

**Appendix E.11**  
**Heritage Impact Assessments**

**Heritage Impact Assessment**

**10951 Highway 50  
City of Vaughan, Ontario**

**Highway 50 and Mayfield Road  
Class Environmental Assessment**

Prepared for:

**HDR|itrans**

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ASI File 11EA-075

January 2012 (Revised February 2012)



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## Heritage Impact Assessment

10951 Highway 50  
City of Vaughan, Ontario

### Highway 50 and Mayfield Road Class Environmental Assessment

#### EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by HDR|jTRANS to conduct a Heritage Impact Statement (HIA) of the property at 10951 Highway 50 as part of the Highway 50 and Mayfield Road Class Environmental Assessment in the City of Vaughan and City of Brampton, Ontario. The subject property is located in the northeast part of the City of Vaughan and includes a nineteenth-century frame dwelling, an outbuilding, and a rural landscape. The subject HIA is a result of a recommendation in the *Cultural Heritage Assessment Report: Highway 50 and Mayfield Road Class Environmental Assessment*, prepared by ASI in 2010-2011, which made the following recommendation: “BHR 4 (10951 Highway 50): Direct impacts to this cultural heritage resource are expected through removal of the farmhouse. A heritage impact assessment by a qualified heritage consultant is recommended.”

Based on the results of archival research, a field review, and heritage evaluation, the property at 10951 Highway 50 in the City of Vaughan was determined to retain cultural heritage value following application of Regulation 9/06 of the *Ontario Heritage Act*. Its heritage significance revolves around its design, associative, and contextual-related values. Given that the subject property was determined to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The one-and-a-half storey frame farmhouse at 10951 Highway 50 is expected to be directly impacted through displacement by the proposed Highway 50 road improvements. As a result, the following recommendations have been made based on the determined heritage values of the resource and in consideration of overall impacts to the property:

1. If technically feasible, retain the farmhouse in situ by altering the proposed design, such as through minimization of lane widths.
2. To ensure that the structure does not succumb to vandalism, premature decay, and/or arson, the following measures should be undertaken immediately to mitigate negative impacts given that the structure is vacant:
  - a) Prepare a condition assessment of the building. A structural engineer can be consulted in this regard to assess any required repairs that need to be undertaken to stabilize the building in the short and long term;
  - b) Based on the results of the condition assessment, stabilize identified components of the building;
  - c) Examine the interior of the building for evidence of animals and/or insects. If detected, seal off access to the structure and exterminate if necessary;
  - d) Protect the exterior from moisture penetration. As such, roofing materials, foundation, and window treatments should be examined by a qualified contractor in this regard;
  - e) All main floor windows and entrance ways should be boarded up and securely locked;
  - f) Exterior doors should be reinforced with full, non-removal locking mechanisms;



- g) Ensure that adequate ventilation to the interior is maintained. A mechanical engineer should be consulted to ensure that a suitable interior climate is achieved; and
  - h) It is recommended that the property be visited on a frequent basis. Volunteers, including heritage stakeholders, may be consulted in this regard.
3. Relocate the subject resource within its existing lot in a manner that makes limited to minimal changes to its heritage character. Such a mitigation strategy would include documentation of the building in advance of relocation, and development of a relocation plan which would lay out the actions required and responsibilities of stakeholders in order to relocate and re-use the resource. Where this is not feasible, consideration should be given to relocating the resource to an appropriate nearby lot.
  4. If it is determined that the subject resource will not be relocated and adaptively re-used, landscape features and building remnants should be retained where possible, and a commemoration strategy developed, to evidence historic uses and contextual values, recognizing the role that land and place play in expressing the heritage significance of this resource.
  5. Should relocation of the resource not be feasible, and where demolition activities are anticipated, full documentation of the resource and a salvage plan should be implemented. Demolition and salvage activities should be monitored by a qualified professional for documenting any additional features uncovered during the demolition process. Additionally, if any old documents are found during the course of demolition, such as old newspapers, land deeds, letters, photographs, et cetera, these should be filed with the City of Vaughan.

Finally, this report should be submitted to the Cultural Services Department and the Heritage Committee at the City of Vaughan for review and comment, and subsequently filed and archived with the City of Vaughan Archives.





**ARCHAEOLOGICAL SERVICES INC.  
ENVIRONMENTAL ASSESSMENT DIVISION**

**PROJECT PERSONNEL**

|                                      |  |
|--------------------------------------|--|
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## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by HDR|iTRANS to conduct a Heritage Impact Statement (HIA) of the property at 10951 Highway 50 as part of the Highway 50 and Mayfield Road Class Environmental Assessment in the City of Vaughan and City of Brampton, Ontario. The subject property is located in the northeast part of the City of Vaughan and includes a nineteenth-century frame dwelling, an outbuilding, and a rural landscape (Figure 1). The subject HIA is a result of a recommendation in the *Cultural Heritage Assessment Report: Highway 50 and Mayfield Road Class Environmental Assessment*, prepared by ASI in 2010-2011, which made the following recommendation: “BHR 4 (10951 Highway 50): Direct impacts to this cultural heritage resource are expected through removal of the farmhouse. A heritage impact assessment by a qualified heritage consultant is recommended.”

This research was conducted under the project direction of Rebecca A. Sciarra, Cultural Heritage Specialist, ASI. The present report follows the City of Vaughan’s *Guidelines for Cultural Heritage Resource Impact Assessment Reports* (City of Vaughan 2011). Research was completed to investigate, document and evaluate the cultural heritage resources within the study area. To assess the potential impacts of the undertaking, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010). This document will provide:

- a description of the cultural heritage resource, including location, a detailed land use history of the site and photographic documentation;
- a description of the site’s cultural heritage value as based on archival research, site analysis, and municipally accepted criteria for establishing cultural heritage significance;
- assessment of impacts of the proposed undertaking; and,
- appropriate conservation measures and intervention strategies.

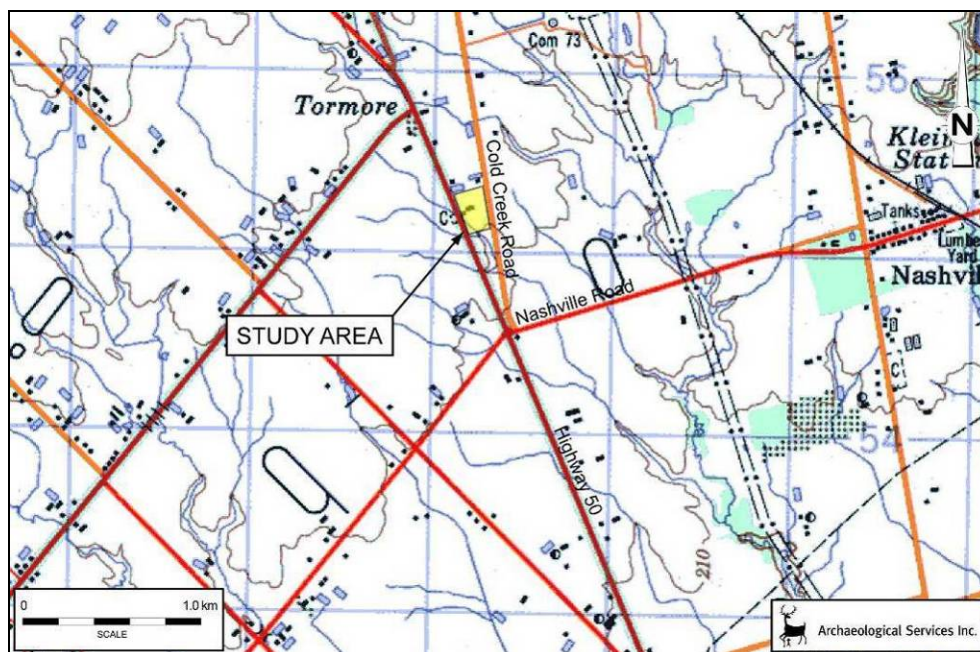


Figure 1: Location of the study area in the City of Vaughan  
Base Map: NTS Map, Bolton 30-m-13, 1994

## 1.1 Location and Property Description

The property at 10951 Highway 50 is located in the northwest part of the City of Vaughan, on the east side of Highway 50, just north of Nashville Road. The frame house fronts on to Highway 50, and the only other remaining building on the property is a shed, located just behind the house. The property is currently used as an automobile scrap yard. As such, the area around the house and shed is full of automobile parts. There are some remnant tree lines along the driveway, which cut across the property to Cold Creek Road, which the parcel backs on to. The house and driveway are bounded by fields to the north and south, although the field to the south has recently been overturned by construction vehicles. The property is triangular shaped.

## 1.2 Present Owner Contact

The property at 10951 Highway 50 is currently owned by an Ontario numbered company, 2157160 Ontario Inc. Access to the property was provided by a Capital Acquisition Agent from the Regional Municipality of Peel, who arranged for the site visit with the property owner. The current property owner purchased the subject property in 2007. In order to widen Highway 50 to the east, the Regional Municipality of Peel will be acquiring the portion of the property that includes the nineteenth-century farmhouse.

## 1.3 Policy Framework

The authority to request this heritage assessment arises from the *Environmental Assessment Act* and Section 2(d) of the *Planning Act*.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The *PPS* indicates in Section 4 - Implementation/Interpretation, that:

- 4.5 The official plan is the most important vehicle for implementation of this Provincial Policy Statement.



Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that “Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeological Resources*, makes the following relative provisions:

- 2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.
- 2.6.3 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigation measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.

In the City of Vaughan, Section 1.4 of the council-approved “Strategy for the Maintenance & Preservation of Significant Heritage Buildings” has the following provision as it relates to Cultural Heritage Resource Impact Assessment requirements:

Policy provisions requiring Cultural Heritage Resource Impact Assessment reports by heritage property owners shall be included in the City’s Official Plan and Official Plan Amendments. Cultural Heritage Resource Impact Assessment (CHRIA) reports will provide an assessment of the heritage site or property and the impact the proposed development will have on the heritage structure. CHRIA reports will also include preservation and mitigation measures for the heritage property.

## **1.4 Municipal Consultation**

The City of Vaughan was contacted in November 2011 to confirm the level of significance of the property and request additional information. It was confirmed that 10951 Highway 50 is not listed on the City of Vaughan’s Heritage Register. The property is, however, recognized as a building of interest on the



Vaughan Heritage Inventory. It is identified as the Thomas Shuttleworth House, with an estimated construction date of circa 1875.

## **2.0 HISTORICAL BACKGROUND**

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 Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following sections provide the results of archival research.

The subject property is located on part of Lot 27, Concession XI in the former Township of Vaughan, County of York, and presently in the City of Vaughan. The property is located on the west side of the lot, fronting on to Highway 50, an important historical thoroughfare travelling north-south through the region. The closest historical settlement is the hamlet of Tormore, which is located to the north. The property is currently uninhabited, although used as an automobile scrap yard, and features a remnant farm complex consisting of a dwelling, a shed, and a rural landscape.

### **2.1 Township Survey and Settlement**

The land within the Township of Vaughan was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in 1796. The township was named in honour of Benjamin Vaughan, who was one of the negotiators for the Treaty of Paris which ended the American Revolutionary War in 1783. In 1805, Boulton (1805:89) described that the soil in Vaughan was “much improved,” and due to its proximity to York “may be expected to form an early and flourishing settlement.” Vaughan was initially settled by Loyalists, the children of Loyalists, disbanded soldiers, and by Americans including the Pennsylvania Dutch, French Huguenots, and Quakers. By the 1840s, the township was noted for its excellent land and “well cleared and highly cultivated farms” (Armstrong 1985:148; Reaman 1971:19; Rayburn 1997:355; Smith 1846:199). In 1971, the Township of Vaughan merged with the village of Woodbridge to form the Town of Vaughan. In 1991, it was officially incorporated as the City of Vaughan.

#### **2.1.1 Tormore**

This post office village was located at the junction of Toronto Gore Township and Albion Township in the County of Peel, and Vaughan Township in the County of York. The village was originally called “Hart’s Corners” or “Hartville” in honour of a settler named Robert Hart. The post office was established here in 1861, and named by post master William Graham. The village contained a store, hotel, weaver, wagon maker, plough maker, blacksmith, Temperance House and school. The population numbered about 50 (Crossby 1873:336; Heyes 1961:285-287; Charters 1967:267).

### **2.2 Land Use History**

The following land use history is based on a combination of land registry records, historic mapping, census records, assessment/collector rolls, and local history resources where available. For ease of description, this section has been divided into time periods which correspond to property ownership.



Historically, the property is located in Lot 27, Concession XI, in the Township of Vaughan, County of York.

### **2.2.1 1800 - 1849**

The Crown Patent for Lot 27, Concession XI in the Township of Vaughan was granted by the Crown to Walter Roe in 1800. In 1833, the property was purchased by William Roe. William Roe also acquired a £300 mortgage that year. In 1846, the property was sold to John Train. Three years later, in 1849, Mr. Train sold the 12-acre property to George Peckett (sometimes Pickett).

The 1837 *Toronto and Home District Directory* does not record a William Roe, or any member of the Roe family, as living in the Township of Vaughan at that time. A search for the names of John Train and George Peckett, subsequent owners of the property, was not successful.

The 1842 Census Returns did not provide any relevant information, given that it recorded aggregate returns only, rather than personal returns.

According to the *History of Toronto and County of York, Ontario* (Mulvany et al 1885: 369), John Train resided on Lot 28, Concession VIII in the Township of Vaughan in the year 1885. His father, Christopher Train, first bought a farm in Vaughan Township in circa 1834 on part of Lot 20, Concession X, and later bought a farm at Elder's Mill. John Train continued in the saw-mill business and operated one on his property on Lot 28, Concession VIII. No reference to the subject property was made; suggesting it was purchased by Mr. Train as an investment in addition to his existing land holdings.

There are no other archival records available from this period.

### **2.2.2 1849 - 1863**

George Peckett retained possession of the property until 1863, at which time he sold 10-acres to Thomas Shuttleworth. The remaining two acres located at the north end of the lot were sold to Thomas Richardson, who already owned/occupied Lot 28, to the north of the subject lot. The subject property is located on the 10-acre property. No mortgages were recorded during this period.

The 1851 Census Returns (District 5, Page 327) indicates that George Peckett was a 70 year-old English farmer who lived with his wife, Elizabeth D., in a log house. The Agricultural Census for that year records that Mr. Peckett owned 15-acres<sup>1</sup> of land in Lot 27, Concession XI, of which nine-and-a-half acres were under cultivation.

The 1861 Census Returns (District 5, Page 155) records that George Peckett was a 79 year-old retired English-born farmer who lived with his wife, Elizabeth, in a one storey log house. A review of District 5 of the Agricultural Returns for this year failed to locate Mr. Peckett, and therefore reference to the location of his log house is not confirmed. It is of note that his neighbours in surrounding lots and

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<sup>1</sup> There were various discrepancies regarding the number of acres contained in Lot 27, Concession XI, Township of Vaughan. The Land Registry Abstract Index recorded 12-acres, while the Census Returns recorded 15-acres, and the Assessment Rolls from the late 1890s recorded 13-acres. One possible explanation is that owners of Lot 27 also owned additional land located in adjacent Lot 26, which was a very small parcel, and which is reflected in certain documents and not in others. The numbers are recorded in this report as they appear in the archival documents.



concessions were listed in the Agricultural Returns, suggesting that he was not included because he did not own or operate a farm.

The 1860 *Tremaine's Map of the County of York* illustrates that George Peckett owned the subject lot. No features, such as a farmhouse, are shown on the parcel at this time (Figure 2).

### 2.2.3 1863 – 1905

The 10-acre property remained in the Shuttleworth family until 1905. Thomas Shuttleworth owned the property until 1881, at which time he passed away and his estate was left to his wife and children. In 1894, Mary Shuttleworth (nee Train) passed away, after which it appears that her youngest son, Edwin Shuttleworth, secured ownership of the subject property from the other executors of the property through a series of quit claims. No mortgages were recorded during this period. In 1905, the 10-acre property and buildings on the property were purchased by John Culham for \$1,135.

Archival records from this period indicated that Thomas Shuttleworth purchased the subject property as an investment and to increase his landholdings, likely to give to his children as they set out on their own. The 1851, 1861, 1871 and 1881 Census Returns for the Township of Toronto Gore confirm that Thomas Shuttleworth lived across the road in the Township of Toronto Gore, and worked as a blacksmith. Born circa 1825 in England, Thomas was married to Mary, and together they had ten children: Ellen (b. 1852); Elizabeth (b.1853); John (b.1856); William (b.1857); Thomas (b.1859); James (b. 1864); Robert (b.1866); Albert (b.1868); Edwin (sometimes Edmund or Edward, b.1871); and Mary (b.1873). In 1861, Thomas employed one servant, and had one apprentice – John Witherspoon. In 1881, he had another apprentice – 24 year-old Thomas Barons.

Thomas Shuttleworth's place of residence was located in the southwest corner of present day County Road 50 and Mayfield Road, in the hamlet of Tormore. From 1874 until 1880, Thomas Shuttleworth served as postmaster (O'Rourke 1983:111-112).

A review of the Agricultural Returns for the 1871 Census for the Township of Vaughan confirmed that no one was living on the subject property at this time. By 1878, however, the *Illustrated Historical Atlas of the County of York* confirms that a farmhouse was located on the subject lot, in approximately the same location as the subject dwelling at 10951 Highway 50. It is not known if the dwelling represented on the 1878 *Atlas* corresponds to the log house inhabited by Mr. and Mrs. Peckett in 1851 and 1861, or the subject one-and-a-half frame house later occupied by Edwin Shuttleworth. Further, it confirmed that the lot, as well as Lot 26 to the south, was under the ownership of Thomas Shuttleworth (Figure 3).

Similar to the 1871 Census, the 1871/2 *York County Gazetteer* (McEvoy & Co 1872) did not list any one as living on Lot 27, Concession XI. The next available township directory is the 1886/7 *County Directory*, which lists three occupants in the subject lot: Mrs. Shuttleworth; Robert Robinson, freeholder; and Adam Coulter, tenant.

The 1891 Census Returns (District E-9, Page 25, Household 114) records that Mary Shuttleworth, a 60 year-old widower from England, lived with her 20 year-old son, Edwin, her daughter Ellen Robinson (nee Shuttleworth), 39, her niece Eva M., 8, and daughter Mary Shuttleworth, 18. The family lived in a two storey frame house with six rooms.<sup>2</sup> Living next to the Shuttleworth family was the Coulter family. Adam Coulter is listed as a 37-year old farmer, who lived with his parents. This suggests that Mrs.

<sup>2</sup> 1 ½ storey houses are often mistaken as two storey houses in early census records.





Shuttleworth and her children were living on the subject lot by 1886/7, perhaps moving here after her husband passed away a few years earlier. They were likely leasing the farmland to the Coulter family, thus indicating why Adam Coulter was a tenant on this property.

The 1896 and 1898 *List of Voters for the Municipality of Vaughan* indicates that Mr. Edwin Shuttleworth lived on Lot 29, Concession XI. Instead, Oliver F. Train, a tenant, was farming 13 acres in Lot 27, Concession XI (in addition to other lands).

The 1901 Census Returns (District i-8, Page 1) records that Edwin and Annie Shuttleworth lived next door on Lot 26, Concession XI. They lived in a frame house with seven rooms and owned 13-acres of land, one dwelling house, one store/warehouse, and one barn/stable. Adam Coulter, a 47 year-old farmer, lived on the subject property with his 84 year-old widowed mother, Elizabeth, and 39 year-old sister, Mary. They lived in a frame house with six rooms and owned a total of three acres, one dwelling house and three barns.

The Assessment Rolls for this township are available from 1897 onwards. Contrary to the Voter's List and the Census Returns, the 1897, 1898 and 1901 Assessment Rolls indicate that Edwin occupied the subject lot. The 1897 Assessment Rolls record that Edwin Shuttleworth, 28, yeoman of Tormore, owned and farmed 13-acres in Lot 27, Concession XI, and the total value of real property was \$700. He lived on the property with his wife, and they owned one cattle and one horse. It also shows that he was farming the 49-acre Lynch Estate located on Lot 31, Concession 10. The 1898 and 1901 Assessment records the same information, except that he was no longer farming the Lynch Estate. The 1901 Assessment records that he was a carpenter.

#### **2.2.4 1905 – 1921**

John Culham retained ownership of the property until 1911, at which time it was purchased by George Hunter for \$1,500. The Tax Assessment for 1905 confirms that John Culham, yeoman, owned/occupied the subject 13-acre parcel, now valued at \$750. A year later, tenant farmer Charles W. Jones was recorded as occupant of the property. By 1911, the Tax Assessment Rolls recorded an increase in property value, to \$1,000 and indicated that George Hunter, gentleman, was living on the subject property. The 1911 Census Returns (District 4, Page 1) confirm that George Hunter lived on Lot 27, Concession XI, with his wife, Elizabeth, and their three children: Margaret, 18; William, 8; and Hugh, 4. George was a 73 year-old Irish farmer who first settled in Upper Canada in 1840.

#### **2.2.5 1921 – Present**

George Hunter passed away in 1911, leaving his estate to his wife. In 1921, Elizabeth H. Hunter sold the southern part of Lot 27, Concession XI to John H. Phillips for \$2,500. A review of the available twentieth-century topographic maps at the Archives of Ontario (1919, 1926, 1940, 1954 and 1965) revealed that a farmhouse was present on the subject property throughout this period. Interestingly, the 1926 and 1940 maps show that the subject house served as the Tormore Post Office for a period of time, indicating that John Phillips was Postmaster (Figure 4).

In 1963, the property came under joint ownership of Elizabeth J. Phillips and Mary E. Watson. Ruth Whitehead purchased the property in 1970, and in 1986, it was sold to Gilbert Plummer and Joanne Olinyk. In 2000, the property was sold to an Ontario numbered company, who in turn sold the subject parcel to the present owner in 2007.



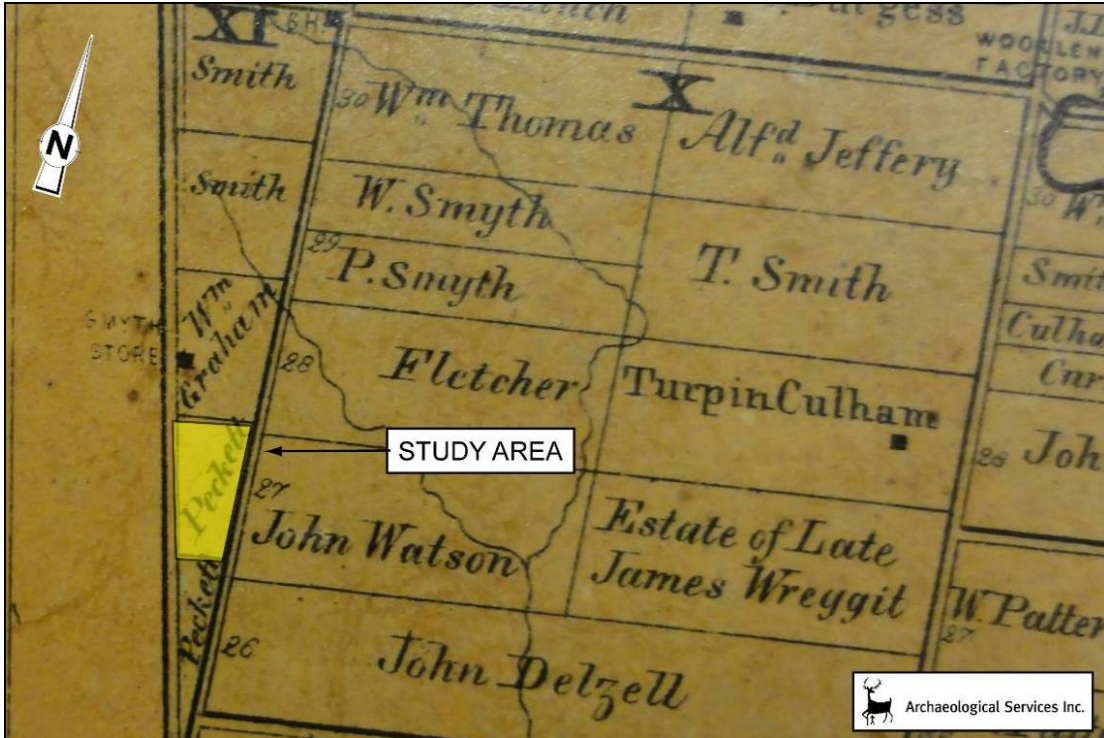


Figure 2: Study area located on the 1860 historic mapping  
Base Map: *Tremaine's Map of the County of York, 1860*

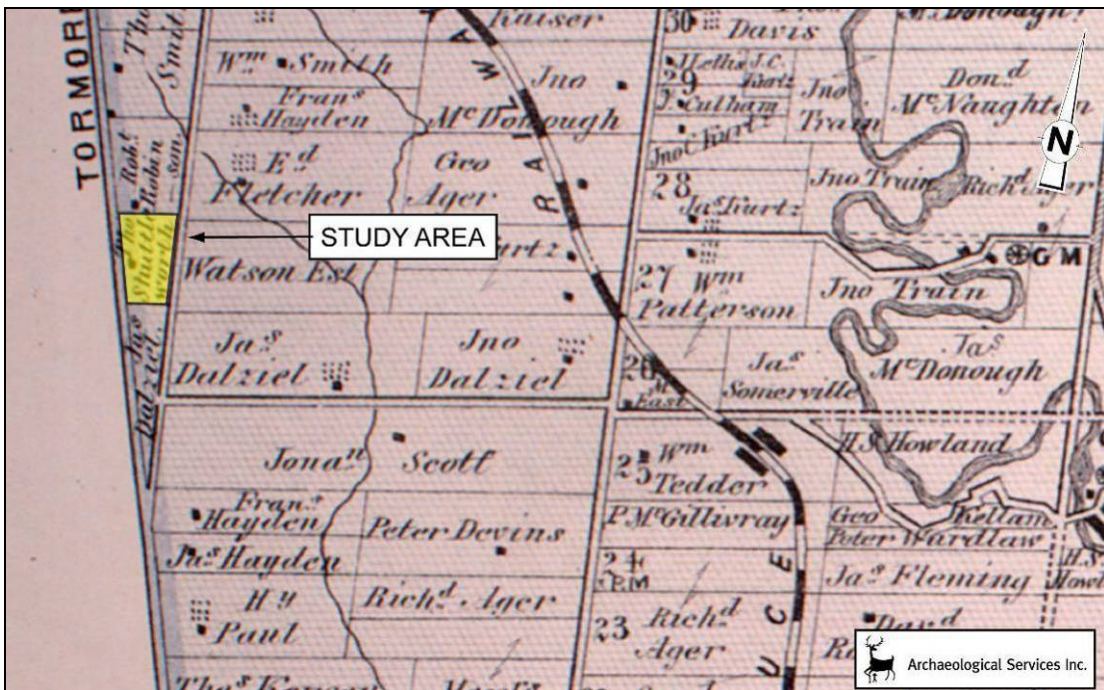


Figure 3: Study area located on the 1878 historic mapping  
Base Map: *Illustrated Historical Atlas of the County of York*

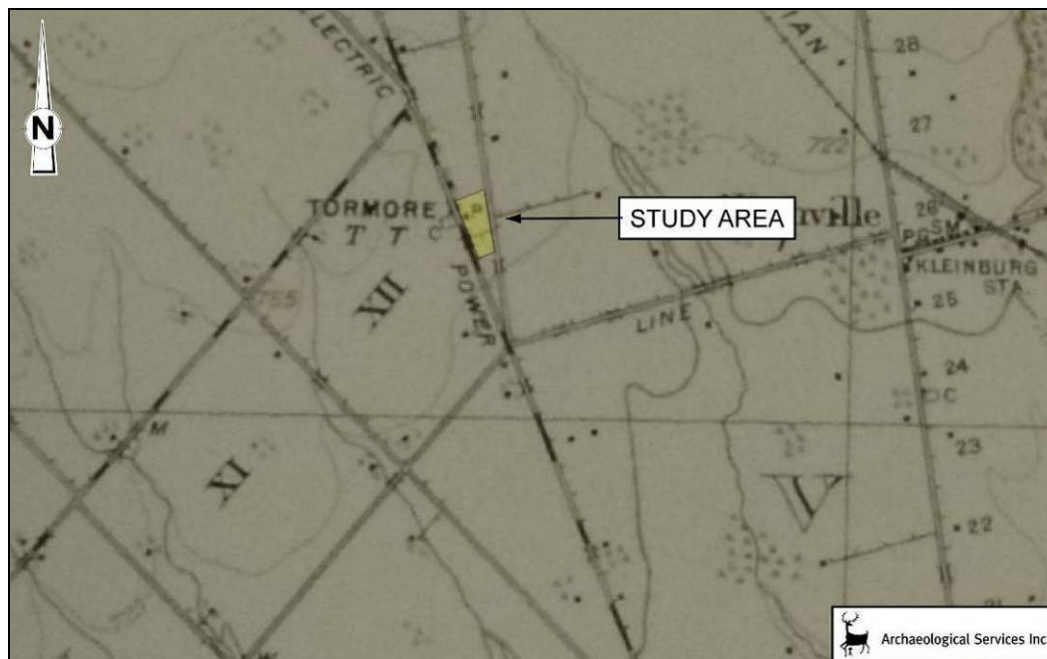


Figure 4: Study area located on the 1926 topographic mapping  
Base Map: *Bolton Sheet No. 59* (Dep't of National Defence)

### 2.2.6 Land Use History Summary

The property at 10951 Highway 50 is located in Lot 27, Concession XI, in the former Township of Vaughan, County of York, now in the City of Vaughan. The small, triangular, 12-acre parcel was first granted to Walter Roe in 1800. Property owners in the early nineteenth century included: William Roe, 1833-1846; John Train, 1846-1849; and George Peckett, 1849-1863. The first reference to a house on the subject property was made in the 1851 Census Returns, which recorded Mr. George and Elizabeth Peckett as living in a log house on Lot 27, Concession XI. They continued to reside in a log house until the early 1860s, after which the property was sold to Mr. Thomas Shuttleworth. It is not known where on the property this log house was situated, or when it was built and by whom. However, given that no one was found to be living on the property in the 1837 directory, it is possible that George and Elizabeth Peckett were the first to settle on this parcel.

Archival records indicate that Thomas Shuttleworth resided in the hamlet of Tormore, and operated a blacksmith. Records from the 1860s and early 1870s suggest that the property was unoccupied, although the 1878 *Atlas* confirms that a dwelling was located on the property in approximately the same location as the subject house. By the late 1880s, a tenant is shown to be farming the land, while Mrs. Shuttleworth, now widowed, occupied a house on this property with some of her children. The 1891 Census records that the Shuttleworths lived in a two storey<sup>3</sup> frame house with six rooms, and in 1901, the Shuttleworth house is recorded as a one-and-a-half storey frame house with seven rooms. Unfortunately, archival records from this period conflict with each other regarding which lot the family lived in. These discrepancies may result from the overall irregularity of this property parcel in terms of shape, size and position within the larger township survey. However, given the accuracy of tax assessment rolls which were formal

<sup>3</sup> This reference to a two storey house, rather than a one-and-a-half storey house, may have been a mistake by the enumerator, where an additional 'half' storey was incorrectly interpreted as a full second level.

municipal documents, archival records do suggest that the subject house was built by either Thomas Shuttleworth, or his son, Edwin Shuttleworth, in the 1870s.

According to twentieth-century topographic mapping, the subject farmhouse also served as a post office from the 1920s through to the 1940s. Further information about Mr. Phillip as Postmaster was not found.

Further research was undertaken at the City of Vaughan Archives, the Archives of Ontario, and by reviewing local history books on the Township of Vaughan. Unfortunately, no file holdings on any of the families associated with the subject property were located. Further, no historical photographs of the property were found.

### **3.0 EXISTING CONDITIONS AND INTEGRITY**

#### **3.1 Introduction**

A field review was undertaken by Lindsay Popert and Heidi Schopf on December 8<sup>th</sup>, 2011, to conduct photographic documentation of the property and to collect data relevant for completing a heritage evaluation. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling and the surrounding rural context. Photographic plates referenced in the following section are contained in Appendix A.

The subject property at 10951 Highway 50 in the City of Vaughan is located on the east side of Highway 50, north of Nashville Road. The rear of the property backs on to Cold Creek Road. The property is bounded by Highway 50 to the west, Cold Creek Road to the east, a residential property to the north, and former fields that have been overturned by construction vehicles to the south. The property is situated just south of the town of Bolton. The subject property contains the remnants of a former farm complex, featuring a frame farmhouse, parts of former tree lines, fence lines, a shed and associated fields (Figure 5). Historic topographic maps reveal that a barn was formerly located northeast of the house; however, it has since been removed. The property is currently leased to an automobile scrap company, and has not been lived in for about seven years.

#### **3.2 Architectural Features**

##### ***3.2.1 Residence: Exterior Description***

The one-and-a-half storey frame dwelling at 10951 Highway 50 in the City of Vaughan was constructed in the Ontario Gothic Revival style that was popular in the latter part of the nineteenth century. According to archival research, the house was likely constructed by the Shuttleworth family in the 1870s. The dwelling rests on a stone foundation, features a rectangular footprint, and is sheathed in white-painted clapboarding (Figure 6). The three-bay, symmetrical front elevation is typical of the Ontario Gothic cottage, featuring a central entrance flanked by a window on either side, with a pointed gable over the front door. A small vestibule and a one storey lean-to accretion have been added to the rear of the dwelling (Plates 1 – 6). The house has a gabled roof with metal corrugated roofing material, wooden soffits and fascia. A modern chimney is located on the north elevation and features an external brick stack (Plates 7 - 8).



There are three points of entry into the house. The front entrance is located on the west elevation and is accessed via the front porch, which leads to the driveway located on the north side of the house (Plates 9 – 11). The front door is wooden and features six recessed panels, older hardware, decorative casing and a transom overhead. The entrance is protected by a modern storm door, and is bounded by wall-mounted lights. The opening is segmentally-arched, similar to the window openings on the house. The front porch features a hipped roof with asphalt shingles and rests on four squared posts. The base of the porch appears to have been expanded to the west, beyond the limits of the porch roof overhang, and is bounded by wooden lattice fencing. The rear entrance into the house is located at the north end of the east elevation, through the north elevation of a small frame vestibule with a gable roof (Plates 12 – 14). Given that the small vestibule features clapboarding that matches the rest of the house, the structure may be an original accretion. The entrance into the vestibule features a modern storm door, plain trim, and panelled wooden door. The doorway from the vestibule into the house features decorative casing and the opening is segmentally-arched, similar to the front entrance. The final entry point into the house is also found on the east elevation, through the modern lean-to frame addition (Plates 15 – 16).

With the exception of the round-arched window in the front gabled dormer, all window openings are segmentally-arched. All windows feature wooden sills and decorative wooden casing. The windows on the front elevation, the main floor of the south elevation, and the east half of the north elevation feature modern, single panes of glass. One-over-one pane sash windows are located on the second floor of the south elevation, and west part of the north elevation. The addition of a round-arched window in the front gabled dormer is interesting given that this particular window shape is typically found on Italianate houses (Plates 17- 22).

Alterations to the house include: the replacement of some of the original windows with modern materials; the addition of the frame, lean-to structure at the rear of the house; modifications to the front porch/verandah; and the addition of a modern, circa 1960/70 chimney stack on the north elevation.

Portions of the house appear to be in poor condition, and are in need of general maintenance. The front porch is in poor shape and may be on the verge of collapse. The wooden clapboarding and window casing are in need of a coat of paint. Otherwise, the house appears to be structurally sound and its continued use has likely prevented any severe acts of vandalism.







Figure 5: Location of buildings and boundaries of subject study area.

Base Map: BING Maps

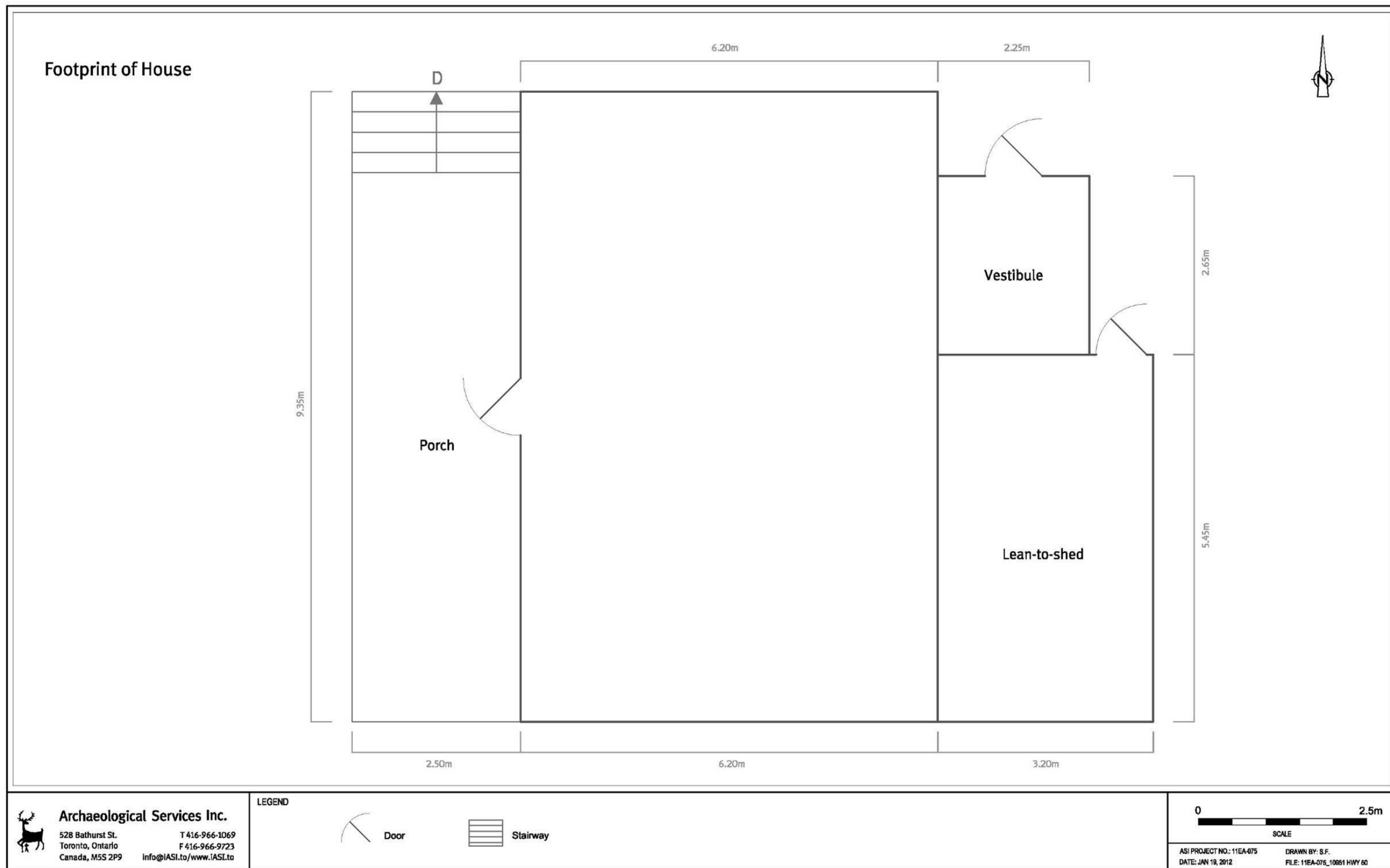


Figure 6: Measured footprint of the dwelling.

In summary, the house exterior features notable elements, exhibiting either original form/materials or retaining direct associations with the nineteenth-century Ontario Gothic cottage, and which include but may not be limited to:

- Stone foundations;
- One-and-a-half storey scale;
- Gable roof with pointed gable dormer on front façade;
- Projecting eaves with wooden soffit and fascia;
- Frame construction with original clapboarding finish;
- Symmetrical, three-bay front façade with central entrance;
- Front entrance featuring segmentally-arched decorative casing, transom, and panelled door;
- Wooden sills and segmentally-arched decorative casing around each window opening;
- One-over-one pane sash windows; and
- Round arched window in pointed gable over front door on front façade.

### ***3.2.2 Residence: Interior Description***

The subject dwelling at 10951 Highway 50 in the City of Vaughan features a main floor, an upper floor, and a basement. During field review, there was limited access to the interior given the structure was being used to store automobile parts, and the basement was flooded. As such, a floor plan was not created and the interior was not fully documented or investigated. The north half of the main floor (Plates 23 – 27) was likely used as a kitchen/dining room, while the other half of the house was likely used as the family room/living room. A central stairwell providing access to the second floor and to the basement was located in the kitchen/dining room. Kitchen cabinetry and a large circa 1960/70s fireplace with open hearth are located in the kitchen. Original, molded trim around some of the doors and windows remains intact. The rear, lean-to shed is currently used as a workshop and is accessed through a doorway in the east wall of the living room.

The stairs to the second floor open up into a central hallway which provides access to a bathroom and a bedroom on the south side of the house, and a large bedroom on the north side of the house (Plates 28 – 33). All windows appear to have original moulded trim around the openings.

Access to the basement was limited given that it was flooded with water. From the steps at the bottom of the stairs, it was determined that the foundations to the house are stone, the basement extends under only the north part of the house, the floorboards are supported by sawn joists, and there are no basement windows (Plates 34 – 36).

The house interior features notable elements, which include but may not be limited to:

- Decorative trim around most windows and doors;
- Original, panelled doors with original hardware;
- Central staircase and railings; and
- Intact floor plan.





### 3.3 Context and Landscape Features

The house at 10951 Highway 50 is situated on a rural property that features a landscape that has evolved from agricultural uses beginning in the mid- to-late nineteenth century. Until about a decade ago, a barn was located behind the house, and fields to the north, east and west of the house remain extant. The field formerly located south of the frame farmhouse has recently been dug up and partially levelled by construction vehicles. According to the owner, the property has been uninhabited for the past seven years and used as a scrap yard for automobile parts during this time.

The house features a minimal setback from the road (Plate 37). A post-and-wire fence was found to demarcate the boundaries of the small field or pasture located to the north of the driveway, as well as the former field to the south of the house (Plate 38). A small, frame shed or garage is located just east of the house and is of no historic interest (Plate 39). A driveway linking the house to Highway 50 is found on the north side of the house, and the gravel path continues in an easterly direction, linking the house to Cold Creek Road on the east side of the property (Plates 40- 42). Other notable landscape features include: the remnant coniferous tree line, likely a windbreak (Plate 43), located southeast of the house; the field to the north of the driveway (Plate 44); and the former field to the south of the house and driveway (Plate 45).

The nineteenth-century Shiloh Cemetery is located west of the property, on the other side of Highway 50 (Plate 46). The cemetery is designated under Part IV of the *Ontario Heritage Act*, and is another feature associated with the historic settlement of Tormore.

The landscape features notable elements, which include but may not be limited to:

- Orientation to and visibility from Highway 50;
- Location of the farmhouse across from Shiloh Cemetery and association with hamlet of Tormore; and
- Remnant landscape features, including driveway, associated field and remnant tree line/former wind break.

### 4.0 HERITAGE EVALUATION OF 10951 HIGHWAY 50

Table 1 contain the evaluation of 10951 Highway 50 against criteria as set out in *Ontario Heritage Act* Regulation 9/06.

**Table 1: Evaluation of 10951 Highway 50 using *Ontario Heritage Act* Regulation 9/06**

1. The property has design value or physical value because it :

| <i>Ontario Heritage Act</i> Criteria   | Analysis   |
|--|--|
| i. is a rare, unique, representative or early example of a style, type, expression, material or construction method; | This is a representative example of an Ontario Gothic cottage featuring a gable roof, symmetrical front façade, pointed gable over the front door, segmentally-arched window and door openings, and round-headed window in the front gable dormer. |
| ii. displays a high degree of craftsmanship or artistic  | There are no features or heritage attributes associated with this property that display a high degree of craftsmanship or artistic merit.  |



**Table 1: Evaluation of 10951 Highway 50 using Ontario Heritage Act Regulation 9/06**

|   |  |
|---|--|
| merit, or;  |  |
| iii. demonstrates a high degree of technical or scientific achievement. | This cultural heritage resource does not display a high degree of technical or scientific achievement. |

2. The property has historical value or associative value because it:

| <i>Ontario Heritage Act Criteria</i>  | <i>Analysis</i>   |
|---|---|
| i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community; | <p>The subject property retains direct associations with the Shuttleworth family and with the historic settlement of Tormore. Thomas Shuttleworth was a notable resident of the hamlet of Tormore, serving the community as a blacksmith and as a postmaster during the mid-to-late nineteenth century. It was likely Thomas who built this house in the mid-1870s, and it was subsequently occupied by his widow, and then his son, Edwin, who continued to occupy the property until the early 1900s.</p> <p>A subsequent occupant of the house is of additional interest, and may be considered significant to the Tormore community. Archival records indicate that John Phillips was village postmaster during the 1920s, 1930s, and 1940s, and operated out of the subject house.</p> |
| ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;                | Local history research found that the subject farmhouse functioned as a post office in the 1920s to the 1940s, as such the property was determined to contribute to the understanding of the development of the Tormore community.  |
| iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. | This property was not found to demonstrate/reflect the work or ideas of a known architect, artist, builder, designer, or theorist.  |

3. The property has contextual value because it:

| <i>Ontario Heritage Act Criteria</i>  | <i>Analysis</i>   |
|---|---|
| i. is important in defining, maintaining or supporting the character of an area;          | The subject property contributes to the rural character of this part of the City of Vaughan through the retention of its one-and-a-half storey frame house and associated field. However, given that the subject landscape has been altered over the past few decades, through the removal of a former barn and field, it is not considered to be an important element in defining this character.  |
| ii. is physically, functionally, visually or historically linked to its surroundings, or; | The property at 10951 Highway 50, in association with the Shiloh Cemetery across the road, serves as a physical and historical reminder of the Tormore historic settlement, most of which has since vanished over the course of the twentieth century. Further, the property retains historical and visual links to its surroundings through: its close proximity to the Highway 50 right-of-way, a historical thoroughfare; its retention of a field to the north of the driveway and associated fence lines; visual relationship with the cemetery across the highway; and retention of the original, triangular-like parcel shape. |



**Table 1: Evaluation of 10951 Highway 50 using *Ontario Heritage Act* Regulation 9/06**

|                     |   |
|---------------------|---|
| iii. is a landmark. | The property may be considered a landmark given its close proximity to the Highway 50 road right-of-way and high visibility from the road, its location across from another historical landmark, the Shiloh Cemetery, and because of its recognition by the City of Vaughan as the Thomas Shuttleworth House, built circa 1875, and identified as a building of interest on the Vaughan Heritage Inventory. |
|---------------------|---|

The property at 10951 Highway 50 did meet some of the criteria contained within Regulation 9/06, and therefore may be considered for municipal designation the *Ontario Heritage Act*.

## 5.0 SUMMARY STATEMENT OF CULTURAL HERITAGE VALUE

The subject property retains important historical associations with the Shuttleworth family, who likely built the subject house in the 1870s, and subsequently occupied the property until the early 1900s. The family is recognized for their historical association with the hamlet of Tormore. Given that Mr. Shuttleworth lived in, and also operated his blacksmith shop at Tormore, and in addition, served as the Tormore postmaster for a period of time, the family is notable for their role in the historical development of the hamlet. The house also retains historical associations with John Phillips, who served as the Tormore postmaster in the 1920s – 1940s, during which time the house was used as a post office.

The frame dwelling is a typical example of an Ontario Gothic cottage, featuring a one-and-a-half storey scale, gable roof, three-bay symmetrical front façade with central pointed gable over the front door, and segmentally-arched window and door openings. The round arched window in the front gable dormer further contributes to the architectural value of the house.

The farmhouse, landscape, and significance as a remnant piece of a vanishing historic settlement contribute to the contextual value of this property. The landscape has been modified from its original late nineteenth-century use, a result of the removal of the barn and significant tree lines. However, its physical and visual association with the Shiloh Cemetery across the highway is of significance as each of these cultural heritage resources serve as one of the few remnants of the historic settlement of Tormore.

Heritage attributes, i.e. character-defining elements of the property include, but are not limited to:

- Stone foundations;
- One-and-a-half storey scale;
- Gable roof with pointed gable dormer on front façade;
- Projecting eaves with wooden soffit and fascia;
- Frame construction with original clapboarding finish;
- Symmetrical, three-bay front façade with central entrance;
- Front entrance featuring segmentally-arched decorative casing, transom, and panelled door;
- Wooden sills and segmentally-arched decorative casing around each window opening;
- One-over-one pane sash windows;
- Round arched window in pointed gable over front door on front façade;
- Decorative trim around most windows and doors;
- Original, panelled doors with original hardware;
- Central staircase and railings;
- Intact floor plan;



- Orientation to and visibility from Highway 50;
- Location of the farmhouse across from Shiloh Cemetery and association with hamlet of Tormore; and
- Remnant landscape features, including driveway, associated field and remnant tree line/former wind break.

## **6.0 CONSERVATION STRATEGY**

### **6.1 Proposed Work**

The Highway 50 and Mayfield Road Class Environmental Assessment (in progress) determined that the preferred alternative involves widening Highway 50 on both the east and west sides of the existing centreline to accommodate six travel lanes (three per direction) while providing a slight easterly shift in the vicinity of the Shiloh Cemetery. As a result of the slight easterly shift in the vicinity of the cemetery, the Regional Municipality of Peel is proposing to acquire a portion of the subject property at 10951 Highway 50 in order to allow for the widening of Highway 50 (Figure 7). This will result in the removal of the one-and-a-half storey frame dwelling located at 10951 Highway 50.

#### ***6.1.2 Impact Assessment***

To assess the potential impacts of the undertaking, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7).

Based on the current designs for the proposed road improvement, potential impacts to the identified cultural heritage resource may include significant direct and indirect impacts including, but not limited to:



| Impact                             | Description   |
|------------------------------------|---|
| Destruction, removal or relocation | The proposed road widening is expected to directly impact the property, resulting in removal of the one-and-a-half storey frame farmhouse.  |
| Alteration                         | The proposed road widening is expected to directly impact the property, resulting in removal of the one-and-a-half storey frame farmhouse, altering the remnant nineteenth century agricultural landscape, and result in removal of one of the last remnants of the historic settlement of Tormore. |
| Shadows                            | No impacts are expected.  |
| Isolation                          | No impacts are expected.  |
| Direct or indirect obstruction     | No impacts are expected.  |
| A change in land use               | Once the affected portion of the property is obtained by the Regional Municipality of Peel, a change in land use will occur.  |
| Soil disturbance                   | Construction activities associated with the road widening will result in soil disturbance.  |

## 6.2 Conservation Strategy Objectives

Based on the results of archival research, a site visit, heritage evaluation, and analysis of impacts of the proposed undertaking, the following conservation strategy has been developed. The conservation strategy has been developed in accordance with the Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada and the Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties (See Appendix B). The conservation strategy has been designed to:

- Avoid identified heritage attributes.

As such, the following conservation objective should be adopted:

- The proposed Highway 50 should be planned to avoid direct and indirect impacts to the property at 10951 Highway 50 and to result in sympathetic and compatible alterations to its landscape.

In order to achieve the above conservation objective, the following options should be considered:

- If technically feasible, consider retaining the farmhouse in situ by altering the proposed design, such as through minimization of lane widths.
- If it is determined that it is not technically feasible to retain the farmhouse in situ, relocation of the farmhouse within the existing lot should be considered. If this is not feasible, consider relocation to an appropriate nearby lot.
- If it is determined that it is not technically feasible to relocate the subject structure within its existing lot, or to a nearby lot, salvaging of its architectural components should be considered and documentation undertaken.







Figure 7: The Highway 50 road widening at 10951 Highway 50, City of Vaughan.



## 7.0 CONCLUSIONS AND RECOMMENDATIONS

### 7.1 Conclusions

The property at 10951 Highway 50 in the City of Vaughan is located in the southern portion of Lot 27, Concession XI, in the former Township of Vaughan. The property is comprised of a frame farmhouse, which fronts on to Highway 50, a shed and remnant agricultural landscape. Historical research revealed that the subject one-and-a-half storey frame dwelling was likely constructed by either Thomas Shuttleworth or his son, Edwin. Edwin and his widowed mother were living on the property by the mid-1880s, following Thomas' death, and Edwin continued to reside on the property until 1905. Thomas Shuttleworth is associated with the early development of Tormore, given his role as blacksmith and for a period of time, as postmaster. During the twentieth century, the property was owned/occupied by over five different owners. Of particular note is John Phillips, who served as postmaster in Tormore while living on this property from the 1920s to the 1940s. The house was last occupied about seven years ago. Since then, it has been leased to a salvage/scrap company.

The subject one-and-a-half storey frame farmhouse retains a number of materials and features relating to mid-nineteenth century construction techniques and the Ontario Gothic vernacular despite having undergone some alterations in the twentieth century. The shed, located behind the house, is of no interest from a cultural heritage point-of-view.

The property retains historical and visual links to its surroundings through: its close proximity to the Highway 50 right-of-way, a historical thoroughfare; its retention of a field to the north of the driveway and associated fence lines; visual relationship with the cemetery across the highway; and retention of the original, triangular-like parcel shape. The property is identified as a building of interest on the Vaughan Heritage Inventory, and is known as the Thomas Shuttleworth House.

### 7.2 Recommendations

Based on the results of archival research, a field review, and heritage evaluation, the property at 10951 Highway 50 in the City of Vaughan was determined to retain cultural heritage value following application of Regulation 9/06 of the *Ontario Heritage Act*. Its heritage significance revolves around its design, associative, and contextual-related values. Given that the subject property was determined to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The one-and-a-half storey frame farmhouse at 10951 Highway 50 is expected to be directly impacted through displacement by the proposed Highway 50 road improvements. As a result, the following recommendations have been made based on the determined heritage values of the resource and in consideration of overall impacts to the property:

1. If technically feasible, retain the farmhouse in situ by altering the proposed design, such as through minimization of lane widths.
2. To ensure that the structure does not succumb to vandalism, premature decay, and/or arson, the following measures should be undertaken immediately to mitigate negative impacts given that the structure is vacant:
  - a) Prepare a condition assessment of the building. A structural engineer can be consulted in this regard to assess any required repairs that need to be undertaken to stabilize the



- building in the short and long term;
- b) Based on the results of the condition assessment, stabilize identified components of the building;
  - c) Examine the interior of the building for evidence of animals and/or insects. If detected, seal off access to the structure and exterminate if necessary;
  - d) Protect the exterior from moisture penetration. As such, roofing materials, foundation, and window treatments should be examined by a qualified contractor in this regard;
  - e) All main floor windows and entrance ways should be boarded up and securely locked;
  - f) Exterior doors should be reinforced with full, non-removal locking mechanisms;
  - g) Ensure that adequate ventilation to the interior is maintained. A mechanical engineer should be consulted to ensure that a suitable interior climate is achieved; and
  - h) It is recommended that the property be visited on a frequent basis. Volunteers, including heritage stakeholders, may be consulted in this regard.
3. Relocate the subject resource within its existing lot in a manner that makes limited to minimal changes to its heritage character. Such a mitigation strategy would include documentation of the building in advance of relocation, and development of a relocation plan which would lay out the actions required and responsibilities of stakeholders in order to relocate and re-use the resource. Where this is not feasible, consideration should be given to relocating the resource to an appropriate nearby lot.
4. If it is determined that the subject resource will not be relocated and adaptively re-used, landscape features and building remnants should be retained where possible, and a commemoration strategy developed, to evidence historic uses and contextual values, recognizing the role that land and place play in expressing the heritage significance of this resource.
5. Should relocation of the resource not be feasible, and where demolition activities are anticipated, full documentation of the resource and a salvage plan should be implemented. Demolition and salvage activities should be monitored by a qualified professional for documenting any additional features uncovered during the demolition process. Additionally, if any old documents are found during the course of demolition, such as old newspapers, land deeds, letters, photographs, et cetera, these should be filed with the City of Vaughan.

Finally, this report should be submitted to the Cultural Services Department and the Heritage Committee at the City of Vaughan for review and comment, and subsequently filed and archived with the City of Vaughan Archives.





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#### Library and Archives Canada Website

1851, 1871, 1881 and 1891 Township of Vaughan Census Returns, accessed at  
<http://www.collectionscanada.gc.ca/census/index-e.html>



**APPENDIX A**

**Photographic Documentation**



**Plate 1: West elevation (front façade).**



**Plate 2: South elevation.**





Plate 3: East elevation.



Plate 4: North elevation.





**Plate 5:  
Northwest  
elevation.**



**Plate 6: Detail of  
white painted  
clapboarding,  
front elevation.**







**Plate 7: Detail of metal roofing material and chimney at north gable end.**



**Plate 8: Detail of wooden soffits and fascia.**





Plate 9: Front panelled door surrounded by decorative casing and transom overhead.



Plate 10: Front porch.







**Plate 11: Detail of front porch.**



**Plate 12: Rear entrance into the vestibule, located on the east elevation.**







Plate 13: View of the gabled vestibule from the east.



Plate 14: View of the segmentally-arched door opening into the house from the rear vestibule.





Plate 15:  
Entrance into  
modern, frame  
accretion located  
on rear  
elevation.



Plate 16: Detail  
of lean-to  
addition on rear  
elevation.







**Plate 17: Detail of round-headed window in gable dormer on front façade.**



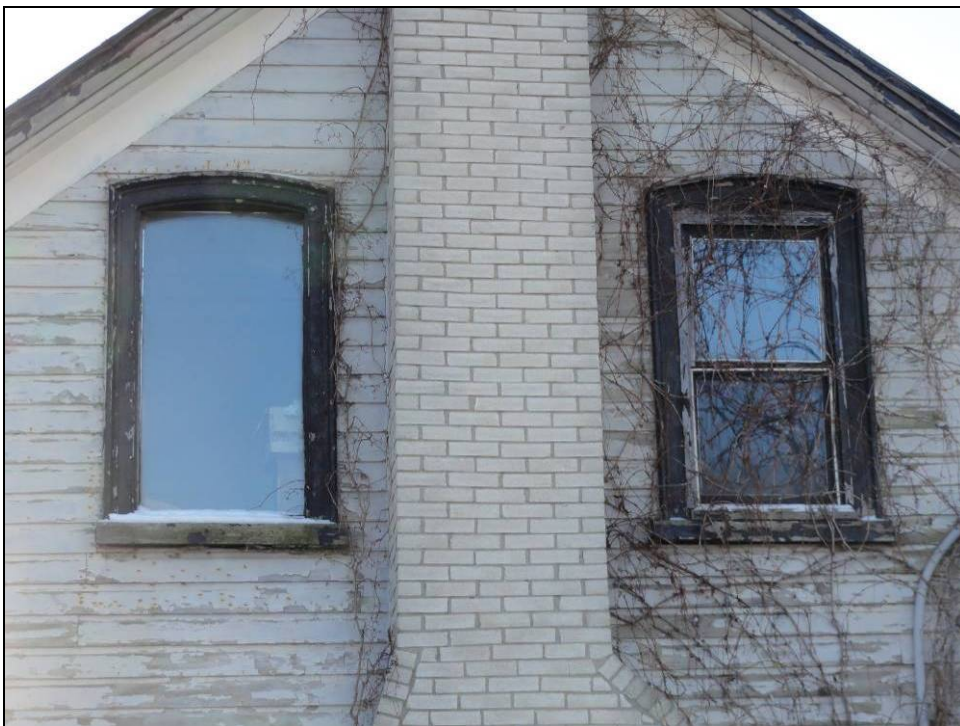
**Plate 18: Representative photograph of window opening with modern glass and original decorative casing.**







**Plate 19:**  
Representative  
one-over-one  
sash window in  
original  
decorative  
casing.



**Plate 20:** Second  
floor windows on  
north elevation.





Plate 21: Detail of wooden sill.



Plate 22: Detail of segmentally-arched window opening with decorative casing.







Plate 23: Circa 1960s/70s fireplace with open hearth.



Plate 24: View of the kitchen/dining room, looking towards the front door from the back door.





Plate 25: View of the front door, stairs to the second floor, and doorway into the living room, looking south.



Plate 26: View of the living room, looking southwest.





Plate 27: Looking up the staircase towards the second floor.

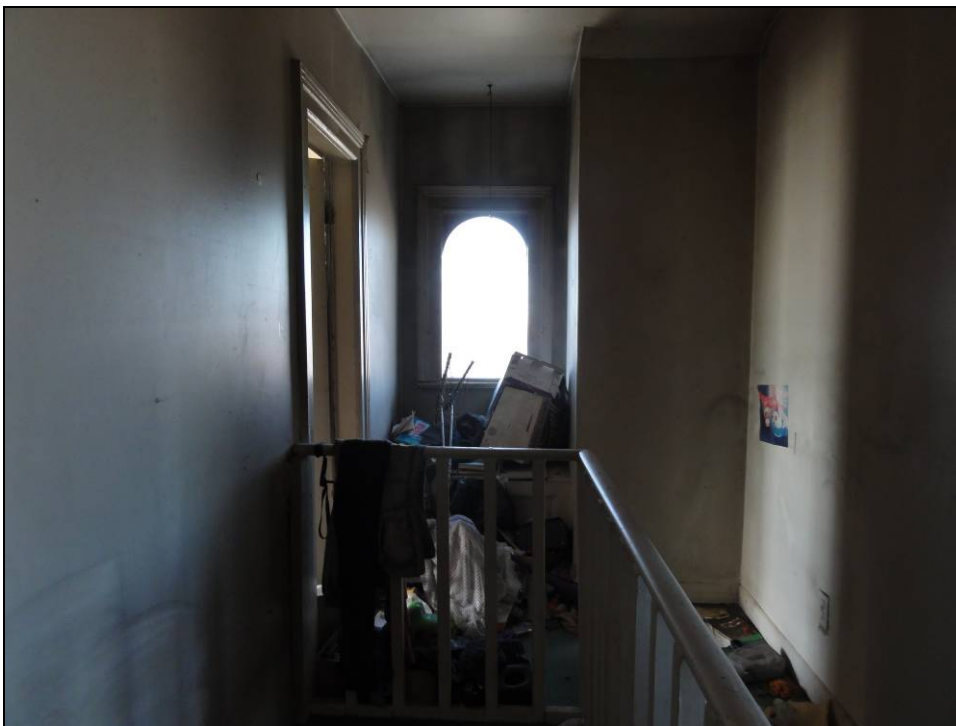


Plate 28: View of the second floor hallway, looking west.





**Plate 29: View of the modern bathroom.**



**Plate 30: View of door leading into large bedroom on north side of house from the hallway.**



Plate 31: View of the bedroom located on the north side of the house.



Plate 32: Exposed rafters located in north bedroom of second floor.





**Plate 33:**  
Bedroom located  
on the south  
side of the  
house.



**Plate 34:** View of  
the basement,  
looking  
northeast.







Plate 35: Detail of sawn joists supporting floor boards.



Plate 36 View up the stairs to the entrance into the basement.





**Plate 37:**  
Showing  
minimal setback  
from Highway  
50.



**Plate 38:** Post-  
and-wire fencing  
used to indicate  
property  
boundaries.  
Looking north  
along Highway  
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Plate 40: Gravel driveway next to house, looking west towards Highway 50.





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**Plate 42: Gravel driveway, looking east towards Cold Creek Road.**







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Plate 44: View of field to the north of the driveway.





Plate 45: View of former field to the south of the house.



Plate 46: Shiloh Cemetery, located directly west of the subject property, across Highway 50.



## **APPENDIX B**

### **Conservation Principles**

- Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties
- Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada





Eight Guiding Principles in the Conservation of Built Heritage Properties

**1. RESPECT FOR DOCUMENTARY EVIDENCE:**

Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.

**2. RESPECT FOR THE ORIGINAL LOCATION:**

Do not move buildings unless there is no other means to save them.

Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.

**3. RESPECT FOR HISTORIC MATERIAL:**

Repair/conservate - rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.

**4. RESPECT FOR ORIGINAL FABRIC:**

Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.

**5. RESPECT FOR THE BUILDING'S HISTORY:**

Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.

**6. REVERSIBILITY:**

Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.

**7. LEGIBILITY:**

New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

**8. MAINTENANCE:**

With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

(Source: [http://www.culture.gov.on.ca/english/heritage/info\\_sheets/info\\_sheet\\_8principles.htm](http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm))



### Standards for the Conservation of Historic Places in Canada

1. Conserve the *heritage value* of a historic place. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.
2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.
5. Find a use for a *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is under-taken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place*, and identifiable upon close inspection. Document any intervention for future reference.

### **Additional Standards Relating to Rehabilitation**

1. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
2. Conserve the heritage value and *character-defining elements* when creating any new additions to a historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
3. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.



### **Additional Standards Relating to Restoration**

1. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
2. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

(Source: Excerpted from Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*, 2003)



**Heritage Impact Assessment**

**10980 Highway 50  
City of Brampton, Ontario**

**Highway 50 and Mayfield Road  
Class Environmental Assessment**

Prepared for:

**HDR|TRANS**

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## Heritage Impact Assessment

10980 Highway 50  
City of Brampton, Ontario

### Highway 50 and Mayfield Road Class Environmental Assessment

#### EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by HDR|iTRANS to conduct a Heritage Impact Statement (HIA) of the property at 10980 Highway 50 as part of the Highway 50 and Mayfield Road Class Environmental Assessment in the City of Vaughan and City of Brampton, Ontario. The subject property is located in the northeast part of the City of Brampton and includes a farmhouse, a barn, outbuildings, and a rural landscape.

The property at 10980 Highway 50 is located in the northeast part of the City of Brampton, on the west side of Highway 50, south of Countryside Drive. The 9.9 acre property consists of a farmhouse, which fronts on to Highway 50, a large barn, outbuildings, and an agricultural landscape featuring fields, fence lines, tree lines, and circulation routes. All buildings on the property are currently vacant. The subject parcel is nearly rectangular in shape, made irregular by the small square property parcel cut from the northeast corner, and which is the former site of a church. The property is bounded by Highway 50 to the east, Countryside Drive to the north, and fields to the south and west.

Based on the results of archival research, a field review, and heritage evaluation, the property at 10980 Highway 50 in the City of Brampton was determined to retain significant cultural heritage value following application of Regulation 9/06 of the *Ontario Heritage Act*. Its heritage significance revolves around its design, associative, and contextual-related values. Given that the subject property was determined to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The property at 10980 Highway 50 in the City of Brampton is expected to be indirectly impacted by the proposed road widening through encroachment. As a result, the following recommendations have been made based on the determined heritage values of the resource and in consideration of overall impacts to the property:

1. Develop a vegetative screening and noise reduction plan to minimize visual and ambient noise to ensure the long-term viability of the residential heritage resources.
2. Vegetative screening should be sympathetic to the resource, retain the rural character of the property, maintain remnant visual, physical and functional associations with its agricultural roots, and ensure the long-term viability of the residential heritage resources.
3. Maintain existing fence lines along property boundaries, the remnant apple tree, and remnant coniferous tree line on the north side of driveway, where technically feasible.
4. Maintain existing vehicular access to the property from Highway 50 to ensure the long-term viability of the residential heritage resources.

Finally, this report should be submitted to the Brampton Heritage Board and the Heritage Coordinator in the Planning, Design and Development Department at the City of Brampton for review and comment, and subsequently filed and archived at the Region of Peel Archives.





**ARCHAEOLOGICAL SERVICES INC.  
ENVIRONMENTAL ASSESSMENT DIVISION**

**PROJECT PERSONNEL**

|                                      |  |
|--------------------------------------|--|
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| <i>Project Manager:</i>              | Lindsay Popert, MA, CAHP<br>Cultural Heritage Specialist   |
| <i>Cultural Heritage Specialist:</i> | Lindsay Popert   |
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| <i>Graphics Preparation:</i>         | Lindsay Popert<br><br>Jonas Fernandez, MA<br>GIS/CAD Technician  |
| <i>Report Reviewer:</i>              | Rebecca Sciarra  |



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## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by HDR|iTRANs to conduct a Heritage Impact Assessment (HIA) of the property at 10980 Highway 50 as part of the Highway 50 and Mayfield Road Class Environmental Assessment in the City of Vaughan and City of Brampton, Ontario. The subject property is located in the northeast part of the City of Brampton and includes a farmhouse, a barn, outbuildings, and a rural landscape (Figure 1). The subject HIA is a result of a recommendation in the *Cultural Heritage Assessment Report: Highway 50 and Mayfield Road Class Environmental Assessment*, prepared by ASI in 2010-2011, which made the following recommendation (ASI 2011:22):

CHL 5 (10980 Highway 50: Farm Complex): The proposed work will impact the cultural heritage resource through encroachment. Based on proximity of the resource to the expanded road right-of-way, the long term viability of the resource may be negatively impacted due to the potential for increased ambient noise and restricted vehicular access to/from the property. A heritage impact assessment by a qualified heritage consultant is recommended.

This research was conducted under the project direction of Rebecca A. Sciarra, Cultural Heritage Specialist, ASI. The present report follows the City of Brampton's *Guidelines for Preparing Heritage Impact Assessment* (City of Brampton; Version July 2008). Research was completed to investigate, document and evaluate the cultural heritage resources within the study area. To assess the potential impacts of the undertaking, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010). This document will provide:

- a description of the cultural heritage resource, including location, a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and municipally accepted criteria for establishing cultural heritage significance;
- assessment of impacts of the proposed undertaking; and,
- appropriate conservation measures and intervention strategies.

### 1.1 Location and Property Description

The property at 10980 Highway 50 is located in the northeast part of the City of Brampton, on the west side of Highway 50, just south of Countryside Drive. The 9.9 acre property consists of a farmhouse, which fronts on to Highway 50, a large barn, outbuildings, and an agricultural landscape featuring fields, fence lines, tree lines, and circulation routes. All buildings on the property are currently vacant. The subject parcel is nearly rectangular in shape, made irregular by the small square property parcel cut from the northeast corner, and which is the former site of a pioneer church. The property is bounded by Highway 50 to the east, Countryside Drive to the north, and fields to the south and west.





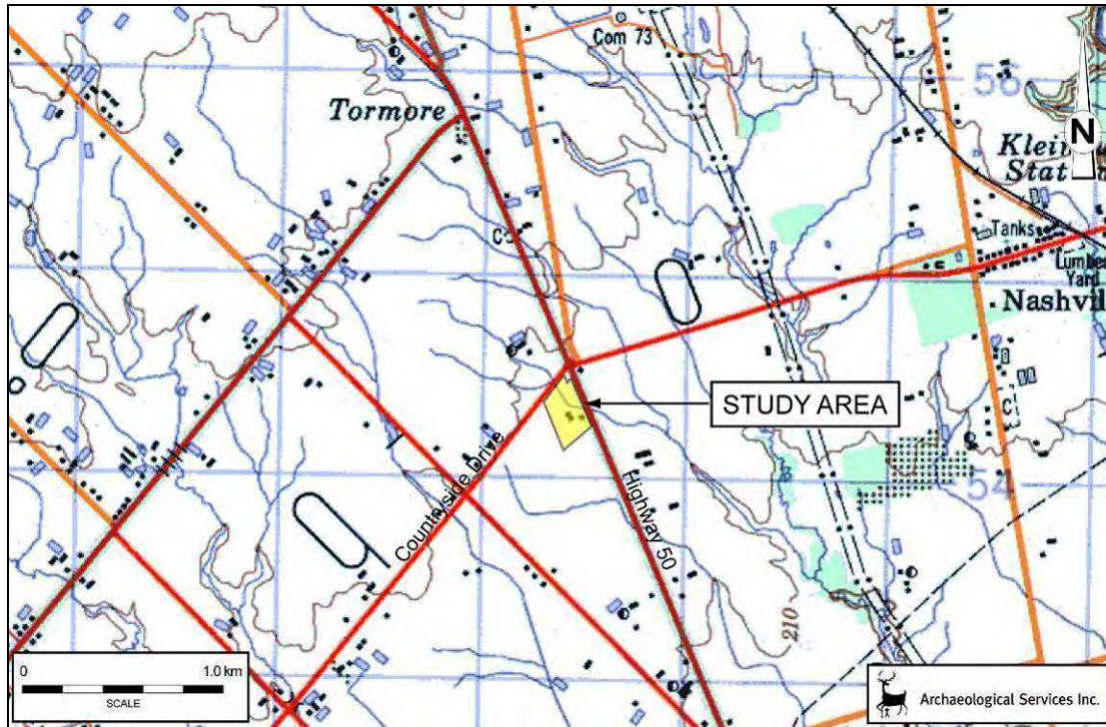


Figure 1: Location of the study area in the City of Brampton

Base Map: NTS Map, Bolton 30-m-13, 1994

## 1.2 Present Owner Contact

The property at 10980 Highway 50 is currently owned by Frank Guerra and Willy Quaglietta. Access to the property was provided by a Capital Acquisition Agent from the Regional Municipality of Peel, who arranged for the site visit with the property owner. The current property owners purchased the subject property in 1973. In order to widen Highway 50 to the east, the Regional Municipality of Peel will be acquiring the eastern frontage of the property.

## 1.3 Policy Framework

The authority to request this heritage assessment arises from the *Environmental Assessment Act* and Section 2(d) of the *Planning Act*.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of

the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The *PPS* indicates in Section 4 - Implementation/Interpretation, that:

- 4.5 The official plan is the most important vehicle for implementation of this Provincial Policy Statement.

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that “Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeological Resources*, makes the following relative provisions:

- 2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.
- 2.6.3 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigation measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.

The new Brampton *Official Plan* (2006) begins its description of heritage policies with a statement of objectives, which reads in part:

It is the objective of the cultural heritage resource policies to:



- a) conserve the cultural heritage resources of the City for the enjoyment of existing and future generations;
- b) preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance and, preserve cultural heritage landscapes; including significant public views and,
- c) promote public awareness of Brampton's heritage and involve the public in heritage resource decisions affecting the municipality.

In compliance with the City's *Official Plan* policy 4.9.1.10, as stated below, The City of Brampton is seeking to conserve and protect its heritage resources:

A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a *designated heritage resource* to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes.

Also policy 4.9.9.2 (ii), which states:

Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a *designated* or *significant heritage resource* or *Heritage Conservation District*.

## 1.4 Municipal Consultation

The City of Brampton was contacted in November 2011 to confirm the level of significance of the property and request additional information. It was confirmed that 10980 Highway 50 is listed as a heritage feature by the City of Brampton, and is known as the Cameron House, with a heritage rating of "B". This level of heritage rating indicates that the property is considered to be significant, to be worthy of preservation and may be considered for municipal designation under the *Ontario Heritage Act*. City staff provided the Evaluation Worksheet for this cultural heritage resource and the accompanying preliminary research undertaken to complete the evaluation. This work was completed by Unterman McPhail Associates in December 2005.

## 2.0 HISTORICAL BACKGROUND

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 Euro-Canadian settlement and land-use, and the development of transportation infrastructure. The following sections provide the results of archival research.

The subject property is located on the east half of Lot 15, Concession XII ND, in the Township of Toronto Gore, County of Peel, and presently in the City of Brampton. The property is located in the northeast quadrant of the lot, fronting on to Highway 50, an important north-south historical thoroughfare through the region. The property is located between two historic settlement centres: Tormore, located one concession to the north; and Coleraine, located one concession to the south. The property is currently



unoccupied and features a remnant farm complex consisting of a dwelling, a number of outbuildings and a rural landscape.

## 2.1 Township Survey and Settlement

The Township of Toronto Gore was established in 1831 and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughn, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. Part of the land which encompasses Chinguacousy Township was alienated by the British from the native Mississaugas through a provisional treaty dated October 28, 1818 (Indian Treaties 1891: #19 p. 47).

The Chinguacousy Township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, and which signified “young pine.” Other scholars assert that it was named in honour of the Ottawa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika 1977:416; Rayburn 1997: 68).

The area that would eventually comprise the Township of Toronto Gore was formally surveyed in 1818, and the first “legal” settlers took up their lands later in that same year. The extant Survey Diaries indicated that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock and pine. The survey crew working in the township in the summer of 1819 suffered under extreme conditions. One of the complaints noted by the surveyor was that of “musketoes miserable thick.” Due to heavy rain part of the crew became separated from the rest of the party and they spent a wet, uncomfortable night alone in the woods. One of the men, named Montgomery, badly cut his foot and had to be sent home. The work within this township was summed up by the surveyor as “pretty tuff times.”

It was recorded that the first landowners in Chinguacousy were composed of settlers from New Brunswick, the United States and also some United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the nineteenth century; however, most of these villages were situated on boundary lines of the adjacent townships. Located at the intersection of Highway 50 and Coleraine Drive, on the boundary between the Township of Toronto Gore and the Township of Vaughan, is the hamlet of Coleraine. It is said to have been named after two of the leading families in the area, those of Cole and Raine. The earliest settlers included John O’Grady and Charles Dunn in 1832-1833. It contained a post office, blacksmith shop, wagon maker, stores, hotels (the “Beehive” and “Coleraine Hotel”), Orange Hall, Grange Hall and a Temperance Inn and lodge (Crossby 1873:90; Charters 1967:265-266).

Located at the intersection of Highway 50 and Mayfield Road is the post office village of Tormore, situated on part Lot 17 Concession 12, Toronto Gore Township and part Lot 1 Concession 7, Albion Township. The village was originally called “Hart’s Corners” or “Hartville” in honour of a settler named Robert Hart. The post office was established here in 1861, and named by post master William Graham. The village contained a store, hotel, weaver, wagon maker, plough maker, blacksmith, Temperance House and school (Crossby 1873:336; Heyes 1961:285-287; Charters 1967:267).





## 2.2 Land Use History

The following land use history is based on a combination of land registry records, historic mapping, census records, and local history resources where available.<sup>1</sup> For ease of description, this section has been divided into time periods which correspond to property ownership. Historically, the subject property is located in the north corner of Lot 15, Concession XII, in the Township of Toronto Gore.

### 2.2.1 1829 - 1842

The Crown Patent for Lot 15, Concession XII in the Township of Toronto Gore was granted to the Canada Company in 1829. In 1836, the 93 acre irregularly shaped parcel was sold to George Brophy. The 1837 Directory records that George Braphy (sic.) was living on the subject lot (Walton 1837). He acquired two mortgages: £181 in 1840; and £118 in 1841. In 1841, the property was sold to Thomas Prout. The deed of sale (Instr. # 19726) records that George Brophy was a yeoman from Toronto Gore, further confirming that he occupied the subject property prior to selling it to Thomas Prout. Thomas Prout, yeoman, was from the City of Toronto. A year later, Thomas Prout and his wife, Mary, sold the property for £345 to Robert Woodill, yeoman, of the 'Township of Toronto in the Gore'. The deed of sale recording the 1842 transaction indicates that Thomas Prout continued to live in the City of Toronto, and therefore never lived on the subject property.

### 2.2.2 1842 - 1877

Robert Woodill retained the subject property until his death in 1875. In 1876, the property was acquired from the executors of the Woodill estate by John Cameron and his son, Colin Cameron and step-son, John Black. A review of available census returns and directories for this period revealed that Robert Woodill lived elsewhere in the township, and leased the 93 acre property to tenant farmers.

Given that the property was tenant occupied when the 1852 census was taken, and that the agricultural returns have not survived, it was not possible to conclusively determine who was living on the subject lot, and if there were any buildings on it at this time. However, the nearest available directory, dating to 1846-7, was viewed and it was determined that Mr. George (Edward) Peckett was living on the subject lot at that time (Brown 1846:30). The 1852 Census Returns (District 2, Page 73) records that Edward Peckett, a 34 year-old English farmer, was living with his wife, Martha (25), his son George (4), and daughter M. Ann (2), in a one storey log house. While there is a discrepancy in Mr. Peckett's first name, the first and middle names were likely interchanged and as such, the family noted in the 1852 census was probably the same family as referenced in the 1846-7 directory.

The 1859 *Tremaine's Map of the County of Ontario* illustrates that Robert Woodill owned the subject lot. No features, such as a farmhouse, are shown on the parcel at this time (Figure 2).

The 1861 Census Return (District 2, Page 28) indicates that the land was leased by the Woodill family to Brian Dunbar, a 37 year-old English farmer who lived with his 32 year-old wife, Elizabeth. The couple lived in a single storey log house and according to the township directories, continued to live and farm this property until at least 1866 (Mitchell & Co. 1866). The 1866 directory records that Robert Woodill

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<sup>1</sup> Assessment roll records were not consulted over the course of research because only a few years have survived, and access to these documents was limited given that the Peel Archives is currently under renovations.



and family lived on Lot 2, Concession VIII in the Township of Toronto Gore, and were themselves farming land in Concessions VII and VIII, Lots 2 – 7.

In the 1871 Census Return (Division 1, Sch. 1 – Page 9, Line 5), Schedules 1, 3, 4 and 5 record that Thomas and Sarah Atkinson, ages 28 and 23 respectively, were tenant farmers who occupied and farmed on the subject lot. The couple were raising two daughters, Annie (6) and Mary B. (1), and owned one dwelling and four barns/stables. A total of 30 acres were in pasture, the remainder of the 93 acre lot was under crop. Livestock included four horses, five cows, two horned cattle, ten sheep, and 30 swine.

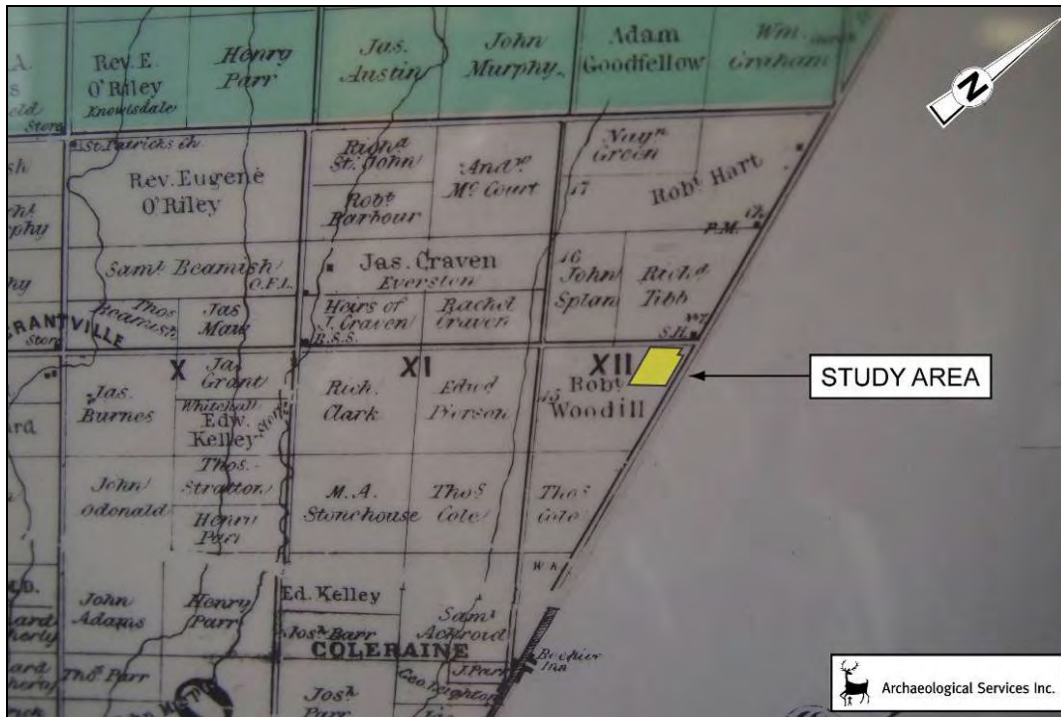


Figure 2: Approximate limits of study area on 1859 historic mapping.

Base Map: *Tremaine's Map of the County of Peel, 1859*

### 2.2.3 1877– 1898

John Cameron and his son, Colin Cameron and step-son, John Black, farmed the property for several decades. In 1898, following the death of their father, John Black bought out his step-brothers share in the 93 acre farm.

The 1877 *Illustrated Historical Atlas of the County of Ontario* confirms that John Cameron owned the subject property (Figure 3). A farmhouse is illustrated on the map in approximately the same location as the subject dwelling at 10980 Highway 50.

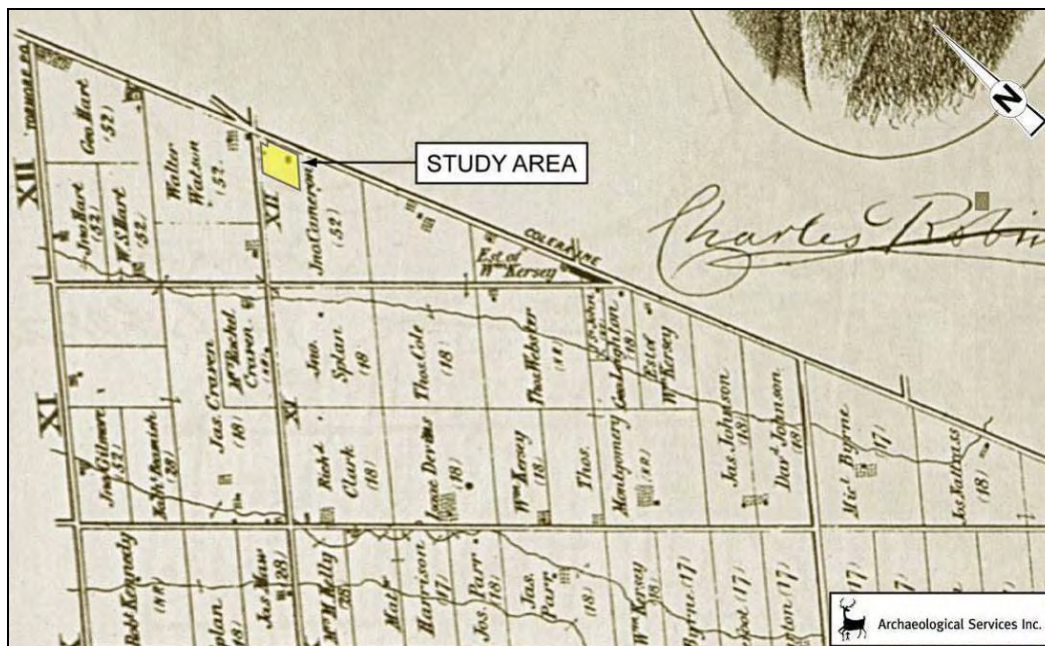


Figure 3: Approximate limits of study area on 1877 historic mapping.

Base Map: *Illustrated Historical Atlas of the County of Peel*

The 1881 Census Return (Division 2, Page 23) notes that John Cameron and Flora, both age 66, as well as John Black and his wife Margaret, ages 33 and 19, and adopted-daughter Flora (5), lived together as a household in the Township of Toronto Gore.

The 1891 Census Returns (District 106, Page 26, Household 115) records that John Black lived in a one-and-a-half storey wooden (log/frame) house with six rooms with his wife, Margaret, their six children, one domestic helper, one farm labourer, and his aging parents, John and Flora Cameron. John Black's step-brother, Colin Cameron, lived with his wife and children in a one storey frame house with four rooms, which was located elsewhere in the township (District 106, Page 1, Household 3).

A family history compiled on the Black/Bernath families was consulted at the Peel Archives (Stewart [...]). The record includes a thorough genealogy of the family and provides an excellent account of the history of the Cameron/Black family farm on Lot 15, Concession XII. In this document, it is confirmed that the Cameron family purchased the subject property in 1876 and moved into the log house that was already present on the property. An old barn was also mentioned. While referencing the birth of John and Margaret Black's eldest daughter in 1882, the log house on the Black farm was described as a two-storey log structure. The current two-storey brick house was reportedly built in 1895 by John Black to replace the former log house.

### 2.2.4 1898–1963

Shortly after acquiring the property in full from his step-brother, following the death of John Cameron, John Black sold one-third of an acre in the north corner of the lot for \$100 to Robert Kellam et al, Trustees of the Central Congregation of the Methodist Church (Figure 4). The church was constructed at this site by 1902, and remained standing until about 1977. John Black continued to own the subject property until 1946, at which time it was sold to one of his sons, Norman J. Black. According to family

documents, Norman took over farming operations in the mid-1920s, following his marriage to Verna. In 1963, Norman sold the property to Dr. C. Linz and Ruth Linz.

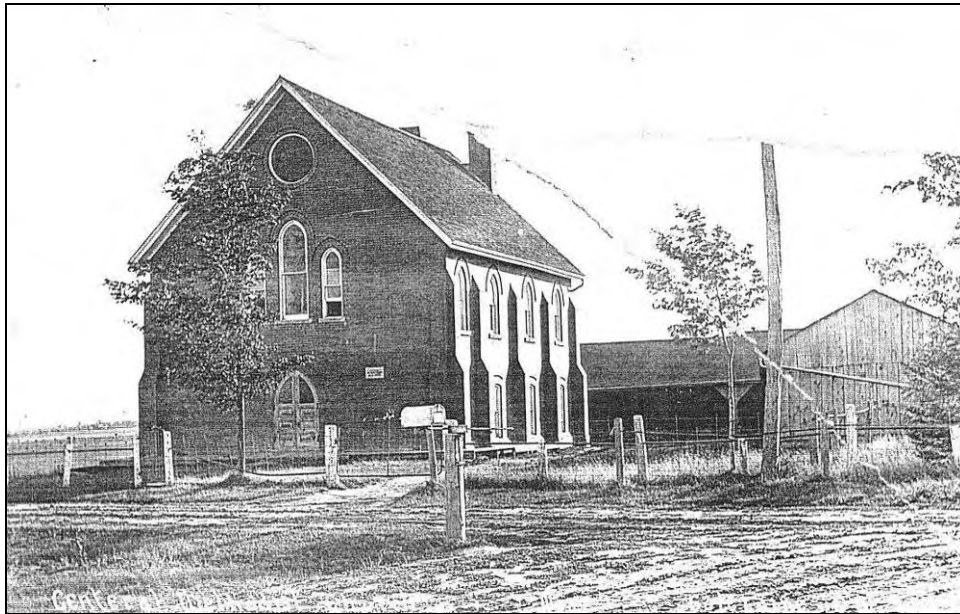


Figure 4: View of the Central Methodist Church, taken in the early twentieth century.  
Source: Local History File on the Central Methodist Church, Peel Archives

The 1901 Census Return and Agricultural Return (Enumeration District E-2, Page 2) confirms that John Black and his family lived on the subject property. They lived in a brick house with eight rooms, and owned one dwelling and two outbuildings.

The 1917 *Guidal's Landowners Map of the County of Peel* shows that John Black owned/occupied the whole of Lot 15, Concession XII (Figure 5). The 1919 topographic map shows a single brick farmhouse within the study area that is surrounded by orchards. The brick church is shown in the north corner of the lot (Figure 6).

The Black/Bernath family history available at the Peel Archives also includes a section on the subject farmstead in the early twentieth century (Stewart [...]: 137-149). It records that Norman took over the farm from his father, John, shortly after his marriage to Verna in 1925. He set about upgrading the property, by installing hydro in 1926, developing a registered Holstein herd and major poultry operation, and purchased a tractor. The interior of the house was described as having a small parlour, large dining room which was the centre of family activities, a large pantry, a downstairs bedroom (for the parents or grandparents), a back kitchen wing, and a summer kitchen tail behind the kitchen wing. Five large bedrooms were located upstairs. A large furnace and coal cellar was located in the basement, and a large veranda extended across the front of the house. In the mid-1930s, the house was modernized with major renovations: the smallest upstairs bedroom was converted into a bathroom; the downstairs bedroom and pantry were combined to create a modern, year-round kitchen; the dining room was divided to create a den and a smaller dining room; and the parlour remained the same, used only for visiting with company and piano practice; and the back kitchen became a storage area. The land surrounding the farmhouse was comprised of extensive lawns, flower beds, an apple orchard to the north of the house, and a large vegetable garden to the south which was bordered by pear and cherry trees and raspberry bushes.





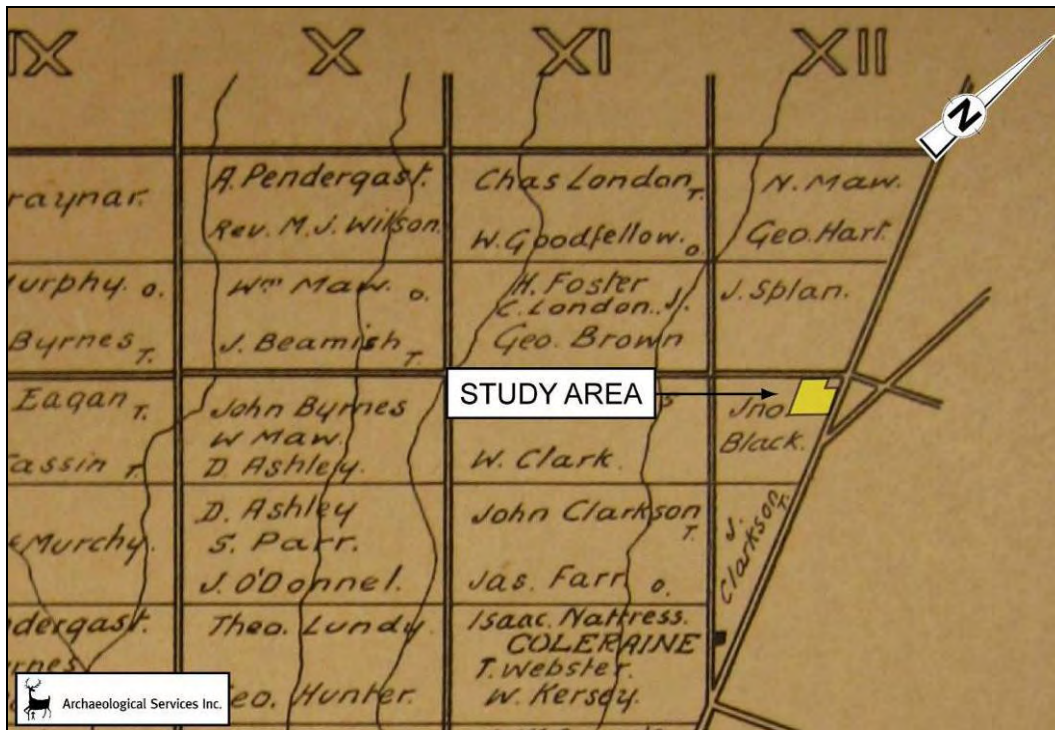


Figure 5: Approximate limits of study area on the 1917 historic mapping  
Base Map: *Guidal's Landowners Map of the County of Peel*

### 2.2.5 1963 – Present

In October 1963, Norman and Verna Black sold the farm to Dr. Curt Linz and his wife Ruth Linz. The property was subsequently subdivided, and the north quarter of the property, containing the subject farmstead, was sold in 1965 to Giuseppe and Elda Pasutto. In 1973, the 10 acre property was sold to Frank Guerra and Willy Quaglietta, who continue to own the property at 10980 Highway 50.

The approximate limits of the study area are shown on a 1976 topographic map (Figure 7). The map clearly illustrates the location of the subject house and barn. The United Church and an outbuilding in the north corner are also illustrated.

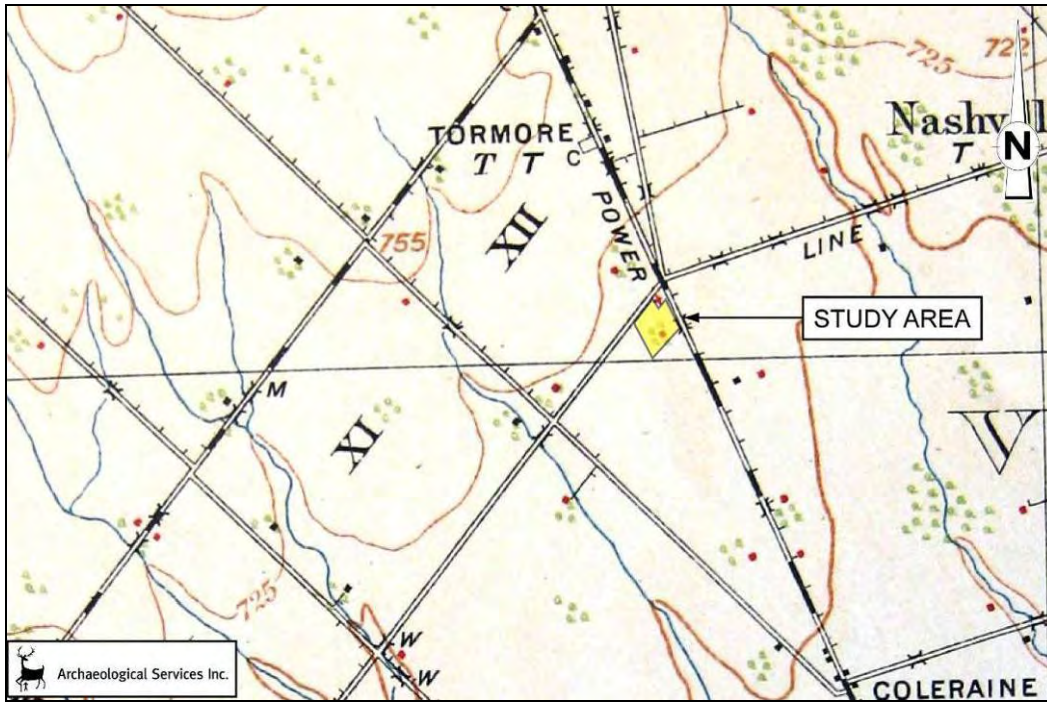


Figure 6: Approximate limits of study area on 1919 Topographic Map  
Base Map: *Bolton Sheet No.59*(Department of Militia and Defence 1914 [1919])



Figure 7: Approximate limits of study area on a 1976 Topographic Map.  
Base Map: *Bolton, Sheet 30 M/13*(Ministry of Energy, Mines and Resources 1976)

### **2.2.6 Land Use History Summary**

Archival records reveal that the land within Lot 15, Concession XII in the Township of Toronto Gore was first settled upon by George Brophy in about 1836, after purchasing the property from the Canada Company. Brophy likely commenced his settlement duties, which included clearing land and constructing a dwelling on the property. The parcel was sold to Thomas Prout in 1841, and it was subsequently purchased by Robert Woodill in 1842. Robert Woodill lived elsewhere in the township, and as such, the property was leased out to tenant farmers during the 1840s, 1850s, 1860s and early 1870s. Census returns record that the tenant farmers were living in a one storey log house during this time.

John Cameron married the recently widowed Flora McInnis Black in the Isle of Iona, Scotland. The couple, together with her two children, John and Katie Black, left for Canada in 1851. They first settled in Vaughan, renting land to live on and farm, and later moved on to rent and farm land in the Township of Gore. During this time, many of the Cameron daughters had married neighbouring farmers. Finally, after being in Canada for 26 years, John Cameron and his eldest son and step-son had saved enough money to buy their own farm on Lot 15, Concession XII in 1876 (Stewart [...]:26-28).

According to family records, the family moved into the log house already present on the property. Family history records indicate that the family was living in a two-storey log house in 1882, and the 1891 census notes that the family lived in a one-and-a-half storey wooden house at this time. While these records are conflicting, it does establish that the one storey log house was expanded once the Cameron family moved on to the property.

In 1895, the family history records that the present two-storey brick house was built on the property by John Black to replace the original log house. Unfortunately, there is no available archival evidence to support this exact date; however, given the construction and style of the house, and its presence as noted in the 1901 census, the house was certainly built sometime between 1891 and 1901. In 1898, John Cameron passed away and left the farm in Toronto Gore to his two sons. Colin Cameron and his family were living and farming in Etobicoke Township by this time, while John Black had remained on the property with his own growing family, as well as his aging parents. Naturally, John Black purchased his brothers share in the property, and continued to farm and reside on the property until it was passed on to his son, Norman, in 1925. John Black retired to a village lot in nearby Nashville and he lived to be 101 years old. He was noted for his hard working nature, for being a staunch liberal, and serving as an elder and leader in the Presbyterian Churches at Knox, Vaughan, and later in Nashville, which he helped to found.

Historical photographs dating to the 1930s-1950s were included in ‘The Black Farm Chapter’ in the Black/Bernath family history (Stewart [...]: 137 – 149).

In October 1963, Norman and Verna Black sold the farm to Dr. Curt Linz and his wife Ruth Linz. The property was subsequently subdivided, and the north quarter of the property, containing the subject farmstead, was sold in 1965 to Giuseppe and Elda Pasutto. In 1973, the 10 acre property was sold to Frank Guerra and Willy Quaglietta, who continue to own the property at 10980 Highway 50.







Figure 8: Front elevation of the brick farmhouse in the mid-twentieth century.  
Source: The Black Farm, Black/Bernath Family History File, Peel Archives

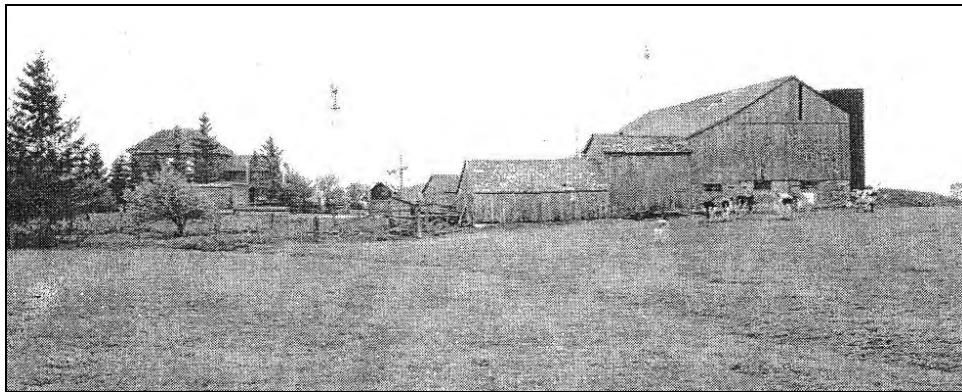


Figure 9: View of the farmstead from the north during the mid-twentieth century.  
Source: The Black Farm, Black/Bernath Family History File, Peel Archives





Figure 10: Phyllis on Minnie, no date. Milk house and barn are in the background.  
Source: The Black Farm, Black/Bernath Family History File, Peel Archives



Figure 11: Three of the Black daughters, no date. Driveshed is in the background.  
Source: The Black Farm, Black/Bernath Family History File, Peel Archives



Figure 12: 1963 Family Reunion at the Black Farm hosted by Norman and Verna Black.  
Source: The Black Farm, Black/Bernath Family History File, Peel Archives<sup>2</sup>

### 3.0 EXISTING CONDITIONS AND INTEGRITY

#### 3.1 Introduction

A field review was undertaken by Lindsay Popert and Heidi Schopf on December 8<sup>th</sup>, 2011, to conduct photographic documentation of the property and to collect data relevant for completing a heritage evaluation. Results of the field review and archival research were then utilized to describe the existing conditions of the property. The following sections provide a general description of the dwelling and the surrounding rural context. Photographic plates referenced in the following section are contained in Appendix A. For ease of description, the orientation of the farmhouse and overall property will be described in this report as facing east, although it actually faces northeast.

The subject property at 10980 Highway 50 in the City of Brampton is located on the west side of Highway 50, south of Countryside Drive. The property is bounded by fields to the south and west, and by Countryside Drive and Highway 50 to the north and east. The subject property features remnants of a former farm complex, including a brick farmhouse, barns and outbuildings, tree and fence lines, circulation routes, and fields. Historically, the fields that this property backs on to, but are now under separate ownership, were also associated with this farmstead. The property has been vacant for over a year.

<sup>2</sup> The picture shows the surviving members of the John Black family at the back door of the house: left to right, Verna Black, Lulu Hutchinson, Jesse Humphreys, Jennie Lindsay, Norman Black, and in front, Mary Johnston, Annie Stong, and Margaret Black.





Figure 13: Location of house, barn and boundaries of subject study area.

Base Map: BING Maps

## 3.2 Architectural Features

### 3.2.1 Residence: Exterior Description

According to archival research, the subject two-storey frame house with brick veneer was built circa 1895 (Plates 1 – 6). The house is reflective of the Edwardian Classicism style, which gained popularity towards the end of the nineteenth century and beginning of the twentieth century. Elements exhibited by this house that are typical of the Edwardian style include: the medium-pitched hipped roof; smooth red brick veneer; simple design; large and numerous windows; and minimal ornamentation.

The subject residence rests on granite foundations and features an L-shaped footprint created by a projecting bay on the front elevation (Plate 7). The medium-pitched hipped roof features asphalt shingles, minimal roof overhang, and wooden soffit (Plate 8). A modern chimney is located on the south elevation and features an external brick stack. A historical photograph of the house (see Figure 8) shows that a chimney was formerly located on the north elevation. The brick exterior features bands of projecting brickwork and a projecting brick drip course on the front and side elevations only. The five bands of projecting brickwork are as follows: one band, composed of two courses of raised brickwork, is in line with the main floor window sill; the next two bands are composed of single courses of raised brickwork, and are in line with the top of the main floor windows, and just above the main floor brick voussoirs; the fourth band is composed of two raised brick courses, and is in line with the top of the second floor windows; and the final band is composed of a single course of raised brickwork, and is located just below the eaves.

A single storey, circa 1960s, rear brick addition with concrete foundations and low hipped roof has been added to the west façade of the house, replacing the original kitchen tail. The original front porch, which extended across the front façade from the projecting bay to the southeast corner of the house, has also been removed. In its place is a modern porch (without a roof) with concrete foundations and steel railings

around the perimeter (Plate 9). Remnants of the wooden framework of the former covered porch are visible in the exterior of the house, just above the first storey windows (Plate 10).

There are three points of entry into the house. The east elevation features two doors off the front porch. One is located on the south side of the projecting bay, the other is located just to its left, slightly off-centered on the front elevation (Plate 11). Both entrances feature segmentally-arched brick voussoirs, wooden frame, and wooden sill. The entrance on the side of the projecting bay maintains the original wooden door which features one large, central pane of clear glass capped by three smaller panes of coloured glass, two recessed panels below the central pane, and original hardware. This entrance is protected by the original wooden storm door. The entrance on the front façade features a wooden door with eight recessed panels and original hardware. The third entrance in to the house is located on the north elevation of the modern accretion, and features a modern door and materials (Plate 12). This entrance opens up on to a side deck.

All of the windows in the original structure and rear accretion are modern, including the basement windows (Plates 13 – 16). A review of a historic photograph of the house indicates that the original openings on the main and second floors were one-over-one pane sash windows in wooden frames. While the original windows have been replaced with modern materials, the fenestration or window arrangement remains intact. All windows openings are segmentally arched, and some windows feature wooden sills, while others feature brick sills, which were likely added when the new windows were put in.

Alterations to the house include: the replacement of original windows with modern materials; modern porch with concrete base and steel railing on front façade; new chimney on the south elevation; and construction of a modern, single-storey accretion at the rear of the building. The gable-roofed profile of the original, one-and-a-half storey rear kitchen tail is visible in the brickwork on the west elevation (Plate 17).

The condition of the house appears to be moderate, as some of the exterior brickwork is deteriorating from water damage. Internal investigations revealed that the basement is flooded.

In summary, the house exterior features notable elements, exhibiting either original form/materials or retaining direct associations with Edwardian Classicism, and which include but may not be limited to:

- Stone foundations;
- Two-storey scale;
- Hipped roof;
- Frame construction with brick veneer;
- Projecting side bay on front elevation;
- Large window openings, original fenestration, brick voussoirs and wooden sills;
- Projecting brick drip course and raised brick bands around the east, north and south elevations;
- Position of entrances on the east elevation with segmentally-arched voussoirs;
- Eight-panelled wooden door on east elevation of house with original hardware; and
- Wooden door with large, single glass pane capped by three coloured glass panes, and two recessed panels in lower part of the door.





### ***3.2.2 Residence: Interior Description***

The subject dwelling at 10980 Highway 50 in the City of Brampton features a basement, main floor, and upper floor (Figures 14 – 15). Given that the basement was flooded, it was not accessed during this assessment. A quick cursory assessment was made from the bottom step of the stairs, where it was possible to confirm that the foundations were stone, the windows were modern although in their original wooden frame, and the floor joists above were sawn (Plate 18).

The main floor of the house follows an open-concept plan, typical of an Edwardian-era residence. The entrances at the front of the house opened directly into the parlour, located at the northeast corner of the floor plan, and the dining room, which originally included the entire southern half of the main floor. In the early twentieth century, it was divided into a smaller dining room and a den (Plates 19 – 25). Access to the kitchen, the stairs leading to the basement and second floor, and the modern addition at the back of the house are provided through the dining room (Plate 26). The kitchen was added in the early twentieth century, taking the place of two rooms originally used as a pantry, and as a main floor bedroom (Plates 27 – 28). The rear addition was likely constructed in the 1960s, replacing the original kitchen wing. This part of the house includes a back hallway leading to the side entrance, a bathroom, a large kitchen/dining room, and a bedroom/family room (Plates 29 – 30).

The second floor of the house is accessed by a quarter-turn staircase at the southwest corner of the house (Plate 31). The stairs lead up to a long, central hallway, off of which four bedrooms, the attic through the ceiling, and one bathroom are accessed. The bathroom was added in the early twentieth century, and reportedly was formerly used as a small bedroom (Plates 32 – 35).

Many original features remain intact throughout the house. This includes doors and hardware, although many were noted to have been replaced. Of particular note is the various hardwood floors found in the house on both the main and second levels (Plates 36 – 40). Wooden boards, approximately 3 to 4 inches in width, run east-west in the parlour. The flooring in the den features much narrower boards, running north-south, which are more typical of the early twentieth century and may have been added when the dining room was converted into two rooms. Decorative heating vents in the floor and base of the wall were noted and likely date to the 1930s. The den, kitchen and rear part of the main floor have vinyl flooring. Upstairs, the hallway and Bedroom Nos. 3 and 4 were covered with carpet, while the other two bedrooms featured wood flooring. However, the wooden boards likely extended underneath the carpeting in the other areas of the upper floor, evidenced by the flooring found underneath the carpet in the closet of Bedroom No. 3 (Plates 36 – 40). Tiles were found in the upstairs bathroom. The kitchen contains a number of interesting features: the circa 1930s cabinetry appears to be intact, complete with original hardware; and the one-over-one pane sash window on the east wall appears to be the only remaining original window in the house. It was likely saved from replacement given that it no longer serves as an exterior window, but rather a window into the back hallway of the modern addition.

Decorative features found on the main floor include: the decorated plaster ceilings in the parlour and den; crown molding in the parlour and den; evidence of former crown molding in the upstairs bedrooms; elaborate, fluted molding around the doors and windows in the parlour, the side casing of both windows and doors capped by decorative capitals; and fluted molding around the doors; and windows with bullseye rosette corner blocks are located throughout the rest of the house in original part of the main floor and the second floor (Plates 41 – 48). There are some differences between window moldings, concerning the quality of the carpentry and variations in type of window sills/aprons, which suggest that some of the trim has likely been updated over time. The baseboards throughout the main floor appear to have been replaced with new materials, although the high, molded baseboards found through the upper floor appear to be original (Plate 49). Lastly, the quarter-turn stairwell located off the southwest corner of the dining



room, providing access to the second floor, was noted to be quite plain in comparison to the front part of the house. The stairwell features wooden risers and treads, plain wooden wall string, and fluted wainscotting with chair rail (Plate 50).

The house interior features notable elements, which include but may not be limited to:

- Generally intact, original floor plan with some alterations made in the 1930s;
- High, molded baseboards throughout the second floor;
- Hardwood flooring, of various widths and type, found in the parlour, den, and throughout the second floor (sometimes underneath the carpet);
- Wainscotting in the stairwell from main floor to the second floor;
- Original, one-over-one pane sash window on west wall of the kitchen;
- Elaborate molded window and door casing found throughout the original part of the house, on both floors;
- Metal heating grates;
- 1930s-era kitchen cabinetry with original hardware intact; and
- Decorative plaster ceilings.

### 3.3 Barn and Outbuildings Description

In addition to the farmhouse, the built structures at 10980 Highway 50 include: a large barn; henhouse; driveshed; milk house; a garage; and frame shelter. Access into these buildings was not possible due to structural instability, resulting in healthy and safety concerns.

The barn (Plates 51 – 63, Figure 16), located northwest of the farmhouse, is comprised of three different structural areas that appear to have been altered at different times as the farm has evolved over time. The southern portion of the barn, Section 1, was partially collapsed at the time of field review. This section does not rest on foundations and features hewn structural uprights, sills and beams with pin connected joints. While there are a number of hewn structural members that have empty mortises, this is more likely a result of the recent structural failure and collapse rather than an indication that this section of the barn was at one time reclaimed from another structure. A review of aerial mapping confirms that this section of the barn had a gable roof. The northern part of the barn, Section 2, features a rectangular footprint with gable roof, metal roofing material, and stone foundations on the north, west, and part of the south elevation. A view of the barn interior from the collapsed section to the south confirmed that Section 2 also features hewn structural elements with pin connected joints. A lean-to addition has been made to the east elevation, referred to in this report as Section 3, and the east elevation is composed of concrete blocks and poured concrete. Given that the stone foundations on the north elevation were noted to support both Sections 2 and 3 of the barn, the lean-to ‘addition’ was most likely built at the same time as Section 2, and the concrete found on the east elevation is probably the result of twentieth-century modifications or repairs. A single, gabled dormer is located on the east elevation. Most windows on the barn were blocked with plywood, while the doors were not secured.

The two-storey frame structure known as the henhouse (Plates 64 – 65) is located northeast of the barn. The dilapidated structure features frame construction with wood siding, poured concrete foundations, gable roof with metal roofing material, and wire netting over the large window openings on both levels of the south elevation. No openings were identified on the north or west elevations. Historical accounts of the property indicate there used to be three large henhouses on the property (Stewart [...]: 144-146).



Attached to the east elevation of the henhouse is a one storey driveshed (Plates 64, 66). This frame structure features a gable roof with metal roofing material, wide vertical board siding, and door openings on the south and east elevations.

A small, gable roofed frame milk house (Plates 67 – 68), named as such according to archival descriptions of the property, is located southeast of the barn, in the area between the farmhouse and the barn, on the north side of the driveway. Historic photographs reveal that this structure was present in the early twentieth century (see Figure 10). Eight-gallon cans of milk were carried by wheelbarrow to the milk house every morning, where they were lowered into a deep vat filled with cold water for storage. When the milk truck came, they were moved out on to the concrete pad or ‘milk stand’ to the east of the milk house (Stewart [...]: 142).

A detached garage built to house a single car (Plate 69), is located just south of the milk house and northwest of the farmhouse, on the north side of the driveway. The brick structure features a hipped roof, stucco siding which was likely a modern modification, and a dilapidated greenhouse attached to the west elevation of the garage. The garage likely dates to the early twentieth century.

Located towards the southwest corner of the study area is a dilapidated, frame shelter with a salt-box roof (Plates 70 – 71). The shelter is located south of the barn, on the edge of the fields which extend to the west and south of the main farm complex.

The outbuildings feature a number of notable elements, which include but may not be limited to:

- Timber framing in the barn including hand-hewn beams, sills, uprights, and joists;
- Stone foundations supporting Section 2 of the barn, and concrete block foundations supporting the eastern elevation of Section 3 of the barn;
- Gable roof dormer on east elevation of the barn; and
- Wide vertical side boards on exterior of the driveshed.

### 3.4 Context and Landscape Features

The property at 10980 Highway 50, City of Brampton, features elements typical of both designed and evolved cultural heritage landscapes. It retains direct physical and visual associations with the surrounding fields, historic transportation routes, and flat topography that relate to its agricultural roots. Of particular note are the types and arrangements of buildings present on the property, the type and arrangement of vegetation, the various boundary types, and paths of circulation (Figure 17).

The subject property features an irregularly-shaped parcel that is bounded by Highway 50 and Countryside Drive to the east and north, and fields to the west and south. Historically, the farm complex encompassed the whole of Lot 15, Concession XII.

The farmhouse fronts on to Highway 50, and is located in close proximity to the road right-of-way. The primary circulation route through the property is a dirt/gravel driveway that extends from the road to the north side of the house. The driveway continues to the west of the house, past the garage and milk house, towards the barn (Plates 72 – 75). Originally, the drive would have turned to the north, and entered the barn yard area to the east of the barn. However, this has become overgrown with vegetation (Plate 76). Paths linking the barn to surrounding fields are also difficult to establish given the over growth. A large dumping area, containing piles of dirt, debris, bricks and concrete, is located at the top of the driveway, to the south (Plate 77). The agricultural-related buildings are generally clustered together, northwest of the



farmhouse. The farmhouse and agricultural buildings are surrounded by fields and a flat landscape (Plates 78 – 80).

The property features a number of fence lines, gates, and tree lines that help to define both external limits and internal boundaries, and control circulation routes (Plates 81 – 84). The external fence lines, which mark the property limits along Highway 50 and Countryside Drive, as well as along fields indicating property limits to the south and west, consist of post-and-wire fencing. A large set of modern gates are located to the northwest of the house, controlling access from the front of the property where the house is located, to the rear of the property where the rest of the built structures are located. Metal gates are also located at the entrance into the property from Highway 50. The barn yard, the area bounded by the barn on the west side, and the henhouse and driveshed on the north side, is enclosed by post-and-rail fencing. Post-and-wire fencing also appears to have been used to separate the associated fields to the north and west. Noted tree lines include a remnant line of coniferous trees to the north of the driveway, north of the house, and a mixture of other trees and shrubs along the north side of the driveway, providing a visual and physical buffer from the field to the north of the house. Plantings around the house, particularly to the south of the house, appear to serve as a physical and visual buffer between the farmhouse and the fields to the south.

As a result of decades of disuse, the agricultural landscape has become overgrown with vegetation. For example, a variety of young trees and shrubs have grown around the perimeter of the agricultural buildings, and were observed to disrupt former fence lines, tree lines, and circulation routes. One fruit tree is located in the field north of the house, and east of the barn (Plate 85). Archival records confirm that an abundant apple orchard was located in the field north of the house. Another feature not visible during field review, but noted after reviewing aerial mapping of the study area, is a small tributary that cuts across the northeast portion of the property. At one time, a small pond was located east of the barn yard and north of the farmhouse, in the vicinity of the former orchard.

Notable landscape features associated with the subject property include, but may not be limited to:

- Location of the farmhouse and outbuildings;
- Physical, visual, functional, and historical associations between the farmhouse, fields, and agricultural outbuildings;
- Unaltered, level fields and overall landscape;
- Remnant mature coniferous trees along north side of the driveway, north of the house;
- Post-and-rail and post-and-wire fence lines (internal and external boundaries);
- Single remnant apple tree; and
- Small tributary.







Figure 14: Floor plan of the main floor of the farmhouse. Measurements are approximate.

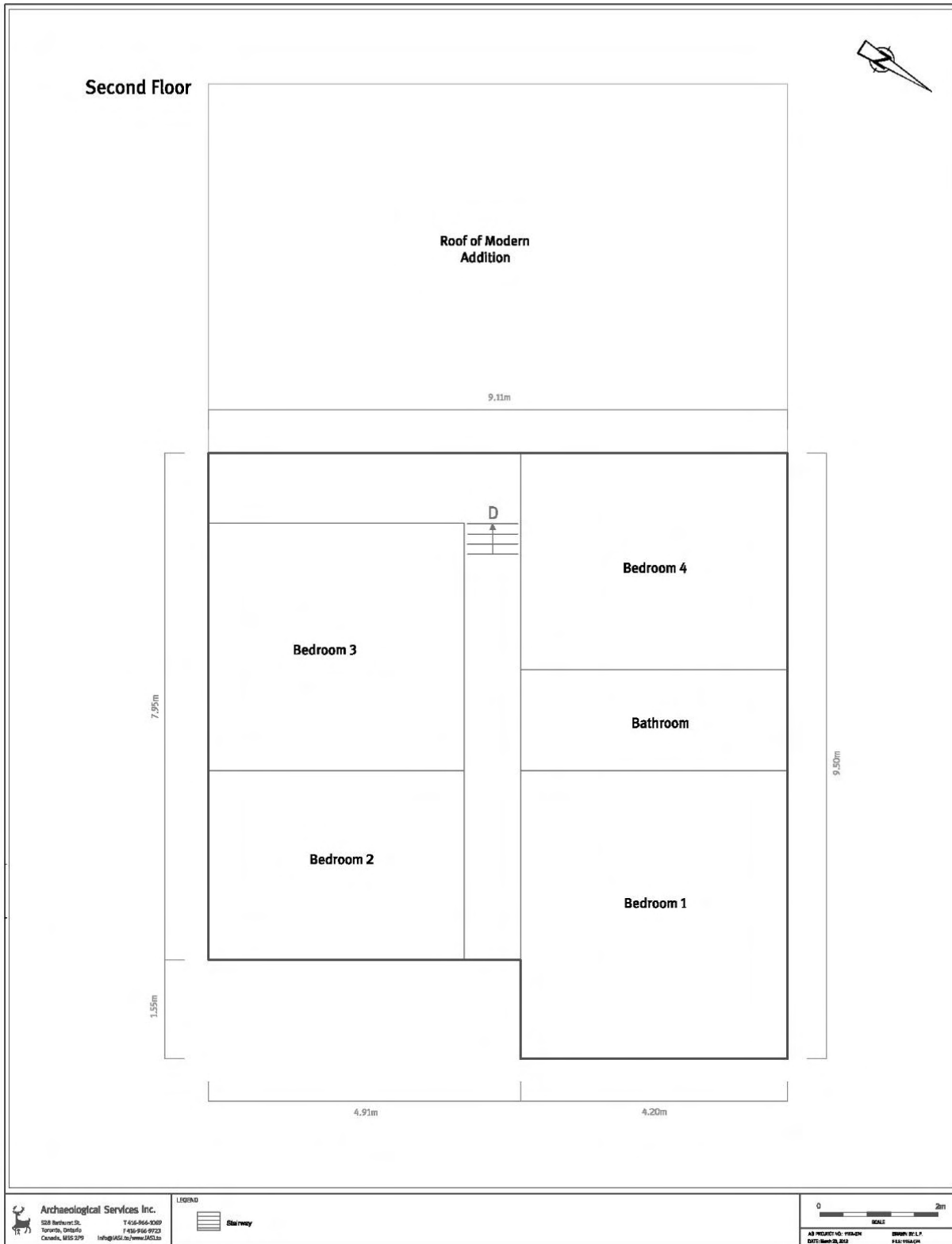


Figure 15: Floor plan of the second floor of the farmhouse. Measurements are approximate.

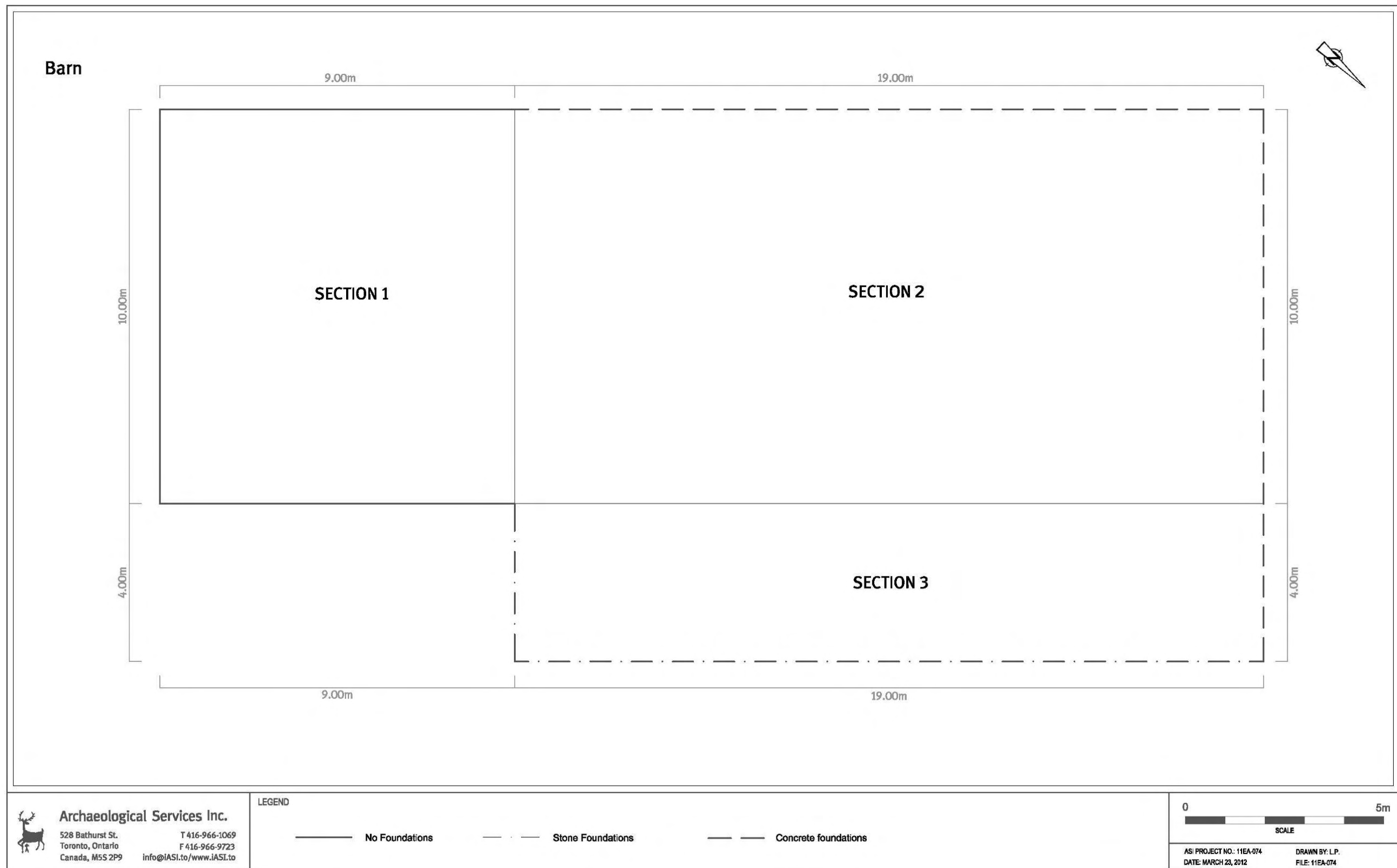


Figure 16: Plan of barn. Measurements are approximate.



Figure 17: Landscape plan.



#### 4.0 HERITAGE EVALUATION OF 10980 HIGHWAY 50

Tables 1 contains the evaluation of 10980 Highway 50 against criteria as set out in *Ontario Heritage Act* Regulation 9/06.

**Table 1: Evaluation of 10980 Highway 50 using *Ontario Heritage Act* Regulation 9/06**

1. The property has design value or physical value because it :

| <i>Ontario Heritage Act</i> Criteria   | Analysis  |
|--|---|
| i. is a rare, unique, representative or early example of a style, type, expression, material or construction method; | <p>Construction of the farmhouse was influenced by Edwardian Classicism, and it may therefore be considered an early example of this style. Features typical of an Edwardian-era residence include: the open-concept plan of the main floor; elaborate interior detailing which is limited to the parlour; the medium-pitched hipped roof; smooth red brick veneer with minimal ornamentation (raised brick bands); simple design; segmentally arched brick window openings with brick voussoirs; and large and numerous windows. Historic photographs reveal that the house originally had one-over-one pane sash windows, covered front porch with wooden columns resting on square piers, and a tall brick chimney stack on the north elevation, both of which were traditional Edwardian Classicism features.</p> <p>The barn and two-storey henhouse are of additional note. While the barn has undoubtedly been altered since its original construction, as typical of a working barn and farm, the quality of the hewn and pegged structural members of the barn are of particular note and suggest an early construction date. This is confirmed through archival records, which indicate that there were four barns/stables on the property by 1871. The property appears to have been settled beginning in the mid-1830s, and as such this barn, or parts of, may date to the mid-1800s. In addition, the two-storey henhouse may be considered a rare example of this outbuilding type, given its early c.1930s construction date.</p> <p>While the agricultural landscape is fairly intact, given the extant field divisions, fence lines, circulation routes, and building arrangement, the farm is overgrown with vegetation and slowly degrading through lack of maintenance and disuse.</p> |
| ii. displays a high degree of craftsmanship or artistic merit, or;   | <p>The hewn structural components of the barn and their associated mortise and tenon joints secured with a wooden peg were noted during field review as being an example of excellent craftsmanship. Detailing on the exterior and interior of the house were also noted: the decorative, exterior brickwork featuring bands of raised or projecting bricks; and the elaborate, molded trim around the windows and doors in the parlour.</p>  |
| iii. demonstrates a high degree of technical or scientific achievement.  | <p>The house, outbuildings, and landscape do not demonstrate a high degree of technical or scientific achievement.</p>  |

2. The property has historical value or associative value because it:

| <i>Ontario Heritage Act</i> Criteria                    | Analysis  |
|---|---|
| i. has direct associations with a theme, event, belief, | <p>The subject property retains associations with the Cameron and Black families of the late nineteenth and early- to mid-twentieth century, who came</p> |



**Table 1: Evaluation of 10980 Highway 50 using *Ontario Heritage Act* Regulation 9/06**

|   |   |
|---|---|
| person, activity, organization or institution that is significant to a community;   | to occupy and farm Lot 15, Concession XII in the Township of Toronto Gore. Archival research determined that the Cameron/Black families were noted farmers in the area who established themselves in the community through hard work, marriages between neighbouring farming families, and their involvement in local churches. They undoubtedly contributed to the growth and development of farming practice in the area in the late 1800s and the 1900s. |
| ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;                | The subject property has a long history of agricultural land use under the direction of the Cameron/Black families. However, local history research has not indicated that the property retains a strong association with local historical milestones and it has not contributed to phases of community development within the Township of Toronto Gore or the City of Brampton.  |
| iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. | This property was not found to demonstrate/reflect the work or ideas of a known architect, artist, builder, designer, or theorist.  |

3. The property has contextual value because it:

| <i>Ontario Heritage Act</i> Criteria  | Analysis  |
|---|---|
| i. is important in defining, maintaining or supporting the character of an area;          | The subject property contributes to the rural character of this part of the City of Brampton through its retention of an intact, although overgrown and unmaintained, agricultural landscape, farmhouse and outbuildings.   |
| ii. is physically, functionally, visually or historically linked to its surroundings, or; | The subject property is physically, visually and historically linked to its rural, agricultural surroundings in the northeast part of the City of Brampton. The property retains these links to its surroundings through: its close proximity to the Highway 50 right-of-way, a historical thoroughfare; its retention of a field to the north and west of the house and outbuildings; and visual relationship with the fields to the west and south of the property, which are originally part of the Cameron/Black farm but have since been severed and are under separate ownership. |
| iii. is a landmark.   | The subject property is listed as a heritage feature by the City of Brampton, and is known as the Cameron House, with a heritage rating of “B”. This level of heritage rating indicates that the property is considered to be significant, to be worthy of preservation and may be considered for municipal designation under the <i>Ontario Heritage Act</i> . However, beyond this municipal recognition, the property is not known to serve as a landmark.   |

The above evaluation confirms that 10980 Highway 50, City of Brampton, meets several of the criteria contained in Regulation 9/06, and may be considered for municipal designation the *Ontario Heritage Act*.

## 5.0 SUMMARY STATEMENT OF CULTURAL HERITAGE VALUE

The subject farm complex at 10980 Highway 50 features a two-storey brick farmhouse built in c.1895, a nineteenth-century barn, a number of additional outbuildings from the nineteenth and early twentieth



centuries, and an agricultural landscape. The property is located in the northeast corner of the City of Brampton, on the division road between the former Township of Gore, County of Peel, and the former Township of Vaughan, in the County of York.

The historical value of the subject property lies in its association with the Cameron/Black family, who purchased Lot 15, Concession XII, Township of Toronto Gore in 1876. John Cameron, and the following three generations of his family including John Black, his son Norman Black, and his children continued to farm and improve the farm until 1963. John Black is responsible for the construction of the brick farmhouse, while his son Norman is responsible for modernizing the farm in the 1930s. The Cameron/Black family is notable for their contributed to the growth and development of farming practice in the area in the late 1800s and the 1900s.

The two-storey farmhouse on the subject property is an early example of Edwardian Classicism-influenced housing construction. Features typical of an Edwardian-era residence include: the open-concept plan of the main floor; elaborate interior detailing which is limited to the parlour; the medium-pitched hipped roof; smooth red brick veneer with minimal ornamentation (raised brick bands); simple design; segmentally arched brick window openings with brick voussoirs; and large and numerous windows.

The outbuildings and landscape also express important design values. The hewn structural components of the barn and their associated mortise and tenon joints secured with a wooden peg were noted for their excellent craftsmanship, and the two-storey henhouse may be considered a rare example of this outbuilding type, given its early c.1930s construction date. While the agricultural landscape is fairly intact, given the extant field divisions, fence lines, circulation routes, and building arrangement, the farm is overgrown with vegetation and slowly degrading through neglect.

The subject property retains important contextual values through its retention of an intact, although overgrown and unmaintained, agricultural landscape, farmhouse and outbuildings, which in turn contribute to the surrounding rural character of the area. In addition, the property was noted to retain physical, visual and historical links to its surroundings through: its close proximity to the Highway 50 right-of-way, a historical thoroughfare; its retention of a field to the north and west of the house and outbuildings; and visual relationship with the fields to the west and south of the property, which are originally part of the Cameron/Black farm but have since been severed and are now under separate ownership.

## **6.0 CONSERVATION STRATEGY**

### **6.1 Proposed Work**

The Highway 50 and Mayfield Road Class Environmental Assessment (in progress) determined that the preferred alternative involves widening Highway 50 on both the east and west sides of the existing centreline to accommodate six travel lanes (three per direction) (Figure 7). This will result in encroachment on to the property.

#### **6.1.2 Impact Assessment**

To assess the potential impacts of the undertaking, the cultural heritage resource and identified heritage attributes were considered against a range of possible impacts as outlined in the Ministry of Tourism and



Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7).

Based on the current designs for the proposed road improvement, potential impacts to the identified cultural heritage resource may include significant direct and indirect impacts including, but not limited to:

| Impact                             | Description   |
|------------------------------------|---|
| Destruction, removal or relocation | The proposed road widening is not expected to directly impact the cultural heritage resource through the destruction, removal or relocation of any identified heritage attributes associated with this resource.  |
| Alteration                         | The proposed road widening is expected to impact the subject property through encroachment. Based on proximity of the resource to the expanded road right-of-way, alteration to the remnant nineteenth and twentieth century agricultural landscape is expected, and the long term viability of the resource may be negatively impacted due to the potential for increased ambient noise and limited vehicular access to/from the property. |
| Shadows                            | No impacts are expected.  |
| Isolation                          | No impacts are expected.  |
| Direct or indirect obstruction     | No impacts are expected.  |
| A change in land use               | Once the affected portion of the property is obtained by the Regional Municipality of Peel, a change in land use will occur. The remainder of the property is expected to remain agricultural.  |
| Soil disturbance                   | Construction activities associated with the road widening will result in soil disturbance and possible tree and fence line removal.   |





## 6.2 Conservation Strategy Objectives

Based on the results of archival research, a site visit, heritage evaluation, and analysis of impacts of the proposed undertaking, the following conservation strategy has been developed. The conservation strategy has been developed in accordance with the Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada and the Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties (See Appendix B). The conservation strategy has been designed to:

- Avoid identified heritage attributes.

As such, the following conservation objective should be adopted:

- The proposed Highway 50 should be planned to avoid direct and indirect impacts to the property at 10980 Highway 50 and to result in sympathetic and compatible alterations to its landscape.

In order to achieve the above conservation objective, the following options should be considered:

- Develop a vegetative screening and noise reduction plan to minimize visual and ambient noise to ensure the long-term viability of the residential heritage resources;
- Vegetative screening should be sympathetic to the resource, retain the rural character of the property, maintain remnant visual, physical and functional associations with its agricultural roots, and ensure the long-term viability of the residential heritage resources;
- Maintain existing fence lines along property boundaries, the remnant apple tree, and remnant coniferous tree line on the north side of driveway, where technically feasible; and
- Maintain existing vehicular access to the property from Highway 50 to ensure the long-term viability of the residential heritage resources.

As part of a longer term conservation strategy, the property and associated heritage attributes should be protected, and steps should be taken to ensure that the structure does not succumb to vandalism, premature decay, and/or arson.





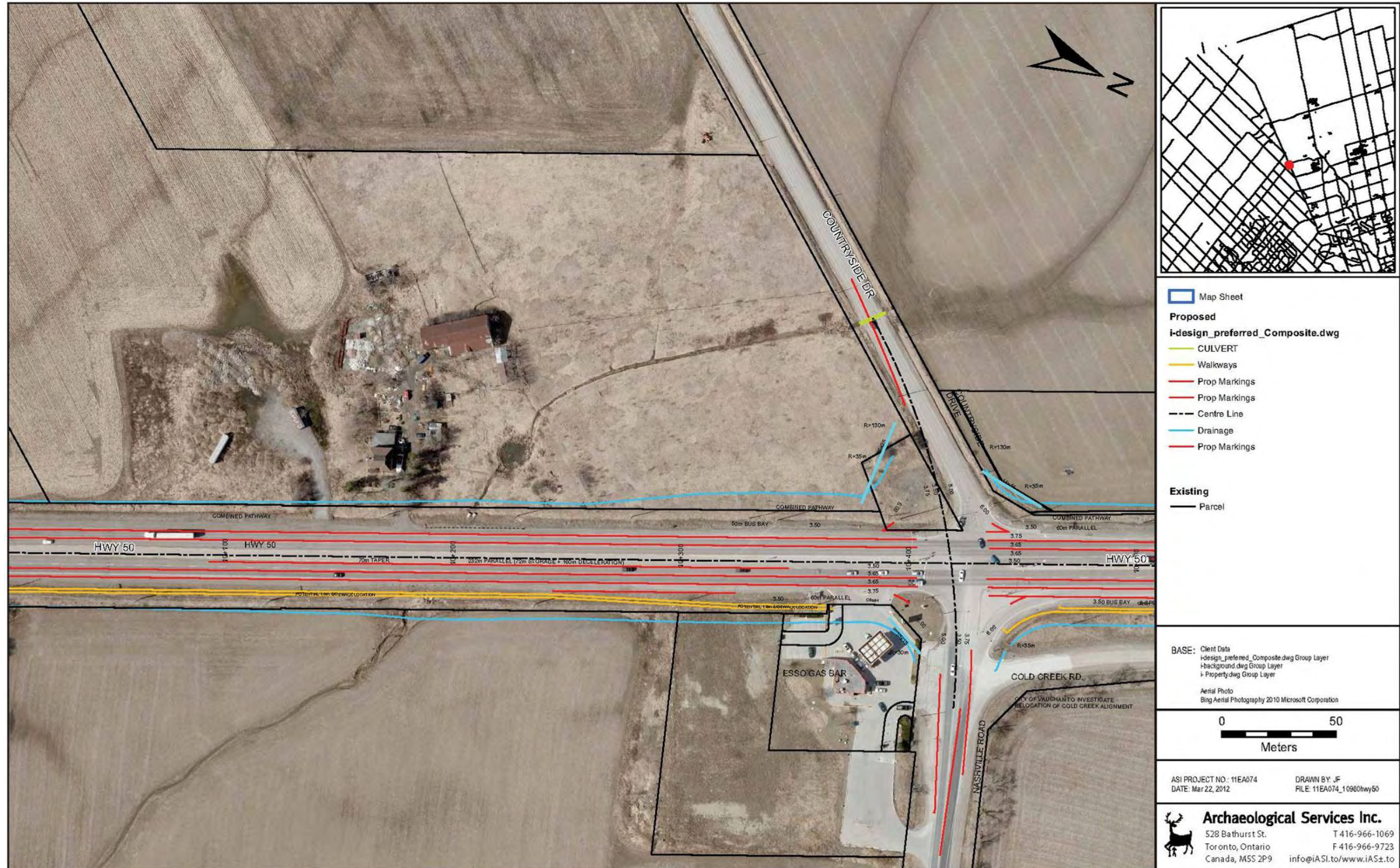


Figure 18: The Highway 50 road widening at 10980 Highway 50, City of Brampton



## 7.0 CONCLUSIONS AND RECOMMENDATIONS

### 7.1 Conclusions

The property at 10980 Highway 50 is located in the northeast part of the City of Brampton, on the west side of Highway 50, south of Countryside Drive. The 9.9 acre property consists of a farmhouse, which fronts on to Highway 50, a large barn, outbuildings, and an agricultural landscape featuring fields, fence lines, tree lines, and circulation routes. All buildings on the property are currently vacant. The subject parcel is nearly rectangular in shape, made irregular by the small square property parcel cut from the northeast corner, and which is the former site of a church. The property is bounded by Highway 50 to the east, Countryside Drive to the north, and fields to the south and west.

In 1895, the family history records that the present two-storey brick house was built on the property by John Black to replace the original log house. Together with his step-brother and step-father, John Black had purchased the subject farm on Lot 15, Concession XII in the Township of Toronto Gore in 1876. They purchased the farm, which contained a log house and up to four barns/stables on the property at that time, from the Woodill family who had been leasing the property out to tenant farmers for the previous 34 years. Archival records indicate that the subject lot was first settled in the mid-1830s by George Brophy.

The subject farmstead continued to operate under the Black family until the early 1960s. During this time, the house and barn were altered and modernized, and new outbuildings were added to accommodate the evolving farm. By the 1930s, dairy and chickens were the main sources of income for the Black family. The property was subsequently purchased by the Linz family, by Giuseppa and Pasutto, and finally by the current owners, Guerra and Pasutto, in 1973. During this period of time, the Black farmstead was severed from the original 93-acre farm, and was reduced to a 10-acre parcel in the northeast corner of Lot 15.

### 7.2 Recommendations

Based on the results of archival research, a field review, and heritage evaluation, the property at 10980 Highway 50 in the City of Brampton was determined to retain significant cultural heritage value following application of Regulation 9/06 of the *Ontario Heritage Act*. Its heritage significance revolves around its design, associative, and contextual-related values. Given that the subject property was determined to retain cultural heritage significance, the preservation/retention of the resource on site is recommended.

The property at 10980 Highway 50 in the City of Brampton is expected to be indirectly impacted by the proposed road widening through encroachment. As a result, the following recommendations have been made based on the determined heritage values of the resource and in consideration of overall impacts to the property:

1. Develop a vegetative screening and noise reduction plan to minimize visual and ambient noise to ensure the long-term viability of the residential heritage resources.
2. Vegetative screening should be sympathetic to the resource, retain the rural character of the property, maintain remnant visual, physical and functional associations with its agricultural roots, and ensure the long-term viability of the residential heritage resources.
3. Maintain existing fence lines along property boundaries, the remnant apple tree, and remnant coniferous tree line on the north side of driveway, where technically feasible.



4. Maintain existing vehicular access to the property from Highway 50 to ensure the long-term viability of the residential heritage resources.

Finally, this report should be submitted to the Brampton Heritage Board and the Heritage Coordinator in the Planning, Design and Development Department at the City of Brampton for review and comment, and subsequently filed and archived at the Region of Peel Archives.

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**APPENDIX A**

**Photographic Documentation**



Plate 1: East elevation (front façade).



Plate 2: Northeast elevation.







Plate 3: North elevation.



Plate 4: Northwest elevation.







Plate 5: West elevation.



Plate 6: South elevation.





Plate 7: Detail of stone foundations, bands of projecting brick, and brick drip course above the foundations.



Plate 8: Detail of the brickwork, minimal roof overhang, and wooden soffit.







Plate 9: View of modern porch on front elevation, from the south.



Plate 10: South corner of front elevation, showing remnants of wooden frame porch in exterior brickwork.







Plate 11: View of two front entrances on east elevation of house.



Plate 12: View of side entrance located on north elevation of the modern accretion. Note the change in brickwork between front and back sections of the house.







Plate 13: Typical example of modern windows, segmentally-arched brick voussoirs, and wooden sills (second floor of the north elevation).



Plate 14: Slightly smaller window opening located on main floor of the north elevation.





Plate 15: Typical example of basement window with segmentally-arched brick voussoir, wooden frame, and modern window (north elevation).



Plate 16: View of modern, side-sliding sash window in c.1960s rear accretion. Note the change in brickwork between front and back sections of the house.







Plate 17: View of gable-roofed profile of original rear accretion on west elevation of the house.



Plate 18: View of basement from the stairs, looking east. Note the entrance at the far wall into a cold cellar under the front porch.





Plate 19:  
Decorative front  
door on south  
wall of the  
parlour.



Plate 20: Cased  
opening from  
parlour to the  
den, looking  
southwest.







Plate 21:  
Decorative front  
door on east wall  
of the den.



Plate 22: View of  
the parlour from  
the den, looking  
north.



Plate 23: View of the den, looking south from the front door.



Plate 24: View of the dining room, looking south.



Plate 25: View of the dining room, looking north towards kitchen and access to back of the house.



Plate 26: Looking down stairs to the basement.





Plate 27:  
Kitchen, looking  
north.



Plate 28:  
Kitchen, looking  
northwest.





Plate 29: View of back hallway from back door, looking south.



Plate 30: View of second kitchen located in rear addition, looking south.





Plate 31: View of L-shaped stairwell from main floor to second floor, looking west.



Plate 32: Access to the attic. Note the decorative casing around the doorways to Bedrooms No. 1 and 2, and the Bathroom.



Plate 33: View of  
upstairs  
bathroom,  
looking north.



Plate 34:  
Bedroom No. 3,  
looking  
southwest.





Plate 35:  
Bedroom No.2,  
looking  
southeast.



Plate 36:  
Hardwood  
flooring in the  
parlour (lower)  
and den (upper).





Plate 37:  
Decorative  
heating grill in  
the parlour. Note  
the simple,  
modern  
baseboards.



Plate 38:  
Decorative  
heating grill in  
floor of the den.





Plate 39:  
Floorboards  
located in  
Bedroom No. 1.

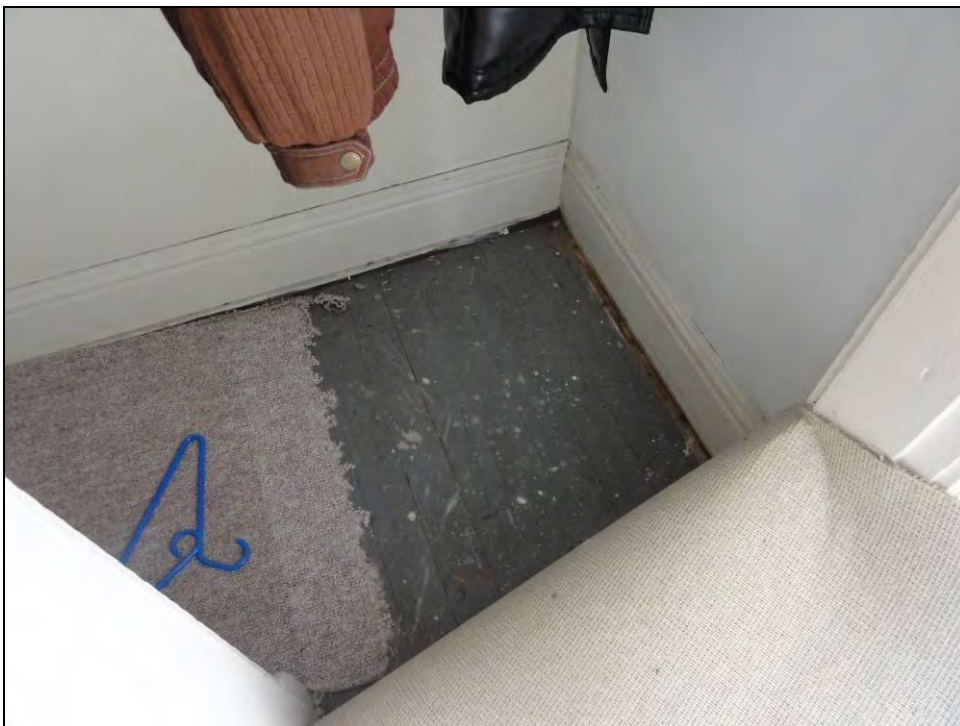


Plate 40:  
Floorboards  
located in closet  
of Bedroom  
No.3.





Plate 41:  
Decorative  
plaster ceiling in  
the den.



Plate 42: Detail  
of plain crown  
molding in the  
Den.





Plate 43: Detail of ceiling in Bedroom No. 2.



Plate 44: Detail of decorative capital and casement around the front door in the parlour.







Plate 45:  
Decorative  
window casing,  
window on east  
wall of the  
parlour.



Plate 46: Fluted  
window casing  
with simple sill  
and no sill  
apron.





Plate 47:  
Bullseye rosette  
block at corner  
of front door  
casing in the  
den.



Plate 48:  
Bullseye rosette  
corner block and  
decorative  
casing around  
the door leading  
from the den into  
the parlour.





Plate 49: Note the heating grill in base of the wall and high, molded baseboards, located in Bedroom No.3.



Plate 50: Detail of stairs leading from main floor to second floor.







Plate 51: East elevation of barn.



Plate 52: North elevation of barn.







Plate 53: West elevation of barn.



Plate 54: South elevation of barn (partially collapsed).





Plate 55: Gable dormer on east elevation of barn.



Plate 56: Concrete block foundations on east elevation.





Plate 57: East elevation of barn, north corner, showing stone and poured concrete foundations.



Plate 58: Detail of stone foundations on the north elevation, and blocked up windows.







Plate 59: View of south elevation of Section 2 of barn, and collapsed section of barn.



Plate 60: View of southwest corner of collapsed portion of barn.





Plate 61:  
Component of  
former pulley  
system.



Plate 62:Detail  
of mortise and  
tenon joint  
secured with a  
wooden peg.







Plate 63: Detail of hewn structural beams that have collapsed.



Plate 64: South elevation of the henhouse (left) and the driveshed (right).







Plate 65:  
Northwest  
elevation of the  
two-storey  
henhouse.



Plate 66: East  
elevation of the  
driveshed.







Plate 67:  
Southeast  
elevation of the  
milk house.



Plate 68: South  
elevation of the  
milk house.







Plate 69:  
Southwest  
elevation of the  
garage.



Plate 70: North  
elevation of the  
frame shelter.







Plate 71: East elevation of the frame shelter.



Plate 72: Looking south along Highway 50.







Plate 73: Looking north along Highway 50.



Plate 74: View of driveway from the road, looking west.







Plate 75: View of the end of the driveway, looking east.



Plate 76: View from end of the driveway, looking north, towards the barn.







Plate 77:  
Dumping area to  
the east of the  
house.



Plate 78: Fields  
to the south and  
east of the  
property.







Plate 79:  
Northern fields  
within the study  
area.



Plate 80: Fields  
to the east and  
north of the  
study area.







Plate 81: Post-and-wire fence along eastern property boundary, south of the driveway.



Plate 82: Remnant coniferous tree line along north side of the driveway, looking south.







Plate 83:  
Vegetation along  
south property  
boundary, just  
south of the  
house.



Plate 84: View  
of vegetation  
around the  
farmhouse,  
looking east  
towards the  
house.





Plate 85:  
Remnant apple  
tree from former  
orchard, located  
in field to the  
north of the  
house, and east  
of the barn.



## **APPENDIX B**

### **Conservation Principles**

- Ministry of Culture's Eight Guiding Principles in the Conservation of Built Heritage Properties
- Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada





Eight Guiding Principles in the Conservation of Built Heritage Properties

**1. RESPECT FOR DOCUMENTARY EVIDENCE:**

Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.

**2. RESPECT FOR THE ORIGINAL LOCATION:**

Do not move buildings unless there is no other means to save them.  
Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.

**3. RESPECT FOR HISTORIC MATERIAL:**

Repair/conservate - rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.

**4. RESPECT FOR ORIGINAL FABRIC:**

Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.

**5. RESPECT FOR THE BUILDING'S HISTORY:**

Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.

**6. REVERSIBILITY:**

Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.

**7. LEGIBILITY:**

New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

**8. MAINTENANCE:**

With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

(Source: [http://www.culture.gov.on.ca/english/heritage/info\\_sheets/info\\_sheet\\_8principles.htm](http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm))



### Standards for the Conservation of Historic Places in Canada

1. Conserve the *heritage value* of a historic place. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.
2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.
5. Find a use for a *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is under-taken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place*, and identifiable upon close inspection. Document any intervention for future reference.

### **Additional Standards Relating to Rehabilitation**

1. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
2. Conserve the heritage value and *character-defining elements* when creating any new additions to a historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
3. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.



### **Additional Standards Relating to Restoration**

1. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
2. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

(Source: Excerpted from Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*, 2003)

