been made based on the determined heritage values of the resource and should be used to inform preliminary designs for the technically-preferred alternative:

1. The proposed development should attempt to avoid direct and indirect impacts to landscape and intangible heritage attributes associated with 3440 Brock Road to result in compatible alterations to the property and limit the isolation of the heritage resources from their physical, historical, and contextual setting.
2. As retention and relocation of the Barn and Driveshed 1 has been demonstrated to be unfeasible by the proponent, a Cultural Heritage Documentation and Salvage Report should be completed by a qualified heritage practitioner and distributed to the City of Pickering Heritage Planning staff and Infrastructure Ontario.



3. Finally, this report should be submitted to the following stakeholders for review and comment: Cristina Celebre, Senior Planner at the City of Pickering; and Frank Dieterman, Manager of Heritage Projects at Infrastructure Ontario.



CULTURAL HERITAGE DIVISION

PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP Cultural Heritage Specialist Assistant Manager, Cultural Heritage Division
<i>Cultural Heritage Assistant:</i>	John Sleath, MA Cultural Heritage Assistant
<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>Report Preparation:</i>	John Sleath
<i>Graphics Preparation:</i>	Jonas Fernandez, MSc Geomatics Specialist
	John Sleath
<i>Report Reviewer:</i>	Lindsay Graves

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL.....	iii
TABLE OF CONTENTS	iv
1.0 INTRODUCTION	1
2.0 CONTEXT AND METHODOLOGY	2
2.1 Provincial Policy Framework	2
2.2 Municipal Policy Framework	3
2.3 Cultural Heritage Glossary of Terms	4
2.4 Heritage Impact Assessment Report.....	5
3.0 RESULTS OF HERITAGE EVALUATION AND STATEMENTS OF SIGNIFICANCE	6
3.1 Heritage Evaluation of 3440 Brock Road.....	6
3.2 Statement of Cultural Heritage Value for 3440 Brock Road	6
4.0 CONSERVATION STRATEGY.....	7
4.1 Proposed Work	7
4.1.2 <i>Impact Assessment</i>	8
4.2 Conservation Strategy Objectives	9
4.2.1 <i>Built Heritage Conservation Strategy</i>	10
4.2.2 <i>Landscape Conservation Strategy</i>	10
4.2.3 <i>Intangible Heritage Conservation Strategy</i>	11
5.0 CONSERVATION AND MITIGATION RECOMMENDATIONS.....	11
6.0 SOURCES.....	12
Appendix A: Proposed Design of 407 Transitway at 3440 Brock Road	13

LIST OF FIGURES

Figure 1: Location of 3440 Brock Road, Regional Municipality of Durham.....	1
Figure 2: Proposed Design for the 407 Transitway within the study area, with structures and landscape features depicted.....	14

LIST OF TABLES

Table 1: Evaluation of the Potential Impacts on the Cultural Heritage Resource and Identified Heritage Attributes	8
-------------------------------------------------------------------------------------------------------------------------	---

1.0 INTRODUCTION

ASI was contracted by LGL Limited to prepare a Heritage Impact Assessment (HIA) of the property at 3440 Brock Road (also known as Elsa Storry Avenue), on Part Lot 19, Concession 5 in the former Township of Pickering, Ontario County, now the City of Pickering, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Approval Process (TPAP) from East of Kennedy Road to East of Brock Road study. The subject property is expected to be demolished as part of this undertaking. In addition, a Cultural Heritage Evaluation Report (CHER) was prepared for the property as part of the Highway 407 Transitway TPAP from East of Kennedy Road to East of Brock Road study. The CHER was completed by ASI in September 2016 and submitted to LGL Limited.

The subject property at 3440 Brock Road is located on the west side of Brock Road, south of Highway 407, and contains a nineteenth-century farmhouse, a large gambrel roof barn, and several outbuildings. The property is actively farmed and is surrounded by agricultural fields on the south and west, by Highway 407 on the north, and Brock Road on the east. The property is currently owned by Infrastructure Ontario (IO) and is tenanted. At the outset of this study, the property subject was identified as 3490 Brock Road. Consultation with heritage staff at the City of Pickering revealed that this property is, in fact, 3440 Brock Road, which is listed on the Municipal Heritage Register as the Thomas Hubbard House. However, further consultation with IO indicated that the property is located on Elsa Storry Avenue, the former alignment of Brock Road before the roadway was moved to the east to accommodate the Highway 407 interchange.

This research was conducted under the project direction of Lindsay Graves, Assistant Manager of the Cultural Heritage Division, ASI. The present report follows the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MTC 2010).



Figure 1: Location of 3440 Brock Road, Regional Municipality of Durham
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)
- *Transit Project Assessment Process* [TPAP] (Ontario Environmental Assessment Act, Reg. 231/08).

2.2 Municipal Policy Framework

The City of Pickering provides policies for conserving cultural heritage resources in Section 8 of its Official Plan (2010). Relevant policies are included below:

- 8.1 City Council shall respect its cultural heritage, and conserve and integrate important cultural heritage resources from all time periods into the community.
- 8.2 City Council shall,
- (a) identify important cultural heritage resources from all time periods, so that they can be appropriately conserved and integrated into the community fabric, including,
 - (i) significant heritage structures, features and sites;
 - (ii) buildings, sites, and artifacts of historical, archaeological and architectural significance including modern or recent architecture;
 - (iii) significant landscape features and characteristics, including vistas and ridge lines; and
 - (iv) other locally important cultural heritage resources;
 - (b) foster public awareness and appreciation of the City's cultural heritage;
 - (c) prevent the demolition, destruction or inappropriate alteration of important cultural heritage resources to the extent possible;
 - (d) where possible, restore, rehabilitate, maintain and enhance important cultural heritage resources owned by the City, and encourage the same for those owned by others;
 - (e) where possible, ensure development, infrastructure, capital works and other private and public projects conserve, protect and enhance important cultural heritage resources; and
 - (f) involve the public, business-people, landowners, local heritage experts, heritage committees, relevant public agencies, and other interested groups and individuals in cultural heritage decisions affecting the City.
- 8.3 City Council shall,
- (a) assist in identifying, protecting and promoting cultural heritage resources in the municipality, in co-operation with Federal, Provincial and Regional levels of government, as well as private agencies and individuals;
 - (b) consult with its local architectural conservation advisory committee and other heritage committees, and participate with these committees and others in protecting important heritage resources, as necessary, through assembling, resale, public-private partnerships, acquisition or other forms of involvement;
 - (c) ensure that plans, programs and strategies prepared by or for the City and its boards or commissions, shall respect the character and significance of the City's heritage resources; and
 - (d) use and encourage the use of available government and non-government funding and programs to assist in cultural heritage resource conservation.
- 8.8 City Council, in consultation with its heritage committee, shall,
- (a) allow alterations, additions or repairs to buildings designated under the Ontario Heritage Act, provided the changes to the building do not detrimentally affect the heritage value;
 - (b) allow new buildings, or alterations, additions or repairs to existing buildings within a Heritage Conservation District that are consistent with the District Conservation Guidelines;



- (c) discourage or prevent the demolition or inappropriate alteration of a heritage resource, but where demolition or inappropriate alteration is unavoidable,
 - (i) consider the acquisition and conservation of the resource; and
 - (ii) if acquisition is not possible, conduct a thorough review and documentation of the resource for archival purposes; and
 - (d) ensure that designated cultural heritage buildings, and other important cultural heritage resources that are vacant for an extended period of time are inspected regularly to discourage vandalism and monitor conformity with the City's Maintenance and Occupancy By-law.
- 8.9 City Council shall consider the following guidelines on the use and reuse of heritage resources,
- (a) maintain, if possible, the original use of heritage structures and sites, and if possible, retain the original location and orientation of such structures;
 - (b) where original uses cannot be maintained, support the adaptive reuse of heritage structures and sites to encourage resource conservation; and
 - (c) where no other alternative exists for maintaining heritage structures in their original locations, allow the relocation of the structure to appropriate sites or areas.

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 may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the <i>Ontario Heritage Act</i> ; villages, parks, gardens, battlefields, main streets, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site) (<i>Provincial Policy Statement</i> , MMAH 2014).
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 Heritage Impact Assessment Report

The scope of a Heritage Impact Assessment Report is outlined in the *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), section 5. Complete land use history, existing conditions, and heritage evaluation is contained in the property-specific CHER completed 3440 Brock Road by ASI in September 2016.

A heritage impact assessment report provides an assessment of potential adverse effects associated with the proposed undertaking on identified cultural heritage resources. The proposed undertaking has the potential to affect cultural heritage resources in a variety of ways: resources may experience displacement (i.e., removal), if they are located within the project footprint; they may also be indirectly impacted through disruption by the introduction of physical, visual, audible, or atmospheric elements that are not in keeping with their character and/or setting. As such, appropriate mitigation measures for the undertaking need to be considered. Where any identified, above ground, cultural heritage resources may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a property-specific documentation report, or employing suitable measures such as landscaping, buffering, or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (November 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).

- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

3.0 RESULTS OF HERITAGE EVALUATION AND STATEMENTS OF SIGNIFICANCE

3.1 Heritage Evaluation of 3440 Brock Road

The subject property at 3440 Brock Road 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 property with the Hubbard family and its contextual value as an active farm with strong physical, functional, visual and historical associations with its surroundings (CHER, ASI 2016).

The property at 3440 Brock Road did not meet any of the criteria contained within Ontario Regulation 10/06, and therefore may not be considered for designation heritage property with provincial significance under the *Ontario Heritage Act* (CHER, ASI 2016).

3.2 Statement of Cultural Heritage Value for 3440 Brock Road

The property at 3440 Brock Road retains historical associations with the Hubbard, Johnson, O'Connor, Phillips, and Bayles families, all farmers in the Township of Pickering. The Hubbard family were early settlers in the township and both Thomas Hubbard Sr. and his son Andrew Hubbard held noteworthy positions in the township. Andrew's son Thomas Hubbard Jr. likely built the farmhouse in the 1870s.

The contextual value of the property is related to its intact arrangement of buildings, pastures, and agricultural fields that date to the nineteenth century. The landscape surrounding this property has been largely disturbed by the construction of Highway 407. The fact that this farm complex remains *in-situ* and is still actively farm gives it contextual value since it is historically, physically, visually and functionally linked to the landscape.

Heritage attributes are as follows:

House Exterior

- Stone foundations in the original north and south sections;



- One-and-a-half storey scale;
- Cross gable roof;
- Wood clapboard and shiplap siding;
- Two-over-two wood sash windows with accompanying wood frame storm windows;
- Semi-circular window opening located in the centre gable (front façade);
- Front verandah with decorative bargeboard and turned columns;
- Original three panel doors with six pane windows (front façade); and,
- Projecting eaves/verges with plain fascia.

House Interior

- Moulded window and door casings;
- Floor boards;
- Wood baseboards with moulded lip;
- Intact frame-and-panel doors with original hardware; and
- Hewn summer beam in the basement.

Outbuildings

- Fieldstone foundations (B, P)¹;
- Hewn and sawn structural members (B, D1);
- Vertical plank exterior (B);
- Board and batten exterior (P);
- Original sash multi-pane windows (B, P); and
- Original structural openings, including trim and sills (B, P).

Landscape

- Intact core and landscape of nineteenth-century farm complex;
- Established circulation routes and work areas;
- Mature plantings in the vicinity of the house;
- Established pastures and agricultural fields; and,
- Views to the west and south.

4.0 CONSERVATION STRATEGY

4.1 Proposed Work

The property at 3440 Brock Road in the City of Pickering, Ontario, is located within the proposed 18 km segment of a Ministry of Transportation (MTO) transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). The 407 Transitway will also include a number of stations to be determined during the Highway 407 Transitway TPAP study.

Within the 3440 Brock Road study area, the proposed work entails the removal of the Barn, Driveshed 1, Driveshed 3, and a portion of agricultural field to accommodate the construction of the dedicated bus transitway (Appendix A). The transitway is proposed to be approximately 45 metres in width within the study area, with a section of pasture approximately 50 metres in width between the south limit of the existing Highway 407 right-of-way and the north limit of the proposed transitway completely isolated by these two large transportation corridors.

¹ See Appendix A of this report for outbuilding mapping and references.

4.1.2 Impact Assessment

To assess the potential impacts of the undertaking, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7).

Based on the current description of the proposed development, impacts to the identified cultural heritage resource may include the following:

Impact	Description	Mitigation Strategy
Destruction, removal or relocation	The proposed development will have direct impacts to 3440 Brock Road through the removal of the Barn and northeastern Driveshed 1, both located in the north portion of the property. Current designs do not indicate a direct impact to the residential heritage building at 3440 Brock Road, or other outbuildings or landscape elements identified as heritage attributes that are located on this property.	Barn and Driveshed 1 should be relocated/reconstructed on the subject property.
Alteration	The proposed development will result in an alteration of the intact core and landscape of this nineteenth-century farm complex through removal of the Barn and Driveshed 1, and northern pasture/field, which currently contribute significantly to its agricultural function. However, the removal of the field/pasture to the north of the farm complex is not considered to have a significant impact on the setting of this property given that it was previously altered with the construction of Highway 407 in the early twenty-first century, and because additional fields/pastures are located to the south of the farm complex.	Barn and Driveshed 1 should be relocated/reconstructed on the subject property in context with agricultural work areas and pastures as a means of sympathetic alteration to the property.
Shadows	Existing heritage attributes will not be impacted by shadows.	n/a



Isolation	The proposed development will result in further isolation of 3440 Brock Road from its agricultural context, due to the removal of agricultural structures and the surrounding agricultural land to the north and replacement with transportation infrastructure.	Barn and Driveshed 1 should be relocated/reconstructed on the subject property in context with agricultural work areas and pastures in order to reduce the isolation of the subject property from its historical agricultural context.
Direct or indirect obstruction of significant views	There are no impacts to identified views.	n/a
A change in land use	A change in land use from agricultural to rural residential will occur. The continuing, evolved agricultural landscape identified at 3440 Brock Road will be removed, resulting in the formation of a relict landscape as the associated agricultural buildings remaining will no longer retain their original function or interdependence with the surrounding landscape.	Barn and Driveshed 1 should be relocated/reconstructed on the subject property in context with agricultural work areas and pastures in order to retain the agricultural land use of the property.
Soil disturbance	Construction activities associated with the 407 Transitway will result in soil disturbance.	n/a

4.2 Conservation Strategy Objectives

Based on the results of archival research, a site visit, heritage evaluation, and analysis of impacts of the proposed undertaking, the following conservation strategy has been developed. The conservation strategy has been developed in accordance with the Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, the Ministry of Tourism Culture and Sport’s Standards and Guidelines for the Conservation of Provincial Heritage Properties, and the Ministry of Culture’s Eight Guiding Principles in the Conservation of Built Heritage Properties. The conservation strategy has been designed to:

- Recognize, manage, and use the property located at 3440 Brock Road, and which is recommended as Provincial Heritage Property, as “assets that can support ministry of public body mandates and contribute to the social and economic well-being of Ontario’s communities (MTC 2010:5).
- Conserve the property located at 3440 Brock Road, undertaking “all actions or processes aimed at safeguarding the character-defining elements... to retain their heritage value and extend their physical life (Parks Canada 2010:15).

Based on the preferred alignment of the 407 Transitway within the property located at 3440 Brock Road, character-defining heritage attributes are expected to be impacted. These include two structures (Barn and Driveshed 1) and landscape features (established work areas and established pastures), which contribute to the heritage value of the intact core and landscape of nineteenth-century farm complex.

As such, the following conservation objective should be adopted:



- The proposed Highway 407 Transitway development should be planned to avoid direct and indirect impacts to heritage attributes identified at the properties at 3440 Brock Road and to result in sympathetic and compatible alterations to the landscape.

4.2.1 Built Heritage Conservation Strategy

Relocation/reconstruction of built heritage resources (the Barn and Driveshed 1), if undertaken, should identify and conserve interior heritage features as well as exterior features indicated in this report. If relocation/reconstruction is undertaken, the following standards of Canada’s Historic Places *Standards and Guidelines for the Conservation of Historic Places* should be followed:

Parks Canada Standards	Built Heritage Conservation Strategy
1) Conserve the <i>heritage value</i> of an <i>historic place</i> . Do not remove, replace or substantially alter its intact or repairable <i>character-defining elements</i> . Do not move a part of an historic place if its current location is a character-defining element.	All character-defining elements of the Barn and Driveshed 1 should be retained where possible, with particular attention to the hewn support members (B, D1), original structural openings (B), vertical planked exterior (B), and fieldstone foundations (B). In addition, it should be noted that the current location of the Barn and Driveshed 1 within this agricultural property (setting) is a character defining element. As such, the Barn and Driveshed 1 should be relocated/rebuilt within the study area to retain their present function in support of agricultural activities at 3440 Brock Road.
3) Conserve <i>heritage value</i> by adopting an approach calling for <i>minimal intervention</i> .	If relocation/reconstruction is considered for the Barn and Driveshed 1, the following heritage attributes should be conserved: <ul style="list-style-type: none"> • Hewn and sawn structural supports (B, D1); • Fieldstone foundations (B); • Original structural openings (B); • Vertical-planked exterior cladding (B); and • Original multi-pane sash windows (B).

4.2.2 Landscape Conservation Strategy

The proposed development will alter heritage attributes of the subject property, and particularly the agricultural setting. The removal of established pastures and work areas in the north of the study area will negatively impact the agricultural setting of the property. As such, similar pastures and work areas should be created in an area within the subject property adjacent to the relocated/reconstructed Barn and Driveshed 1 to retain the historical agricultural setting of the property.

4.2.3 Intangible Heritage Conservation Strategy

The conservation of the site's intangible heritage should be achieved through extending the agricultural theme that defines cultural practice on the property. The proposed 407 Transitway TPAP should provide for the maintenance of the character of the property through fostering evolving traditions of cultivation and husbandry. By relocation/rebuilding the Barn and Driveshed 1 within the subject property in relation to suitable pastures and work areas, the agricultural character of the property would be retained.

5.0 CONSERVATION AND MITIGATION RECOMMENDATIONS

Based on the results of archival research, a field review and heritage evaluation, the property at 3440 Brock Road 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 property was not determined to be of provincial significance at this time. Its local heritage significance revolves around its historic and contextual. Given that the subject properties were confirmed to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The subject cultural heritage resource located at 3440 Brock Road is currently owned by Infrastructure Ontario (IO) and is expected to be directly impacted by the 407 Transitway from east of Kennedy Road to east of Brock Road. The Ministry of Transportation (MTO) is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway).

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

1. The proposed development should attempt to avoid direct and indirect impacts to landscape and intangible heritage attributes associated with 3440 Brock Road to result in compatible alterations to the property and limit the isolation of the heritage resources from their physical, historical, and contextual setting.
2. As retention and relocation of the Barn and Driveshed 1 has been demonstrated to be unfeasible by the proponent, a Cultural Heritage Documentation and Salvage Report should be completed by a qualified heritage practitioner and distributed to the City of Pickering Heritage Planning staff and Infrastructure Ontario.
3. Finally, this report should be submitted to the following stakeholders for review and comment: Cristina Celebre, Senior Planner at the City of Pickering; and Frank Dieterman, Manager of Heritage Projects at Infrastructure Ontario.

6.0 SOURCES

ASI

- 2016 *Cultural Heritage Evaluation Report: Built Heritage Resources and Cultural heritage Landscapes. 3440 Brock Road (Elsa Storry Avenue) Class Environmental Assessment, Provincial Transportation Facilities Process. Lot 19, Concession 5, Former Township of Pickering, Ontario County, City of Pickering, Durham Region. Report on file at ASI.*

Ministry of Culture, Ontario (MCL)

- 2005 *Ontario Heritage Act.*
2006 *Ontario Heritage Tool Kit*
2010 *Standards and Guidelines for the Conservation of Provincial Heritage Properties.*
2007 *Eight Guiding Principles in the Conservation of Built Heritage Properties*

Ministry of Culture and Communications, Ontario

- 1992 *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments.*

Ministry of Culture and Recreation, Ontario (MCR)

- 1981 *Guidelines on the Man-Made Heritage Component of Environmental Assessments.*

Ministry of Environment, Ontario

- 2006 *Environmental Assessment Act*

Ministry of Municipal Affairs and Housing, Ontario (MMAH)

- 2005 *Ontario Planning Act*
2014 *Provincial Policy Statement*

Ministry of Transportation (MTO)

- 2006 *Environmental Reference for Highway Design*
2006 *Environmental Standards and Practices*
2006 *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation.*
2007 *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*

Parks Canada

- 2010 *Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada.*

Appendix A: Proposed Design of 407 Transitway at 3440 Brock Road

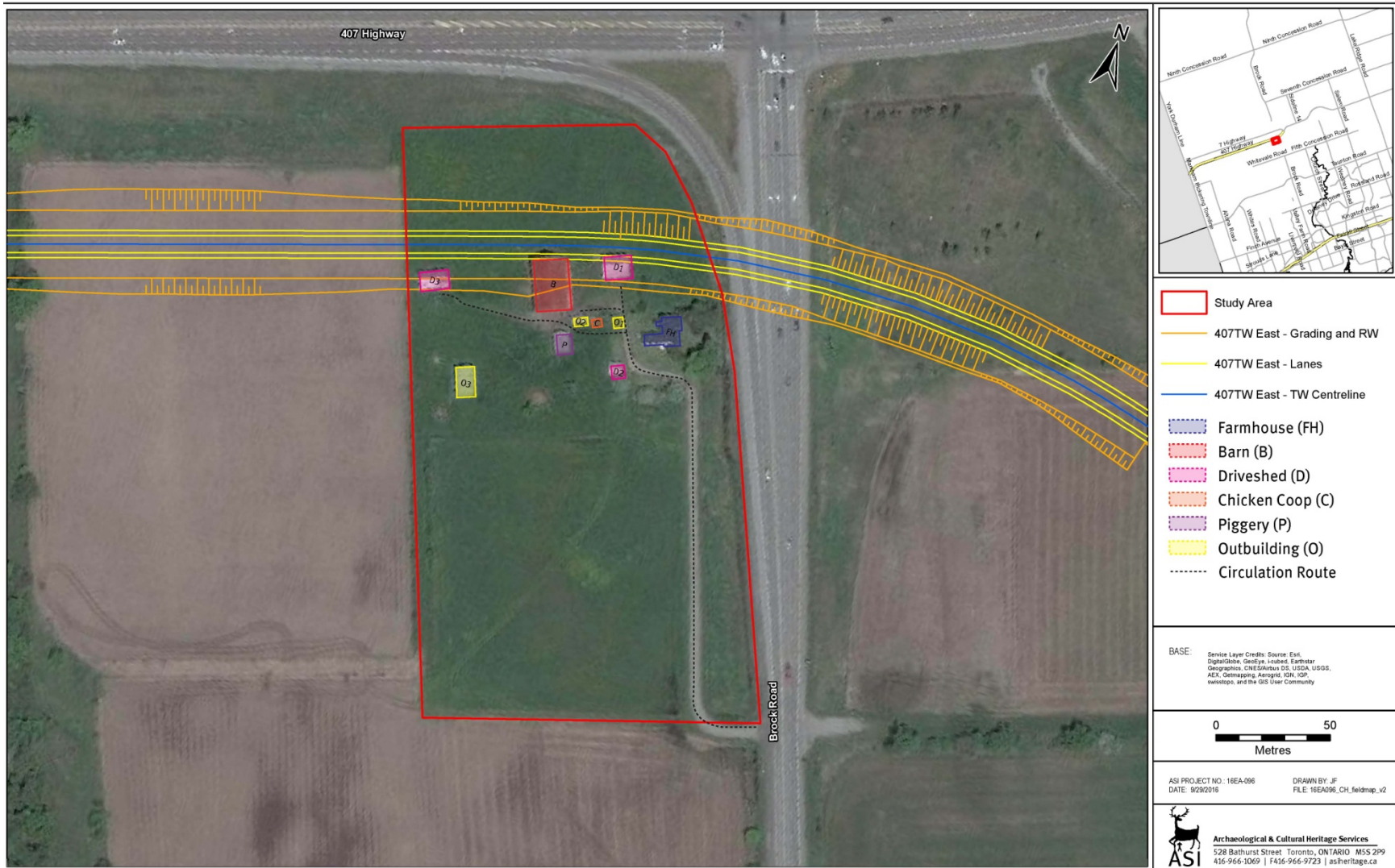


Figure 2: Proposed Design for the 407 Transitway within the study area, with structures and landscape features depicted