Salem Secondary Plan
Development Area: Cultural Heritage Assessment Report and Impact Assessment

Lots 1-11, Concessions 9-11, former Township of Innisfil, Simcoe County, now the City of Barrie

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Sign-off Sheet

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Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by the City of Barrie to carry out a Class EA for the Salem Secondary Plan Development Area project. As part of this work, a Cultural Heritage Resource Assessment (CHRA) was completed. This project includes proposed transportation (road widening and grade separated railway crossing) and infrastructure improvements (sanitary sewer and trunk watermain) along Essa Road, Salem Road, Veterans Drive, McKay Road West, Lockhart Road and Huronia Road, and a new road to connect McKay Road West and County Road 27 in the City of Barrie, Simcoe County.

As part of the Salem Secondary Plan Development Area project, a CHRA has been completed to identify heritage resources, including built heritage and cultural heritage landscapes, present within, and adjacent to, the study area. A land use history was completed to provide a cultural context for the study area and to provide a background upon which to base evaluations. Potential heritage resources were identified through consultation and a windshield survey, inventoried, and evaluated according to Ontario Regulation (O. Reg.) 9/06, the criteria for determining cultural heritage value or interest (CHVI). Where CHVI was identified, the resource was mapped and recommendations made for further study.

In order to identify protected properties, the Ministry of Tourism, Culture and Sport, The Ontario Heritage Trust, and the City of Barrie were consulted. As a result of the consultation, 34 properties were identified within the study area that were previously documented as potential heritage properties in a report carried out by Unterman McPhail Associates in 2011. None of these previously identified properties are listed or designated under the Ontario Heritage Act (OHA).

A windshield survey was undertaken to identify potential heritage resources within, and adjacent to, the study area and confirm the presence of previously identified potential heritage properties. Where identified, the potential heritage properties were photographed from the public right-of-way. A total of 41 properties were identified as potential heritage properties. In each case an evaluation of the CHVI of the property was undertaken according to Ontario Regulation 9/06. Each potential heritage resource was considered both as an individual structure and as a potential component of a cultural heritage landscape. Following evaluation, 26 cultural heritage resources were identified within, and adjacent to, the study area.

The preferred alternative for transportation improvements in the Salem Secondary Plan Development Area will result in direct impacts resulting from destruction and alteration and indirect impacts resulting from land disturbance. Potential impacts resulting from vibration were also identified.

Based on the findings of the CHAR, the following recommendations are made:
1. The information contained within this report should be incorporated into the Environmental Study Report (ESR) and the subsequent detailed design of the transportation improvements for the Salem Secondary Plan Development Area.

2. Two CHRs are expected to be directly impacted through alteration, including 7735 Country Road 27 (CHR 3) and McKay Road East (CHR 21). Landscape documentation should be carried out for these resources prior to construction to capture the existing conditions and create an archival record of these properties.

3. The subway bridge at the intersection of the CNR railway and Lockhart Road (CHR 16) will be removed and replaced to accommodate the proposed road widening along Lockhart Road. This bridge should be subject to a Cultural Heritage Evaluation Report to evaluate the bridge against O. Reg. 9/06 of the OHA per the process outlined in the Municipal Class Environmental Assessment (MCEA) Manual (Municipal Engineers Association 2015). Once the CHVI of the bridge is established, an Heritage Impact Assessment should be prepared, if warranted.

4. Four CHRs are located within the 15 metre vibration buffer zone established for this project, including 901 Essa Road (CHR 1), 180 McKay Road East (CHR 20), 110 McKay Road East (CHR 23), and 149 McKay Road East (CHR 25).
   
   a. To prevent negative indirect impacts, these heritage resources should be isolated from construction activities through a site control plan and the installation of temporary fencing to indicate where project activities are restricted.
   
   b. Pre- and post-construction condition surveys be carried out for the four properties within the 15 metre buffer. The pre-construction condition survey report will highlight existing deficiencies and the post-construction condition survey shall be conducted after completion of construction for comparison purposes.
   
   c. Vibration monitoring during construction should be carried out for the four CHRs within the 15 metre buffer zone. Vibration monitoring should consist of monitoring the ground-borne vibration levels, in peak particle velocity (PPV), at a location representative of heritage structure while construction activities take place. The vibration monitoring program should include determination of vibration assessment criteria suitable for these heritage structures, installation of vibration monitor and relocation as needed as construction progresses. Vibration monitoring personnel should be on-site during construction activities to direct and assess appropriate vibration levels as needed.

5. To assist in the retention of historic information, copies of this report should be deposited with a local repository of historic material and municipal planning staff.
Project Personnel

Project Manager: Travis Brown
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### Abbreviations

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<tr>
<td>BHR</td>
<td>Built Heritage Resource</td>
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<td>CHAR</td>
<td>Cultural Heritage Assessment Report</td>
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<td>CHR</td>
<td>Cultural Heritage Resource</td>
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<td>Cultural Heritage Value or Interest</td>
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<td>Ontario Heritage Act</td>
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<td>OHT</td>
<td>Ontario Heritage Trust</td>
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<td>PPS</td>
<td>Provincial Policy Statement</td>
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### Glossary

**Project Location**
Any land or air space in, on, over, or under which part of the Union Gas easement and temporary land use (TLU) for the Project is proposed plus a 50 metre area surrounding the Project components. This includes structures such as the pipeline itself, as well as any temporary work areas (constructible areas) which are required to be utilized during the construction of the Project (Figure 1).

**Study Area**
All properties through which the Project Location is proposed to pass through. This area was used to define the limit of site investigations (Figure 1).

**Heritage Resource**
Built or cultural resources where cultural heritage value or interest (CHVI) has been determined according to O. Reg. 9/06. Prior to evaluation, resources identified to be 40 years of age or older are considered to be potential heritage resources. There are two categories of Heritage Resources: Built Heritage Resources and Cultural Heritage Landscapes. For the purposes of this report, the term Heritage Resource is used exclusively unless assessing the CHVI of a potential heritage resource.

**Built Heritage Resource**
A single building, structure, monument, installation or remains determined to be of cultural heritage value or interest following evaluation according to O. Reg. 9/06 or protected under the Ontario Heritage Act or listed by local, provincial or federal jurisdictions. This may include residences, barns, bridges, and similar features (based on definition provided in the 2014 Provincial Policy Statement (PPS) (Government of Ontario 2014).

**Cultural Heritage Landscape**
A defined geographical area that may have been modified by human activity and determined to be of cultural heritage value or interest following evaluation according to O. Reg. 9/06 or protected under the Ontario Heritage Act or listed by local, provincial or federal jurisdictions. This may include grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form an important type of heritage form, distinctive from that of its constituent elements or parts (based on definition provided in the PPS).
### Heritage Attributes

The components of a Heritage Resource that define its CHVI. These may include, but are not limited to, principal features, characteristics, context, and appearance of a Heritage Resource (based on definition provided in the PPS).

### Protected Heritage Property

Properties which are designated under, or subject to an easement made under, the Ontario Heritage Act, as well as properties identified by provincial authorities and proscribed public bodies as a provincial heritage property. In addition, protected heritage property includes those identified by federal or international authorities as such including, but not limited to, Parks Canada or UNESCO (based on definition provided in the PPS).

### Protected Property

Protected Heritage Properties as well as any property previously identified by municipal staff or provincial agencies as containing, or having the potential to contain, cultural heritage value or interest. This includes properties identified on municipal registers, lists, or inventories of potential heritage resources.
1.0 INTRODUCTION

1.1 STUDY PURPOSE AND OBJECTIVES

Stantec Consulting Ltd. (Stantec) was retained by the City of Barrie to carry out a Class EA for the Salem Secondary Plan Development Area project. As part of this work, a Cultural Heritage Resource Assessment (CHRA) was completed. This project includes proposed transportation (road widening and grade separated railway crossing) and infrastructure improvements (sanitary sewer and trunk watemain) along Essa Road, Salem Road, Veterans Drive, McKay Road West, Lockhart Road and Huronia Road, and a new road to connect McKay Road West and County Road 27 in the City of Barrie, Simcoe County (Figure 1 and Figure 2).

As part of the Salem Secondary Plan Development Area project, a CHRA has been completed to identify heritage resources, including built heritage and cultural heritage landscapes, present within, and adjacent to, the study area. A land use history was completed to provide a cultural context for the study area and to provide a background upon which to base evaluations. Potential heritage resources were identified through consultation and a windshield survey, inventoried, and evaluated according to Ontario Regulation (O. Reg.) 9/06, the criteria for determining cultural heritage value or interest (CHVI) (Government of Ontario 2006d). Where CHVI was identified, the resource was mapped and recommendations made for further study. The objectives of the CHRA are summarized below:

- Prepare a land use history of the study area for use in the identification and evaluation of heritage resources;
- Identify potential heritage resources within the study area through a preliminary property inspection from the public right-of-way (ROW);
- Evaluate the CHVI of the potential heritage resources to determine the number of heritage resources present; and
- Prepare recommendations for future work where heritage resources were identified.
2.0 METHODOLOGY

2.1 REGULATORY REQUIREMENTS

The requirement to consider cultural heritage in Municipal Class EAs is discussed in the Municipal Class Environmental Assessment Manual (MCEA Manual) and the revised 2014 Provincial Policy Statement (PPS). The MCEA Manual considers cultural environment heritage, including built heritage resources and cultural heritage landscapes as well as archaeological resources, as one in a series of environmental factors to be considered when undertaking an MCEA, particularly when describing existing and future conditions, development alternatives, and determination of the preferred alternative.

The MCEA Manual further suggests that cultural heritage resources that retain heritage attributes should be identified early in the EA process and avoided where possible. Where avoidance is not possible, potential impacts to these attributes should be identified and minimized. Adverse impacts should be mitigated according to provincial and municipal guidelines. It is suggested that this happen early in the process so that potential impacts to significant features can be included in an understanding of project impacts and plans established to mitigate these impacts.

In addition to requirements outlined in the MCEA Manual, provisions made under the PPS were also considered in the preparation of the study. Section 2.6 of the PPS addresses cultural heritage in the land use planning process and as such was considered. The applicable provisions include:

- 2.6.1 - Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except 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.

(Government of Ontario 2014: 29)

2.2 BACKGROUND HISTORY

The CHAR was composed of a program of archival research focused on the Study Area. To familiarize the study team with the study area, local historical resources were consulted, archival documents were reviewed, and a summary of the historical background of the local area was prepared. Specifically, historical mapping was consulted to identify the presence of structures,
settlements, and other potential heritage resources in advance of the field program. Mapping from 1871, 1881, 1928, and 1976 was reviewed.

### 2.3 Municipal and Agency Consultation

Listings of provincially and locally designated properties, districts and easements for each municipality were collected from the Ontario Heritage Trust (OHT), the MTCS, and the City of Barrie. Consultation with these interested agencies and municipalities within which the project is proposed was undertaken to determine the presence of designated, listed, or registered heritage properties within the study area.

Recognition of protected properties varies greatly and is dependent on the level of CHVI identified or, in some cases, the level of investigation undertaken. For the purpose of this study, any property previously identified by municipal staff or provincial agencies as containing, or having the potential to contain, CHVI was determined to be a protected property.

### 2.4 Field Program

A vehicular windshield survey was conducted on November 22, 2014 from publicly accessible roadways. At this time, the study area was surveyed for potential heritage resources, including both potential built heritage resources and components of cultural heritage landscapes. Where identified, these were photographed and their locations recorded. Characteristics of each potential heritage resource were noted while in the field and recorded.

In general, buildings and structures of more than 40 years of age were evaluated during the survey for their potential to satisfy O.Reg.9/06 criteria. The use of the 40-year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for CHVI. This practice does not imply that all buildings and structures more than 40 years of age are inherently of significant heritage value, nor does it exclude exceptional examples constructed within the past 40 years of being of significant cultural heritage value.

### 2.5 Evaluation of Cultural Heritage Value or Interest

The criteria for determining CHVI is defined by O.Reg.9/06. Each potential heritage resource was considered both as an individual structure and as a potential component of a cultural landscape. Where CHVI was identified, a structure or landscape was assigned a CHR number and the property was determined to contain a heritage resource. Evaluations for each property are contained in Appendix A.

#### 2.5.1 Ontario Regulation 9/06

In order to identify CHVI at least one of the following criteria must be met:

1. The property has design value or physical value because it,
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i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,

ii. displays a high degree of craftsmanship or artistic merit, or

iii. demonstrates a high degree of technical or scientific achievement.

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

i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

3. The property has contextual value because it,

i. is important in defining, maintaining or supporting the character of an area,

ii. is physically, functionally, visually or historically linked to its surroundings, or

iii. is a landmark.
3.0 HISTORICAL DEVELOPMENT

3.1 INTRODUCTION

The study area is located in the former Township of Innisfil, Simcoe County, now the City of Barrie. The study area includes lands along Essa Road, Salem Road, Veterans Drive, McKay Road West, Lockhart Road and Huronia Road. The following sections outline the historical development of the study area from 19th century to the 20th century.

3.2 PHYSIOGRAPHY

The study area is located within the Peterborough Drumlin Field physiographic region of Southern Ontario, within a drumlinized till plain landform (Chapman and Putnam 1984). The Peterborough Drumlin Field physiographic region is a rolling till plain extending from Hastings County in the east to Simcoe County in the west, covering an area of approximately 1,950 square kilometres and includes over 3,000 drumlins. The general orientation of these drumlins is northeast-southwest and is indicative of the approximate direction of the glaciers movement. The soil of the region is generally composed of calcareous till; however, local variation exists. The natural vegetation of the study area is typically maple and beech mixed with white pine and hemlock; valley bottoms are typically wide swamps (Chapman and Putnam 1984:169-171).

3.3 SURVEY AND SETTLEMENT

Background research was carried out to place the study area in a historical context and identify any potential heritage resources that are 40 years old or more. Historically, the study area is located in the Township of Innisfil, Simcoe County in the following lots and concessions:

- Lots 1-11, Concession 9
- Lots 1-11, Concession 10
- Lots 1-11, Concession 11

3.3.1 Township of Innisfil

The Township of Innisfil was first surveyed in 1820 and Euro-Canadian settlement of the township began shortly thereafter. Initial settlement was slow and the first mill was constructed in the 1830's. The northwestern quarter of the township was not settled by Euro-Canadians until 1842 due to the lack of land patents. By 1850, the township had a population of 1,807. The principal settlements in the township were Allandale and Barrie, with numerous smaller communities that consisted of post offices (including the communities of Holly and Vine), stage connections, or railway stations related to the Hamilton & Northwestern Railway or the Northern Railway (Mika and Mika 1981: 347-349).
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3.3.2 Post Village of Holly

Holly was described as a post office settlement in Simcoe County, located approximately 4.8 km from Allendale on the Grand Trunk Railway (GTR). In 1906, the settlement had a population of 200 and contained one Methodist church, one store, and one blacksmith shop (Lovell 1906: 536).

3.3.3 Post Village of Vine

This settlement was a post office village on the Hamilton and Allendale division of the GTR, located approximately 8 km southwest of Allendale. In 1906, Vine had a population of 50 and contained one store (Lovell 1906: 933).

3.3.4 Essa Road

Essa Road served as the main transportation corridor from the County seat in Barrie to Cookstown. The “New” Essa Road was made in 1849, by a government grant. The date the “Old” Essa Road was established is unknown; however, it was opened very early in the County’s history (Hunter 1909).

3.3.5 Hamilton and North Western Railway

The Hamilton and Northwestern Railway (H&NW) was formed in 1872. In 1875, the H&NW purchased the Hamilton and Lake Erie Railway. Construction of the line into Simcoe County began in 1877 and reached Barrie that same year, and Collingwood at the end of 1878. In 1879, the railway merged with the Northern Rail to form the Northern and Northwestern Railway (Cooper 2001).

3.4 19TH CENTURY LAND USE

Land use throughout the study area and surrounding region was primarily agricultural throughout the 19th century. Settlers entered the township of Innisfil in 1830 and 90% of the township was settled by 1881 (Ontario Agricultural Commission 1881:526-544). The township is noted as having predominantly clay loam soil and the topography of the township is relatively flat. About 12.5% of the township was considered too low/swampy for cultivation (Ontario Agricultural Commission 1881:526-544). Innisfil Township was generally well watered by springs, creeks and wells. By 1881, 25% of the township was cleared and 50% contained pine stumps.

The township had a wide range of farms during the latter part of the 19th century, including equal numbers of first class, second class, and third class farms (Ontario Agricultural Commission 1881:526-544). One half of all dwellings were made of brick, stone or first-class frame and one half were made of log or inferior frame. Nearly all farms used improved machinery.
The chief agricultural product of the township was grain but the township is noted as being good for growing anything (Ontario Agricultural Commission 1881:5260544). The township had excellent market facilities, which included Barrie, Thornton, Cookston, Lefroy, and Craigvale. The population of the Township of Innisfil was 4140 by 1881.

A review of the 1871 and 1881 historical maps demonstrated that there are a number of historical landowners and features in the study area (Figures 3 and 4). Table 1 includes a summary of the land owners and features in the study area.

### Table 1: 19th Century Landowners and Features in the Study Area

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<td>W. Summers, n/a</td>
<td>William Summers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>n/a</td>
<td>Farmstead</td>
</tr>
<tr>
<td>6</td>
<td>10</td>
<td>T. Miniken, M. Kenny, M. Bulby</td>
<td>T. D. Minnikin, H. Gillespie</td>
</tr>
<tr>
<td></td>
<td></td>
<td>n/a</td>
<td>Farmstead</td>
</tr>
<tr>
<td>7</td>
<td>10</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>8</td>
<td>10</td>
<td>T. Mulholland, D. Terry</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>n/a</td>
<td>Farmstead</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>R. Meredith, J. Thompson</td>
<td>A. Bowman, G. Reynolds, n/a</td>
</tr>
</tbody>
</table>
Historical Development
August 3, 2017

<table>
<thead>
<tr>
<th>Lot</th>
<th>Concession</th>
<th>Historical Landowner</th>
<th>Historical Features</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>1871</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Vine Post Office</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>W. Neely, T. Neely</td>
<td>n/a</td>
</tr>
<tr>
<td>11</td>
<td>10</td>
<td>J. Binger</td>
<td>n/a</td>
</tr>
<tr>
<td>1</td>
<td>11</td>
<td>G. Brooks</td>
<td>George Brooks</td>
</tr>
<tr>
<td>2</td>
<td>11</td>
<td>W. Gibson, n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>3</td>
<td>11</td>
<td>J. Kemp, R. Sheigley</td>
<td>R.M. Srigley</td>
</tr>
<tr>
<td>4</td>
<td>11</td>
<td>n/a</td>
<td>T. Lougheed</td>
</tr>
<tr>
<td>5</td>
<td>11</td>
<td>W. Hubbard</td>
<td>n/a</td>
</tr>
<tr>
<td>8</td>
<td>11</td>
<td>E. Rear</td>
<td>n/a</td>
</tr>
<tr>
<td>9</td>
<td>11</td>
<td>J. Lockhart</td>
<td>John Lockart</td>
</tr>
<tr>
<td>10</td>
<td>11</td>
<td>A. Shirlow, J. Fagan, W. Hust</td>
<td>n/a</td>
</tr>
<tr>
<td>11</td>
<td>11</td>
<td>J. Moore, J. Gibbons, W. Kershaw</td>
<td>Jno. Gibbins</td>
</tr>
</tbody>
</table>

Historical county atlases were produced primarily to identify factories, offices, residences and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997:100). As such, all structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984). This is reflected particularly in the 1881 atlas map, which would otherwise suggest a largely empty landscape through much of the study area, although we know this to not be the case.

### 3.5 20th Century Land Use

Land use within the study area during the 20th century remained primarily rural in character. During the first half of the 20th century, little change is apparent in the study area and the agricultural land use depicted on 19th century mapping largely remains the same.

The study area underwent some development in the second half of the 20th century. Most notably, Highway 400, which runs through the east half of the study area, was constructed in 1952. Highway 400 is the primary north-south highway route between Toronto and northern Ontario (Bevers 2016). Highway 400 has had a profound impact on the accessibility of northern Ontario recreational areas and is heavily used by on weekends by those travelling to their cottages, and during the week by commuters and trucks carrying goods to and from northern Ontario (Bevers 2016).
In addition to Highway 400, other notable changes in the study area include the intensification of residential settlement in the vicinity of the historical Post Office Village of Holly and industrial development north of Lockhart Road/Salem Road between Huronia Road and Veterans Drive. The 1976 topographic map demonstrates that a number of residences were built along Essa Road during the second half of the 20th century (Figure 5). Recent Google Earth imagery demonstrates that a residential subdivision was built southwest of the intersection of Essa Road and Mapleview Drive West between 1976 and 2006 and that industrial development generally bounded by Veterans Drive, Salem Road/ Lockhart Road, Huronia Road, and Mapleview Drive was also built during this period.

The City of Barrie grew substantially throughout the 20th century and in 2011 the population of Barrie reached 135,711 inhabitants (Statistics Canada 2015: online). This growth is reflected in the study area through the presence of Highway 400 and in the intensification of residential development and industrial development along major roads.
Notes:
1. Scale as shown.

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SALEM SECONDARY GROWTH DEVELOPMENT PLAN
CULTURAL HERITAGE ASSESSMENT REPORT

Legend

Salem Secondary Plan
Development Area

Notes

1. Scale as shown.
2. H. Belden & Co. 1881. Simcoe Supplement in the Illustrated

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Notes:
1. Scale as shown.

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4.0 RESULTS

4.1 AGENCY AND MUNICIPAL CONSULTATION

The MTCS and OHT were contacted to determine if there are any protected or potential heritage resources within or adjacent to the study area.

Deborah Hossack, Heritage Advisor at the MTCS, reported that there are no provincial heritage properties within, or adjacent to, the study area.

Jeremy Collins, Coordinator, Acquisitions, and Conservation, at the OHT reported that no conservation easement sites are located within or adjacent to the study area.

Kathy Brislin, Senior Planner, City of Barrie, reported that there are no designated or listed heritage properties within, or adjacent to, the study area. While no protected properties are present, Brislin noted that numerous potential heritage resources were identified in the Existing Conditions Report, Cultural Heritage Landscapes and Built Heritage Resources prepared for the Annexed Lands, City of Barrie Secondary Plan (Unterman McPhail 2011). A review of this report determined that there are 34 potential heritage resources within and adjacent to the study area. Table 2 provides a summary of the potential heritage resources identified by Unterman McPhail in 2011.

It should be noted that the site numbers in Table 2 correspond to the numbering used by Unterman McPhail. This site numbering was reproduced for reference purposes only. Overall, 34 of the 37 potential heritage resources identified in the Annexed Lands (West Section) by Unterman McPhail are located within, or adjacent to, the current study area (Site Numbers 1, 5-37). In addition, some of the municipal addresses identified by Unterman McPhail were changed by the City of Barrie between 2011 and 2016.

Table 2: Previously identified potential heritage resources by Unterman McPhail Associates

<table>
<thead>
<tr>
<th>Site Number*</th>
<th>Type</th>
<th>Address</th>
<th>Lot/Concession**</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CHL</td>
<td>n/a</td>
<td>Lots 1-10, Concessions 9-11</td>
<td>Former and existing agricultural lands</td>
</tr>
<tr>
<td>5</td>
<td>BHR</td>
<td>County Road</td>
<td>Lot 1 (N ½), Concession 9</td>
<td>Former farmhouse</td>
</tr>
<tr>
<td>6</td>
<td>CHL</td>
<td>Salem Road</td>
<td>Lots 1-6, between Concessions 10 and 11</td>
<td>Roadscape</td>
</tr>
<tr>
<td>7</td>
<td>CHL</td>
<td>Salem Road</td>
<td>Lot 4 (N ½), Concession 11</td>
<td>Farm complex</td>
</tr>
<tr>
<td>8</td>
<td>BHR</td>
<td>Salem Road</td>
<td>Lot 5 (S ½), Concession 10</td>
<td>Former farmhouse</td>
</tr>
</tbody>
</table>
### Site Number* | Type | Address | Lot/Concession** | Description
---|---|---|---|---
9 | CHL | 60 Salem Road | Lot 6, Concession 11 | Farm complex
10 | BHR | 140 Lockhart Road | Lot 9, Concession 11 | Residence
11 | BHR | Lockhart Road | Lot 9, between Concessions 10 and 11 | Railway subway
12 | CHL | Lockhart Road | Lots 8-10, between Concessions 10 and 11 | Roadscape
13 | BHR | Southeast corner of Huronia Road and Lockhart Road | Lot 11 (N ½), Concession 10 | Log building
14 | BHR | 800 Essa Road | Lot 3, Concession 11 | Residence
15 | BHR | 8038 Essa Road | Lot 2, Concession 11 | Residence
16 | BHR | 7780 Essa Road | Lot 1, Concession 10 | Residence
17 | BHR | 7735 Essa Road | Lot 1, Concession 10 | Former farmhouse
18 | CHL | 8190 Veterans Drive | Lot 5, Concession 11 | Former farm complex
19 | CHL | 7720 Veterans Drive | Lot 5, Concession 9 | Barn complex
20 | CHL | 7958 Huronia Road | Lot 10 (N ½), Concession 9 | Farm complex
21 | CHL | McKay Road East and McKay Road West | Lots 1-10, between Concessions 9 and 10 | Roadscape
22 | CHL | 2280 McKay Road East | Lot 10 (S ½), Concession 10 | Farm complex
23 | CHL | McKay Road East | Lot 9, between Concessions 9 and 10 | Hamlet of Vine
24 | CHL | McKay Road East | Lot 9, Concessions 9-11 | Railway (CNR Line)
25 | BHR | 3180 McKay Road East | Lot 9 (S ½), Concession 10 | Residence
26 | BHR | 3189 McKay Road East | Lot 9 (N ½), Concession 9 | Barn
27 | BHR | 3208 McKay Road East | Lot 9 (S ½), Concession 10 | Residence
28 | BHR | 3220 McKay Road East | Lot 9 (S ½), Concession 10 | Residence (former Vine Railway Station)
29 | BHR | 3252 McKay Road East | Lot 9 (S ½), Concession 10 | Residence
30 | CHL | 3324 McKay Road East | Lot 8 (S ½), Concession 10 | Farm complex
31 | CHL | McKay Road East, south side | Lot 8 (N ½), Concession 9 | Former farm complex
32 | CHL | 3460 McKay Road East | Lot 7 (S ½), Concession 10 | Farm complex
33 | BHR | 3576 McKay Road West | Lot 6 (S ½), Concession 10 | Residence
34 | CHL | McKay Road West, south side | Lot 4, Concession 9 | Former farm complex
35 | CHL | McKay Road West, south side | Lot 3 (N ½), Concession 9 | Former farm complex
SALEM SECONDARY PLAN DEVELOPMENT AREA: CULTURAL HERITAGE ASSESSMENT REPORT AND IMPACT ASSESSMENT

Results
August 3, 2017

<table>
<thead>
<tr>
<th>Site Number*</th>
<th>Type</th>
<th>Address</th>
<th>Lot/Concession**</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>BHR</td>
<td>4139 McKay Road West</td>
<td>Lot 3 (N ½), Concession 9</td>
<td>Residence</td>
</tr>
<tr>
<td>37</td>
<td>CHL</td>
<td>4166 McKay Road West</td>
<td>Lot 2 (S ½), Concession 10</td>
<td>Farm complex</td>
</tr>
</tbody>
</table>

4.2 FIELD PROGRAM

4.2.1 Potential Heritage Resources

As described in Section 2.4, a windshield survey was undertaken to identify potential heritage resources situated within, and adjacent to, the study area. Where identified, the site was photographically documented from the public ROW.

During the course of the survey, a total of 41 individual sites were identified as containing potential heritage resources (Figure 6). Of these, 34 had been previously recognized in the Existing Conditions Report, Cultural Heritage Landscapes and Built Heritage Resources prepared for the Annexed Lands, City of Barrie Secondary Plan by Unterman McPhail in 2011 (see Table 2).

The majority of potential heritage resources identified at individual sites were constructed before 1920. Approximately half of the sites identified contained farmsteads that included a residence and associated agricultural buildings. Eight of the sites contained the ruins of former farmsteads and residences. Some of those sites that were identified by Unterman McPhail in 2011 as still standing, were demolished prior to the time of the windshield survey on November 22, 2016. Two sites contained a portion of the CNR railway line. The remainder of the sites contained residential structures exclusively. Detailed property descriptions can be found in Appendix A.
4.3 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

Where a potential heritage resource was identified within the study area, an evaluation of the CHVI of the property was undertaken. As described in Section 2.5, each potential heritage resource was evaluated according to O. Reg. 9/06, the criteria for determining CHVI. In addition, each potential heritage resource was considered both as an individual structure and as a landscape. Where CHVI was identified, a structure or landscape was assigned a cultural heritage resource number (CHR) and the property was determined to contain a heritage resource. Detailed evaluations for each property are contained within Appendix A.

Following evaluation, 26 cultural heritage resources were identified within, or adjacent to, the study area (Figure 7). A summary of the properties assessed is provided in Table 3. As was the case with the results of the field program, the vast majority of heritage resources identified are built heritage resources categorized as residential structures.

<table>
<thead>
<tr>
<th>Municipal Address</th>
<th>CHVI</th>
<th>CHR</th>
<th>Heritage Attributes/Notes</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>901 Essa Road</td>
<td>Yes</td>
<td>1</td>
<td>Residence: One and a half storey structure with cross gable roof, brick chimney, front (south) façade gable peaks, two storey bay window, partial porch (south and east elevations), stone window sills, and decorative drip mouldings.</td>
<td><img src="image1.jpg" alt="Photograph" /></td>
</tr>
<tr>
<td>7625 County Road 27</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A. This property is located outside of the study area so no CHR number is assigned (See Figure 6).</td>
<td><img src="image2.jpg" alt="Photograph" /></td>
</tr>
<tr>
<td>7428 County Road 27</td>
<td>Yes</td>
<td>2</td>
<td>Residence: Two storey massing, gable on hip roof, central brick chimney, symmetrical fenestrations.</td>
<td><img src="image3.jpg" alt="Photograph" /></td>
</tr>
</tbody>
</table>
## Results
August 3, 2017

<table>
<thead>
<tr>
<th>Municipal Address</th>
<th>CHVI</th>
<th>CHR</th>
<th>Heritage Attributes/Notes</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>7735 County Road 27</td>
<td>Yes</td>
<td>3</td>
<td>Residence: One and a half storey massing, medium pitched side gable roof, masonry block chimney, stone window sills, central gable peak on front (west) façade, projecting bay with gable peak, and partial front porch.</td>
<td></td>
</tr>
<tr>
<td>724 Essa Road</td>
<td>Yes</td>
<td>4</td>
<td>Residence: Two and a half storey massing, gable on hip roof, brick chimney, red brick exterior, asymmetrical gable peak with decorative woodwork, entrance door with sidelights, wood window sills, and arched transom window on lower storey, concrete foundation.</td>
<td></td>
</tr>
<tr>
<td>371 Mapleview Drive West</td>
<td>Yes</td>
<td>5</td>
<td>Former Church: One storey massing, high pitched gable roof, brick chimney, rectangular hall plan, red brick exterior, stone foundation, leaded glass windows, brick lancet arch window surrounds, wood sills and multi-paned basement windows.</td>
<td></td>
</tr>
<tr>
<td>729 Essa Road</td>
<td>Yes</td>
<td>6</td>
<td>Residence: One and a half storey massing, gable roof, shed dormer, and brick chimney.</td>
<td></td>
</tr>
<tr>
<td>733 Essa Road</td>
<td>Yes</td>
<td>7</td>
<td>Residence: One storey structure, side gable roof, shed dormers, brick chimney, wood half glass door with panels.</td>
<td></td>
</tr>
<tr>
<td>737 Essa Road</td>
<td>Yes</td>
<td>8</td>
<td>Residence: One storey massing, cross gable roof with attached shed roof, brick chimney, two front (east) facing gable peaks, stone exterior, bay window, and stone window sills.</td>
<td></td>
</tr>
</tbody>
</table>
### Salem Secondary Plan Development Area: Cultural Heritage Assessment Report and Impact Assessment

**Results**

August 3, 2017

<table>
<thead>
<tr>
<th>Municipal Address</th>
<th>CHVI</th>
<th>CHR</th>
<th>Heritage Attributes/Notes</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>759 Essa Road</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Salem Road</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>948 Essa Road</td>
<td>Yes</td>
<td>9</td>
<td>Residence: One storey massing, side gable roof, and horizontal wood siding.</td>
<td></td>
</tr>
<tr>
<td>780 Essa Road</td>
<td>Yes</td>
<td>10</td>
<td>Residence: One and a half storey massing, side gable roof, three bay front façade.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Barn: Side gable roof.</td>
<td></td>
</tr>
<tr>
<td>1091 Essa Road</td>
<td>Yes</td>
<td>11</td>
<td>Residence: One and a half storey massing, medium pitched side gable roof, and front (east) façade gable peak.</td>
<td></td>
</tr>
<tr>
<td>7500 County Road 27</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
# Salem Secondary Plan Development Area: Cultural Heritage Assessment Report and Impact Assessment

## Results
August 3, 2017

<table>
<thead>
<tr>
<th>Municipal Address</th>
<th>CHVI</th>
<th>CHR</th>
<th>Heritage Attributes/Notes</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>397 McKay Road West</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>301 McKay Road West</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>980 Veterans Drive</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>72 McKay Road West</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>412 McKay Road</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>McKay Road West</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
## Results
August 3, 2017

<table>
<thead>
<tr>
<th>Municipal Address</th>
<th>CHVI</th>
<th>CHR</th>
<th>Heritage Attributes/Notes</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>200 Salem Road</td>
<td>Yes</td>
<td>12</td>
<td>Residence: One storey massing, side gable roof, and horizontal wood siding. Outbuildings:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Timber frame barn with gambrel roof, clad with metal; Timber frame barn with gable roof,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>clad with metal; and stone silo ruins.</td>
<td></td>
</tr>
<tr>
<td>844 Veterans Drive</td>
<td>Yes</td>
<td>13</td>
<td>Residence: One and half storey structure, gambrel on hip roof, brick chimney and red brick</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>exterior on low storey of main central block.</td>
<td></td>
</tr>
<tr>
<td>60 Salem Road</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A. This property is located outside of the study area so no CHR number is assigned.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(See Figure 6).</td>
<td></td>
</tr>
<tr>
<td>7933 Sideroad 10</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>1020 Sideroad 10</td>
<td>Yes</td>
<td>14</td>
<td>Outbuildings: Timber frame barn, gambrel roof, stone foundation. Smaller timber frame</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>outbuilding with side gable roof.</td>
<td></td>
</tr>
<tr>
<td>2891 Lockhart Road</td>
<td>Yes</td>
<td>15</td>
<td>Residence: One storey massing, front gable roof, log and wood exterior, three bay front</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(west) façade.</td>
<td></td>
</tr>
<tr>
<td>Lockhart Road</td>
<td>Yes</td>
<td>16</td>
<td>Railway: Connection to the Hamilton and Northwestern (H &amp;NW) Railway Company that</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>constructed the railway line through the township in 1877, and to its successive owners,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>the Northern Railway Company (1879-1888), the Grand Trunk Railway (1888-1914).</td>
<td></td>
</tr>
</tbody>
</table>
### Results
August 3, 2017

<table>
<thead>
<tr>
<th>Municipal Address</th>
<th>CHVI</th>
<th>CHR</th>
<th>Heritage Attributes/Notes</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>140 Lockhart Road</td>
<td>Yes</td>
<td>17</td>
<td>Residence: One and a half storey massing, medium pitch side gable roof, stone foundation, three bay front façade, central gable peak, 6/6 wood sash windows, and wood window surrounds and sills.</td>
<td><img src="image1.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Lockhart Road</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td><img src="image2.jpg" alt="Image" /></td>
</tr>
<tr>
<td>280 McKay Road East</td>
<td>Yes</td>
<td>18</td>
<td>Residence: One and a half storey massing, side gable roof, bookend chimneys with clay flues, three bay front façade, central gable peak, stone foundation, gable peak over entrance door, wood louvred shutters, and stone sills.</td>
<td><img src="image3.jpg" alt="Image" /></td>
</tr>
<tr>
<td>206 McKay Road East</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td><img src="image4.jpg" alt="Image" /></td>
</tr>
<tr>
<td>186 McKay Road East</td>
<td>Yes</td>
<td>19</td>
<td>Residence: One storey massing, side gabled roof, wood paneled door with multi-paned window.</td>
<td><img src="image5.jpg" alt="Image" /></td>
</tr>
<tr>
<td>180 McKay Road East</td>
<td>Yes</td>
<td>20</td>
<td>Residence: One storey massing, high pitched hip roof, tall brick chimneys, wide eaves with wood brackets, wood door and window surrounds, wood half glass entrance door with three paneled wood transom.</td>
<td><img src="image6.jpg" alt="Image" /></td>
</tr>
<tr>
<td>McKay Road East</td>
<td>Yes</td>
<td>21</td>
<td>Hamlet: Connection to the former historic Hamlet of Vine, through the former railway station, railway line, nearby residences and agricultural lands.</td>
<td><img src="image7.jpg" alt="Image" /></td>
</tr>
</tbody>
</table>
### Municipal Address | CHVI | CHR | Heritage Attributes/Notes | Photograph
---|---|---|---|---
170 McKay Road East | Yes | 22 | Residence: One storey massing, and side gable salt box roof. | ![Photograph](image1)
110 McKay Road East | Yes | 23 | Residence: One and a half storey massing, side gable salt box roof, three bay front (south) façade and stone foundation. Outbuilding: gable roof with salt box side on its west elevation. | ![Photograph](image2)
36 McKay Road East | Yes | 24 | Residence: One and a half storey massing, medium pitched side gable roof, three bay front (south) façade, high pitched front gable peak, stone foundation. Barn: Timber frame structure, gable roof, and stone foundation. | ![Photograph](image3)
111 McKay Road East | No | N/A | N/A | ![Photograph](image4)
149 McKay Road East | Yes | 25 | Outbuilding: Timber frame structure, with a gable roof. | ![Photograph](image5)
197 McKay Road East | Yes | 26 | Barn: Timber frame structure, gable roof, fieldstone foundation. | ![Photograph](image6)
5.0 DESCRIPTION OF THE PROPOSED UNDERTAKING

As part of the Class EA process, design alternatives were prepared to inform the selection of the preferred design for transportation improvements in the Salem Road Secondary Plan Area. Additional information about the process for determining the preferred design, including the role heritage considerations in selecting the preferred alternative, can be found online at http://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/Salem-Secondary-Plan-Area.aspx. Following the evaluation of design alternatives, a preferred alternative was selected. Drawings of the preferred alternative are provided in Appendix B. Detailed sections in relation to identified CHRs are provided in Appendix C.

Based on selection of the preferred alternative, the following activities are proposed:

- Widening Essa Road, Salem Road, and McKay Road West to a three lane, 27 metre ROW
- Widening Veterans Drive, a section of McKay Road West, McKay Road East, and Lockhart Road to a five lane, 34 metre ROW
- Tapering the proposed road widths to existing road widths at the north end of Veterans Drive, north end of Huronia Road, and east end of Lockhart Road
- Installation of new culverts on Essa Road, Salem Road, Veterans Drive, McKay Road West, Huronia Road, and Lockhart Road
- Installation of a new watermain along Essa Road, Salem Road, Veterans Drive, McKay Road West, McKay Road East, and Lockhart Road
- Construction of a new, two lane roundabout at the intersection of Salem Road and Essa Road
- Construction of a new road segment connecting McKay Road West to Country Road 27
- Construction of a new railway bridge at the intersection of Lockhart Road and the CNR

Given the nature of heritage resources identified, and their relationship with the proposed undertaking, it was determined that the construction related to transportation improvements represented the primary impacts anticipated. This is largely due to the order of proposed change and the understanding that during transportation improvements the watermains, connection points, and installation of stormwater and sanitary servicing would be completed. Additional information, including detailed descriptions of the road improvements, is provided in Sections 5.1 to 5.7.

5.1 ESSA ROAD

The intersection at Essa Road and Salem Road is proposed to be a two-lane roundabout. The existing four-way intersection will be replaced and Essa Road will be realigned on both the north and south sides of Salem Road. Impacts to CHR 1 are anticipated in association with the road realignment.
SALEM SECONDARY PLAN DEVELOPMENT AREA: CULTURAL HERITAGE ASSESSMENT REPORT AND IMPACT ASSESSMENT

Description of the Proposed Undertaking
August 3, 2017

The proposed work along Essa Road between Salem Road and Mapleview Drive consists of general road improvements within the existing ROW, with the exception of the intersection of Mapleview Drive with Essa Road.

5.2 SALEM ROAD

The proposed road improvements along Huronia Road extend from the east side of County Road 27 to the west side of Veterans Drive. Generally, road widening activities on both sides of the road are anticipated to impact portions of most of the properties along this alignment.

5.3 VETERANS DRIVE

The proposed road improvements along Veterans Drive consist of general road widening on the east and west sides of the road, from Salem Road to approximately 665 metres south of McKay Road, including a proposed new turning lane at the southeast side of the intersection of Veterans Drive and McKay Road East.

5.4 MCKAY ROAD WEST

Road improvement activities are planned along McKay Road West from the east side of the intersection of Essa Road and Country Road 27 to approximately 325 metres east of Veterans Drive. A new road extension is planned that will bypass the existing McKay Road West/Essa Road intersection and connect McKay Road to Country Road 27. This planned extension will traverse CHR 3 and require the removal of buildings and alteration of landscape elements in this property. The remainder of road improvement activities along McKay Road West include road widening on the north and south sides of the road and the construction of turning lanes at the southwest and northeast sides of the intersection of McKay Road West and Veterans Drive.

5.5 MCKAY ROAD EAST

Proposed road improvements along McKay Road East include widening the road from the existing 20 metre ROW to a 34 metre ROW. Property impacts associated with road widening activities along McKay Road West generally span from Huronia Road to approximately 350 metres east of Highway 400. In addition, the intersection of the railway and McKay Road East will be altered and the existing subway would be replaced to accommodate the expanded ROW.

5.6 HURONIA ROAD

Road improvement activities are planned along Huronia Road from the south side of Lockhart Road to approximately 650 metres south of McKay Road East. Planned intersection improvements at Lockhart Road and Huronia Road include widening the ROW, adding turning
Description of the Proposed Undertaking
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lanes and a new culvert proposed at the south side of the intersection. The road modifications are anticipated to impact approximately 3 cultural heritage resources.

5.7 LOCKHART ROAD

Road improvement activities are planned along Lockhart Road, from just west of the intersection of Saunders Road and Lockhart Road to the west side of Huronia Road. Road widening activities are planned only on the south side of Lockhart Road between Saunders Road and Rawson Road, and on the north and south sides of the road between Rawson Road and Huronia Road. A new rail bridge is proposed to accommodate the proposed road width at the intersection of Lockhart Road and the CNR.
6.0 ASSESSMENT OF IMPACTS

6.1 ASSESSMENT

The assessment of impacts on heritage resources is based on the impacts defined in the MTCS InfoSheet #5: Heritage Impact Assessments and Conservation Plans from the Heritage Resources in the Land Use Planning Process Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005 (Government of Ontario 2006). Impacts to heritage resources may be direct or indirect. Direct impacts include:

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

Indirect impacts to cultural heritage resources do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the cultural heritage value of a property by causing:

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

(Government of Ontario 2006a)

Indirect impacts resulting from land disturbances apply to archaeological resources, which are beyond the scope of this assessment. An Archaeological Assessment has been prepared under a separate cover, which addresses the archaeological potential of the study area and includes recommendations for further work where warranted (Stantec 2017). No further consideration to archaeological resources is provided in this report and the recommendations of the Stage 1-2 Archaeological Assessment should be followed to mitigate impacts related to land disturbance (Stantec 2017).

In addition to direct impacts related to destruction, this report also evaluates the potential for indirect impacts resulting from construction vibrations and the transportation of Project components and personnel. To establish appropriate buffer zones to capture vibration related
impacts resulting from typical road construction activities, Shahram Savas, Geotechnical Engineer with Stantec, was consulted.

Ground movements induced by construction vibration are found to dissipate with distance from the source. The severity of soil movements depends primarily on type and compactness/consistency of the surrounding soils particularly between the source, receiver, and groundwater levels. The source, duration, frequency of occurrences of vibration, and the foundation-footing interaction also contribute to the strains induced in structures. In the absence of in-situ soil data and considering the typical vibration levels induced by anticipated construction equipment associated with the proposed road construction, a 15 metre buffer is recommended as an appropriate distance from road construction activities. To implement this, a 15 metre buffer was added to the road-facing edge of built features within the identified CHRs. Drawings showing the buffer zones in relation to planned construction activities are provided in Appendix C. Vibration monitoring is recommended where CHRs are located within 15 metres of the proposed work.

Table 4 identifies the potential for impacts on cultural heritage resources in the study area.

**Table 4: Potential Impacts to Cultural Heritage Resources**

<table>
<thead>
<tr>
<th>Property</th>
<th>Potential for Direct Impact</th>
<th>Potential for Indirect Impacts</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Destruction</td>
<td>Alteration</td>
<td>Shadows</td>
</tr>
<tr>
<td>901 Essa Road (CHR 1)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The residence was determined to be situated outside the area of direct impact and located at the limits of the 15 metre buffer of project activities. Its position at the edge of the buffer suggests the potential for indirect impacts resulting from vibrations during construction activities. <strong>Therefore, mitigation measures must be prepared to mitigate potential indirect impacts.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7428 County Road 27 (CHR 2)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The residence is located outside the 15 metre buffer zone and no heritage attributes were determined to be impacted by the proposed undertaking. <strong>Therefore, no mitigation measures are required.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Assessment of Impacts

**August 3, 2017**

<table>
<thead>
<tr>
<th>Property</th>
<th>Potential for Direct Impact</th>
<th>Potential for Indirect Impacts</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Destruction</td>
<td>Alteration</td>
<td>Shadows</td>
</tr>
<tr>
<td>7735 County Road 27 (CHR 3)</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>724 Essa Road (CHR 4)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>371 Mapleview Drive West (CHR 5)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>729 Essa Road (CHR 6)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>733 Essa Road (CHR 7)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>
Assessment of Impacts
August 3, 2017

<table>
<thead>
<tr>
<th>Property</th>
<th>Potential for Direct Impact</th>
<th>Potential for Indirect Impacts</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>737 Essa Road (CHR 8)</td>
<td>N</td>
<td>N</td>
<td>The residence is located outside the 15 metre buffer zone and no heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>attributes were determined to be impacted by the proposed undertaking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>Therefore, no mitigation measures are required.</td>
</tr>
<tr>
<td>948 Essa Road (CHR 9)</td>
<td>N</td>
<td>N</td>
<td>The residence is located outside the 15 metre buffer zone and no heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>attributes were determined to be impacted by the proposed undertaking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>Therefore, no mitigation measures are required.</td>
</tr>
<tr>
<td>780 Essa Road (CHR 10)</td>
<td>N</td>
<td>N</td>
<td>The residence is located outside the 15 metre buffer zone and no heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>attributes were determined to be impacted by the proposed undertaking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>Therefore, no mitigation measures are required.</td>
</tr>
<tr>
<td>1091 Essa Road (CHR 11)</td>
<td>N</td>
<td>N</td>
<td>The residence is located outside the 15 metre buffer zone and no heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>attributes were determined to be impacted by the proposed undertaking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>Therefore, no mitigation measures are required.</td>
</tr>
<tr>
<td>200 Salem Road (CHR 12)</td>
<td>N</td>
<td>N</td>
<td>The residence is located outside the 15 metre buffer zone and no heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>attributes were determined to be impacted by the proposed undertaking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>Therefore, no mitigation measures are required.</td>
</tr>
<tr>
<td>844 Veterans Drive (CHR 13)</td>
<td>N</td>
<td>N</td>
<td>The residence is located outside the 15 metre buffer zone and no heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>attributes were determined to be impacted by the proposed undertaking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
<td>Therefore, no mitigation measures are required.</td>
</tr>
<tr>
<td>Property</td>
<td>Potential for Direct Impact</td>
<td>Potential for Indirect Impacts</td>
<td>Discussion</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------</td>
<td>-----------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>1020 Sideroad 10 (CHR 14)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>2891 Lockhart Road (CHR 15)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Lockhart Road (CHR 16)</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>140 Lockhart Road (CHR 17)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>280 McKay Road East (CHR 18)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>186 McKay Road East (CHR 19)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>
## Assessment of Impacts

August 3, 2017

<table>
<thead>
<tr>
<th>Property</th>
<th>Potential for Direct Impact</th>
<th>Potential for Indirect Impacts</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Destruction</td>
<td>Alteration</td>
<td>Shadows</td>
</tr>
<tr>
<td>180 McKay Road East (CHR 20)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>McKay Road East (CHR 21)</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>170 McKay Road East (CHR22)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>110 McKay Road East (CHR 23)</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>
### Assessment of Impacts
August 3, 2017

<table>
<thead>
<tr>
<th>Property</th>
<th>Potential for Direct Impact</th>
<th>Potential for Indirect Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Destruction</td>
<td>Alteration</td>
</tr>
<tr>
<td>36 McKay Road East (CHR 24)</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>149 McKay Road East (CHR 25)</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>197 McKay Road East (CHR 26)</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

### 6.2 SUMMARY OF IMPACTS

#### 6.2.1 7735 County Road 27 (CHR 3)

The proposed undertaking will result in direct impacts to the property at 7735 Country Road 27 (CHR 3) as the construction of the new road between McKay Road West and Country Road 27 will bisect this property. Drawings of the preferred alternative demonstrated that farming related buildings will be removed but that the residence and barn will be retained. Mitigation is required to address this impact.

#### 6.2.2 Lockhart Road (CHR 16)

The proposed road widening along Lockhart Road will result in the destruction of the existing subway bridge (CHR 16). In addition, property impacts are anticipated along the south side of the road adjacent to this resource. Mitigation is required to address this impact.
6.2.3 McKay Road East (CHR 21)

The proposed undertaking will result in the alteration of the historical Hamlet of Vine, located at the intersection of the CNR and McKay Road East. Road widening activities within this area are anticipated to impact properties on both sides of the road, and the removal of landscape features such as trees and fences. Mitigation is required to address this impact.

6.2.4 Cultural Heritage Resources Within the Vibration Buffer Zone

Four CHRs are located within, or adjacent to, the 15 metre vibration buffer zone, including:

- 901 Essa Road (CHR 1)
- 180 McKay Road East (CHR 20)
- 110 McKay Road East (CHR 23)
- 149 McKay Road East (CHR 25)

There may be potential for impacts due to the proximity of construction activities, including but not limited to vibration, alteration or damage from machinery, and ground disturbance. Mitigation is required to address these potential impacts.
Mitigation strategies were prepared based on guidelines provided by the MTCS. The MTCS suggest methods of minimizing or avoiding negative direct or indirect impacts including, but not limited to:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting, and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanisms

(Government of Ontario 2006b)

7.2 7735 COUNTY ROAD 27 (CHR 3)

Since an evaluation of alternative development approaches has already been undertaken through the Class EA process, and the preferred alternative has been identified considering heritage resources as one of many disciplines considered, alternative development approaches are unlikely to be adopted as a mitigation measure. It is therefore anticipated that a new road segment will be constructed through 7735 Country Road 27 (CHR 3).

The residence is not listed on a municipal register or designated under the Ontario Heritage Act (OHA) but was identified as having potential heritage value during the field review. Evaluation determined that the structure is a representative example of a mid-19th century vernacular residence.

Drawings of the preferred alternative demonstrate that the residence will be retained in situ as the road is proposed approximately 100 metres from the residence. Accordingly, the construction of the new road will result in the alteration of the landscape setting of this resource and land disturbances. Given the impacts anticipated, the appropriate mitigation measures include landscape documentation and archaeological assessment. These options are discussed below in Sections 7.1.1 and 7.1.2 of this report.

7.2.1 Landscape Documentation

Detailed documentation is often a preferred mitigation strategy where site impacts cannot be avoided. Documentation creates a public record of a structure or site, which provides
Mitigation
August 3, 2017

researchers, and the general public, with a land use history, construction details, and photographic record of the resource. Documentation acknowledges the heritage attributes in their current context and creates a record of the existing conditions prior to change. In the case of 7735 Country Road 27, the proposed work will result in an alteration to the landscape setting of the residence. Landscape documentation should be carried out to capture the existing conditions of the property and spatial relationship of the residence to other built elements, landscape features, and the adjacent roadways. Landscape documentation should be carried out prior to construction.

7.3 LOCKHART ROAD (CHR 16)

The existing rail subway located at the intersection of Lockhart Road and the CNR (CHR 16) will be removed and replaced as part of the proposed work. The heritage evaluation carried out for this assessment determined that the rail subway is part of a cultural heritage landscape that is comprised of the rail line and subway. The bridge is a steel girder subway that appears to be over 40 years old based on design and materials.

Given that the bridge is over 40 years old and is part of a cultural heritage landscape, a cultural heritage evaluation of the bridge against O. Reg. 9/06 should be prepared per the process outlined in the Municipal Class Environmental Assessment (MCEA) Manual (Municipal Engineers Association 2015). This should be contained within a Cultural Heritage Evaluation Report (CHER). Once the CHVI of the bridge is established, an Heritage Impact Assessment (HIA) should be prepared to assess the impacts of removal on any identified heritage attributes, if warranted.

7.4 MCKAY ROAD EAST (CHR 21)

McKay Road East (CHR 21) consists of the historical limits of the Hamlet of Vine. The historical Hamlet of Vine is not listed on a municipal register or designated under the Ontario Heritage Act but was identified as having potential heritage value during the field review. Evaluation determined that settlement has heritage value through its historical associations to the former railway station, railway line, and nearby residences.

The proposed work will result in road widening along McKay Road East, which will result in the loss of landscape features along the roadway, including trees and fences. Appropriate mitigation measures for this impact includes landscape documentation.

7.4.1 Landscape Documentation

As discussed in Section 7.1.1, detailed documentation is often a preferred mitigation strategy where site impacts cannot be avoided. In the case of McKay Road East (CHR 21), the proposed work will result in an alteration to the landscape setting of this historical settlement. Landscape documentation should be carried out to capture the existing conditions of the settlement and
spatial relationship of the former railway station, railway, nearby residences, and landscape features associated with the roadway. Landscape documentation should be carried out prior to construction.

7.5 CULTURAL HERITAGE RESOURCES WITHIN THE VIBRATION BUFFER ZONE

Four CHRs are located within the 15 metre vibration buffer zone established for this Project, including 901 Essa Road (CHR 1), 180 McKay Road East (CHR 20), 110 McKay Road East (CHR 23), and 149 McKay Road East (CHR 25). While no direct impacts are anticipated, to prevent adverse indirect Project impacts heritage resources should be isolated from Project activities as described below. In addition, monitoring should take place to proactively prevent damage.

7.5.1 Site Plan Controls

It is recommended that site plan controls be put in place prior to construction to prevent potential indirect impacts resulting from the proposed work. The site plan controls shall include fencing to indicate where Project activities are restricted as described below. These controls should be indicated on all construction mapping and communicated to the construction team leads. It is recommended that a 15 metre buffer zone be established between construction activity and the identified heritage resources to indicate where all construction activities must be avoided including, but not limited to, ground disturbance and the movement of equipment and people to and from the site.

7.5.2 Condition Surveys

It is recommended that pre-and post-construction condition surveys be carried out for the four CHRs within the 15 metre buffer to document any deficiencies that are found using a video camera and by taking still photographs. The pre-construction condition survey report will highlight any noted deficiencies and provide comments on the condition of the site on the day(s) of the survey. Post-construction condition survey shall be conducted after completion of construction for comparison purposes.

7.5.3 Vibration Monitoring

In addition, vibration monitoring during construction should be carried out for the four CHRs within the 15 metre buffer zone. Vibration monitoring should consist of monitoring the ground-borne vibration levels, in peak particle velocity (PPV), at a location representative of heritage structure while construction activities take place. The vibration monitoring program should include determination of vibration assessment criteria suitable for these heritage structures, installation of a vibration monitoring equipment, and relocation of equipment as needed as construction progresses. Vibration monitoring personnel should be on-site during construction activities to direct and assess appropriate vibration levels as needed.
8.0 IMPLEMENTATION AND MONITORING

8.1 PRE-CONSTRUCTION

The following mitigation measures should be carried out prior to construction activities:

- Landscape documentation of 7735 Country Road 27 (CHR 3) and McKay Road East (CHR 21)
- A CHER should be prepared to evaluate the subway bridge located at the intersection of the CNR and Lockhart Road (CHR 16) against O. Reg. 9/06 of the OHA
- Pre-construction condition survey of 901 Essa Road (CHR 1), 180 McKay Road East (CHR 20), 110 McKay Road East (CHR 23), and 149 McKay Road East (CHR 25)

8.2 DURING CONSTRUCTION

The following mitigation measures should be carried out during construction:

- Vibration monitoring of 901 Essa Road (CHR 1), 180 McKay Road East (CHR 20), 110 McKay Road East (CHR 23), and 149 McKay Road East (CHR 25)

8.3 POST-CONSTRUCTION

The following mitigation measures should be carried out post-construction:

- Post-construction condition survey of 901 Essa Road (CHR 1), 180 McKay Road East (CHR 20), 110 McKay Road East (CHR 23), and 149 McKay Road East (CHR 25)
9.0 RECOMMENDATIONS

9.1 DETAIL DESIGN

The information contained within this report should be incorporated into the Environmental Study Report (ESR) and the subsequent detailed design of the transportation improvements for the Salem Secondary Plan Development Area.

9.2 LANDSCAPE DOCUMENTATION

Two CHRs are expected to be directly impacted through alteration, including 7735 Country Road 27 (CHR 3) and McKay Road East (CHR 21). Landscape documentation should be carried out for these resources prior to construction to capture the existing conditions and create an archival record of these properties.

9.3 BRIDGE EVALUATION

The subway bridge at the intersection of the CNR railway and Lockhart Road (CHR 16) will be removed and replaced to accommodate the proposed road widening along Lockhart Road. This bridge should be subject to a CHER to evaluate the bridge against O. Reg. 9/06 of the OHA per the process outlined in the MCEA Manual (Municipal Engineers Association 2015). Once the CHVI of the bridge is established, an HIA should be prepared, if warranted.

9.4 VIBRATION BUFFER ZONE CONTROLS, SURVEYS, AND MONITORING

Four CHRs are located within the 15 metre vibration buffer zone established for this project, including 901 Essa Road (CHR 1), 180 McKay Road East (CHR 20), 110 McKay Road East (CHR 23), and 149 McKay Road East (CHR 25). To prevent negative indirect impacts, these heritage resources should be isolated from construction activities through a site control plan and the installation of temporary fencing to indicate where project activities are restricted.

In addition, pre-and post-construction condition surveys should be carried out for the four properties within the 15 metre buffer. The pre-construction condition survey report will highlight existing deficiencies and the post-construction condition survey shall be conducted after completion of construction for comparison purposes.

Vibration monitoring during construction should be carried out for the four CHRs within the 15 metre buffer zone. Vibration monitoring should consist of monitoring the ground-borne vibration levels in PPV at the location of the heritage structure while construction activities take place. The vibration monitoring program should include determination of vibration assessment criteria.
suitable for these heritage structures, installation of vibration monitoring equipment and relocation of the equipment as needed while construction progresses. Vibration monitoring personnel should be on-site during construction activities to direct and assess appropriate vibration levels as needed.

9.5 DEPOSIT COPIES

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material as well as with municipal and regional planning staff. Therefore, it is recommended that this report be deposited at the following locations:

**City of Barrie**
City Hall, Department of Planning Services
70 Collier Street
Barrie, Ontario, L4M 4T5

**City of Barrie Public Library**
Downtown Branch
60 Worsely Street
Barrie, Ontario, L4M 1L6
10.0 CLOSURE

This report has been prepared for the sole benefit of the City of Barrie, and may not be used by any third party without the express written consent of Stantec Consulting Ltd. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Yours truly,

STANTEC CONSULTING LTD.

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Salem Secondary Plan Development Area: Cultural Heritage Assessment Report and Impact Assessment

Sources
August 3, 2017

11.0 Sources


Salem Secondary Plan Development Area: Cultural Heritage Assessment Report and Impact Assessment

Sources
August 3, 2017


**Municipal Address:** 901 Essa Road  
**Former Township or County:** Township of Innisfil  
**Municipality:** City of Barrie  
**Resource Type:** Residence  
**Associated Dates:** ca. 1880s-1900  
**Relationship to Project:** Within Study Area  

**Description:** The property contains a residence, modern outbuildings, and a pool. The residence is a one and a half storey structure that is clad in stucco, with a medium pitched cross gable roof that has asphalt shingles and a brick chimney. The front (south) façade has two gable peaks, a two storey bay window, and a partial porch, with a metal clad roof. Exterior windows have stone sills and decorative drip mouldings. The west elevation has a full porch, and the east elevation has a partial porch.  

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**  
- **Design or Physical Value:** Representative of a late 19th century vernacular residence.  
- **Historical or Associative Value:** None identified.  
- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.  

**Identified Heritage Attributes:** Residence: Two storey structure with cross gable roof, brick chimney, front (south) façade gable peaks, two storey bay window, partial porch (south and east elevations), stone window sills, and decorative drip mouldings.  

**Identification of CHVI:** Yes  

**Completed by (name):** Laura Walter  
**Date Completed:** November 28, 2016  
**Cultural Heritage Resource Number:** CHR-1
Municipal Address: 7625 County Road 27
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Residence
Associated Dates: ca. 1870s-1880
Relationship to Project: Outside (south) of study area
Description: The property contains a residence, outbuilding and a modern garage.

One and one half storey residence with a cross gable roof, that has asphalt shingles. The exterior has modern siding, and an east elevation addition. The outbuilding has a gable roof, and is clad in metal sheeting.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:
Design or Physical Value: Representative of a late 19th century vernacular residence.
Historical or Associative Value: None identified.
Contextual Value: Representative design and date of construction supports the rural character of the study area.
Identified Heritage Attributes: Residence: Two storey massing, and cross gable roof.
Identification of CHVI: Yes
Completed by (name): Laura Walter
Date Completed: November 28, 2015
Cultural Heritage Resource Number: N/A. This property is located outside of the study area so no CHR number is assigned (See Figure 6).
Municipal Address: 7428 County Road 27
Former Township or County: Township of Essa
Municipality: City of Barrie
Resource Type: Residence
Associated Dates: ca. 1900-1910s
Relationship to Project: Within Study Area
Description: The property contains a residence and outbuildings. The residence is set back from the roadway, and the view is obstructed from the east elevation by vegetation. The photograph was taken from the south elevation.

The residence is a two storey structure, with a gable on hip roof, and a central brick chimney. The exterior is clad in stucco, and is of a simple Edwardian design, with symmetrical fenestrations.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:
Design or Physical Value: Representative of an early 20th century vernacular residence.
Historical or Associative Value: None identified.
Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: Two storey massing, gable on hip roof, central brick chimney, symmetrical fenestrations.
Identification of CHVI: Yes
Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: CHR-2
Municipal Address: 7735 County Road 27
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Farmstead/Commercial
Associated Dates: ca. 1860-1870s
Relationship to Project: Within Study Area
Description: The property contains a residence and outbuilding. The former farmstead is now part of a commercial lumber yard, located at the rear of the property.

The residence is one and one half storeys with a medium pitched side gable roof, that is clad in metal, and has a masonry block chimney. The exterior is clad in horizontal wood siding, and some of the windows have stone sills. The front (west) façade has a central gable peak. The front façade also has a projecting bay with a gable peak, and a partial porch.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a mid-19th century vernacular residence.

Historical or Associative Value: The residence is noted on the property on the 1881 Historical Atlas Map of the Township of Innisfil (Figure 4), owned by J. Simpson.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: One and a half storey massing, medium pitched side gable roof, masonry block chimney, stone window sills, central gable peak on front (west) façade, projecting bay with gable peak, and partial front porch.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-3
**Municipal Address:** 724 Essa Road

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** c.a. 1900-1910s

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence and a large modern garage.

The residence is a two and a half storey with a gable on hip roof, that has asphalt shingles and a brick chimney. The exterior is of red brick on a concrete foundation. The front (west) façade has an asymmetrical gable peak, that has decorative woodwork. The front entrance door has sidelights. Exterior windows have stone sills, and the lower storey front window has an arched transom window.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of an early 20th century vernacular residence.
- **Historical or Associative Value:** None identified.
- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: Two and a half storey massing, gable on hip roof, brick chimney, red brick exterior, asymmetrical gable peak with decorative woodwork, entrance door with sidelights, wood window sills, and arched transom window on lower storey, concrete foundation.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-4
Municipal Address: 371 Mapleview Drive West

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Former Church

Associated Dates: ca. 1880s-1900

Relationship to Project: Within Study Area

Description: The property contains a one storey church, with a modern front (north) façade addition.

The church has a high pitched gable roof with asphalt shingles and a brick chimney. It has a rectangular hall plan. The exterior is of red brick with a stone foundation. It is punctuated with pointed arch leaded glass windows, each with a red brick lancet arch surround, and a wood sill. The basement elevation has multi-paned windows.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a late 19th century vernacular church.

Historical or Associative Value: The church was built in the late 19th century. It was a United Church in the early 20th century. It was purchased in 1968, by the Seventh-Day Adventist church community of Barrie. It served as their community church until 2005, when they moved to a new church on Mapleton Avenue in Barrie.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Former Church: One storey massing, high pitched gable roof, brick chimney, rectangular hall plan, red brick exterior, stone foundation, leaded glass windows, brick lancet arch window surrounds, wood sills and multi-paned basement windows.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-5
Municipal Address: 729 Essa Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: ca. 1880s-1910s

Relationship to Project: Within Study Area

Description: The property contains a residence and outbuilding.

The residence is a one and a half storey structure with a gable roof that has asphalt shingles, a brick chimney, and a shed dormer on its south façade. The upper exterior is of horizontal wood siding, while the lower exterior is modern siding. The front (east) façade has an enclosed porch. The house has a concrete block foundation, although in previous photographs it had a stone foundation. The stone foundation is evident on Google Street View in September 2014.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a late 19th century to early 20th century vernacular residence.

Historical or Associative Value: None identified.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: One and a half storey massing, gable roof, shed dormer, and brick chimney.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-6
**Municipal Address:** 733 Essa Road

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** ca. 1920-1940s

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence. The residence is a one storey structure with a side gable roof that has shed dormers and a brick chimney. The exterior has modern siding and a built in single car garage with wood doors. The front (east) façade entrance door is a wood half glass with panels.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of an early 20th century vernacular residence.
- **Historical or Associative Value:** None identified.
- **Contextual Value:** Representative design and date of construction supports the rural character of the study area. This residence is part of a streetscape of early to mid-20th century residences that were constructed along the west side of Essa Street, south of Mapview Drive West.

**Identified Heritage Attributes:** Residence: One storey structure, side gable roof, shed dormers, brick chimney, wood half glass door with panels.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016

**Cultural Heritage Resource Number:** CHR-7
Municipal Address: 737 Essa Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: ca. 1940-1960s

Relationship to Project: Within Study Area

Description: The property contains a residence with a built in single car garage, set back from the roadway. The residence is a one storey structure that has a high pitched cross gable roof with an attached shed roof garage. The front (east) façade has two front facing gable peaks with modern siding. The lower exterior is clad in stone, with a concrete foundation. The front façade has a bay window. The windows have stone sills.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a mid-20th century vernacular residence.

Historical or Associative Value: None identified.

Contextual Value: Representative design and date of construction supports the rural character of the study area. This residence is part of a streetscape of early to mid-20th century residences that were constructed along the west side of Essa Street, south of Mapleview Drive West.

Identified Heritage Attributes: Residence: One storey massing, cross gable roof with attached shed roof, brick chimney, two front (east) facing gable peaks, stone exterior, bay window, and stone window sills.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-8
Municipal Address: 759 Essa Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: ca. 1940-1950s

Relationship to Project: Within Study Area

Description: The property contains a residence and two outbuildings.

The residence is a one-storey massing, with a hip roof, that has asphalt shingles. The exterior is of modern siding. The massing has a concrete foundation.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associative Value: None identified.

Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: N/A
Municipal Address: Salem Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Roadscape

Associated Dates: Various

Relationship to Project: Within Study Area

Description: View of Salem Road looking east, between County Road 27, and Essa Road. Two lane roadway, with no centre line, narrow gravel shoulders and grass ditches.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associative Value: Salem Road, is a side road running between Concessions 10 and 11. The side road was part of the original survey from 1820. The roadway is depicted as an open route on the 1871 and 1881 maps of the Township of Innisfil (Figures 3 and 4). While the road is associated with the original township survey, it has been paved and does not retain its original attributes.

Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: N/A
Municipal Address: 948 Essa Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: ca. 1920s

Relationship to Project: Within Study Area

Description: The property contains a residence and detached single car modern garage.

The residence is a one storey structure with a side gable roof that has asphalt shingles. The exterior is of horizontal wood siding. The residence has a concrete foundation. There is a projecting entrance door on the south elevation, with a gable peak and modern siding.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of an early 20th century post First World War residence.

Historical or Associative Value: None identified.

Contextual Value: None identified.

Identified Heritage Attributes: Residence: One storey massing, side gable roof, and horizontal wood siding.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-9
**Municipal Address:** 780 Essa Road

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** ca. 1860s-1881

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence, a former barn, mobile homes, and numerous commercial storage containers. The view of the residence is obstructed from the roadway by the storage containers and vegetation.

The residence is a one and half storey structure with a side gable roof. It has a three bay front (northwest) façade.

The former gable roof barn has been altered with modern cladding.

**Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of a mid-19th century vernacular residence.

- **Historical or Associate Value:** The structure appears on the 1881 Historical Atlas map (Figure 4). The property was occupied at the time by Robert Stigley, who owned 100 acres south of the creek.

- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One and a half storey massing, side gable roof, three bay front façade.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-10
Municipal Address: 1091 Essa Road
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Residence
Associated Dates: ca. 1881-1890s
Relationship to Project: Within Study Area

Description: The property contains a residence, and a few outbuildings.

The residence is a one and a half storey structure with a medium pitched side gable roof that has asphalt shingles. The Gothic Revival exterior has been altered, with only the central gable peak remaining. The exterior is clad in stucco. The massing has a rear one storey gable roof addition, and a single car garage addition on its south elevation.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a late 19th century vernacular residence.

Historical or Associative Value: None identified.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: One and a half storey massing, medium pitched side gable roof, and front (east) façade gable peak.

Identification of CHVI: Yes

Completed by (name): Laura Walter
Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-11
Municipal Address: 7500 County Road 27
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Residence
Associated Dates: ca. 1940-1950s
Relationship to Project: Within Study Area
Description: The property contains a residence and a detached single car garage.
The residence is a one storey structure with a side gable roof that is clad in metal sheeting and has a brick chimney. The exterior is of modern siding. The residence has a concrete foundation.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:
Design or Physical Value: None identified.
Historical or Associative Value: None identified.
Contextual Value: None identified.
Identified Heritage Attributes: None identified.
Identification of CHVI: No
Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: N/A
Municipal Address: 397 McKay Road West

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: ca. 1960s

Relationship to Project: Within Study Area

Description: The property contains a residence. The residence is a one storey structure with a low pitched gable roof and brick chimney. The exterior is of brick and modern siding. The front (north) façade windows have stone sills. The residence has a concrete foundation.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associative Value: None identified.

Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: N/A
Municipal Address: 301 McKay Road West
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Ruins
Associated Dates: 1946 (residence)
Relationship to Project: Within Study Area
Description: The property contains a long driveway leading to the ruins of a former farmstead.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:
Design or Physical Value: None identified.

Historical or Associative Value: The property was initially granted to James B. Jones in 1821 from the Crown. He sold the property in 1873, to Lomis and Charlotte Chappell, who sold it a year later to Edward Bingham. William Hunter purchased the 100-acre property from Bingham in 1903. The original residence on was destroyed by fire in 1937. When William’s son Elmer took over the farm in 1946, a new residence was built on the property. The property was sold in 1965, and the buildings have been since demolished.
Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: N/A
**Municipal Address:** 980 Veterans Drive

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Ruins

**Associated Dates:** Undetermined

**Relationship to Project:** Within Study Area

**Description:** The property contains a long driveway that leads to the ruins of a former farm complex. The outbuildings were demolished in 2012.

The former outbuildings were side gable structures, with metal cladding. There were also two large silos.

Description taken from Google Street View from August 2012.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

**Design or Physical Value:** None identified.

**Historical or Associative Value:** The property was purchased in 1918, by William D. Cochrane, from George Stewart. Cochrane also owned Lot 6, Concession 9. Stewart had built a house on the property in 1869. The property was purchased by Cochrane’s son Joe in 1945, who continued to farm the property until 1968.

**Contextual Value:** None identified.

**Identified Heritage Attributes:** None identified.

**Identification of CHVI:** No

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** N/A
Municipal Address: 72 McKay Road West
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Ruins
Associated Dates: Undetermined
Relationship to Project: Within Study Area
Description: The property contains the ruins of a former residence.

The former residence was a one and a half storey structure with a side gable roof. The front (south) three bay façade had a central gable peak. The exterior was clad with stucco.

Description taken from Google Street View from October 2012.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: None identified.
Historical or Associative Value: None identified.
Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: N/A
Municipal Address: 412 McKay Road West

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: 1893 (barn), 1898 (residence)

Relationship to Project: Within Study Area

Description: The property contains the ruins of a former farmstead that was demolished circa 2012.

The former residence was a two-storey structure with a cross-gable roof and red brick exterior. It had a two-storey bay window, with partial front (south) façade porch.

The former barn had a gable roof, was a timber frame structure, with a fieldstone foundation.

Description taken from Google Street View September 2011.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associative Value: The property was taken over by William Pearson in 1893. His grandfather John Mattice, previously owned the property and left it to William and his siblings following his death in 1870. Pearson initially built a log cabin on the property. The foundation for the barn was built, shortly after William’s marriage to Rhoda Hubbert in 1893. In 1898, they built a brick house on the property. The farm passed to their daughter Noleata and her husband Francis Crane. They sold the property in 1969.

While the property is historically associated with 19th century property owners, the demolition of the farmstead in 2012 effectively removed the direct historical ties to the Mattice, Pearson, and Crane families. Accordingly, this property does not have historical or associative value that contributes to the overall understanding of the history of the Township of Innisfil.

Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: N/A
Municipal Address: McKay Road West

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Roadscape

Associated Dates: Various

Relationship to Project: Within Study Area

Description: View of McKay Road West, looking, between Essa Road and Veterans Drive. The roadway is a side road between Concessions 9 and 10. The side road was part of the original survey from 1820. The roadway is depicted as an open route on the 1871 and 1881 maps of the Township of Innisfil (Figures 3 and 4).

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associative Value: None identified.

Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: No

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: N/A
**Municipal Address:** 200 Salem Road  

**Former Township or County:** Township of Innisfil  

**Municipality:** City of Barrie  

**Resource Type:** Residence  

**Associated Dates:** 1890s (stone silo), 1952 (residence)  

**Relationship to Project:** Within Study Area  

**Description:** The property contains a residence, ruins of a stone silo and numerous outbuildings.

The residence is a one storey structure with side gable roof that has asphalt shingles and masonry block chimney. The residence has a rear one storey gable roof addition with a masonry block chimney. The exterior of the entire residence is of horizontal wood siding.

The property has a two timber frame barns with metal sheeting clad roofs. One has a gambrel roof, and the other is a gable roof. There are also smaller wood outbuildings.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of a mid-20th century vernacular residence, and farm complex.
- **Historical or Associate Value:** The 100-acre property was originally granted to William Jago in 1877 from the Crown. The property remained in the Jago family until 1924. The property was purchased by Charles Wight in 1951. It included a large barn that was in need of repair. They built a new house on the property in 1952. A new barn was built in 1954, after the original barn was blown down in a storm. A granary was added in 1959 and an implement shed in 1962.

- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One storey massing, side gable roof, and horizontal wood siding. Outbuildings: Timber frame barn with gambrel roof, clad with metal; Timber frame barn with gable roof, clad with metal; and stone silo ruins.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter  

**Date Completed:** November 28, 2016.  

**Cultural Heritage Resource Number:** CHR-12
**Municipal Address:** 844 Veterans Drive

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** ca. 1920s

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence, pool, tennis court, and small outbuildings.

The residence is a one and a half storey structure with a gambrel on hip roof and a brick chimney. The main central block with the gambrel roof has a red brick lower exterior. The rest of the exterior is of wood horizontal siding.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** None identified.
- **Historical or Associative Value:** None identified.
- **Contextual Value:** None identified.

**Identified Heritage Attributes:** Residence: One and half storey structure, gambrel on hip roof, brick chimney and red brick exterior on low storey of main central block.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-13
Municipal Address: 60 Salem Road
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Former farmstead
Associated Dates: ca. 1881-1890s
Relationship to Project: Outside (West) of Study Area
Description: The property contains a residence and barn.

The residence is a one and a half storey structure with side gable roof that has asphalt shingles and a masonry block chimney. The Gothic Revival design has been altered, except for the central gable on the front (south) façade. The three bay front façade has been altered with the addition of an upper storey window offset to the left. The residence has modern siding, and a concrete foundation. It also has a rear one storey addition, with modern siding.

The timber frame barn has a gable roof that is clad in metal sheeting and a fieldstone foundation.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:
Design or Physical Value: Representative of a late 19th century vernacular residence.
Historical or Associative Value: None identified.
Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: One and a half storey massing, side gable roof, front (south) façade central gable peak.
Barn: Timber frame, gable roof clad with metal, and a fieldstone foundation.

Identification of CHVI: Yes
Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: N/A. This property is located outside of the study area so no CHR number is assigned (See Figure 6)
**Municipal Address**: 7933 Sideroad 10  
**Former Township or County**: Township of Innisfil  
**Municipality**: City of Barrie  
**Resource Type**: Former Farmstead  
**Associated Dates**: ca. 1900-1910s  
**Relationship to Project**: Within Study Area  

**Description**: The property contains a tree lined driveway leading to the outbuildings of a former farmstead and the ruins of a barn and residence.  

The residence was a two storey structure with a hip roof. It had Edwardian design influences, seen through its flat and simple front(west) façade, with symmetrically placed windows flanking a central front door.  

The barn was a gable roof barn with stone foundation. Description taken from Google Street View from September 2009. The house and barn were demolished circa 2013.  

**Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06**:  
Design or Physical Value: None identified.  
Historical or Associative Value: None identified.  
Contextual Value: None identified.  

**Identified Heritage Attributes**: None identified.  

**Identification of CHVI**: No  

**Completed by (name)**: Laura Walter  
**Date Completed**: November 28, 2016.  
**Cultural Heritage Resource Number**: N/A
Municipal Address: 1020 Sideroad 10
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Residence
Associated Dates: ca. 1881-1900 (barn).
Relationship to Project: Within Study Area
Description: The property contains a modern residence, numerous outbuildings, and a large barn.
The timber frame barn has a gambrel roof that is clad in metal and has a stone foundation. A smaller timber frame addition with a gable roof is attached to its north façade. The barn has the name “Innis-Villa Farms” in its central peak.
The property also contains a smaller timber frame outbuilding, with a gable roof, that is clad in metal sheeting.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:
Design or Physical Value: Representative of a late 19th century vernacular barn.
Historical or Associative Value: The property was originally granted to Henry Brown in March 1837, from the Crown. The property was sold to Andrew Heron, and then to William Hunter in 1858. Charles Robertson purchased the property in March 1880, and in 1903, he severed the lot into two 100-acre parcels. The north half was purchased by Robert and Sarah Gibbons in 1922. The property remained in the Gibbons family, until it sold in 1964 to Ray and Isobell Webb. They built a new house and renovated the barn. They also constructed a fish pond, and built pit silos for corn. The farm was purchased in 1978, by Ross Hubert and his son Brant, and called it “Innis Villa Farm.” In 1984, Brant and his wife Franca built a second house on the property.
Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Outbuildings: Timber frame barn, gambrel roof, stone foundation. Smaller timber frame outbuilding with side gable roof.
Identification of CHVI: Yes
Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: CHR-14
Municipal Address: 2891 Lockhart Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: c.a. 1935

Relationship to Project: Within Study Area

Description: The property contains a log cabin.

The residence is a one storey log structure with a front gable roof that is clad in metal sheeting. The exterior consists of horizontal logs with mud chinking. The structure has a three bay front (west) façade. It is in poor condition, appears structurally unsound, has broken windows, and has been subject to vandalism.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associate Value: The property was originally granted to William Leslie, a sergeant with the 68th Regiment of Foot, in 1836 from the Crown. In 1901, the property was purchased by Benjamin Franklin Quantz. Quantz’ daughter Adelena (Lena) moved to the property with her husband Gamet Raymes in 1935. They built six log cabins, a log barn, and a chicken coop on the property. The site was utilized as a vacation rental property. There is only one of the original cabins remaining. The property was sold in the 1980s, and is now owned as part of golf course lands.

Contextual Value: None identified.

Identified Heritage Attributes: Residence: One storey massing, front gable roof, log and wood exterior, three bay front (west) façade.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-15
**Municipal Address:** Lockhart Road

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Railway line/bridge

**Associated Dates:** Various

**Relationship to Project:** Within Study Area

**Description:** The property contains a railway line and a steel girder railway bridge with concrete abutments and wingwalls. It carries one lane of railway traffic over Lockhart Road. The line is now operated by the Canadian National Railway (CNR).

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

Design or Physical Value: None identified.

Historical or Associative Value: This railway line, was originally part of the Hamilton and Northwestern Railway (H&NW) line that was constructed into Simcoe County in 1877. In 1879, the railway was renamed as the Northem Railway. The railway line was merged into the Grand Trunk Railway system in 1888. In January 1923, the line was taken over by the Canadian National Railway (CNR). The bridge is situated between the stations of Vine and Allandale. It was altered in the 20th century, with modern concrete abutments and wingwalls.

Contextual Value: None identified.

**Identified Heritage Attributes:** Railway: Connection to the Hamilton and Northwestern (H &NW) Railway Company that constructed the railway line through the township in 1877, and to its successive owners, the Northern Railway Company (1879-1888), the Grand Trunk Railway (1888-1923) and the Canadian National Railway (CNR) (1923-present).

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-16
Municipal Address: 140 Lockhart Road

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates: ca. 1860-1881

Relationship to Project: Within Study Area

Description: The property contains a residence, and outbuildings.

The residence is a one and a half storey structure with a medium pitched side gable roof that is clad in metal sheathing. There are bookend brick chimneys. The exterior is clad in horizontal wood siding and has a stone foundation. The three bay front (south) façade has a central gable peak. The exterior has six-over-six wood sash windows, with wood surrounds, and sills. The central gable peak has a point arched wood window. The residence has a one storey addition on the west elevation with a side gable roof. The addition has a full front wood porch.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a mid-19th century vernacular residence.

Historical or Associative Value: The property was originally granted to Robert Lockhart in 1843, from the Crown. The residence is displayed on the 1881 Historical Atlas map (Figure 4) of the Township of Innisfil. The 100-acre property at the time was owned by John Lockhart. The Lockhart family still own the property.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: One and a half storey massing, medium pitch side gable roof, stone foundation, three bay front façade, central gable peak, six-over-six wood sash windows, and wood window surrounds and sills.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-17
**Municipal Address:** Lockhart Road

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Roadscape

**Associated Dates:** Various

**Relationship to Project:** Within Study Area

**Description:** View of Lockhart Road looking east, between Bayview Drive and Huronia Road. The two lane roadway is paved with a centre line, it has narrow gravel shoulders, and grass ditches.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

Design or Physical Value: None identified.

Historical or Associative Value: Lockhart Road, is a side road between Concessions 10 and 11, of the former Township of Innisfil. The side road was part of the original survey from 1820. The roadway is depicted as an open route on the 1871 and 1881 maps of the Township of Innisfil (Figures 3 & 4). While this road is associated with the original township survey it has been altered and does not retain its original, rural character.

Contextual Value: None identified.

**Identified Heritage Attributes:** None identified.

**Identification of CHVI:** No

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016

**Cultural Heritage Resource Number:** N/A
**Municipal Address:** 280 McKay Road East

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** ca. 1881-1890s

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence.

The residence is a one and a half storey structure with a side gable roof that is clad in asphalt shingles. The roofline has bookend masonry block chimneys with clay flues. The three bay front (south) façade, has a central gable. The exterior is clad with horizontal wood siding and has a stone foundation. The front entrance door has a portico and concrete porch. The windows have wood louvered shutters, and stone sills.

The residence has a rear (north) addition that one storey in height and features a brick chimney. Attached to the rear addition is a one storey single car garage. A tree lined driveway leads to the residence.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of a late 19th century vernacular residence.
- **Historical or Associative Value:** None identified.
- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One and a half storey massing, side gable roof, bookend chimneys with clay flues, three bay front façade, central gable peak, stone foundation, gable peak over entrance door, wood louvered shutters, and stone sills.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-18
**Municipal Address:** 206 McKay Road East

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** 1928 (residence)

**Relationship to Project:** Within Study Area

**Description:** The property contains the ruins of a former farmstead.

The residence was a two storey structure with a hip roof and brick chimney. The exterior was of red brick. The front (south) façade had a partial porch.

Description taken from Google Street View May 2015. The residence was demolished between May 2015 and November 2016.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

Design or Physical Value: None identified.

Historical or Associative Value: The property was originally granted to John Slack in 1851 from the Crown. It was cleared in 1856 by William Harrell Jr. The property was split into four 50-acre parcels by 1863. 206 McKay Road East became the southeast half of Lot 9, Concession 10. In 1893, the property was sold to Mrs. J West, who sold the property to Robert Reynolds in 1904. The red brick farmhouse was built in 1928, by Reynolds’s son John, who farmed the property until 1942. The house was demolished in 2015/2016.

While the property is historically associated with 19th and 20th century property owners, the demolition of the house in 2015/2016 effectively removed the direct historical ties to the Slack, Harrell, West, and Reynolds families. Accordingly, this property does not have historical or associative value that contributes to the overall understanding of the history of the Township of Innisfil.

Contextual Value: None identified.

**Identified Heritage Attributes:** None identified.

**Identification of CHVI:** No

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** N/A
**Municipal Address:** 186 McKay Road East

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Residence

**Associated Dates:** ca. 1918-1920s

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence and outbuilding.

The residence is a one storey structure with side gable roof that is clad in asphalt shingles. The exterior is clad in insulbrick. The front (south) façade entrance door is wood paneled with a multi-paned window. The windows have stone sills.

The wood outbuilding has a side gable roof.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of an early 20th century vernacular residence.
- **Historical or Associative Value:** The property was originally granted to John Slack in 1851 from the Crown. It was cleared in 1856 by William Harrell Jr. The property was split into four 50-acre parcels by 1863. The small residence was built following the First World War.
- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One storey massing, side gabled roof, wood paneled door with multi-paned window.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-19
**Municipal Address:** 180 McKay Road East

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Former Railway Station (residence)

**Associated Dates:** 1918

**Relationship to Project:** Within Study Area

**Description:** The property contains a former railway station, that is now used as a residence.

The residence is a one storey structure with a high pitched hip roof, that has asphalt shingles, and tall brick chimneys. The roof has a projecting eaves with wood brackets. The exterior has wood horizontal siding, with wood paneling along the lower exterior. The windows and doors have wood surrounds. The front (south) façade has a wood half glass entrance door with a three paned transom above. The residence has a wood deck that runs the south and east facades, and attaches to a modern one storey residence on the east façade.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of early 20th century railway station architecture in the province.

- **Historical or Associative Value:** The residence is the former railway station for the Hamlet of Vine. The railway line that runs along the western side of the property was part of the Hamilton and Northwestern Railway (H&NW) line that was constructed into Simcoe County in 1877. In 1879, the railway was renamed as the Northern Railway. The station was built in 1918, to serve the Hamlet of Vine. The station was decommissioned and vacated in the 1960s. It was relocated 200 feet east of its original location, and converted into a residence.

- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One storey massing, high pitched hip roof, tall brick chimneys, wide eaves with wood brackets, wood door and window surrounds, wood half glass entrance door with three paned wood transom.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR- 20
Municipal Address: McKay Road East
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Former hamlet
Associated Dates: Various
Relationship to Project: Within Study Area
Description: McKay Road East at the railway line is the location of the former Hamlet of Vine.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associate Value: The intersection of McKay Road East and the railway line, was a former 19th century hamlet. The settlement of Vine on McKay Road East was a post office village by 1850. When the railway line was constructed through the Township of Innisfil in 1877, the Hamlet of Vine developed with a store, blacksmith shop and residences. The Vine is shown on Lot 9, Concession 10, in the 1881 Historical Atlas Map of the Township of Innisfil (Figure 4).

Contextual Value: None identified.

Identified Heritage Attributes: Hamlet: Connection to the former historic Hamlet of Vine, through the former railway station, railway line, and nearby residences.

Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: CHR-21
**Municipal Address:** 170 McKay Road East  
**Former Township or County:** Township of Innisfil  
**Municipality:** City of Barrie  
**Resource Type:** Residence  
**Associated Dates:** ca. 1910-1920s  
**Relationship to Project:** Within Study Area  

**Description:** The property contains a residence. It is a one storey structure with a side gable salt box roof, that has asphalt shingles. The exterior is of modern siding. The front (south) façade, has a projecting gable entrance, with a central door.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

- **Design or Physical Value:** Representative of an early 20th century vernacular residence.  
- **Historical or Associative Value:** None identified.  
- **Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One storey massing, and side gable salt box roof.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter  
**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-22
Municipal Address: 110 McKay Road East
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Residence
Associated Dates: ca. 1881-1890s
Relationship to Project: Within Study Area
Description: The property contains a residence and outbuilding.

The residence is a one and a half storey structure with a side gable salt box roof that has asphalt shingles and a masonry block chimney. It has a three bay front (south) façade. The exterior is clad in modern siding, and has a stone foundation.

The outbuilding has a gable roof and is clad with metal and cedar shakes.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: Representative of a late 19th century vernacular residence.

Historical or Associate Value: None identified.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Residence: One and a half storey massing, side gable salt box roof, three bay front (south) façade and stone foundation. Outbuilding: gable roof with salt box side on its west elevation.

Identification of CHVI: Yes
Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: CHR-23
**Municipal Address:** 36 McKay Road East

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Farmstead

**Associated Dates:** 1900-1905

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence and outbuildings.

The residence is a one and half storey structure with a medium pitched side gable roof that is clad with metal sheeting. The three bay front (south) façade has a high pitched central gable. The exterior is clad with stucco and has a stone foundation. The residence has a rear (north) modern addition.

The timber frame barn has a gable roof that is clad with metal and has ventilators. The barn has a stone foundation. There is a smaller wood outbuilding with a gable roof that is clad with metal.

**Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:**

Design or Physical Value: Representative of an early 20th century vernacular residence.

Historical or Associative Value: The property was purchased by Catharine Kelcey in 1894. She had come to the township in 1868, with her husband Valentine Parker Kelcey. Kelcey operated a store and post office in the Hamlet of Vine and worked as an engineer at the sawmill. They lived in the village until 1894, when the southeast portion of Lot 7, Concession 10 was purchased. Their sons Harry and Howard cleared the property and built fences. The foundation for the barn was completed in 1900, and the house foundation in 1902. Kelcey operated the Vine post office and store until his death in 1908. The post office building was closed, and moved to Lot 7, Concession 10, and became the kitchen of the farmhouse. A two storey cement addition was added to the kitchen building. The property remained in the Kelcey family until 1963.

Contextual Value: Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Residence: One and a half storey massing, medium pitched side gable roof, three bay front (south) façade, high pitched front gable peak, stone foundation. Barn: Timber frame structure, gable roof, and stone foundation.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016

**Cultural Heritage Resource Number:** CHR-24
Municipal Address: 111 McKay Road East

Former Township or County: Township of Innisfil

Municipality: City of Barrie

Resource Type: Residence

Associated Dates:

Relationship to Project: Within Study Area

Description: The property contains a tree lined driveway leading up to the ruins of a former farmstead.

Evaluation of Cultural Heritage Value or Interest according to O. Reg. 9/06:

Design or Physical Value: None identified.

Historical or Associative Value: The north half of Lot 8, Concession 9, was purchased by John Hunter in 1872. In the 1870s, Hunter cleared the land and constructed the buildings on the property. Eldon and Christina Wice purchased the property in 1909. The Wice family farmed and resided on the property until 1942. The original buildings have since been demolished.

While the property is historically associated with 19th and 20th century property owners, the demolition of the farmstead in 2012 effectively removed the direct historical ties to the Hunter and Wice families. Accordingly, this property does not have historical or associative value that contributes to the overall understanding of the history of the Township of Innisfil.

Contextual Value: None identified.

Identified Heritage Attributes: None identified.

Identification of CHVI: N/A

Completed by (name): Laura Walter

Date Completed: November 28, 2016.

Cultural Heritage Resource Number: N/A
**Municipal Address:** 149 McKay Road East

**Former Township or County:** Township of Innisfil

**Municipality:** City of Barrie

**Resource Type:** Farmstead

**Associated Dates:** 1950s (residence), 1880-1900s (outbuilding)

**Relationship to Project:** Within Study Area

**Description:** The property contains a residence and outbuildings.

The residence is a one storey structure with a side gable roof that is clad in asphalt shingles. The exterior is clad in red brick and has a concrete block foundation.

One of the outbuildings is a timber frame structure with a gable roof. There is also a modern gambrel roof outbuilding, and a wood sugar shack in the rear forest.

**Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:**

**Design or Physical Value:** Representative of an early 20th century vernacular residence, and farm complex.

**Historical or Associative Value:** The north half of Lot 9, Concession 9, was purchased by Robert and Wilson Reynolds in 1869. In 1875, Robert took ownership of the northeast quarter of the lot, while Wilson assumed the northwest quarter. Reynolds sold his northwest portion in 1877 to Stephen Maneer. Eldon Wice and his wife Christina, niece of Wilson Reynolds, purchased the property in 1909. They also owned the adjacent Lot 8, Concession 9, where they lived until 1942. The residence on this property was later built by William Webb in the 1950s.

**Contextual Value:** Representative design and date of construction supports the rural character of the study area.

**Identified Heritage Attributes:** Outbuilding: Timber frame structure, with a gable roof.

**Identification of CHVI:** Yes

**Completed by (name):** Laura Walter

**Date Completed:** November 28, 2016.

**Cultural Heritage Resource Number:** CHR-25
Municipal Address: 197 McKay Road East
Former Township or County: Township of Innisfil
Municipality: City of Barrie
Resource Type: Farmstead
Associated Dates: ca. 1870-1920s
Relationship to Project: Within Study Area

Description: The property contains a barn, and the ruins of a former residence.
The timber frame barn has a gable roof that is clad with metal, and has a fieldstone foundation.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:
Design or Physical Value: Representative of a late 19th century vernacular barn. Historical or Associative Value: The north half of Lot 9, Concession 9, was purchased by Robert and Wilson Reynolds in 1869. In 1875, Robert took ownership of the northeast quarter of the lot, while Wilson assumed the northwest quarter. Following Robert Reynolds’ death the property passed to his sons Samuel John and Frederick. The residence on the property was built by Frederick in the 1920s, and was originally a log structure. An addition to the front of the house was later added, and the structure was clad in brick veneer. The Reynolds family owned the property until 1943. The property remained in the Reynolds family until 1943. The property was purchased in 1983, by Thomas Bowman, and included the original barn and a log house.
Contextual Value: Representative design and date of construction supports the rural character of the study area.

Identified Heritage Attributes: Barn: Timber frame structure, gable roof, fieldstone foundation.

Identification of CHVI: Yes
Completed by (name): Laura Walter
Date Completed: November 28, 2016.
Cultural Heritage Resource Number: CHR-26