

**EXISTING CONDITIONS REPORT
CULTURAL HERITAGE LANDSCAPES
& BUILT HERITAGE RESOURCES**

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
IMPROVEMENTS TO LANGSTAFF ROAD
FROM WESTON ROAD TO HIGHWAY 7**

**CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK**

**February 2017
Revised December 2017**

**Prepared for:
WSP Canada Group Limited**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

1.1 Project Description

WSP Canada Group Limited retained Unterman McPhail Associates, Heritage Resource Management Consultants, to undertake the cultural heritage resource assessment of cultural heritage landscapes and built heritage resources for the Schedule “C” Municipal Environmental Assessment (EA) Study to address existing and future transportation needs for Langstaff Road from Weston Road to Highway 7. The study area falls within the City of Vaughan and includes a possible connection across the CN MacMillan Rail Yard and interchange improvements at Highway 400 (*Figure 1*).

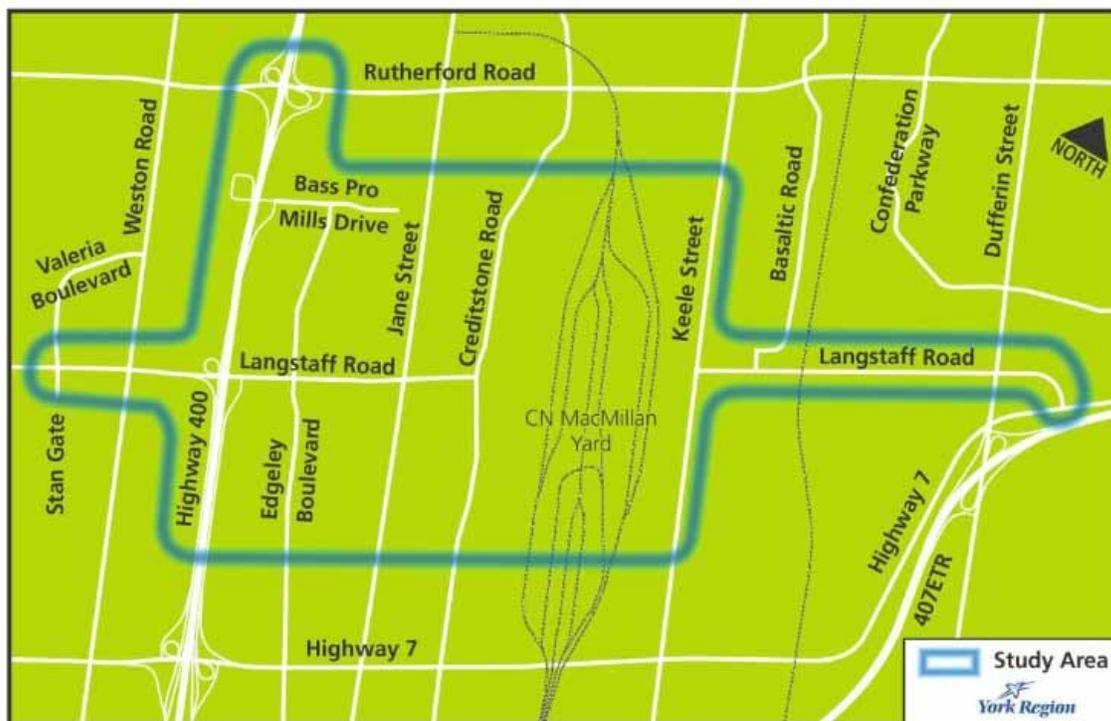


Figure 1. This diagram shows the expanded study area for the Municipal Class EA Study, Langstaff Road from Weston Road to Highway 7 [York, Region June 2017].

The 2016 Transportation Master Plan (TMP) for York Region identifies the need for improvements to Langstaff Road from Weston Road to Highway 7. Improvements outlined in the TMP include:

- widening from four to six lanes between Weston Road and Creditstone Road;
- widening from two to six lanes between Keele Street and Dufferin Street;
- a new road link from Creditstone Road to Keele Street, crossing the Canadian National Railway’s (CNR) MacMillan Yard;
- a grade separation at the Barrie GO rail line; and
- new Highway 400 freeway access ramps.

In March 2013, the Vaughan Metropolitan Centre (VMC) and Surrounding Areas Transportation Study was completed as a joint study between York Region and the City of Vaughan. The purpose of the study was to define transportation infrastructure needs in order to facilitate the planned and potential development of the VMC and surrounding area. Similar to the Region's TMP, this study also recommended connecting the Langstaff Road "missing link" across the CNR MacMillan Yard as well as improving the Langstaff Road / Hwy 400 interchange. In general terms, both the above initiatives recognized that improvements along the Langstaff Road corridor, in particular completing the "missing link" across the CNR MacMillan Yard, will serve to increase much needed east-west capacity in the local area road network, accommodate planned growth and help alleviate congestions on key parallel corridors such as Rutherford Road and Highway 7.

It is proposed to widen Langstaff Road to six (6) lanes between Weston Road and Dufferin Street, including a connection across the CN MacMillan Yard. This project is intended to:

- increase network accessibility and flexibility;
- reduce delays for residents and businesses;
- relieve and diffuse demands on arterial roads;
- provide connections between communities and local amenities (e.g. schools, local retail, etc.);
- support efficient transit uses;
- support pedestrian and cyclist uses; and
- increase efficiency of the transportation network.

Unterman McPhail Associates completed a field survey in November 2016 to identify recognized cultural heritage resources and resources of 40 years and older within the Langstaff Road EA study area between Weston Road and Hwy 7, which includes the CN MacMillan Yard. Subsequently, in 2017, the study area was expanded to include the area of Highway 400, 200 m on either side between Rutherford Road and Langstaff Road. The expanded study area was reviewed in November 2017 to identify any additional cultural heritage landscapes and built heritage resources to the 2016 survey.

A Cultural Heritage Assessment Report (CHAR) forming part of the Class EA Study report for the study area will be completed upon the impact analysis and the selection of a of the preferred alternative.

2.0 HISTORICAL SUMMARY

2.1 Vaughan Township/City of Vaughan

The British government acquired the area comprising Vaughan Township from the Mississaugas as part of the Toronto Purchase in 1787. The survey of Vaughan began along Yonge Street in 1795, but was not completed in its entirety until 1851. In 1861, the sidelines were resurveyed. The township was divided into eleven, north-south concessions with 200 acre lots. The exception was Concessions 9, 10 and 11, which were cut off in the south due to original survey line of the Toronto Purchase on the west and Yonge Street on the east. The side roads were one and a quarter miles apart.

The north-south concession roads and east-west sidelines were opened, for the most part, year-round by the mid 1800s. Dufferin Street and Keele Street both started at Lake Ontario in York Township and extended into Vaughan Township as part of its original survey. Dufferin Street, named after the Governor-General of Canada, Lord Dufferin, in 1876, was laid out as a road right-of-way between Concessions 2 and 3, Vaughan Township. Keele Street ran between Concessions 3 and 4. Both Dufferin Street and Keele Street were used as north-south travel routes by the mid 19th century. Jane Street was surveyed between Concessions 4 and 5. Weston Road was surveyed in the early 19th century to connect Dundas Street to the village of Weston, now known as Old Weston Road. Between 1810 and 1820 it was opened up into Vaughan Township between Concessions 5 and 6. Langstaff Road was laid out as an east-west sideline road between Lots 10 and 11 in the original township survey.

Early settlement in Vaughan Township was concentrated along Yonge Street. The first settlers were of Pennsylvanian German origin from the United States with some of English background and a group of French Royalists. Although there was some immigration from Britain in the post War of 1812 years, population growth was slow until the 1820s until Crown and Clergy Reserve land became available for purchase just as there was a substantial increase in British immigration. For the most part, the area to the west of Yonge Street near Keele Street and Jane Street was settled principally in the late 1820s and 1830s by families of Scottish, English and Irish descent.

By 1840, Vaughan Township was generally opened up with about one third of its land cleared for agriculture. Its population in 1842 was 4,300 people. *Smith's Gazetteer* describes the township in 1846 as follows.

This is a township of excellent land; it is well settled and contains numerous well cleared and highly cultivated farms. The land is gently rolling and the timber a mixture of hardwood and pine.¹

¹ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto, Ontario: H. & W. Rowsell, 1846) 199.

The years between 1840 and 1867 saw the township prosper as a farming area with Toronto as a major market. The township population had increased to 6,255 people in 1850 and it included five gristmills and thirty-four sawmills.² The Tremaine Map (1860) depicts well-established agricultural landscapes with farmsteads, concession and sideroads, schools, churches and villages including the historical settlement of Maple at the intersection of the present-day Keele Street and Major Mackenzie Drive. To the south of Maple, on Keele Street at Concession 4 (Rutherford Road), Peter Rupert and John Line had established a small settlement in the early 1800s that became known as Sherwood. A Sherwood post office was opened in 1879.³ The development pattern of an agricultural landscape, local roads and small rural settlements continued as shown on the Vaughan Township map in the *Illustrated Historical Atlas* (1878). By 1881, the township population had decreased from 7,657 people in 1871 to 6,828 due partly to a general migration to the west.⁴

In 1829, the congregation of Zion Evangelical Lutheran Church located on Keele Street near the hamlet of Maple appealed to the Reverend John Strachan for a minister. Unable to secure a Lutheran pastor, Strachan obliged with the appointment of an Anglican minister on the understanding that if a Lutheran pastor was not obtained within ten years the congregation would become Anglican. In 1837, the congregation was in dispute with the Anglican minister Mayerhoff, who was ordered to surrender the church to the Lutheran faction of the congregation. As a result, Michael Keefer, an original Lutheran congregant, provided property on Lot 10, Concession, on Langstaff Road just east of Keele Street to build a new church that became St. Stephen's Anglican Church. The log church building was used from 1839 to 1911 when a decision was made to build a new church in Maple and close the Langstaff Road building. Services on Langstaff Road ended in 1911 and the church building was left vacant until it was sold in 1914.⁵ The associated cemetery, known as Old St. Stephen's Cemetery, was restored in 1965 and a cairn was erected.⁶

The Northern Railway, originally named the Ontario, Simcoe and Huron Railway, opened through Vaughan Township in May 1853 from Toronto to Machell's Corners, now Aurora. The line travelled in a north-south direction through Concession 3 between Dufferin Street and Keele Street to the south of Maple. It was soon extended to Bradford and Allandale, and by 1855, to Collingwood. The Northern Railway was reorganized in 1858 as the Northern Railway of Canada due to financial problems and merged with the Hamilton and North Western Railway in 1879. The Grand Trunk Railway (GTR)

² Graeme Mercer Adam and Charles Pelham Mulvaney, *History of Toronto and county of York, Ontario*. Volume I (Toronto: C. Blackett Robinson, 1885) 129.

³ G. Elmer Reaman, *A History of Vaughan Township* (Toronto: University of Toronto Press, 1971) 120-121.

⁴ Adam and Mulvaney, 129.

⁵ Patricia Somerville and Catherine Macfarlane, *A History of the Vaughan Township Churches* (Vaughan Township Historical Society. 1984) 15-19.

⁶ *Ibid.*, 22.

acquired the line in 1888. The newly created Canadian National Railway (CNR) acquired the GTR in the early 1920s. An at-grade separation for the line was provided at Langstaff Road to the east of Keele Street. The line is now used by Metrolinx GO Transit.

Vaughan Township remained a rural landscape into the latter part of the 20th century. In 1935, it had a population of 4,873 people,⁷ not much more than its 1842 population. However, in the post Second World War period the township experienced significant growth and the population had risen to 15,957 people in 1960.⁸ The 19th century community of Sherwood at intersection of Keele Street at Rutherford Road is shown on earlier 20th century topographic maps; however, it disappeared in the mid 1960s when Keele Street was widened to a four lanes.⁹

Isaac Baker built a concrete block Four Square style residence on Langstaff Road just east of Dufferin Street on Lot 11, Concession 2 in 1929. He also had a harness workshop on-site. This property was acquired in 1994 as the future site of the Langstaff Gospel Hall. In 1910, a small group of Christians rented a small building at 120 Tyrell Avenue for services and started a Sunday school. A tent was erected on an empty lot in 1913 and it became the site of the Bracondale Gospel Hall. A building was completed in the Spring of 1914. From 1914-1938 weekly Sunday school meetings, prayer meetings, and bible studies were held at this location. The Bracondale Gospel Hall was renovated in 1951 and again in 1984. In May 1996, the assembly moved from Bracondale to Langstaff Road where the current gospel building at 1350 Langstaff Road was still under construction. Meetings were held in the small Baker harness workshop until the new building was completed in 1999.¹⁰

The Department of Public Highways opened Highway 7 through the township in an east to west direction between 1928 and 1932. Dufferin Street was paved as far as Concord between 1923 and 1925.¹¹ Highway 400 was built in a north to south direction between Jane Street and Weston Road and completed in 1951 as the first provincial controlled-access highway and the first highway to be designated as a 400-series. In 1963, the new Thornhill bypass for Highway 7 was built following a section of Langstaff Road and Bathurst Street. In the mid-to-late 1980s, a new route for Highway 7, now Regional Road 7, was built between Bathurst Street and Concord resulting in the current alignment of

⁷ City of Vaughan, History of Vaughan, Post-World War II Settlement, Access: --<https://www.vaughan.ca/services/vaughan_archives/historyofvaughan/VaughanDocuments/Post%20WWII%20Settlement.pdf> (February 2017).

⁸ Ibid.

⁹ Reaman, 121.

¹⁰ Langstaff Gospel Hall. Access: --<<http://www.langstaffgospelhall.com/75th-anniversary-dinner/>> (February 2017); and, *Bracondale/Langstaff Celebrating 75 Years of Assembly Testimony, March 26th, 1939 – March 26th, 2014*.

Access: --<<https://static1.squarespace.com/static/528f9a5ce4b0e2f77a6f508a/t/533d7fe2e4b0cc317000df51/1396539362717/History+of+the+Assembly+REV+5+2+-+April+3+2014.pdf>> (February 2017).

¹¹ Ibid., 83.

Langstaff Road between Dufferin Street and Highway 7. Highway 407 was opened to the south of Regional Road 7 in 1997.

In the late 1950s, the CNR MacMillan Yard was developed between Keele Street and Jane Street along the west side of Keele Street from south of Highway 7 to north of Langstaff Road. Named after former CN president Norman J. MacMillan, the yard was developed as part of CN's redesign of its Toronto trackage network. This development resulted in a discontinuous section of Langstaff Road between Keele Street and Jane Street. At the time of its construction, Vaughan was a largely rural community. Mid-to late twentieth century topographic maps of the area illustrate the transformation of the earlier rural environment in the area of Langstaff Road between Dufferin Street and Weston Road to its current industrial and urban character.

The Township of Vaughan became the Town of Vaughan in 1971. On January 1, 1991, Vaughan was given city status.

3.0 DESCRIPTION OF THE STUDY AREA

3.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study area for the Langstaff Road Class EA Study from Weston Road to Highway 7.

3.2 Description of the Existing Environment

Dufferin Street, which was laid out as a road right-of-way between Concessions 2 and 3 in the original township survey, is a north-south multi-lane arterial road in the City of Vaughan. Langstaff Road, which was laid out as an east-west sideline road between Lots 10 and 11 in the original township survey, is currently accessed from Highway 7. The new alignment to Dufferin Street is four lanes wide, divided by a concrete median, with a turn lane as required and characterized by modern residential development with the exception of open green space on the north at Dufferin Street. The former Isaac Baker Homestead, a municipally designated property under Part IV of the OHA located at 1350 Langstaff Road is located beside the more recently built Langstaff Gospel Hall.

From Dufferin Street westbound, Langstaff Road is a five lane road, two lanes eastbound, two lanes westbound and a centre turn lane and then is reduced in width to a two lane road, one eastbound and one westbound lane. Langstaff Road discontinues at the CNR MacMillan Yard west of Keele Street and east of Jane Street.

Langstaff Road has turn lanes at the major intersections throughout the study area. From Dufferin Street to Keele Street, the north and south sides are characterized by latter 20th century commercial/office development with wide grass boulevards on both sides separating the development areas from the street. An at-grade railway crossing for Metrolinx GO Transit from Barrie to Toronto is located at Langstaff Road to the east of Keele Street. LeParc Park and Langstaff Park on the south side of the street are exceptions to this development. LeParc Park has a sports field and Langstaff Park, just east of Keele Street, includes a parking lot for a sports field and the site of the Langstaff Cemetery.

Langstaff Cemetery is associated with the German Episcopal St. Stephen's Church (1833). The cemetery is located within a separate fenced area on Langstaff Road and includes a cairn with numerous original tombstones that the former Township of Vaughan erected in 1965. The Bartley Smith Greenway (BSG), an incomplete trail system through the centre of Vaughan from Teston Road down to Steeles Avenue West and can be accessed from this park.

Westminister Creek crosses Langstaff Road in a north to south direction just west of Dufferin Street. As well the East Don River, part of the Don River watershed, crosses Langstaff Road just east of Keele Street.

Keele Street was laid out as a road right-of-way between Concessions 3 and 4 in the original township survey and developed as a north-south arterial road in the City of Vaughan. In the early 1950s, the CNR MacMillan Yard was built along its west side in the vicinity of Langstaff Road. Currently, Keele Street has four lanes, two north and two south lanes, with centre turning lanes at Langstaff Road. The northeast and southeast corners of the intersection with Langstaff Road are characterized by commercial urban development of the latter part of the 20th century. A grass verge is located on the west side at Langstaff Road as well on the north and southeast corners.

The CN line has its origins in the early 1850s when it was opened as the Northern Railway through Vaughan Township between Keele Street and Jane Street. Developed in the late 1950s, the CNR MacMillan Yard dominates the landscape on the west side of Keele Street at Langstaff Road. Located at the junction of the CN York Subdivision and the CN Halton Subdivision, it is the largest rail classification yard in Canada measuring 6.4 km in length and 1.6 km in width with a north-south orientation and bordered by Highway 7 to the south, Keele Street to the east, Rutherford Road to the north and Creditstone Road to the west.

To the west of the CNR MacMillan Yard, Creditstone Road is a four (4) lane road that runs north to south. It is characterized by modern commercial, industrial development. On Langstaff Road between Creditstone Road and Jane Street the area within the study limits is characterized by modern commercial, industrial development.

At Langstaff Road, Jane Street, which was laid out as a road right-of-way between Concessions 4 and 5 in the original township survey, is a north-south arterial road in the City of Vaughan. It is six lanes in width and characterized by modern urban development set back on all four corners by a grass verge. North and south of Langstaff Road within the study limits, Jane Street is characterized by modern commercial, industrial development.

Highway 400, which crosses under Langstaff Road to the west of Jane Street, was built in the late 1940s as the first 400-series highway in Ontario. With its multi-lanes and controlled access the highway is a significant presence in the landscape. Langstaff Road currently has a partial interchange with Highway 400. The E-N ramp, N-E/W ramp and the W-N ramp are not included. From Bass Pro Mills Drive north to Rutherford Road, within the study area, modern widening and infrastructure characterize Highway 400. From Langstaff Road north to Bass Pro Mills Drive, it is lined, for the most part, by early 21st century urban development with some open development land on the southwest corner of Highway 400 and Bass Pro Mills Drive. From Bass Pro Mills Drive north to Rutherford Road, open development land on the west and the Bass Pro Shops on the east characterize Highway 400. Rutherford Road is an east to west arterial road to the north of that crosses over and intersects with Highway 400.

West of Highway 400 to Weston Road, Langstaff Road is characterized by modern commercial, industrial development on the north side. Weston Road, which was laid out as a road right-of-way between Concessions 5 and 6 in the original township survey, is currently a north-south arterial road in the City of Vaughan. It is six lanes in width with turning lanes and a centre median. The area is characterized by modern urban development on the northeast and southeast corners and residential development on the northwest and southwest corners.

At the Valeria Boulevard/Stan Gate intersection on the western limit of the study area, Langstaff Road is four lanes in width and has turning lanes, a centre dividing median, signal lights and crosswalks. Grass medians and sidewalks on the north and south sides and fencing with a mature tree line on the north side separate the modern residential development from the traffic Langstaff Road.

3.3 Heritage Recognition

Municipal

The following information was confirmed by reviewing the online version of the City of Vaughan Heritage Inventory (current as of June 2015) in November 2017 and contact with the City Heritage Planner for the expanded study area.

There is one (1) Municipal Designation under Part IV or Part V of the OHA, municipal address noted as 1350 Langstaff Road, which is the former Isaac Baker Property. This

property is on the City of Vaughan Heritage Inventory and also included on the Vaughan Heritage Inventory (June 2015) including the *Listing of Buildings of Architectural and Historical Value in accordance with Part IV, Subsection 27 of the OHA*.

The Langstaff Cemetery/Old St. Stephen's Church Cemetery located at 2077 Langstaff Road is included on the Vaughan Heritage Inventory (June 2015). An historical plaque, which was erected by the former Township of Vaughan on the property, is located on-site.

There are no other properties within the study area included on the Vaughan Heritage Register (June 2015).

There are no known municipal heritage easements within the study area.

Provincial

No Ontario Heritage Trust owned properties, heritage easement, properties or commemorative plaques are located within or adjacent to the study area.

No Provincial Heritage Provincial Properties or Provincial Heritage Provincial Properties of Provincial Significance are located within or adjacent to the study area.

Federal

There are no known National Historic Sites, plaques commemorating National Historic Persons and National Historic Events, Heritage Railway Stations, Canadian Heritage River or Federal Heritage Buildings within or adjacent to the study area.

International

There are no known UNESCO World Heritage sites within or adjacent to the study area.

4.0 SURVEY RESULTS

4.1 Description of Identified Cultural Heritage Resources

The principal cultural heritage landscapes and aboveground built heritage features older than 40 years of age that were identified as part of this study as being located within and adjacent to the expanded study area shown in **Figure 2**. Generally, infrastructure improvements or replacement have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during as well as after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the right-of-way (ROW)

of the undertaking. There may also be potential for disruption and/or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. Isolation of cultural heritage resources may occur due to severance of land for new infrastructure. The isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

A total of four (4) cultural heritage resources were identified as a result of the November 6, 2016 field survey. No additional cultural heritage resources were identified within or adjacent to the expanded study area in November 2017.

The identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are listed from west to east in ***Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) located within or adjacent to the Langstaff Road Study Area from Weston Road to Highway 7, City of Vaughan, York Region***. Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered generally from west to east along the Langstaff Road study area.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type.
- The municipal address locates the identified cultural heritage resources.
- A brief description of the cultural heritage resource, e.g., notable landscape features, structures, construction period(s) and architectural style or influence based upon information gained from the public roadway.
- Digital photographs taken from the public roadway or aerial photographs are supplied for each resource.

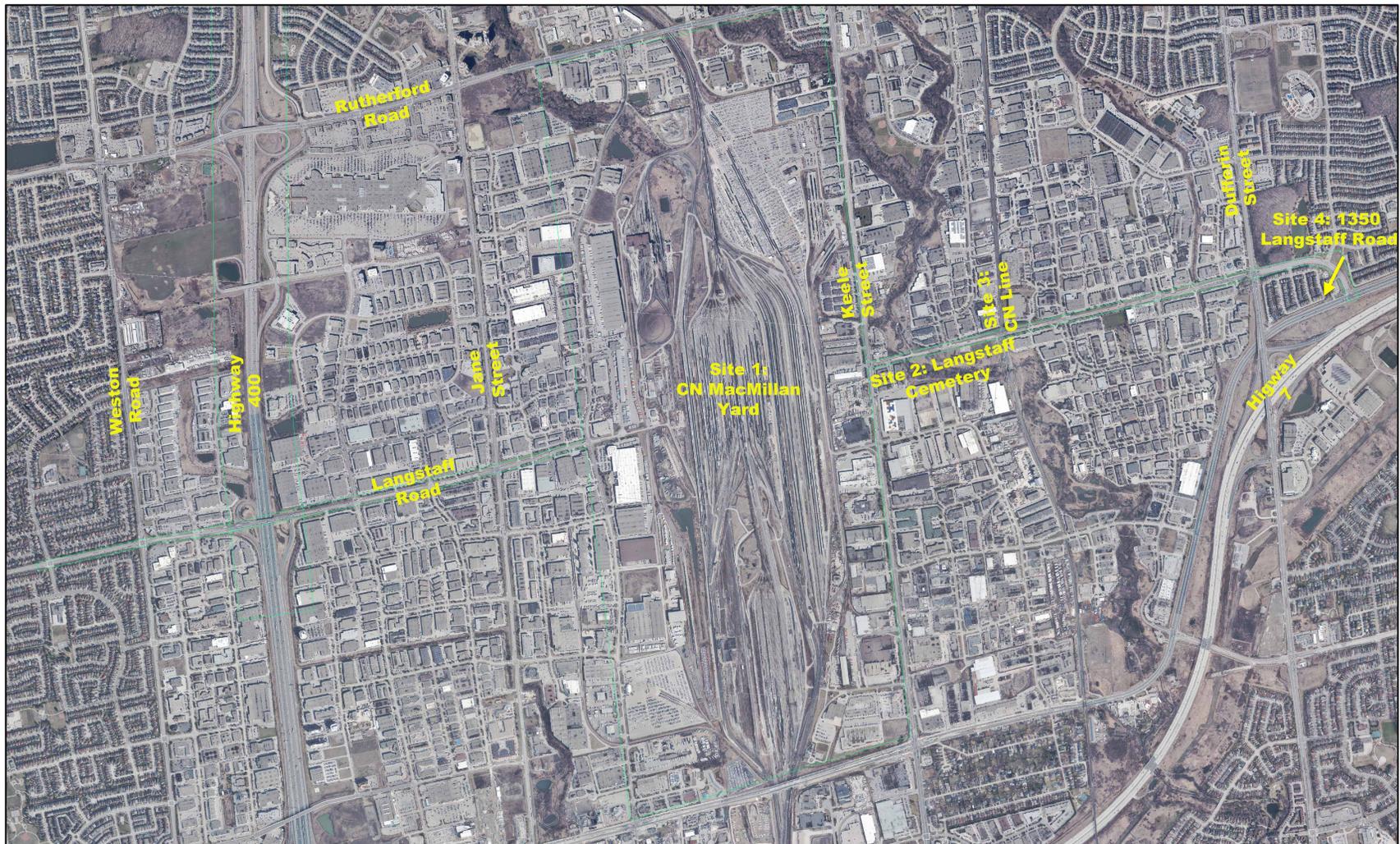


Figure 2. This aerial photograph shows the location of the identified cultural heritage resources within the study area for the Municipal Class EA Study, Langstaff Road from Weston Road to Highway 7 [Google 2017].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT TO THE LANGSTAFF ROAD STUDY AREA FROM WESTON ROAD TO HIGHWAY 400, CITY OF VAUGHAN, YORK REGION

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
1.	CHL	Transportation: Rail	Within study area, Between Keele Street and Jane Street (Lots 10 and 11, Con, 3, geographic township of Vaughan) City of Vaughan	CNR MacMillan Yard Developed in the late 1950s, the CNR MacMillan Yard is located at the junction of the CN York Subdivision and the CN Halton Subdivision. It is the largest rail classification yard in Canada measuring 6.4 km in length and 1.6 km in width with a north-south orientation and bordered by Highway 7 to the south, Keele Street to the east, Rutherford Road to the north and Creditstone Road to the west.	Not included on the City of Vaughan Heritage Inventory (June 2015) or the <i>Listing of Buildings of Architectural and Historical Value in accordance with Part IV, Subsection 27 of the OHA.</i>	 <p>This oval marks the CN MacMillan Yard on this aerial view between Keele Street on the right and Jane Street on the left [Google 2017].</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT TO THE LANGSTAFF ROAD STUDY AREA FROM WESTON ROAD TO HIGHWAY 400, CITY OF VAUGHAN, YORK REGION

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
2.	CHL	Funerary: Cemetery	2077 Langstaff Road, south side (Lot 10, Con. 3, geographic township of Vaughan) City of Vaughan	<p>Langstaff Cemetery, Old St. Stephen's Church Cemetery.</p> <p>The site includes a stone cairn with tombstones mounted on the wall. A commemorative plaque on-site notes the Old St. Stephen's Church for the German Episcopal Congregation was established by the Church of England in 1833 and restored by the Township of Vaughan 1965.</p>	Included on the City of Vaughan Heritage Inventory (June 2015) as #711, as St. Stephen's Anglican Cemetery on Langstaff Road, under City's Cemeteries Division. A plaque commemorates the site as the Pioneer Cemetery of Old St. Stephen's Church.	 <p>This view shows the Langstaff Cemetery Cairn on the south side of the road.</p>  <p>This view shows the cairn in the Langstaff Cemetery.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) WITHIN OR ADJACENT TO THE LANGSTAFF ROAD STUDY AREA FROM WESTON ROAD TO HIGHWAY 400, CITY OF VAUGHAN, YORK REGION

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
3.	CHL	Transportation: Rail	Langstaff Road, east of Keele Street (Lots 10 and 11, Con. 3, geographic township of Vaughan) City of Vaughan	Metrolinx Go Transit Barrie Line This at-grade crossing of Langstaff Road has its origins in the early 1850s when it was opened as the Northern Railway through Vaughan Township. The Grand Trunk Railway acquired it in the late 19 th century followed by the Canadian National Railway (CN) in the early 1920s, now under the jurisdiction of Metrolinx.	Not included on the City of Vaughan Heritage Inventory (June 2015) .	 <p>This oval marks the Metrolinx GO Transit line crossing located at the east end of Langstaff Park [Google 2017].</p>
4.	BHR	Residential	1350 Langstaff Road (Lot 11, Con. 2, geographic township of Vaughan) City of Vaughan	Isaac Baker built a Four Square style residence in concrete block in 1929. The Langstaff Gospel Hall acquired the property in 1994 and the new hall was completed in 1999. The site also includes Baker's harness workshop, a one storey wood frame structure that housed the Langstaff Gospel Hall congregation from 1994 to 1999.	1350 Langstaff Road, Designated Part IV, OHA, By-law 374-90, included on the City of Vaughan Heritage Inventory (June 2015).	 <p>This view looks northwest to the front elevation of the Isaac Baker House.</p>

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Municipal Contact

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