

Appendix A:

Overview of Significant Land Use Themes in the City of Vaughan



Pre-Contact Period⁵

While the arrival of Paleo-Indian hunting bands in southern Ontario has not been accurately dated, it is thought that they arrived sometime between approximately 11,000 and 10,800 years ago, soon after the area became habitable following glacial retreat. Given the tundra- or taiga-like environment that prevailed during this period, Paleo-Indian people hunted large Pleistocene mammal, especially caribou, but also smaller game and fish. The highly mobile bands probably moved in seasonal patterns throughout very large territories, establishing small camps for only brief periods of time, perhaps re-occupied on a seasonal basis. Evidence concerning the Paleo-Indian people is very limited since populations were not large and since little of the sparse material culture of these nomadic hunters has survived the millennia – virtually all that remains are the tools and by-products of their flaked stone industry – and only two Paleo-Indian campsites have been registered within the City of Vaughan.

Paleo-environmental data suggest that a mixed forest cover had been established in Ontario by circa 7,000 B.C. and that the nomadic hunter-gatherers of this period exploited deer, moose and other animals, as well as fish and some plant resources, still moving relatively large distances over the landscape during the course of the year. The landscape continued to change with much lower water levels in the Great Lakes and the expansion of more temperate forests. Over the following millennia, technological and cultural change is evident in the wide variety of tools produced, which in turn are reflections of the shifts in hunting strategies necessitated by a constantly evolving environment. For example, heavy wood working tools manufactured from ground stone appear in the Early Archaic (7,000-6,000 B.C.) and netsinkers and ornate ground stone items appear in the Middle Archaic (6,000-2,500 B.C.) (Ellis et al. 1990: 79, 85-89). By the Late Archaic period (2,500-1,000 B.C.) hunter-gatherer bands had likely settled into familiar hunting territories. Their annual round of travel likely involved occupation of two major types of sites. Small inland camps occupied by small groups of related families during the fall and winter, and larger spring and summer settlements located near river mouths where many groups of families came together to exploit rich aquatic resources such as spawning fish, to trade, and to bury their dead, sometimes with elaborate mortuary ceremonies and offerings (Ellis et al. 1990:121). A number of Archaic sites have been registered within the City of Vaughan.

While the Early Woodland period (1,000-400 B.C.) is marked by the introduction of ceramics into Ontario, trends in settlement-subsistence pursuits hardly differed from the previous Late Archaic period. The most significant change during the Early and Middle Woodland (400 B.C.-A.D. 500) periods was the increase in trade of exotic items, no doubt stimulated by contact with more complex, mound-building cultures in the Ohio and Mississippi valleys. These items were included in the increasingly sophisticated burial ceremonies of the period. These developments may have emanated from the need for greater social solidarity among growing Aboriginal populations that were competing for resources. Only a small number of sites assigned to the Early and Middle Woodland periods, most of which consist of isolated finds, has been registered within the City of Vaughan.

The pace of cultural change seems to have accelerated during the Transitional Woodland period (A.D. 500-A.D. 900). Much of this change was brought about by the acquisition of tropical plant species, such as maize and squash, from communities living south of the Great Lakes. The appearance of these plants initiated a transition to food production that reduced the traditional reliance on naturally occurring resources, thereby leading to a decrease in group mobility as people tended to their crops. Sites were more intensively occupied and subject to a greater degree of internal spatial organization. While only one

⁵ The following section consists of a summary of Section 3.0 (The Pre-A.D. 1690 Culture History of the Study Area) of the *City of Vaughan Official Plan: Archaeological and First Nations Policy Study* (ASI 2009 – Draft). For more detailed information and information on individual archaeological sites, please refer to the appropriate sub-sections in the report.

campsite (Thornbush site, AkGv-90) dating to the Middle to Late Woodland transition period has been documented within the City of Vaughan, the events of the period are potentially significant to the settlement history of the area given the large number of Early Iroquoian sites recorded within the City, the Region of York or directly south in the City of Toronto.

Changes in the settlement-subsistence regime of southern Ontario's Aboriginal peoples continued throughout the balance of the Late Woodland period which is subdivided into the Early (A.D. 900-A.D. 1300), Middle (A.D. 1300-A.D. 1400), and Late Iroquoian (A.D. 1400-A.D. 1650) periods. Within south-central Ontario, virtually all the documented Early Iroquoian sites are distributed along the north shore of Lake Ontario on the glacial Lake Iroquois Plain or around Rice Lake. These sites occur as geographically discrete, regional clusters of larger settlements and smaller camps and special purpose sites. The level of interaction between communities would have been primarily a function of distance mediated by accessibility and economics and was likely greatest among neighbouring groups, particularly among those that shared major navigable waterways. The settlement-subsistence patterns suggest no fundamental change from earlier times and economic security was sought through a diverse natural resource base now supplemented by corn horticulture (Williamson 1990:312-313). While there is only one Early Iroquoian findspot (Weatherspoon 4, AkGv-55) registered within the City of Vaughan, the sandy soils of the Iroquois Plain in the undeveloped lands in the Pickering area in Durham Region can stand as a proxy to what would have been present within the City of Toronto and southern York Region.

The Middle Iroquoian period marks the stage in Iroquoian cultural evolution at which a fully developed horticultural system based on corn, bean, and squash husbandry had developed. Complex political means of regulating village affairs and for linking separate villages developed, as exemplified by the appearance on sites (in variable frequencies within and between regional settlement clusters) of palisades around settlements, ossuary burial features⁶, semi-subterranean sweat lodges⁷, and increasingly orderly settlement layouts. Widespread similarities in pottery and smoking pipe styles also point to increasing levels of inter-community communication and integration. The commitment to producing food through agriculture involved abandoning the group mobility that had characterized aboriginal life for millennia. Instead, base settlements were established and land cleared around them for crops, while hunting, fishing, and gathering parties were sent out to satellite camps to harvest additional naturally occurring resources. Again many archaeological sites of this period were destroyed by nineteenth- and twentieth-century urban development. Still, the richness of the archaeological record of this period far surpasses that of previous times, with more surviving sites allowing for a better understanding of agricultural village lifeways.

Communities continued to change during the fourteenth and fifteenth centuries. Certain village households, for example, consistently grew larger and more variable in membership than others within the same community – a trend which peaked around the turn of the sixteenth century. Some villages attained a size of over four hectares with populations as high as 2,000 individuals. This may reflect changes in the

⁶ Ossuary burial is a mode of corporate burial in which the remains of numerous individuals, who were formerly interred within a village were disinterred and re-deposited into one or two mass graves. Presumably, this act took place upon abandonment of the village in favour of a new site. Ossuaries range in size from those that contain the disarticulated and/or bundled remains of approximately ten individuals, to those that contain the remains of 500 people or more. The tradition of ossuary burial began in the Early Iroquoian period as a family-oriented rite. By early Middle Iroquoian times, ossuaries had become larger community-wide features, and by the end of the Middle Iroquoian period their creation likely involved the participation of members of different allied villages in a joint burial ceremony.

⁷ Communal sweat lodges likely used for ritual, curative, or socio-political purposes (Smith 1976; MacDonald 1988; 1992), although uses for other purposes requiring solitude or segregation cannot be ruled out. Semi-subterranean sweat lodges are apparently a thirteenth to mid-fifteenth century A.D. phenomenon in Ontario. The frequency with which these structures occur within longhouses on Ontario Iroquoian settlements after circa A.D. 1200 suggests that their role may have been a fundamental aspect of daily life in an Iroquoian household, especially if their use related to a curing society that functioned as a socially unifying institution within the emergent tribal systems of the Middle and early Late Iroquoian periods (MacDonald and Williamson 2001; Robertson and Williamson 1998:147).

fortunes and solidarity of dominant lineages within villages and/or the movement of families between allied communities. During the sixteenth century, longhouses became smaller again. This modification of residential patterning suggests that changes had occurred in the kin-based political system, which may reflect increased importance of clans over lineages. Since clan membership cut across related communities, this aspect of kinship was an important source of tribal integration. A number of Late Iroquoian period sites have been documented within the City and surrounding area. Archaeologists have been able to reconstruct century long settlement sequences for one or perhaps two ancestral Huron communities in the Humber valley between A.D. 1400 and 1600: one in the middle Humber–Black Creek drainage area and the other in the upper reaches of the Humber Valley. A number of Late Iroquoian villages have also been identified along the east and west branches of the Don River in the City of Vaughan.

The archaeological record of some of these sites provides evidence that some European goods had reached the Aboriginal inhabitants of southern Ontario by the late sixteenth century. For instance, excavations of sites of this period have yielded glass trade beads. Trade beads are often accompanied by other trade goods such as hatchets, bells, rings, mirrors, and items of a similar nature. It is possible that these beads and other artifacts had arrived with Indigenous traders who obtained them farther east, either directly from Europeans, or from Aboriginal intermediaries.

Contact Period

When European explorers and missionaries arrived in Ontario at the beginning of the seventeenth century, Iroquoian villages were under the direction of various chiefs elected from the principal clans. In turn, these villages were allied within the powerful tribal confederacies. Most, if not all, of the Lake Ontario north shore communities had moved by about 1600, from Lake Ontario northward, joining with other groups in Simcoe County to form the Petun and Huron, or westward to join other ancestral groups of the Neutral, who were situated around the west end of Lake Ontario and in the Niagara Peninsula. While this movement of communities likely took place over many generations, the final impetus was conflict with the Five Nations Iroquois of New York State. Intertribal warfare with the Five Nations during the first half of the seventeenth century, exacerbated by the intrusion of Europeans, ultimately resulted in the collapse, and dispersal of the three Ontario Iroquoian confederacies – the Huron, the Petun, and the Neutral.

The years immediately following this dispersal are poorly documented. Migrations, fission and amalgamation of formerly independent groups, and shifting territories further complicate the picture. The continuing effects of European diseases, warfare and periods of starvation through the mid-and late seventeenth century contributed to further population reductions among all Aboriginal peoples. Those who survived were freely adopted into remaining groups.

During this period, the Five Nations Iroquois established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. Their main settlements were located near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, the route that linked Lake Ontario to the upper Great Lakes through Lake Simcoe. The west branch of the Carrying Place followed the Humber River valley northward over the drainage divide, skirting the west end of the Oak Ridges Moraine, to the East Branch of the Holland River. Another trail followed the Don River. Given the physiographic, hydrographic, and ecological foundations on which these major north-south trails were established, they are likely of great antiquity. While there is certainly a correspondence between the portage route and local Late Woodland settlement distribution – Mackenzie (AkGv-2), Seed-Barker (AkGv-1), Boyd (AkGv-3), and Skandatut (AlGv-193) are all villages located along the Humber



River system – it is reasonable to presume that the residents of these communities simply availed themselves of the same access routes and resources that were of importance to their ancestors.

When the Senecas established Teiaigon at the mouth of the Humber, they were in command of the traffic across the peninsula to Lake Simcoe and the Georgian Bay. Later, Mississauga and earliest European presence along the north shore, was therefore also largely defined by the area's strategic importance for accessing and controlling long-established economic networks. Prior to the arrival of the Seneca, these economic networks would have been used by the Hurons for over five hundred years, and before them, by the Algonquians. While the trail played an important part during the fur trade, people would also travel the trail in order to exploit the resources available to them across south-central Ontario, including the various spawning runs, such as the salmon coming up from Lake Ontario or herring or lake trout in Lake Simcoe.

The Mississauga and other Ojibwa groups began expanding southward from their homelands in the upper Great Lakes in the late seventeenth century, coming into occasional conflict with the New York Iroquois, although alliances between the two groups were occasionally established as well. It is likely that the former Iroquois settlements were maintained. While the continued appearance of these sites on maps produced during the remainder of the French regime probably reflects, to a certain degree, simple copying of earlier sources, it seems that the villages were taken up by the Anishnaubeg. Since the same settlements continued to function in the fur trade, their original village names remained on the maps. (Konrad 1981:141-142)

Early British Administration

The British government acquired the area comprising Vaughan Township from the Mississauga Nation as part of the Toronto Purchase in 1787. John Stegman, Deputy Surveyor, drew up a rough plan for the location of Vaughan in 1788; however, Iredell conducted the first survey in 1795 along Yonge Street. The township was not surveyed in its entirety until 1851, and the sidelines were resurveyed in 1861. The survey divided the township into eleven, north-south concessions with 200-acre lots. The exception was Concessions 9, 10 and 11, which were cut off in the south due to original survey line of the Toronto Purchase on the west and Yonge Street on the east. The east to west sideroads were located one and a quarter miles apart.

In 1792, Lieutenant Governor Simcoe announced a plan to attract settlers to Upper Canada. This plan offered 200 acres of land to pioneer settlers, provided they undertake certain duties in return. By 1800, all the lots on Yonge Street between the current Steeles Avenue and Langstaff Road had been granted to the first settlers in the area. Pennsylvanian German settlers from the United States settled primarily in the southeast corner of the Township. Jacob and Mary Baker and family began their journey to from the United States to Vaughan Township in Upper Canada in 1800. Their son Jonathan acquired Lot 11, Concession 2, Vaughan Township in 1816; the land is now part of Sugarbush Heritage Park.

A few communities within what is now the City of Vaughan can trace their origins back to this time period. The Town of Woodbridge has its origins with the British Crown granting the west half of Lots 6 and 7, Concession 7 to Jacob Philips and Hugh Cameron in 1802. Thornhill was established on Yonge Street between Vaughan Township and Markham Township when Jeremiah Atkinson built the first major saw mill on the Don River in 1801, and a gristmill in 1802.

Agricultural Development

In the period between 1814 and 1860, the lots and concessions that had been previously surveyed formed the basis for the clearing of land for future agricultural development. The farms were often basic in the beginning with the 200 acre properties later evolving to include more a substantial residence either built of frame, brick or stone masonry complimented with agricultural outbuildings such as a barn, driveshed, silo, and storage sheds.

Although there was some immigration from Britain in the post War of 1812 period, the township population grew slowly until the 1820s when Crown and Clergy Reserve land became available for purchase. In the late 1820s and early 1830s there was a substantial increase in British immigration.

Smiths Canadian Gazetteer described the Township in 1846 as,

In Vaughan 60,496 acres are taken up, 19,766 of which are under cultivation. This is a township of excellent land; it is well settled and contains numerous, well cleared and highly cultivated farms. The land is generally rolling, and the timber a mixture of hardwood and pine. The land is watered by branches of the River Humber. The Yonge Street Road separates the township from that of Markham. There are six grist and twenty-five saw mills in the township. Population in 1842, 4,300.

The Township prospered economically as a farming area between 1840 and 1867 with Toronto to the south a major market. Centres of settlement developed as service and institutional communities to support the burgeoning agricultural growth in Vaughan. Churches, cemeteries and post offices were created.

In 1820, Benjamin Thorne arrived at the small community that had developed around the mill site of what is now Thornhill and built a warehouse for grain export and iron import. He also bought the remains of Purdy's Mills and built a larger gristmill. By 1830, Thorne was operating a gristmill, a sawmill, and a tannery in the community, which became known as Thorne's Mills, and then Thorne's Hill. In 1828, Thorne and his brother-in-law William Parson petitioned the government for a post office; it was opened in 1829 and the community was officially named Thornhill. By 1830 several industries and local business such as a distillery, several blacksmiths and harness makers, two inns, a millwright, a stonemason, a tanner, a weaver, a wheelwright, and a shopkeeper had located in Thornhill. From 1830 to the late 1840s Thornhill prospered with the business district developing on Yonge Street between Centre Street and John Street. Stagecoaches traveled between Holland Landing (Lake Simcoe) and York (Toronto) as Yonge Street's road conditions improved with new grading and stonework. By 1848, Thornhill was the largest community on Yonge Street north of Toronto.

Township Growth

In the period from 1850 to 1950 Vaughan witnessed the introduction of railways, improved rural-urban roadways, larger villages and towns and industrialization. This facilitated growth in population of both rural and urban communities in the Township of Vaughan. The result during this period was more established commercial-industrial centres with residential housing and institutional amenities. Improvements to water and sewage infrastructure aided development.

The Township was incorporated in 1850 as a municipal government. Construction for the Ontario Simcoe and Huron Railway began in 1852 and the line was opened through Vaughan Township in 1853 with a station in Concord. It was renamed the Northern Railway Company in 1858, and later became part of the

Grand Trunk Railway and then Canadian National Railway c1920. The Toronto, Grey and Bruce Railway (T.G.&B.R) was opened through the west part of the Township in 1871.

Tremaine's map (1860) shows a developed agricultural landscape, traversed by the Humber River and its tributaries, with small hamlets, a local road system and churches and schoolhouses. The Township continued to develop economically in the 1860s and 1870s. The Illustrated Historical Atlas (1878) shows a well-established and prosperous agricultural township dotted with farmsteads, small hamlets and villages. Although Yonge Street on the east side of the township was the principal route to the markets in York to the south, two railways built through the township greatly increased market access for the farmers and contributed to the township's prosperity. Agriculture continued as the principal land use throughout the nineteenth century.

Although milling declined in the latter part of the nineteenth century and Thornhill was by-passed by the railway development in the Township, the community still developed as a service centre for the surrounding farmland. In 1896, the Metropolitan Radial Railway reached Thornhill, bringing commuters to and from Toronto, and for the first time, it was possible to live in Thornhill and work in Toronto. The line then became part of the Toronto and York Radial Railway Company, and eventually the Toronto Transit Commission (TTC). When the TTC closed the radial railway in March 1930, the municipalities of North York, Markham, Vaughan and Richmond Hill bought ten miles of track from North York to Richmond Hill, and the line, renamed the North Yonge Railways and operated by the TTC, was reopened in July 1930. The radial line was finally closed in 1949.

By the late 1920s, the automobile became a popular source of transportation for many people, further facilitating travel on Yonge Street. Growth, however, remained slow until after World War I, when several subdivisions were registered in the area and Thornhill acquired three golf courses including Uplands. Much of the subdivision activity in this period was speculative and not developed until after World War II. In 1931, Thornhill became a Police Village.

The hamlet Edgeley was established on Lot 5, Concession 5, on the east side of the Jane Street and Highway 7, in the mid-nineteenth century. It included a store, hotel cider mill, shingle and chopping mill, a slaughterhouse, blacksmith shop and other small industries and businesses as well as a church, a hall for the Independent Order of Good Templers in the 19th century. A post office was opened in 1872. The area around Concord was settled first by the Fisher and Oster families. Peter Oster built a store on the southeast corner of Lot 6, Concession 3 in 1846, as well as a blacksmith shop around the same year. The Ontario Simcoe and Huron Railway was constructed through Concord in 1853. The railway station was called Thornhill Station. A post office was opened in 1854. In the early 20th century Fred Miller established the Concord greenhouses, which became the Concord Floral Company, still located on Highway 7.

The history of Maple is traced to its founding families: the Noble family and Rupert family. The Nobles settled around the present Major Mackenzie Drive and Keele Street intersection in the early half of the 19th century. In 1852 the Town was called Noble's Corner after Joseph Noble, the first Postmaster. Later, a Doctor Rupert lived in Maple and was such a respected member of the community that the Village's name was changed to Rupertsville. Local folklore associates the name "Maple" with the numerous Maple trees once found along Keele Street in the village.

Maple was dominated for most of the 19th century by the more prosperous villages of Sherwood and Teston. Keele Street was then a boggy swamp area that forced most travelers to take alternate routes. Once the Ontario, Huron, and Simcoe Railway built a line through Maple, the village began to grow. The station was then called Richmond Hill. The Canadian National Railway bought the line in early 1900 and

the station was renamed Maple. By the late 19th century, local businesses in Maple included a sawmill, a rope factory, a funeral parlour, a hotel, a hardware store, a pump factory and a harness shop. In 1904 there were approximately 100 homes in Maple, most of which were occupied by retired farmers or those who owned a business in the community.⁸

Kleinburg was like many riverside villages developed around the existence of available water sources and numerous mills. In 1848, John Nicholas Kline bought 83 acres of Lot 24 in Concession 8, west of Islington Avenue. On this land, John N. Kline built a sawmill and a gristmill. Land plans from 1848 show Lot 24 in Concession 8 divided into smaller, individual, one-quarter acre lots, encouraging the establishment of a village core. The Kline (Klein) mills not only served the local farming community, but also contributed to the growth of commercial centre. Kleinburg was known as a popular resting stop for farmers or merchants on their way to, or from Toronto. The original Humber Trail of the Toronto Carrying Place used by the early traders remained the most efficient route to Toronto.

While it has its origins in the early 1800s, the Town of Woodbridge proper did not begin to take the form of a settlement or village until the arrival of Rowland Burr, credited with being the founder of Woodbridge, in 1837. During the early 1800s there had been some development in the surrounding areas: a school had been built on Vaughan's eight concession; a flour mill and store flourished at Pine Grove; and scattering of houses arose around Smith's mill (what was formerly Hayhoe Mills at Pine Grove), becoming known as Smithsville. A similar settlement, known as Brownsville, came into being around a mill run by John Brown (on the Humber at what is today Wallace Street). Between the two settlements of Brownsville and Smithsville, Burwick developed as a third settlement. By the 1840s Burr's enterprises had evolved into the most prosperous businesses in the area. As the population of Burwick increased, the government was petitioned to establish a post office. In order to avoid confusion with another settlement in Canada West with the same name, Burwick was renamed Woodbridge in 1855.⁹

The rural areas outside of the Maple, Thornhill, Kleinburg, and Woodbridge continued in agricultural use through the period and into the early twentieth century.

Urbanization

After World War II an influx of immigration occurred in the Township, and the process of the urbanization of the land began in the south and gradually moved northward. Highway 400 was built north to south through the western part of Vaughan Township in the late 1940s. Urbanization of the township slowly moved northward from Steeles Avenue, and the southern part of Vaughan Township developed quickly from the 1970s onwards. In 1971, the new regional government of York Region was established and Vaughn Township merged with the Village of Woodbridge to form the Town of Vaughan. That same year, the Police Village of Thornhill ceased to exist and the community was divided between the newly created Towns of Markham and Vaughan in the Regional Municipality of York Act. In 1991, it officially changed its legal status to City of Vaughan.

The Province of Ontario acquired land in Vaughan Township as part of the Parkway Belt West Plan in the mid 1970s under the provisions of The Parkway Belt Planning and Development Act, 1973. The Plan was implemented in 1978 for the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system with public use area designated for public open space and buffer area, utility,

⁸ City of Vaughan Archives, "A brief History of Vaughan",
<http://www.city.vaughan.on.ca/tourism/history/maple.cfm>

⁹ City of Vaughan Archives, "A brief History of Vaughan",
<http://www.city.vaughan.on.ca/tourism/history/woodbridge.cfm>

electric power facility, road, and inter-urban transit. In Vaughan it was located east to west from Highway 400 to Yonge Street between Steeles Avenue and Highway 7 to Dufferin Street, and then northeastward to Richmond Hill and Yonge Street. The principal north roads were improved as development moved northward. In the late 1990s, Highway 407 was built east to west through the southern part of the City of Vaughan in the Parkway Belt West lands with interchanges at the principal north-south roads; Highway 7 became a regional arterial road. In May 2006, Sugarbush Heritage Park formerly the Baker farm located north of Highway 7 at 91 Thornhill Woods Drive was opened officially. The park incorporated the buildings of the Baker family farmstead and its mature deciduous forest of maple trees.

The City of Vaughan has continued to evolve through the urbanization of the agricultural lands and intensification of the former 19th century hamlets and villages. Echoes of its early centres of settlements still remain, with names such as Carrville, Coleraine, Elder Mills, Nashville, Patterson, Pinegrove, Purpleville, Richvale, Teston and Vellore. At the same time the larger historical centres of settlement, such as Thornhill and Woodbridge, grew correspondingly as new families moved to more affordable, larger residential properties sought commercial centres. New nodes of residential and commercial areas have begun to emerge as a result of the development.

By 1950, the City of Vaughan especially south of Major Mackenzie Drive saw the intensification of suburban development by tract housing projects combining detached and semi-detached housing. Associated municipal services in the form of educational facilities and developed parks and recreation facilities followed. Slowly, the active family-owned farms were purchased early in this period by the development industry for potential commercial, industrial and residential development.

