

Ontario Ministry of Transportation (MTO)

Cultural Heritage Resource Assessment Report – FINAL Built Heritage Resources & Cultural Heritage Landscapes

*Highway 400 – Highway 404 Link (Bradford Bypass)
Towns of Bradford-West Gwillimbury, East Gwillimbury and
Township of King, Ontario*

W.O. #19-2001

Prepared by:

AECOM Canada Ltd.
30 Leek Crescent, Floor 4
Richmond Hill, ON L4B 4N4
Canada

T: 905 882 4401
F: 905 882 4399
www.aecom.com

Date: February 2020

Project #: 60601761

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	✓	Ontario Ministry of Transportation (MTO)
	✓	AECOM Canada Ltd.

Statement of Qualifications and Limitations

The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“AECOM”) for the benefit of the Client (“Client”) in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents AECOM’s professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM’s professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

AECOM accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information (“improper use of the Report”), except to the extent those parties have obtained the prior written consent of AECOM to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13
© 2009-2015 AECOM Canada Ltd. All Rights Reserved.

Authors

Report Prepared By: <Original Signed By>

Liam Smythe, B. UPRL
Heritage Specialist

Report Reviewed By: <Original Signed By>

Charlton Carscallen, M.A.
Cultural Resources Technical Practices
Manager

Executive Summary

The Ontario Ministry of Transportation (MTO) completed a route planning study for the “*Highway 400 – Highway 404 Extension Link (Bradford Bypass), W.P. 377-90-00*” (December 1997) and a subsequent Environmental Assessment and Recommended Plan were approved in 2002. The MTO has retained AECOM Canada Ltd. (AECOM) to undertake preparatory work for the upcoming re-initiation of design activity for the Bradford Bypass, which will be completed to a Preliminary Design level of detail.

As part of this preparatory work, AECOM was asked to complete a Cultural Heritage Resource Assessment Report (CHAR) for Built Heritage Resources and Cultural Heritage. The objective of this CHAR is to document known cultural heritage resources, and identify potential cultural heritage resources within, or immediately adjacent to, the Study Area. This information will be used to support recommendations regarding cultural heritage values or interests as well as future impact assessments and developing mitigation strategies. The Bradford Bypass is a proposed 400-series highway link which will connect Highway 400 with Highway 404 north of the community of Bradford. The Study Area passes through the Regional Municipalities of York Region and Simcoe County; the Towns of Bradford-West Gwillimbury and East Gwillimbury, and the Township of King. As part of this retainer assignment, an alignment shift based on design refinements was implemented by AECOM and constitutes the Recommended Plan.

Eight (8) Built Heritage Resources (BHRs) and 13 Cultural Heritage Landscapes (CHLs) have been identified within and immediately adjacent to the Study Area. Most heritage resources identified are buildings associated with the agricultural economy of the region throughout the 19th and early-20th centuries. In some cases, the farm residence has been severed from its farm property, and is now considered an individual BHR. In many cases, however, the farming unit remains intact, forming an evolved CHL reflecting the historic development of the rural mixed farming culture of Southern Ontario. These properties are comprised of one or more residences, barns, other outbuildings, fencing and other features that express a long history and pattern of use. The resource table contained within **Section 6** of this report provides background information on the identified heritage properties. Mitigation options will be dependent on the existing heritage status of the resources in question, and consideration of the specific impacts on the resource to be determined later in the design process. Potential mitigation strategies are provided in **Section 5.3** of this report.

Table of Contents

	page
1. Introduction	4
1.1 Description of Study Area.....	4
2. Methodology.....	6
2.1 Regulatory Framework.....	6
2.2 Policy and Legislation Changes Since 1997	6
2.3 MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes.....	7
2.4 Planning Act and Provincial Policy Statement.....	8
3. Historical Overview.....	9
3.1 Simcoe County.....	9
3.2 Township of West Gwillimbury	9
3.3 York County	9
3.4 King Township.....	10
3.5 East Gwillimbury Township	10
3.6 Highway 404	10
3.7 Highway 400	10
4. Description of Cultural Heritage Landscapes & Built Heritage Resources.....	12
4.1 Overview	12
4.2 Designated, Listed, and Potential Properties	12
4.3 1996 Cultural Environment Technical Report.....	12
5. Potential Impacts and Recommendations	14
5.1 Potential Impacts.....	14
5.2 Resource-Specific Impacts.....	14
5.3 Mitigation Recommendations	15
6. Summary Table of Built Heritage Resources and Cultural Heritage Landscapes	16
7. References Cited.....	23

List of Figures

Figure 1. Study Area	5
Figure 2. Study Area, Aerial 2018.....	19
Figure 3. Study Area, 1860 & 1871	20
Figure 4. Study Area, 1880	21
Figure 5. Study Area, 1928	22

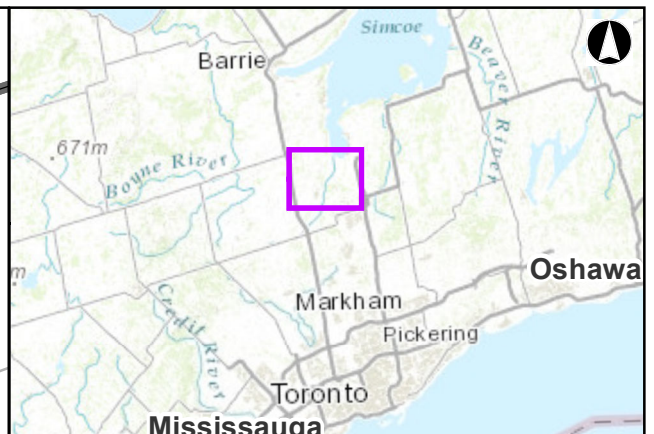
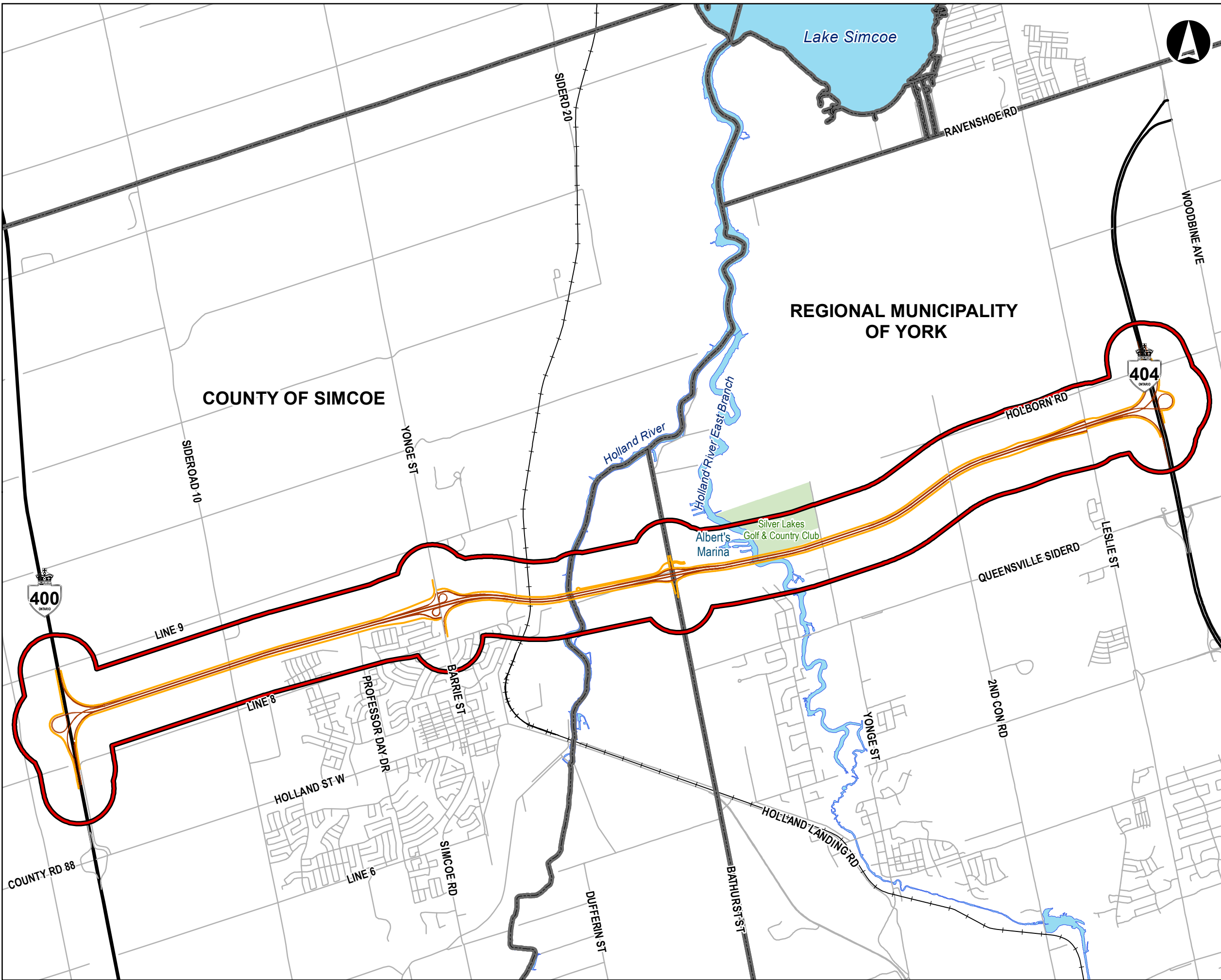
1. Introduction

The Ontario Ministry of Transportation (MTO) completed a route planning study for the *Highway 400 – Highway 404 Extension Link (Bradford Bypass)*, W.P. 377-90-00, December 1997) and a subsequent Environmental Assessment and Recommended Plan were approved in 2002. The MTO has retained AECOM Canada Ltd. (AECOM) to undertake preparatory work for the upcoming re-initiation of design activity for the Bradford Bypass, which will be completed to a Preliminary Design level of detail.

As part of this preparatory work, AECOM was asked to complete a Cultural Heritage Resource Assessment Report (CHAR) for Built Heritage Resources and Cultural Heritage Landscapes. The objective of this CHAR is to document known cultural heritage resources, and identify potential cultural heritage resources within, or immediately adjacent to, the Study Area. This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies. The Bradford Bypass is a proposed 400-series highway link which will connect Highway 400 with Highway 404 north of the community of Bradford. The Study Area passes through the Regional Municipalities of York Region and Simcoe County; the Towns of Bradford-West Gwillimbury and East Gwillimbury, and the Township of King. As part of this retainer assignment, an alignment shift based on design refinements was implemented by AECOM and constitutes the Recommended Plan.

1.1 Description of Study Area

The Study Area for this CHAR consists of the proposed Right-of-Way (ROW) for the Bradford Bypass, plus a 500-meter-wide buffer zone on both sides. The approximately 15-kilometre long ROW begins at Highway 400, between the 8th and 9th Lines in the Town of Bradford-West Gwillimbury. It continues eastward to the north of the community of Bradford, crossing the east and west branches of the Holland River and connects with Highway 404 between Holborn Road and Queensville Sideroad East in the Town of East Gwillimbury. Proposed interchanges are located at Yonge Street and Bathurst Street. Land uses within the Study Area are primarily agricultural. Towards the center of the Study Area, the suburban development of Bradford extends into the southern portion of the buffer zone. Please see **Figure 1** for the Project Study Area.



Legend

- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Study Area
- Rail

Roads

- Provincial Highway
- Other

Other

- Municipality Boundary
- Waterbody

0 0.5 1 2 3
Kilometers

Highway 400 - Highway 404 Link (Bradford Bypass)

Study Area		
Jan 2020	1:52,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: Imagery Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,
	V: Study Area	Figure 1

AECOM

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

2. Methodology

This report was prepared in accordance with the MTO *Environmental Standards and Practices Guide* and the *Ontario Heritage Toolkit*. The following steps were taken:

- Review of the December 1997 Bradford Bypass Environmental Assessment Study (*Highway 400 – Highway 404 Extension Link (Bradford Bypass), W.P. 377-90-00*)
- Research was carried out using primary and secondary sources to establish a historical context for the Study Area;
- The Municipal Heritage Registers of the Town of Bradford-West Gwillimbury, Town of East Gwillimbury, and the Township of King were reviewed;
- AECOM contacted heritage planning staff at the Town of Bradford-West Gwillimbury, Town of East Gwillimbury, and the Township of King. To date, we have received a response only from East Gwillimbury;
- Historic Mapping and Aerial Photographs were reviewed to identify any potential heritage resources, and to establish the approximate age of the structures within the Study Area;
- AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations;

2.1 Regulatory Framework

This CHAR considers cultural heritage resources pursuant to Ontario's *Environmental Assessment Act*, the *Ontario Heritage Act*, the *Planning Act* and the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007). This assessment addresses Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) more than 40-years old.

In accordance with the policies of both Canada and Ontario, BHRs and CHLs are considered to be aspects of the environment, the effects on which must be evaluated in fulfillment of the requirements of the *Canadian Environmental Assessment Act* and the *Ontario Environmental Assessment Act*. The Government of Ontario has also recognized the importance of conserving Ontario's BHRs and CHLs in the *Heritage Act*, the *Planning Act*, the *Provincial Policy Statement* (2014) pursuant to the *Planning Act*, and other documents. Also, all municipalities throughout the Bradford Bypass Study Area have officially recognized the desire to conserve and properly manage these resources and to ensure that cultural resource concerns are addressed during the planning stages of development projects. In support of this, each municipality has identified policies for conservation of heritage resources in their Official Plans. Further, each has compiled a Heritage Registry listing significant cultural resources within their jurisdiction. This includes properties designated under Part IV of the *Heritage Act* as well as those that are "listed" but not designated.

2.2 Policy and Legislation Changes Since 1997

Since the completion of the Bradford Bypass Environmental Assessment Report in December, 1997, there have been considerable changes in provincial legislation and policy pertaining to the assessment of Cultural Heritage Resources. These include, but are not limited to:

- The 2005 *Provincial Policy Statement*, which included updated language regarding heritage conservation;

- Revisions to the *Ontario Heritage Act* in 2005, which required municipalities to keep a register of properties that are considered to have cultural heritage value or interest, as well as introducing protective measures for properties threatened with demolition;
- The creation of Ontario Regulations 9/06 and 10/06, the Criteria for Determining Cultural Heritage Value or Interest;
- The *Ontario Heritage Toolkit* was issued by MTCS (now MHSTCI) in 2005, followed by various guidance documents and “InfoSheets”, most recently the *Bulletin on the Preparation of Heritage Impact Assessments* in 2017;
- MTO’s Environmental Design Guide for Built Heritage and Cultural Heritage Landscapes was released in 2007;
- The *Standards & Guidelines for the Conservation of Provincial Heritage Properties*, released in 2010;
- The 2014 *Provincial Policy Statement* which included further refinement on conservation language, and references to new regulatory requirements.

Taken together, these substantial changes to the policy and regulatory context in which Cultural Heritage Resources are identified and addressed in the Environmental Assessment process mean that the assessment from 1997 must be substantially updated.

2.3 MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes

The *Ontario Heritage Act*, as amended in 2006 is the provincial statute governing Cultural Heritage. In addition, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI, formerly Ministry of Tourism, Culture and Sport (MTCS)) and MTO have prepared the following guidelines to provide policy direction:

- Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (MCL, October 1992);
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (MCL, 1980);
- Ontario Heritage Tool Kit (MCL, 2006);
- Ministry of Tourism and Culture and Sport (MTCS) Standards & Guidelines for Conservation of Provincial Heritage Properties (April 28, 2010);
- Ontario Heritage Bridge Guideline for Provincially-Owned Bridges (MTO and MCL, 2007);
- Heritage Bridges Identification and Assessment Guide Ontario 1945 – 1965 (MCL, 2005); and
- MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007).

Impact assessment and development of mitigation measures will occur, as necessary, for the following types of cultural heritage resources:

- Recognized, designated or protected by the *Ontario Heritage Act*, Part IV or V
- Recognized by:
 - The Ontario Heritage Trust (formally known as the Ontario Heritage Foundation) that keeps a register of “any other properties that in the opinion of the Minister are of cultural heritage interest”
 - The Canadian Register of Historic Places
 - The National Historic Sites and Monuments Board
 - The Federal Heritage Building Review Office (FHBRO)
 - Listing on municipal heritage inventories or registers
 - Assessment as having heritage value and are considered to be important in defining the overall character of an area, but which are not designated, listed or recognized by government.

The MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes states that: *the character-defining elements of built heritage resources and cultural heritage landscapes shall be conserved, and the isolation of built heritage resources and cultural heritage landscapes shall be avoided.*

2.4 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated *Provincial Policy Statement (PPS)* (2014) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters “shall be consistent with” the PPS. In general, the PPS recognizes that Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources for their economic, environmental, and social benefits. More specifically, PPS Section 2.6.1 “states “*Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*”

The following definitions are outlined within the PPS to aid in the interpretation of the policy:

Built heritage resource: means a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers.

Conserved: means the identification, protection, management and use of *built heritage resources, cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigation measures and/or alternative development approaches can be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area 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 *Ontario Heritage Act*; villages, parks, gardens, battlefields, main streets and neighbourhoods, 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).

Significant: means in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

3. Historical Overview

3.1 Simcoe County

The County of Simcoe was named after Lieutenant Governor John Graves Simcoe, the first Lieutenant Governor of Upper Canada from 1791-1796. Innisfil Township was one of 19 townships within Simcoe County and was first surveyed in 1822. The name 'Innisfil' is taken from the word Innisfail, a poetical name for Ireland from which some of its earliest inhabitants emigrated (Armstrong, 1930:141). It encompassed a total area of 27,783 hectares and was bounded to the north by Kempenfelt Bay, to the east by Lake Simcoe, to the west by Essa Township and to the south by West Gwillimbury Township (Beldon, 1881:14). During the period of early settlement, the landscape consisted of rolling topography and productive forests interspaced by numerous cedar swamps that were subsequently drained and cleared. Soil was mostly clay-loam and provided good farming land for these early pioneers.

3.2 Township of West Gwillimbury

The Township of West Gwillimbury was first surveyed in 1819 by George and Samuel Lount and was bound by Innisfil Township to the north, the Holland River to the east and south and Tecumseth Township to the west. The earliest settlers arrived the same year and included Irishmen James Wallace, Robert Armstrong, and Lewis Algeo, followed shortly thereafter by Scottish settlers from Lord Selkirk's Red River Settlement near Winnipeg (Hunter 1909). This initial settlement occurred in the immediate vicinity of Lot 6, Concession IV (Belden 1881). As the Scottish settled primarily in the southwestern part of the Township, this area became known as the Scotch Settlement.

Yonge Street, built from York (Toronto) to Holland Landing on the Holland River by 1796, was completed to the head of Kempenfeldt Bay by 1827. The other major transportation route included the Northern Railway, located in the eastern portion of the Township, which opened in 1853. The influx of settlers was relatively steady and by the time the Historic Atlas was published (Beldon 1881) it shows a well-developed Township, with several schools, post offices, mills and churches, as well as several communities including Middletown, Coulsons Corner, Browns Corner, and Bradford. The population of the Township peaked in 1850 with 3,816 inhabitants, decreasing to 3,030 by the time of the 1871 Census.

3.3 York County

York County is described in detail in the Illustrated Historical Atlas (Miles and Co. 1878: v). Governor Simcoe had previously organized Upper Canada into 19 counties, one of which was named York County (Miles and Co. 1878: vi). The County consisted of two (2) ridings, east and west, bounded by Durham to the east, and the River Thames on the west. York was originally comprised of what is now the municipalities of York, Peel and Halton as well as Durham Region and the City of Toronto, but by 1851 it had dramatically reduced in size as Wentworth, Halton, Ontario and Peel Counties had been separated. Survey along Lake Ontario began in 1791, with 11 Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury (Miles and Co. 1878: vii). The settlement of York began slowly, with no more than 12 houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga's for ten shillings. Many of the first settlers were U. E. and American Loyalists, who were supplied with either a Town lot

or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly to 17,025, and York was incorporated as the city of Toronto in 1834 (Miles and Co 1878: x).

3.4 King Township

As the largest Township in York County, King is located north of Vaughan on the west side of Yonge Street. Likely named after the British under-secretary of state for the colonies, John King, the surveyor Stegmann began to lay out the Township in 1800 and it was ultimately completed in 1859 by Mr. Whelock (Rayburn 1997; Adam and Mulvany 1885:134). The boundary lines of the Township were altered in 1851, when portions of the Township became part of East and West Gwillimbury. There are several historical villages located in King Township, many of which developed alongside Yonge Street, including Lloydtown, Schomberg, Linton, Nobleton, Pottageville, Kettleby, Grenville, Laskay, King Horn, King, Eversley, Temperanceville, Springhill and Oak Ridges. Additionally, Aurora is located along the boundary line of King and Whitchurch. Aurora was first settled in 1797, gaining status as a hamlet in 1804 when a merchant purchased land at the corner of Yonge Street and Wellington (Johnston 1972:16). Many of the original settlers were Quakers. The Toronto, Simcoe and Lake Huron Union Railway Company, later the Ontario, Simcoe and Huron, ran from Toronto to Aurora, with the first arrival to the Aurora Station in 1853.

3.5 East Gwillimbury Township

The land within the Township of East Gwillimbury, now town of East Gwillimbury, in the Regional Municipality of York, was settled early on by Empire Loyalists who had fought for the British in the American War of Independence and by Quakers attracted by land grants and relief from religious persecution. During the first half of the 19th century, the area was settled and cleared for mixed farming. Agriculture was the primary activity during its initial Euro-Canadian settlement, producing wheat, barley, oats, peas, potatoes and turnips, along with pasture land and orchards in the mid-19th century (Adam and Mulvany 1885:172). Between 1871-1981 the population of the township rose to 4,143. With 600 of those inhabitants occupying and working the land, it was the “most purely agricultural communities of any in the county” (Adam and Mulvany 1885:173).

Some early hamlets in the township were Holland Landing, River Drive Park, Sharon, Queensville, and Mount Albert. The historic Village of Holland Landing (originally known as St. Albans and Beverley) was firmly established when the first post office opened in 1821, however Governor Simcoe had seen the village as an asset for early transportation routes, especially during the War of 1812. The name of the village was renamed Holland Landing after Major Samuel Holland who was the Surveyor-General of Canada (the village was nearly called Toronto).

3.6 Highway 404

Highway 404 is an extension of the Don Valley Parkway connecting Toronto to Newmarket. Initially, plans to build began in the 1960s, but Highway 404 was not built until the mid-1970s. The construction continued north, with the portion of the Highway located within the Study Area from Green Lane to Woodbine Avenue near Ravenshoe Road made open to traffic in 2014. The Highway will eventually extend north towards the Sutton and Beaverton Area.

3.7 Highway 400

The official opening of Highway 400 was in 1952 when it extended to as far north as Highway 27 at Barrie, although one (1) lane had already been opened in 1951. It was gradually lengthened to Highway 69 near Coldwater, and by the 1960s it was one of Canada’s busiest highways. While weekday traffic volumes were high at 40,000 vehicles in 1975, the peak loads were seen on weekends, due to its preferred route for cottage country travelers. With the

construction of Highway 400, the community most affected was the City of Barrie which saw a steep increase in population as it became a popular “bedroom community” for commuters working in the GTA.

4. Description of Cultural Heritage Landscapes & Built Heritage Resources

4.1 Overview

Eight (8) BHRs and 13 CHLs have been identified within and immediately adjacent to the Study Area. Most heritage resources identified are buildings associated with the agricultural economy of the region throughout the 19th and early-20th centuries. In some cases, the farm residence has been severed from its farm property and is now considered an individual BHR. In many cases, however, the farming unit remains intact, forming an evolved CHL reflecting the historic development of the rural mixed farming culture of Southern Ontario. These properties are comprised of one or more residences, barns, other outbuildings, fencing and other features that express a long history and pattern of use.

A table has been included in **Section 6** of this report providing the location, a photo (where available) and basic information about each of the properties currently identified in the Study Area, and immediately adjacent to it. It should be noted that in several cases the majority of the property in which a specific resource or CHL occurs falls within the Study Area although the extant buildings are outside of it. They are included in the inventory because of this. The following resources have these circumstances: BHR 6, CHLs 1,2,3,4,7,9,10,11, and 12.

4.2 Designated, Listed, and Potential Properties

Identified BHRs and CHLs have been categorised according to their existing heritage recognition:

- Two (2) Built Heritage Resource (BHR 2 and BHR 6) have been Designated under Part IV of the *Ontario Heritage Act*;
- A total of 14 resources (three (3) BHRs and 11 CHLs) have been Listed on the municipal heritage registers of the municipalities within the Study Area;
- A further eight (8) resources (five (5) BHRs and three (3) CHLs) were identified by AECOM during the desktop review process. These properties have no formal heritage recognition but have the potential for Cultural Heritage Value or Interest pending more detailed evaluation. More detailed review of these properties will be required during the next phase of the project.

4.3 1996 Cultural Environment Technical Report

As part of the 1997 Bradford Bypass EA, a Cultural Environment Technical Report was completed by The Landplan Collaborative Ltd., along with Ruth Zaryski Jackson, Environmental Planner with MTO. The report was finalized in August 1996. A summary of this report is found in Appendix J of the 1997 EA. The development of this report was guided by the documents: *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCL, October 1992); and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCL, 1980). Information sources for the report included the results of an associated route planning study for the Highway 404 Extension (W.P. 299-89-00), as well as historical research and windshield surveys of the Study Area completed in 1990 and 1991.

The report summary does not provide specifics of the Study Area boundaries, nor does it provide addresses of locations of identified resources. 115 built environmental features were identified during this study, each was

ranked as “exceptional”, “moderate”, or “ordinary”. Seventeen (17) resources were identified as “exceptional”, although the report notes that none of these “exceptional” resources were to be directly impacted by the preferred route, although three (3) could receive impacts of a contextual nature due to their location adjacent to the ROW. It was noted in the report that these impacts could be mitigated through sensitive landscape design. Three (3) Cultural Heritage Landscapes also had the potential to be adversely impacted by the preferred route, although landscaping improvements could also potentially mitigate these impacts. At the time of the report’s completion in August 1996, there were no properties within the Study Area which had been Designated under the Ontario Heritage Act; no listed properties were identified, as none of the municipalities within the Study Area were keeping Municipal Heritage Registers at that time.

5. Potential Impacts and Recommendations

5.1 Potential Impacts

As stated in Section 3 of the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*, the development of transportation facilities has the potential to affect built heritage resources and cultural heritage landscapes through various means, including but not limited to:

- The displacement of resources caused by removal or demolition;
- disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resource.

In addition, MTCS's (now MHSTCI) *Infosheet #5: Heritage Impact Assessments and Conservation Plans* provide an overview of potential negative impacts associated with development or site alteration:

- Destruction of any, or part of any significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance;
- Shadows created that alter the appearance of a heritage attribute, or change the viability of a natural feature or plantings such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views within, from, or of built and natural features;
- 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, and;
- Land disturbances such as a change in grade and drainage patterns that adversely affect a resource

5.2 Resource-Specific Impacts

For each resource listed in the resource table (**Section 6**), consideration has been given to potential direct and indirect negative impacts based on their location in proximity to the proposed right-of-way. These impacts have been summarized as follows:

Displacement/Loss: Resources within the Study Area which are located directly within the proposed ROW and have the potential to be demolished or removed as part of the project.

Disruption: Resources which are immediately adjacent to the proposed ROW and have the potential to be impacted through the introduction of physical, visual, audible, or atmospheric elements. In some cases, an identified BHR may not be directly impacted, however one or more of the proposed alternatives may pass through a section of the property.

Minimal Impacts: Resources which are located within, or partially with the Study Area but are located at a considerable distance of the proposed ROW.

5.3 Mitigation Recommendations

Mitigation options are dependent on the existing heritage status of the resources in question, and consideration of the specific impacts on the resource to be determined later in the design process. Recommended mitigation options for each resource can be generally organized into four categories:

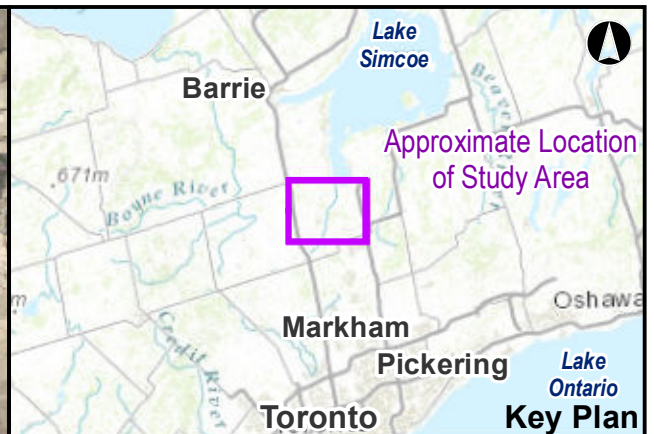
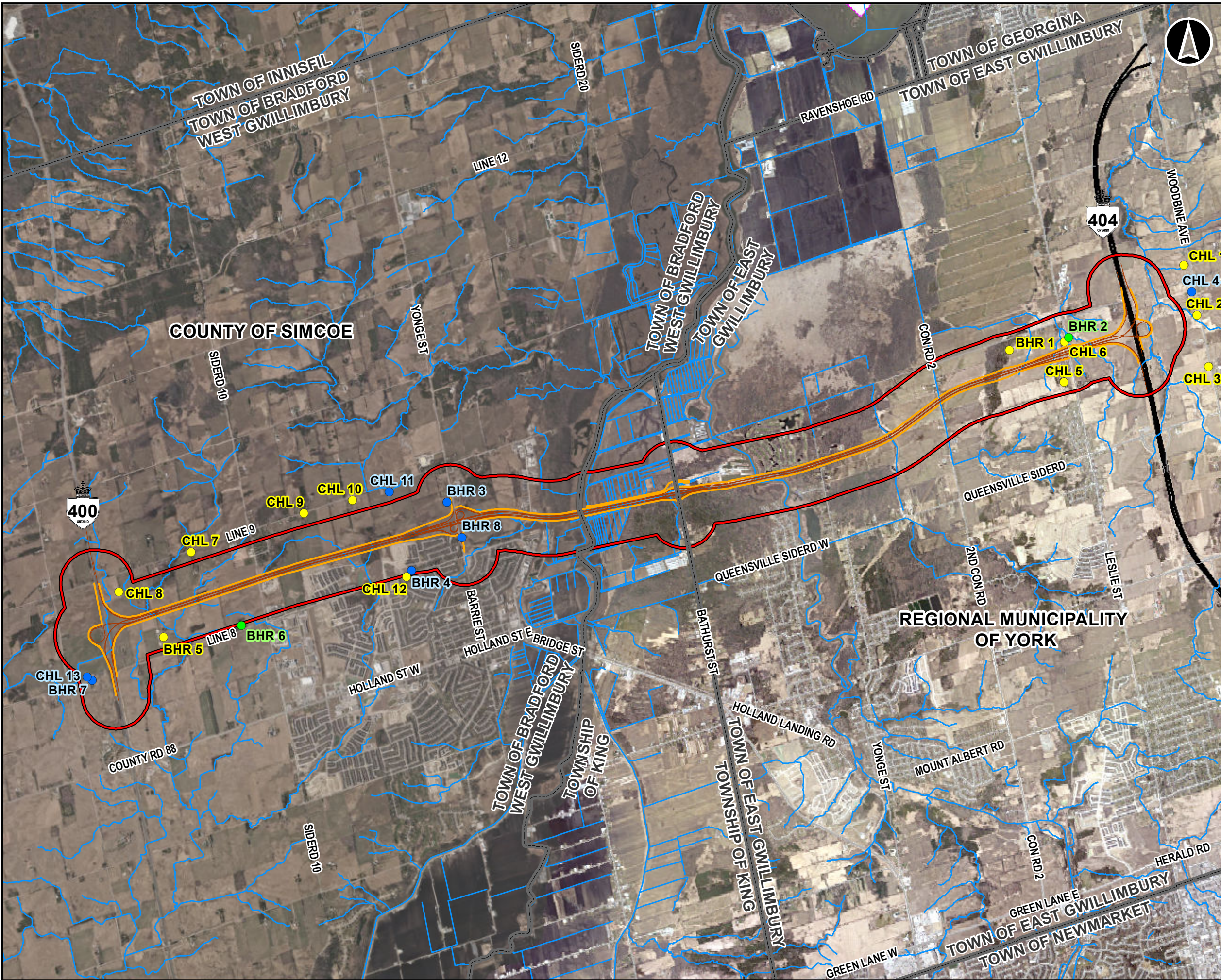
1. **Further Assessment Required:** Properties listed on municipal heritage registers or identified as part of the field review process will require further evaluation to clearly determine their Cultural Heritage Value or Interest. In most cases this will require completion of a Cultural Heritage Evaluation Report (CHER). Where properties have been designated under Part IV of the *Ontario Heritage Act*, a review of the designating by-law and consultation with the municipality should both be undertaken to ensure that the properties have been properly evaluated such that a Statement of Cultural Heritage Value and List of Heritage Attributes are available for each.
Based on the currently proposed alignment, CHERs are recommended for BHRs 2, 3, and 8 and CHL 6.
2. **Heritage Impact Assessment:** Subsequent to the review of the designating bylaw, properties which have been previously designated under Part IV of the *Ontario Heritage Act* and will be directly impacted by one of the short-listed alternatives will require the completion of a Heritage Impact Assessment (HIA) to evaluate the impacts of the project on the resource's identified heritage attributes.
3. **Stewardship Plan:** the *in-situ* retention of a property in its original location is preferred. When a property is under MTO ownership and is to be retained *in-situ*, a stewardship plan will be developed in the Detail Design phase as outlined in Section 6.3.1.1 of the MTO BHCHL Guide. This plan lays out the actions required for the short-term and long-term protection of the resource. Summary Table of Built Heritage Resources and Cultural Heritage Landscapes

6. Summary Table of Built Heritage Resources and Cultural Heritage Landscapes

Resource No.	Address	Description	Heritage Status	Potential Impacts
BHR 1	1193 Holborn Road, East Gwillimbury	Two-storey farmhouse, dichromatic brick. Relocated from the Wright farm on the Second Concession	Listed	Potential for disruption: proposed ROW passes within 250 m of the rear house.
BHR 2	21145 Leslie Street, East Gwillimbury	Harrison-Holborn House. Original log house built circa 1824, red-brick addition at front circa 1855	Designated, Part IV	Potential for disruption: proposed ROW passes within 100 m of the house. CHER required based on current alignment
BHR 3	2948 Yonge Street, Bradford-West Gwillimbury	One-and-a-half storey red brick house with quoins. Gable roof. Appears on the 1870s Historic Atlas Map	Potential	Potential for loss or disruption: Northwest quadrant of Yonge Street interchange passes through front of property. CHER required based on current alignment
BHR 4	2646 8 th Line, Bradford-West Gwillimbury	Two-storey house with side-gable roof, central entranceway. Clad in aluminium siding. A house is shown at this location on the 1870s Historic Atlas map.	Potential	No impacts anticipated, located within Study Area 500 m buffer.
BHR 5	3412 8 th Line, Bradford West-Gwillimbury	One-and-a-half storey side gable house with extensions. House shown at this location on 1870s Historic Atlas map.	Listed	Potential for disruption: proposed ROW passes through rear of property and within 300 m of the rear house.
BHR 6	3172 8 th Line, Bradford-West Gwillimbury	Parker-Burbage House c. 1830. Georgian style house of mud-block construction, with late brick veneer. Two-storey house with mansard roof. Has associations with first owner Thomas Parker, captain in the militia during the Upper Canada rebellion. Also served as reeve of West Gwillimbury Township.	Designated, Part IV	Minimal impacts anticipated. 500 m Study Area buffer zone passes through rear of property. The house is not within the buffer zone.
BHR 7	3647 8 th Line, Bradford-West Gwillimbury	Two-storey brick house with hipped roof. Central front gable with chimneys at east and west ends. House appears on 1870s Historic Atlas map.	Potential	Minimal impacts anticipated. Located within 500 m Study Area buffer zone.
BHR 8	2835-2879 Yonge Street	Two-storey red brick clad house with hipped roof, voussoir-arched windows. Corbelled brick chimney at rear. Appear to be vacant. House shown on property in 1870s Historic Atlas.	Potential	Potential for loss or destruction: located within southeast quadrant of proposed Yonge Street interchange. CHER required based on current alignment
CHL 1	21308 Woodbine	Squire Morton House, circa 1835. Site of the Christian Church and Burying Ground	Listed	No impacts anticipated: 500 m Study Area buffer passes though rear of property.

Resource No.	Address	Description	Heritage Status	Potential Impacts
	Avenue, East Gwillimbury			
CHL 2	21032 Woodbine Avenue, East Gwillimbury	John Cowieson House, c. 1892. One-and-a-half storey. Red brick cladding with voussoir arched window openings. Front gable. Barn at rear of house.	Listed	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 3	20724 Woodbine Avenue, East Gwillimbury	John S. Smith House, c. 1858. Two-storey frame house with gable roof, full width verandah. L-shaped barn at rear of property.	Listed	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 4	21170 Woodbine Avenue, East Gwillimbury	Two-storey red brick house with L-shaped with hipped roof. L-shaped barn at rear of property.	Potential	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 5	20908 Leslie Street, East Gwillimbury	Two-storey, L-shaped red brick farmhouse. Various outbuildings on property.	Potential	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 6	21138 Leslie Street, East Gwillimbury	Wright House, circa 1899. One-and-a-half storey frame house with intersecting gable roof. Barn at rear of property.	Listed	Potential for disruption/isolation. Proposed ROW passes within 30 m of barn and 60 m of house. CHER required based on current alignment
CHL 7	3287 9 th Line, Bradford-West Gwillimbury	Appears to be two-storey house with gable roof. Gambrel roof barn at rear of house.	Listed	No impacts anticipated: Located within 500 m Study Area buffer zone.
CHL 8	3521 9 th Line, Bradford-West Gwillimbury	Appears to be one-and-a-half store brick house with gable roof. Remains of collapsed barn at rear of property.	Listed	No impacts anticipated: Located within 500 m Study Area buffer zone.
CHL 9	2925 9 th Line, Bradford-West Gwillimbury	Two-and-a-half storey red brick house with hipped roof. Gabled bay located on north side of house. Barn and silo at rear of house.	Listed	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 10	2779 9 th Line, Bradford-West Gwillimbury	One-and-a-half storey L-shaped farmhouse with verandah. Central front gable. Barn at rear of property.	Listed	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 11	2673 9 th Line, Bradford-West Gwillimbury	Two-storey red brick house with hipped roof. Two barns.	Potential	No impacts anticipated: 500 m Study Area buffer passes though rear of property.
CHL 12	2659 8 th Line, Bradford-West Gwillimbury	One-and-a-half storey red brock house with full-width verandah. Barn at rear of property.	Listed	No impacts anticipated: Located at southern edge of 500 m Study Area buffer zone.

Resource No.	Address	Description	Heritage Status	Potential Impacts
CHL 13	3664 8 th Line, Bradford- West Gwillimbury	Two-storey red brick house with hipped roof. Brick quoins (possibly painted). Large barn with silo. House appears on 1870s Historic Atlas Map.	Potential	No impacts anticipated: 500 m Study Area buffer passes though eastern edge of property.



Legend

- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Study Area

Roads

- Provincial Highway
- Other
- Municipal Boundary
- Watercourse

Heritage Status

- Designated, Part IV
- Listed
- Potential

0 0.5 1 2 3 4
Kilometres

Highway 400 - Highway 404 Link (Bradford Bypass)

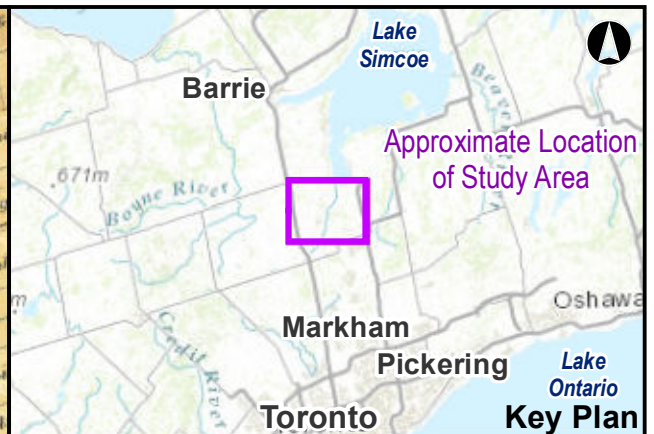
Study Area, Aerial 2018

Feb, 2020	1:55,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: MNR, NRC, MTO, Regions of York and Simcoe
P#: 60601761		

AECOM

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

C:\Users\jgibson\OneDrive\Documents\Projects\400-404 Link\400-404 Link (Bradford Bypass) Draft_Study Area Aerial 2018.mxd
 Date Saved: 21/02/2020 3:10:11 PM User Name: jgibson

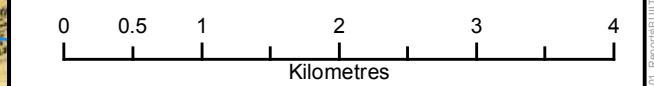


Legend

- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Study Area
- Watercourse
- Hogg Map 1871 Area

Heritage Status

- Designated, Part IV
- Listed
- Potential



Highway 400 - Highway 404 Link (Bradford Bypass)

Study Area, 1860 & 1871

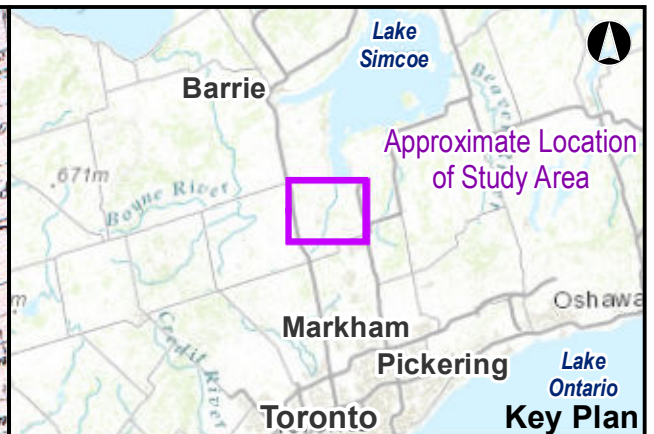
Feb, 2020	1:55,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: MNR, NRC, MTO, Regions of York and Simcoe
-----------	---	---

P#: 60601761

AECOM

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

Drawn: 21/10/2020 2:23:15 PM User Name: michael.walton



Legend

- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Study Area
- Watercourse

Heritage Status

- Designated, Part IV
- Listed
- Potential

0 0.5 1 2 3 4
Kilometres

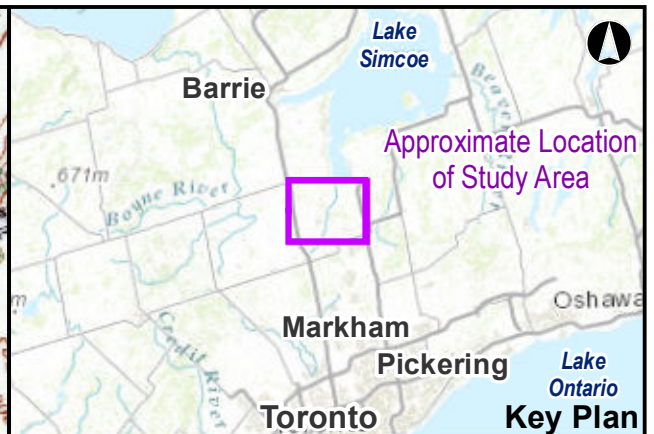
Highway 400 - Highway 404 Link (Bradford Bypass)

Study Area, ca1880

Feb, 2020	1:55,000	Datum: NAD 1983 UTM Zone 17N Source: MNR, NRC, MTO, Regions of York and Simcoe
P#: 60601761		

AECOM

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.



Legend

- Highway 400 - Highway 404 Link (Bradford Bypass) Right of Way
- Highway 400 - Highway 404 Link (Bradford Bypass) Alignment
- Study Area

Roads

- Provincial Highway
- Other
- Municipal Boundary
- Watercourse

Heritage Status

- Designated, Part IV
- Listed
- Potential

0 0.5 1 2 3 4
Kilometres

Highway 400 - Highway 404 Link (Bradford Bypass)

Study Area, ca1928

Feb, 2020	1:55,000	Datum: NAD 1983 UTM Zone 17N Source: MNRF, NRC, MTO, Regions of York and Simcoe
P#: 60601761		

AECOM

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

7. References Cited

Illustrated Historical Atlas of the County of Simcoe. Toronto: H. Belden & Co, 1881

Illustrated Historical Atlas of the County of York. Toronto: Miles and Company, 1878.

Adam, Graeme Mercer & Charles P. Mulvany. *History of Toronto and County of York, Ontario*. Toronto: C.B. Robinson, 1885.

Armstrong, George Henry. *The Origin and Meaning of Place Names in Canada*. Toronto: MacMillan Co. of Canada, 1930.

Hunter, Andrew F. *A History of Simcoe County*. Barrie, Ontario: Barrie City Council, 1909

Johnston, James. *Aurora: Its Beginnings*. Aurora, Ontario: Aurora and District Historical Society, 1972.

The Landplan Collective Limited & Ruth Zaryski Jackson. *Summary of Final Technical Report: Cultural Environment. Bradford Bypass Route Planning and Environmental Study*. W.P. 377-99-00. June 17, 1997

McCormick-Rankin Corporation. *Environmental Assessment Report One – Stage Submission: Highway 400-Highway 404 Extension Link (Bradford Bypass)*. W.P. 377-90-00. December, 1997.

Rayburn, Allan. *Dictionary of Canadian Place Names*. Oxford University Press, 1997

