

Appendix E9 –
Cultural Heritage Evaluation Report

1723 Dunchurch St

CULTURAL HERITAGE EVALUATION REPORT

1723 DUNCHURCH STREET

CITY OF PICKERING, ONTARIO

FINAL REPORT

Parsons

625 Cochrane Drive, Suite 300
Markham, ON L3R 9R9

ASI File: 21CH-182

November 2021 (Revised January and February 2022)





Metrolinx acknowledges that it operates on the lands of Indigenous Peoples, including the Anishinaabe, the Haudenosaunee and the Wendat peoples, and that these lands are covered by Treaty.

In particular, we wish to recognize that the proposed work and project study area of the Durham-Scarborough BRT is situated on the treaty territory of the Williams Treaties First Nations, and the Mississaugas of the Credit First Nation, and we acknowledge that the lands are covered by the Gunshot Treaty 1788, the Williams Treaty 1923, and the Williams Treaty Settlement of 2018.*

Metrolinx has a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration. Metrolinx is committed to building meaningful relationships with Indigenous Nations and working towards meaningful reconciliation with the original caretakers of this land. We wish to thank Indigenous Nations for their contributions to these reports.

** Notwithstanding the foregoing, nothing in this acknowledgement shall be interpreted so as to indicate Metrolinx's position on any Treaty territory or right.*

**CULTURAL HERITAGE EVALUATION REPORT
1723 DUNCHURCH STREET
CITY OF PICKERING, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Parsons on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for 1723 Dunchurch Street in the City of Pickering. This CHER is part of the Durham-Scarborough Bus Rapid Transit Project (DSBRT). To date, ASI has completed a Cultural Heritage Report to determine which property in the DSBRT Project Study Area requires assessment for cultural heritage value and interest under *Ontario Regulations 9/06* and *10/06*. This property was identified as a potential built heritage resource that is anticipated to be directly impacted by the DSBRT preliminary design footprint (August 2021) as documented in the *Durham-Scarborough Bus Rapid Transit Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment: City of Toronto and Durham Region, Ontario* (ASI, 2021). As such, a CHER is required to determine if the property has cultural heritage value or interest (CHVI) under *Ontario Regulations 9/06* and *10/06*.

1723 Dunchurch Street is located in the City of Pickering. The property was identified as a potential cultural heritage resource and is listed on the City of Pickering's *Inventory of Heritage Resources* (Unterman McPhail Associates, 2001), however is not included in the *Municipal Heritage Register* (City of Pickering, 2021). 1723 Dunchurch Street was evaluated using *Ontario Regulations 9/06* and *10/06* of the *Ontario Heritage Act*. These evaluations were prepared in consideration of data regarding the design, historical/associative, and contextual values within the City of Pickering and in the Province of Ontario. These evaluations determined that the property at 1723 Dunchurch Street has CHVI as outlined in *Ontario Regulation 9/06*, but did not meet the criteria outlined in *Ontario Regulation 10/06*.

Property ownership and/or control of 1723 Dunchurch Street will be confirmed during detailed design.

The following recommendations are proposed for the property at 1723 Dunchurch Street:

1. As direct impacts are anticipated to the property at 1723 Dunchurch Street, a resource-specific Heritage Impact Assessment (HIA) will be undertaken as early as possible during detailed design. The HIA will be prepared by a qualified heritage professional in accordance with the Municipal Terms of Reference for HIAs and the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006). Interior access to the house should be undertaken during the HIA, where feasible, to confirm date of construction.
2. Metrolinx Heritage Committee has reviewed the results of the *Ontario Regulations 9/06* and *10/06* evaluations and is in agreement with the results and recommendations of this report. If it is confirmed that the property will be owned or controlled by Metrolinx, the Metrolinx Heritage Committee will issue a Metrolinx Heritage Committee Decision Form.



3. The Final CHER will be submitted to municipal heritage staff and the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) for their records.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA CAHP Senior Cultural Heritage Specialist Assistant Manager - Cultural Heritage Division
<i>Project Coordinator</i>	Jessica Bisson, BFA (Hon), Dip. Heritage Conservation Project Administrator – Cultural Heritage Division
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<i>Report Reviewer(s):</i>	Lindsay Graves



QUALIFIED PERSONS INVOLVED IN THE PROJECT

Lindsay Graves, MA, CAHP

Senior Cultural Heritage Specialist / Assistant Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Evaluation Report is **Lindsay Graves** (MA, Heritage Conservation), Senior Cultural Heritage Specialist and the Assistant Manager for the Cultural Heritage Division at ASI. 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. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of above ground cultural heritage resources. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfil Class EA processes and has served as Project Manager for over 100 heritage assessments during her time at ASI. Lindsay is a member of the Canadian Association of Heritage Professionals.

Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies

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

The report writer for this report is **Kirstyn Allam** (BA (Hon), Advanced Diploma in Applied Museum Studies), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division with ASI. She was responsible for preparing and contributing to research and technical reporting. Kirstyn Allam's education and experience in cultural heritage, historical research, archaeology, and collections management has provided her with a deep knowledge and strong understanding of the issues facing the cultural heritage industry and best practices in the field. Kirstyn has experience in heritage conservation principles and practices in cultural resource management, including three years' experience as a member of the Heritage Whitby Advisory Committee. Kirstyn also has experience being involved with Stage 1-4 archaeological excavations in the Province of Ontario.



GLOSSARY

Term	Definition
Adjacent	“contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan” (Ministry of Tourism, Culture and Sport, 2010).
Built Heritage Resource (BHR)	“...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 <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers” (Government of Ontario, 2020, p. 41).
<i>Ontario Regulation 9/06</i> and <i>Ontario Regulation 10/06</i>	The two criteria sets share a requirement to fully understand the history, design and associations of all cultural heritage resources of the properties. The following differences between the two sets of criteria should be noted: <ul style="list-style-type: none"> • <i>Ontario Regulation 9/06</i> requires a consideration of the community context; and • <i>Ontario Regulation 10/06</i> requires a consideration of the provincial context.
Potential Cultural Heritage Resource	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 Tourism, Culture and Sport, 2016).
Significant	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 <i>Ontario Heritage Act</i> . While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Government of Ontario, 2020, p. 51).

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1.0 INTRODUCTION

1.1 Report Purpose

ASI was contracted by Parsons on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for the property at 1723 Dunchurch Street in the City of Pickering (Figure 1). This CHER is being undertaken as part of the Durham-Scarborough Bus Rapid Transit Project (DSBRT). The property was identified as a potential built heritage resource that is anticipated to be directly impacted by the DSBRT preliminary design footprint (August 2021) as documented in the *Durham-Scarborough Bus Rapid Transit Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment: City of Toronto and Durham Region, Ontario* (ASI, 2021). As such, a CHER is required to determine if the property has cultural heritage value or interest (CHVI) under *Ontario Regulation 9/06* and under *Ontario Regulation 10/06*.

The scope of this CHER is guided by the Ministry of Tourism, Culture and Sports' (now administered by the Ministry of Heritage, Tourism, Sport and Culture Industries) *Ontario Heritage Tool Kit* (2006), the *Pickering Official Plan* (2018), and is compliant with the *Standards and Guidelines for Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process* (Ministry of Tourism, Culture and Sport, 2014).

Property ownership and/or control of 1723 Dunchurch Street will be confirmed during detailed design.

1.2 Project Overview

In 2018, Metrolinx completed the DSBRT Initial Business Case (Metrolinx, 2018). The study recommended a preferred bus rapid transit alignment between Downtown Oshawa (in Durham Region) and Scarborough Centre (in the City of Toronto). The project has now advanced to the Preliminary Design Business Case and Environmental Assessment/Transit Project Assessment Process (TPAP) phase in accordance with the Metrolinx Business Case Framework, for capital investment projects. IBI Group and Parsons are managing the project on behalf of Metrolinx.

The DSBRT project proposes approximately 36 km of dedicated transit infrastructure, connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect to Scarborough Centre. The corridor has varied traffic, land use conditions and constraints. With rapid growth in the past decade, and an expectation for this growth to continue into the future, travel demand along the corridor will continue to increase and higher capacity transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Transit infrastructure will include a range of design solutions in different segments of the corridor. The preliminary design concept includes segments with buses operating with transit priority measures, and segments with dedicated curbside or centre-median transit lanes. The design concept varies by segment based on available space, travel demand, and land use context.

1.3 Description of Property

The property at 1723 Dunchurch Street in the City of Pickering is on the east side of Dunchurch Street (Figure 1 and Figure 2). The property is approximately 62 metres southeast of Dunbarton Road, and is set close to the road. The property features a one-and-a-half storey Ontario Gothic residence with a central gable and intersecting gable roof, rear extension, and a covered verandah. The front entrance is flanked by windows to either side. The house has been clad in modern siding. A detached garage is located on the property to the rear of the house. The residence is located near the end of a dead-end street with one house to the north of the subject property and a vacant lot to the south. Across the street to the west is another residence. Kingston Road is to the south of the subject property and has a general northeast-southwest alignment. The York Subdivision of the Canadian National Railway (CN) is also to the south and is oriented in a general east-west alignment.



Figure 1: Location of the subject property at 1723 Dunchurch Street in the City of Pickering.
(Source: (c) Open Street Map contributors, Creative Commons n.d.)



Figure 2: Location of the subject property at 1723 Dunchurch Street in the City of Pickering.
(Source: ESRI Ortho 2021)

1.4 Historical Summary

The one-and-a-half storey frame residence at 1723 Dunchurch Street was constructed circa 1856 by John Parker. The property was owned by the Parker family from 1856 to 1904, after which it was owned by Alfred Booth until 1913, John Dales until 1948, and then changed ownership multiple times through the mid- to late-twentieth century. An addition was built on to the rear of the house prior to 1967 according to aerial photography. Donald Thom purchased the property in 1978. The Thom family owned the property until 2016 when it was sold to its current owners. At the time of the site visit for this report an addition was under construction at the rear of the residence.

2.0 METHODOLOGY AND SOURCES

2.1 Legislation and Policy Context

This cultural heritage evaluation considers cultural heritage resources in the context of improvements to specified areas, pursuant to the Ontario *Environmental Assessment Act* (Environmental Assessment Act, R.S.O., 1990). Pursuant to the *Environmental Assessment Act*, applicable infrastructure projects are subject to assessment to determine related impacts on above ground cultural heritage resources (Ministry of Transportation, 2007). Infrastructure projects have the potential to impact cultural heritage

resources in a variety of ways such as loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and/or their setting.

The analysis used throughout the cultural heritage evaluation process addresses cultural heritage resources under other various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (Environmental Assessment Act, R.S.O., 1990)
- *Ontario Heritage Act* (Ministry of Culture, 1990)
- *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport, 2010)
- *Standards and Guidelines for the Conservation of Provincial Heritage Properties: Heritage Identification & Evaluation Process* (Ministry of Tourism, Culture and Sport, 2014)
- *Ontario Heritage Tool Kit* (Ministry of Culture, 2006)
- *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990) and the 2020 *Provincial Policy Statement* (Government of Ontario, 2020)

2.2 Approach to Cultural Heritage Evaluation Reports

The scope of a CHER is guided by the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and municipal Terms of Reference, if available. The City of Pickering does not have Terms of Reference for the preparation of CHERs. This CHER is compliant with the *Standards and Guidelines for the Conservation of Provincial Heritage Properties: Heritage Identification and Evaluation Process* (Ministry of Tourism, Culture and Sport, 2014).

Generally, CHERs include the following components:

- A general description of the history of the study areas as well as detailed historical summaries of property ownership and building(s) development;
- A description of the cultural heritage landscapes and/or built heritage resources being evaluated as part of this report;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

A site visit to the subject property was conducted on 23 November 2021 by Kirstyn Allam, Cultural Heritage Technician, ASI. The site visit included photographic documentation of the subject property only from the Dunchurch Street right-of-way. ASI placed a request for permission to enter (PTE) with Metrolinx at project commencement in order to access this privately-owned property and take photographs of all exterior elevations. As of submission of this report, PTE has not been granted. However, ASI was able to successfully and adequately view the property from the public right-of-way in order to allow for the evaluation of the property against criteria under *Ontario Regulations 9/06 and 10/06*.



Using background information and data collected during the site visits, the property is evaluated using criteria contained within *Ontario Regulations 9/06* and *10/06* of the *Ontario Heritage Act*. The criteria requires a full understanding, given the resources available, of the history, design and associations of this property.

2.3 List of Key Sources and Research Limitations

2.3.1 Key Sources

Background historical research, which includes consulting primary and secondary source documents, photos, and historic mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in the study areas. In addition, archival research was undertaken at the following libraries and archives to build upon information gleaned from other primary and secondary materials:

- Pickering Public Library: Local History Collection Digital Archive (Pickering Public Library, n.d.); and
- City of Toronto Archives (City of Toronto Archives, n.d.b).

Available federal, provincial, and municipal heritage inventories and databases were also consulted to obtain information about the property. These included:

- The City of Pickering 2021 Heritage Register (City of Pickering, 2021);
- 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 Ontario Heritage Plaque Guide: an online, searchable database of Ontario Heritage Plaques (Ontario Heritage Trust, n.d.d);
- Parks Canada's *Directory of Federal Heritage Designations*, an 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.b); and
- Parks Canada's *Historic Places* website, an on-line register that provides information on historic places recognized for their heritage value at all government levels (Parks Canada, n.d.a).

Previous consultant reports associated with potential above-ground cultural heritage resources and archaeological resources within and/or adjacent to the subject property in the City of Pickering included the following:

- *Durham-Scarborough Bus Rapid Transit Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment: City of Toronto and Durham Region, Ontario* (ASI, 2021)
- *Stage 1 Archaeological Assessment – Durham-Scarborough Bus Rapid Transit Project (Former Townships of Scarborough, Pickering and Whitby) City of Toronto; City of Pickering; City of Oshawa; and Town of Ajax; Town of Whitby, Ontario – Existing Conditions* (ASI 2019)
- *Stage 1 Archaeological Assessment Durham-Scarborough Bus Rapid Transit Project Various Lots and Concessions, (Former Townships of Scarborough, Pickering and Whitby) City of Toronto; City of Pickering; City of Oshawa; and Town of Ajax; Town of Whitby, Ontario* (ASI, 2022)

A full list of references consulted can be found in Section 13.0 of this document.



2.3.2 Research Limitations

Site access presented a research limitation, as the subject property was only visible from the publicly accessible Dunchurch Street right-of-way. PTE was not granted at the time of reporting, so only an assessment of the exterior of the structure and property visible from the public right-of-way was conducted.

3.0 HERITAGE RECOGNITIONS

3.1 Municipal

The subject property at 1723 Dunchurch Street is included on the City of Pickering's *Inventory of Heritage Resources* (Unterman McPhail Associates, 2001), however it is not included in the *Municipal Heritage Register* (City of Pickering, 2021) nor is it designated under Part IV of the *Ontario Heritage Act*.

3.2 Provincial

The subject property at 1723 Dunchurch Street is not subject to heritage recognition at the provincial level for the following reasons:

- The subject property is not a Provincial Heritage Property; and
- The subject property has not been commemorated by the Ontario Heritage Trust.

3.3 Federal

The subject property at 1723 Dunchurch Street is not subject to heritage recognition at the federal level for the following reasons:

- The subject property does not contain a Federal Heritage Building; and
- The subject property does not contain a National Historic Site.

4.0 ADJACENT LANDS

The subject property at 1723 Dunchurch Street is not adjacent to any protected heritage properties, including those listed by the City of Pickering or designated under Part IV or Part V of the *Ontario Heritage Act*.

5.0 SUMMARY OF ARCHAEOLOGICAL ASSESSMENTS

The *Stage 1 Archaeological Assessment - Durham-Scarborough Bus Rapid Transit Project (Former Townships of Scarborough, Pickering and Whitby) City of Toronto; City of Pickering; City of Oshawa; and Town of Ajax; Town of Whitby, Ontario – Existing Conditions* (ASI, 2019) was completed in October 2019. The *Stage 1 Archaeological Assessment Durham-Scarborough Bus Rapid Transit Project Various Lots and*



Concessions, (Former Townships of Scarborough, Pickering and Whitby) City of Toronto; City of Pickering; Town of Ajax; Town of Whitby; and City of Oshawa, Ontario (ASI, 2022) was completed in March 2022.

According to the above-noted Stage 1 report (ASI, 2022), the subject property was previously assessed and that no further work was required. These findings are only for the portion of the subject property which is covered by the Project Study Area and are not an evaluation of the entire property parcel.

More detailed information about archaeological potential in the study area can be found in the above report.

6.0 SUMMARY OF COMMUNITY ENGAGEMENT

6.1 Relevant Agencies/Stakeholders

As part of the *Durham-Scarborough Bus Rapid Transit Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment* (ASI, 2021), stakeholder groups were contacted to collect information relating to this project. Heritage staff at the City of Pickering and relevant agencies were contacted through email in September 2019 to confirm the presence of previously identified cultural heritage resources in the study area, and to inquire if there are any ‘in progress’ Part IV or Municipal Heritage Register properties in the study area. Heritage staff at the City of Pickering were also contacted in November 2021 as part of this CHER to request information relating to the subject property. See Table 1 for a list of organizations contacted and a description of information received.

Table 1: Results of Agency Data Collection

Contact Name/ Position	Organization	Contact Information	Date(s) of Communications	Description of Information Received
Elizabeth Martelluzzi, Planner II, Heritage	City of Pickering	Emartelluzzi@pickering.ca	September 2019; November 2021, January 2022	<p>Provided additional properties that are: of potential/known cultural heritage value; designated Part IV property; and concerns regarding heritage properties within the DSBRT Project Study Area.</p> <p>The City indicated that the subject property is included in the <i>Inventory of Heritage Resources</i> and provided a copy of the information sheet, though not listed or designated or otherwise protected under the <i>Ontario Heritage Act</i>.</p> <p>The City confirmed that there has not been research previously completed on the subject property.</p> <p>The City additionally provided a Cultural Heritage Evaluation for a nearby property at 1027-1031 Dunbarton Road.</p> <p>Following review of the Draft CHER in December 2021, the City provided comments which resulted in updates to Sections 7, 10 and 11, and supported this property meeting O. Reg. 9/06.</p>
Gary Muller Director of Planning	Regional Municipality of Durham	Gary.muller@durham.ca	September 2019	Response confirmed that within Durham Region, heritage recognition is of municipal expertise.
Karla Barboza Team Lead, Heritage	Ministry of Heritage, Sport, Tourism and Culture Industries	Karla.Barboza@ontario.ca	September 2019; 20 and 25 May 2020; and 01 June 2020	Response confirmed that none of the subject properties are provincial heritage properties or adjacent to provincial heritage properties.
Kevin De Mille Heritage Planner	Ontario Heritage Trust	Kevin.DeMille@heritagetrust.on.ca	September 2019	Confirmed that none of the subject properties nor adjacent properties are Trust-owned or subject to OHT conservation easements.

General Inbox	Pickering Public Library – Local History Collection	localhistory@pickeringlibrary.ca	November 2021	Request submitted for additional information on the subject property and the families that owned the property. Response was still outstanding at the time of report submission.
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6.2 Public Meetings/Public Consultation

This CHER will be made available for public review following the TPAP Notice of Completion in accordance with *Ontario Regulation 231/08*. Consultation with the public regarding the cultural heritage component of the DSBRT project has been undertaken during a series of Public Information Centres (PICs): PIC #2 in November 2019; PIC #3 in September 2020; and PIC #4 in October 2021. Specific design plans pertinent to these properties were presented at PIC #3 and PIC #4.

6.3 Agency Review

The draft CHER was submitted to the City of Pickering, the Metrolinx Heritage Committee and the MHSTCI for review and comment. Feedback was received in December 2021 and January 2022 and incorporated into the CHER as required. The Pickering Heritage Advisory Committee will have an opportunity to review and comment during the public review period following the TPAP Notice of Completion, and any feedback received will be considered and incorporated as required.

6.4 Indigenous Nations Engagement

The draft CHER was submitted in January 2022 to the following Indigenous Nations: Alderville First Nation; Beausoleil First Nation; Chippewas of Georgina Island; Chippewas of Rama First Nation; Curve Lake First Nation; Hiawatha First Nation; Huron-Wendat Nation; Kawartha Nishnawbe First Nation; Mississaugas of the Credit First Nation; and Mississaugas of Scugog Island First Nation. Any feedback received has been incorporated into the CHER.

7.0 DISCUSSION OF HISTORICAL OR ASSOCIATIVE VALUE

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 Indigenous land use, and Euro-Canadian settlement.

7.1 Indigenous Peoples 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).¹ During the Paleo period (c. 11,000 B.C.E. to 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 graveurs are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former

¹ 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.



glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (Ellis & 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 (Ellis et al., 2009; Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1650 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 & Williamson, 2013; Dodd et al., 1990; Ellis & 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, disease and colonization efforts, 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. In many areas, Treaties between colonial administrators and First Nations representatives began to be initiated. Additional colonization practices began, such as the establishment of the *Indian Act* (1876), forced relocation to reserve lands and Indian Residential Schools began. These practices caused irreparable harm and devastation to the fabric of Indigenous society, ways of life and cultural practices.

The Project Study Area is within the Johnson-Butler Purchases and within the traditional territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations, including the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Mississaugas of Scugog Island First Nation, Beausoleil First Nation, Chippewas of Georgina Island First Nation and the Chippewas of Rama First Nation (Williams Treaties First Nations, 2017).

The purpose of the Johnson-Butler Purchases of 1787/1788 was to acquire, from the Mississaugas, the Carrying Place Trail and lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek.



As part of the Johnson-Butler Purchases, the British Crown signed a treaty, sometimes referred to as the “Gunshot Treaty” with the Mississaugas in 1787 covering the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase (Treaty 13, 1805), and continuing east to the Bay of Quinte, where it meets the Crawford Purchase (1783). It was referred to as the “Gunshot Treaty” because it purportedly covered the land as far back from the lake as a person could hear a gunshot. Compensation for the land apparently included “approximately £2,000 and goods such as muskets, ammunition, tobacco, laced hats and enough red cloth for 12 coats” (Surtees, 1984, pp. 37–45). First discussions about acquiring this land are said to have come about while the land ceded in the Toronto Purchase of 1787 was being surveyed and paid for (Surtees, 1984, pp. 37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Fullerton & Mississaugas of the Credit First Nation, 2015). However, descriptions of the treaty differ between the British and Mississaugas, including the depth of the boundaries: “Rice Lake and Lake Simcoe, located about 13 miles and 48 miles north of Lake Ontario, respectively, were not mentioned as landmarks in the First Nations’ description of the lands to be ceded. Additionally, original descriptions provided by the Chiefs of Rice Lake indicate a maximum depth of ten miles, versus an average of 15-16 miles in Colonel Butler’s description” (Fullerton & Mississaugas of the Credit First Nation, 2015).

However, records of the acquisition were not clear regarding the extent of lands agreed upon (Surtees, 1984, pp. 37–45). To clarify this, in October and November of 1923, the governments of Canada and Ontario, chaired by A.S. Williams, signed treaties (Williams Treaties 1923) with the Chippewa and Michi Saagiig for three large tracts of land in central Ontario and the northern shore of Lake Ontario, one of the last substantial portions of land in southern Ontario that had not yet been covered by Treaty (Crown-Indigenous Relations and Northern Affairs, 2013).

In 2018 the Government of Canada reached a settlement with the Williams Treaties First Nations, re-establishing Treaty harvesting rights in the Williams Treaties territories of each of the seven nations.

The Project Study Area is also within the active Rouge River Valley Tract Claim, filed in 2015 by MCFN (Fullerton & Mississaugas of the Credit First Nation, 2015). The Rouge River Valley Tract Claim pertains to the southern portion of the Rouge River Valley watershed, east of the eastern limit of Treaty 13, the Toronto Purchase, extending from the source of the Rouge River in the north to the shore of Lake Ontario in the South. The 1788 Gunshot Treaty included the land encompassed by the Rouge River Valley Tract, however this treaty is considered invalid by the Mississaugas of the Credit First Nation due to an absence of sufficient supporting documentation (Fullerton & Mississaugas of the Credit First Nation, 2015).

The land at the mouth of the Rouge River was included in a list of un-surrendered lands submitted to the Crown by Mississaugas of the Credit Chiefs Joseph Sawyer and Peter Jones in 1847. In 1894 a delegation was sent to Ottawa to further pursue these claims, but matter of the land east of the Toronto Purchase remained unresolved (Fullerton & Mississaugas of the Credit First Nation, 2015).

Although the Rouge River Valley Tract was included in the Williams Treaty of 1923, the Mississaugas of the Credit were not signatories to the Williams Treaty and claim unextinguished title to their traditional territories within the southern part of the Rouge River Valley (Fullerton & Mississaugas of the Credit First Nation, 2015; Mississaugas of the Credit First Nation, 2018).



7.2 Euro-Canadian Settlement History

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed existing transit routes established by Indigenous peoples 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 followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 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.

The following section provides the historical setting of the subject property within the former Township of Pickering along Dunchurch Street within the Dunbarton community. The subject property was historically located within Lot 25, Concession I within the former Township of Pickering, in the County of Ontario within the former village of Dunbarton. It is located just north of Kingston Road and east of the CN Railway, and is located approximately 1 km north of Frenchman's Bay.

7.2.1 Township of Pickering

Historically the Township of Pickering in Ontario County was bounded on the south by Lake Ontario, on the north by the Township of Uxbridge, on the east by the Township of Whitby and on the west by the Townships of Markham and Scarborough in the County of York. The township was first surveyed in 1791 into a grid pattern with nine concessions, numbered from south to north. Each concession was divided into thirty-five 200-acre lots with Lot 1 on the east boundary of the township and Lot 35 to the west. The north-south lots, which fronted onto the east-west concession roads, were approximately one-and-a-quarter miles deep and one-quarter mile wide.

Although surveyed in the early 1790s, Pickering Township was not settled to any great degree until after the mid 1820s. The first Euro-Canadian settler in Pickering is said to have been William Peak, who arrived in 1798 and settled along the lakeshore at the mouth of Duffins Creek and was reputed to have been an trader and interpreter with indigenous people (Armstrong, 1985; Farewell, 1907). The outbreak of the War of 1812 slowed Pickering's development for several years. Settlement duties associated with an early nineteenth century land grant included building a house, clearing the land and the residency of a family. Typically, these subsistence farms comprised a small clearing with stumps, a log shanty or house, a small stable and/or barn and small agricultural fields. Very little evidence of the original farmsteads remains in the modern landscape.

Pickering Township became a separate municipality in 1811. It was included in the East Riding of York County in 1821. Settlement in the township began to steadily increase after 1825. By the mid 1830s the southern concessions of Pickering were cleared for farmsteads. Forestry became an important industry in Pickering in the first half of the nineteenth century. Farming superseded it in the second half of the century. Smith's *Canadian Gazetteer* states by the mid 1840s approximately 40% of the Pickering Township land had been taken up and cultivated by settlers and there were four grist mills and 21 saw mills in operation in the township (Smith, 1846). The population of the township was noted as 3,752 in 1842 (Smith, 1846). By 1851, Pickering was "one of the best settled townships in the County, and



contains a number of fine farms, and has increased rapidly in both population and prosperity, within the last few years" (Smith, 1851).

The main settlements in Pickering Township were located along Duffins Creek where early mills and various industries utilized the available hydraulic power of this watershed. One of the earliest roads constructed across Pickering was the Kingston Road, built by Asa Danforth in 1796 along the south end of the township near the lake. This road was illustrated on several early township maps.

A shift from the settler stage of subsistence agriculture to a commercial agriculture based on wheat in the mid 1800s resulted in larger, better-constructed farmhouses, larger barns and agricultural fields. Later in the nineteenth century, farmers shifted to mixed and dairy farming from wheat growing, and existing agricultural barns and buildings were adapted, or new ones built to accommodate new uses. Larger agricultural fields, hedgerows and tree lines, particularly around farmhouses, and rear woodlots characterized the farmstead and typified the agricultural landscape of the Township of Pickering into the late nineteenth and mid-twentieth centuries. The agricultural economy of the township continued to thrive into the latter part of the nineteenth century, then it was affected by an economic downturn and population loss with a migration westward for new land and to the growing urban areas in the province. Additionally, the construction of Highway 401 through the Township, which was completed in 1947, contributed to this migration.

The Township of Pickering experienced a decline in population in the rural areas in the early and mid-twentieth century. During the nineteenth century, the township generally remained agricultural in nature with little change in the established field patterns, fence lines, and hedgerows north of the lakeshore area, even with some loss of earlier farmsteads. A gradual subdivision of some farmland occurred in the latter half of the twentieth century.

The Regional Municipality of Durham, which saw the dissolution of the County of Ontario, was officially declared on January 1, 1974. At the same time the Township of Pickering became the Town of Pickering with the exception of a section in the southeast part and the Village of Pickering that joined the Town of Ajax. Urbanization that began in the southern part of Pickering in the post World War II period accelerated and moved northward in the latter part of the century. Highway 401 runs parallel to Kingston Road to the south within the area of the subject property. Growth and urbanization in the Town of Pickering continues in the twenty-first century, including its incorporation as a city in 2000.

7.2.2 Dunbarton

The village of Dunbarton was founded in 1849 by William Dunbar, the owner of the west half of Lot 25 (PADA: accessed 2013). The village was planned out by Dunbar himself, on the southern portion of his land, in order to attract Scottish immigrants to the area, one of which was High McConochie. The village quickly grew and featured a general store, an inn and a Presbyterian Church, and provided an overland trade route into Toronto for the port at Fairport, approximately 1 km south of the village, on Frenchman's Bay. The *Illustrated Historical Atlas* illustrates the Village of Dunbarton within the west half of Lot 25, straddling Kingston Road and Dunbarton Creek.



7.2.3 Kingston Road

Kingston Road (Danforth Road, Highway 2, Dundas Street, King Street, Bond Street) was a military road that connected York (Toronto) to Kingston undertaken by engineer Asa Danforth under government hire initiated in 1796. This important transportation corridor was intended to provide an overland military route between Lake Ontario, Lake Saint Clair and Lake Huron. The road was also intended to serve a dual purpose – to support settlement in Upper Canada and to deter expansionist American interests. Work on road commenced in 1796 but the rocky and heavily treed landscape made progress slow. (Byers & McBurney, 1982).

In 1799, a portion of the route was completed from Toronto to Port Hope, however the original road was no more than a muddy horse path before it was macadamized in the mid-1800s. The final route that extends from Windsor to the Quebec border was 837 km long. Highway 2 was part of the first 73.5 km stretch to be maintained by the provincial Department of Highways in 1917 and remained an important route between Toronto and Quebec until the construction of Highway 401. The route was no longer deemed a provincial highway in 1998 (Ontario Ministry of Transportation and Communications, 1984).

Where Kingston Road crosses the Rouge River there was an early bridge, and the sandy approaches to it were the bane of travelers for decades. This bridge was washed out on several occasions following spring freshets or particularly heavy rains, and travelers were sometimes ferried across the Rouge at this spot. The importance of Kingston Road as a transportation corridor for the movement of goods and people extended throughout the late eighteenth century and all through the nineteenth century (ASI, 2013).

7.2.4 Canadian National Railway – York Subdivision

To the south of the subject property is the York Subdivision of the CN rail corridor. This rail line was constructed between 1959 to 1965 to connect the MacMillan Yard in Vaughan with other rail lines east of Toronto. The York Subdivision connects to the CN Newmarket Subdivision at Snider, the CN Bala Subdivision at Doncaster, and the CN Uxbridge Subdivision. Initially constructed through rural agricultural land, much of it is now surrounded by urban development (Cordingley, 1996). The York Subdivision served a role as a freight bypass for CN which ran north of the City of Toronto and connected Pickering to Burlington (Boles, 2007).

7.2.5 Frenchman's Bay

Frenchman's Bay, located to the south of the subject property, played an important role in the early settlement of the area. The channel in Frenchman's Bay was opened in 1843 when a channel was dredged and two wood timber piers were constructed (Frenchman's Bay Marina, 2016; Yorke, n.d.b). Within a few years over 3 million feet of lumber were being shipped out of the port, providing jobs for residents and driving the growth of the community (Yorke, n.d.a). In 1853 the Pickering Harbour Company was incorporated and was deeded the rights to the water and ownership of the land beneath which the bay and out into Lake Ontario, entitling the company to operate the harbor and to charge and collect tolls (Frenchman's Bay Marina, 2016). This charter remains in place today. During the late



nineteenth century schooners known as ‘stonehookers’ operated in local waters, bringing up large stones from the lake bottom near the shoreline to be used primarily as construction and paving material in Toronto (Frenchman’s Bay Marina, 2016). Commercial use of Frenchman’s Bay declined as the construction of rail lines across southern Ontario brought a new way to transport goods over land rather than by water. By the early twentieth century the bay was primarily used for recreation, and the Frenchman’s Bay Yacht Club was formed in 1937. In 1972 Pickering Harbour Company established the East Shore Marina and installed docks for rent. The waterfront underwent revitalization in 2000 and the construction of Millennium Square and Alex Robertson Park provided more recreational space. In 2013 reconstruction began on the channel, funded by federal, provincial, and municipal investments (Frenchman’s Bay Marina, 2016).

7.3 Historical Chronology and Setting

The following provides a brief overview of the historical chronology of the area surrounding the subject property. It includes a history of the people who lived or owned these properties, as provided in available sources as well as a mapping review. It is based on a variety of primary and secondary source materials, including maps, census data, abstract indexes, archival images, and historic photographs.

The 1860 *Tremaine’s Map of the County of Ontario* (Tremaine, 1860) and the 1877 *Illustrated Historical Atlas of the County of Ontario* (Miles & Co., 1877) were reviewed to determine the historical setting of the subject properties in the nineteenth century (Figure 3 and Figure 4). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference regarding the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

Furthermore, maps and aerial photographs from 1933 (Figure 5), 1956 (Figure 6), 1967 (Figure 7), and 1973 (Figure 8) were reviewed to determine the historical setting of the subject property in the twentieth century.

The crown patent for the 100-acres of Lot 25, Concession I in Pickering Township went to William Dunbar in 1840 (OLRA, n.d.). As mentioned above in Section 7.2.2, William Dunbar laid out the plans for the community of Dunbarton in the southern portion of his land to attract Scottish settlers to the area. One of these individuals was John Parker, who purchased village lots 9 and 10 in 1856 and lot 11² in 1865 from William Dunbar (OLRA, n.d.). The subject property is located on village lots 9 and 10, while village lot 11 appears to be associated with the former residence directly southeast of the subject property.

The 1860 Tremaine map (Figure 3) depicts the subject property within the developed area of Dunbarton as indicated by the shading around the intersection of Dunbarton Road and Dunchurch Street, both historically surveyed roadways. John Parker was married to Hannah Tingle prior to settling in Dunbarton in 1851. He established a general store in the community and the following year in 1852 was appointed

² Unfortunately, a detail plan of the village has not been located as part of archival research to confirm location of village lot numbers.



postmaster. Parker was also involved in the local Presbyterian church and was appointed Clerk of Session in 1854. According to the 1861 Census of Canada, John and Hannah were living in a one-and-a-half storey frame residence (LAC, 1861). At the time, John owned lots 9 and 10 in Dunbarton Village, so it is presumed that this residence corresponds with the subject property and was likely built in circa 1856.³

In 1882, John Parker sold village lot 11 to Hannah Leng, and in 1889, he sold village lots 9 and 10 to his eldest son George in 1889 (OLRA, n.d.). George took over the role of owner of the general store and postmaster prior to his father passing in the 1890s. The 1891 Census of Canada indicates that George and his family were living in a wooden one-and-a-half storey house with 11 rooms (LAC, 1891). According to *Past Years of Pickering* (Wood 1911), George Parker also served as deputy-reeve from 1885-1892, reeve in 1891-1892, and for many years served as treasurer and as justice of the peace.

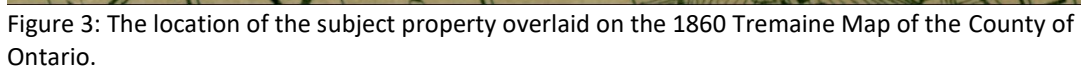
By 1901, George's son John appears to have taken over ownership of the subject property as the Census from that year indicates he is living with a clerk, George White, in a wooden house on Lot 25, Concession I while his father and the remainder of the family are living nearby on Lot 24, Concession I (LAC, 1901). John's occupation is listed as a merchant in 1902 when he married his wife, Olive (Archives of Ontario, 1902). John and Olive moved to Saskatchewan with their children sometime in the next decade as they are recorded as living in Regina in 1911 with John working as a mail clerk (LAC, 1911). George Parker sold the property to Alfred Booth in 1904. Nearly ten years later, the property was sold to John Dales in 1913. John Dales is identified as a doctor in the 1921 census. The subject property remained within the Dales family into the mid-twentieth century. A residence is depicted in the location of the subject property on the 1933 topographic map (Figure 5). Dunchurch Street is illustrated as an unmetalled roadway, curving eastwards south of the subject property and connecting to Dixie Road. Dunbarton Road, at the time, was part of the former alignment of Kingston Road.

During the twentieth-century, the property changed ownership several times. The property was subsequently owned by Edward and Laura Burgess from 1948 to 1956, Friedrich and Kathleen Hertzberg from 1956 to 1968, Michael and Deardice Baker-Pearce from 1968 to 1972, Albert and Sandra Pucknell from 1972 to 1978, and the Thoms family from 1978 to 2016. The Thoms sold the property in 2016 to Charlene Mathura and Lacksmanan Thanabalasingam (OLRA, n.d.).

The 1956 aerial photograph (Figure 6) depicts the subject property with the residence set close to the road. A shed is located to the northeast of the house. To the south of the residence Highway 401 has been constructed and Dunchurch Street no longer connects to Dixie Road. By 1967 a rear addition is captured in the aerial photograph (Figure 7). Dunchurch Street now terminates just to the south of the residence. The Kingston Road bypass around Dunbarton was constructed by this time and is captured following its extant alignment to the south of the property and the York Subdivision of the CN Railway has also been constructed. The 1973 topographic map and recent aerial imagery (Figure 8 and Figure 9) both illustrate the subject property in a similar context. The residence is located within the small crossroads community of Dunbarton on a dead-end street to the north of Kingston Road. In 2017 a detached garage was constructed on the property.

³ A review of tax assessment rolls would further confirm/clarify this research; however, these were not available for viewing during the ongoing COVID-19 situation.





Source: (Beers, 1877)





Figure 5: The location of the subject property overlaid on the 1933 topographic mapping.
Source: Markham Sheet (Department of National Defence, 1933)



Figure 6: The location of the subject property overlaid on the 1956 aerial photograph.
Source: (City of Toronto Archives, n.d.-a)



Figure 7: The location of the subject property overlaid on 1967 aerial photography
Source: (City of Toronto Archives, n.d.-a)

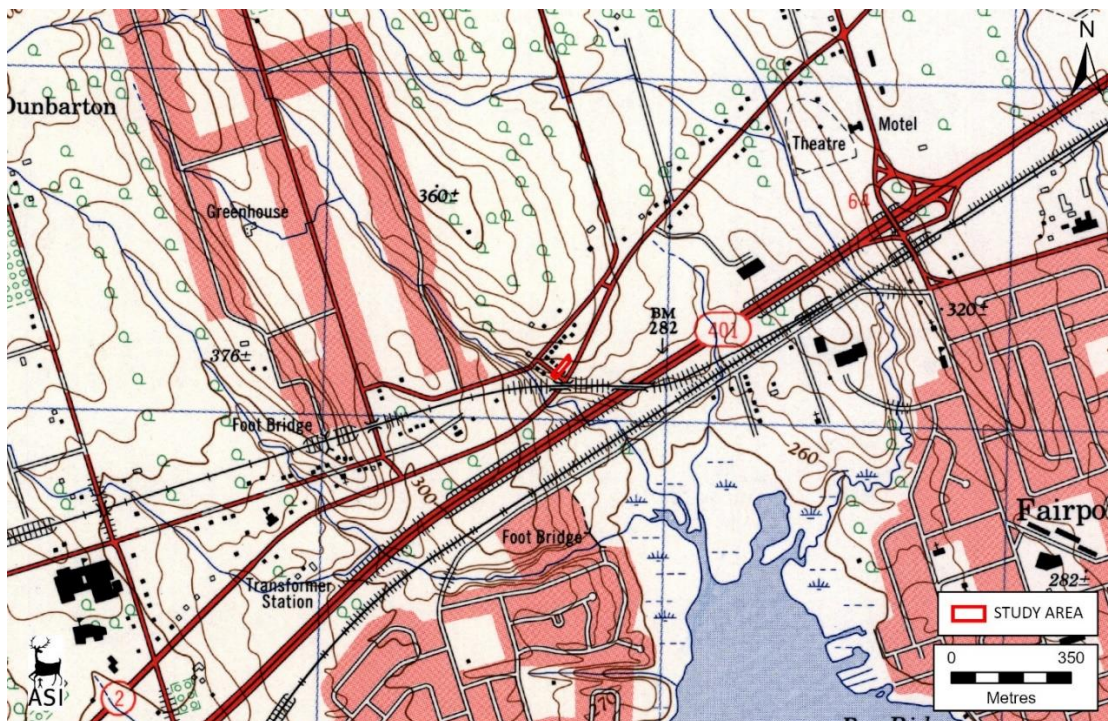


Figure 8: The location of the subject property overlaid on the 1973 topographic mapping.
Source: Ajax Sheet (Department of Energy, Mines and Resources, 1973)



Figure 9: The location of the subject property overlaid on contemporary satellite imagery.
Source: ESRI Ortho 2021

8.0 DISCUSSION OF PHYSICAL AND DESIGN VALUE

8.1 Physical Characteristics

The description and discussion of design and physical value of the building is limited to the exterior features that are visible from the publicly accessed right-of-way.

The property at 1723 Dunchurch Street in the City of Pickering is located on the east side of Dunchurch Street approximately 62 metres southeast of Dunbarton Road. It features a one-and-a-half storey frame residence with a central gable and intersecting gable roof, rear extension, and a covered verandah. The roof is covered in asphalt shingles and a brick chimney is located between the original portion of the house and the first rear addition. The house rests on a fieldstone foundation. The front entrance, along the western elevation, is flanked by windows to either side, though these appear to not be original. A rectangular window is located beneath the centre gable along the front (western) elevation. The house has been clad in siding. The covered verandah is supported by columns and has low railings with wooden steps and rests on a concrete foundation. The house has two one-and-a-half storey rear additions with a single-storey addition (a coldroom) along the southern elevation with a secondary entrance. The addition rests on a concrete foundation.

Photographic plates (Plate 1 - Plate 6) are provided in Section 8.1.2. No historical photographs of the property have been located at this time.

8.1.1 Building Elevations and Alterations

The exterior of the building at 1723 Dunchurch Street has been altered since its construction. The exterior of the building has been clad in contemporary siding, windows/doors have been replaced, and a rear addition was added to the residence during the 1960s. Another addition is in the process of being built on to the rear of the residence as of the time of the report writing. The placement and the design of the covered verandah is likely original to the residence, while the materials are likely replacements.

8.1.2 Existing Conditions Photographs



Plate 1: Western elevation on 1723 Dunchurch Street (ASI 2021).



Plate 2: Southern elevation of 1723 Dunchurch Street (ASI 2021).



Plate 3: Northern elevation of 1723 Dunchurch Street (ASI 2021).



Plate 4: Detail view of one of the windows along the front (western) elevation (ASI 2021).



Plate 5: Detail view of the centre gable window and the brick chimney of the subject property (ASI 2021).



Plate 6: Looking east to the rear portion of the subject property, and adjacent empty lot (ASI 2021).

9.0 DISCUSSION OF CONTEXTUAL VALUE

9.1 Setting and Character of the Property and Surroundings

The property at 1723 Dunchurch Street in the City of Pickering is on the east side of Dunchurch Street, in the Dunbarton community. The property is approximately 62 metres southeast of Dunbarton Road. The property has a small front yard and a backyard extending at the rear of the property. Landscaped gardens are located in both the front and backyards.

Dunchurch Street is a short residential street with the subject property located near the southern terminus. Dunchurch Street is oriented in a northwest-southeast alignment and carries two lanes of vehicular traffic in each direction with curbs along both sides and a sidewalk along the eastern side. There is one early to mid- twentieth-century two storey brick house to the north of the subject property and a vacant lot to the south. According to a review of recent aerial imagery, a one and-a-half frame house likely dating to the nineteenth century or early twentieth century was removed from this neighbouring property. Kingston Road is to the south of the subject property and has a general northeast-southwest alignment. The York Subdivision of the CN Railway is also to the south and is oriented in a general east-west alignment.

At one time, the village of Dunbarton was a community with, “a full range of facilities to the surrounding rural area including a general store, restaurant, two gas stations, a real estate office, doctor’s office, and a garden centre” (ERA Architects Inc., 2016, p. 4). The introduction of the York

Subdivision of the CN Railway caused Kingston Road to be re-routed to the south of the community and the roadway through the village was renamed Dunbarton Road. These changes led to the residential portion on the north side of the rail line to be divided from the new commercial area to the south, forever altering the village setting. By 1986, these changes were apparent in the *Community Improvement Policy and Background Study* where the description of the community included mention of the former commercial buildings were converted for residential uses and the lands to the north of the tracks containing 16 residences (ERA Architects Inc., 2016). The former village is now within a residential subdivision setting with many late-twentieth century residences surrounding it.

Photographic plates (Plate 7 - Plate 13) for the contextual setting of the subject property are provided in Section 9.1.1.

9.1.1 Context Photographs



Plate 7: Looking north along Dunchurch Street with the subject property in the right of the photograph (ASI 2021).



Plate 8: Looking south along Dunchurch Street at Dunbarton Road (ASI 2021).



Plate 9: Looking north along Dunchurch Street to Dunbarton Road (ASI 2021).



Plate 10: Looking east along Dunbarton Road at Dunchurch Street (ASI 2021).



Plate 11: Looking south along Dunbarton Road (ASI 2021).



Plate 12: Looking west along Dunbarton Road from east of Dunchurch Street (ASI 2021).



Plate 13: Looking northwest from Kingston Road (Courtesy of Google Streetview 2021). The blue arrow indicates the rear of the subject property.

9.2 Community Landmark

The subject property at 1723 Dunchurch Street is not considered to be a landmark within the local context.

10.0 COMPARATIVE ANALYSIS

The subject property was built in circa 1856 and features a one-and-a-half storey frame Ontario Gothic Cottage residence, which was a popular mid-nineteenth-century house style in Ontario. Consistent with this style, the residence features a central gable and intersecting gable roof, central entrance flanked by windows to either side, and a covered front verandah.

Properties designated under Part IV of the *Ontario Heritage Act* and those listed in the *Municipal Heritage Register* (City of Pickering, 2021) were reviewed to identify comparable buildings for establishing a comparative context for evaluation the subject property. Comparisons were selected either to compare architectural style or building typology and situate the subject property in relation to the local context.

The *Municipal Heritage Register* (City of Pickering, 2021) contains over 15 examples of residences in the City of Pickering built in the nineteenth century that appear to share similar exterior physical characteristics. Among the chief characteristics are their one-and-a-half storey massing, centre gable, and symmetrical front windows and central entrance. The variations of the residences feature differences in the materials of construction and some feature more decorative woodwork including decorative bargeboard and finials. Some examples have covered front verandahs, while others do not, but include other architectural decorative elements such as dichromatic brickwork. Three houses were identified as being of similar architectural form and massing, one is designated under Part IV of the *Ontario Heritage Act* and two are listed in the *Municipal Heritage Register* (City of Pickering, 2021) and have been selected for comparative analysis below. These three were judged to represent a temporal range of the examples within the local context as well as stylistically similar examples.



2595 Concession Road 6 – Designated under Part IV of the Ontario Heritage Act (By-law # 2238/86)



Figure 10: 2595 Concession Road 6 (Courtesy of Google Streetview 2021)

Built circa 1850 (City of Pickering, 2021), this one-and-a-half storey stone house is largely unaltered (Figure 10). Elements similar to the subject property include the centre gable, massing, symmetrical windows flanking the front entrance, and covered verandah. This house is designated under Part IV of the *Ontario Heritage Act* by the City of Pickering (City of Pickering, 2021).

3575 Mowbray Street – Listed on the Municipal Heritage Register



Figure 11: 3575 Mowbray Street (Courtesy of Google Streetview 2015)

Built between 1860-1900 (City of Pickering, 2021), this one-and-a-half storey frame house is largely unaltered (Figure 11). Elements similar to the subject property include the centre gable, massing, symmetrical windows flanking the front entrance, and covered verandah. This house is listed by the City of Pickering (City of Pickering, 2021).

1505 Whitevale Road – Listed on the Municipal Heritage Register



Figure 12: 1505 Whitevale Road (Courtesy of Google Streetview 2020)

Built between 1861 (City of Pickering, 2021), this one-and-a-half storey brick house is largely unaltered (Figure 12). Elements similar to the subject property include the centre gable, massing, and symmetrical windows flanking the front entrance. This house is listed by the City of Pickering (City of Pickering, 2021).

Also included in the discussion of comparative properties to the subject property is one additional listed property, 1027-1031 Dunbarton Road (Figure 13). 1027-1031 Dunbarton Road is a unique example within Pickering and more specifically, the Dunbarton community, of a combination of a vernacular residence and a store in one building. The building was constructed circa 1886 (ERA Architects Inc., 2016). The eastern half is the house which is a one-and-a-half storey brick building with gable roof, with the front gable featuring a pair of rectangular windows along the first storey and a single rectangular window above. There is a recess with the entrance and enclosed verandah with a gable dormer and a single window. The western portion of the building is a one-and-a-half storey brick store with a gable roof. The front façade extends passed the gable roof to give the false front appearance that is common with commercial buildings.



Figure 13: 1027-1031 Dunbarton Road (ASI 2021).

Summary

The comparative buildings represent a range of architectural detailing found in Pickering's Ontario Gothic Cottages. The form and massing of the buildings are all similar to the subject property with the exception of 1027-1031 Dunbarton Road. One of the comparative houses has an earlier construction date than the subject property. The integrity of the other buildings in the comparative sample are also more intact with fewer alterations to the exterior of the buildings. However, the subject property is considered a representative example of this architectural style due to its intact form and massing, the centre gable dormer and intersecting gable roof, central entrance flanked by windows to either side, and a covered front verandah.

11.0 HERITAGE EVALUATION

The evaluation of the subject property at 1723 Dunchurch Street using the criteria set out in *Ontario Regulations 9/06* and *10/06* are presented in the following sections (Table 2 to Table 3).

11.1 Ontario Regulation 9/06

Table 2: Evaluation of 1723 Dunchurch Street – *Ontario Regulation 9/06*

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Y	The subject property contains a circa 1856 one-and-a-half storey frame Ontario Gothic Cottage residence. Comparative analysis demonstrates that this house is not a rare, unique or early example of this building style or type, material or construction method. However, the subject property is a representative example of the Ontario Gothic Cottage style due to its intact form and massing, the centre gable dormer and intersecting gable roof, central entrance flanked by windows to either side, and a covered front verandah.
ii. displays a high degree of craftsmanship or artistic merit; or	N	The subject property at 1723 Dunchurch Street does not meet this criterion. The house does not demonstrate a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	N	There is no indication that construction of this structure demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Y	As the house on the subject property was built by John Parker in circa 1856 and subsequently occupied by his son, George Parker, the property has direct associations with the Parker Family who were a well-known family associated with Dunbarton village in the nineteenth century. John Parker is significant to the community given his role as the first postmaster, local merchant and his commitment to the Presbyterian Church. George Parker was noted for continuing on after his father as postmaster and merchant, and for his service as the township deputy-reeve, reeve, and treasurer in the late nineteenth century and early twentieth century.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	The subject property does not meet this criterion. The property does not appear to yield or have the potential to yield information that would contribute

		to an understanding of the community or a specific culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	N	The subject property at 1723 Dunchurch Street is not known to meet this criterion. The architect and/or builder is unknown.
3. The property has contextual value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Y	The subject property at 1723 Dunchurch Street is important in supporting the historic village character of Dunbarton given it is a representative example of an Ontario Gothic Cottage and one of the few original houses in the village.
ii. is physically, functionally, visually or historically linked to its surroundings; or	Y	The subject property is historically linked to its surroundings given its location in the historic Dunbarton Village, on a crossroad which intersects with the main street of the village. This is one of the few original houses in the village and Dunbarton is one of the few remaining villages in south Pickering with much of the lot pattern and built form intact.
iii. is a landmark.	N	The subject property is not considered to be a well-known marker in the community, given it is not prominent from a design and architectural detail perspective, or a historical perspective. It does not appear on heritage walking tours, and is not Listed or Designated under the <i>Ontario Heritage Act</i> .

11.2 Ontario Regulation 10/06

Table 3: Evaluation of 1723 Dunchurch Street - *Ontario Regulation 10/06*

Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. The property represents or demonstrates a theme or pattern in Ontario's history;	N	The subject property is associated with residential development within the City of Pickering. However, the property does not strongly or overtly evoke this theme at the local level or provincial level. The subject property does not meet this criterion.
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history;	N	This property is not considered to retain potential to yield information that contributes to the understanding of Ontario's history. The subject property does not meet this criterion.
iii. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage;	N	The property does not demonstrate an uncommon, rare or unique aspect of Ontario's cultural heritage. The subject property does not meet this criterion.
iv. The property is of aesthetic, visual or contextual importance to the province;	N	The property does not demonstrate any elements which may be considered of aesthetic, visual, or contextual importance to the province. The subject property does not meet this criterion.

v. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;	N	The property does not illustrate any technical or scientific achievements which are of provincial significance. The subject property does not meet this criterion.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;	N	The subject property does not retain a strong or special association with the entire province or with a specific community throughout the province. The subject property does not meet this criterion.
vii. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; and,	N	The subject property does not have a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province, and does not meet this criterion.
viii. The property is located in unorganized territory and the Minister (MHSTCI) determines that there is a provincial interest in the protection of the property.	N	The property is located within the City of Pickering (an incorporated municipality), therefore, Criterion 8 does not apply.

11.3 Recommended Outcome of Heritage Evaluation

An evaluation using the criteria outlined in *Ontario Regulation 9/06* determined that the subject property at 1723 Dunchurch Street has CHVI at the local level and an evaluation using the criteria outlined in *Ontario Regulation 10/06* determined that the subject property does not retain CHVI at the provincial level.

11.4 Draft Statement of Cultural Heritage Value or Interest

Description of Property

The property at 1723 Dunchurch Street in the City of Pickering is on the east side of Dunchurch Street. The property is approximately 62 metres southeast of Dunbarton Road, and is set close to the road. The property features a circa 1856 one-and-a-half storey Ontario Gothic frame residence with a central gable and intersecting gable roof, rear extension, and a covered verandah. The front entrance is flanked by windows to either side. The house has been clad in modern siding. A detached garage is located on the property to the rear of the house. The residence is located near to the end of a dead-end street with one house to the north of the subject property and a vacant lot to the south.

Cultural Heritage Value or Interest

The property has design and physical value in the local context as a one-and-a-half storey frame residence that was constructed in c.1856. It is significant as a representative example of an Ontario Gothic house within the City of Pickering and in the village of Dunbarton through its intact form and massing, the centre gable dormer and intersecting gable roof, central entrance flanked by windows to either side, and a covered front verandah.

The property has historical associative value in the local context through its association with John Parker, who built and lived in this residence from c.1856 to 1889, and George Parker who owned and occupied the property in the 1890s. John Parker is significant to the community given his role as the first postmaster, local merchant and his commitment to the Presbyterian Church. George Parker was noted for continuing on after his father as postmaster and merchant in Dunbarton, and for his service as deputy-reeve, reeve, and treasurer for the Township of Pickering in the late nineteenth and early twentieth centuries.

The property has contextual value in the local context given its role in supporting the historic village character of Dunbarton as one of the few original houses in the village and as a representative example of the Ontario Gothic architectural style. It remains linked historically to its surroundings given its location on a crossroad which intersects with the main street of Dunbarton village, and as one of the few remaining original houses in the village with lot pattern and built form intact.

Heritage Attributes

Physical attributes of 1723 Dunchurch Street that support the CHVI of the property include:

- The c.1856 one-and-a-half storey Ontario Gothic residence with rectangular footprint;
- Centre gable dormer, intersecting gable roof;
- Form, massing and small setback from the road;
- Fieldstone foundations;
- Covered front verandah; and
- Intact fenestration and central location of the front entrance.

12.0 RECOMMENDATIONS

This report includes an evaluation of the cultural heritage value of the property as determined by the criteria in *Ontario Regulations 9/06* and *10/06*. These evaluations determined that the property at 1723 Dunchurch Street has CHVI as outlined in *Ontario Regulation 9/06*, but did not meet the criteria outlined in *Ontario Regulation 10/06*.

The following recommendations are proposed for the property at 1723 Dunchurch Street:

1. As direct impacts are anticipated to the property at 1723 Dunchurch Street, a resource-specific Heritage Impact Assessment (HIA) will be undertaken as early as possible during detailed design, following the TPAP. The HIA will be prepared by a qualified heritage professional in accordance with the Municipal Terms of Reference for HIAs and the *Ontario Heritage Tool Kit* (Ministry of



Culture, 2006). Interior access to the house should be undertaken during the HIA, where feasible, to confirm date of construction.

2. Metrolinx Heritage Committee has reviewed the results of the *Ontario Regulations 9/06* and *10/06* evaluations and is in agreement with the results and recommendations of this report. If it is confirmed that the property will be owned or controlled by Metrolinx, the Metrolinx Heritage Committee will issue a Metrolinx Heritage Committee Decision Form.
3. The Final CHER will be submitted to municipal heritage staff and the MHSTCI for their records.

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APPENDIX A: Indigenous Engagement and Report Review Feedback - Oral History and Perspectives Table

Community	Feedback
Curve Lake First Nation	<p>The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.</p> <p>The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.</p> <p>Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.</p> <p>The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.</p> <p>Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as</p>

	<p>the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015).</p> <p>These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.</p> <p>The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.</p> <p>Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.</p> <p>The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.</p> <p>Michi Saagiig Elder Gitiga Migizi (2015) recounts: <i>“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.</i></p> <p><i>There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.</i></p> <p><i>We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to</i></p>
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	<p><i>the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.</i></p> <p><i>Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis."</i></p> <p>Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.</p> <p>The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.</p> <p>The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.</p> <p>**This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.**</p> <p>Publication reference:</p> <p>Gitiga Migizi and Julie Kapyrka 2015 Before, During, and After: Mississauga Presence in the Kawarthas. In <i>Peterborough Archaeology</i>, Dirk Verhulst, editor, pp.127-136. Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society</p> <p><u>Additional Community Perspectives:</u></p> <p>**The following perspectives come from a June 2021 letter provided to Metrolinx from Curve Lake First Nation, on file with ASI.**</p> <p>Curve Lake First Nation 2021 Curve Lake First Nation Review/Comments for: Cultural Heritage Evaluation Report: 571 Kingston Road West, 575 Kingston Road West,</p>
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	<p>577 Kingston Road West AND 579 Kingston Road West Town of Ajax, Ontario.</p> <p>“The Duffin’s creek watershed and river mouth are part of an area that should have some recognition in terms of Michi Saagiig history. This area was extremely significant to the Michi Saagiig and is recognized internally as a significant cultural heritage landscape. Recently the Ontario Government has indicated a desire to add increased protection to these areas now referred to as “urban creeks/urban river systems” as part of their Greenbelt protection plan. These systems are at risk across the entirety of the Pickering and Ajax regions, due in large part to settler development activities. What was once a cultural heritage landscape has been significantly degraded which means it has also undergone irreparable ecological damage.”</p> <p>“Our Elders tell of our peoples living harmoniously with the early settlers, often setting up small camps on the edge of farmer’s fields and along shorelines. Families engaged in trade and travel throughout the entire region.”</p> <p>“The cultural heritage landscape, the Duffins Creek Watershed, that existed in the area of study of this CHER, and at the time that the first houses and roads were built, has largely been obliterated – and did not have the opportunity to be assessed and protected. Since then, development has altered the shape and course of the creek – this is clearly visible in the historical pictures provided in this report.”</p> <p>“The very locations of where these buildings were built in relation to where the early towns and villages originated were determined based upon the resources within the particular landscape. Milling was the predominant activity in the region that ultimately attracted more industry to the area. The watershed and local resources on the land were integral to this process. For different reasons, but equally as significant, the Duffins Creek watershed was part of a larger cultural heritage landscape for Michi Saagiig people that included creeks and river mouths all along the shore of Lake Ontario. The value and significance of these lands from a Michi Saagiig perspective is not acknowledged. “</p> <p>“The 28,000 acres that was expropriated for the site of former Defence Industries Ltd was part of a significant cultural heritage landscape that was once entirely connected and spanned along the vast shoreline of Lake Ontario - and would have been used by Michi Saagiig peoples at the time. The massive infrastructure and development of the region resulted in the disconnection of this culturally significant landscape and thus in reduced access for the Michi Saagiig to hunt and fish.”</p> <p>“It should be noted that during these times of industrial and commercial expansion Michi Saagiig peoples were being driven from their lands, their fishing grounds, their hunting grounds, their trapping grounds and harvesting grounds. In some cases they were being shot at and pursued. The 1923 Williams Treaties were a culmination of the increased encroachment on these lands and the harassment and persecution of the First Nations who had rights under the very treaty that allowed for European settlement in this area of Ontario. These large urban developments increased the</p>
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	<p>footprint of destruction upon the landscape and in doing so had a detrimental impact upon Michi Saagiig rights to gather foods and live off the land.”</p> <p><i>Note: This oral history reflects community perspective shared as part of Indigenous engagement for this report. The oral history was provided by Curve Lake First Nation and does not necessarily reflect the views of other Indigenous Nations, Metrolinx or ASI.</i></p>
Huron-Wendat Nation	<p>As an ancient people, traditionally, the Huron-Wendat, a great Iroquoian civilization of farmers and fishermen-hunter-gatherers representing between 30,000 and 40,000 individuals, traveled widely across a territory stretching from the Gaspé Peninsula in the Gulf of Saint Lawrence and up along the Saint Lawrence Valley on both sides of the Saint Lawrence River all the way to the Great Lakes.</p> <p>According to our own traditions and customs, the Huron-Wendat are intimately linked to the Saint Lawrence River and its estuary, which is the main route of its activities and way of life. The Huron-Wendat formed alliances and traded goods with other First Nations among the networks that stretched across the continent.</p> <p>Today, the population of the Huron-Wendat Nation is composed of 1497 on-reserve members and 2390 off-reserve members for a total of 3900 members of the Huron-Wendat Nation.</p> <p>The Huron-Wendat Nation band council (CNHW) is headquartered in Wendake, the oldest First Nations community in Canada, located on the outskirts of Quebec City (20 km north of the city) on the banks of the Saint Charles River. There is only one Huron-Wendat community, whose ancestral territory is called the Nionwentsio, which translates to "our beautiful land" in the Wendat language.</p> <p>The Huron-Wendat Nation is also the only authority that have the authority and rights to protect and take care of her ancestral sites in Wendake South.</p> <p><i>**This historical context was provided by Maxime Picard in a December 2020 email to Metrolinx, on file with ASI**</i></p> <p><i>Note: This oral history reflects community perspective shared as part of Indigenous engagement for this report. The oral history was provided by Huron-Wendat Nation and does not necessarily reflect the views of other Indigenous Nations, Metrolinx or ASI.</i></p>