

Appendix E4 –
Cultural Heritage Evaluation Report

365 Kingston Rd

CULTURAL HERITAGE EVALUATION REPORT

365 KINGSTON ROAD

CITY OF PICKERING, ONTARIO

FINAL REPORT

Parsons

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

ASI File: 21CH-054

April 2021 (Updated September and December 2021; 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
365 KINGSTON ROAD
CITY OF PICKERING, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Parsons on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) for 365 Kingston Road 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*.

365 Kingston Road is located in the City of Pickering. The property was identified as a potential cultural heritage resource and does not have any additional heritage recognitions. 365 Kingston Road was evaluated using *Ontario Regulations 9/06* and *10/06* of the *Ontario Heritage Act*. This evaluation was prepared in consideration of data regarding the design, historical/associative, and contextual values within the City of Pickering and in the Province of Ontario. This evaluation determined that the property at 365 Kingston Road does not meet the criteria outlined in *Ontario Regulations 9/06* and *10/06*, and therefore does not have CHVI.

Property ownership and/or control of 365 Kingston Road will be confirmed during detailed design.

The following recommendations are proposed for the property at 365 Kingston Road:

1. The 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.
2. 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 Senior Project Manager - Cultural Heritage Division
<i>Project Coordinator</i>	Katrina Thach, Hon. BA Associate Archaeologist Project Coordinator - Environmental Assessment Division
<i>Project Manager:</i>	Laura Wickett, BA (Hon), Dip. Heritage Conservation Cultural Heritage Analyst Project Manager - Cultural Heritage Division
<i>Historical Research:</i>	Meredith Stewart, MA, MSc, CAHP Intern Cultural Heritage Technician Technical Writer and Researcher - Cultural Heritage Division
<i>Field Review:</i>	John Sleath, MA Cultural heritage Specialist Project Manager – Cultural Heritage Division
<i>Report Production:</i>	Meredith Stewart
<i>Graphics Production:</i>	Peter Bikoulis Archaeologist GIS Technician – Operations Division
<i>Report Reviewer(s):</i>	Lindsay Graves John Sleath



QUALIFIED PERSONS INVOLVED IN THE PROJECT

Lindsay Graves, MA, CAHP

Senior Cultural Heritage Specialist | Senior Project 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 Environmental Assessment Coordinator 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.

Laura Wickett, BA (Hon.), Dipl. Heritage Conservation

Cultural Heritage Analyst | Project Manager - Cultural Heritage Division

The Project Manager for the Durham-Scarborough Bus Rapid Transit Project (DSBRT) Cultural Heritage Evaluation Reports is **Laura Wickett** (BA (Hon.), Diploma Heritage Conservation), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division at ASI. She was responsible for project coordination, scheduling, and stakeholder communication. Trained in the theoretical and technical aspects of heritage conservation, Laura has five years' experience working in the field of cultural heritage resource management. She began working in ASI's Cultural Heritage Division as a Cultural Heritage Technician in 2017, providing support for a range of cultural heritage assessment reports, including Cultural Heritage Resource Assessments, Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Secondary Plan assessments. She has also contributed to Heritage Conservation District studies, Cultural Heritage Landscape inventories and Heritage Register reviews.

John Sleath, MA

Cultural Heritage Specialist | Project Manager - Cultural Heritage Division

The Cultural Heritage Specialist for this report is **John Sleath** (MA, Anthropology) who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with ASI. He was responsible for day-to-day management activities, including scoping of research activities and consulting on recommendations, as well as conducting the site survey. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 13 years, as an archaeologist and as a cultural heritage professional. In 2015 John began working in the Cultural Heritage Division



researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Meredith Stewart, MA, MSc

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

The report writer for this report is **Meredith Stewart** (MA, Art History, MSc, Historic Preservation), 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 research and technical reporting. Meredith's work as a cultural heritage professional has focused on historical research, large-area studies, and survey work. Meredith holds a MA in Art History from Carleton University, where she focused on architectural history and the built environment, and graduated with a MSc in Historic Preservation from the School of the Art Institute of Chicago. Meredith utilizes her knowledge of architectural history and building materials in the identification and evaluation of heritage buildings and structures. Meredith is an intern member of CAHP.



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, 2020d, p. 41).
<i>Ontario Regulation 9/06 and 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, 2020d, 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 365 Kingston Road 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 365 Kingston Road 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 subject property at 365 Kingston Road is in the City of Pickering on the southwest corner of Kingston Road and Rougemount Drive (Figure 1). Kingston Road is oriented in a northeast-southwest alignment and runs parallel to Highway 401, which is located approximately 140 metres south of the roadway in the vicinity of the subject property. The Rouge River is located approximate 450 metres west of the subject property. The watercourse runs in a northwest-southeast direction and connects to Lake Ontario, located to the south. Twentieth-century commercial plazas and suburban residential streets characterize the the area surrounding the subject property. The occassional late nineteenth- or early twentieth-century building is located within the area, and is typically former residential converted to commercial use. Directly across the street from the subject property, on the northwest corner of Kingston Road and Rougemount Drive, the corner lot features overgrown vegetation and is fenced off with a future low-rise residential development indicated for the site.

The subject property contains a one-storey building with a former commerical-industrial use that is located on the northeast corner of the property and a fence feature that runs along a portion of the north side of the property in the northwest corner (Figure 2). The building in the northeast corner was constructed using concrete masonry units in the mid twentieth century, likely in two phases as the west half of the building extends further south than the east half and there is a visible divide along the flat roof. The north and east elevations are clad with vertical wood siding. Currently, this building is occupied by the Blaisdale Montessori School and serves as the Rougemount Campus for the institution. West of the current school building is a paved parking lot and a grassed lot that features a fence enclosure on the north side of the property that is comprised of textured concrete units forming corner pillars and aluminum balustrade, which was added within the last 30 years based on aerial photographs and materials used. The fence enclosure was occupied by Shaw's Garden Centre in the 2000s, however, it is no longer in operation and does not appear to serve any function for the school. Additional chainlink fencing surrounds the grassed area of the property.

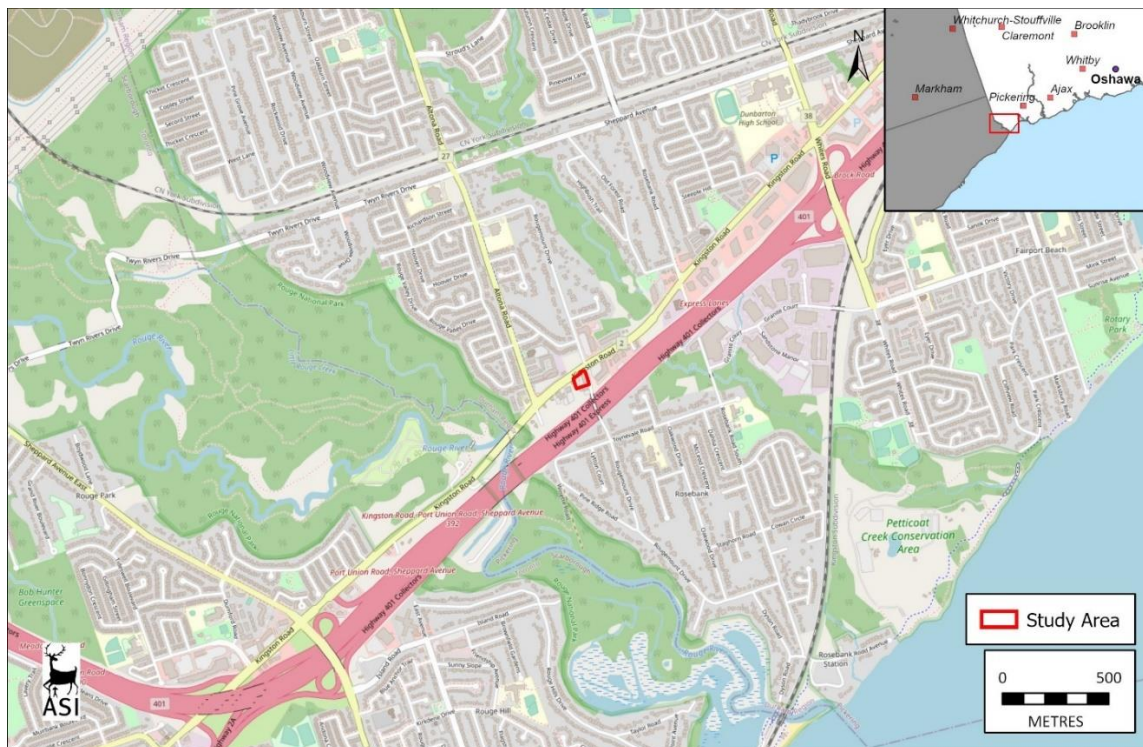


Figure 1: Location of the subject property at 365 Kingston Road in the City of Pickering.
(Source: (c) Open Street Map contributors, Creative Commons n.d.)



Figure 2: Location of the current school (northeast corner of study area), including identified fence (circled).
Source: ESRI Ortho

1.4 Historical Summary

The one-storey concrete block building located at 365 Kingston Road was constructed between 1957 and 1959, based on aerial photographs of the property. The fence feature is located on a portion of the north boundary of the property and was added within the past thirty years. Nineteenth-century mapping suggests an agricultural land use for the property, supported by the nearby settlement of Rouge Hill. Aerial photography from 1947 depicts cleared land where the subject property is located, confirming that if any structures were constructed on the site prior to the mid-nineteenth century, they were no longer extant by this time. Small crop fields and a residence can be observed on the property shortly before the construction of the extant building on the property, located on the northeast corner. It is not clear from available data who owned the property when the building was constructed in the late 1950s. Based on its typology and location placement on the parcel it likely originally served a commercial and/or industrial function. This also aligns with the transition occurring in the surrounding area from agricultural land use to commercial use beginning in the mid twentieth century. The building remains the only extant built feature from that time period on the property and is currently operating as the Rougemount Campus of the Blaisdale Montessori School, which has occupied the building since 1995.

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 Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport, 2010)
- *Standards and Guidelines for 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, 2020d)

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), 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) and municipal Terms of Reference, if available. The City of Pickering does not have Terms of Reference for the preparation of CHERs.

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 13 April 2021 by John Sleath, Cultural Heritage Specialist, Archaeological Services Inc. (ASI). The site visit included photographic documentation of the subject property only from the Kingston Road and Rougemount Drive rights-of-way. Permission to Enter (PTE) was requested by Metrolinx to the property owner to allow ASI to view the fence from the south, within the grassy area. Access to other parts of the property, including the structures, was not requested. While as of 26 April 2021, PTE has not been granted, 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 the cultural heritage resource.

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.);
- City of Toronto Archives (City of Toronto Archives, n.d.b); and
- Archives of Ontario (Archives of Ontario, n.d.).



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).

There are no other 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 that we are aware of.

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

2.3.2 Research Limitations

Research for this report was conducted in April 2021, during the COVID-19 global pandemic. Research limitations resulted from mitigation measures recommended by federal, provincial, and local governments. Of particular impact were the restrictions resulting from the Provincial State of Emergency declarations, first issued 17 March 2020, and the extension of orders under the Reopening Ontario Act on 20 August (Government of Ontario, 2020a, 2020b, 2020c, 2020e, 2020f, 2020g), that prohibited access to all non-digitized archival material.

3.0 HERITAGE RECOGNITIONS

3.1 Municipal

The subject property at 365 Kingston Road is not listed as a heritage property or designated under Part IV or V of the *Ontario Heritage Act* by the City of Pickering.

3.2 Provincial

The subject property at 365 Kingston Road 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 365 Kingston Road 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 365 Kingston Road 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 found to be disturbed with no potential. These findings are only for the portion of the subject property which are 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 reports.

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 April 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; April 2021; and 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 Project Study Area.</p> <p>More recently, the City provided a report that included four Cultural Heritage Resource Evaluations for properties along Kingston Road within the general proximity of the subject property. The properties included in the provided report have been recommended for listing on the City's Heritage Register. The City additionally confirmed there has not been any identification of the subject property as having heritage value and did not have additional information to provide. Staff also provided information regarding properties added to the City's Heritage Register, specifically 301 Kingston Road, 401 Kingston Road, and 1 Evelyn Avenue.</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.

6.2 Public Meetings/Public Consultation

The final CHER will go to public review through the 30-day review following the TPAP period. 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 this property was 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 gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-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

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.



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).

Additional oral history from CLFN and HWN is included in Appendix A.

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 Kingston Road within the Rouge Hill community.

The subject property was historically located within Concession 3 Broken Front in Lot 32 within the Township of Pickering in the County of Ontario. The property is located east of the Rouge River on the south side of Kingston Road, a significant roadway that was established in the late eighteenth century to serve as a connection between York (now Toronto) and Kingston. The subject property is located northeast of the original Rouge Hill settlement, established in the mid nineteenth century at the intersection of Kingston Road and present-day Altona Road.



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 on 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 Rouge Hill

This residential community is currently situated between Port Union Road and the Rouge River, south of Kingston Road and Highway 401 on part of Lots 33, 34 and 35, Broken Front Concession 2 in Pickering. Historically, however, Rouge Hill the name of a nearby nineteenth-century settlement. The settlement was established when a post office was opened on the corner of Kingston Road and present-day Altona Road to serve this part of Pickering in February 1852, with E.M.L. Playter as the first postmaster. The office was closed in October 1915, but re-opened in November 1953. The name of the office was changed to Pickering Sub-outlet #1 in March 1967, and to the Pickering-Rouge Hills Sub-outlet in June 1968. The name Rouge Hill was later applied to a twentieth-century residential development, on the other side of the Rouge River from the historical village settlement that originally bore its name. The original community contained at least two hotels and a number of houses, but it began to decline following the construction of the Grand Trunk in the 1850s. Three of the early houses still stand on the south side of Highway 401 opposite Altona Road (Mika & Mika, 1983).

7.3 Development of Major East-West Roadway Corridors

7.3.1 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).

7.3.2 Highway 401

Construction of Highway 401, a controlled access highway spanning Southern Ontario from Windsor to the Ontario/Quebec boundary, began after World War II and reached completion by 1968 (Bever, 2012; Ministry of Transportation and Communications, 1972). Plans to build Highway 401, originally known as the MacDonald-Cartier Highway, were realized in the late 1930s, however, construction was delayed due to the outbreak of World War II (Bever, 2012). The highway was built to relieve heavy traffic congestion on Highway 2, the main east-west transportation corridor in southern Ontario during the first half of the twentieth century. Certain areas of Highway 2 were of particular concern, and therefore the highway was built in sections to relieve traffic congestion where it was needed the most. The first section to be completed was the Toronto-Oshawa Highway in 1947. Construction began on the Toronto Bypass in the 1950s, reaching completion by 1956 (Bever, 2012).

The next phase in the construction of Highway 401 took place in the late 1950s and early 1960s (Bever, 2012). This phase included the following sections: Windsor to Tilbury; London to Woodstock; Milton to Toronto; Oshawa to Port Hope; Trenton to Belleville; and Kingston to Gananoque. The remaining phases were completed in the mid- to late 1960s. The final section of Highway 401 was completed between Gananoque and Brockville by 1968 (Bever, 2012).

The significance of Highway 401 as a transportation corridor across southern Ontario is best summarized by Professor E. G. Preva of the University of Western Ontario, as quoted in the document '401' *The MacDonald-Cartier Freeway*: "Highway 401 is the most important single development changing the social and economic pattern of Ontario. It is still transforming the province's economy and the social, work and spending habits of its people" (Ministry of Transportation and Communications 1972:1).

7.4 Historical Chronology and Setting

The 1860 *Tremaine's Map of the County of Ontario* (Tremaine, 1860) and the 1877 *Illustrated Atlas of the County of Ontario* (Beers, 1877) were reviewed to determine the historical setting of the subject property 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.

Land abstracts for Lot 32 within Concession 3 Broken Front indicate that the patent for the plotted land was first granted to William Holmes in 1789. Holmes was a surgeon, physician and army officer originally born in Ireland and trained in England before being stationed in Upper Canada and settling for a time in the Township of Pickering (Tunis, n.d.). Land transfers and further division of the lot are not recorded until nearly 40 years later, with the first recorded exchange occurring in 1838 which saw John Wesley acquiring 195 acres of land. Wesley's name appears on mapping from 1860 as the land owner of the lot where the subject property is located (Figure 3). The mapping illustrates an agricultural context within the area, with Kingston Road cutting across the land generally in an east-west direction and carrying over the Rouge River and Petticoat Creek. Several structures are indicated along Kingston Road west of the subject property including a few on Wesley's land. Beneath these structures is the label "Rouge Hill" suggesting settlement in the area at this time. Mapping from 1877 indicates that a post office was located at the intersection of Kingston Road and present-day Altona Road, within the collection of structure depicted in 1860 (Figure 4). In addition, a tavern and grist mill are also located within the Rouge Hill settlement. R. Rodd is labelled as the land owner of the lot south of Kingston Road on the 1877 mapping where the subject property is located. The instruments listed in for the lot are largely ineligible during this time period, though it appears that Rodd purchased the part of the lot located south of Kingston Road in 1874. The rail line for the Grand Trunk Railway (GTR) is depicted running in a north-south direction several lots east of the subject property.

The Rouge Hill settlement and the GTR persist into the twentieth century. Topographic mapping from 1914 indicates that the area maintained an agricultural land use, with the Rouge River and Petticoat Creek continuing to wind through the landscape (Figure 5). Wooden bridges are shown carrying Kingston Road and present-day Rosebank Road over branches of the creek. There are additional structures located along Kingston Road of both wood and stone construction, however, the area is relatively undeveloped. By 1936 the number of structures along the existing roadways has increased, and north of Kingston Road there are additional roadways with structures lining the new routes (Figure 6). South of Kingston Road, where the subject property is located, however, remains open agricultural land. Rouge Hill continues to be labelled as a village settlement and there is a density of structures surrounding the intersection of Kingston and Altona Roads. A major interruption to the agricultural landscape is illustrated in topographic mapping from 1943, which shows the introduction of Highway 401, which runs parallel to Kingston Road on its south side (Figure 7). Along with this major highway, several smaller roadways have been added to the road network, including Rougemount Road which bounds the east side of the subject property. A detail of an aerial photograph of the subject property taken several years later, in 1947, indicates that the subject property was undeveloped or retained crop fields and did not have any structures located on the current parcel (Figure 8). Rougemount Drive is visible running under Highway 401 south of the subject property. The surrounding area displays an agricultural land use with several farmsteads and smaller residential properties located along Kingston Road.

Aerial photography from 1954 displays a continued agricultural land use, with the Rouge Hill settlement located west of the subject property continuing to be labelled and the network of roadways illustrated



in 1943 having peristed (Figure 9). Farmsteads and small residential properties are located along the roadways, surrounded by cropfields and framed by the Rouge River to the west and Petticoat Creek to the east. A detail of 1957 aerial photography shows the subject property contained small, divided crop fields following the alignment of Kingston Road and a residence located close to the roadway in the northwest corner of the property (Figure 10). A greater density of residential properties are located along Kingston Road, however, open land persists beyond the structures. In 1962, the extant building on the northeast corner of the subject property is shown to be constructed in two narrow attached sections with an elongated footprint on the west half (Figure 11).² A slight peak is formed where the two halves meet on the north elevation. The one-storey concrete block structure was likely constructed to serve a commercial and/or industrial use.³ West of the structure a long driveway extends south from Kingston Road, with residential and auxillary structures located on both sides and the end of the drive. The area surrounding the residences is grassed with several trees and some vegetation. Additionally, the features on the property have been realigned to run parallel with Rougemount Drive. Another new structure is located off of Rougemount Drive on the parcel south of the subject property. Topographic mapping from 1976 indicates that the area surrounding and including the subject property has increased in density (Figure 12). Kingston Road and Highway 401 persist as significant roadways.

The transition from agricultural land uses to an area of greater density can be seen in the detail of an aerial photograph showing the subject from property from 1991 (Figure 13). A large strip plaza has been constructed on the southeast corner of Kingston Road and Rougemount Drive accompanied by an expanse of paved surface parking. Rougemount Drive is now visible carrying over Highway 401, indicating a roadway improvement. Additional areas of paved parking can also be seen in the former residential properties, suggesting a conversion from residential to commercial use along Kingston Road. The subject property has also incorporated an additional paved area, located west of the building on the corner, where a residence and grassed lawn were formerly located beginning in the 1960s over previously agricultural land. One of the residential buildings remains on the property.

The Blaisdale Montessori School moved into the building on the northeast corner of the subject property in 1995 and remains the current occupant (Blaisdale Montessori School, n.d.). The school operates as the Rougemount Campus at this location, and has additionally occupied the mid-century A-frame building noted on the 1962 aerial photograph located south of the subject property. Topographic mapping from 1994 indicates that the property is located within a growing area of density, with additional suburban neighbourhoods located to the northwest and southeast (Figure 14). The opening of the school in 1995 likely supported the growing suburban expansion beyond the commercial core on Kingston Road.

A review of contemporary satellite imagery illustrates that the subject property has remained much the same as it was in the 1990s (Figure 15). The exception to this includes the demolition of the residence on the west side of the property, now open grassed land, and the addition of a fence surrounding the north boundary of the portion of the property that contained that residence. The fence enclosure served to house Shaw's Garden Centre, which operated out of the enclosure from 2009 to 2014 based on historical streetview imagery. Currently, the enclosure does not appear to serve any function. The fence features textured concrete block pillars, aluminum balustrade and contemporary slab pavers

² The building is also visible in aerial photography from 1959 (not included in the report).

³ Without digitized copies of business directories for the area, there is limited available information currently accessible on the occupants of this building and its function.

forming a path into the fenced area from the parking lot to its east. The surrounding area displays a further development of the commercial presence on Kingston Road through the construction of additional strip plaza and further conversion of residential properties to commercial use.

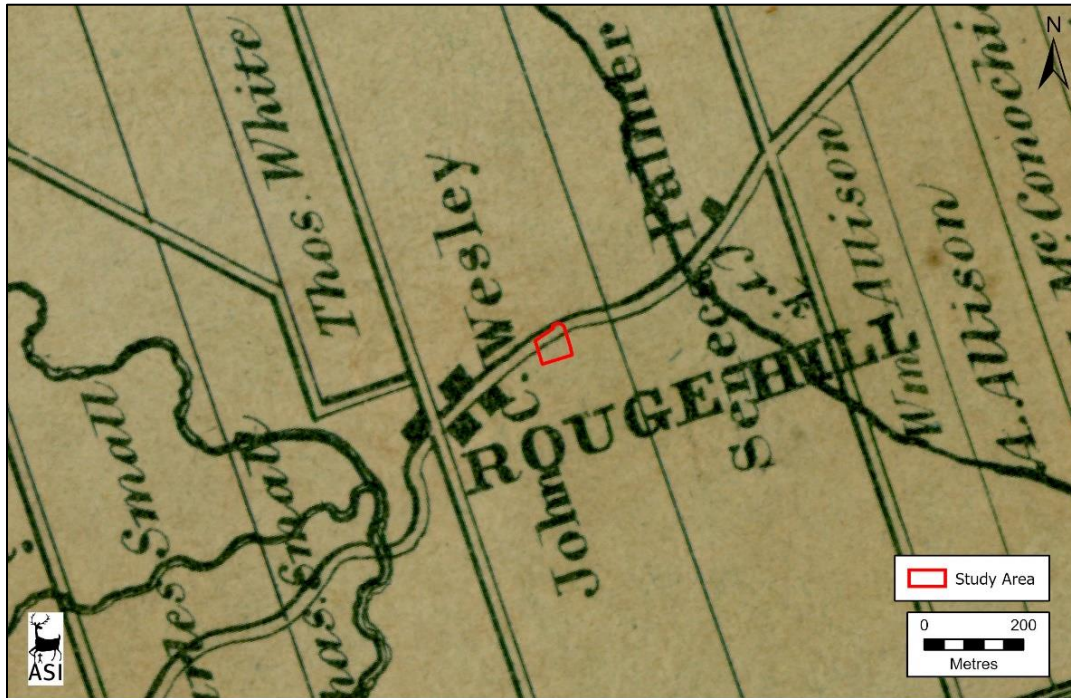


Figure 3: The location of the subject property overlaid on the 1860 Tremaine Map of the County of Ontario.

Source: Tremaine's Map of the County of Ontario, Upper Canada (Tremaine, 1860)



Figure 4: The location of the subject property overlaid on the 1877 *Illustrated Historical Atlas of the County of Ontario*.

Source: (Beers, 1877)



Figure 5: The location of the subject property overlaid on 1914 topographic mapping.

Source: Markham Sheet (Department of Militia and Defence, 1914)

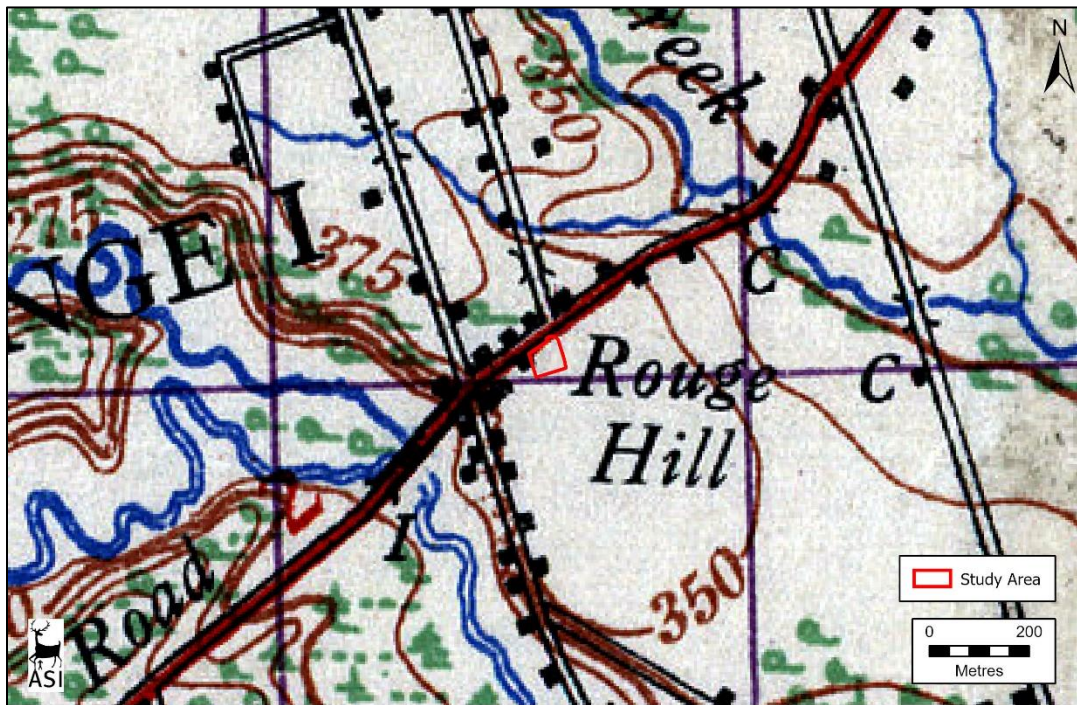


Figure 6: The location of the subject property overlaid on 1936 topographic mapping.
Source: Markham Sheet (Department of National Defence, 1936)

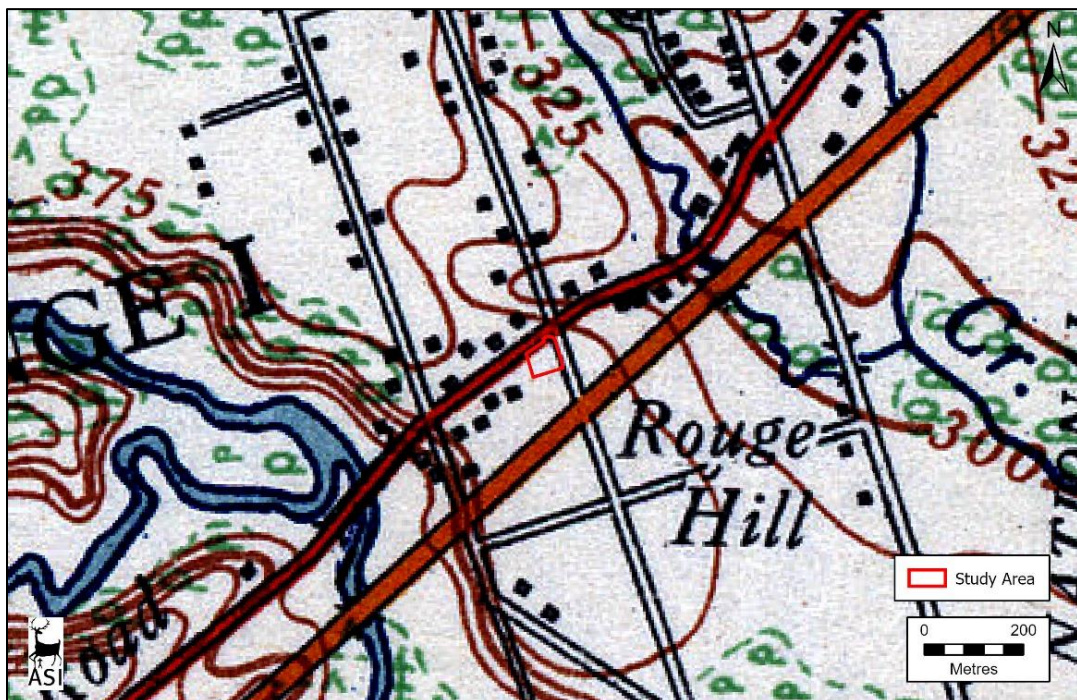


Figure 7: The location of the subject property overlaid on 1943 topographic mapping.
Source: Markham Sheet (Department of National Defence, 1943)

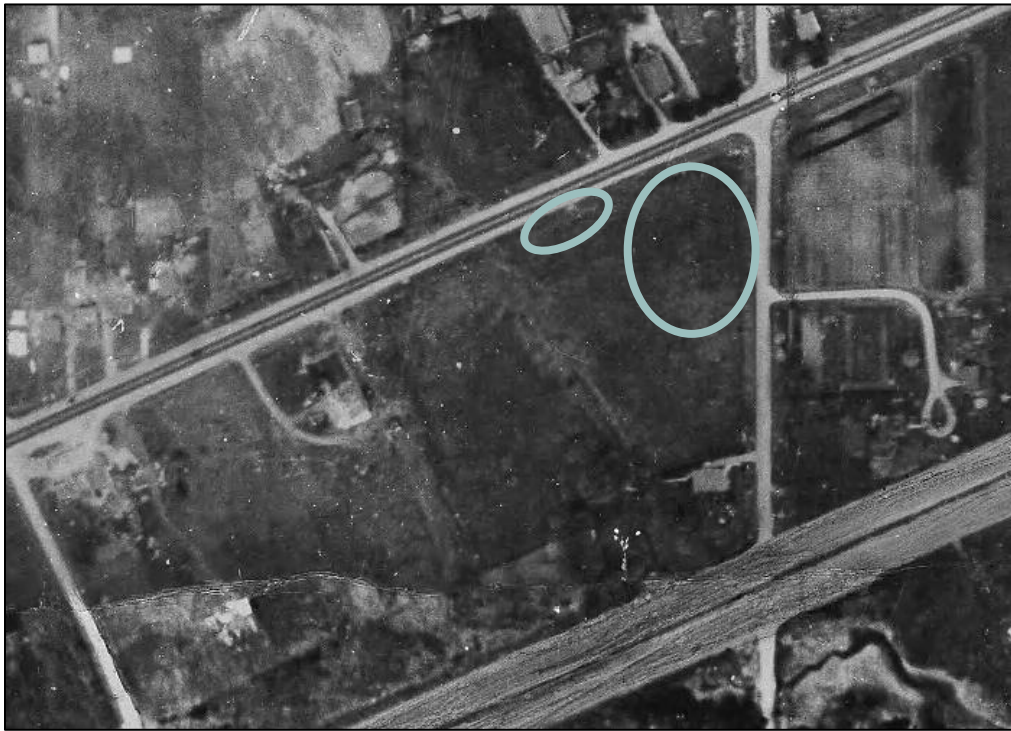


Figure 8: Detail of 1947 City of Toronto Aerial Photograph with approximate location of extant building and fence on subject property circled.

Source: *Toronto and York Planning Board Air Photographs* (City of Toronto Archives, n.d.-a)



Figure 9: The location of the subject property overlaid on 1954 aerial photography

Source: (Hunting Survey Corporation Limited, 1954)



Figure 10: Detail of 1957 City of Toronto Aerial Photograph with approximate location of extant building and fence on subject property circled.
Source: (City of Toronto Archives, n.d.-a)



Figure 11: Detail of 1962 City of Toronto Aerial Photograph with approximate location of extant building and fence on subject property circled.
Source: (City of Toronto Archives, n.d.-a)



Figure 12: The location of the subject property overlaid on the 1976 topographic mapping.
Source: (Department of Energy, Mines and Resources, 1976)



Figure 13: Detail of 1991 City of Toronto Aerial Photograph with approximate location of extant building and fence on subject property circled.
Source: (City of Toronto Archives, n.d.-a)

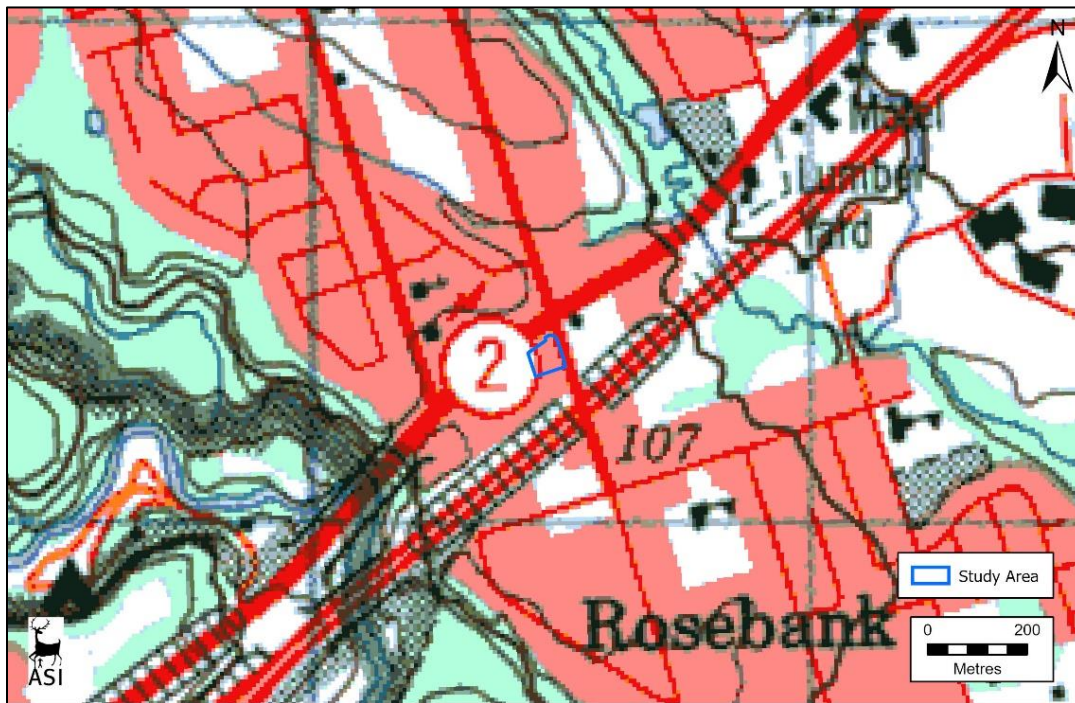


Figure 14: The location of the subject property overlaid on 1994 topographic mapping
Source: (Department of Energy, Mines and Resources, 1994)



Figure 15: The location of the subject property overlaid on contemporary satellite imagery.
Source: ESRI Ortho

8.0 DISCUSSION OF PHYSICAL AND DESIGN VALUE

8.1 Physical Characteristics

The subject property at 365 Kingston Road is located on the southwest corner of Kingston Road and Rougemount Drive (historically part of Lot 32 in Concession 3 Broken Front in the Township of Pickering, County of Ontario). The property contains a one-storey building located on the northeast corner of the property and is currently operating as the Rougemount Campus of Blaisdale Montessori School. A site visit to document the property was conducted from publicly-assessible right-of-ways on Kingston Road and Rougemount Road. Photographic plates of the school building (Plate 1 to Plate 5) and fence feature (Plate 6 and Plate 7) are provided in Section 8.1.1. West of the school is a paved parking lot that wraps around the west and south elevations of the school. A grassed area is located west of the parking lot, separated by a chainlink fence, and a fence feature containing textured concrete block pillars and aluminum balustrade is located on the north side of this grassed portion, running along the south side of the sidewalk for Kingston Road.

The school building is constructed with concrete blocks and was built on the property between 1957 and 1959 (based on aerial photographs) in a commercial and/or industrial built typology (Plate 1). The building is composed of two sections that are attached longitudinally. A slight peak is formed in the footprint of the building where the two sections meet on the primary elevation fronting Kingston Road (Plate 2). An entrance to each section is located on the primary (north) elevation, as well as window openings that are somewhat regular in their placement. The building features a flat roof with parapet wall and decorative mansard feature with gable elements on the north and east elevations. The decorative mansard feature with gable elements is likely a later alteration to the street-facing elevations. These elevations are also clad with vertical wood siding. A detail of the northwest corner of the building indicates that brick may be located on the north elevation beneath the siding (Plate 3). The west elevation is composed of painted concrete masonry units with varying window openings located along the façade (Plate 4). Two large window openings on this façade are notable for their size and are similar dimensions to garage door openings in commercial auto shops and garages. The rear elevation of the building more clearly displays the two sections that comprise the building form (Plate 5). The west section extends further south than the east, and the roofline of the east section is slightly lower than the west. Additionally, a parapet divides the east and west sections. Secondary entrances are provided on the east elevation of the extended west section, and the south and east elevations of the east section.

The fence feature located on the north boundary of the grassed portion of the subject property is composed of three pillars of concrete block designed to look like stone that mark the corners of the fenced area (Plate 6). A cap stone of one of the pillars is detached and located on the ground nearby. Painted aluminum fencing connects the concrete pillars, which is showing signs of deterioration and rusting. A gated opening in the east side of the fence provides access to the area from the paved parking lot located between the fence and the school building. Contemporary slab pavers lead into the fenced area from the parking lot. A shallow grassed ditch separates the fence feature from the paved pedestrian sidewalk that runs along the south side of Kingston Road (Plate 7). This fenced area was formerly used as an enclosure for a garden centre based on a review of historical Google Streetview imagery, however, it is unclear if it is used by the school in any capacity at present.



8.1.1 Existing Conditions Photographs



Plate 1: North elevation of school building located at 365 Kingston Road (ASI 2021).



Plate 2: Northeast corner of the school building (ASI 2021).



Plate 3: Detail of northwest corner showing concrete masonry units and brick likely indicating a brick façade beneath the wood siding on the north elevation (ASI 2021).



Plate 4: West elevation of 365 Kingston Road. Note the large rectangular windows (ASI 2021).



Plate 5: Rear elevation of school building (ASI 2021).



Plate 6: Fence feature comprised of concrete pillars and aluminum balustrade accessed from the paved parking lot on the subject property (ASI 2021). Formerly used as a garden centre based on a review of Google Streetview imagery.



Plate 7: Looking west with fence feature (left) separated from sidewalk along Kingston Road (right) (ASI 2021).

9.0 DISCUSSION OF CONTEXTUAL VALUE

9.1 Setting and Character of the Property and Surroundings

The subject property at 365 Kingston Road is in the City of Pickering on the southeast corner of Kingston Road and Rougemount Road. Photographic plates of the area context are provided in Section 9.1.1. The Kingston Road corridor is an east-west oriented roadway with primarily commercial uses, with commercial plazas occupying the northeast and south east corners of the intersection and several commercial properties located along the roadway (Plate 8 and Plate 9). The northwest corner is currently slated for redevelopment which will introduce a low-rise multi-unit residential building to the property. Kingston Road carries two lanes of traffic in each direction and is public transit route. A transit stop and bus shelter is located adjacent to the subject property on the south side of Kingston Road (Plate 10). Highway 401 is located south of the subject property, with Rougemount Drive carrying over the major highway (Plate 11).

9.1.1 Context Photographs



Plate 8: Looking northeast towards the intersection of Kingston Road and Rougemount Drive from the subject property (ASI 2021).



Plate 9: Looking north on Rougemount Drive towards school building on subject property (left) and commercial plaza (right) (ASI 2021).



Plate 10: Looking west along Kingston Road from the north side of the subject property with fence feature and bus shelter visible (ASI 2021).



Plate 11: Looking northwest towards subject property (centre) and roadway bridge carrying Rougemount Drive over Highway 401 (left) (ASI 2021).

9.2 Community Landmark

While visible in the landscape to motorists on Kingston Road and Rougemount Drive, the subject property at 365 Kingston Road is not considered to be a landmark within the community at large, to motorists or pedestrians on Kingston Road. The subject property is not considered to be a gateway structure and is not considered to be a landmark commercial or industrial structure in the local context.

10.0 COMPARATIVE ANALYSIS

Properties designated under Part IV and Part V of the *Ontario Heritage Act* were reviewed to identify comparable buildings for the purposes of establishing a comparative context for evaluation the subject property. The original use of the subject property is unknown, though suspected commercial and/or industrial, that was later converted to a school with a date of construction in the 1950s and located on Kingston Road. These property details formed the basis for the comparative analysis. The fence feature, which served as a garden centre in the 2000s, was constructed within the past 30 years and does not warrant further investigation.

The City of Pickering has one designated property located on Kingston Road that is additionally a commercial property, however, it was constructed in the nineteenth century and therefore does not provide suitable comparison. There is one property located near the subject property at 401 Kingston Road that is listed by the City of Pickering's Heritage Register (City of Pickering, 2021) that also features a building converted to function as a Montessori School.

401 Kingston Road –Listed Property – City of Pickering



Figure 16: 401 Kingston Road, 2020 (Branch Architecture)

The property features an early twentieth-century bungalow that has been converted to a school for use by the Montessori Learning Centre of Pickering (Figure 16). Similar to the subject property, a conversion from original use to educational has occurred, however 401 Kingston Road represents an architecturally

and contextually more significant structure than the one extant at 365 Kingston Road (Branch Architecture, 2020).

As few designated properties within the City of Pickering are comparable to the subject property, an additional review of the Municipal Register for the nearby Town of Ajax was also conducted. The Town of Ajax has four properties designated under Part V that are comparable in age and function to the subject property, and all are located on Old Kingston Road (historically part of the original roadway corridor). Additionally, three listed industrial properties that have a similar date of construction to the subject property have been included for their comparable use of materials and date of construction.

6 Old Kingston Road – Designated Part V – Town of Ajax



Figure 17: 6 Old Kingston Road (Town of Ajax Heritage Register)

The commercial building located at 6 Old Kingston Road is part of a commercial streetwall (Figure 17). The frame structure with buff brick exterior was constructed in 1953 in a vernacular style with an angled storefront on the first storey typical of its period (Town of Ajax & Town of Ajax Heritage Advisory Committee, 2013).

22-28 Old Kingston Road – Designated Part V – Town of Ajax



Figure 18: 22-28 Old Kingston Road (Town of Ajax Heritage Register)

The commercial building located at 22-28 Kingston Road was constructed in 1960, though the structure has been altered over time (Figure 18). The one-storey, polychrome brick-clad building is located on the site of the Pickering Dairy (Town of Ajax & Town of Ajax Heritage Advisory Committee, 2013).

32-36 Old Kingston Road – Designated Part V – Town of Ajax



Figure 19: 32-36 Old Kingston Road (Town of Ajax Heritage Register)

The Modernist commercial building located at 32-36 Old Kingston Road was constructed c. 1950 (Figure 19) (Town of Ajax & Town of Ajax Heritage Advisory Committee, 2013). The one-storey structure features expansive glazing on the street-facing elevation with signage that spans the length of the façade. The building has been minimally altered.

56 Old Kingston Road – Designated Part V – Town of Ajax



Figure 20: 56 Old Kingston Road (Town of Ajax Heritage Register)

The former commercial building at 56 Old Kingston Road was constructed in 1956 then renovated in 1998 when it was occupied by the Blaisdale Montessori School (Figure 20) (Town of Ajax & Town of Ajax Heritage Advisory Committee, 2013). The one-storey building has a side gable roof with centre gable feature on the street-facing elevation and painted vertical wood siding cladding the exterior. A paved parking lot is located adjacent to the school building. The property was the local IGA supermarket prior

to occupation by the Montessori School. The exterior alterations that occurred during the conversion to a school are similar in approach and aesthetic to the subject property at 365 Kingston Road in the City of Pickering.

160 Dowty Road | 234 MacKenzie Avenue | 405 MacKenzie Avenue – Listed Properties - Town of Ajax



Figure 21: 160 Dowty Road, 234 MacKenzie Avenue and 405 MacKenzie Avenue (Town of Ajax Inventory of Non-Designated Heritage Properties)

The three listed properties located at 160 Dowty Road, 234 MacKenzie Avenue and 405 MacKenzie Avenue have been combined in this comparative analysis as all three were constructed for the Armament Manufacturing Facility within the same year and in close proximity to each other (Figure 21) (Town of Ajax & Town of Ajax Heritage Advisory Committee, 2018, p.). The industrial properties were constructed in 1942 and follow a utilitarian design, with function superseding architectural style. All appear to be concrete block or steel frame construction with variations in form and openings to serve functional needs of the industrial property. These properties are not located on or in proximity to Kingston Road.

Summary

The eight identified comparative buildings represent a range of architectural, historical, and contextual values that have been identified through their various recognitions. Each property presents a stronger or more suitable example of the values expressed in comparison to the subject property.

11.0 HERITAGE EVALUATION

The evaluation of the subject property at 365 Kingston Road using the criteria set out in *Ontario Regulations 9/06* and *10/06* is presented in the following sections (Table 2 to Table 3).

11.1 Ontario Regulation 9/06

Table 2: Evaluation of 365 Kingston Road – *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,	N	The subject property contains a c. 1958 one-storey building that formerly was commercial/industrial

expression, material or construction method;		use, a parking lot, open grassy area, and a fence feature that was constructed within the past 30 years. The building is constructed using concrete masonry units and features a flat roof. The north and east elevations have been clad with vertical wood siding and contains a decorative mansard feature. The building is not representative of any particular architectural style or construction method. The building is not expressive or exemplary of a particular building type, furthered by the alterations that have occurred over time and conversion to use as a school. The fence feature located on the property which housed a garden centre in the 2000s was added within the past 30 years and not considered to be of exceptional note or merit. The subject property is not considered to be a rare, unique, representative or early example of a style, type, expression, material or construction method and does not meet this criterion.
ii. displays a high degree of craftsmanship or artistic merit; or	N	The property at 365 Kingston Road does not meet this criterion. The building on the property is of indistinct design and the former commercial/industrial structure has been altered through the addition of siding and decorative elements on its street-facing elevations. The fence feature on the property is a recent addition and is displaying material failure. There is no evidence of exemplary craftsmanship or artistic merit in the design or construction of any structures on the property.
iii. demonstrates a high degree of technical or scientific achievement.	N	The subject property does not meet this criterion. Based on the available data, it is not known to demonstrate 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;	N	The subject property is located within Lot 32, Concession 3 Broken Front in the former Township of Pickering. The property had an agricultural land use until the mid-twentieth century when the extant building was constructed. It is not known who first occupied this building, and what use it had following its construction c. 1958, however, available records do not indicate a person or organization of significance was located here. The Blaisdale Montessori School has been operating out of the building since 1995, but do not appear to have any outstanding associations or significance within the

		community. As such, this property does not meet this criterion.
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 property at 365 Kingston Road is not known to meet this criterion. The architect of the extant building, if one was utilized, 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;	N	The subject property is not significant to defining, maintaining or supporting the character of its surroundings. The subject property does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	The subject property at 365 Kingston Road does not meet this criterion. The property is linked to its immediate surroundings and is associated with the property located to the south as an extension of the school campus, however, it does not have a significant relationship to its broader context. As such, it is not considered to retain physical or visual links to its surroundings.
iii. is a landmark.	N	While located on the corner of an intersection on the prominent Kingston Road corridor, the subject property is not considered to be a landmark to motorists or pedestrians. The subject property is not considered to be a gateway structure or to be a landmark commercial or industrial structure in the local context.

11.2 Ontario Regulation 10/06

Table 3: Evaluation of 365 Kingston Road – 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 commercial/industrial 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 365 Kingston Road does not retain 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.

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*. This evaluation determined that the property at 365 Kingston Road does not meet the criteria outlined in *Ontario Regulations 9/06* and *10/06*, and therefore does not have CHVI.



The following recommendations are proposed for the property at 365 Kingston Road:

1. The 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.
2. 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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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.

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."

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.

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.

The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

****This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.****

Publication reference:

Gitiga Migizi and Julie Kapyrka

2015 Before, During, and After: Mississauga Presence in the Kawarthas. In *Peterborough Archaeology*, Dirk Verhulst, editor, pp.127-136. Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society

Additional Community Perspectives:

****The following perspectives come from a June 2021 letter provided to Metrolinx from Curve Lake First Nation, on file with ASI.****

Curve Lake First Nation

2021 Curve Lake First Nation Review/Comments for: Cultural Heritage Evaluation Report: 571 Kingston Road West, 575 Kingston Road West, 577 Kingston Road West AND 579 Kingston Road West Town of Ajax, Ontario.

“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.”

“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.”

“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.”

“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. “

“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.”

“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 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><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 Nionwentsïo, 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>**This historical context was provided by Maxime Picard in a December 2020 email to Metrolinx, on file with ASI**</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>