



VMC

Schedule 'C' Class Environmental Assessment (EA) Studies for the Extensions of Interchange Way and Millway Avenue

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

FINAL MARCH 2022





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Executive Summary

WSP Canada Inc. (WSP) was retained by the City of Vaughan (the Client), to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process for the extensions of Interchange Way from Commerce Street to Creditstone Road, and Millway Avenue from Highway 7 to Interchange Way (the "Project"). Phases 1 and 2 of the MCEA will be completed as a part of the Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update.

This Cultural Heritage Report identifies existing and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) within the Project study area. Further, the report includes a review of the background history of the study area, the results of a property visit undertaken to confirm existing conditions, a preliminary impact assessment to identify negative impacts to BHRs and CHLs, preliminary mitigation recommendations, and determination of whether a Cultural Heritage Evaluation Report (CHER) or Heritage Impact Assessment (HIA) is required for all or parts of the study area to be impacted.

The cultural heritage identification documented in this Cultural Heritage Report follows the process set out in the *Draft Existing Conditions and Preliminary Impact Assessment Report Guidelines* provided by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) (2019). In addition, best practice in heritage identification and assessment has been used, as outlined in the MHSTCI *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), *Identification and Evaluation Process* (2014), and the *Ontario Heritage Toolkit* (2006).

This Cultural Heritage Report was prepared by Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario and Lindsay Benjamin, MAES, RPP, MCIP, CAHP, Cultural Heritage Specialist. The report was carried out for the entire Project study area and encompasses the broadest area that might be affected, which consists of all immediately adjacent properties (i.e.,







properties that border the MCEA Study boundary). A property visit was conducted on September 15, 2021 and did not identify any BHRs or CHLs in the study area.

The report has resulted in the following recommendations:

- 1. That no further cultural heritage assessments are required for the Project.
- 2. That this Cultural Heritage Report be sent to the MHSTCI for review as part of the Environmental Assessment (EA) process.
- 3. That should future work require an expansion of the MCEA study boundary, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential BHRs and CHLs.







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1 Introduction

1.1 Study Purpose and Objectives

This Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) was undertaken to identify municipally, provincially, and federally recognized heritage properties and potential heritage properties within the study area in order to evaluate the impacts that the project may have on built heritage resources (BHR) and cultural heritage landscapes (CHL).

A Cultural Heritage Report is required for the Environmental Assessment (EA) process to: identify existing and potential BHRs and CHLs; review the background history of the study area; complete a site visit to confirm existing conditions; provide a preliminary impact assessment to conserve BHRs and CHLs; identify mitigation and/or monitoring for potential impacts; and determine whether additional heritage reporting is required.

To meet these objectives, the report will:

- Introduce the study including the purpose and methodology used to undertake the work;
- Review background studies to complete a summary history of the study area using local histories, historical mapping and aerial photographs. This work will trace the evolution of the study area and aid in the identification of existing and potential BHRs and CHLs;
- Obtain information regarding the City of Vaughan's heritage recognitions and identification of listed and/or designated heritage properties within the study area;
- Confirm the presence of previously recognized BHRs and CHLs. This process will aid in the identification of BHRs and CHLs that may be impacted by the undertaking. This task will include a review of municipal, provincial, and federal heritage registers and inventories.







This work will be conducted in accordance with the *Ontario Heritage Act* (OHA) (2005), the *Provincial Policy Statement* (PPS) (2020), the *Environmental Assessment Act* (1990), and the *Vaughan Official Plan* (2010).

1.2 Project Description and Study Area

WSP Canada Inc. (WSP) was retained by the City of Vaughan (the Client), to conduct a Cultural Heritage Report as part of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process for the extensions of Interchange Way from Commerce Street to Creditstone Road, and Millway Avenue from Highway 7 to Interchange Way (the "Project"). Phases 1 and 2 of the MCEA will be completed as a part of the Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update.

The City is now updating the TMP to confirm transportation needs, supportive policies and a phasing strategy to 2041 with a focus on street connectivity, accessibility and support for multi-modal mobility (for example, walking, cycling, transit, ride share, etc.). The planning and design of the previously proposed extensions of Millway Avenue and Interchange Way will be advanced through the Project.

The cultural heritage study area (noted in a hatched purple boundary on Figure 1, Appendix A) consists of the MCEA study boundary (noted in a yellow boundary on Figure 1, Appendix A) inclusive of Interchange Way from east of Commerce Street to Creditstone Road, and Millway Avenue from Highway 7 to Interchange Way, as well as all adjacent properties.







2 Legislative Framework

This report reviews BHRs and CHLs within the Project study area to ensure that the requirements under the *Environmental Assessment Act* are satisfied. This section outlines the various legislative frameworks and policies relevant to the report.

2.1 Environmental Assessment Act

The purpose of the *Environmental Assessment Act* is "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management, in Ontario, of the environment" (*Environmental Assessment Act*, 2009, Part I-Section 2). The Act defines the environment broadly to include the built and cultural environment and outlines a planning and decision-making process to ensure that potential environmental effects are considered before a project begins. This legislation applies to provincial ministries and agencies, municipalities and other public bodies.

2.2 Provincial Policy Statement

The *Provincial Policy Statement* (PPS) outlines provincial "policy direction on matters of provincial interest related to land use planning and development" (Part I: Preamble, 2020). The intent is to provide for appropriate development that protects resources of public interest, public health and safety and the quality of the natural and built environment. The PPS 2020 identifies the conservation of significant built heritage resources and cultural heritage landscapes as a provincial interest in Section 2.6.1.

Relevant definitions from the PPS 2020 include:

Built Heritage Resources (BHR): means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural







heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.

Cultural Heritage Landscapes (CHL): 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 Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

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. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision- maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

2.3 Ontario Heritage Act

The Ontario Heritage Act (OHA) gives municipalities and the provincial government powers to preserve the heritage of Ontario, with a primary focus on protecting heritage properties and archaeological sites. The OHA grants the authority to municipalities and to the province to identify and designate properties of heritage significance, provide standards







and guidelines for the preservation of heritage properties and enhance protection of heritage conservation districts, marine heritage sites and archaeological resources.

Designation ensures the conservation of important places and can take the form of individual designations (Part IV of the OHA) or as part of a larger group of properties, known as a heritage conservation district (Part V of the OHA). An evaluation using the criteria outlined in Ontario Regulation (O. Reg) 9/06 is used to determine whether a property possesses cultural heritage value or interest (CHVI) and may be worthy of designation under the OHA. Designation offers protection for properties under Sections 33, 34 and 42 of the OHA, prohibiting the owner of a designated property from altering, demolishing or removing a building or structure on the property unless the owner applies to the council of the municipality and receives written consent to proceed with the alteration, demolition or removal.

In addition to designated properties, the OHA allows municipalities to list properties that are considered to have CHVI on their Municipal Heritage Register. Under Part IV, Section 27 of the OHA, municipalities must maintain a Register of properties situated in the municipality that are of CHVI. Section 27 (1.1) states that the register shall be kept by the clerk and that it must list all designated properties (Part IV and V). Under Section 27 (1.2), the Register may include property that has not been designated, but that council believes to be of CHVI. Listed properties, although recognized as having CHVI, are not protected under the OHA to the same extent as designated properties, but are acknowledged under Section 2 of the PPS 2020 under the *Planning Act*. An owner of a listed heritage property must provide the municipality with 60 days' notice of their intention to demolish a building or structure on the property.

The OHA also allows for the designation of provincial heritage properties (PHP). Part III.1 of the OHA enables the preparation of standards and guidelines that set out the criteria and process for identifying the CHVI of PHPs (Part II of the OHA) and provincial heritage properties of provincial significance (PHPPS) (O. Reg. 10/06 of the OHA), as well as the setting of standards for their protection, maintenance, use, and disposal.







2.4 City of Vaughan Official Plan

The *Vaughan Official Plan* (2010) addresses cultural heritage in Section 6. Policies relevant to infrastructure projects include:

- 6.1.1.1. To recognize and conserve cultural heritage resources, including heritage buildings and structures, cultural heritage landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources.
- 6.1.2.1. To maintain a Register of Cultural Heritage Resources (the Heritage register) pursuant to the *Ontario Heritage Act* that identifies properties that are of cultural heritage value.
- 6.1.2.3. To require that identified heritage resources not yet listed in the Heritage register are evaluated and conserved, as appropriate, through any legislated planning or assessment processes, including the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act* and the *Cemeteries Act*.
- 6.1.2.4. That the identification of cultural heritage resources is an on-going process of inventorying, surveying and evaluation. There may be cultural heritage resources that have not yet been identified and listed in the Heritage register. Such properties may be identified through the development approvals process and evaluated through the submission of a cultural heritage survey to be undertaken by proponents for development approvals. The cultural heritage survey shall be reviewed by the City for that property's potential inclusion in the Heritage register.
- 6.1.3.3. c. Encouraging that public works and transportation infrastructure projects comply with the heritage policies of this Plan in order to minimize impacts on heritage resources and encouraging appropriate mitigation measures where necessary.







6.2.1.1. To make full use of the provisions of Provincial legislation, such as the *Ontario Heritage Act, Planning Act, Municipal Act* and *Environmental Assessment Act*, to protect and conserve cultural heritage resources in Vaughan.







3 Methodology

3.1 Consultation

BHRs and CHLs already recognized by the municipality, the Ontario Heritage Trust (OHT), provincially and federally were identified by reviewing the following:

- Inventory of OHT easements;
- OHT's Ontario Heritage Plaque Guide, an online, searchable database of Ontario Heritage Plaques;
- Ontario's Historical Plaques website;
- Ontario Genealogical Society's Ontario Cemetery Index;
- Parks Canada's Historic Places website, an online, searchable register that provides information on historic places recognized at the local, provincial/territorial and national levels;
- Parks Canada's Directory of Federal Heritage Designations, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings and Heritage Lighthouses;
- Canadian Heritage River System, a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage; and,
- UNESCO World Heritage Sites.

The following municipality-specific resources were consulted in addition to contacting the municipal heritage planners:

 City of Vaughan Heritage Inventory, which provides information on all properties designated under Part IV or V of the OHA and listed on the municipal register; and,







— City of Vaughan Cultural Heritage Landscape Inventory and Policy Study (ASI, 2010).

For the purposes of this study, any property previously identified by a municipality, municipal staff, provincial or federal agencies as containing, or having the potential to contain, CHVI will be determined to be a BHR or CHL, and if applicable, will be discussed in Section 5.4.

3.2 Field Assessment

Field assessment for this report included a survey of the cultural heritage study area from the publicly accessible right-of-way to confirm or identify existing and/or potential BHRs and CHLs. Where identified, potential resources were photographed and mapped, and physical characteristics visible from the right-of-way or aerial imagery were described.

The use of a 40-year threshold is a guiding principle when conducting a preliminary identification of BHRs and CHLs (MHSTCI 2016). 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 exhibit heritage value. Similarly, if a resource is younger than 40 years old it does not preclude this resource from having CHVI, however it does provide a systematic means of identifying properties that have a higher likelihood of retaining CHVI.

This report includes background research that summarizes the history of the study area. In addition to textual sources, historical mapping and aerial photography was consulted to identify the presence of structures/buildings, settlement patterns, and other previously recognized BHRs and CHLs.

3.3 Identification of Cultural Heritage Value or Interest

Properties identified during field review were screened by employing an application of the 40-year threshold used to identify potential BHRs and/or CHLs, followed by a high-level







and cursory evaluation based on a theoretical understanding of the criteria outlined in O. Reg. 9/06 for determining CHVI. The criteria in O. Reg. 9/06 were established to identify properties with sufficient CHVI to warrant designation under the OHA. It is considered best practice when identifying potential BHRs and CHLs to employ O. Reg. 9/06 as it provides a general framework for understanding and interpreting CHVI. It should be noted, however, that the application of this framework is used as a theoretical underpinning, not as a strict measurement applied, to a greater or lesser degree, to each property under study. This report does not provide a comprehensive evaluation of a property according to O. Reg. 9/06 and does not satisfy the requirement for a Cultural Heritage Evaluation Report (CHER).

3.4 Agency Data Requests

As part of this study, the City of Vaughan's Heritage Inventory was reviewed to determine if properties and structures located in the study area have been previously identified and/or designated under the OHA. WSP sent a request to the City of Vaughan on September 16, 2021 to confirm those properties that are listed on the Inventory or designated under Parts IV or V of the OHA, and which may be located within the study area. A follow-up email was sent on September 23, 2021. At the time of report drafting, a response had not been received from the City.

A request was sent to the OHT on September 16, 2021 to obtain information related to OHT-owned properties and easements. A response received September 21, 2021 confirmed that no conservation easements or Trust-owned properties are located within the study area.

A request was sent to the MHSTCI on September 16, 2021 to confirm if any PHPs were located within the study area. A response was received on September 20, 2021 indicating that, to date, no properties within the study area have been designated by the Minister and that the MHSTCI is not aware of any PHPs within the study area. The MHSTCI requested that this Cultural Heritage Report and any subsequent technical cultural heritage studies







(i.e., CHER, Heritage Impact Assessment) be sent to the Ministry for review as part of the EA process.

A summary of data requested through consultation with the agencies noted above is provided in Table 1.

Table 1: Agency Data Requests

Contact Name / Position	Organization	Contact Information	Dates of Communication	Description of Information Received
Nick Borcescu, Senior Heritage Planner Katrina Guy, Cultural Heritage Coordinator Wendy Whitfield Ferguson, Cultural Heritage Coordinator	City of Vaughan	Email: Nick.Borcescu@vaughan.ca Katrina.Guy@vaughan.ca Wendy.WhitfieldFerguson @vaughan.ca	Sent: September 16, 2021 September 23, 2021	No response received.







Contact Name / Position	Organization	Contact Information	Dates of Communication	Description of Information Received
Kevin De Mille, Natural Heritage Coordinator	OHT	Email: Kevin.DeMille @heritagetrust.on.ca	Sent: September 16, 2021 Received: September 21, 2021	Confirmation that no conservation easements or Trustowned properties are located within the study area.
Karla Barboza, Heritage Planner	MHSTCI	Email: karla.barboza@ontario.ca	Sent: September 16, 2021 Received: September 20, 2021	Confirmation that no properties within the study area have been designated by the Minister and that the MHSTCI is not aware of any PHPs within the study area.







4 Historical Context

4.1 Historical Context Overview

The study area is located on Lots 4 to 7, Concession 4 and Lots 4 to 7, Concession 5 in the former Geographic Township of Vaughan, County of York, now the City of Vaughan, Regional Municipality of York, Ontario. The following provides a generalized cultural history of the Indigenous people within the study area's surroundings.

The sections below present a sequence of Indigenous land-use for the region from the earliest known human occupation following deglaciation, as well as more recent Euro-Canadian land-use history in the region. These periods are the Pre-Contact period and the Post-Contact (Historic) period.

4.2 Pre-Contact Period

The pre-contact period in Ontario has been reconstructed, primarily, from the archaeological record and interpretations made by archaeologists through an examination of material culture and site settlement patterns. Technological and temporal divisions of the pre-contact period have been defined by archaeologists based on changes to natural, cultural, and political environments that are observable in the archaeological record. It is pertinent to state that although these divisions provide a generalized framework for understanding the broader events of the pre-contact period, they are not an accurate reflection of the fluidity and intricacies of cultural practices that spanned thousands of years. The following presents a sequence of Indigenous land-use from the earliest human occupation following deglaciation to the more recent past based on the following periods as defined by archaeologists as the:

Paleo Period;







- Archaic Period;
- Woodland Period; and
- Post-Contact Period.

4.2.1 Paleo Period

Paleo period populations were the first to occupy what is now southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years before present (BP). The first Paleo period populations to occupy southern Ontario are referred to by archaeologists as Early Paleo (Ellis and Deller, 1990).

Early Paleo period groups are identified by their distinctive projectile point types, exhibiting long grooves, or "flutes," that likely functioned as a hafting mechanism (method of attaching the point to a wooden stick). These Early Paleo group tool types include Gainey (c.10,900 BP), Barnes (c.10,700), and Crowfield (c.10,500) (Ellis and Deller, 1990). By approximately 10,400 BP, Paleo projectile points transitioned to various unfluted varieties such as Holcombe (c.10,300 BP), Hi Lo (c.10,100 BP), and Unstemmed and Stemmed Lanceolate (c.10,400 to 9,500 BP). These types were used by Late Paleo period groups (Ellis and Deller, 1990). Both Early and Late Paleo period populations were highly mobile, participating in the hunting of large game animals. Paleo period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis and Deller, 1990).

4.2.2 Archaic Period

By approximately 8,000 BP, climatic warming supported the growth of deciduous forests in southern Ontario. These forests introduced new flora and faunal resources, which resulted in subsistence shifts and a number of cultural adaptations. This change is reflected in the archaeological record by new tool-kits that are reflective of a shift in subsistence strategies and has been categorized as the Archaic period.







The Archaic period in southern Ontario is sub-divided into the Early Archaic (c.10,000 to 8,000 BP), Middle Archaic (c.8,000 to 4,500 BP), and the Late Archaic (c.4,500 to 2,800 BP) periods. Generally, in North America, the Archaic period represents a transition from big game hunting to broader, more generalized subsistence strategies based on local resource availability. This period is characterized by the following traits:

- An increase in stone tool variation and reliance on local stone sources;
- The emergence of notched and stemmed projectile point types;
- A reduction in extensively flaked tools;
- The use of native copper;
- The use of bone tools for hooks, gorges, and harpoons;
- An increase in extensive trade networks; and
- The production of ground stone tools and an increase in larger, less portable tools.

The Archaic period is also marked by population growth with archaeological evidence suggesting that, by the end of the Middle Archaic period (c.4,500 BP), populations had steadily increased in size (Ellis, et al., 1990).

Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories and were shifting to more seasonal encampments. From the spring into the fall, settlements were focused in lakeshore/riverine locations where a variety of different resources could be exploited. Settlement in the late fall and winter months moved to interior sites where the focus shifted to deer hunting and the foraging of wild plants (Ellis et al., 1990, p. 114). The steady increase in population size and the adoption of a more localized seasonal subsistence strategy led to the transition into the Woodland period.

4.2.3 Early and Middle Woodland Periods

The beginning of the Woodland period is defined by the emergence of ceramic technology. Similar to the Archaic period, the Woodland period is separated into three







timeframes: the Early Woodland (c.2,800 to 2,000 BP), the Middle Woodland (c.2,000 to 1,200 BP), and the Late Woodland (c.1,200 to 350 BP) (Spence et al., 1990; Fox, 1990).

The Early Woodland period is represented in southern Ontario by two cultural complexes: the Meadowood Complex (c.2,900 to 2,500 BP), and the Middlesex Complex (c.2,500 to 2,000 BP). During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decoration. These early ceramics exhibit cord impressions, which are likely the result of the techniques used during manufacture rather than decoration (Spence et al., 1990).

The Middle Woodland period has been differentiated from the Early Woodland period by changes in lithic tool forms (i.e., projectile points, expedient tools), and the increased decorative elaboration of ceramic vessels (Spence et al., 1990). Additionally, archaeological evidence suggests the rudimentary use of maize (corn) horticulture by the end of the Middle Woodland Period (Warrick, 2000).

In southern Ontario, the Middle Woodland has been divided into three different complexes based on regional cultural traditions: the Point Peninsula Complex, the Couture Complex, and the Saugeen Complex. These groups are differentiated by sets of characteristics that are unique to regions within the province, specifically regarding ceramic decorations.

The Point Peninsula Complex extends from south-central and eastern Ontario into southern Quebec. The northernmost borders of the complex can be found along the Mattawa and French Rivers. Ceramics are coil constructed with conical bases, outflaring rims, and flat, rounded, or pointed lips. The interior surfaces of vessels are often channelled with a comb-like implement, creating horizontal striations throughout. The exterior is smoothed, or brushed, and decoration generally includes pseudo-scallop stamps or dentate impressions. Occasionally, ceramics will have been treated with a red ochre wash (Spence et al, 1990).







The Saugeen Complex is found generally in south-central Ontario and along the eastern shores of Lake Huron. The Saugeen Complex ceramics are similar in style to Point Peninsula Complex; however, the vessels tended to be cruder than their Point Peninsula counterparts. They were characterized by coil construction with thick walls, wide necks, and poorly defined shoulders. Usually, the majority of the vessel was decorated with pseudo-scallop stamps or dentate impressions, with the latter occurring more frequently at later dates (Spence et al., 1990).

4.2.4 Late Woodland Period

There is much debate as to whether a transitional phase between the Middle and Late Woodland Periods is present in Ontario, but it is generally agreed that the Late Woodland period of occupation begins around 1,100 BP. The Late Woodland period in southern Ontario can be divided into three cultural sub-phases: The early, middle, and late Woodland periods. The early Late Woodland is characterized by the Glen Meyer and Pickering cultures and the middle Late Woodland is characterized by the Uren and Middleport cultures. These groups are ancestral to the Iroquoian-speaking Neutral-Erie (Neutral), the Huron-Wendat (Huron), and Petun Nations that inhabited southern Ontario during the late Late Woodland period (Smith, 1990, p. 285).

The Pickering and Glen Meyer cultures co-existed within southern Ontario during the early Late Woodland period (c.1250-700 BP). Pickering territory is understood to encompass the area north of Lake Ontario to Georgian Bay and Lake Nipissing (Williamson, 1990). Glen Meyer is centred around Oxford and Norfolk counties, but also includes the southeastern Huron basin and the western extent is demarcated by the Ekfrid Clay Plain southwest of London, Ontario (Noble, 1975). Villages of either tradition were generally smaller in size (~1 ha) and composed of smaller oval structures, which were later replaced by larger structures in the Late Woodland period. Archaeological evidence suggested a mixed economy where hunting and gathering played an important role, but small-scale horticulture was present,







indicating a gradual shift from hunting-gathering to a horticultural economy (Williamson, 1990).

The first half of the middle Late Woodland period is represented by the Uren culture (700-650 BP) and the second half by the Middleport (650-600 BP). Uren and Middleport sites of the middle Late Woodland share a similar distribution pattern across much of southwestern and south-central Ontario. (Dodd et al., 1990). Significant changes in material culture and settlement-subsistence patterns are noted during this short time. Iroquois Linear, Ontario Horizontal, and Ontario Oblique pottery types are the most well-represented ceramic assemblages of the middle Late Woodland period (Dodd et al., 1990). At Middleport sites, material culture changes included an increase in the manufacture and use of clay pipes as well as bone tools and adornments (Dodd et al., 1990; Ferris & Spence, 1995).

The appearance of evidence of small year-round villages, secondary ossuary burials, and what are thought to be semi-subterranean sweat lodges suggest a marked increase in sedentism in southern Ontario during the Uren and Middleport cultures (Ferris & Spence, 1995). The increasing permanency of settlements resulted in the development of small-scale cultivation and a subsequent increased reliance on staple crops such as maize, beans, and squash (Dodd et al., 1990; Warrick, 2000; Ferris & Spence, 1995).

Archaeological evidence from the middle Late Woodland sites also documents increases in population size, community organization and village fissioning, and the expansion of trade networks. The development of trade networks with northern Algonquian peoples has also been inferred from findings at Middleport sites along the northern parts of southwestern and south-central Ontario. These changes resulted in the more organized and complex social structures observed in the late Late Woodland period.

During the late Late Woodland period, village size significantly increased as did the complexity of community and political systems. Villages were often fortified with palisade walls and ranged in size from a few longhouses to over 100 longhouses observed in large villages. Larger longhouses oriented differently than others in the village have been associated with primary familial groups and it has been suggested that longhouses that







were located outside of palisade walls may have been for visiting groups for the purposes of trade or social gatherings (Ramsden, 1990). More recent research has indicated that smaller, temporary camp or cabin sites were often used seasonally for the tending of agricultural fields or as fishing camps (Ramsden, 1990). By this time, large-scale agriculture had taken hold, making year-round villages even more practical as a result of the ability to store large crop yields over winter.

Early contact with European settlers at the end of the Late Woodland period resulted in extensive changes to the traditional lifestyles of most populations inhabiting Ontario including settlement size, population distribution, and material culture. The introduction of European-borne diseases significantly increased mortality rates, resulting in a drastic drop in population size (Warrick, 2000).

4.3 Post-Contact Period

4.3.1 Pre-Confederation Treaties

The study area, located in the City of Vaughan, is situated within land negotiated under Treaty 13 (Toronto Purchase) between the Mississaugas of the Credit and the Crown (MCFN, 2017). On August 1, 1805, an agreement was signed between the Mississaugas of the Credit and officials representing the Crown, which confirmed the taking of 250,830 acres of land for the sum of 10 shillings while the Mississaugas reserved for themselves the right to exclusively fish on Etobicoke Creek (MCFN, 2017).

4.3.2 County of York

The study area is situated in the historic County of York, now the City of Vaughan. The land that includes the County of York was surrendered by the Mississaugas to the British Crown as part of Treaty No. 13, the Toronto Purchase (1805). After the American Revolution ended







in 1783, those who remained loyal to the British Crown (United Empire Loyalists) began to move into Southern Ontario, creating a greater demand for land.

In 1787, senior officials from the former Indian Department met with the Mississaugas of the Carrying Place to acquire land along the northern shores of Lake Ontario extending northward toward Lake Simcoe (Surtees, 1994:107). Due to irregularities in the land boundaries of the original 1787 land surrender, the Deputy Superintendent of Indian Affairs, William Claus, entered into negotiations with the Mississauga to redefine the northern and western boundaries as well as purchase a larger tract of land. The irregularities disputed between the Crown and the Mississauga over the original 1787 land surrender was whether or not the Humber or Etobicoke Creek was the western boundary of the purchase (Harris, n.d.). Stretching from the Scarborough Bluffs in the east and Etobicoke Creek in the west, the final agreement included much of what was once the western half of the County of York, including Etobicoke Township. In 1805, the Crown purchased the 250,000 acres of land that is included in the Toronto Purchase.

After the British conquest of the area, the land that became the County of York was originally part of the District of Nassau and later, the Home District. The County of York was created in 1791 and consisted of an east and west Riding extending from the County of Durham to the east, the La Trench River (now Thames River) to the west, and Lake Geneva (now Burlington Bay) to the south (Mika & Mika, 1983:681). Governor John Graves Simcoe was among the first to settle in the newly established county. Accompanied by the Queen's Rangers, he occupied the area around what was once Fort Rouille on the modern-day Exhibition lands in the City of Toronto. Fort Rouille was originally constructed by the French in 1751 to control the fur trade in the area and was subsequently destroyed in 1759 to prevent its use by the British. It was at this site that Simcoe began to lay the foundations of York, the new capital of Upper Canada (Mika & Mika, 1983:681).

Early settlers in the County of York included the Pennsylvania Quakers, Germans from Genesee Valley, Pennsylvania Dutch, and French Royalists. The population in the county grew rapidly as a result of the construction of two major transportation routes, historic







Yonge and Dundas Streets, and the desire to settle in the capital of Upper Canada. Yonge Street was constructed from Toronto Harbour to Holland Landing in the north, and Dundas Street was established from downtown Toronto to London in the West. These became major transportation routes as they allowed for settlement and trade with the interior of Southern Ontario (Mika & Mika, 1983:682).

In 1851, the County of York encompassed the townships of Etobicoke, Vaughan, Markham, Scarborough, York, King, Whitchurch, Gwillimbury East, and Gwillimbury North. The County of York was briefly united with the County of Peel from 1853 to 1866. Municipalities including the Township of Georgina, the City of Toronto, and the villages of Aurora, Holland Landing, Newmarket, Richmond Hill, and Yorkville were added to the boundaries of the County of York after 1866 (Mika & Mika, 1983:682).

4.3.3 Township of Vaughan

The study area is situated within the Geographic Township of Vaughan. The first survey of the township was completed by Abraham Tredell in 1795 at the request of Sir John Graves Simcoe. His goal was to establish a road (present-day Yonge Street) through the township to connect the community of York, present-day Toronto, with more northerly trading areas, including Georgian Bay. The concessions were laid out with Yonge Street marking the border in the east and present-day Highway 50 in the west. The township eventually covered a total of 67,510 acres (Reaman, 1971). It was the third largest township in the County of York and was named after Benjamin Vaughan, a representative of Lord Melbourne who was involved with peace negotiations with the Americans in 1783 (Mika & Mika, 1983:574). While the township survey was not completed until 1851, European settlers began to arrive in 1796, including German settlers from Pennsylvania, French Huguenots and English Quakers (Mika & Mika, 1983:574). The first sawmill was built in 1801 by John Lyons, and was constructed at the time when the population sat at only 103 inhabitants. By 1817, the population had increased to 510 (Mika & Mika, 1983:574).







Between 1815 and 1840, patents for land around the Humber River were issued, encouraging an influx of settlers from the British Isles. The first schoolhouse was built in 1815 and, by 1825, the township had grown to see the establishment of 19 schoolhouses. By this time, the Township of Vaughan included at least six sawmills and two grist mills. Between 1825 and 1840, the number of mills constructed to support the growing need for lumber and the processing of agricultural products had increased to include 34 sawmills, five grist mills, and a number of flour and woollen mills (Mika & Mika, 1983:574). By 1842, the township residents had cleared and planted 18,026 acres of land, mostly for wheat, and the population was recorded at 4,187. Most of the farming in the Township of Vaughan was small-scale until horsepower gradually replaced manpower after 1840. This shift helped to significantly increase crop yields (Mika and Mika, 1983:575).

By 1849, the township was incorporated, and a municipal system of government was implemented (Reaman, 1971). A thriving agricultural industry supported the continual growth of the township and the development of extensive transportation infrastructure over the next several decades. Major transportation routes constructed through the township included the establishment of the Northern Railway between 1851 and 1855, the Vaughan Plank Road in 1860, the Metropolitan Railway in 1896, and the Toronto Suburban Electric Railway in 1914 (Mika & Mika, 1983:574).

In the early 1900s, the Township of Vaughan experienced an influx of inhabitants as Toronto began to grow beyond its early established boundaries. With this influx of inhabitants, small suburban communities were quickly developed and by 1911 the population of the township had reached over 20,000 people (Reaman, 1971). Over the course of the twentieth century, the area was increasingly dominated by suburban developments inhabited by those commuting to Toronto for work (Mika & Mika, 1983:575). In 1971, the Township was incorporated as the Town of Vaughan and, 20 years later, it became the City of Vaughan (City of Vaughan, 2020).







4.3.4 Community of Edgeley

Edgeley is a small community that developed at the intersection of present-day Highway 7 and Jane Street, to the northeast of the study area. Settlement in the area began before 1820 and it became a thriving agricultural community (Mika & Mika, 1977:634).

Many of the earliest settlers in Edgeley were Mennonite from Somerset County, Pennsylvania. They constructed a church on present-day Jane Street in 1824, which was used until 1923 and housed the community cemetery (Vaughan Township Historical Society, 1972). One of the earlier industries in the area was a shingle mill, which also made coffins and casket pillows. The community eventually grew to include a general store, a cider mill, and a blacksmith shop. By 1872, Edgeley received a post office, which was operated by the owner of the general store. It also included a hotel, located on the northwest corner of Highway 7 and Jane Street, two slaughterhouses, a carriage and wagon shop, a dress-making establishment, a chopping mill, and a community centre known as Edgeley Hall (Vaughan Township Historical Society, 1972; Mika & Mika, 1977:634). Edgeley was well-known for growing fruit, primarily apples, and much of the community's landscape was dedicated to fruit trees, most notably west of Jane Street and north of Highway 7 (Figure 6). Today, some streets in the former community are named to honour the area's fruit-growing tradition, for example Apple Mill Road.

By 1917, a Farmers' Co-operative was established in Edgeley, which provided the local farmers with many of the supplies needed to operate their agricultural endeavours. However, as transportation and agricultural facilities improved over the twentieth century, business was diverted to larger centers and the prosperity of Edgeley declined, like many other rural communities in Ontario. In 1971, when the Township of Vaughan and the Village of Woodbridge were amalgamated, Edgeley became part of the newly established Town of Vaughan (Mika & Mika, 1977:634; City of Vaughan, 2020).







4.3.5 Historical Mapping Review

A review of historical mapping and aerial photography was undertaken to understand the changing landscape and built environment within the Project study area. To determine the presence of historical features, nineteenth century historical county maps and twentieth century topographic maps and aerial photos were reviewed. While these maps and photographs were not the only visual sources consulted for the purposes of this study, they were determined to provide the best overview of land development in the study area. It should be noted that the absence of structures or other features shown on the historical maps does not preclude their presence on these properties. Illustrating all homesteads on the historical atlas maps would have been beyond the intended scope of the atlas and often homes were only illustrated for those landowners who purchased a subscription.

As illustrated on Tremaine's 1860 *Map of the County of York, Canada West* (Figure 2), both Jane Street and Highway 7 are notable as historical transportation corridors. Each parcel within the study area is owned but there were only a few structures and land forms depicted within the vicinity of Jane Street and Highway 7. A structure associated with Andrew Mitchell was depicted on the western side of Jane Street on Lot 7, Concession 5, just north of the study area. Another structure associated with Samuel Smith was depicted on the eastern side of Jane Street on Lot 6, Concession 6 within the study area. Black Creek is shown running parallel to the east side of Jane Street. Interestingly, although the community of Edgeley was established in the 1820s, there is no indication of any development at the intersection of present-day Highway 7 and Jane Street. This is likely because the post office was not established until 1872, and so the community was not illustrated. This is pertinent to note as it indicates that the absence of historic homesteads and settlements on these maps does not preclude their presence at the time of publication.

By 1878, the *Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury and Town of Bradford in the County of Simcoe, Ontario* (Figure 3) indicates dozens of structures, some with orchards, a church, and the Edgeley post office fronting Jane Street. Black Creek is illustrated running parallel to Jane Street to the east. Many of







these structures were within the boundaries of the study area. At this time, Edgeley was recorded as having, among other establishments, a hotel, two slaughterhouses, a carriage and wagon shop, a dress-making establishment, a chopping mill, and a community centre known as Edgeley Hall. The hotel was situated on the northwest corner of the intersection of Highway 7 and Jane Street but neither it nor any of the other notable structures were specifically illustrated (Vaughan Township Historical Society, 1972; Mika & Mika, 1977:634).

Similar to the illustrations of the community of Edgeley depicted in the nineteenth century maps, the topographic map from 1914 (Figure 4) indicated a concentration of buildings at the intersection of present day Highway 7 and Jane Street surrounded by agricultural lots. The post office is still present in the same location and Black Creek is shown running parallel to Jane Street. By 1940, the topographic map indicates that a hydro electric power line had been added to the Highway 7 corridor, otherwise little notable change was observed in the community of Edgeley (Figure 5).

To gain a better understanding of the more recent land use of the study area, aerial imagery from 1954, 1977 and 1992 was reviewed (available from the University of Toronto and Google Earth). In 1954, the study area was predominantly rural with a landscape that appears to have remained under agricultural use (Figure 6). A large fruit tree orchard (likely apples) is located on the north side of Highway 7 and spans from Highway 400 to Jane Street. The construction of Highway 400 represents the most significant development of this time period. By the late 1960s and early 1970s, major developments begin to appear within the study area. It was during this time that the area to the southeast of Highway 7 and Jane Street was developed. This development involved extensive grading and landscaping activity. By 1977, the construction and associated laydown yards indicate that there was significant grading and disturbance in the area to the southwest of Highway 7 and Jane Street (Figure 7). From 1987 to 1989, further development to the northwest and northeast of Highway 7 and Jane Street occurred. There were also extensive alterations to the intersection of Highway 400 and Highway 7, which included the realignment of the on-and off-ramps. By 1992, the construction for Highway 407 had begun, which involved the







temporary twinning of Highway 400 (Figure 8). The remaining areas were developed over the next three decades, including the large condominium buildings north along Highway 7 between Jane Street and Creditstone road. As a result of significant commercial and infrastructure development, little evidence of the former community of Edgeley or historic buildings or landscapes were observed to remain in the study area.







5 Existing Conditions

5.1 Property Visit

A property visit was conducted via publicly accessible lands on September 15, 2021 by Lindsay Benjamin, Cultural Heritage Specialist, to record the existing conditions of the Project study area, inclusive of all adjacent properties. The field review was preceded by a review of available historical and current aerial photographs and maps. These photographs and maps were reviewed for any potential BHRs and CHLs that may be extant in the study area. The existing conditions of the study area are described below, and all photographs from the property visit are provided in Section 9. No BHRs or CHLs were identified in the study area.

5.2 Description of Existing Conditions

The property visit began at the intersection of Millway Avenue and Highway 7 and then traveled east, moving clockwise through the study area.

Land uses on the north side of Highway 7 at Millway Avenue within the study area include recently constructed structures such as the Vaughan Metropolitan Centre, medium density commercial buildings, a number of multi-storey residential towers (some under construction), and large surface parking lots (Images 1 to 4). At present, Millway Avenue does not extend south beyond Highway 7. The property located on the south side of Highway 7, adjacent to Millway Avenue, is a large lot industrial building that spans to Jane Street in the east (Image 5). The Millway Avenue MCEA study boundary is proposed to travel through this industrial property before connecting with Interchange Way in the south.







The portion of the study area east of Jane Street is characterized by primarily smaller lot industrial and commercial land uses constructed post-1970 with surface parking lots arranged to a grid street pattern. The Interchange Way MCEA study boundary extends to the east through the study area across Jane Street, extant industrial and commercial properties, and Maplecrete Road (Images 6 to 9) before terminating at Creditstone Road in the east (Images 10 and 11). The proposed Interchange Way alignment is located between Doughton Road in the north and Peelar Road in the south (Images 12 to 14). Black Creek has been largely urbanized and travels north-south through the study area parallel to the east side of Jane Street. The banks of the river are lined with mature trees that obscure views to the waterway (Image 13).

The portion of the study area west of Jane Street is composed of contemporary large lot commercial and industrial land uses, parking lots, and residential towers (under construction) organized around a curvilinear street network. Exchange Way/Peelar Access Road mark the south edge of the study area bounded by Highway 407 (Images 15 to 17). An IKEA store surrounded by surface parking lots and a large lot under construction with a multi-storey residential tower were located north of Exchange Way/Peelar Access Road and south of the Interchange Way/MCEA study boundary.

The north side of Interchange Way (east-west) is lined with large lot commercial and industrial land uses and is intersected by another Interchange Way, which travels north-south through the study area and continues north across Highway 7 (Images 18 to 20). The Millway Avenue MCEA study boundary passes north-south through extant commercial and industrial buildings before terminating at the Interchange Way MCEA study boundary between Exchange Avenue and Jane Street (Image 21). A multi-storey hotel surrounded by surface parking lots is located at the west terminus of Interchange Way (Images 22 to 24).

The northwest corner of the study area is similarly composed of large lot commercial land uses and vacant lots proposed for high density residential infill. Commerce Street spans the west side of the study area, then curves east connecting to another portion of Commerce Street that connects to Highway 7 in the north and loops east to Interchange Way in two







parallel locations (Images 25 to 29). Two multi-storey hotels are located on the east side of Interchange Way, south of Highway 7 (Image 28).

5.3 Previous Cultural Heritage Assessments

A number of cultural heritage assessments have been completed for portions of the study area, however those located and reviewed as part of this report have not identified any BHRs or CHLs with known or potential CHVI. A summary of identified MCEA and planning applications completed in the study area are summarized below:

- In January 2019, HDR Inc. prepared the North Vaughan and New Communities
 Transportation Master Plan for the City of Vaughan and did not identify any specific
 BHRs or CHLs with known or potential CHVI in the study area.
- A Minor Variance application submitted for property at Exchange Avenue and Interchange Way in 2019 did not identify any cultural heritage resources or concerns with the property.
- The *Vaughan Metropolitan Centre Black Creek Renewal MCEA* completed by TMIG Ltd. in August 2018 did not identify any BHRs and CHLs within the study area (TMIG, 2018:18).
- A Schedule 'C' MCEA study undertaken in May 2015 by CIMA+ for the Portage Parkway Widening from Applewood Crescent to Jane Street and Portage Parkway Extension from Jane Street to Creditstone Road did not identify any specific BHRs or CHLs with known or potential CHVI in the study area.

5.4 Identified Cultural Heritage Resources

A desktop study and a field visit were completed to identify known and potential BHRs and CHLs older than 40 years of age located within or adjacent to the study area as described in Section 3. A review was conducted to determine previously identified BHRs and/or CHLs documented within or adjacent to the study area, including listed (registered non-







designated) and designated properties, heritage conservation districts and known CHLs. This included a review of the *City of Vaughan Heritage Inventory* (City of Vaughan, n.d.) and the *City of Vaughan Cultural Heritage Landscape Inventory and Policy Study* (ASI, 2010).

During field review, potential heritage resources were sought by employing a high-level and cursory evaluation based on an understanding of the criteria identified in the MHSTCI's *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*. As a result of this review, no BHRs or CHLs were identified within the study area.

The desktop review did indicate that one Part IV designated property was once located in the study area, however it was moved to Black Creek Pioneer Village at 7060 Jane Street, Concord, Ontario. The built heritage resource, commonly known as Sawyer's House, was constructed in the 1830s on Lot 6, Concession 5 in the Village of Edgeley. It is an early example of vernacular Georgian architecture and may have been occupied by a worker, specifically a sawyer (a term used to describe someone who saws wood).

The desktop review also indicated that the study area is located within the Humber River watershed, a Canadian Heritage River watershed (CHRS, n.d.). This designation is honorific and is meant to raise awareness and promote stewardship of Canada's rivers for the benefit of current and future generations.

As no BHRs or CHLs were identified in the study area, it is not necessary to complete a preliminary impact assessment of potential adverse effects as none are anticipated to result from the Project.







6 Conclusions

The results of the background historical research and review of the secondary source materials, including historic mapping, revealed that the study area consists of lands that have been shaped by early agricultural settlement dating from the nineteenth and early twentieth centuries.

The following provides a summary of the assessment results:

- No BHRs or CHLS were identified within the Project study area; and,
- There will be no direct or indirect impacts to BHRs and CHLs as a result of the Project.







7 Recommendations

This Cultural Heritage Report has resulted in the following recommendations:

- 1. That no further cultural heritage assessments are required for the Project.
- 2. That this Cultural Heritage Report be sent to the MHSTCI for review as part of the EA process.
- 3. That should future work require an expansion of the MCEA study boundary, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential BHRs and CHLs.







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9 Field Images



Image 1: Highway 7 looking west from Millway Avenue



Image 2: Highway 7 looking east from Millway Avenue









Image 3: Millway Avenue looking north from Highway 7



Image 4: Millway Avenue looking south from New Park Place









Image 5: Millway Avenue MCEA study area on south side of Highway 7, looking south from Millway Avenue

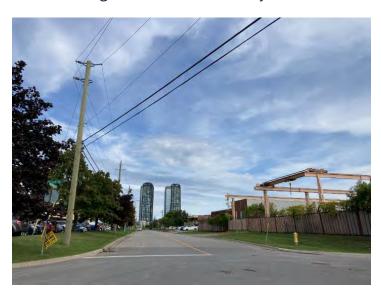


Image 6: Maplecrete Road looking north to Interchange Way MCEA study area from Peelar Road









Image 7: Interchange Way MCEA study area, looking west from Maplecrete Road



Image 8: Interchange Way MCEA study area, looking east from Maplecrete Road









Image 9: Maplecrete Road looking south to Interchange Way MCEA study area from Doughton Road



Image 10: Creditstone Road looking south to Interchange Way MCEA study area from Freshway Drive









Image 11: Interchange Way MCEA study area, looking west from Creditstone Road



Image 12: Peelar Road looking north to Interchange Way MCEA study area from Peelar Road









Image 13: Looking east to Interchange Way MCEA study area from Peelar Road, note Black Creek to south (right)

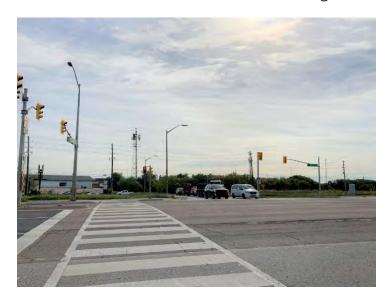


Image 14: Intersection of Jane Street and Interchange Way/Peelar Road, looking east to Interchange Way MCEA study area









Image 15: Exchange Avenue looking west from Jane Street



Image 16: Exchange Avenue looking north from Exchange Avenue









Image 17: Exchange Avenue looking east from terminus in southwest corner of study area



Image 18: Interchange Way MCEA study area, looking west from Interchange Way (north-south alignment)









Image 19: Interchange Way MCEA study area, looking north to Interchange Way (north-south alignment)



Image 20: Interchange Way MCEA study area, looking east to Interchange Way (north-south alignment)









Image 21: Millway Avenue MCEA study area, looking north from Interchange Way



Image 22: Interchange Way MCEA study area, looking east from terminus of Interchange Way









Image 23: Commerce Street, looking north from terminus of Interchange Way in southwest corner of study area



Image 24: Intersection of Commerce Street and Commerce Street, looking south









Image 25: Intersection of Commerce Street and Commerce Street, looking north to Highway 7



Image 26: View from intersection of Commerce Street and Commerce Street, looking east









Image 27: South Commerce Street intersection with Interchange Way, looking west



Image 28: South Commerce Street intersection with Interchange Way, looking north









Image 29: South Commerce Street intersection with Interchange Way, looking south to Interchange Way MCEA study area



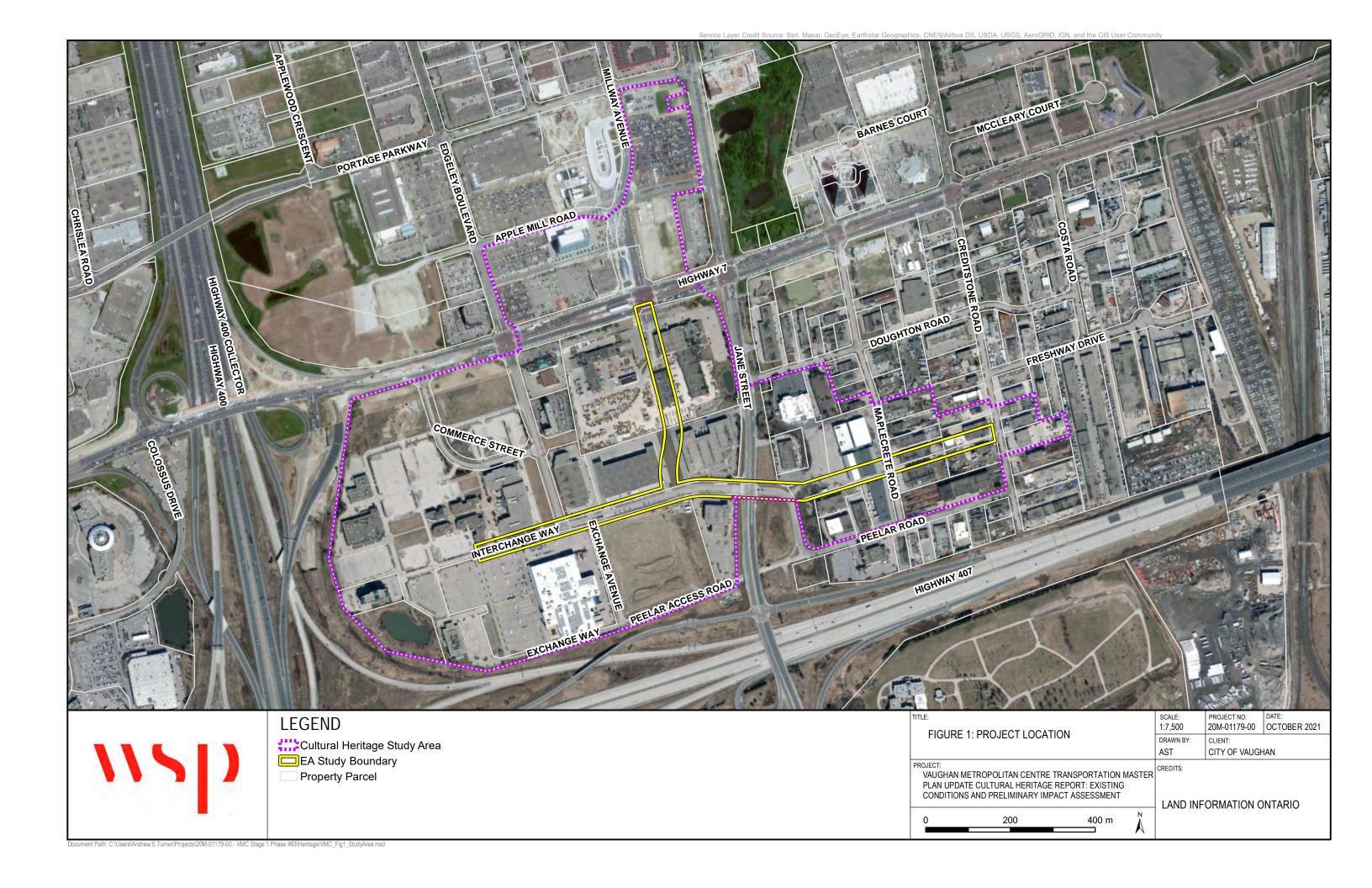




Appendix A Figures

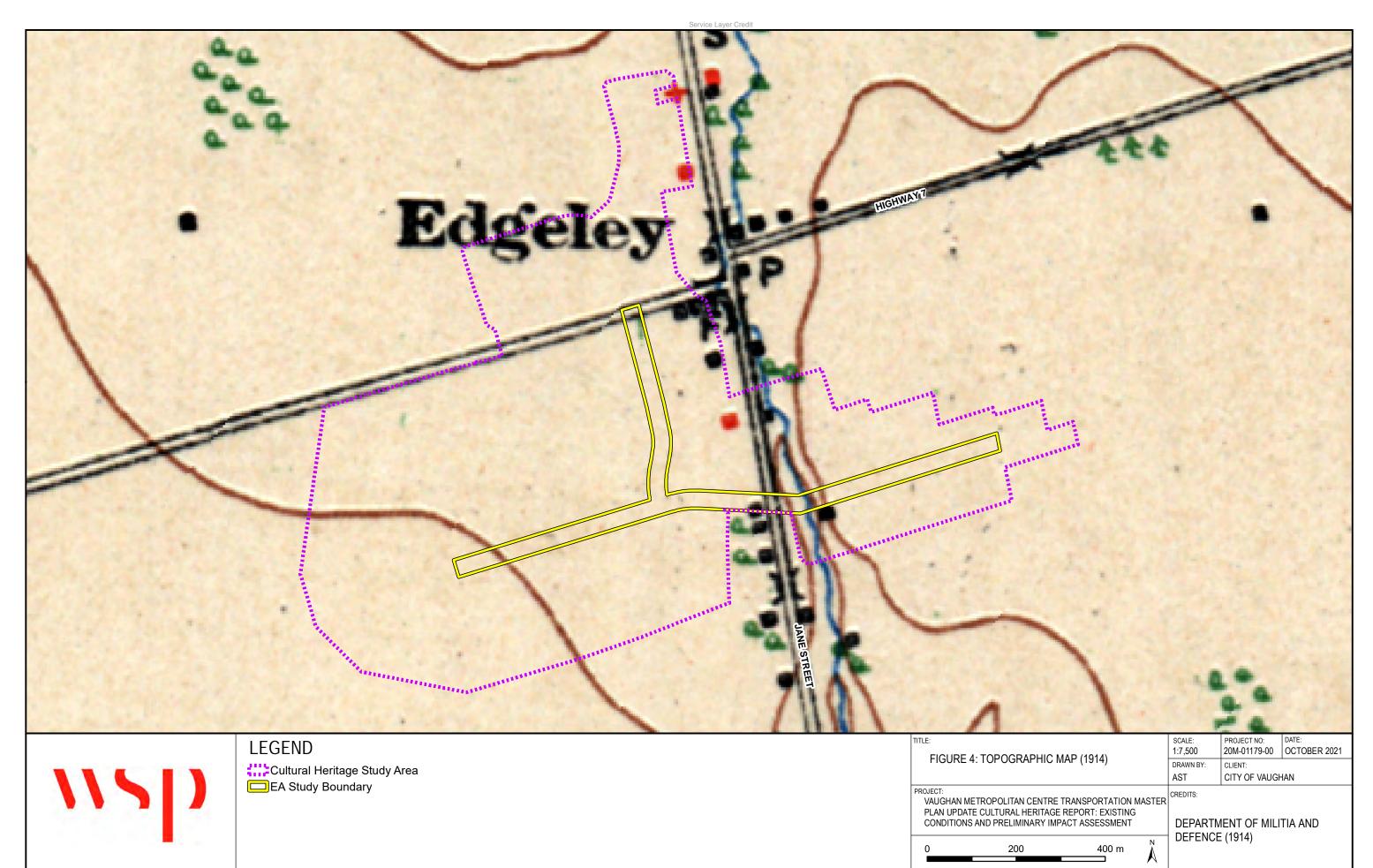


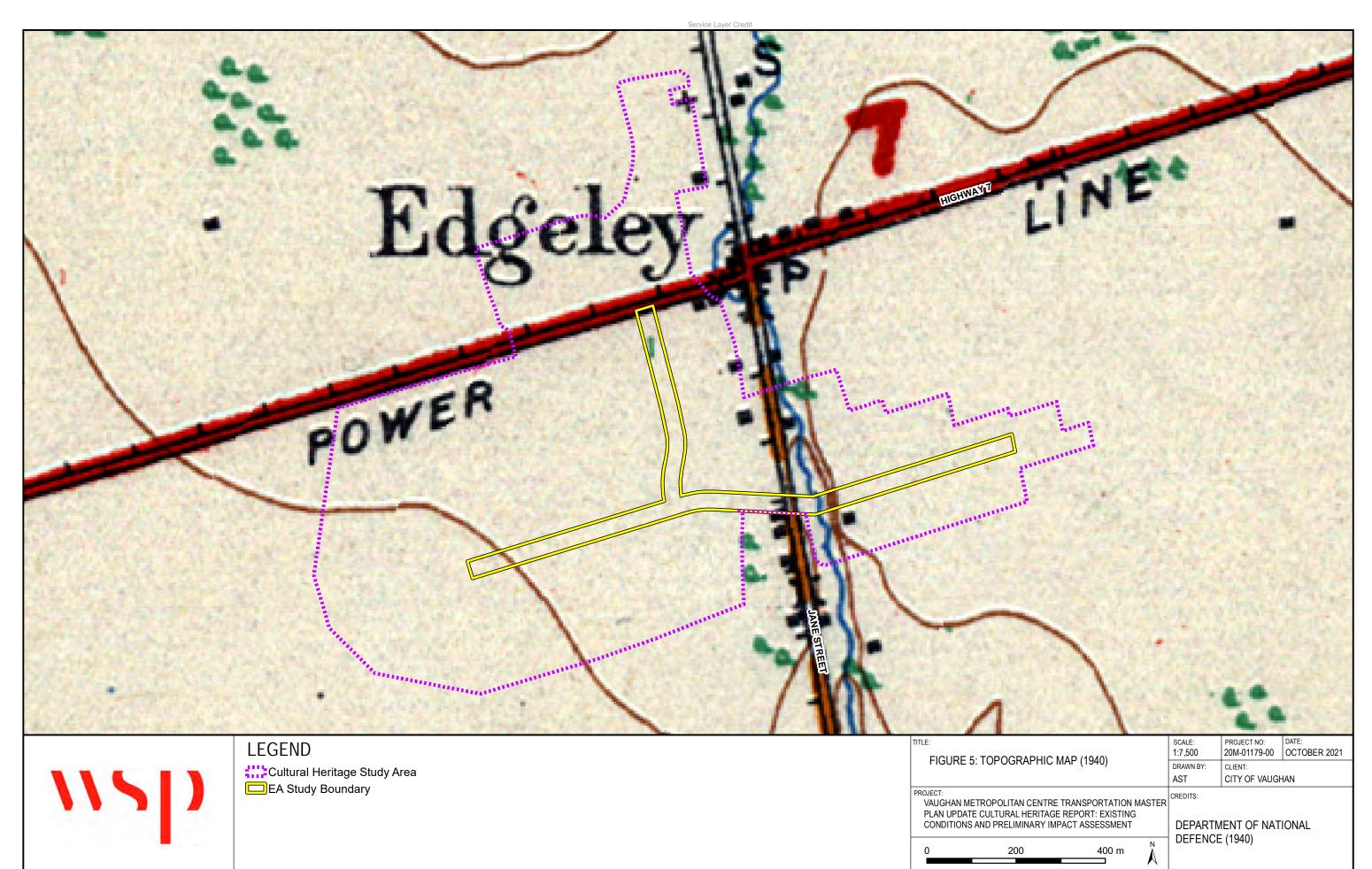




Isamuel Smith Daniel Smith Walter Dalzeu Andrew Mitchell Snider WiddowLowry James Brown Snider John Brown Snider 2 M Garden Widdow Smith William Burkholder Michael Whitmore H. Smid er Brown opt PROJECT NO: DATE: 20M-01179-00 OCTOBER 2021 SCALE: 1:10,000 LEGEND FIGURE 2: HISTORICAL MAPPING (1860) DRAWN BY: Cultural Heritage Study Area AST CITY OF VAUGHAN EA Study Boundary PROJECT: VAUGHAN METROPOLITAN CENTRE TRANSPORTATION MASTER PLAN UPDATE CULTURAL HERITAGE REPORT: EXISTING TREMAINE, 1860 480 m

Samt Smith St. Dan Warshall . Ind. Est: pan :::\same Somt Smider Snider Smide Jas Lowry : EDOELE Jas Braw II Juo Faulkner Jes Smith H Jos Burkholder Jesse Smith Taron Il'hille Lafagette Whitmore KIDUTCH Burleholder Ephin Whitmore Brown Hy Snide D-101111 SCALE: 1:10,000 LEGEND 20M-01179-00 OCTOBER 2021 FIGURE 3: HISTORICAL MAPPING (1878) DRAWN BY: Cultural Heritage Study Area AST CITY OF VAUGHAN EA Study Boundary PROJECT: VAUGHAN METROPOLITAN CENTRE TRANSPORTATION MASTER PLAN UPDATE CULTURAL HERITAGE REPORT: EXISTING MILES & CO., 1878 480 m





400 m





LEGEND

Cultural Heritage Study Area

EA Study Boundary

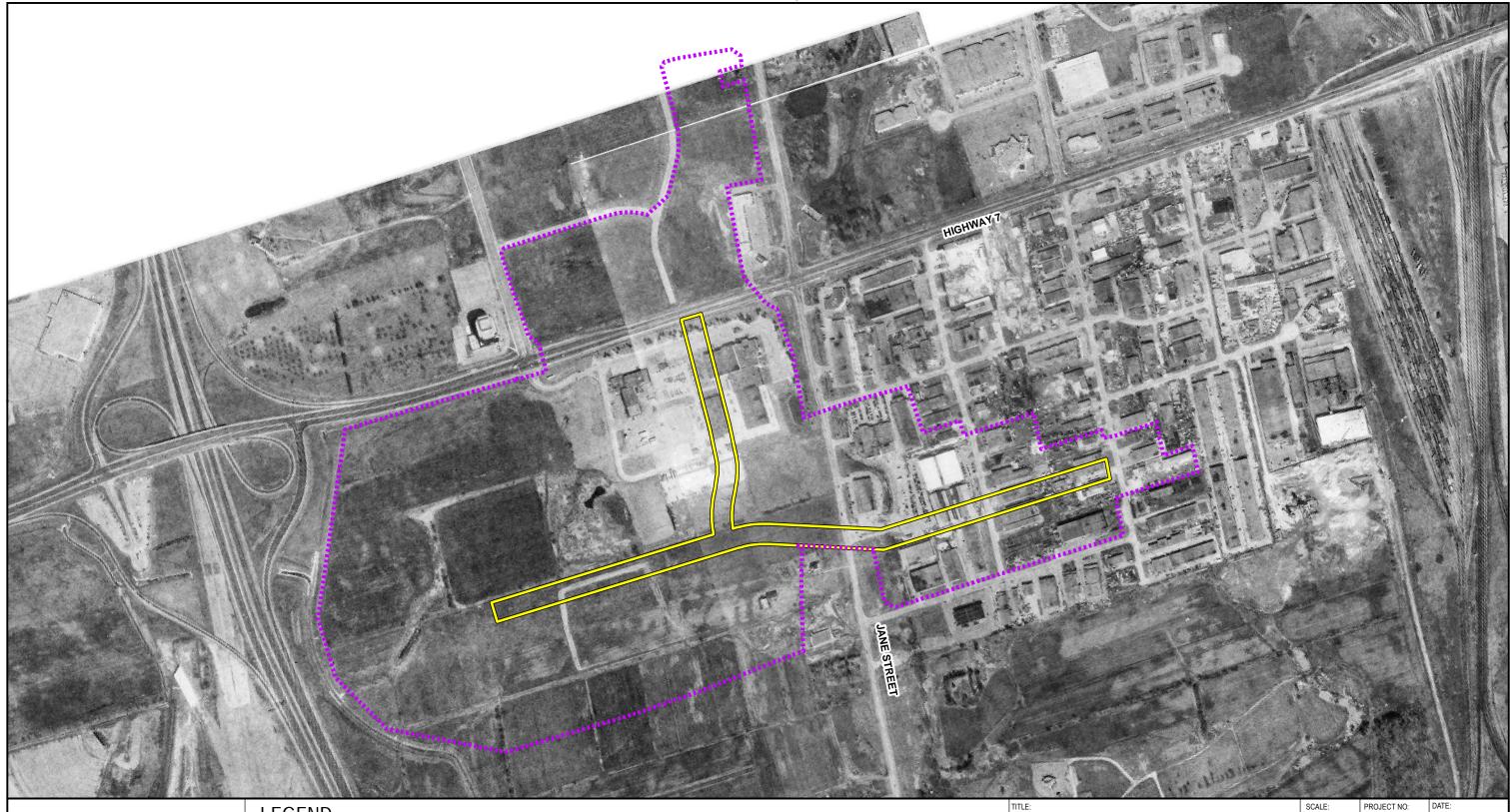
SCALE: 1:7,500 PROJECT NO: DATE: OCTOBER 2021 FIGURE 7: AERIAL IMAGERY (1977) DRAWN BY: CITY OF VAUGHAN AST PROJECT:

VAUGHAN METROPOLITAN CENTRE TRANSPORTATION MASTER
PLAN UPDATE CULTURAL HERITAGE REPORT: EXISTING
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

CITY (

390 m

CITY OF TORONTO ARCHIVES FLIGHT 1977, PHOTO 152





LEGEND

Cultural Heritage Study Area

EA Study Boundary

TITLE:
FIGURE 8: AERIAL IMAGERY (1992)

PROJECT:
VAUGHAN METROPOLITAN CENTRE TRANSPORTATION MASTER
PLAN UPDATE CULTURAL HERITAGE REPORT: EXISTING
CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

SCALE:
1:7,500
20M-01179-00
OCTOBER 2021
DRAWN BY:
CITY OF VAUGHAN

CREDITS:

CITY OF TORONTO ARCHIVES

DITIONS AND PRELIMINARY IMPACT ASSESSMENT

200

400 m

CITY OF TORONTO ARCHIVES
FLIGHT 1992, PHOTO 46R & 47R