

Cultural Heritage Resource Assessment: Existing Conditions and Preliminary Impact Assessment

Complete Communities Secondary Plan Study

Town of East Gwillimbury Region of York, Ontario

Final Report

Prepared for:

Malone Given Parsons

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Archaeological Services Inc. File: 23CH-180

May 2024 (revised August 2024 and September 2025)



Executive Summary

Archaeological Services Inc. was contracted by Malone Given Parsons Ltd., on behalf of the East Gwillimbury Whitebelt Landowners Group to conduct a Cultural Heritage Resource Assessment to inform the Town of East Gwillimbury's Secondary Plan process for the Complete Communities (New Community Areas) Secondary Plan. The Secondary Plan will address and support the existing and anticipated development within East Gwillimbury to form a complete, cohesive, and efficient community. The project study area consists of six Community Design Plans (C.D.P.) areas and one Secondary Plan (S.P.) area as established in the *Town of East Gwillimbury's Official Plan* Schedule 3 Secondary Plan Area Community Design Plans (Town of East Gwillimbury, 2022a):

- Sharon East C.D.P. which is an area generally bordered by Leslie Street to the west and Woodbine Avenue to the east, northeast of the community of Sharon;
- Sharon Heights C.D.P. which is generally bordered by 2nd Concession Road to the west and Leslie Street and the former Toronto Transportation Commission line to the east;
- Walnut Farms C.D.P. which is generally bordered by Leslie Street to the west and Highway 404 to the east, south of the community of Sharon;
- Green Earth Village C.D.P. which is generally bordered by 2nd Concession Road to the west, Queensville Sideroad to the south, and Leslie Street to the east, and is northeast of the community of Queensville;
- Holland Landing East C.D.P. which is generally bordered by the Holland Landing Conservation Area to the west and 2nd Concession Road to the east, crossing over Doane Road;
- Yonge Corridor C.D.P. which is generally bordered by 2nd Concession Road to the east, the Canadian National Railway and the Canadian National Railway Line to the north, south of the community of Holland Landing; and



- North Woodbine Area which occupies a small portion of land that is bordered on the east side by Woodbine Avenue, approximately 630 metres north of Queensville Sideroad.

The purpose of this report is to present an inventory of known and potential cultural heritage resources, identify existing conditions of the project study area, provide a high-level preliminary impact assessment, and propose appropriate mitigation measures. This submission includes the Existing Conditions and Preliminary Impact Assessment components of this assessment.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural agricultural land-use history dating back to the mid-nineteenth century with areas of twentieth-century recreational development. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 21 known cultural heritage resources (C.H.R.s). An additional ten potential C.H.R.s were identified during background research and field review.

Based on the results of the assessment, the following recommendations have been developed:

1. A total of 31 C.H.R.s were identified within the study area. Of the 31 identified C.H.R.s two are designated under Part IV of the *Ontario Heritage Act* and 19 are listed in the municipal heritage register. An additional 10 properties were identified as potential C.H.R.s as a result of background research and field review.
2. Cultural Heritage Evaluation Reports (C.H.E.R.) should be completed for properties that are not yet protected under Part IV or V of the Ontario Heritage Act, and which are expected to be adversely impacted. Based on the information available and as presented in this report, resources with this potential include:
 - C.H.R. 2 - 18558 Yonge Street
 - C.H.R. 3 - 18581 Yonge Street



- C.H.R. 4 - 356 Morning Sideroad
- C.H.R. 5 - 18923 Old Yonge Street
- C.H.R. 12 - 18839 2nd Concession Road
- C.H.R. 13 - 18929 2nd Concession Road
- C.H.R. 14 - 18969 2nd Concession Road
- C.H.R. 15 - 893 Mount Albert Road
- C.H.R. 16 - 908 Mount Albert Road
- C.H.R. 17 - 19325 2nd Concession Road
- C.H.R. 18 - 19668 2nd Concession Road
- C.H.R. 19 - 19986 2nd Concession Road
- C.H.R. 21 - 18499 Leslie Street
- C.H.R. 22 - 19354 Leslie Street
- C.H.R. 23 - 19384 Leslie Street
- C.H.R. 24 - 19440 Leslie Street
- C.H.R. 25 - 19463 Leslie Street
- C.H.R. 26 - 19488 Leslie Street
- C.H.R. 27 - 19516 Leslie Street
- C.H.R. 28 – 20728 Leslie Street
- C.H.R. 30 - 21138 Leslie Street
- C.H.R. 31 – 20724 Woodbine Avenue

The requirements for and scope of these CHERs should be confirmed in consultation with the Town's Heritage Planning staff. A CHER typically includes property-specific archival research, field review results, and application of Ontario Regulation 9/06 to determine cultural heritage value and identification of heritage attributes, if applicable. All properties could be combined into a single report for efficiency of research and reporting. It is recommended that C.H.E.R.s proceed as soon as possible to assist in further informing the design plans.

3. Where properties are found to retain significant cultural heritage value and will be protected under the Ontario Heritage Act, the new



communities should be appropriately planned to conserve these C.H.R.s and integrate them into future land use development as appropriate. This can be accomplished through retention of heritage attributes that express the resource's cultural heritage significance that may include, but are not limited to, attributes such as standing buildings, building remnants, roadscape, entrance laneways, tree lines, and fences. Retention of resources on their original site should be a priority. Consideration should also be given to appropriate adaptive reuse for the C.H.R.s. Completion of a Heritage Impact Assessment (H.I.A.) will assist in further defining specific proposed intervention strategies on these properties where recommended and as appropriate. Such property-specific Heritage Impact Assessments should be completed as part of tertiary planning that is initiated following approval of the Secondary Plan.

4. C.H.R. 1 and C.H.R. 20 are designated under Part IV of the Ontario Heritage Act and should be conserved as part of the proposed plan. Potential impacts to these resources should be confirmed following refinement of the Emerging Preferred Plan. Property-specific H.I.A.s should be completed where recommended to further inform interventions impacting these properties and which may be required as part of future Planning Act applications involving these properties.
5. Opportunities for interpreting the history of the area should be considered, including street naming and interpretive plaques.
6. The Complete Communities Secondary Plan should incorporate policies that ensure the long-term viability and presence of significant C.H.R.s.
7. Should future work require an expansion of the study area, then a qualified heritage consultant should be contracted in order to confirm the impacts of the proposed work on potential heritage resources.
8. This



9. This report should be submitted by the proponent to heritage staff at the Town of East Gwillimbury, and any other relevant stakeholder with an interest in this project.



Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.



Project Personnel

- **Senior Project Manager:** Rebecca Sciarra, M.A., C.A.H.P., Partner, Director - Cultural Heritage Division
- **Project Coordinator:** Jessica Bisson, B.F.A. (Hon.), Cultural Heritage Technician, Division Coordinator – Cultural Heritage Division
- **Project Manager:** Meredith Stewart, M.A., M.S.c., C.A.H.P., Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Field Review:** Leora Bebko, M.M.St., Cultural Heritage Technician, Technical Writer and Researcher – Cultural Heritage Division
- Meredith Stewart
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- **Report Reviewer(s):** Meredith Stewart and Rebecca Sciarra
Annie Veilleux, M.A. C.A.H.P., Senior Cultural Heritage Specialist, Manager - Cultural Heritage Division



Qualified Persons Involved in the Project

Rebecca Sciarra, M.A., C.A.H.P.

Partner, Director - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Resource Assessment is **Rebecca Sciarra** (M.A., Canadian Studies). She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Rebecca is a Partner and Director of the Cultural Heritage Division. She is responsible for the highest-level management of a busy and diverse team of heritage professionals who apply their expertise across a broad range of public and private sector clientele. Rebecca also provides oversight and quality assurance for all deliverables, maintaining responsive and prompt client communications, and providing heritage clients with a direct connection to corporate ownership. In addition to her role as Director of the Cultural Heritage Division, Rebecca is academically trained in heritage conservation principles and practices. She has led a range of high profile and complex heritage planning and conservation management projects for public and private sector clients. Her experience in both the private and public sectors has involved providing expertise around the strategic development of policies and programs to conserve Ontario's cultural heritage resources as part of environmental and land-use planning processes. She has worked with municipal, provincial, federal and private sector clients to lead heritage evaluations and assessment as part of area planning studies, including secondary plans, heritage conservation district studies, and master plans. Rebecca is a member of I.C.O.M.O.S. Canada and the Canadian Association of Heritage Professionals.



Meredith Stewart, M.A., M.S.c., C.A.H.P.

Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

The Project Manager for this report is **Meredith Stewart** (M.A., Art History, M.S.c., Historic Preservation), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division. She was responsible for day-to-day management activities, including scoping and conducting research activities and drafting of study findings and recommendations. Meredith's work as a cultural heritage professional has focused on historical research, large-area studies, and survey work. Meredith holds a M.A. in Art History from Carleton University, where she focused on architectural history and the built environment, and graduated with a M.S.c. in Historic Preservation from the School of the Art Institute of Chicago. Meredith utilizes her knowledge of architectural history and building materials in the identification and evaluation of heritage buildings and structures. Meredith is a member in good standing of Canadian Association of Heritage Professionals.

Leora Bebko, M.M.St.

Cultural Heritage Technician, Technical Writer and Researcher - Cultural Heritage Division

The Cultural Heritage Technician for this project is **Leora Bebko** (M.M.St.), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing to research and technical reporting. In Leora's career as a cultural heritage and museum professional she has worked extensively in public programming and education within built heritage spaces. Leora is particularly interested in the ways in which our heritage landscapes can be used to facilitate public engagement and interest in our region's diverse histories. While completing her Master of Museum Studies she was able to combine her interest in heritage architecture and museums by focusing on the historic house museum and the accessibility challenges they face. As a thesis project, Leora co-curated the award-winning exhibit *Lost & Found: Rediscovering Fragments of Old Toronto* on the grounds of Campbell House Museum. Since completing her degree she has worked as a



historical interpreter in a variety of heritage spaces, learning a range of traditional trades and has spent considerable time researching heritage foodways and baking in historic kitchens. In 2022, she joined ASI's Cultural Heritage team as a Cultural Heritage Technician.



Glossary

Cultural Heritage Resource (C.H.R.)

Definition: May be “...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an 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”, known also as a “built heritage resource” (Ministry of Municipal Affairs and Housing, 2024b, p. 41), or may be “...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”, known also as a “cultural heritage landscape (Ministry of Municipal Affairs and Housing, 2024b, p. 42).

Known Cultural Heritage Resource

Definition: A known cultural heritage resource is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Citizenship and Multiculturalism, 2022).

Impact

Definition: Includes negative and positive, direct and indirect effects to an



identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Citizenship and Multiculturalism, 2006c). Indirect impacts also include potential vibration impacts.

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Citizenship and Multiculturalism, 2006a).

Potential Cultural Heritage Resource

Definition: A potential cultural heritage resource is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Citizenship and Multiculturalism, 2022).

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2024b, p. 51).



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1.0 Introduction

Archaeological Services Inc. was contracted by Malone Given Parsons Ltd., on behalf of the East Gwillimbury Whitebelt Landowners Group to conduct a Cultural Heritage Resource Assessment to inform the Town's Secondary Plan process for the Complete Communities (New Community Areas) Secondary Plan. The purpose of this report is to present an inventory of known and potential cultural heritage resources, identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures. It is understood that the findings of this report will need to be consistent with applicable policies and land use requirements of the Town of East Gwillimbury and Region of York Official Plans.

The purpose of this report is to present an inventory of known and potential cultural heritage resources, identify existing conditions of the project study area, provide a high-level preliminary impact assessment, and propose appropriate mitigation measures. This submission includes the Existing Conditions and Preliminary Impact Assessment components of this assessment.

1.1 Project Overview

The purpose of the Complete Communities Secondary Plan is to establish a detailed planning framework and urban land use plan and begin long-term planning for the Town of East Gwillimbury's *New Community Areas* as established in the Town's 2022 Official Plan. The Secondary Plan will address and support the existing and anticipated development within East Gwillimbury to form a complete, cohesive, and efficient community. The project study area consists of six Community Design Plan (C.D.P.) areas and one Secondary Plan (S.P.) area, as detailed in the *Town of East Gwillimbury's Official Plan Schedule 3 Secondary Plan Area Community Design Plans* (Town of East Gwillimbury, 2022a):



- Sharon East C.D.P., which is an area generally bordered by Leslie Street to the west and Woodbine Avenue to the east, northeast of the community of Sharon;
- Sharon Heights C.D.P., which is generally bordered by 2nd Concession Road to the west and Leslie Street and the former Toronto Transportation Commission line to the east;
- Walnut Farms C.D.P., which is generally bordered by Leslie Street to the west and Highway 404 to the east, south of the community of Sharon;
- Green Earth Village C.D.P., which is generally bordered by 2nd Concession Road to the west, Queensville Sideroad to the south, and Leslie Street to the east, and is northeast of the community of Queensville;
- Holland Landing East C.D.P. which is generally bordered by the Holland Landing Conservation Area to the west and 2nd Concession Road to the east, crossing over Doane Road;
- Yonge Corridor C.D.P. which is generally bordered by 2nd Concession Road to the east, the Canadian National Railway and the Canadian National Railway Line to the north, south of the community of Holland Landing; and
- North Woodbine Area which occupies a small portion of land that is bordered on the east side by Woodbine Avenue, approximately 630 metres north of Queensville Sideroad.

This Cultural Heritage Resource Assessment will focus on the project study area (Figure 1). This project study area has been defined as inclusive of those lands that may contain cultural heritage resources that may be subject to direct or indirect impacts as a result of the proposed undertaking. Identified properties within or adjacent to the study area are located in the Town of East Gwillimbury. It should be noted that there may be known or potential cultural heritage resources within the areas between the various C.D.P. and S.P. areas, however, their identification is not part of the scope of this report. The



inventory included in this report focuses on the lands within and adjacent to the C.D.P.s and S.P. area and it is understood that improvements, such as increased road infrastructure any be needed as part of the Secondary Plan design, and there may be other cultural heritage resources that may be impacted by those improvements.

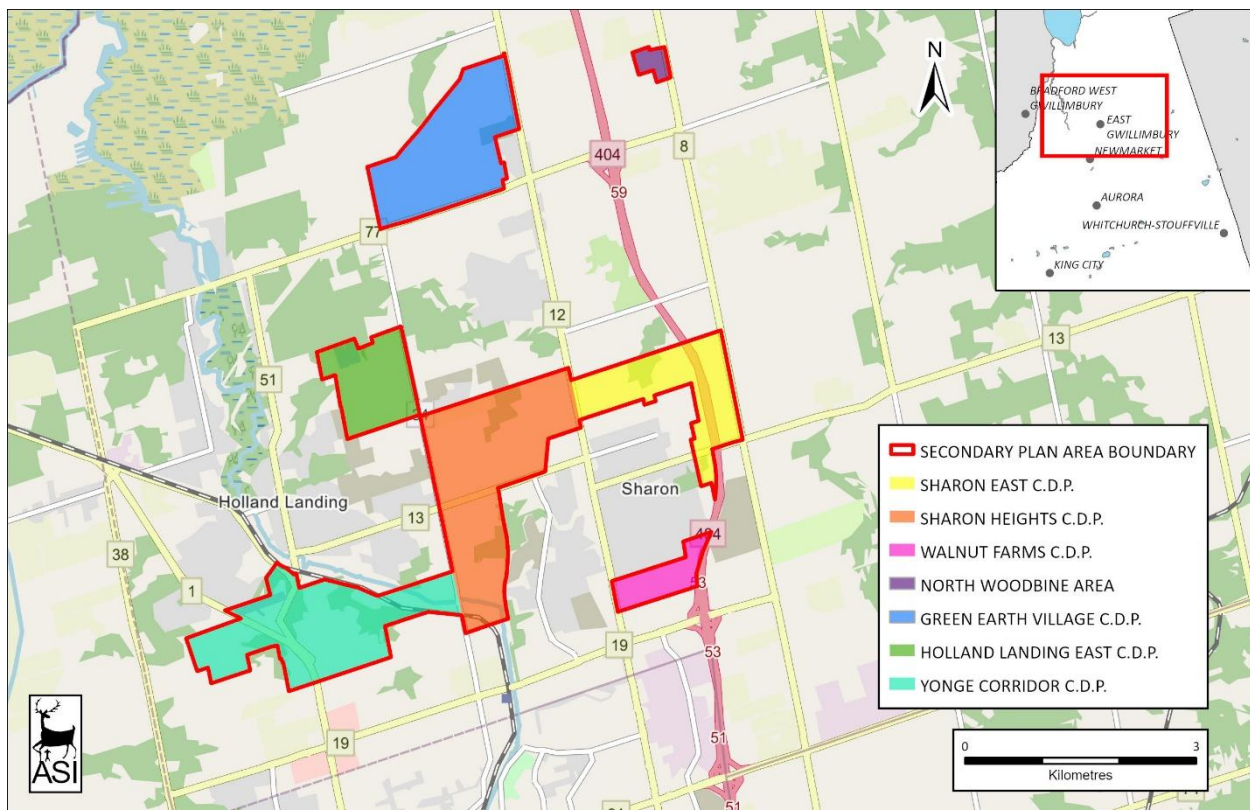


Figure 1: Location of the study area, divided by the New Community Design Plans (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known

and potential cultural heritage resources is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18 [as Amended in 2024], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Planning Statement* (Ministry of Municipal Affairs and Housing, 2024a), issued under the *Planning Act*, requires municipalities and the Crown to conserve protected heritage property and encourages planning authorities to develop and implement proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Government of Ontario, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining



potential heritage significance in the identification of cultural heritage resources. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) provides a guide to evaluate heritage properties. To conserve a cultural heritage resource, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Regional and Municipal Heritage Policies and Guidelines

The study area is located within the Town of East Gwillimbury, in the Regional Municipality of York. Policies relating to cultural heritage resources were reviewed from the following sources:

- 2022 York Region Official Plan, 2022 (York Region, 2022)¹
- East Gwillimbury Official Plan, 2022 (Town of East Gwillimbury, 2022a)
- Town of East Gwillimbury's Urban Design Manual, 2022 (Town of East Gwillimbury, 2022b)

2.2.1 Region of York Official Plan, 2022

The *Region of York Official Plan* (York Region, 2022) identified urban expansion lands within the Town of East Gwillimbury's Whitebelt to accommodate a projected population and employment growth of 127,000 persons and 43,600 jobs by 2051. These identified expansion lands will connect the existing Secondary

¹ The 2022 York Region Official Plan was consolidated in June of 2023



Plans to create a more complete, cohesive, and efficient community and are therefore referred to as the Complete Communities Secondary Plan area. The lands therein are identified as Designated Greenfield Area and New Community Area by the Official Plan.

Policy 4.2.10 of the Official Plan requires that local municipalities, in consultation with the Region, prepare comprehensive Secondary Plans for New Community Areas that include a multidisciplinary team selected by the municipality to ensure an integrated and sustainable approach to planning, design and approval of the Secondary Plan. Policy 4.3.22 also requires Secondary Plans be prepared by the local municipality for Employment Areas. Policy 2.4.4 of the Official Plan requires that Secondary Plans identify cultural heritage resources and conserve significant resources.²

2.2.2 East Gwillimbury Official Plan, 2022

Principle 6 of the Guiding Principles within the *Town of East Gwillimbury Official Plan* aims “To create cohesive, vibrant, and connected urban communities through the promotion of successful, mixed-use historic main streets, attention to urban design and architectural excellence, and the protection of the Town’s cultural heritage” (Town of East Gwillimbury, 2022a). To achieve this, several policies have been included in the Official Plan to support this principle, which are summarized below.

Section 3.4.1 provides an objective to “ensure the protection of cultural heritage assets and buildings and integrate them sympathetically within new development” and Section 3.4.3 highlights good urban design with regard to the integration of cultural heritage resources and preserving character within the context of new development. Section 3.4.4. of the Official Plan contains provisions for the identification, evaluation, and conservation of several types of

² Other related requirements for Secondary Plans can be found in: Policy 3.1.4; Policy 4.2.7; Policy 4.2.11; Policy 4.2.14; Policies 4.2.23, 4.3.30, and 5.1.8; Policy 4.3.28; Policy 6.3.4; Policy 6.3.43; and, Policy 6.5.6.



cultural heritage resources (C.H.R.s), including built heritage resources (B.H.R.s), cultural heritage landscapes (C.H.L.s), heritage conservation districts (H.C.D.s), areas of archaeological potential, and scenic heritage routes. Policies include direction for the management of properties designated under Part IV of the *Ontario Heritage Act*, municipally listed properties, and properties identified in the Town's Master Plan of Archaeological Resources.

These policies specify that: new development be planned in a manner that preserves and enhances the context of C.H.R.s; that new development consider Indigenous Communities in conserved C.H.R.s; and, that C.H.R.s be incorporated, wherever possible, into any new development plans in manner that preserves their integrity. Section 3.4.4 also includes policies addressing the requirement for Heritage Impact Assessments as part of a complete development application in instances where an application includes or is adjacent to known or potential cultural heritage resources.

2.2.3 Town of East Gwillimbury's Urban Design Manual, 2022

Section 3.1.6 of the Town of East Gwillimbury's *Urban Design Manual* (Town of East Gwillimbury, 2022b) provides a series of guidelines for the development and implementation of new buildings and landscapes while protecting, respecting, and enhancing adjacent heritage resources which apply to all new development. Guidelines that are applicable to the Secondary Plan study area provide the following requirements:

- Minimize the removal or disruption of historically or culturally significant uses, landscapes, structures, or architectural elements, with features integrated into the site design as amenities.
- Where applicable, provide for the relocation or adaptive reuse of cultural landscapes such as hedgerows and rural road cross sections.
- The retention, restoration, and adaptive reuse of existing heritage buildings in their original locations is a priority to provide a tangible example of the cultural heritage of the area.



- Where cultural heritage resources have been identified, provide a transition in lot sizes, setbacks, massing, and grading that complements the cultural heritage resource.
- For heritage designated or listed sites new development is considered adjacent if it shares a property boundary and fronts the same street as the designated sites. A Heritage Impact Assessment will be required as part of a complete development includes, or is adjacent to an identified or designated cultural heritage resource.
- Locate and design buildings to respect and complement the scale, character, form and siting of on-site and surrounding cultural heritage resources.

Several other guidelines are more related to the Village Cores and two are specific to the property containing Sharon Temple.

2.3 Identification of Cultural Heritage Resources

This Cultural Heritage Resource Assessment follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Citizenship and Multiculturalism, 2022), as well as policies within the *Town of East Gwillimbury Official Plan* (Town of East Gwillimbury, 2022a) that directs the recognition of heritage properties under the *Ontario Heritage Act*. The objective of this report is to present an inventory of known and potential cultural heritage resources, and to provide a preliminary understanding of known and potential cultural heritage resources located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected cultural heritage resources are subject to identification and inventory. Generally, when conducting an identification of cultural heritage resources within a study area, three stages of research and data collection are undertaken to appropriately



establish the potential for and existence of cultural heritage resources in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also used to identify potential cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential cultural heritage resource based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage



value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential cultural heritage resources within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Resource Assessment.

2.4.1 Review of Existing Heritage Inventories and Research Materials

A number of resources were consulted in order to identify previously identified cultural heritage resources within the study area. These resources, reviewed on 15 December 2023, include:

- The Town of East Gwillimbury Register of Properties of Cultural Heritage Value (Town of East Gwillimbury, 2023a);
- Built to Last: Heritage Properties from York County through to York Region (York Region, n.d.);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2023);
- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);



- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.b);
- 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 (Parks Canada, n.d.c);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- Cultural Heritage Evaluation Report Queensville Sideroad Bridge (Bridge Number 000110) (Archaeological Services Inc., 2023);
- Heritage Register Review, Town of East Gwillimbury, Ontario (Archaeological Services Inc., 2020);
- Town of East Gwillimbury Cultural Mapping Project (Miller Dickinson Blais, 2011).

2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential cultural heritage resources, active and



inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Matt Daoust, Senior Planner, Town of East Gwillimbury (email communication 27 November 2023; 4 and 15 December 2023; 11 March 2024). Initial email correspondence provided the Town's updated heritage register, information regarding the Sharon Heritage Conservation District Study, and the Town's heritage mapping (requested by Matt Daoust and sent by GIS Technologist Nicola Alston 6 December 2023). Subsequent emails confirmed the removal of the properties at 18898 Yonge Street and 18838 Highway 11 from the Town's heritage register, provided the designation by-laws for 18474 Yonge Street and 18391 Leslie Street, and confirmed that 908 Mount Albert was not listed in the Town's heritage register nor is there a record of the property having ever been listed notwithstanding its inclusion in the Town's heritage mapping. Additional correspondence (email communication 15 January) included forwarding an email from Development Planner Victoria Moore at the Town of East Gwillimbury, clarifying the proposed boundaries for the Sharon Heritage Conservation District study.
- The Ministry (email communication 22 March 2024). Email correspondence confirmed that to date no properties have been designated by the minister and that the Ministry is not aware of any provincial heritage properties within or adjacent to the study area.
- The Ontario Heritage Trust (email communications 15 and 28 March 2024). A request was sent to the Trust to confirm that no properties designated under Part IV or Part V of the *Ontario Heritage Act*, provincial plaques, or heritage easements had been missed in A.S.I.'s search and requested a copy of the complete designation by-law for the property at 18474 Yonge Street (2010-056). A response from the Trust (email communication 2 April 2024) confirmed the above and stated that the Trust does not currently have the designating by-law requested in their files, but it has been requested from the municipality and will be forwarded to A.S.I. upon receipt.



- In March 2024, A.S.I. made a request to the Planning Partnership, the subconsultant conducting the consultation strategy for the study, that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential cultural heritage resources that are of interest to the respective communities. No feedback was received by the time of report submission.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Citizenship and Multiculturalism, 2006c). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and



- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect cultural heritage resources depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified cultural heritage resources where work is taking place within 50 metres of features on the property (Carman et al., 2012; Crispino and D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This distance accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

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



The proposed undertaking should endeavor to avoid adversely affecting known and potential cultural heritage resources and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified cultural heritage resources. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage resource if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect cultural heritage resources in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is situated within the Simcoe Lowlands and Schomberg Clay Plains physiographic regions of southern Ontario (Chapman and Putnam 1984).

The Simcoe Lowlands physiographic region consists of low-lying belts of sand plain, which cover an area of 280,000 hectares, bordering Georgian Bay and Lake Simcoe. The area was once inundated by the waters of glacial Lake Algonquin, inland of the present-day shorelines. Remnant shoreline features (beaches,



shorecliffs, bars, etc.) mark the former water level of Lake Algonquin. Topography is generally flat and subsoil consists of variable sand, gravel, silt and clay deposits as formed on the lake bottom (Chapman and Putnam 1984). Sand plains and beach ridges are glaciolacustrine features and are products of the Late Wisconsinan glacial stage (circa 25,000-10,000 B.P.). Sand plains are formed in shallow waters and beach ridges mark the former shorelines (Karrow and Warner, 1990). Considerable portions of the study area are within the Queensville Flats subregion of the Simcoe Lowlands which is characterized by silty calcareous soil which is doubly difficult for farming due to a deficiency in phosphorous and poor drainage. Despite these challenges, the agricultural character of the area was well established by the late 1800s (Mika and Mika, 1977).

The study area also falls within the Schomberg Clay Plains physiographic region of Ontario. Schomberg deposits are typically varved and highly calcareous. The clay has a large calcium and magnesium carbonate content (50%) and has a 40% silt composition compared to 50% clay composition. Nevertheless, Schomberg deposits behave more like silt than clay and are likely composed of ground rock flour rather than weathered clay minerals. This area's well drained soils and drumlinized areas were well suited for the production of wheat, oats and barley. Additionally, the Schomberg Clay Plains are well-suited for cattle and sheep farming supporting a prosperous rural economy throughout the nineteenth century (Chapman and Putnam 1984).

3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).³ During the Paleo period (c. 11,000 B.C.E. to

³ While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo period groups is very limited (C. J. Ellis and Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis and Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-



political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis and Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The land of the present-day Town of East Gwillimbury has been a place of human activity for over 12,000 years. With the presence of distinct landforms, resources, and many important trade routes throughout history in the area, the land has a rich past. The ancestors of the Mississauga, Huron-Wendat, Haudenosaunee (Five Nations Iroquois), and Anishnaabeg (Algonquin) nations inhabited present-day York Region, who used the land as hunting grounds, for habitation, and for portage passage routes in addition to trade. The east branch of the Toronto Carrying Place trail, which runs through East Gwillimbury, is among the most significant trails in Southern Ontario during the pre-colonial and early-colonial period.

The Toronto Carrying Place trails were a network of trails that connected the navigable portions of the Rouge, Don, and Humber rivers in the south to the navigable portion of the Holland River in the north, thus completing a transportation corridor between Lake Ontario and Lake Simcoe, and on to the upper Great Lakes (Veilleux, 2011). Other trails followed other major waterways along the north shore of Lake Ontario. Historical accounts and archaeological evidence highlight the importance of the trails in the fifteenth to eighteenth



centuries, though the location of the trails along major environmental features could indicate a significantly longer use of the transportation routes (Austin, 1995; MPPA, 1986). The Carrying Place trails were in use at the time of European arrival in the region and were travelled by several well-known explorers and traders as well as the colonial government – including Governor John Graves Simcoe’s travel up the Carrying Place from York (present-day Toronto) to what is now Holland Landing in 1793 (see Section 3.3.3).

The Township of East Gwillimbury (today the Town of East Gwillimbury) was negotiated by the British as part of the Johnson-Butler purchase of 1787-1788 and again as part of the 1923 Williams Treaties. Signed by the Mississauga and Chippewa nations, the area remains within the traditional territory of the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (collectively known as the Williams Treaties First Nations) and is within the ancestral territory of the Huron-Wendat First Nation (Crown-Indigenous Relations and Northern Affairs, 2013; Surtees, 1984; Williams Treaties First Nations, 2017).

3.3 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes continued the use of existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (A.S.I., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would



have been in locations with good soil and suitable topography to ensure adequate drainage.

3.3.1 Yonge Street

Yonge Street was originally surveyed from Eglinton Avenue in York (present-day Toronto) to Doane Road in Holland's Landing (later Holland Landing), with lots laid out on either side that encouraged settlement (Berchem, 1977; Miller Dickinson Blais, 2011). Though its survey and construction began in 1794, Yonge Street did not reach Holland Landing until 1797, which led to the first official survey of the Township in 1800 by Stegman (Canniff, 1878). The curving alignment of Yonge Street between its departure from Highway 11 to Mount Albert Road in Holland Landing follows the eastern branch of the Toronto Carrying Place Trails, a network of Indigenous trails that connected Lake Ontario to Lake Simcoe, and on to the upper Great Lakes (Figure 2). To its east is Old Yonge Street, which follows the gridded pattern of the nineteenth-century survey.

In the early nineteenth century, many United Empire Loyalists arrived in the site of Holland Landing. These British subjects arrived in the area from eastern portions of the United States, fleeing the country in the years following the American Revolution (Miller Dickinson Blais 2011). The construction of Yonge Street and surveying of the surrounding lands opened up greater opportunity for agricultural and industrial prosperity for the communities that were establishing in the area.



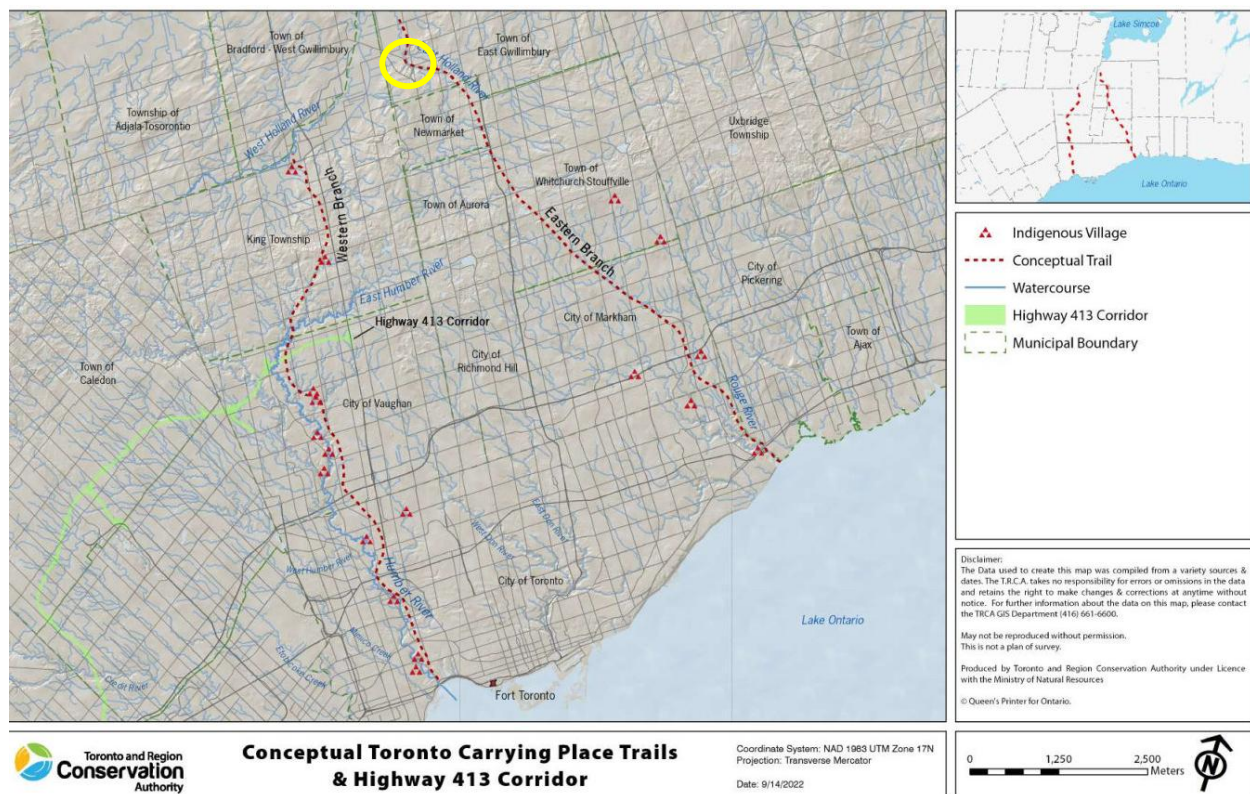


Figure 2: Conceptual map of the Toronto Carrying Place Trails with the curve of Yonge Street that follows the eastern branch (circled) (Toronto and Region Conservation Authority).

3.3.2 Township of East Gwillimbury

Historically, the study area is located in the former Township of East Gwillimbury, County of York in parts of Lots 101–106, Concession 1 West of Yonge Street; Lots 103-105 and 110-112, Concession 1 East of Yonge Street; Lots 8-14 and 21-24, Concession 2; and Lots 7-14 and 22-23, Concession 3.

The Holland River and Early Settlement, 1800-1820

Early settlement in East Gwillimbury was largely based on agricultural development and mill industry. The success of agriculture and farming in the Town is tied to the proximity of Yonge Street, which facilitated the export of products south to Toronto. A majority of the early crops were grains, in particular



wheat, oats and barley. Raising beef and dairy cattle was also popular. Over time, crop varieties diversified, and many smaller farms were amalgamated (Chapman and Putnam 1984). As agricultural production established itself in the first decades of the nineteenth century, early industry also began to emerge along the east branch of the Holland River. The construction of a sawmill in 1808 in Holland Landing on the Holland River was the first of this type of industry to be introduced to the area. This mill became the site of a larger mill in the 1820s, which became a well-known flour supplier throughout York County (Rolling, 1966) In the years that followed, other mills were built along the Holland River, with at least seven in operation by 1861 (History based on Tremaine's Maps of 1861). Though in more modest operations, mills were also constructed along branches of the Black River - Mount Albert Creek and Vivian Creek - in the eastern portion of the township. The construction and operation of these mills provided the locations of the four primary villages that were established in the early nineteenth century. The mills were supported by a strong local agricultural economy. Wheat was the principal crop grown in the Township throughout most of the nineteenth century, but the area was also well suited for oats and barley (Chapman and Putnam, 1984; Morgan, 2015).

The Villages of East Gwillimbury, 1820-1913

In the nineteenth century, many hamlets and villages emerged as agricultural, industrial, and commercial activity expanded in the Township of East Gwillimbury. Hamlets were typically located at well-travelled intersections among the rural concessions, such as Maple Hill, Alder, Ravenshoe and Eastville (present-day Holt). Additionally, hamlet development was encouraged by the construction of the Canadian National Railway (C.N.R.) and the Lake Simcoe Junction Railway branching from the C.N.R. in the mid-nineteenth century. Brown Hill and Franklin were both established in proximity to these (now abandoned) rails. These hamlets typically did not expand to contain more than a general store or post office but were important to rural development during this period.



The construction of the Canadian National Railway in the eastern portion of the township, as well as the National “Northern” Railway (also known as the Northern Rail Road) on the western side following the Holland River, was also influential in establishing the villages of Holland Landing and Mount Albert. Aided by their early mill history, due to their proximity to waterways, these two communities developed into prosperous villages by the end of the nineteenth century. The villages of Hope (later Sharon) and Hackett’s Corner (later Queensville) also grew in prominence during the nineteenth century. The school, churches, town halls, hotels, commercial businesses constructed along their main roads contributed to the social, political, cultural and economic growth in the township. These settlement centres served as social and economic hubs for the wider agricultural community as well, as rural landowners would have traveled regularly to these villages for supplies, to collect their mail, attend religious services, and for community events. The Township of East Gwillimbury was officially incorporated in 1850, following the Municipal Corporations Act (or the Baldwin Act) of 1849, consolidating the settlement centres and surrounding agricultural lands under a unified municipal system. The four villages of Holland Landing, Mount Albert, Queensville, and Sharon remained important local hubs for residents of the Township throughout the nineteenth and twentieth centuries and are still considered the village cores of the Town of East Gwillimbury (Archaeological Services Inc., 2020; Thorning, n.d.).

Religious Centre, 1800-1850

The early village settlements in East Gwillimbury attracted a number of Quakers, who journeyed to Upper Canada from Connecticut, Vermont and New York in the early nineteenth century (Miller Dickinson Blais, 2011). These immigrants were drawn to the area with the promise of land grants, as well as the freedom to practice their faith (Archaeological Services Inc., 2012). An early settler, David Willson, broke away from the Quaker church and established a new religious sect called the Children of Peace. Founding this new religious society based on peace, equality and social justice, the Children of Peace went on to build the province’s



first shelter for the homeless and first cooperative and credit union (Ministry of Public and Business Service Delivery, n.d.). They were also behind the construction of a number of unique structures in the area, including Sharon Temple (Ministry of Public and Business Service Delivery, n.d.). In addition to The Children of the Peace, there were many other religious denominations, such as Anglican, Roman Catholic, United, Baptist, and Presbyterian, represented by the residents of East Gwillimbury. As a result, a number of churches were built within the township throughout the nineteenth and early twentieth centuries.

Twentieth and Twenty-First Century, 1913-2023

The Town of East Gwillimbury continued to maintain its balance of agricultural land and village centres into the twentieth century. In the first half of the twentieth century, a majority of citizens were employed in agriculture and farming (County Directories Co., 1935). Despite economic decline in the 1930s, which was felt on a national level, the villages saw slow but steady growth and expansion throughout the mid to late twentieth century. In 1971, the Township incorporated as the Town of East Gwillimbury within the Regional Municipality of York.

The introduction of additional major highways and rail lines, connecting East Gwillimbury with Toronto, contributed to the continued growth of the communities in the area in recent decades. Most notably, the expansion of Highway 404, completed in 2014, from Green Lane to Ravenshoe Road. The village cores have seen suburban expansion, with residential development occurring in the late twentieth and early twenty-first centuries. Services and new educational facilities have emerged throughout the Township to support the various periods and locations of growth.

In addition to urban development, Town also defined itself as a recreational destination in the twentieth century. The topography of East Gwillimbury, etched with waterways and within the northeast section of the Ontario Greenbelt (Government of Ontario, 2017), defines the area through its many green spaces



and have led to the development of a vast network of hiking trails, parks, and protected environments (Figure 3). The Town also fostered cultural attractions through festivals and events (Miller Dickinson Blais, 2011). Another noted feature of the twentieth-century development in the Town was the opening of the North York Drive-in Theatre (now Stardust) in 1955. Catering to neighbouring communities of Sharon and Holland Landing, the theatre was also a draw for residents of nearby Newmarket and Brandford (Figure 4) (Irish, 2013). Its rural location allowed for the space required for parking, and was successful enough to expand several years after opening to incorporate a second screen. The North York Drive-In closed in 2013, citing changes in technology as the reason for closure. The drive-in has since reopened as the Stardust Drive-In Theater.

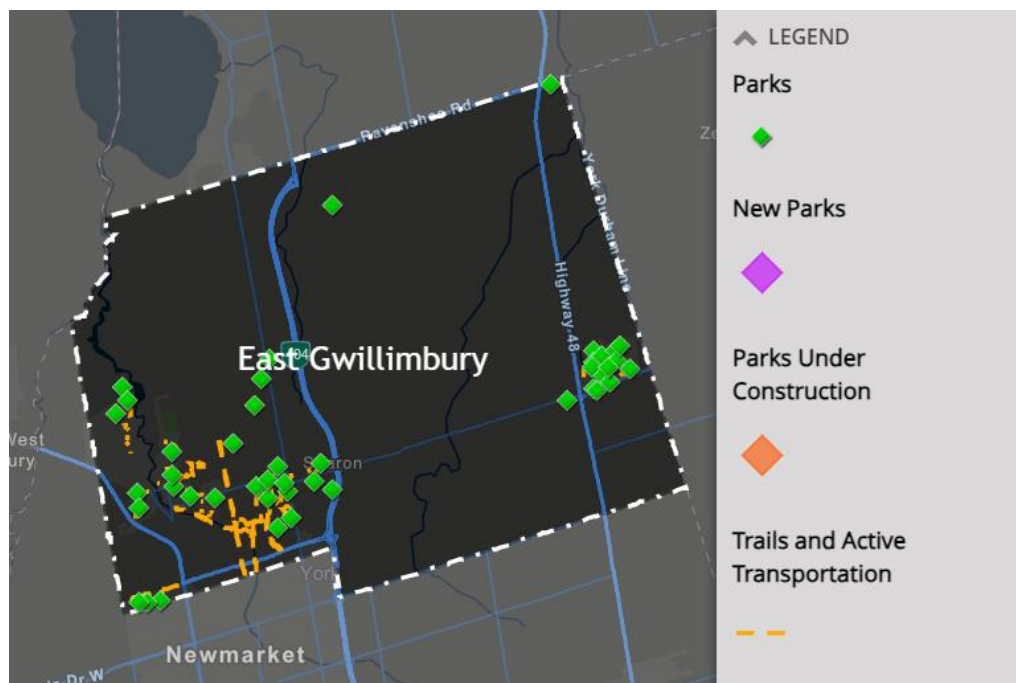


Figure 3: Town of East Gwillimbury's "Find a trail" webpage showing the locations of parks and active trails within the Town (Town of East Gwillimbury).



Figure 4: Movie-goers at the North York Drive-in in 2000 (Toronto Star, 2013).

3.3.3 Holland Landing

Yonge Corridor Community Design Plan (C.D.P.) is located directly south of the historical core of Holland Landing, which is located primarily on Lots 106-108, Concession I East and West. Before the arrival of European settlers and the construction of Yonge Street, this area was reached by an ancient Indigenous trail which formed part of what would become known as the Toronto Carrying Place trails (see Section 3.2). After having crossed the landscape north of Lake Ontario and over the Oak Ridges Moraine, this is where the Toronto Carrying Place became a water route. Two canoe landings along the East Branch of the Holland River are known to have existed immediately north of the historical core of Holland Landing – the Upper Landing on Lot 111 and the Lower Landing further north on Lot 118. These landings would have witnessed myriad travellers, both Indigenous and colonizer, over hundreds, if not thousands, of years. After treaties had been conducted to purchase land from the Mississauga and Ojibwa in

advance of European settlement, the government distributed their annual payments to local First Nations at the Lower Landing. Basil Hall (1965) and Rev. Peter Jones (1860) left vivid accounts of the events of treaty payments at this location in 1828 (Archaeological Services Inc., 1988; Archaeological Services Inc., 1986; Hall, 1965; Jones, 1860).

European settlement began in the early 1800s following the survey of Yonge Street in 1794. Early settlers to the area were generally Mennonites, Quakers, and United Empire Loyalists. By 1811, a town plot for the settlement that would become Holland Landing had been laid out around John Evesin's sawmill, constructed in 1808. In 1821, Peter Robinson purchased the Evesin Mill and built the Red Mills in the community which would go on to become the largest grist milling operation in York County and exported its flour as far as Europe. Also in 1821, the settlement opened its first post office at which point the name Holland's Landing was officially adopted. Previously, the community had been known as St. Albans and Beverley at various times. In the early nineteenth century, Holland's Landing grew to become an important shipping centre on the route between the Town of York (now Toronto) and Georgian Bay. The Royal Navy Depot Holland Landing was constructed during the War of 1812 as an administrative and shipping hub connecting the Town of York and Lake Ontario to the upper Great Lakes. After the war, the site continued to be used for commercial shipping and supported many local industries throughout the early 1800s. A daily stagecoach line from Toronto, opened in 1825 with a steamboat connection added in 1833, further spurred development in the community and by the 1840s, Holland's Landing also boasted a brewery, distillery, two tanneries, a foundry, three hotels, a carding and fulling mill, and a methodist church (Mika and Mika, 1981; Ontario Heritage Trust, 2010).

By the 1850s, Holland Landing had become an important shipping point between Toronto and Lake Simcoe, supporting the local livestock and wheat industries. The Northern Railway arrived in 1853, however, which decreased road and lake traffic, diminishing the settlement's importance as shipping centre (Figure 5).



Holland Landing incorporated as a village in 1861. The decline in shipping and the exodus of several large industries in the late 1800s and early 1900s led to a steep population decline with only 370 citizens in 1921 down from 741 in 1861. In 1933, the village applied to downgrade its status to Police Village. However, in the mid-to-late twentieth century, the village experienced renewed growth and by 1971, when Holland Landing joined the newly incorporated Town of East Gwillimbury, it boasted a population of nearly 900 (Mika and Mika, 1977; Moreau, 2023).



Figure 5: Holland Landing looking north on Yonge Street, the Holland Landing post office is on the left, date unknown (Toronto Public Library).

3.3.4 Sharon

Walnut Farms C.D.P. is located directly to the south of the historical core of the Hamlet of Sharon. The hamlet of Sharon, originally known as Hope, is located along the road dividing Concession 2 and 3, near the intersection of present-day Leslie Street and Mount Albert Road. One of the earliest families to settle in Sharon was David and Phebe (Phoebe) Willson and their two sons in 1801. After an early stint as a sailor, David Willson joined the Quakers and became a school master. After breaking away from the Hicksite division of the Quaker body, Willson established a denomination of his own, which he named the “Children of Peace”. He was joined by a number of well-established Quakers living on Yonge Street, including Ebenezer Doan and Samuel Hughes. Together, they consolidated the Children of Peace in a single village, Hope (now Sharon), which prospered aided by their adoption of a cooperative economy. They organized the province’s first co-operative, the Farmers’ Storehouse, opened the province’s first credit union and established a land-sharing system (Sharon Temple, n.d.)

The Children of Peace are credited with: creating the first civilian band in Canada; building the first organ in Ontario; and establishing the first shelter for the homeless. They built the Sharon Temple between 1825 and 1831 (

Figure 6), as well as two other meetinghouses. Ebenezer Doan, the Master Builder of the Temple and Meeting Houses, designed the structure in imitation of Solomon’s Temple as a symbol of their shared vision of a society based on the values of peace, equality and social justice. While the meetinghouses were used for regular Sunday worship, the Sharon Temple was used once a month to collect alms for the poor (Sharon Temple, n.d.).

Through their support of William Lyon Mackenzie, as well as of Robert Baldwin and Louis Lafontaine, who were all elected representatives in their riding, the Children of Peace also played an important role in the development of democracy in Canada. When William Lyon Mackenzie attempted to overthrow the government in the Rebellion of 1837, some Children of the Peace, including



Willson's sons and son-in-law, participated. David Willson acted as campaign manager in the area for both "Fathers of Responsible Government", Baldwin and Lafontaine, and the Children of the Peace band often performed at Baldwin's campaign rallies (Sharon Temple, n.d.).



Figure 6: The Children of Peace meeting house, also known as Sharon Temple, in Sharon, circa 1861 (Parks Canada, n.d.-a).

The Children of Peace sect slowly diminished after Willson's death in 1866, and the last temple service was held in 1889. In 1917, making it one of the earliest examples of historic preservation in Canada, the Sharon Temple was bought and restored by the York Pioneer and Historical Society. Now a National Historic Site and National Peace Site, the Sharon Temple property also consists of a number of relocated pioneer structures such as Ebenezer Doan's house.

The historic settlement of Sharon was incorporated into the Town of East Gwillimbury in 1971 (Figure 7).



Figure 7: Leslie Street and Mount Albert Road in Sharon, date unknown (Sharon Temple Museum Society).

3.3.5 Queensville

Green Earth Village C.D.P. occupies the area to the immediate west and north of the historical core of Queensville. Centred at the intersection of present-day Leslie Street and Queensville Sideroad, Queensville was originally known as Hackett's Corners and was renamed Queensville in 1843, possibly after Queen Street, now Leslie Street. Queensville's first school opened in the 1820s and the first store opened in 1831. The village established a post office in 1851 under Postmaster James Aylward. That same year, a stagecoach line reached the village resulting in a small development boom. Several inns and hotels were built in addition to a mill. The village became more accessible in the early 1900s when the Toronto and York Radial Railway reached the village in 1905-1906 (Morgan, 2015). In 1971, Queensville was incorporated into the Town of East Gwillimbury.

3.3.6 Newmarket Canal

The alignment of the uncompleted Newmarket Canal passes through the east end of the Yonge Corridor C.D.P. and the south end of the Sharon Heights C.D.P. The Newmarket Canal, also known as the Holland River Canal, the Ghost Canal, and occasionally as Mulock's Folly, is an incomplete canal which extends along the Holland River and was meant to connect Lake Ontario and Lake Simcoe. The intention of the canal was to provide a lower-cost alternative to the railways for transporting goods. While the idea for such a canal had been hatched some years previously, it was following the completion of the Trent Canal that a delegation of civic leaders around Newmarket led by Newmarket's Member of Parliament (M.P.) Sir William Mulock, traveled to Ottawa to lobby for the canal project. The project was approved relatively quickly, and construction began only two years later in 1906 (MacLeod, 2019; Miller Dickinson Blais, 2011).

The canal construction included the dredging and realignment of the Holland River from Cook's Bay to Holland Landing and work continued apace for the next several years with a few delays and setback including the discovery of hardpan, a solid layer of compacted clay which can be as hard as concrete, a few feet below the river (Figure 8 and Figure 9). In 1909, costs of the canal construction were beginning to soar well above the initial estimate of \$300,000, and the canal became a hot-button issue in local politics and Sir Mulock was replaced by A.B. Ayleworth as the project lead. Work on the canal continued, however, despite the ongoing political debates and derision for the project from the Conservative Party who, in 1910, began to refer to the canal as "Mulock's Folly" (MacLeod, 2019; Miller Dickinson Blais, 2011).





Figure 8: Construction of Lock 2 (2nd Concession Road, north of Green Lane) on the Newmarket Canal, circa 1910 (MacLeod, 2019).

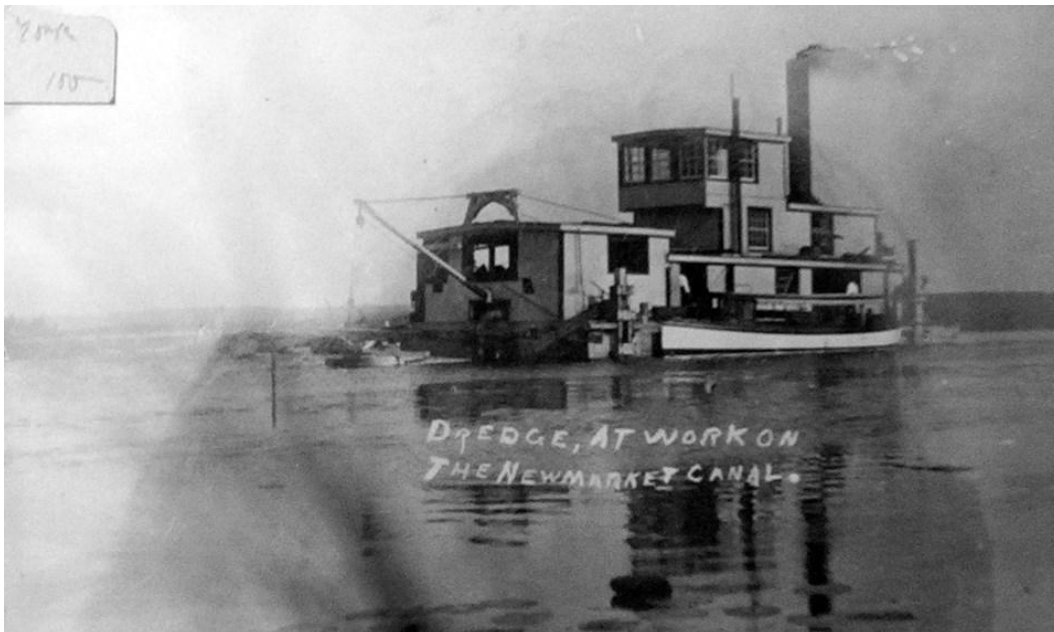


Figure 9: A dredge working on the Newmarket Canal, circa 1910 (MacLeod, 2019).

On September 21, 1911, the Conservatives led by Robert Borden defeated the Liberal Party, an election that some claim was won and lost based on the Newmarket Canal. The following year, the Borden government ordered that all work cease on the canal, citing issues with the water table, though it is also speculated that the project was canceled due to its ties to the former M.P. Sir William Mulock. At the time the project was canceled, the canal was approximately 80% complete with most of the 13-mile canal completely dredged and straightened, four swing bridges and three lock structures built (Figure 10) (MacLeod, 2019; Miller Dickinson Blais, 2011).

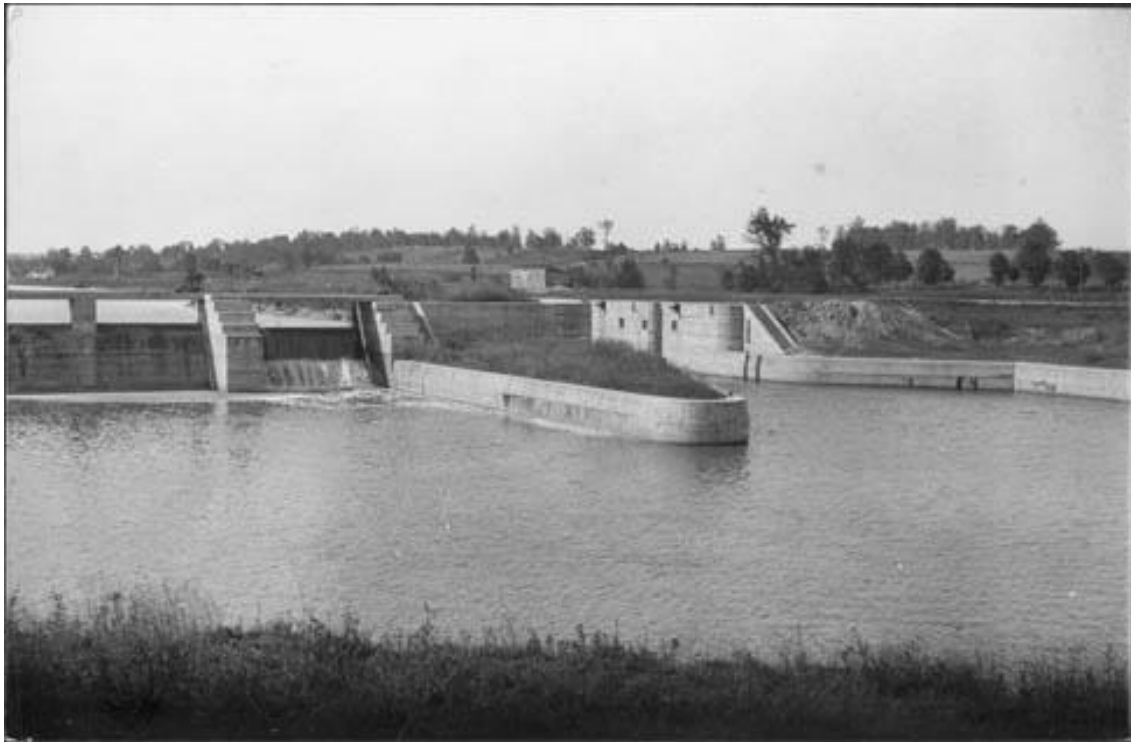


Figure 10: Lock 2 of the Newmarket Canal, 1915 (Archives of Ontario).

While the canal was abandoned, remnants of the canal infrastructure are visible along the length of the Holland River including the three Lock Structures (Figure 11), one of the finished swing bridges and Rogers Reservoir (now the Rogers Reservoir Conservation Area) and Fairy Lake (now the Wesley Brooks

Conservation Area) which were originally constructed as reservoirs for canal water (MacLeod, 2019; Miller Dickinson Blais, 2011).



Figure 11: Remnants of Lock 2, viewed from the 2nd Concession Road Bridge looking north (A.S.I., 2024).

3.3.7 The Toronto and York Radial Railway/Toronto Transportation Commission

The historical alignment of the Toronto and York Radial Railway (T.Y.R.R.) runs along the eastern boundary of the Sharon Heights C.D.P. and bisects the Sharon East C.D.P. In 1894, the Metropolitan Street Railway Company (M.S.R.C.), who had been providing street rail services to residents of the growing city of Toronto since 1877, reached an agreement with the northern townships to extend their services beyond city limits. From 1899-1905 tracks were laid from the city north to Newmarket, and from 1906-1909 the line was extended further north towards Jackson's Point, eventually reaching Sutton in 1910. As each section of track was

completed, it was electrified, with power provided by several power stations along the route (Newmarket Today, 2018).

In 1904, the Toronto and York Radial Railway company, itself a subsidiary of the Toronto Railway Company (T.R.C.), absorbed the M.S.R.C. along with the Toronto and Scarboro Railway and the Toronto Suburban Street Railway. However, the line continued to operate under the M.S.R.C. name until 1917 when it took the name of its parent company the T.Y.R.R. In 1909, a special weekend service had been added to accommodate farmers and their goods traveling south to markets in the city. In this period, the line was also a busy freight line, shipping goods and produce to wholesalers in Toronto and helping northern townships like East Gwillimbury establish and solidify their agricultural economies (Figure 12 and Figure 13) (Newmarket Today, 2018; Toronto, 2021). Service ran until 1927 when new highways and the introduction of an inter-urban bus system provided better access within the communities outside of Toronto. The former rail corridor now serves as a recreational trail within East Gwillimbury's extensive trail network (Miller Dickinson Blais, 2011).



Figure 12: Queensville Station on the Toronto and York Radial Railway circa 1923 (Newmarket Historical Society).



Figure 13: Women waiting outside Queensville Station in the winter circa 1900 (Wikicommons).

In 1927, the T.Y.R.R. was acquired by the Toronto Transportation Commission (T.T.C.), which had been established by the city in 1921 to provide a unified service and single-fare system to Toronto residents. At this time the former T.Y.R.R. lines were regauged to match the city streetcar tracks, making the lines no longer usable for freight trains and boxcars. This, combined with the growing popularity of personal automobiles and inter-urban bus lines in the 1920s, led to a steep decline in profits on the T.T.C.'s northern routes. Service north of Richmond Hill was ceased in 1930 and the tracks were dismantled. And within the next 20 years the line would cease operation entirely north of the city (Newmarket Today, 2018; Toronto, 2021).

3.3.8 The Northern Railway

The historical alignment of the Northern Railway runs through the eastern end of the Yonge Corridor C.D.P. and then runs along its northern boundary. The Toronto, Simcoe, and Lake Huron Union (T.S.L.H.U.) Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe, and Huron Union Rail Road Company. The rail line opened on May 16, 1853 and connected Toronto to Aurora (formerly Machell's Corners) via a 48-kilometre track (Andreae,



1997). The line was expanded with service to Bradford beginning June 13, 1853, and further expanded to Barrie on October 11, 1853 (forming the path for the present Barrie rail corridor). The inaugural trip on May 16, 1853 from Toronto to Aurora is commemorated by a plaque at Toronto's Union Station, as it was the first steam locomotive operated in Ontario (Figure 14) (Mika and Mika, 1977).



Figure 14: The "Toronto" (pictured here) was built for the T.S.L.H.U. line and was the first locomotive built in Canada (Wikicommons).

In 1858, the company underwent a third name change becoming the Northern Railway Company of Canada. Subsequently, the Ontario, Simcoe and Huron Railway became known simply as the Northern Railway, until 1888 when the ownership amalgamated with the Grand Trunk Railway Company of Canada, at which point the Northern Railway became part of the Grand Trunk Railway. Rail tracks were quickly laid across Ontario, as well as other parts of the country

linking settlements and provinces. The population of Canada doubled between 1851 and 1901 but the miles of rail laid increased exponentially from 159 to 18,294 miles (Andreae, 1997). The Northern Railway was a major draw for businesses in the Counties of York and Simcoe and caused many communities with a station to thrive and those without to dissipate (Figure 15) (Town of Newmarket, 2018). In 1923, the railway company was again amalgamated, this time with the government-owned Canadian National Railway (C.N.).



Figure 15: Holland Landing Station (date unknown) (Sharon Temple Website).

Commuter service began on the line in 1972, operated by C.N. as part of the C.N. Newmarket Subdivision. This commuter service was taken over by VIA Rail in 1978, and then by GO Transit in 1982. GO Transit continues to operate this commuter service to this day.

3.4 Review of Historical Mapping

Historically, the study area is located on parts of Lots 103-106, Concession 1 West of Yonge Street; Lots 103-106 and 110-112, Concession 1 East of Yonge Street;

Lots 8-14 and 21-24, Concession 2; and Lots 7-14, Concession 3 in the Township of East Gwillimbury, County of York. Maps and aerial imagery that covers the location of the study area from the nineteenth century to present were reviewed to understand the patterns of development and land use history of the area.

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

Nineteenth-Century Mapping: Tremaine's Map of York County (1860) and the Illustrated Historical Atlas of the County of York (1878)

The 1860 Tremaine's *Map of the County of York* (Tremaine, 1860), and the 1878 *Illustrated Historical Atlas of the County of York* (Miles and Co., 1878), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 16 and Figure 17).



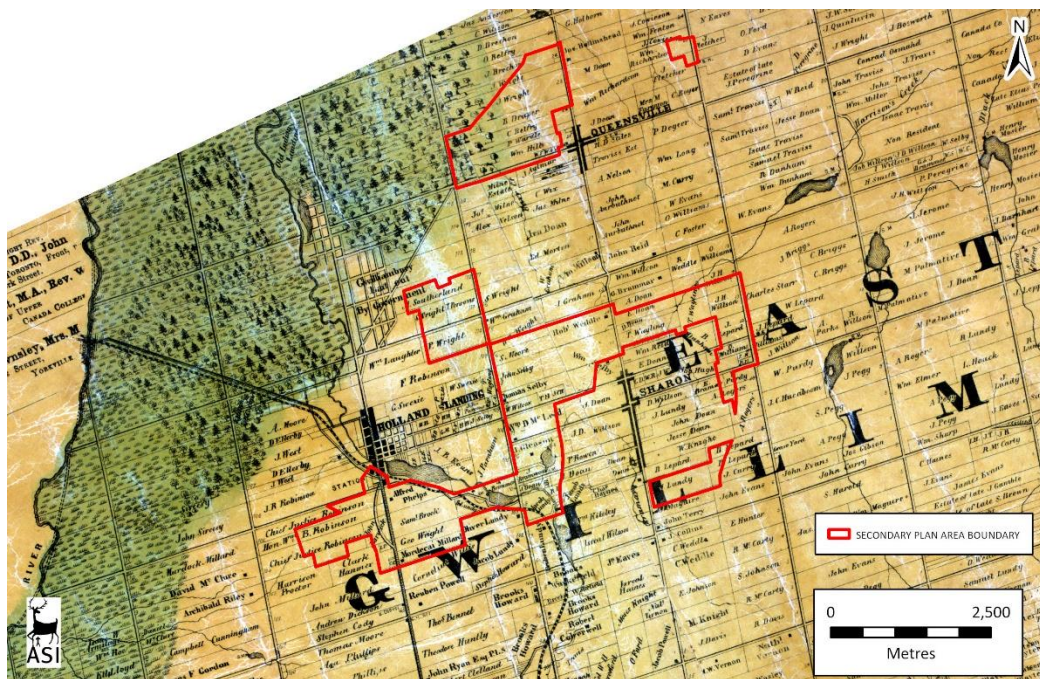


Figure 16: The study area overlaid on the 1860 Tremaine's Map of the County of York (Tremaine, 1860).

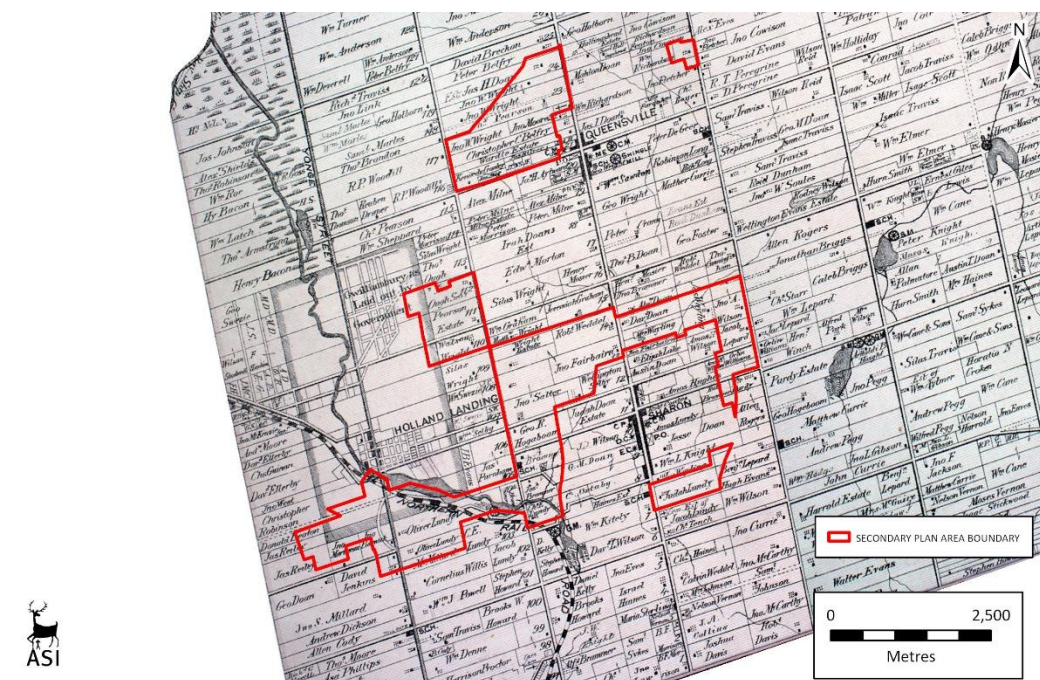


Figure 17: The study area overlaid on the 1878 Historical Atlas of the County of York (Miles and Co., 1878).

In nineteenth century mapping the study area is shown to be within a rural agricultural context with very little development within any of the six sections of the study area. Yonge Street, Old Yonge Street, 2nd Concession Road, Leslie Street, Woodbine Avenue, Mount Albert Road, Doane Road and Queensville Sideroad are all historically surveyed roadways that follow alignments similar to the present in the mapping from 1860. A railway passes through the Sharon East Community Design Plan (C.D.P.) and the Yonge Corridor C.D.P. in a generally southwest-northeast alignment in the same location of the current GO Transit Line. A station is depicted at the northern end of the Yonge Corridor C.D.P. along the line. The Holland River follows a generally parallel path to the railway with several large ponds southeast of Holland Landing, likely created for nearby mills, several of which are depicted in this mapping. The historical settlements of Holland Landing, Queensville, and Sharon can all be seen in this mapping. The study area is not within any historic settlement though some portions of the study area very close to the settlement areas. There is a planned settlement depicted north of Holland Landing which is laid out in town plots and labeled “Gwillimbury Laid out By Government” (Figure 16). The 1878 map shows very little development within the study area, which remains rural agricultural and generally outside the settlement areas. Notably, many of the large lots in the previous map have been portioned into smaller properties and the community of Sharon had expanded slightly southward, closer to the study area, and Queensville has expanded to the west crossing into the very edge of the Green Earth Village C.D.P. The planned settlement of Gwillimbury (Gwilliambury) is depicted in this map as well, though does not appear to have been constructed (Figure 17).

Early Twentieth-Century Mapping: 1929 and 1939 Topographic Maps

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This section presents maps photographs from 1929 and 1939 (Figure 18 and Figure 19). These do not represent the full range of maps consulted for the purpose of this study



but were judged to cover the full range of land uses that occurred in the area during this period.

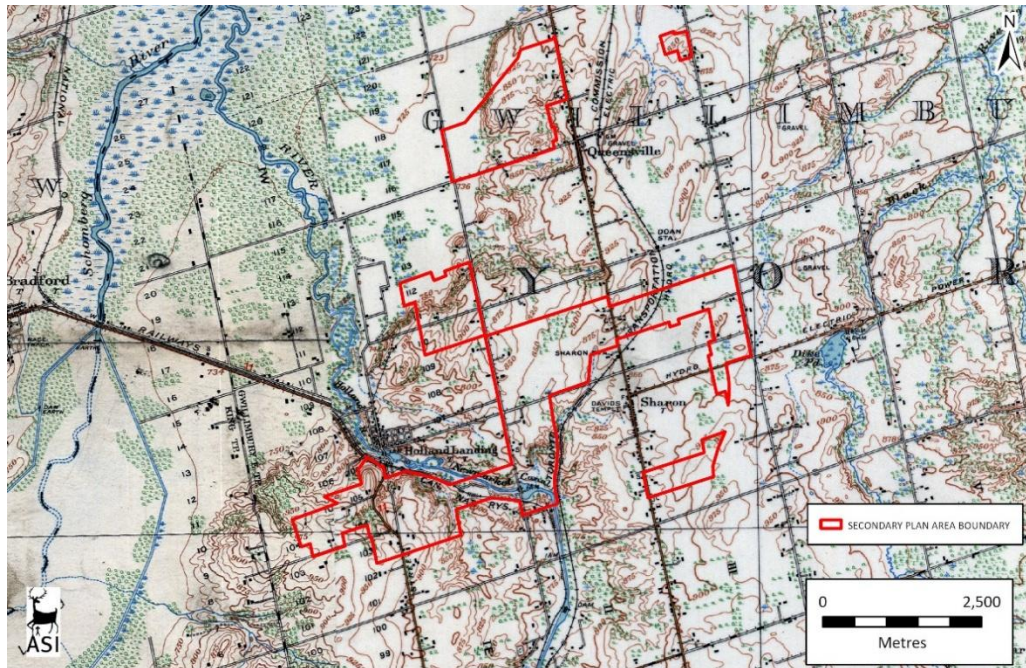


Figure 18: The study area overlaid on the 1929 topographic map of Newmarket (Department of National Defence, 1929).

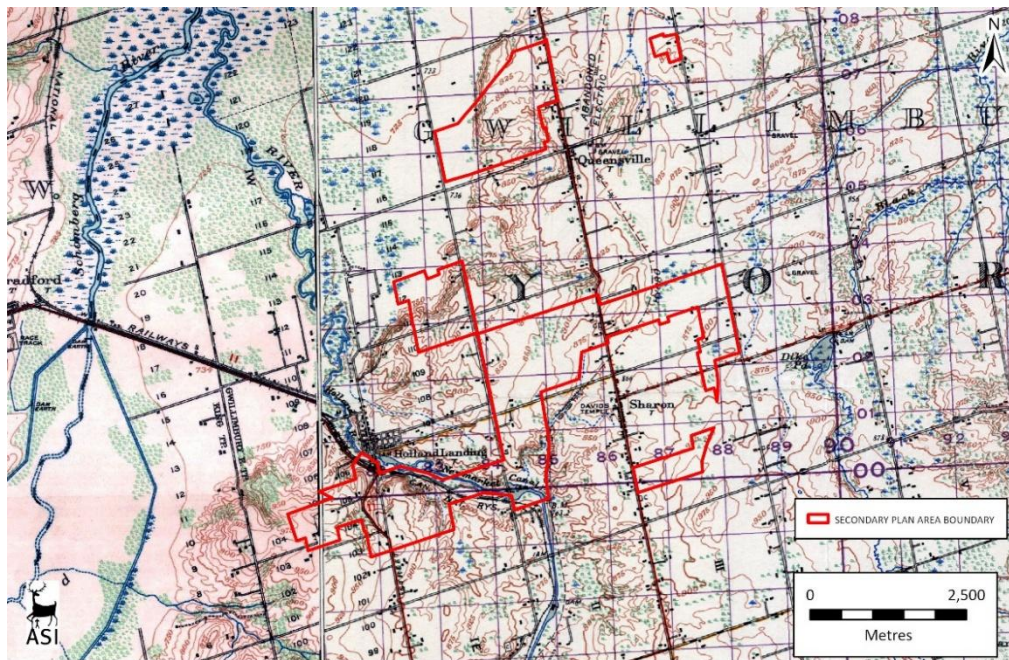


Figure 19: The study area overlaid on the 1939 topographic map of Newmarket (Department of National Defence, 1939).

Topographic mapping from the early twentieth century (Figure 18 and Figure 19) shows some development within the study area, particularly on the major north-south roadways. Some notable changes from earlier mapping include the addition of the Toronto Transportation Commission (T.T.C.) railway which follows the border of the Sharon Heights C.D.P. and crosses through the Sharon East C.D.P. following a generally southwest-northeast alignment in the mapping from 1929 (Figure 18). The line, however, is labeled as abandoned in the 1939 map (Figure 19). The alignment of the Holland River has been straightened, with several of the ponds removed near Holland Landing. The river in this area is labeled as the Newmarket Canal. Morning Sideroad, Farr Avenue, and Holland Landing Road can be seen in both maps following similar alignments to the present with the exception of the intersection of Yonge Street and Morning Sideroad. The Queensville Cemetery, the Selby Burying Ground, and the Sharon Burying Ground are all depicted in these maps along Leslie Street. A few small roadways appear to have laid out to the west of Holland Landing East C.D.P. in the site of the planned

community of Gwillimbury, though it appears the planned town was never realized.

Mid to Late Twentieth-Century Mapping: 1954 Aerial Photograph and the 1988 Topographic Map

This section presents maps and aerial photographs from 1954 and 1988 (Figure 20 and Figure 21). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

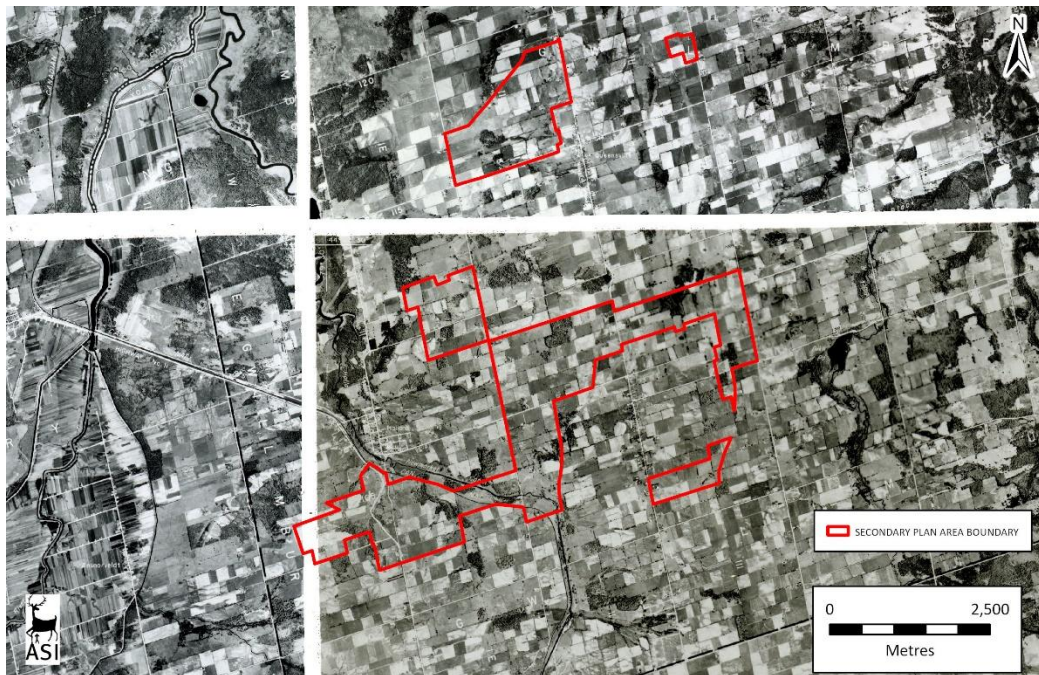


Figure 20: The study area overlaid on the 1954 aerial survey (Hunting Survey Corporation Limited, 1954).

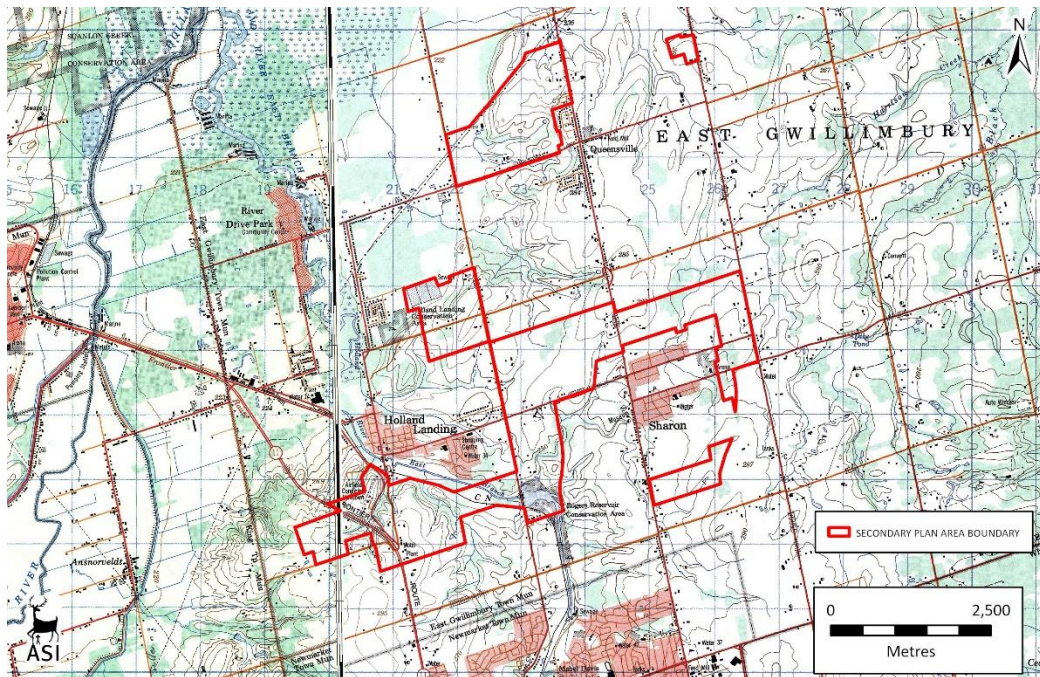


Figure 21: The study area overlaid on the 1988 topographic map of Newmarket (Department of Energy, Mines and Resources, 1988).

The 1954 aerial photograph (Figure 20) shows the study area to be within a rural agricultural context with little development discernable from the early twentieth century maps. Topographic mapping from 1988 (Figure 21) shows little change within the study area. Though suburban development in Newmarket is notable to the south, the study area remains rural agricultural. The Newmarket Canal is now labeled as the Holland River East Branch with the Rogers Reservoir Conservation Area depicted in the southern end of the Sharon Heights C.D.P. Highway 11 can be seen in this branching off of Yonge Street to the northwest. A sewage treatment plant has been added to the northwest corner of the Holland Landing East C.D.P., east of which is a small housing development and the Holland Landing Conservation Area. The drive-in theater on the south side of Mount Albert Road is shown in this mapping in its present-day location.

4.0 Existing Conditions

A field review of the study area was undertaken by Leora Bebko and Meredith Stewart of Archaeological Services Inc., on 21 and 22 February 2024 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 21.

4.1 Description of Field Review

The project study area consists of six Community Design Plan (C.D.P.) areas and one Secondary Plan (S.P.) area as established in the *Town of East Gwillimbury's Official Plan* Schedule 3 Secondary Plan Area Community Design Plans (Town of East Gwillimbury, 2022a). The existing conditions of these assigned areas are described below and accompanied by photographs taken to document the study area.



4.1.1 Sharon East C.D.P.

The Sharon East C.D.P., is located northwest of village of Queensville (Figure 22). The area contains agricultural crop fields, wood lots, and a major highway. The bisection of the area by Highway 404 has altered the historical lotting pattern of the agricultural landscape, creating smaller parcels of agricultural land. Smaller parcels with residential buildings are also located sporadically along Leslie Street and Woodbine Avenue. Construction of Highway 404 interrupted road corridor for Farr Avenue, which runs parallel and to the north of Mount Albert Road. As a result, cul-de-sacs have been added to the road on either side of the highway. Mount Albert Road cuts through a rise in the topography, where the land gradually ramps to meet the overpass that carries Highway 404 over the roadway. The remaining topography in the area is generally flat, with the exception of some undulations in the open fields in the southeast corner and a gradual rise in the west end along Leslie Street (Plate 1 to Plate 4).

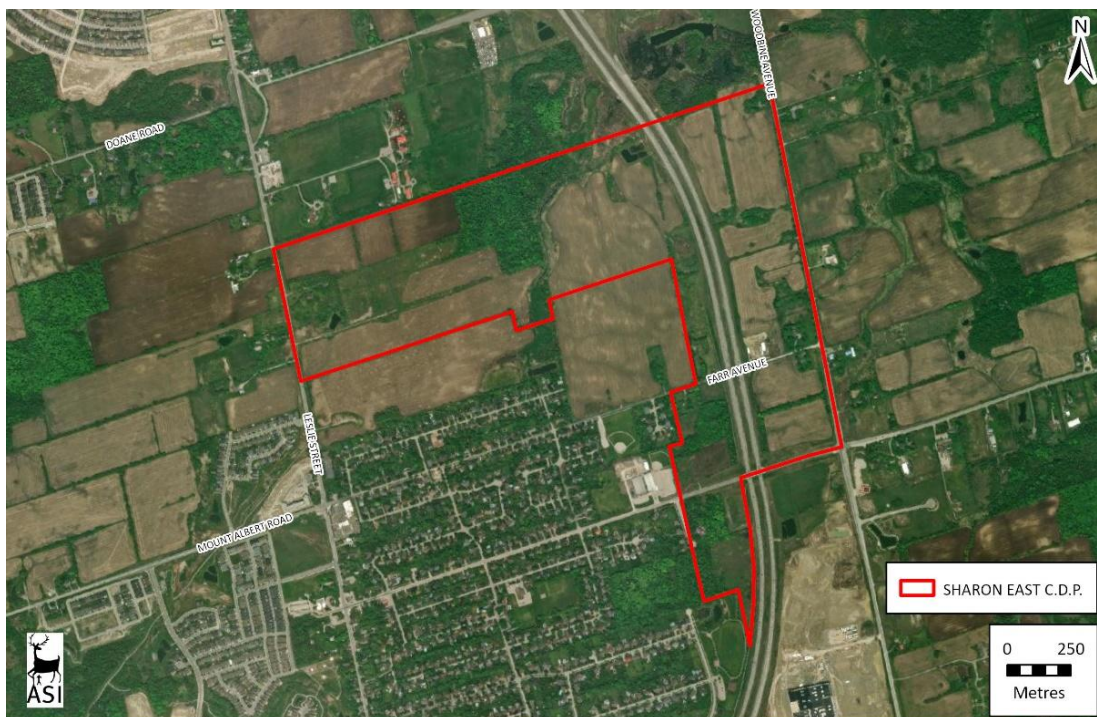


Figure 22: Sharon East C.D.P. within the Complete Communities Secondary Plan study area.



Plate 1: Woodbine Avenue, looking southwest from the northern end of the Sharon East C.D.P. study area, showing the agricultural context (A.S.I., 2024).



Plate 2: Farr Avenue, looking east from the cul-de-sac toward Woodbine Avenue (A.S.I., 2024).



Plate 3: Mount Albert Road, looking west from the intersection with Woodbine Avenue toward Highway 404 (A.S.I., 2024).



Plate 4: Mount Albert Road, looking east from the edge of the C.D.P. area (A.S.I., 2024).

4.1.2 Sharon Heights C.D.P.

The Sharon Heights C.D.P. is located within the centre of the Complete Communities Secondary Plan study area, between Holland Landing and Sharon (Figure 23). The area is characterised by open crop fields, with occasional recreational properties/trails and conservation land. The property parcels within the Sharon Heights C.D.P. are typically large and follow historical lotting patterns that reflect the areas early survey and agricultural land use. Smaller property parcels that have been sectioned off from these larger plots are typically located along Mount Albert Road, towards Sharon, and in the southern portion, near Rogers Reservoir Conservation Area and the GO transit line. The area features rolling hills occupied primarily by active crop fields. A valley is formed following the Holland River in the south end of the Sharon Heights C.D.P. area. From the bridge that carries 2nd Concession Road over the river, remnant lock infrastructure is visible. The main roadways that run along the perimeter or through the study area include 2nd Concession, Mount Albert Road, and Leslie Street (Plate 5 to Plate 7).



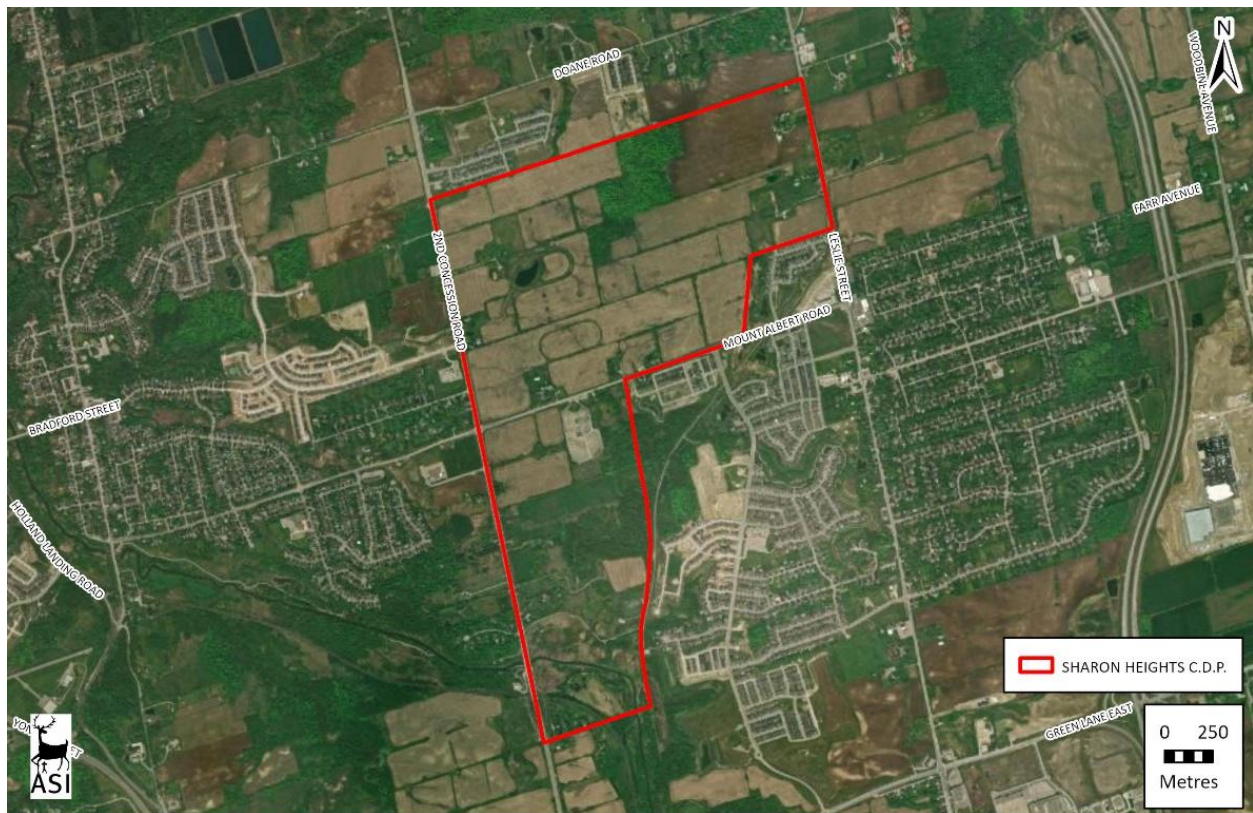


Figure 23: Sharon Heights C.D.P. within the Complete Communities Secondary Plan study area.



Plate 5: Looking east from Mount Albert Road, east of 2nd Concession Road, showing the rural context of the area (A.S.I., 2024).



Plate 6: Looking south from the 2nd Concession Road Bridge towards the Holland River (A.S.I., 2024).



Plate 7: Looking south from pedestrian trail access northeast of the 2nd Concession Road Bridge. The lock infrastructure is visible under the bridge (A.S.I., 2024).

4.1.3 Walnut Farms C.D.P.

The Walnut Farms C.D.P. is located in the southeast corner of the Complete Communities Secondary Plan study area, south of a residential subdivision in the community of Sharon (Figure 24). The area is bound to the west by Leslie Street and to the east by Highway 404, north of Green Lane East. The area contains a nineteenth-century farmstead, active crop fields, a wood lot, and a portion of the Sharon Burying Ground. The area features a gently undulating topography and characterised by a rural agricultural context (Plate 8 and Plate 9).



Figure 24: Walnut Farms C.D.P. within the Complete Communities Secondary Plan study area.



Plate 8: Leslie Street, looking north from the Sharon Burying Ground (A.S.I., 2024).



Plate 9: Looking east from Leslie Street towards the agricultural landscape within the area (A.S.I., 2024).

4.1.4 Green Earth Village C.D.P.

The Green Earth Village C.D.P., contains primarily active agricultural crop fields and expanses of wooded land (Figure 25). Property parcels tend to be large, and follow the historical lotting pattern with properties extending from Leslie Street to 2nd Concession Road. Smaller properties that have been carved out of these larger agricultural properties are typically located closer to the village of Queensville, which is southeast of the study area. The Queensville Cemetery occupies a large portion of the east part of the study area. The topography is generally flat in the west portion of the study area and more rolling in the east. The main roadways that are located within the Sharon East C.D.P. are Leslie Street, Queensville Sideroad, and 2nd Concession Road (Plate 10 to Plate 12).



Figure 25: Green Earth Village C.D.P. within the Complete Communities Secondary Plan study area.



Plate 10: Leslie Street, looking north from south of Queensville Cemetery (A.S.I., 2024).



Plate 11: Queensville Sideroad, looking east from approximately halfway between 2nd Concession Road and Leslie Street (A.S.I., 2024).



Plate 12: 2nd Concession Road, looking north from
north of the intersection with Queensville Sideroad
(A.S.I., 2024).

4.1.5 Holland Landing East C.D.P.

The Holland Landing East C.D.P. is located in the northwest portion of the Complete Communities Secondary Plan study area (Figure 26). The area contains primarily active agricultural crop fields, stretches of wooded land, and clusters of residential properties. A series of human-made ponds also occupy a large portion of the northwest corner of the Holland Landing East C.D.P., though they are not visible from the public right-of-way. Property parcels are typically large to accommodate agricultural activity. A wooded area runs through roughly the centre of the area. A cluster of smaller residential properties are located within this wooded area on Doane Road. Another cluster of smaller residential properties are located on 2nd Concession Road in the northeast corner of the C.D.P. area, opposite a circa 1980s residential subdivision located opposite the roadway outside the study area. The topography in the area features gently rolling hills, with a gradual slope descending north and west from the intersection of 2nd Concession Road and Doane Road. The pitch of the slope becomes more dramatic travelling north on 2nd Concession Road (Plate 13 to Plate 15).



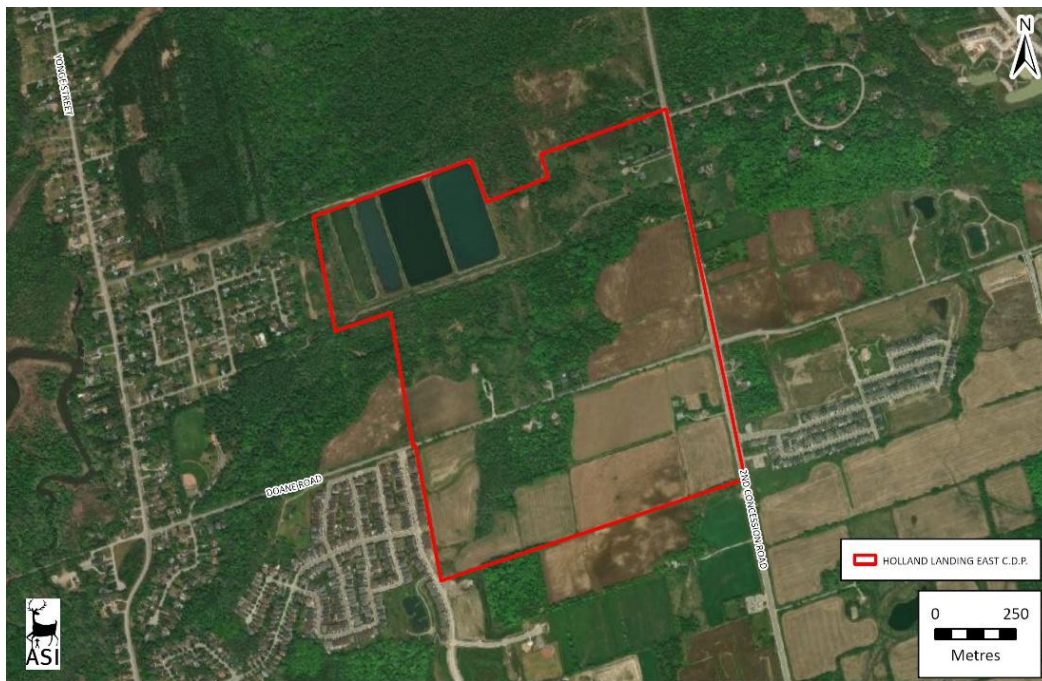


Figure 26: Holland Landing East C.D.P. within the Complete Communities Secondary Plan study area.



Plate 13: Looking south from the intersection of Doane Road and 2nd Concession Road, showing the rural context of the area (A.S.I., 2024).



Plate 14: Doane Road, looking east from the western boundary of the Holland Landing East C.D.P. study area (A.S.I., 2024).



Plate 15: Looking north from 2nd Concession Road, north of Doane Road (A.S.I., 2024).

4.1.6 Yonge Corridor C.D.P.

The Yonge Corridor C.D.P. is located in the southwest portion of the Complete Communities Secondary Plan study area, south of Holland Landing (Figure 27). The area contains a combination of active agricultural crop fields, wooded areas, commercial and residential properties, as well as an airpark. The series of ravines and changes in topography, along with roadways that break from the typical gridded pattern following rural lot and concession lines has resulted in varied parcel shapes and sizes within the area. Many of the properties that maintain an agricultural land use follow the historical lotting pattern in the area, and a larger size. Properties located along Highway 11 and/or Yonge Street typically have an irregular boundary to follow the alignment of the roadways. The airpark is located within one of these irregular lots, between the two roads. A concentration of commercial properties, included former residential properties converted to commercial use, are located within smaller parcels at the south end of the area on Yonge Street, near the boundary of the Town of Newmarket.

The triangular portion of land formed by the split in Yonge Street and Old Yonge Street is wooded, and located within a ravine. Another stretch of wooded land runs alongside the GO transit line, which cuts through the east portion of the Yonge Corridor C.D.P. The north portion of the area, along Yonge Street, contains residential properties on smaller parcels, located in proximity to Holland Landing. Another cluster of residential properties is located within small circa 1980s subdivision off of 2nd Concession Road. A bridge carries 2nd Concession Road over the Holland River, which runs through the east portion of the area. A former lock system that still contains remnants of the infrastructure is located here, along with recreational trails that follow the course of the river. Morning Sideroad, located along a portion of the southern boundary of the area, is a characteristic rural road, displaying agricultural fields, windbreaks formed with tree lines, and vegetation (Plate 16 to Plate 21).





Figure 27: Yonge Corridor C.D.P. within the Complete Communities Secondary Plan study area.



Plate 16: Looking southeast from Highway 11 to a ravine and Yonge Street (A.S.I., 2024).



Plate 17: Looking northwest from in front of the Newmarket Inn. Yonge Street continues to the left and Old Yonge Street is to the right (A.S.I., 2024).



Plate 18: Looking south from the east side of the intersection of Yonge Street, Highway 11, and Morning Sideroad towards commercial properties (A.S.I., 2024).



Plate 19: Intersection of Valley Trail, a circa 1980s residential subdivision, and 2nd Concession Road, looking west (A.S.I., 2024).



Plate 20: Looking west from the 2nd Concession Bridge along the recreational trail that follows the Holland River (A.S.I., 2024).



Plate 21: Morning Sideroad, looking east from 356 Morning Sideroad, showing the rural context of the area (A.S.I., 2024).

4.1.7 North Woodbine Area

The North Woodbine Area is located in the northeast portion of the Complete Communities Secondary Plan study area, northeast of Queensville on the west side of Woodbine Avenue (Regional Road 8) (Figure 28). The area contains a farm property and agricultural fields. Woodbine Avenue, which forms the western boundary of this portion of the study area is a historical concession road with large agricultural properties on the west side generally following historical lot divisions. Woodbine Avenue is a characteristic rural highway with gravel shoulders, displaying agricultural fields, windbreaks formed with tree lines, and vegetation. The area is located on a small rise in the land, at the top of which is a farm property dating from the mid 1800s (Plate 22 and Plate 23).

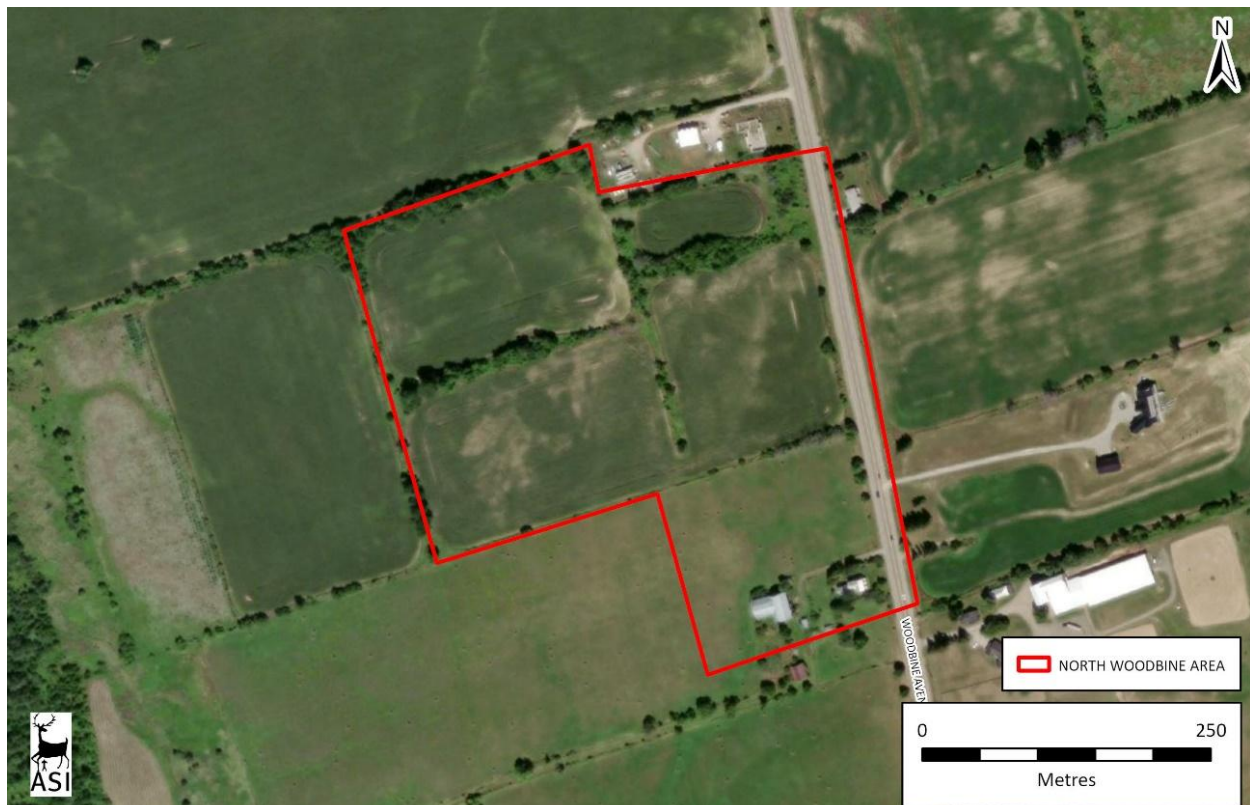


Figure 28: North Woodbine Area within the Complete Communities Secondary Plan study area.



Plate 22: Woodbine Avenue, looking north from 20724 Woodbine Avenue, showing the rural context of the area (A.S.I., 2024).



Plate 23: Looking northeast over the Woodbine Avenue North S.P. area from 20724 Woodbine Avenue (A.S.I., 2024).

4.2 Discussion of Extant Historical Patterns and Development

The Town of East Gwillimbury has historically been characterized by a rural setting. Today, approximately 75% of the lands located within the limits of the Town consist of farmland, parkland and protected natural environments (Town of East Gwillimbury, 2023b). The Town also contains the communities of Mount Albert, Queensville, Sharon, and Holland Landing, which were incorporated as a township in 1850, then as a Town in 1971. The Green Lane Corridor separates the Town of East Gwillimbury from the Town of Newmarket, which is also contained within York Region.

The Complete Communities Secondary Plan study areas surround these historical settlements and contain rural lands that characterize much of the Township. The major road corridors that run through the study area - Yonge Street, 2nd Concession Road, Leslie Street, Woodbine Road – follow the historical concession lines that were formally established in the eighteenth century to begin the process of carving up the landscape for agricultural development.

The curve of Yonge Street at the junction of Highway 11, Yonge Street and Old Yonge Street is featured in early mapping of the area and aligns with an earlier Indigenous trail that was part of the Toronto Carrying Place Trails system. The roadway follows the slope in the surrounding topography, dipping into a ravine. The wood lots that surround the roadway contribute to the character of the historical route. Topographic mapping and aerial imagery show the road alignment and forestation in this area have been in place for at least the past century. Further north, approaching Holland Landing, the roadway has been widened and a series of mid-twentieth-century residences line the east side of the roadway, breaking up former lotting patterns related to agricultural land uses. Old Yonge Street also follows topographic conditions of the surrounding landscape. It maintains a rural character with mature tree lines and vegetation along the roadway and crop fields and wood lots located beyond.



2nd Concession Road has been widened from a rural concession road to a multi-lane major arterial road. The agricultural setting surrounding the roadway has largely been maintained within the study area, though the construction of two elementary schools and a small subdivision on the west side of the roadway, opposite the study area, have altered the immediate landscape and rural character of the roadway. The properties on Leslie Street within the study area are located near the historical settlements of Sharon and Queensville and demonstrate a transition between village streetscape and agricultural landscape. Various nineteenth-century cemeteries along the roadway express relationships between this historic concession road and nearby historical settlements in the area. Much of the agricultural setting has been maintained along the roadway, with crop fields and mature tree lines located within the study area. Woodbine Road has been widened from a rural concession road to a multi-lane major arterial road. Within and adjacent to the study area, properties follow the historical development pattern of the area, consisting mainly of farmsteads and larger crop fields.

Secondary roadways within the study area – Mount Albert Road, Morning Sideroad, Doane Road, and Queensville Sideroad – run in an east-west direction, typically following historically surveyed lot lines. Mount Albert Road, which also runs through Holland Landing, Sharon and the southern edge of Mount Albert – follows surveyed lot lines, jogging at Leslie Street within Sharon. Properties located off of Mount Albert Road and Morning Sideroad typically consist of farmsteads or residential buildings dotted within swaths of crop fields. Queensville Sideroad and Doane Road within the study area are characterized by residential severances and subdivisions of former historical lots; residential properties are constructed near the roadway, usually without surrounding crop fields, and were built within the mid twentieth century onwards.



4.2.1 Property Typologies

The cultural heritage resources (C.H.R.s) identified within and adjacent to the project study area have been assigned one or more of the following typologies:

Rural residential properties: contain a residence with few or no other structures, indicating that it is not currently part of a larger farm property. These properties may relate to the expansion of a historical village or nineteenth-century settlement lots and are often smaller parcels of land. Other rural residential properties consist of a farmhouse that has been severed from a larger farm property, disconnecting the residence from other features such as barns, outbuildings, tree lines, wood lots and crop fields, and which typically define an agricultural landscape.

Farmscapes: properties containing an integrated complex of buildings or features such as residence, barn, outbuildings, agricultural fields, and other features that indicate the property's current or past use as a farmstead and are generally located on larger lots ranging in size from approximately 2.5 to 100 acres.

Burying grounds/cemeteries: inclusive of active and inactive municipal or religious cemeteries and family burial plots.

Infrastructure/public works: properties or features relating to basic systems and services including transportation and power and water supplies.

Rail Corridor: inclusive of active, abandoned, and former railway alignments.


Recreational: properties or features created or adapted for leisure or recreational use including but not limited to public parks and trails, conservation areas, sporting centres, theaters, and theme parks.



4.3 Identification of Known and Potential Cultural Heritage Resources


Based on the results of the background research and field review 21 known C.H.R.s and an additional ten potential C.H.R.s were identified within the study area during background research and field review. A detailed inventory of known and potential C.H.R.s within the study area is presented below in Table 1. See Figure 29 to Figure 33 for mapping showing the location of identified cultural heritage resources.

Table 1: Inventory of Known and Potential Cultural Heritage Resources within the Study Area

Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 1	Farmscape	18474 Yonge Street John and Esther Millard House	YONGE CORRIDOR C.D.P.	Known C.H.R. – Designated under Part IV of the <i>Ontario Heritage Act</i> (by-law 2010-056 included in Appendix A)	Circa 1869/1870*	<p>The C.H.R. is located on the west side of Yonge Street, approximately halfway between Green Lane West and Morning Sideroad. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a farm property with a circa 1869-1870 Gothic Revival style farmhouse (Town of East Gwillimbury, 2023a), agricultural fields, remnants of a barn and outbuildings, mature treelines/windbreaks, and circulation routes. The designation by-law on file with the Town does not include a statement of significance or a list of heritage attributes. Potential heritage attributes may include the farmhouse’s height and massing, polychrome brick exterior, side-gable roof with centre gable feature, arched window openings, symmetrical arrangement of the façade, and verandah with decorative millwork and the property’s remnant outbuildings, mature treelines/windbreaks, circulation routes, and agricultural fields.</p>	 <p>Plate 24: The residence at 18474 Yonge Street, looking west Yonge Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 2	Rural Residential	18558 Yonge Street	YONGE CORRIDOR C.D.P.	Potential C.H.R. – Identified during background research and field review	Circa 1920	<p>The C.H.R. is located on the west side of Yonge Street, south of Morning Sideroad. The C.H.R. is visible on the 1939 topographic map (Figure 19).</p> <p>The C.H.R. is a one-and-a-half-storey residence with a rectangular footprint, gable roof and front gable dormer built circa 1920. The craftsman bungalow style residence is representative of a popular domestic architectural design in the early twentieth century and is an uncommon style for the rural areas within the Town, which more typically feature nineteenth-century farmhouses that follow an Edwardian, Gothic Revival, or Georgian style. Potential heritage attributes may include the structure’s height and massing, fenestration, gable roof with front dormer, and covered verandah.</p>	 <p>Plate 25: The residence at 18558 Yonge Street, looking southwest from Yonge Street (A.S.I., 2024).</p>



* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 3	Rural Residential (Severed)	18581 Yonge Street Mordecai Miller House	YONGE CORRIDOR C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1829*	<p>The C.H.R. is located on the west side of Yonge Street, south of Morning Sideroad. The C.H.R. is visible on the 1860 map (Figure 16).</p> <p>The C.H.R. is a two-storey residence, likely of masonry construction, with an rectangular footprint, built circa 1829 (Town of East Gwillimbury, 2023a) with a rear wing addition. The property, currently used by a commercial stone and aggregate company, was likely severed at some point from a larger agricultural property. Potential heritage attributes may include the structure’s height and massing, fenestration, masonry construction, symmetrical façade, and cross-gable roof.</p>	 <p>Plate 26: The residence at 18581 Yonge Street, looking southeast from Yonge Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 4	Farmscape	356 Morning Sideroad	YONGE CORRIDOR C.D.P.	Potential C.H.R. – Identified during background research and field review	Circa 1910	<p>The C.H.R. is located on the north side of Morning Sideroad, west of Yonge Street. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is an intact farmscape consisting of a farmhouse, outbuildings, and agricultural fields. The farmhouse is a one-and-a-half storey structure with brick and siding cladding the exterior and features a side gable roof with shed dormer. The residence was likely constructed in the 1910s and is located at the end of a long, treed lane. The other features of the agricultural property may pre-date the construction of the farmhouse. Potential heritage attributes may include the circa 1910s farmhouse, barn, outbuildings, mature treelines/windbreaks, long lane, and active agricultural fields.</p>	 <p>Plate 27: The farm property at 856 Morning Sideroad, looking north from Morning Sideroad (A.S.I., 2024).</p>  <p>Plate 28: Barn on the farm property at 356 Morning Sideroad, looking northwest from Morning Sideroad (A.S.I., 2024).</p>



* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 5	Rural Residential	18923 Old Yonge Street Oliver Lundy House	YONGE CORRIDOR C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1880*	<p>The C.H.R. is located on the east side of Old Yonge Street, south of the intersection with Yonge Street and Holland Landing Road. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a one-and-a-half-storey residence with a gable roof built circa 1880 (Town of East Gwillimbury, 2023a) with an extension on the eastern elevation. The building is set on a ridge in the landscape and is reached by a long lane flanked by trees. Potential heritage attributes may include the structure’s height and massing, fenestration, and gable roof, treed laneway, and setback from the roadway/property line.</p>	 <p>Plate 29: The residence at 18923 Old Yonge Street, looking northeast (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 6	Rural Residential	19062 Yonge Street Holland Landing Methodist Parsonage	YONGE CORRIDOR C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1900*	<p>The C.H.R. is located on the west side of Yonge Street, south of the Canadian National (C.N.) rail line. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a single-storey residence with a hipped roof constructed circa 1900 (Town of East Gwillimbury, 2023a). Potential heritage attributes may include the structure’s height and massing, hipped roof, fenestration, and covered verandah.</p>	 <p>Plate 30: The residence at 19062 Yonge Street, looking west (A.S.I., 2024).</p>
C.H.R. 7	Railway	Former Ontario Simcoe and Huron Union Railway/ Northern Railway	SHARON HEIGHTS C.D.P. and YONGE CORRIDOR C.D.P.	Potential C.H.R. – Identified during background research and Field Review	Circa 1853	<p>The C.H.R. is a railway that runs along the southwest side of the Holland River, in a generally southeast-northwest direction. The C.H.R. is visible on the 1860 map (Figure 16).</p> <p>The C.H.R. is the former Ontario Simcoe and Huron Union Railway (later the Northern Railway) constructed circa 1853 (Toronto Railway Historical Association, n.d.). The line is now operated by C.N. and a GO Transit line. Potential heritage attributes may include the active railway, and associations with the early settlement and economic development in East</p>	 <p>Plate 31: The former Ontario and Simcoe and Huron Union Railway line, looking east from the Yonge Street crossing (A.S.I., 2024).</p>



* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
						Gwillimbury represented by its alignment within the Town.	
C.H.R. 8	Infrastructure/ Public Works	Holland River Canal/ Newmarket Canal	YONGE CORRIDOR C.D.P.	Potential C.H.R. – Identified during background research and Field Review	1906-1912	<p>The C.H.R. forms part of what is now known at the Holland River East Branch. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is an incomplete canal along a portion of the Holland River East Branch with extant infrastructure from the nearly completed waterway. The canal was constructed from 1906-1912 (MacLeod, 2019). Potential heritage attributes may include the extant realigned and dredged portions of the waterway, extant infrastructure (including several locks and bridges), and the canal’s historical associations with the early twentieth-century development of East Gwillimbury and transportation in Ontario and the canal’s effects on provincial politics in the early 1900s.</p>	 <p>Plate 32: The Holland River/Newmarket Canal, looking north from the remnant swing bridge north of Green Lane (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 9	Infrastructure/ Public Works Recreational	Rogers Reservoir Conservation Area	SHARON HEIGHTS C.D.P.	Potential C.H.R. – Identified during background research and Field Review	Between 1906-1912	<p>The C.H.R. is located on the Holland River East Branch. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a reservoir constructed as part of the works associated with the Newmarket Canal, constructed between 1906 and 1912 (MacLeod, 2019). It is now a conservation area. Potential heritage attributes may include the reservoir, recreational trails, and its historical associations with the incomplete Newmarket Canal project.</p>	 <p>Plate 33: Entrance to the Rogers Reservoir Conservation Area north of Green Lane (A.S.I., 2024).</p>
C.H.R. 10	Rail Corridor Recreational	Nokiidaa Walking Trail Former Toronto and York Radial Railway	SHARON HEIGHTS C.D.P.	Potential C.H.R. – Identified during background research and Field Review	1907	<p>The C.H.R. is a former railway that runs along the east side of the Holland River north of Green Lane before veering northeast near Rogers Reservoir. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is the now-abandoned alignment of the Toronto and York Radial Railway (T.Y.R.R.) and later the Toronto Transportation Commission (T.T.C.) built in 1907 (Newmarket Today, 2018). Portions of the former alignment now form part of</p>	 <p>Plate 34: The former T.T.C. rail line, looking north from Green Lane (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
						the Nokiidaa Walking Trail. Potential heritage attributes may include the former railway corridor, the walking trail, and historical associations with early suburban radial transit routes in and out of Toronto.	
C.H.R. 11	Infrastructure/Public Works	Lock 2 (Newmarket Canal) 2 nd Concession Road	YONGE CORRIDOR C.D.P.	Known C.H.R. – Listed in Municipal Heritage Register	Between 1906-1912	<p>The C.H.R. is located on the Holland River, under the 2nd Concession Road bridge. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is the second lock on the Newmarket Canal. Construction of the canal occurred between 1906-1912 but was never completed (MacLeod, 2019). Potential heritage attributes may include the structure’s concrete construction, extant lock chamber, piers, and other extant portions of the lock and canal infrastructure.</p>	 <p>Plate 35: Lock 2, looking southwest from the 2nd Concession Road bridge over the Holland River (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 12	Farmscape	18839 2 nd Concession Road	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in Municipal Heritage Register	Circa 1860*	<p>The C.H.R. is located on the east side of 2nd Concession Road, north of Valley Trail. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a farmscape with a farmhouse built circa 1860 (Town of East Gwillimbury, 2023a), agricultural fields and mature trees. The farmhouse shows elements of the Gothic Revival style through its side gable roof with central feature gable, symmetrical arrangement of the façade, and front porch, which has been enclosed. Potential heritage attributes may include the farmhouse, mature treelines/windbreaks, circulation routes, and agricultural fields.</p>	 <p>Plate 36: The farm property at 18839 2nd Concession Road, looking east from 2nd Concession Road (A.S.I., 2024).</p>

* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)




Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 13	Rural Residential	18929 2 nd Concession Road	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in Municipal Heritage Register ⁴	Circa 1971*	<p>The C.H.R. is located on the east side of 2nd Concession Road, north of Valley Trail. The C.H.R. is visible on the 1988 topographic map (Figure 21).</p> <p>The C.H.R. is a single-storey residence with an irregular footprint and cross-gable roof built circa 1971 (Town of East Gwillimbury, 2023a). The property was previously the location of a school, though the school building is no longer extant (Archaeological Services Inc., 2020). Potential heritage attributes may include the rural location on 2nd Concession Road as it relates to the property’s history as the location of a school.</p>	 <p>Plate 37: The residence at 18929 2nd Concession Road, looking southeast (A.S.I., 2024).</p>

⁴ This property was not recommended for removal from the municipal register as part of the 2021 Heritage Register Review (Archaeological Services Inc., 2020) based on a recommendation from the Town of Gwillimbury’s Heritage Advisory Committee from October 2020.


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 14	Rural Residential (Severed)	18969 2 nd Concession Road	SHARON HEIGHTS C.D.P.	Potential C.H.R. – Identified during background research and field review	Circa 1870	<p>The C.H.R. is located on the west side of 2nd Concession Road, south of Mount Albert Road. The C.H.R. is visible on mapping from 1878 (Figure 17).</p> <p>The C.H.R. is a two-storey stone structure with a gable roof likely constructed circa the 1870s as it first appears in the 1878 Historical Atlas of the County of York (Miles and Co., 1878). The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. Potential heritage attributes may include the structure’s height and massing, fenestration pattern, symmetrical façade, side gable roof with return eaves, chimneys, setback and mature trees.</p>	 <p>Plate 38: The residence at 18969 2nd Concession Road (obscured by trees and vegetation), looking southeast from 2nd Concession Road (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 15	Recreational	893 Mount Albert Road North-York Drive-in Theatre Stardust Drive-in Theatre	SHARON HEIGHTS C.D.P.	Potential C.H.R. – Identified During Background Research and Field Review	Circa 1955-1960	<p>The C.H.R. is located on the south side of Mount Albert Road, east of 2nd Concession Road. The C.H.R. is visible on the 1988 topographic map (Figure 21).</p> <p>The C.H.R. is a drive-in theater constructed in 1955 (Irish, 2013). Upon its closure in 2013, Virginia Hackson – then Mayor of East Gwillimbury, comments on the theatre serving as an icon within the Town, where members of the community have a long-felt sense of connection to the site where fond memories have been made over its years of operation (Irish, 2013). The theatre later re-opened as the Stardust Drive-In Theatre and remains in operation. The C.H.R. is a recreational property that is historically linked to early suburban expansion in East Gwillimbury following the Second World War, particularly in the nearby community of Sharon. Potential heritage attributes may include the drive-in screen and ticket booth/concession stand, outbuildings, landscaping, signage, and parking area.</p>	 <p>Plate 39: The drive-in theater at 898 Mount Albert Road, looking south from Mount Albert Road (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 16	Rural Residential (Severed)	908 Mount Albert Road John Salter House	SHARON HEIGHTS C.D.P.	Potential C.H.R. – Identified during background research and field review	1868	<p>The C.H.R. is located on the north side of Mount Albert Road, east of 2nd Concession Road. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a two-storey structure with a U-shaped footprint, cross gable roof, and covered entryway built in 1868 (according to municipal heritage mapping). The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. Potential heritage attributes may include the structure’s height and massing, fenestration, front verandah, cross gable roofline, chimneys, semi-circular circular drive, and setback from the roadway.</p>	 <p>Plate 40: The residence at 908 Mount Albert Road, looking northwest from Mount Albert Road (A.S.I., 2024).</p>

* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)




Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 17	Rural Residential (Severed)	19325 2 nd Concession Road	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register ⁵	Circa 1890*	<p>The C.H.R. is located on the west side of 2nd Concession Road, north of Mount Albert Road. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a one-and-a-half-storey structure with a cross gable roof and enclosed front verandah constructed circa 1890 (Town of East Gwillimbury, 2023a). The residence is located at the end of a long lane and is surrounded by mature trees. The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. Potential heritage attributes may include the structure’s height and massing, fenestration, cross gable roofline, chimney, footprint of the verandah, long lane, and mature trees.</p>	 <p>Plate 41: The residence at 19325 2nd Concession Road, looking east from 2nd Concession Road (A.S.I., 2024).</p>

⁵ This property was not recommended for removal from the municipal register as part of the 2021 Heritage Register Review (Archaeological Services Inc., 2020) due to a Council amendment from February 9, 2021.


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 18	Farmscape	19668 2 nd Concession Road	HOLLAND LANDING EAST C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1880*	<p>The C.H.R. is located on the west side of 2nd Concession Road, south of Doane Road. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a farm property with a barn and outbuildings associated with a circa 1880 farmhouse (Town of East Gwillimbury, 2023a) (no longer extant). Earlier satellite imaging shows a residence east of the barn which has since been demolished. Potential heritage attributes may include the barn, outbuildings, circulation routes, mature treelines/windbreaks, and active agricultural fields.</p>	 <p>Plate 42: The farm property at 19668 2nd Concession Road, looking southwest from 2nd Concession Road. Possible remnants of a residence are visible through the trees on the left (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 19	Rural Residential (Severed)	19986 2 nd Concession Road	HOLLAND LANDING EAST C.D.P.	Potential C.H.R. – Identified During Background Research and Field Review	Circa 1870	<p>The C.H.R. is located on the west side of 2nd Concession Road, south of Algonquin Forest Drive. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a one-and-a-half-storey structure with a cross gable roof and front verandah likely built in the 1870s based on historically mapping and its Gothic Revival style. The residence is located at the end of a long lane with several mature trees and a small pond located on the property. The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. Potential heritage attributes may include the structure’s height and massing, fenestration, cross gable roof, covered verandah with decorative millwork, long lane, and mature trees.</p>	 <p>Plate 43: The residence at 19986 2nd Concession Road, looking west from 2nd Concession Road (A.S.I., 2024).</p>



* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 20	Burying/ Cemetery	18391 Leslie Street Sharon Burying Ground	WALNUT FARMS C.D.P.	Known C.H.R. – Designated under Part IV of the <i>Ontario Heritage Act</i> (by-law 90-50); Included in the Ontario Genealogical Society's Inventory of Known <i>Cemeteries and Burial Grounds</i> ; Included in the Sharon Heritage Conservation District Study	Circa 1820*	<p>The C.H.R. is located on the east side of Leslie Street, south of the historic settlement of Sharon. The cemetery is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is the Sharon Burying Ground, a historic cemetery with tombstones dating to the 1820s, though it is believed some burials may date to 1812 (by-law 90-50). Known heritage attributes include the early nineteenth-century grave markers and their varied designs, decoration, and material, and historical associations with The Children of Peace, David Willson and his wife Phebe, and many other early settlers to East Gwillimbury (Town of East Gwillimbury, 1990). See Appendix A for the designation by-law outlining the property’s cultural heritage value and heritage attributes.</p>	 <p>Plate 44: The Sharon Burying Ground, looking northeast from Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 21	Farmscape	18499 Leslie Street Walnut Farm	WALNUT FARMS C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register; included in the Sharon Heritage Conservation District Study Area	Circa 1859*	<p>The C.H.R. is located on the east side of Leslie Street, south of the historic settlement of Sharon. The C.H.R. is visible on the 1860 map (Figure 16).</p> <p>The C.H.R. is a farm property consisting of a farmhouse constructed circa 1859 (Town of East Gwillimbury, 2023a), outbuildings, and agricultural fields. The extant farmstead property likely formed part of a larger agricultural property that was severed at some, reducing the surrounding agricultural crop fields that are currently within the property parcel. The farmhouse displays elements of the Georgian style through its side-gable roof with return eaves and chimneys, symmetrical arrangement of the façade, rectangular window openings, and rectangular footprint. Potential heritage attributes may include the farmhouse, barn, outbuildings, mature tree lot, circulation routes, and active agricultural fields.</p>	 <p>Plate 45: The residence on the farm property at 18499 Leslie Street, looking east from Leslie Street (A.S.I., 2024).</p>  <p>Plate 46: The farm property at 18499 Leslie Street, looking northeast from the opposite side of Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 22	Farmscape	19354 Leslie Street John Fairbarn House	SHARON HEIGHTS C.D.P.	Known C.H.R.— Listed in the Municipal Heritage Register	Circa 1870*	<p>The C.H.R. is located on the west side of Leslie Street, north of Mount Albert Road. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a farm property consisting of a farmhouse constructed circa 1870 (Town of East Gwillimbury, 2023a) and mature treelines. The residential property likely formed part of a larger agricultural property that was severed at some point, reducing the surrounding agricultural crop fields that are currently within the property parcel. The farmhouse features elements of the Gothic Revival style, expressed through the side gable roof with central gable feature, symmetrically arranged façade, and ornamental gingerbread trim. Potential heritage attributes may include the farmhouse, agricultural fields, circulation routes, and mature treelines/windbreaks.</p>	 <p>Plate 47: The farm property at 19354 Leslie Street, looking west from Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 23	Farmscape	19384 Leslie Street Colonel Thomas Selby House	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1837*	<p>The C.H.R. is located on the west side of Leslie Street, north of Mount Albert Road. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is residence constructed circa 1837 (Town of East Gwillimbury, 2023a) with a barn and outbuildings. The residential property likely formed part of a larger agricultural property that was severed at some point from its surrounding agricultural fields. The farmhouse is constructed in a Georgian style, displayed through the symmetrically arranged façade with centre entrance, hipped roof, rectangular windows, brick exterior, and rectangular footprint. Potential heritage attributes may include the farmhouse, barn, outbuildings, mature trees, and laneway.</p>	 <p>Plate 48: The residence at 19384 Leslie Street, looking northwest from Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 24	Burying Ground/ Cemetery	19440 Leslie Street Selby Burying Ground Weddel Family Cemetery	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register; Included in the Ontario Genealogical Society's Inventory of Known Cemeteries and Burial Grounds	1843*	<p>The C.H.R. is located on the west side of Leslie Street, south of New Leaf Lane. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a historical burying ground for the Selby and Weddel (Weddell) families with burials dating to 1843 (Town of East Gwillimbury, 2023a). Potential heritage attributes may include the burial plots, grave markers and monuments, and historical associations with early settlers in East Gwillimbury.</p>	 <p>Plate 49: The Selby Burying Ground, looking north from the west side of Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 25	Rural Residential (Severed)	19463 Leslie Street David Doan House	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1840*	<p>The C.H.R. is located on the east side of Leslie Street, south of New Leaf Lane. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a residence constructed in 1840 (Town of East Gwillimbury, 2023a) with an irregular footprint. The building is located at the end of a long, tree-lined lane and surrounded by mature trees. The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. Potential heritage attributes may include the structure’s height and massing, tree-lined lane, windbreak along the north property line, and mature trees surrounding the residence.</p>	 <p>Plate 50: Aerial view of the residence at 19463 Leslie Street (circled in red). Residence is not visible from the public right-of-way (Google Maps, 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 26	Farmscape	19488 Leslie Street	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in Municipal Heritage Register	Circa 1866*	<p>The C.H.R. is located on the west side of Leslie Street, south of New Leaf Lane. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is a farm property which consists of a circa 1866 farmhouse (Town of East Gwillimbury, 2023a), barn, outbuildings, and agricultural fields. The farmhouse is constructed in a Gothic Revival style, displayed in its cross-gable roof with gable feature on the primary façade, front porch (currently enclosed), and decorative gingerbread trim in the gable ends. Potential heritage attributes may include the farmhouse, barn, outbuildings, mature treelines/windbreaks, and active agricultural fields.</p>	 <p>Plate 51: The farmscape at 19488 Leslie Street, looking northwest from Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 27	Rural Residential (Severed)	19516 Leslie Street Weddell House	SHARON HEIGHTS C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register	Circa 1860*	<p>The C.H.R. is located on the west side of Leslie Street, south of New Leaf Lane. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a two-storey structure with an irregular footprint and cross-gable roof with three front-facing gables and a covered entryway built circa 1860 (Town of East Gwillimbury, 2023a). The residence is located at the end of a long lane and is surrounded by mature trees. The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. Potential heritage attributes may include the structure’s height and massing, fenestration, symmetrical arrangement of the façade, irregular gable roofline, brick exterior, covered porch, long lane, and mature trees.</p>	 <p>Plate 52: Residence at 19516 Leslie Street, looking west from Leslie Street (A.S.I., 2024).</p>

* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)




Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 28	Rural Residential (Severed)	20728 Leslie Street Harrison-Holborn House	GREEN EARTH VILLAGE C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register ⁶	Circa 1870*	<p>The C.H.R. is located on the west side of Leslie Street, south of the Queensville Cemetery. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a two-storey structure with a cross gable roof constructed circa 1870 (Town of East Gwillimbury, 2023a). The residential property likely formed part of a larger agricultural property that was severed at some point from the surrounding agricultural crop fields. The residential structure has been converted to a school. Potential heritage attributes may include the structure’s height and massing, fenestration, cross gable roof, and setback.</p>	 <p>Plate 53: The residence at 20728 Leslie Street. looking west from Leslie Street (A.S.I., 2024).</p>

⁶ This property was not recommended for removal from the municipal register as part of the 2021 Heritage Register Review (Archaeological Services Inc., 2020) due to a Council amendment from February 9, 2021.


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 29	Burying Ground/ Cemetery	20778 Leslie Street Queensville Cemetery	GREEN EARTH VILLAGE C.D.P.	Known C.H.R. – Listed in the Municipal Heritage Register; Included in the Ontario Genealogical Society’s Inventory of Known Cemeteries and Burial Grounds	1884* (mortuary house)	<p>The C.H.R. is located on the west side of Leslie Street, just north of the historic settlement of Queensville. The C.H.R. is visible on the 1929 topographic map (Figure 18).</p> <p>The C.H.R. is an active historical cemetery with a mortuary house dating to circa 1884 (Town of East Gwillimbury, 2023a). Potential heritage attributes may include the grave markers and monuments, mortuary house, landscaping, mature trees, circulation routes, and viewscales over agricultural lands from the upper portion of the cemetery</p>	 <p>Plate 54: The Queensville Cemetery, looking west from Leslie Street toward the mortuary building (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 30	Farmscape	21138 Leslie Street Wright House	GREEN EARTH VILLAGE C.D.P.	Known C.H.R. – Listed in Municipal Heritage Register	Circa 1855*	<p>The C.H.R. is located on the west side of Leslie Street, south of Holborn Road. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a farm property which consists of a circa 1855 farmhouse (Town of East Gwillimbury, 2023a), barn, and outbuildings. The farmhouse shows elements of the Gothic Revival style through its complex cross-gable roofline, feature gable on the primary façade and front porch. The footprint and massing of the residence suggest it has been expanded several times as the agricultural property evolved. Potential heritage attributes may include the farmhouse, barn, outbuildings, mature trees, active agricultural fields, and circulation routes</p>	 <p>Plate 55: The farm property at 21138 Leslie Street, looking northwest from Leslie Street (A.S.I., 2024).</p>


* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
C.H.R. 31	Farmscape	20724 Woodbine Avenue John S. Smith House	NORTH WOODBINE AREA	Known C.H.R.— Listed in Municipal Heritage Register	Circa 1858*	<p>The C.H.R. is located on the west side of Woodbine Avenue, north of Queensville Sideroad. The C.H.R. is visible on the 1878 map (Figure 17).</p> <p>The C.H.R. is a farm property that consists of a circa 1858 farmhouse (Town of East Gwillimbury, 2023a), barn, outbuildings, and agricultural fields. The residence is a vernacular farmhouse with a rectangular footprint and a rear addition, gable roof, and wide front verandah with decorative trim. Potential heritage attributes include the farmhouse, barn, outbuildings, mature trees and treelines, agricultural fields, and circulation routes.</p>	 <p>Plate 56: The residence at 20724 Woodbine Avenue looking southwest from Woodbine Avenue (A.S.I., 2024).</p>

* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



Feature I.D.	Type of Property	Address/ Location and Historical Name (if known)	Within/ Adjacent C.D.P.	Heritage Status and Recognition	Date of Construction	Description of Property and Known or Potential C.H.V.I.	Photographs/Digital Image
							<div><p>Plate 57: The farm property at 20724 Woodbine Avenue looking northwest from Woodbine Avenue (A.S.I., 2024).</p></div>

* Construction dates marked with an asterisk are taken from the municipal heritage register (Town of East Gwillimbury, 2023a)



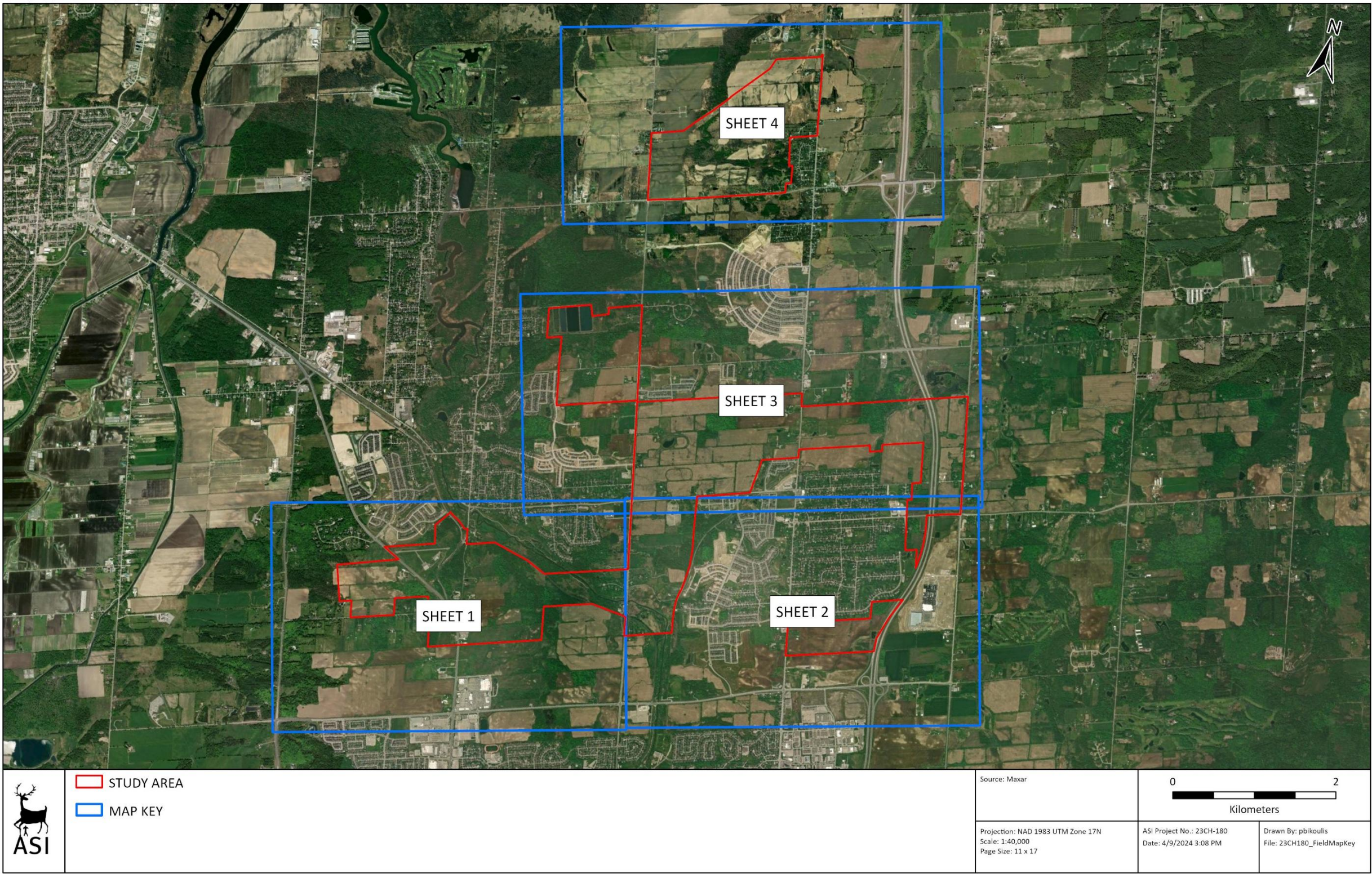


Figure 29: Location of identified cultural heritage resources (C.H.R.s) in the study area (Key Sheet).



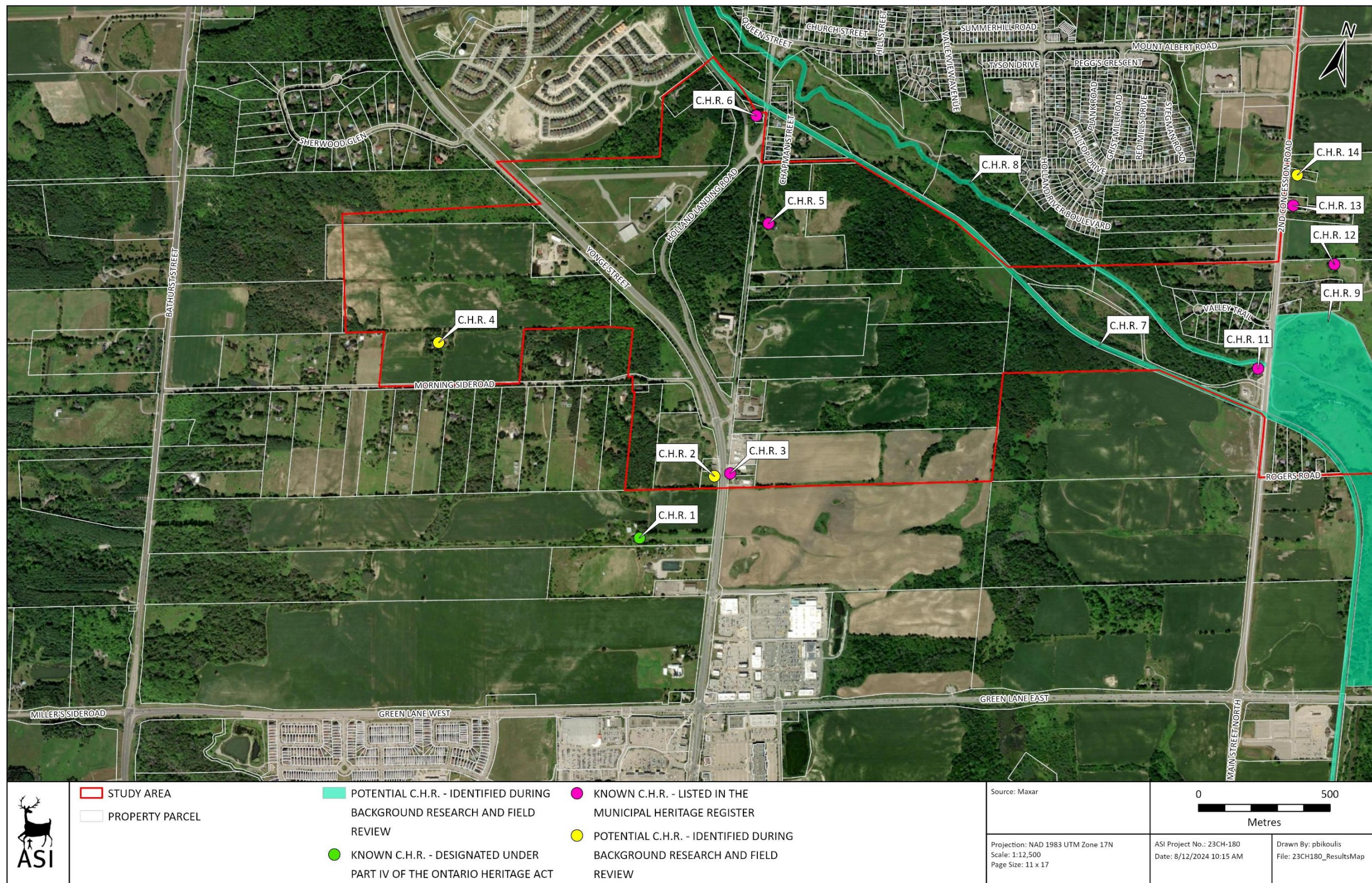


Figure 30: Location of identified C.H.R.s in the study area (Sheet 1).

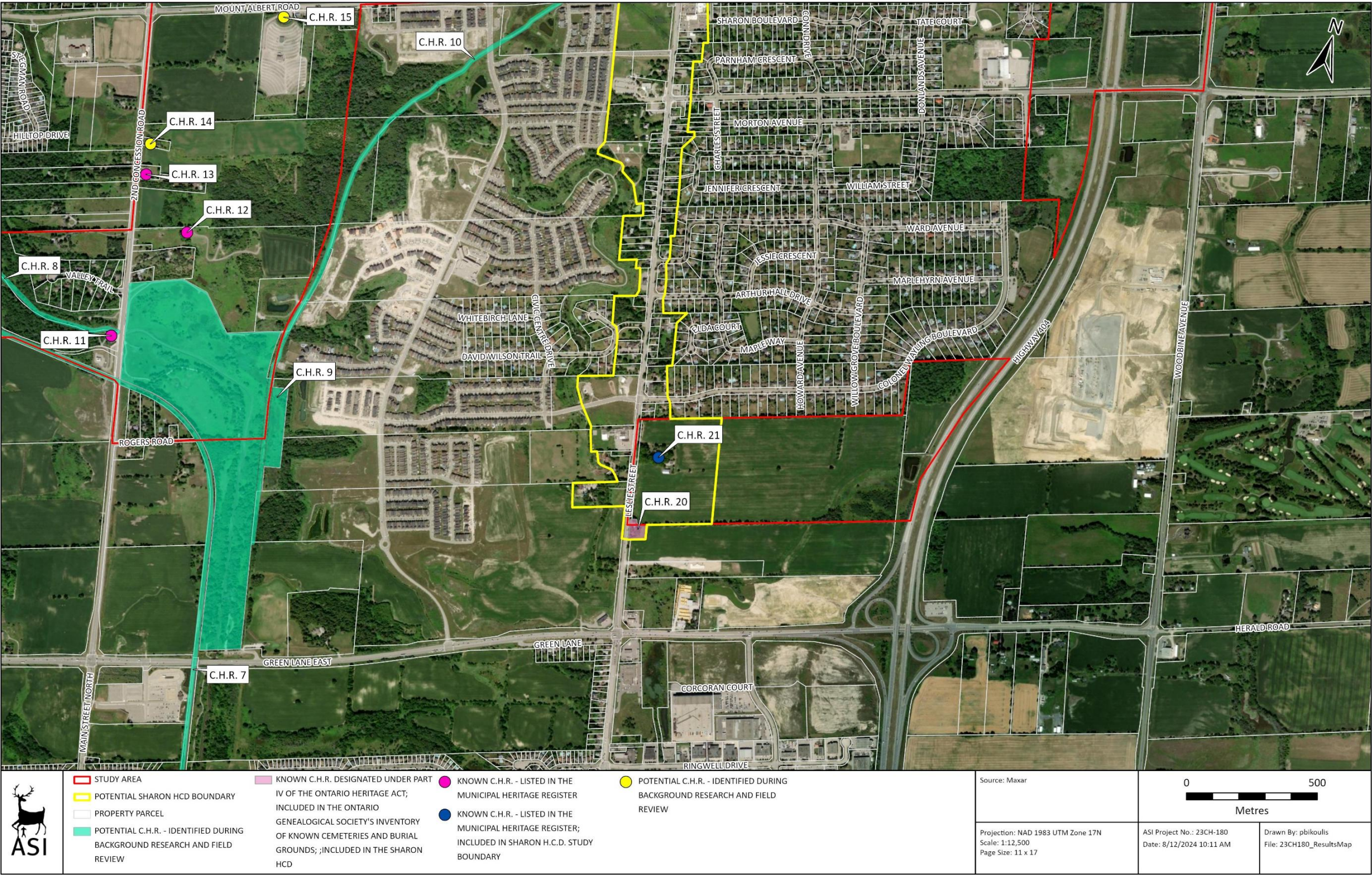


Figure 31: Location of identified C.H.R.s in the study area (Sheet 2).



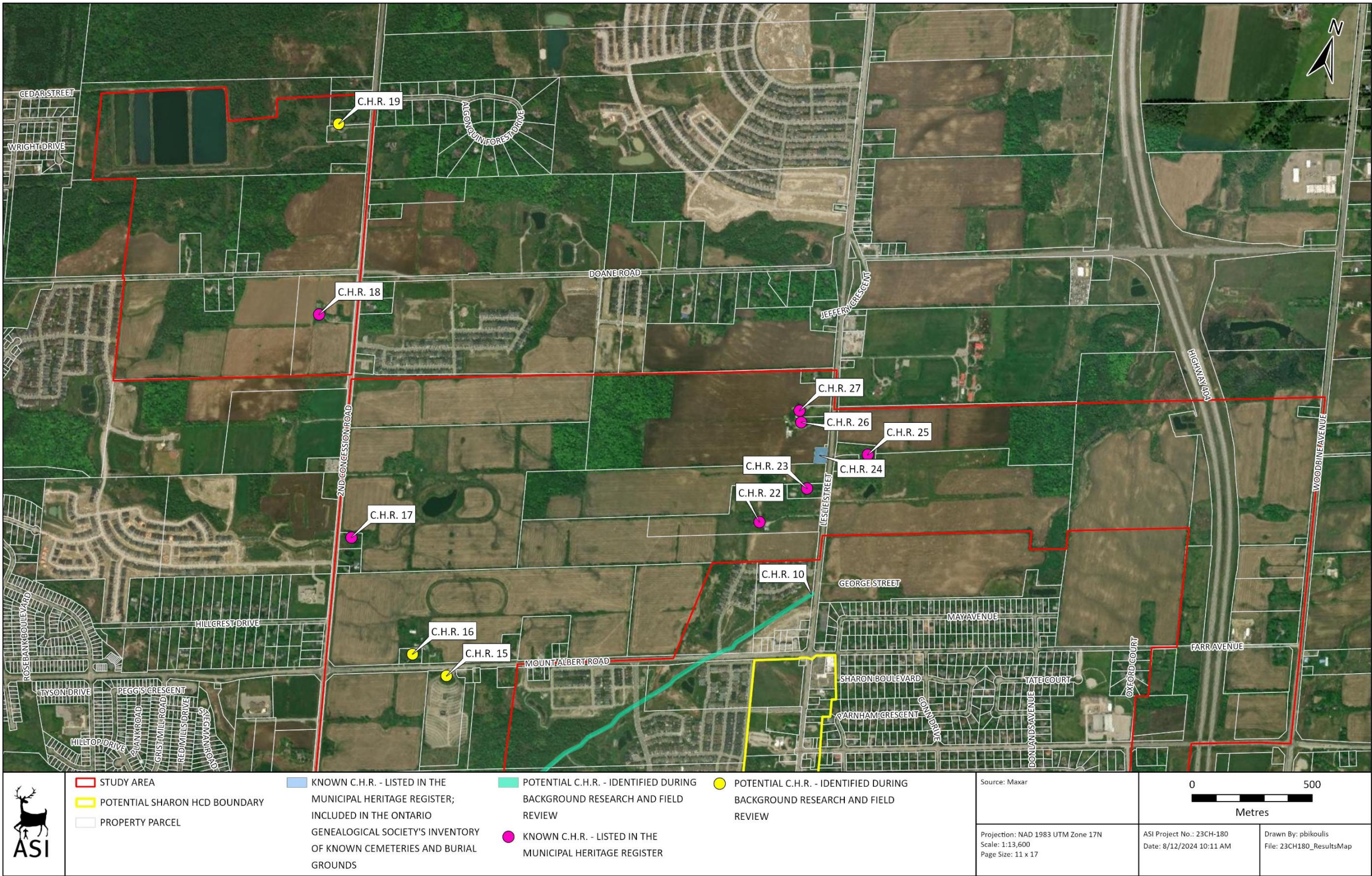


Figure 32: Location of identified C.H.R.s in the study area (Sheet 3).



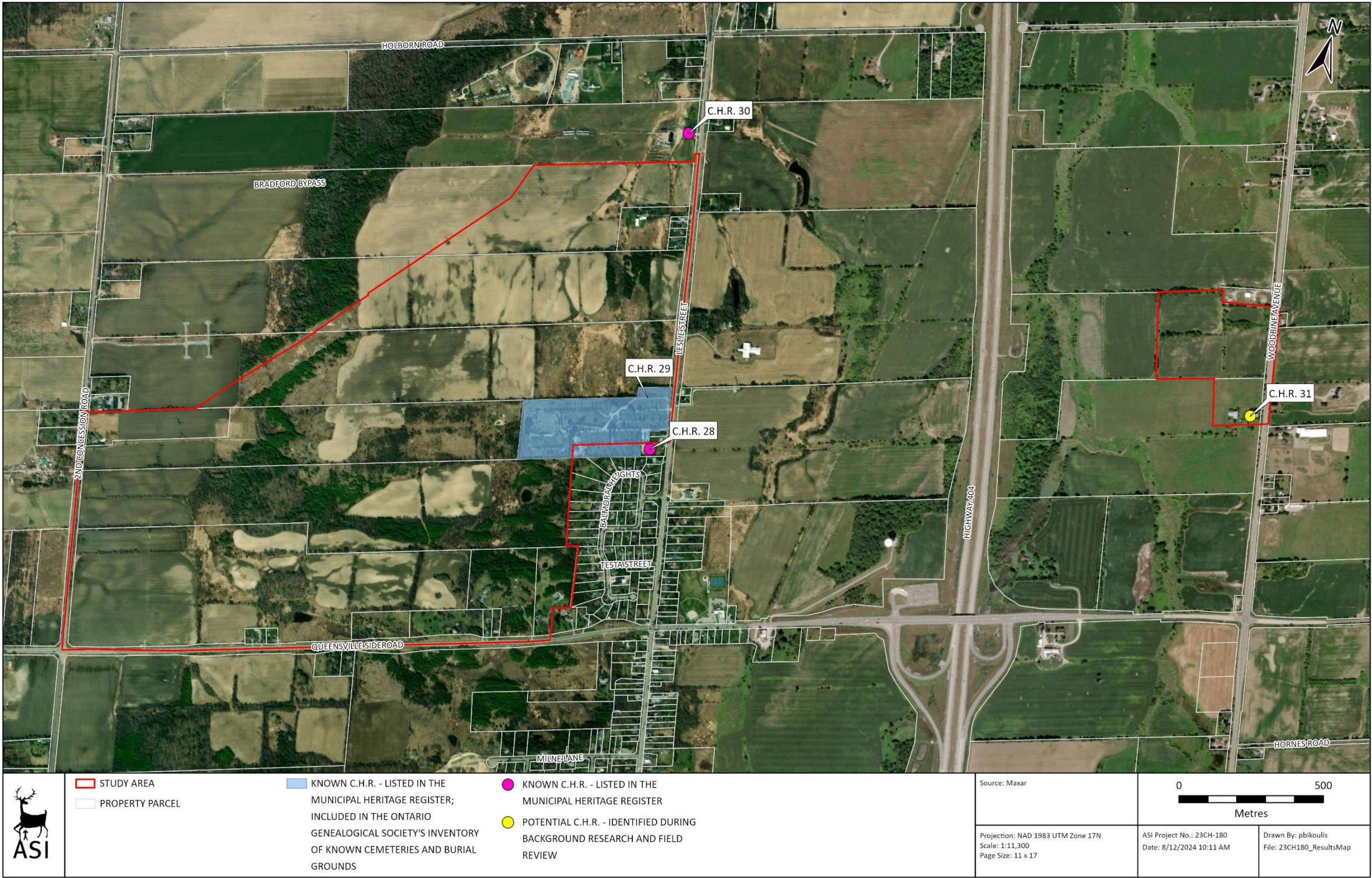


Figure 33: Location of identified C.H.R.s in the study area (Sheet 4).



4.4 Discussion of Identified Properties

The properties identified to have known or potential cultural heritage value within or adjacent to the study area capture a range of property types and ages within the Town of East Gwillimbury. Trends, however, can be seen within the inventory of those identified. The following discussion provides a high-level analysis of these properties.

Known C.H.R.s were identified using the Town of East Gwillimbury's Heritage Register and are distributed throughout the study area (Figure 34). The majority of the properties are residential or farmstead properties with the primary building's date of construction in the mid to late nineteenth century, or are related to turn-of-the-century infrastructure. Two properties (18474 Yonge Street and 18391 Leslie Street) are designated under Part IV of the *Ontario Heritage Act*. None of the identified properties located in the study area and that are currently listed on the Town of East Gwillimbury's Heritage Register were recommended to be prioritized for designation in the 2020 review of the Register (Archaeological Services Inc., 2020). Additionally, two properties (18499 Leslie Street and 18391 Leslie Street) are included in the Sharon Heritage Conservation District boundary, which is subject to change as a result of the study process. Should these properties be included in the Sharon Heritage Conservation District Plan boundary, they would be subject to related heritage planning policies.

To better understand the distribution of age for both known and potential C.H.R.s identified within or adjacent to the study area, a date range was assigned to each based on its known or suspected date of construction (Figure 35). Observing the results of this exercise, the majority of the identified properties were constructed between 1860 and 1899, and are evenly distributed throughout the study area. Several others were constructed between 1820 and 1859 and are also spread across the study area. Properties that were constructed after 1900 are located in the southwest corner, south of Holland Landing or between Holland Landing and Sharon. This concentration of



later dates of construction in this area indicates that these areas experienced more development, likely tied to the growth and expansion of Holland Landing and Sharon in the twentieth century.

Identified C.H.R.s were also categorized by their typology to understand the kinds of properties that are within or adjacent to the study area, and where those typologies are located (Figure 36). Analyzing this information, intact farmscapes/agricultural properties are shown to be distributed throughout the study area, but are typically peripheral to the villages of Holland Landing, Sharon and Queensville. There is a concentration of rural residential properties, which includes former farmsteads that have been severed from their crop fields, located between Holland Landing and Sharon, indicating a transition from an agricultural landscape to an area with greater density and development in these areas. Infrastructure/public works and recreational properties/resources are also located between the two villages, demonstrating the more varied property types and land uses within this area.

In consideration of the analysis provided above, the area between Holland Landing and Sharon has experienced the greatest amount of change and development within the study area, as it contains a wider range of dates of construction and varied typologies. The introduction of rail lines and the infrastructure developed for the Newmarket Canal in this area likely contributed to its growth. The continued presence of agricultural properties throughout the study area indicates a continued rural landscape and character, which has historically defined the Town.



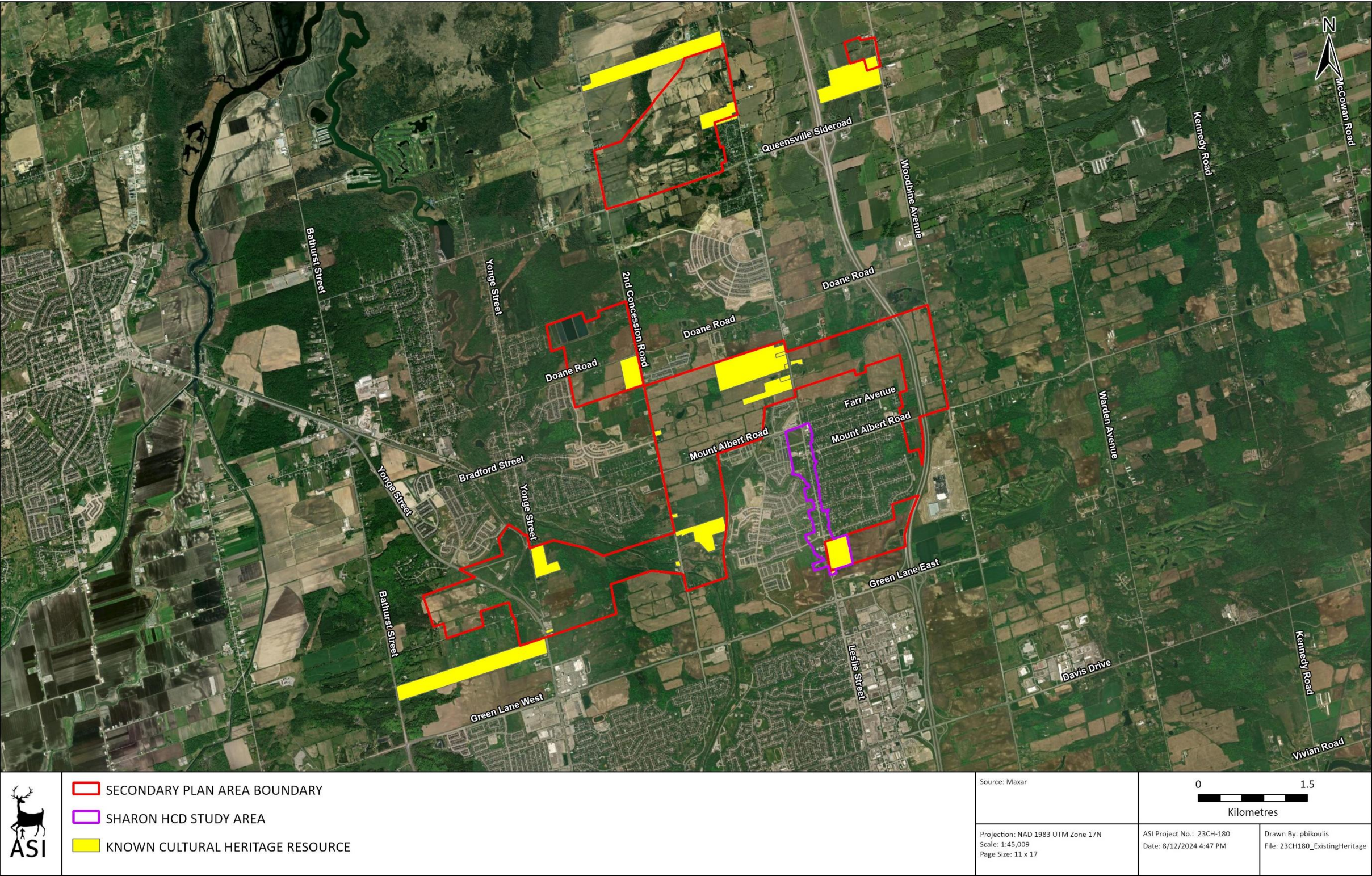


Figure 34: Properties included on the East Gwillimbury Heritage Register within or adjacent to the study area, and potential boundary for the Sharon Heritage Conservation District.



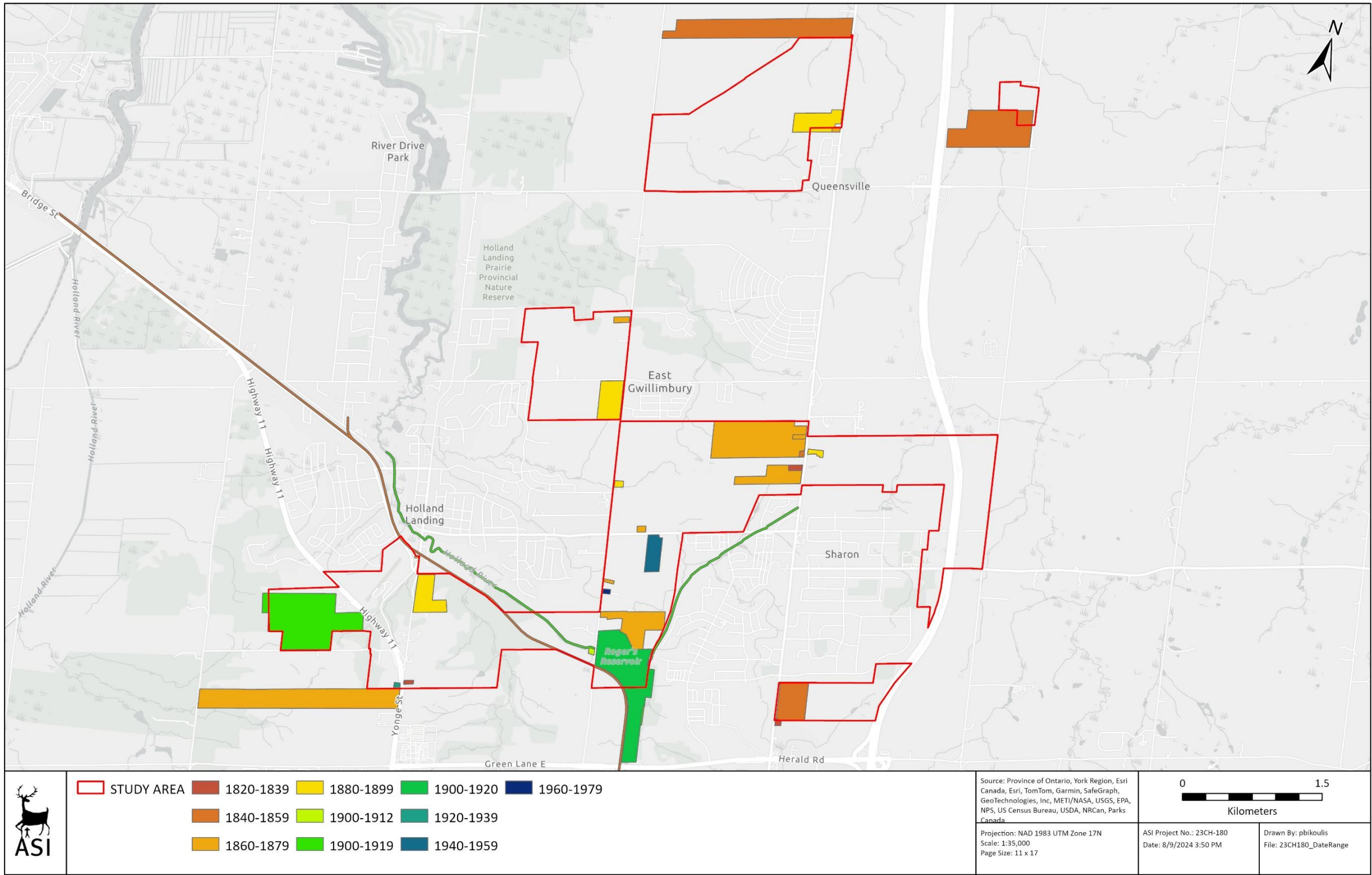


Figure 35: Date range of construction for identified C.H.R.s.



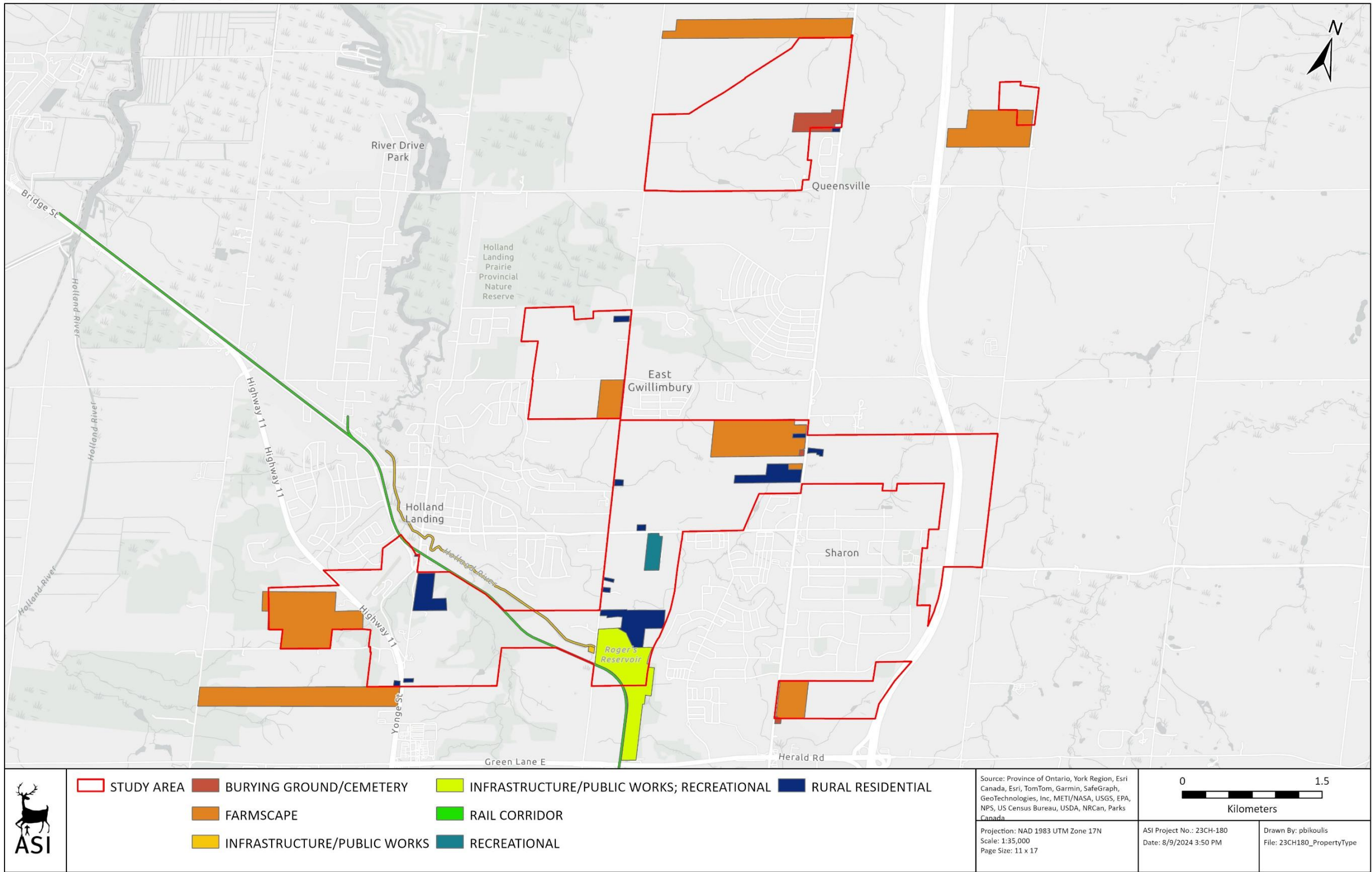


Figure 36: Identified C.H.R.s by property typology.



5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified known or potential cultural heritage resources.

5.1 Description of Proposed Undertaking

The purpose of the Complete Communities Secondary Plan is to establish a detailed planning framework and urban land uses as well as long-range planning for the Town of East Gwillimbury's *New Community Areas* as established in the Town's 2022 Official Plan. As part of this process, the Secondary Plan will be informed by a collection of background studies and analysis, including this Cultural Heritage Resource Assessment.

The project study area is approximately 1,200 hectares (2,965 acres) and consists of six Community Design Plan (C.D.P.) areas and one area with no planned C.D.P., referred to in this report as the North Woodbine Area, as detailed in the *Town of East Gwillimbury's Official Plan Schedule 3 Secondary Plan Area Community Design Plans* (Town of East Gwillimbury, 2022a) and the Region of York Official Plan (York Region, 2022). These areas will be subject to further planning development following approval of the Secondary Plan.

The East Gwillimbury Complete Communities Secondary Plan will address and support the existing and anticipated development within East Gwillimbury to form a complete, cohesive, and efficient community. The study area for the Secondary Plan includes expansion lands that are located adjacent to Urban Areas, as recognized in the Region of York Official plan, and represent the next priority area for growth and development in the Town as these lands form the logical completion of existing neighbourhoods and communities. The three communities within the Town surrounding the Secondary Plan study area are Holland Landing, Sharon, and Queensville (Figure 37). Each of these have roots in the nineteenth century. Previous urban expansion and servicing constraints



have resulted in the more contemporary components of these communities being separated and remaining incomplete. The Town's vision is to evolve into a connected urban area that preserves the character of each community while supporting balanced and sustainable growth (Town of East Gwillimbury, 2022a).

The existing communities each have an individual Secondary Plan, with the Complete Communities Secondary Plan representing the remaining areas that complete the Urban Area of East Gwillimbury.

An Emerging Preferred Plan was developed in January 2024, which has since been superseded by a broader working plan. The Emerging Preferred Plan identified proposed major and minor collector roadways and designated land uses. These land uses include: a mixed-use centre; institutional spaces; low- and mid-rise residential; parks; environmental protection areas and protected countryside; and employment areas. Major and minor collector roads connect the various communities and expansions lands. While the Emerging Preferred Plan has not moved forward as a preferred concept as developed, the land uses that were included in the plan have been used to inform the preliminary analysis of potential impacts to the cultural heritage resources identified in this report.

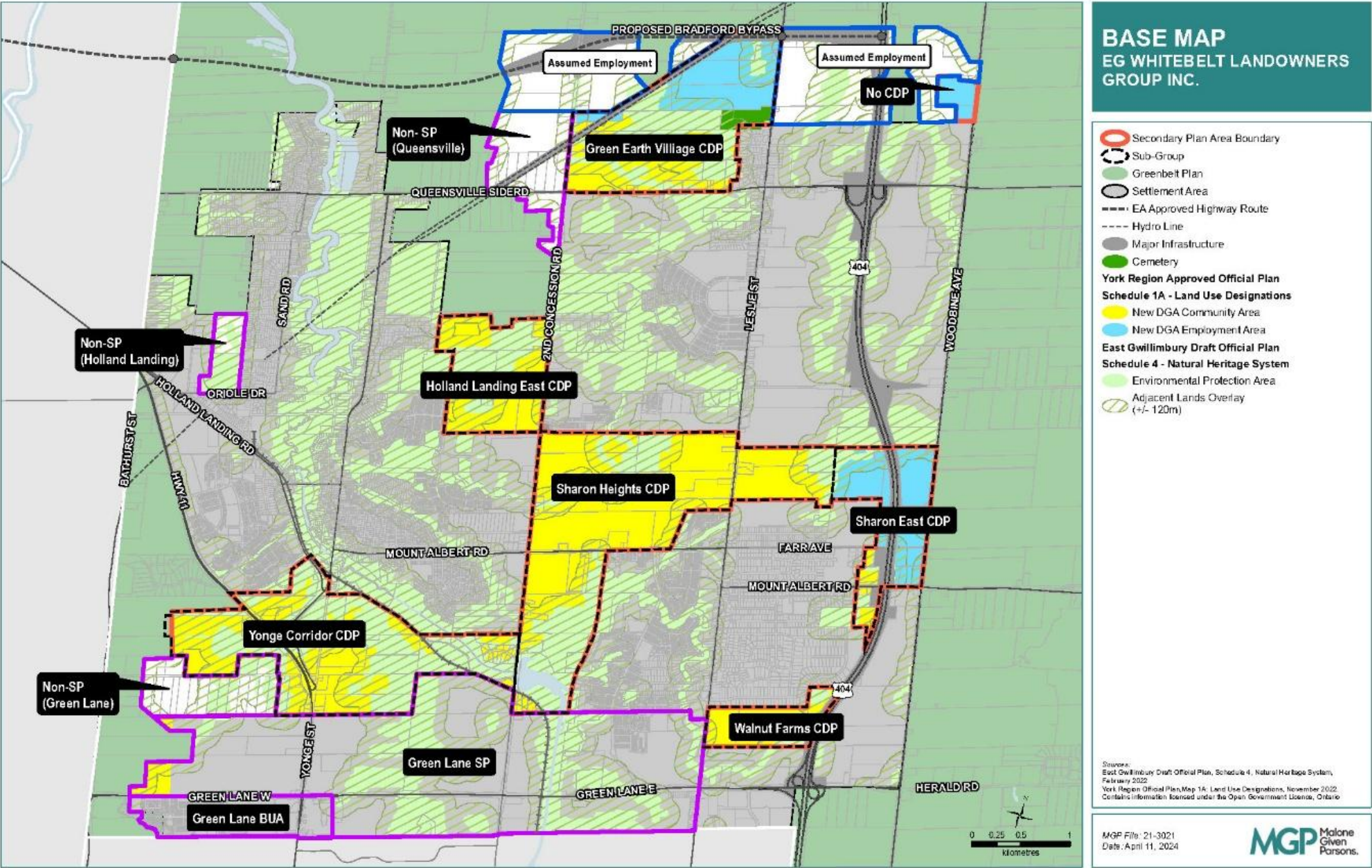


Figure 37: Complete Communities Secondary Plan study area (in red) (Malone Given Parsons Ltd., 2024, labels updated by A.S.I., 2025).



5.2 Preliminary Analysis of Potential Impacts

This section will be updated with a refined analysis following the development of the final recommended concept.

Based on an understanding of the proposed undertaking and the land uses identified in the Emerging Preferred Plan, the following impacts have the potential to intersect with C.H.R.s:

- The added density through the proposed plan would alter the surrounding context for the identified C.H.R.s, which at present helps to inform the understanding of these properties within their historical setting. Ongoing evolution of the Town from a largely rural farming community to one with intensifying urban areas is expected and part of the planning vision. This type of change should be appropriately planned to integrate with those C.H.R.s that are extant to ensure appropriate transitions, buffering, and sensitivity to existing context.
- Direct impacts to the built features of the identified C.H.R.s are possible where demolition or removal may be required to complete the proposed plan where avoidance measures are not possible.
- The following proposed land uses included in the Emerging Preferred Plan are anticipated to potentially impact the existing rural and agricultural character of the study area, which inform the cultural heritage value of identified C.H.R.s: low-rise residential, mid-rise residential; mixed-use corridors; mixed-use centres; institutional; and employment areas. Additionally, the introduction of new major and minor collector roads, as well as the proposed Bradford Bypass, within the study area are anticipated to potentially impact the rural landscape and character of the area. Identified properties that may be subject to these changes in land use and/or the introduction of new roadways have a higher potential to receive



direct impacts to known or potential heritage attributes as a result of the destruction of identified attributes or features. Properties may also be subject to indirect impacts as a result of construction related activities, which may include adverse structural impacts resulting from soil disturbance and vibration from regrading and other construction activities. Alterations to the context and surrounding character of the identified properties may also be indirectly impacted through the creation of shadows from new development, the isolation of a heritage attribute or structure from its environment, and filling in of open spaces with new construction. Identified C.H.R.s that may be impacted by these proposed land uses and/or proposed roadways include:

- C.H.R.s 1-5, 12-19, 21-28, 30 and 31
- The following proposed or maintained land uses included in the Emerging Preferred Plan within the locations of known or potential C.H.R.s that are not anticipated to have significantly adverse impacts on the existing rural character of the study area: Greenbelt – protected countryside; Designated Greenfield Area corridor, and environmental protection lands, and park land. These land uses are compatible with the current uses of the identified properties, and are not anticipated to alter the surrounding context or character. Identified C.H.R.s that are not anticipated to be significantly adversely impacted as a result of the proposed plan include:
 - C.H.R.s 6-11, 20, and 29.
- All identified C.H.R.s have the potential to be impacted by construction related activities dependent on construction methods and machinery, type of structure, and proximity to construction activities. Impacts anticipated include adverse structural impacts resulting from soil disturbance and vibration from regrading and other construction activities.



- Finally, many of the identified C.H.R.s contain mature trees and tree lines. The removal or destruction of mature vegetation could negatively impact understanding of the C.H.R.s and identified heritage attributes for many of these properties.

6.0 Results and Mitigation Recommendations

The purpose of this report is to describe the existing conditions of the study area, present an inventory of known and potential cultural heritage resources (C.H.R.s), present a preliminary understanding of impacts, and propose appropriate mitigation measures and recommendations for minimizing and avoiding potential negative impacts to identified C.H.R.s. It should be noted that properties identified as potential C.H.R.s have been identified based on preliminary application of Ontario Regulation 9/06 criteria and under the *Ontario Heritage Act* for the purposes of informing the Secondary Plan, and providing the Municipality with a list of properties that may require property-specific evaluation and impact assessments as part of ongoing refinement of the land use planning concepts for the area and as part of future development applications pursuant to the *Planning Act*.

The high-level preliminary assessment of the proposed Secondary Plan concept against the identified cultural heritage resources included in this report will be revised and refined following the development of a final recommended plan.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with primarily a rural land use history dating back to the mid nineteenth century, as well as instances of recreational activities from the mid twentieth century onward. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 21 previously identified features of cultural heritage value and interest (C.H.V.I.) within the Complete Communities Secondary Plan



study area. An additional 10 features were identified during the background research and fieldwork.

6.1 Key Findings

A total of 31 C.H.R.s were identified within the study area:

- Of the 31 identified C.H.R.s, two are designated under Part IV of the *Ontario Heritage Act* (C.H.R. 1 and C.H.R. 20) and 19 are listed in the municipal heritage register (C.H.R.s 3, 5, 6, 11-13, 17, 18, and 21-31)
- Identified C.H.R.s are historically, architecturally, and contextually associated with land use patterns in the Town of East Gwillimbury and more specifically representative of the early settlement and agricultural activities of rural communities in the Township of East Gwillimbury, and more minorly the development of recreational properties from the mid twentieth century onwards.
- Results from the preliminary impact assessment recommend completion of a Cultural Heritage Evaluation Report (C.H.E.R.) for properties where proposed land uses are anticipated to have an adverse impact. These properties are: C.H.R.s 2-5, 12-19, and 21-28. Recommended scope of these studies and timelines for completion are identified in Section 7.3. below. Efforts should be made to conserve and protect these C.H.R.s and to avoid or mitigate significantly adverse impacts to the C.H.V.I. of these properties as a result of the proposed work. As no significant adverse impacts are anticipated, no further work is required for C.H.R.s 6-11, 20 and 29.

6.2 Mitigation Measures and/or Alternative Development Approaches

As part of the development of policies for the Complete Communities Secondary Plan, the following mitigation measures and/or alternative development approaches should be incorporated to reduce the potential for adverse impacts to identified C.H.R.s in the study area. Common mitigation protocols may include, but are not limited to, the following and are suitable for consideration and application for minimizing impacts on identified C.H.R.s:

- Encouraging interim tenant occupancy for properties currently vacant to help ensure security and protection of heritage resources;
- Avoidance and mitigation to allow development to proceed while retaining heritage resources in situ and intact;
- Adaptive re-use of heritage resources;
- Alternative development approaches to conserve and enhance significant heritage resources;
- Avoidance protocols to isolating development and land alterations to minimize impacts on significant built and natural features and vistas;
- Avoidance of alteration and/or destruction of cemetery lands, including consideration of heritage-based policies and mitigation measures as well as policies and guidelines set out by the Ontario Bereavement Authority.
- Historical commemoration of the cultural heritage of a property/structure/area, historical commemoration by way of interpretive plaques;



- Documentation and salvage including the relocation of a structure or (as a last resort) the salvaging of its architectural components may be considered;
- Architectural design guidelines for buildings on adjacent and nearby lots to help integrate and harmonize mass, setback, setting, and materials;
- Limiting height and density of buildings on adjacent and nearby lots;
- Ensuring compatible lot patterns, situating parks and storm water ponds near a heritage resource;
- Vegetation buffer zones, tree planting, site plan control and other planning mechanisms;
- Allowing only compatible infill and additions;
- Preparation of cultural heritage impact assessments for all developments affecting a C.H.R.;
- Preparation of conservation, restoration and adaptive reuse plans as necessary;
- Heritage Designation, Heritage Conservation Easement; and/or
- Preparation of security plan and/or letter of credit to help ensure security and protection of heritage resources.

6.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. A total of 31 C.H.R.s were identified within the study area. Of the 31 identified C.H.R.s two are designated under Part IV of the *Ontario Heritage Act* and 19 are listed in the municipal heritage register. An additional 10 properties were identified as potential C.H.R.s as a result of background research and field review.
2. Cultural Heritage Evaluation Reports (C.H.E.R.) should be completed for properties that are not yet protected under Part IV or V of the Ontario Heritage Act, and which are expected to be adversely impacted. Based on the information available and as presented in this report, resources with this potential include:
 - C.H.R. 2 - 18558 Yonge Street
 - C.H.R. 3 - 18581 Yonge Street
 - C.H.R. 4 - 356 Morning Sideroad
 - C.H.R. 5 - 18923 Old Yonge Street
 - C.H.R. 12 - 18839 2nd Concession Road
 - C.H.R. 13 - 18929 2nd Concession Road
 - C.H.R. 14 - 18969 2nd Concession Road
 - C.H.R. 15 - 893 Mount Albert Road
 - C.H.R. 16 - 908 Mount Albert Road
 - C.H.R. 17 - 19325 2nd Concession Road
 - C.H.R. 18 - 19668 2nd Concession Road
 - C.H.R. 19 - 19986 2nd Concession Road
 - C.H.R. 21 - 18499 Leslie Street
 - C.H.R. 22 - 19354 Leslie Street
 - C.H.R. 23 - 19384 Leslie Street
 - C.H.R. 24 - 19440 Leslie Street



- C.H.R. 25 - 19463 Leslie Street
- C.H.R. 26 - 19488 Leslie Street
- C.H.R. 27 - 19516 Leslie Street
- C.H.R. 28 – 20728 Leslie Street
- C.H.R. 30 - 21138 Leslie Street
- C.H.R. 31 – 20724 Woodbine Avenue

The requirements for and scope of these CHERs should be confirmed in consultation with the Town's Heritage Planning staff. A CHER typically includes property-specific archival research, field review results, and application of Ontario Regulation 9/06 to determine cultural heritage value and identification of heritage attributes, if applicable. All properties could be combined into a single report for efficiency of research and reporting. It is recommended that C.H.E.R.s proceed as soon as possible to assist in further informing the design plans.

3. Where properties are found to retain significant cultural heritage value and will be protected under the Ontario Heritage Act, the new communities should be appropriately planned to conserve these C.H.R.s and integrate them into future land use development as appropriate. This can be accomplished through retention of heritage attributes that express the resource's cultural heritage significance that may include, but are not limited to, attributes such as standing buildings, building remnants, roadscapes, entrance laneways, tree lines, and fences. Retention of resources on their original site should be a priority. Consideration should also be given to appropriate adaptive reuse for the C.H.R.s. Completion of a Heritage Impact Assessment (H.I.A.) will assist in further defining specific proposed intervention strategies on these properties where recommended and as appropriate. Such property-specific Heritage Impact Assessments should be completed as part of tertiary planning that is initiated following approval of the Secondary Plan.



4. C.H.R. 1 and C.H.R. 20 are designated under Part IV of the Ontario Heritage Act and should be conserved as part of the proposed plan. Potential impacts to these resources should be confirmed following refinement of the Emerging Preferred Plan. Property-specific H.I.A.s should be completed where recommended to further inform interventions impacting these properties and which may be required as part of future Planning Act applications involving these properties.
5. Opportunities for interpreting the history of the area should be considered, including street naming and interpretive plaques.
6. The Complete Communities Secondary Plan should incorporate policies that ensure the long-term viability and presence of significant C.H.R.s.
7. Should future work require an expansion of the study area, then a qualified heritage consultant should be contracted in order to confirm the impacts of the proposed work on potential heritage resources.
8. This report should be submitted by the proponent to heritage staff at the Town of East Gwillimbury, and any other relevant stakeholder with an interest in this project.

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Appendix A: Designation By-Laws



CORPORATION OF THE TOWN OF EAST GWILLIMBURY

BY-LAW #90- 50

BEING A BY-LAW TO DESIGNATE THE PROPERTIES KNOWN MUNICIPALLY AS:

1. Sharon Burying Ground, Part Lots 6 & 7, Concession 3, Town of East Gwillimbury
2. 5716 Mount Albert Road, Mount Albert, Part Lot 171, Judge's Plan 403, Part 1, Plan 65R-11520, Town of East Gwillimbury

as being of architectural and historical value or special interest.

WHEREAS Section 19 of The Ontario Heritage Act, 1974, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural and historic value or interest; and

WHEREAS the Council of the Corporation of the Town of East Gwillimbury has caused to be served on the owners of the lands and premises known as:

1. Sharon Burying Ground, Part Lots 6 & 7, Concession 3, Town of East Gwillimbury
2. 5716 Mount Albert Road, Mount Albert, Part Lot 171, Judge's Plan 403, Part 1, Plan 65R-11520, Town of East Gwillimbury

and upon The Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property, including all buildings and structures thereon, and has caused such notice of intention to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks, and;

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality;

THEREFORE the Council of the Corporation of the Town of East Gwillimbury enacts as follows:

1. There is designated as being of architectural and historical value or interest the real properties, including all buildings and structures thereon, known as:
 - i) Sharon Burying Ground, Part Lots 6 & 7, Concession 3, Town of East Gwillimbury more particularly described in Schedule A attached hereto.
 - ii) 5716 Mount Albert Road, Mount Albert, Part Lot 171, Judge's Plan 403, Part 1, Plan 65R-11520, Town of East Gwillimbury more particularly described in Schedule A attached hereto.
2. The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the properties described in Schedule A hereto in the proper land registry office.
3. The Clerk is hereby authorized to cause a copy of this by-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this by-law to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks.

READ A FIRST AND SECOND TIME this 22nd day of May, 1990.

R. J. Featherstonhaugh
MAYOR

J. A. Reid
~~CLERK-ADMINISTRATOR~~
DEPUTY CLERK

READ A THIRD TIME AND FINALLY PASSED this 22nd day of May, 1990.

R. J. Featherstonhaugh
MAYOR

J. A. Reid
~~CLERK-ADMINISTRATOR~~
DEPUTY CLERK

SCHEDULE "A"

i) LOCATION

Part W. half Lots 6 and 7, Concession 3, Town of East Gwillimbury, Regional Municipality of York.

LEGAL DESCRIPTION

In the Town of East Gwillimbury, in the Regional Municipality of York, in the Province of Ontario, and being composed of:

FIRSTLY

That part of Lot 6 in Concession 3 of the said Town which is described as follows:

COMMENCING at the north-west angle of Lot 6, Concession 3;

THENCE easterly along the north limit of Lot 6, 214.5 feet (3 chains 25 links);

THENCE southerly parallel with the westerly limit of Lot 6 181.5 feet (2 chains 75 links);

THENCE westerly parallel with the northerly limit of Lot 6 214.5 feet (3 chains 25 links);

THENCE northerly along the westerly limit of Lot 6 181.5 feet (2 chains 75 links);

SECONDLY

That part of Lot 7 in Concession 3 of the said Town, which is described as follows:

COMMENCING at the south-west angle of Lot 7, Concession 3

THENCE northerly along the west limit of Lot 7, 73.33 feet to an iron bar;

THENCE north 73 degrees 27 minutes 30 seconds east 75.64 feet;

THENCE south 17 degrees 05 minutes east 72.93 feet to the south limit of Lot 7;

THENCE westerly along the south limit of Lot 7 to the point of commencement.

NOTE:

No Deed is registered for Part Lot 7 included in the Burying Ground, but Deed of land to the North excepts a parcel described as the westerly 1 Chain 25 links of the southerly 1 chain 25 links of Lot 7.

ii) LOCATION

5716 Mount Albert Road, Mount Albert, Town of East Gwillimbury, Regional Municipality of York.

LEGAL DESCRIPTION

Part Lot 171, Judges Plan 403, Part 1, Plan 65R-11520, Town of East Gwillimbury.

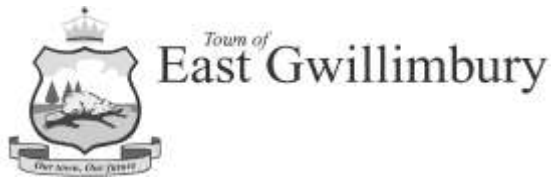
REASONS FOR DESIGNATION

The reasons for designating the Sharon Burying Ground are both historic and architectural.

It is historically significant as the burying place for members of the Children of Peace, who built the Sharon Temple such as David Willson and his wife Phoebe, Ebenezer Doan, the master builder of the Temple and his brother, John, who built the ark in the Temple. Many other early pioneers were also buried here. The tombstones date to the 1820's and 1830's, although it is believed that some burials date to 1812. A listing was made from the monuments in 1954. The monuments have remained undisturbed although a few have disintegrated.

Architecturally, the Sharon Burying Ground displays an unusual variety of grave marker designs showing the changes which occurred over more than 100 years. The oldest slab markers are usually decorated with a scroll on the top with no decoration on the face of the stone. White marble slabs became common in the 1840's with decorative motifs such as clasped hands, weeping willow trees, a finger pointing upward or an open bible the most common.

An ornamental iron fence and gate was originally erected along the west side in 1927. This deteriorated and was replaced and modified in 1984.



THE CORPORATION OF THE TOWN OF EAST GWILLIMBURY

BY-LAW NO. 2010-056

**Being a By-law to Designate the Property
Municipally known as:**

**The John & Esther Millard House
18474 Yonge Street, Part Lot 102, Concession 1, W.Y.S.**

WHEREAS Part IV of the Ontario Heritage Act, R.S.O. 1990, as amended, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural and historic value or interest; and

WHEREAS the Council of the Corporation of the Town of East Gwillimbury has caused to be served on the owners of the lands and premises known as:

**The John & Esther Millard House
18474 Yonge Street, Part Lot 102, Concession 1, W.Y.S.**

and upon The Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property, including all buildings and structures thereon, and has caused such notice of intention to be published in the same newspaper having general circulation in the municipality; and

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality;

BE IT THEREFORE RESOLVED THAT the Municipal Council of the Corporation of the Town of East Gwillimbury enacts as follows:

1. There is designated as being of architectural and historical value or interest the real property, including all structures thereon, known as:

**The John & Esther Millard House
18474 Yonge Street, Part Lot 102, Concession 1, W.Y.S.**

2. The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule A hereto in the proper land registry office.

3. The Municipal Clerk is hereby authorized to cause a copy of this by-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this by-law to be published in the same newspaper having general circulation in the municipality.

ENACTED and PASSED this 3rd day of May, 2010.

James R. Young, Mayor

Kathleen Foster, Municipal Clerk

SCHEDULE A TO BY-LAW 2010-056

Part of Lot 102, Concession 1, WYS,
In the Town of East Gwillimbury,
In the Regional Municipality of York.