



# Town of Newmarket Agenda

## Heritage Newmarket Advisory Committee

Date: Tuesday, September 1, 2020  
Time: 7:00 PM  
Location: Electronic VIA ZOOM  
See How to Login Guide

### Pages

#### 1. Notice

At this time, the Municipal Offices remain closed to the public. This meeting will be available VIA ZOOM Meeting at [newmarket.ca/meetings](http://newmarket.ca/meetings).

#### 2. Additions & Corrections to the Agenda

#### 3. Conflict of Interest Declarations

#### 4. Presentations/Deputations

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## **8. Reports of Committee Members**

### **8.1 Designated Property Maintenance and Concerns**

#### **8.1.1 Site Plaques**

#### **8.1.2 Residence Plaques**

#### **8.1.3 Heritage Location Plaques**

## **9. Committee Reports**

### **9.1 Elman W. Campbell Museum Board**

### **9.2 Lower Main Street South Heritage Conservation District Advisory Group**

## **10. New Business**

## **11. Adjournment**



# Town of Newmarket

## Minutes

### Heritage Newmarket Advisory Committee

Date: Tuesday, March 3, 2020  
 Time: 7:00 PM  
 Location: Mulock Room  
 Municipal Offices  
 395 Mulock Drive  
 Newmarket, ON L3Y 4X7

Members Present: Billie Locke, Chair  
 Councillor Bisanz  
 David McLennan  
 Joan Seddon

Members Absent: Gord McCallum, Vice-Chair  
 Norman Friend  
 Mitch Sauder

Staff Present: P. Cho, Planner  
 A. Walkom, Legislative Coordinator

The meeting was called to order at 7:09 PM. Billie Locke in the Chair.

#### 1. Additions & Corrections to the Agenda

None.

#### 2. Declarations of Pecuniary Interest

None.

#### 3. Presentations/Deputations

None.

#### **4. Approval of Minutes**

##### **4.1 Heritage Newmarket Advisory Committee Meeting Minutes of January 7, 2020**

Moved by: David McLennan

Seconded by: Councillor Bisanz

1. That the Heritage Newmarket Advisory Committee Meeting Minutes of January 7, 2020 be approved.

**Carried**

#### **5. Correspondence**

##### **5.1 Notice regarding 292-294 Court Street Zoning By-law Amendment Application**

The Committee discussed the property located at 292-294 Court Street, as well as the surrounding properties. The Committee inquired if there was existing historical information available on the property.

Moved by: Joan Seddon

Seconded by: David McLennan

1. That the Notice regarding 292-294 Court Street Zoning By-law Amendment Application be received.

**Carried**

#### **6. Items**

##### **6.1 Update on Protection of Private Trees By-law**

The Planner reported that a report regarding the Protection of Private Trees By-law would be brought to the Committee of the Whole meeting on May 25, 2020.

##### **6.2 Union Hotel Update**



The Planner advised that a building permit for the property has been received and that town staff were reviewing it. She advised that any changes to the property would require a heritage permit.

### **6.3 Update on 1075 Gorham St. Heritage Designation**

The Planner advised that a pre-hearing conference regarding the heritage designation of 1075 Gorham Street was scheduled for the week of March 2, 2020.

### **6.4 Review of Registry of Heritage Properties**

The Committee discussed reviewing the Heritage Registry to identify properties which should be designated and prioritize efforts on those properties by researching their history.

## **7. Reports of Committee Members**

### **7.1 Designated Property Maintenance and Concerns**

The Committee discussed finding a source to produce the Heritage Plaques and some of the companies that may be able to produce them.

7.1.1 Site Plaques

7.1.2 Residence Plaques

7.1.3 Heritage Location Plaques

## **8. Committee Reports**

### **8.1 Elman W. Campbell Museum Board**

Councillor Bisanz advised that Council had been invited to the Museum on March 2, 2020 to see the Museum after the renovations were completed, as well as the new exhibits.

### **8.2 Lower Main Street South Heritage Conservation District Advisory Group**

There was no update on this item.

## **9. New Business**

### **(1) 2020 Ontario Heritage Conference**

The Committee discussed the 2020 Ontario Heritage Conference scheduled for May 2020 and to be held in Markham and whether any members would like to attend.

(2) Mill Ruins on Bogart Creek

Councillor Bisanz inquired as to the Mill Ruins on Bogart Creek that had been discussed at the January meeting. The Committee discussed possible ways the ruins could be protected or marked to recognize their history.

**10. Adjournment**

Moved by: Joan Seddon

Seconded by: David McLennan

1. That the meeting be adjourned at 8:02 PM.

**Carried**

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Chair

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Date



**Evaluation of 17250 Yonge Street  
According to *Ontario Regulation 9/06*  
Town of Newmarket**

Prepared for  
Patricia Cho  
Planner/Secretary-Treasurer  
**Town of Newmarket**  
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By  
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[www.arch-research.com](http://www.arch-research.com)

Project #: HR-187-2020 (2020-0064)

**July 2, 2020**

**Original**

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## **GLOSSARY OF ABBREVIATIONS**

ARA – Archaeological Research Associates Ltd.  
CADD – Computer-Aided Drafting and Design  
CHVI – Cultural Heritage Value or Interest  
OHA – Ontario Heritage Act  
O. Reg. – Ontario Regulation

## **PERSONNEL**

**Project Director:** P.J. Racher, MA, CAHP  
**Heritage Operation Manager:** K. Jonas Galvin, MA, RPP, MCIP, CAHP  
**Project Manager:** J. McDermid, BA  
**Site Visit:** J. McDermid and S. Clarke, BA  
**Historical Research:** S. Clarke  
**Photography:** J. McDermid  
**Cartographer:** K. Brightwell (GIS)  
**Technical Writers:** K. Jonas Galvin, J. McDermid and L. Benjamin, MAES, RPP, MCIP, CAHP

## 1.0 INTRODUCTION

The Town of Newmarket has requested that Archaeological Research Associates Ltd. (ARA) evaluate the cultural heritage value or interest (CHVI) of the York Region Administrative Centre located at 17250 Yonge Street according to *Ontario Regulation 9/06 (O. Reg.)* to determine if the property is worthy of designation under Part IV of the *Ontario Heritage Act (OHA)*.

## 2.0 METHOD

This report examines the design of the property, presents its history and describes its context.

### 2.1 Site Visit

A site visit was conducted on March 11, 2020. Permission to enter the property was not required as the York Region Administrative Centre is a public building. ARA staff were accompanied by a Town of Newmarket Planner.

### 2.2 Research

Background information was obtained from historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications and records), published secondary sources (online and print) and Douglas Cardinal's personal website. York Region indicated they have materials in their archives related to the building. However, due to the COVID-19 pandemic the materials were not accessible.

### 2.3 Consultation

ARA contacted York Region on March 9, 2020 in advance of the site visit to obtain any available information. A reply was received on March 18, 2020 indicating that due to COVID-19 their ability to access information in the archive is very limited. At the time of report writing no additional information has been received.

### 2.4 Method Conclusion

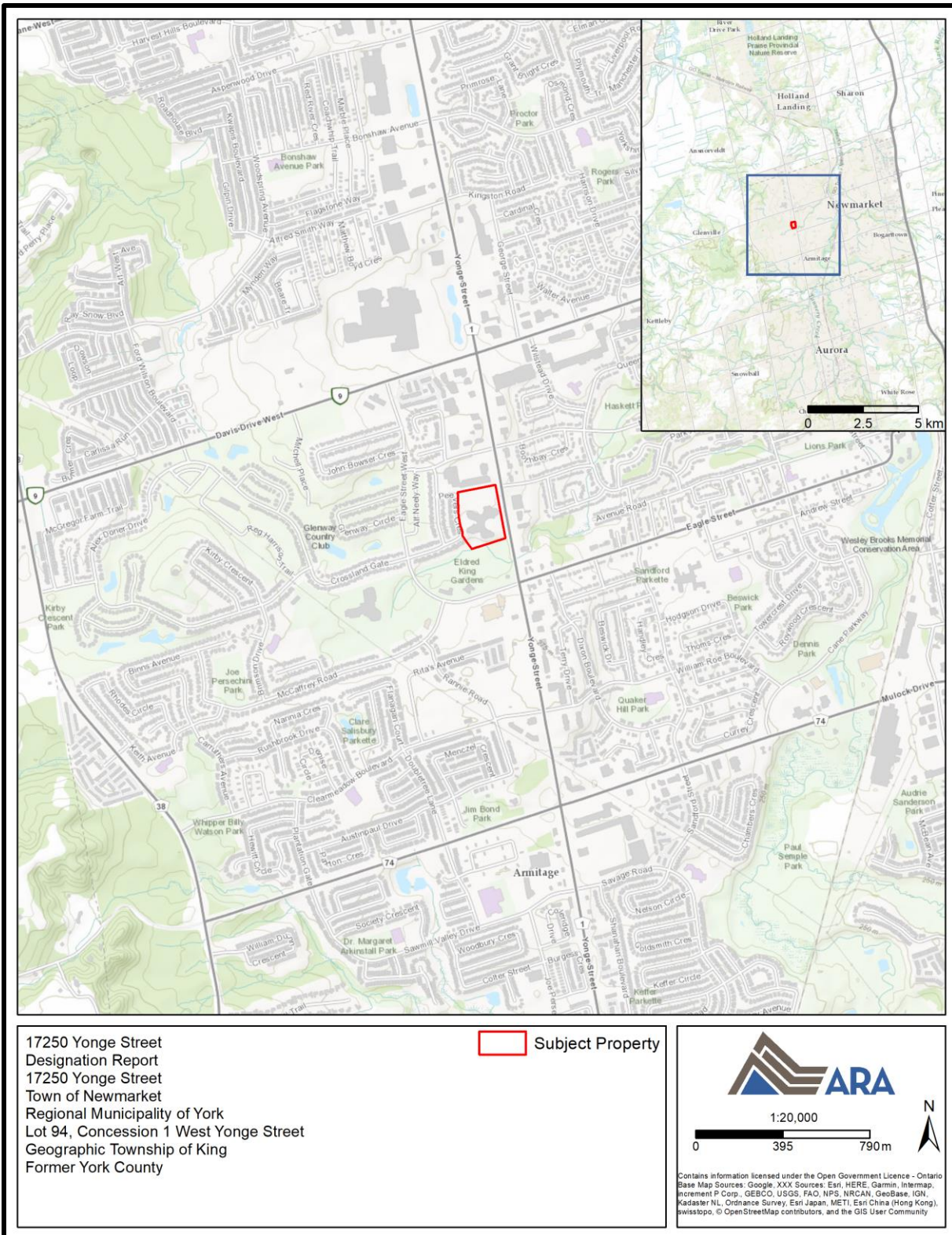
Using the results of the site visit and research detailed above, the CHVI of 17250 Yonge Street is evaluated against the criteria prescribed in *O. Reg. 9/06* of the OHA. If the property meets any of the criteria, a Statement of Cultural Heritage Value or Interest is then provided including a list of heritage attributes.

## 3.0 PROPERTY INFORMATION

Civic Address: 17250 Yonge Street, Newmarket, ON

Common Name: York Region Administrative Centre

Legal Description: Part Lot 94, Concession 1 West Yonge Street (WYS)



**Map 1: Subject property in the Town of Newmarket**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



## 4.0 PHOTOGRAPHS

### 4.1 Exterior



**Figure 1: Oblique view of 17250 Yonge Street looking west  
(Google Earth 2005; Facing West)**

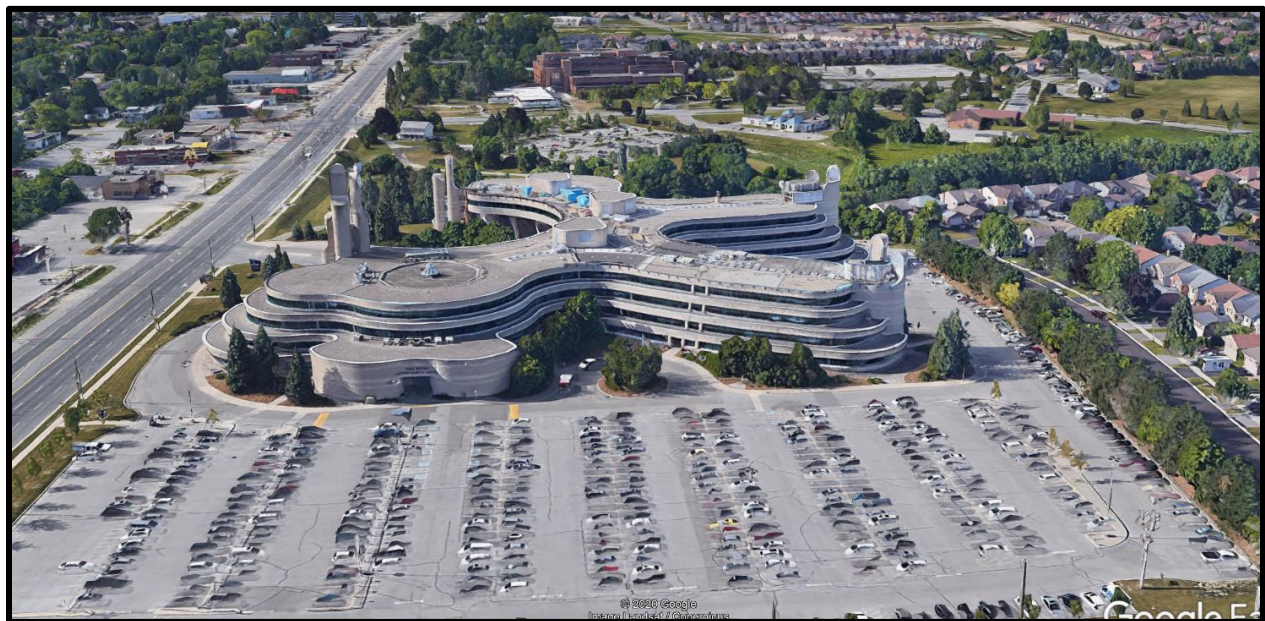


**Figure 2: Oblique view of 17250 Yonge Street looking north  
(Google Earth 2005; Facing North)**





**Figure 3: Oblique view of 17250 Yonge Street looking east  
(Google Earth 2005; Facing East)**



**Figure 4: Oblique view of 17250 Yonge Street looking south  
(Google Earth 2005; Facing South)**





**Map 2: Photo locations at 17250 Yonge Street**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



**Image 1: Main entryway – Northeast wing**  
(Photo taken on March 11, 2020; Facing North)



**Image 2: Main entryway doors – Detail**  
(Photo taken on March 11, 2020; Facing North)





**Image 3: Main entryway – North side of circular entry with four clock towers**  
(Photo taken on March 11, 2020; Facing North)



**Image 4: Four clock towers – Northeast wing**  
(Photo taken on March 11, 2020; Facing Northwest)



**Image 5: South side of main circular entry – Southeast wing with two towers**  
(Photo taken on March 11, 2020; Facing South)



**Image 6: View to main entryway from Yonge Street**  
(Photo taken on March 11, 2020; Facing Northwest)





**Image 7: Detail of commemorative plaque**  
(Photo taken on March 11, 2020; Facing West)



**Image 8: Detail of varied stonework**  
(Photo taken on March 11, 2020; Facing West)





**Image 9: Detail of foundation and landscaping treatment**  
(Photo taken on March 11, 2020; Facing West)



**Image 10: Recent addition of enclosed walkway access to neighbouring building**  
(Photo taken on March 11, 2020; Facing West)





**Image 11: Enclosed walkway access to neighbouring building at 17150 Yonge Street**  
(Photo taken on March 11, 2020; Facing West)



**Image 12: Enclosed walkway access looking toward southeast wing**  
(Photo taken on March 11, 2020; Facing West)



**Image 13: Southeast wing in foreground, southwest wing in background  
(Photo taken on March 11, 2020; Facing North)**





**Image 14: Property topography – South side**  
(Photo taken on March 11, 2020; Facing North)





**Image 15: Sympathetically designed gas metre housing**  
(Photo taken on March 11, 2020; Facing North)



**Image 16: Northwest wing with two towers and secondary entryway**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 17: West side – Southwest wing (right) and northwest wing with two towers**  
(Photo taken on March 11, 2020; Facing East)



**Image 18: Service entryways**  
(Photo taken on March 11, 2020; Facing East)





**Image 19: Secondary entryway between northwest towers  
(Photo taken on March 11, 2020; Facing East)**



**Image 20: Northwest wing**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 21: Parking lot (north) side circular driveway**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 22: Northeast wing**  
(Photo taken on March 11, 2020; Facing East)



**Image 23: Parking lot entryway, north side**  
(Photo taken on March 11, 2020; Facing Southeast)





**Image 24: Sympathetically designed and constructed water hook up**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 25: View of differing curves**  
(Photo taken on March 11, 2020; Facing Southeast)





**Image 26: North side – Northeast wing with four clock towers (left) and northwest wing, each with two towers**  
(Photo taken on March 11, 2020; Facing East)



**Image 27: Northeast wing with clock towers**  
(Photo taken on March 11, 2020; Facing southwest)

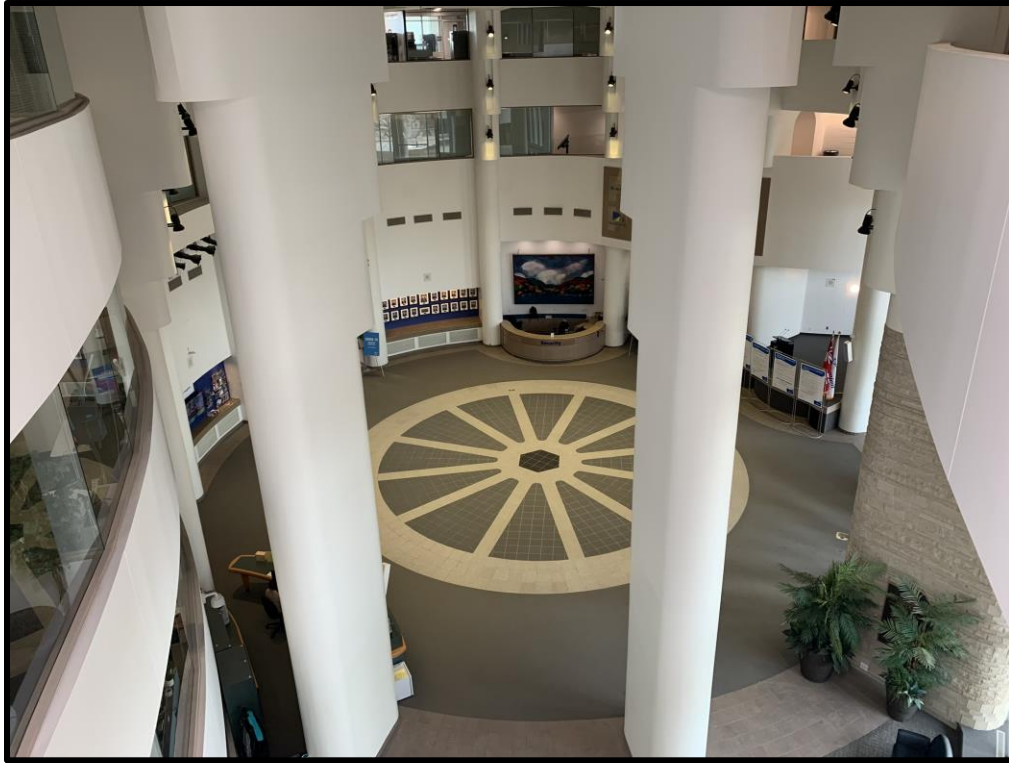
## 4.2 Interior



**Image 28: Main entryway with stone pillars**  
(Photo taken on March 11, 2020)

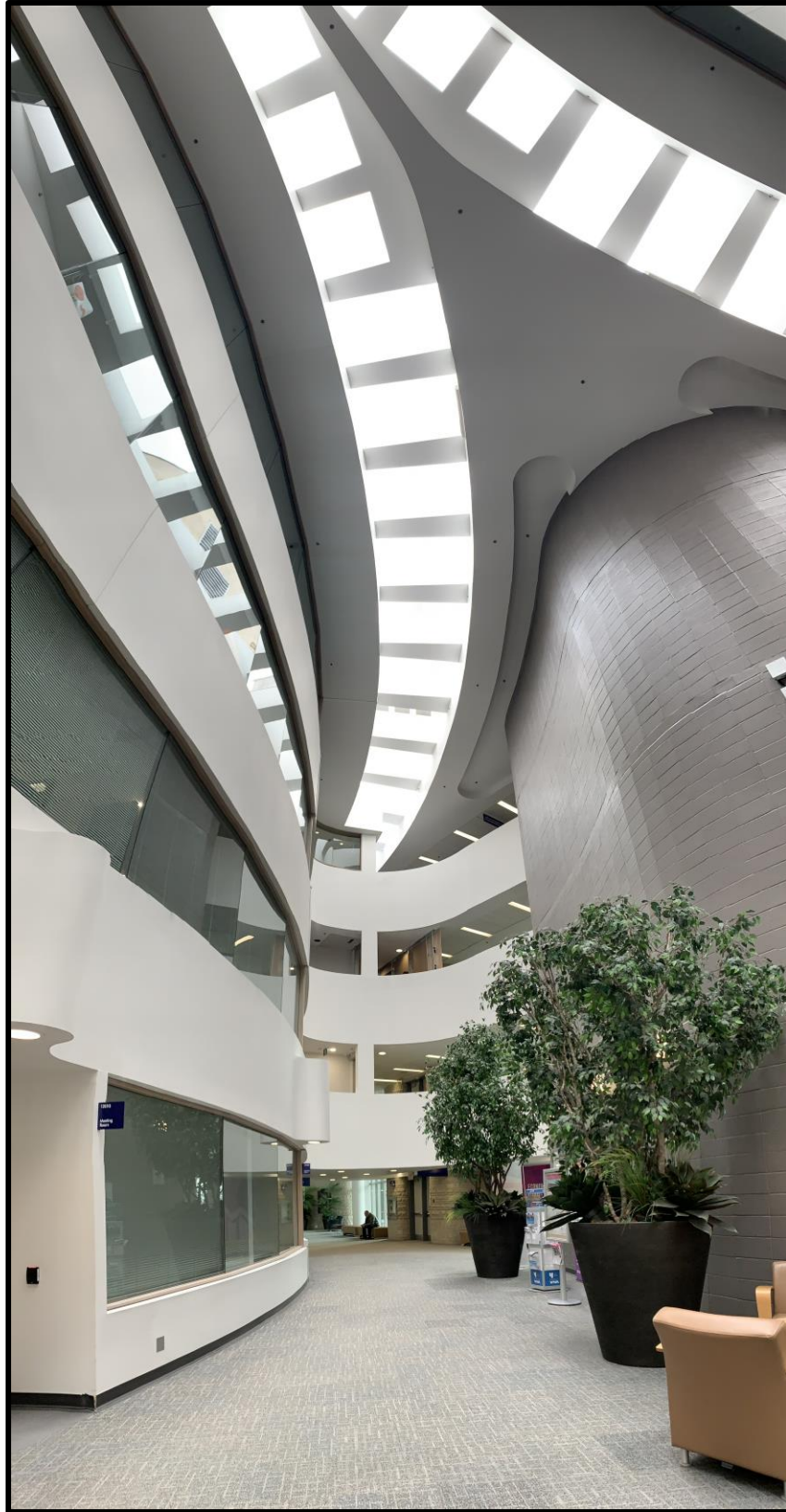


**Image 29: Sunburst hexagonal oculus – Main entryway**  
(Photo taken on March 11, 2020)



**Image 30: Sunburst hexagonal motif in tiles beneath oculus – Main entryway**  
(Photo taken on March 11, 2020)





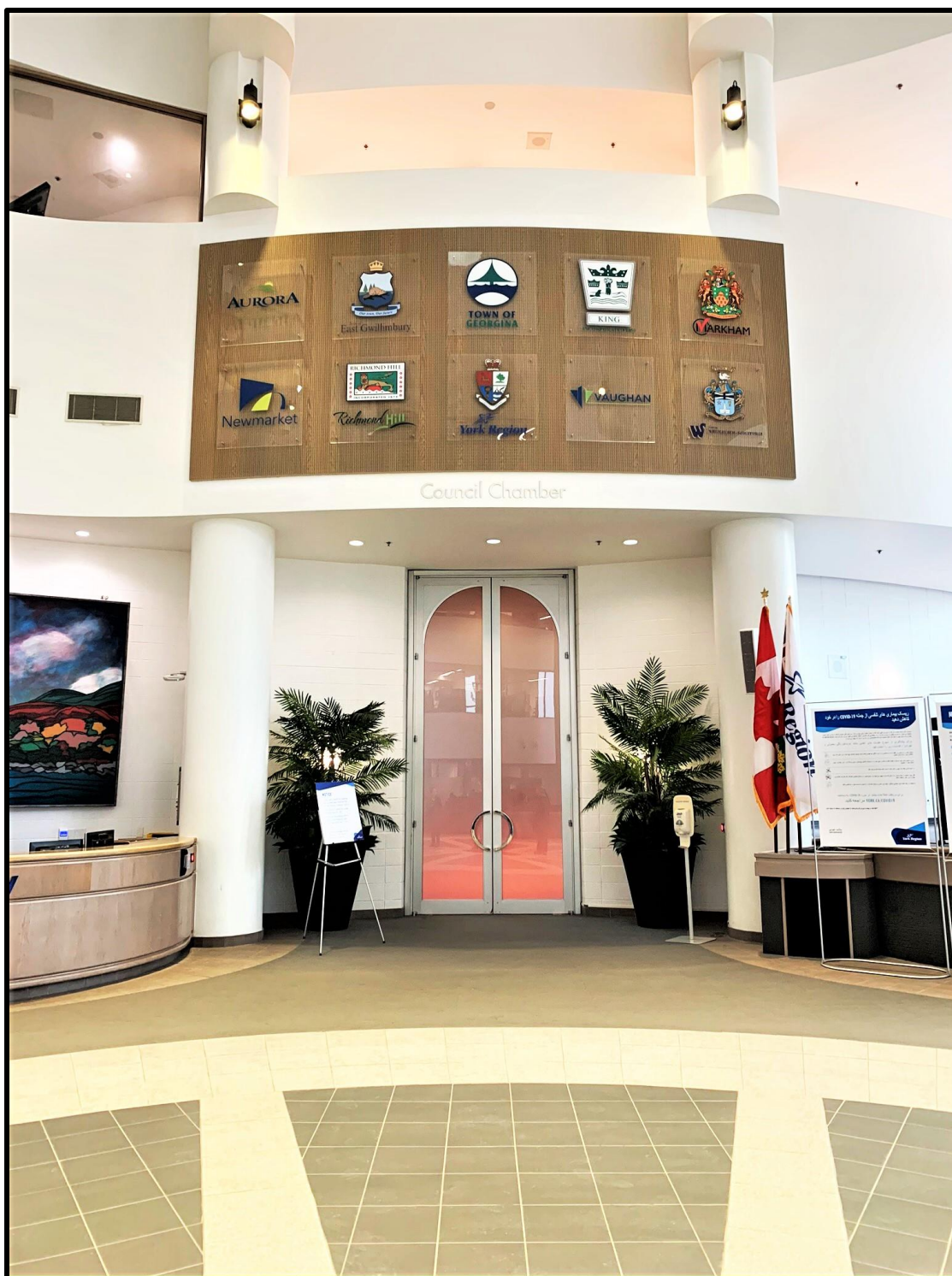
**Image 31: Gently curving lines – Interior**  
(Photo taken on March 11, 2020)





Image 32: York Region Administrative Centre plaque  
(Photo taken on March 11, 2020)





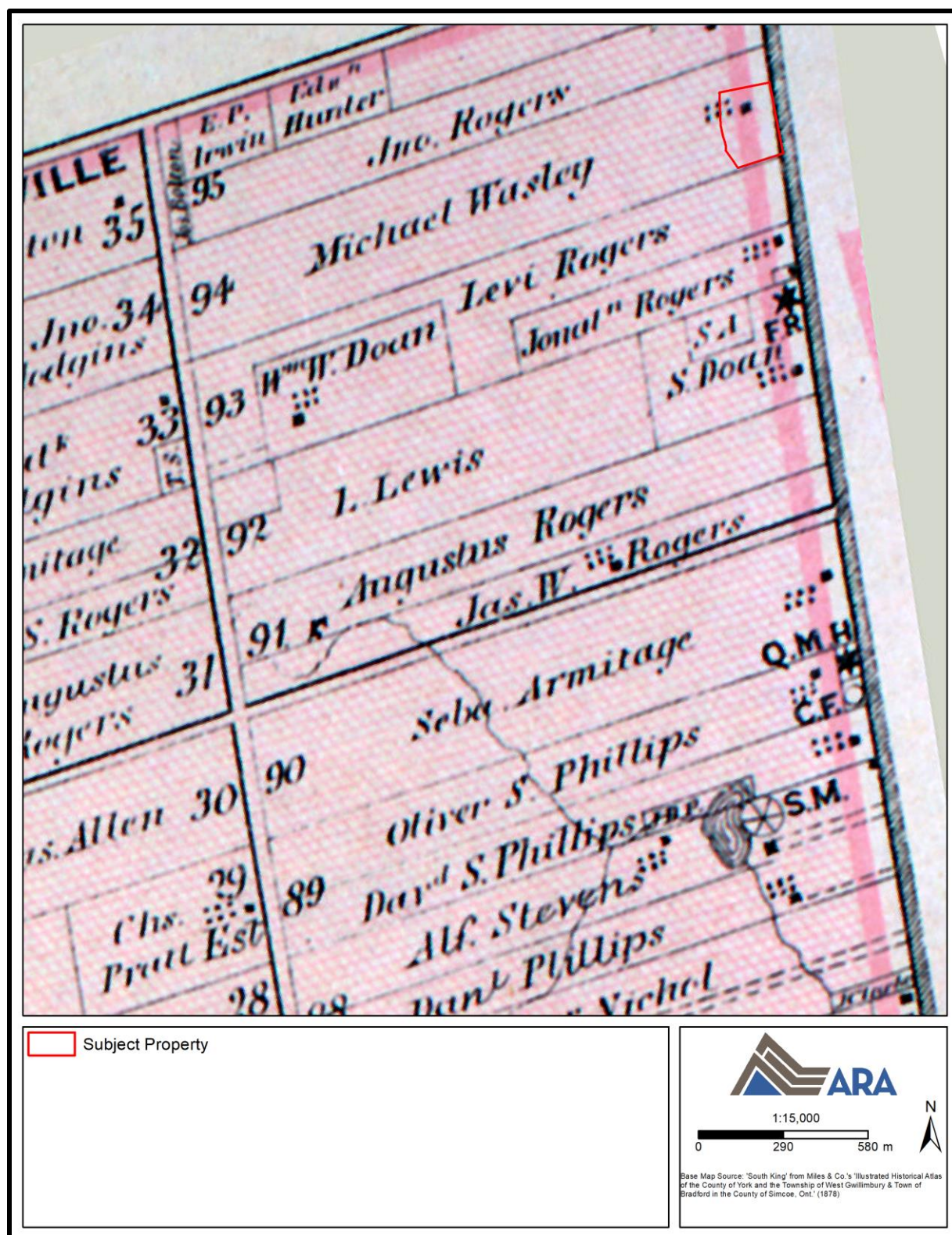
**Image 33: Tall double doors leading to Council Chambers**  
(Photo taken on March 11, 2020)



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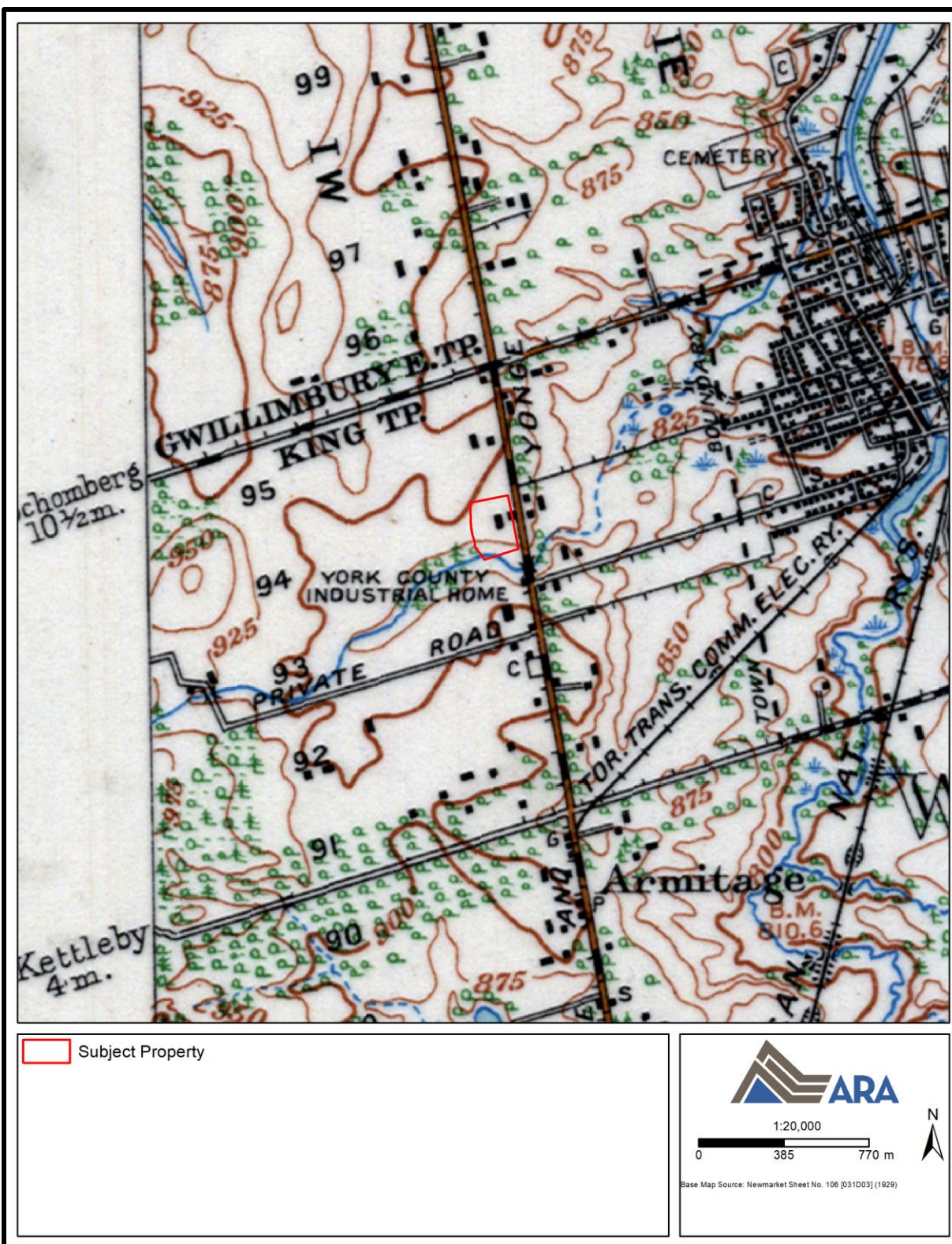
Archaeological Research Associates Ltd.  
ARA Project #2020-0064





**Map 4: Subject property shown on an 1878 historic map**  
 (Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)





**Map 5: Subject property shown on an historic 1929 topographic map**  
 (Produced under licence using ArcGIS® software by Esri, © Esri; OCUL 2018)

## 6.0 BACKGROUND INFORMATION

### 6.1 Architecture or Design

- The subject property is a four-storey postmodern (late modernist) Canadian Indigenous prairie style administrative building (Kalman 2000:568-581; Ricketts, Maitland and Hucker 2004:211-233; Kyles 2016; see Figure 1–Figure 4);
- If each architectural style is a response to its forerunners, the “Architecture of Aboriginal Peoples” is a regional interpretation of the Expressionist and later postmodern style. A *Guide to Canadian Architectural Styles* wrote a dedicated chapter to First Nations architecture, meaning designed by or for First Nations cultures (Ricketts 2004:217);
- The postmodern architectural style is evident in the subject property with the stone and glass ribbons flowing over four storeys, the emphasis on the horizontal, as well as the organic form and plan (Image 1-Image 26);
  - The founding International style is one from which many Western architects diverged, creating their own variations of the 1950’s Contempo or modernism shift. According to the *Guide to Canadian Architectural Styles*, the Expressionist style became popular in Canada in 1960-70. Influential architects of the European movement, specifically Gaudi and Le Corbusier, and later Frank Lloyd Wright, are listed as the main influences of the subject property’s architect, Douglas Cardinal (Cardinal 2020);
- The building was designed by Douglas Cardinal, an Indigenous Canadian architect of Siksika descent. His work is distinctively organic and curvilinear.
  - As a prairie-region inspired architect, Cardinal is among the founding members who contributed to the creation of some of “the most powerfully original buildings in the post-war era...perhaps the only truly Canadian – as against adopted – architectural images have been created in the prairies, out of this harsh necessity for strong forms in a landscape wide as Heaven or Hell” (Kalman 2000:574);
  - According to *Ontario Architecture, A Guide to Styles and Building Terms 1784 to the present*, postmodernists “rethought function to incorporate personal tastes and group aesthetics as legitimate design factors... layered with ambiguous or symbolic meaning, thus becoming representative of a pluralistic and multicultural society (Blumenson 1990:245);
    - This perspective aligns with Cardinal’s philosophy:  
*Douglas Cardinal expresses his buildings in a signature style of harmonious curvilinear forms. Yet, the elegance of his designs is not limited to aesthetics – he has a deep understanding of architecture as a tool to better the world. A proponent of Organic Architecture, Douglas Cardinal understands architecture as a holistic enterprise where all members of the architectural process conjunctively create a legacy for the future. Indeed, Douglas believes that each building takes a life of its own as a living, organic being shaped in close partnership with the client and all stake holders (Cardinal 2020).*
  - Pulling from his International/Expressionist style influences (specifically from the earlier European Expressionist movement headed by Antonio Gaudi), Cardinal looked to create remarkable structures with dramatically “curved concrete or brick walls, cantilevered roofs” (Ricketts 2004:211);
  - Kyles notes that, “The most apt phrase to describe his [Cardinal] buildings is ‘ribbons of stone.’ The forms intertwine, undulate and are organic in the real sense of the word” (Kyles 2016);

- As a post-war period architect following the general trend of Expressionist and postmodern styles, Cardinal was a “forerunner of philosophies of sustainability, green buildings and ecologically designed community planning. His architecture springs from his observation of Nature and its understanding that everything works seamlessly together” (Cardinal 2020). Cardinal instilled the value of the interrelationship between building and landscape. He captured the “sweeping lines of the land” in the undulating outer walls of the subject building. By harmonizing the natural topography with the York Region Administrative Centre, and with an eye to the increasing urbanization of Newmarket, the building exemplifies the Indigenous translation of postmodern architecture (Ricketts 2004:222);
- The subject building has striking similarities to Cardinal’s Canadian Museum of Civilization in Hull, Quebec (now called Canadian Museum of History). Construction on the museum finished in 1989 and the subject building was completed only three years later;
- Cardinal was a pioneering adopter of early computer technology, harnessing the power of computers as early as the 1960s to create his signature organic forms. By the late 1970s, Cardinal’s practice became the first to be fully computerized, using their own proprietary architectural programming (Cardinal 2020);
  - Identified as a pioneer and world leader in Computer-Aided Drafting and Design (CADD) systems (Kalman 2000:580);
  - Cardinal’s firm was selected as a CADD demonstration site to test and advance the technology in Canada;
- The irregular organic floor plan stretches out in four directions with four wing elements (see Map 2);
- Each wing ends with a tower element: the northeast wing has four clock towers of differing heights, the clockface is black on white with a simple design of Roman numerals; the other three wings have two towers, all with different heights and window/door configurations (see Image 3–Image 6, Image 16 and Image 19);
- The general appearance of the stepped storeys are stacked inward (see Image 10, Image 13, Image 14 and Image 25);
- Ribbons of alternating rusticated and ashlar masonry, punctuated with continuous bands of windows creates interesting and dynamic undulating horizontal lines (see Image 13, Image 14, Image 17, Image 18, Image 21 and Image 26);
- Each wing radiates from the circular driveway area, each with their own natural lighting;
  - A continuous band of skylights follows the central hall of the southeast, southwest and northwest wings, while an octagonal skylight brightens the large northeast wing (see Map 2 and Figure 1–Figure 4, Image 29 and Image 31);
  - The structure takes advantage of the natural light afforded by the centrally placed ribbon skylight throughout the building, thus minimizing the need for lighting and reducing energy use;
- The main entryway is located within a semi-circular colonnade with a plain cornice supported by plain columns (Image 1–Image 5);
- Utility infrastructure, including the gas metre housing (see Image 15) and the water hook up (see Image 24), were designed and built to be sympathetic to the building’s design and construction materials;
- While interior features were not included in the scope of this report, it is important to note that some exterior elements of the subject building do extend to the interior. For example, some stone walls extend to the interior as pillars, the skylight is both an interior and exterior feature of the structure, and the arched glass within the rectangular outer

doors are echoed in some interior doors. The dominant white colour noted as a postmodern feature is also prevalent inside the building and the tiled floor in the foyer is designed to mirror the hexagonal skylight above (see Image 27–Image 33).

As postmodern architecture is essentially a bucking of all previous style trends as design ideologies with ‘rules’, it is difficult to list elements of such an eclectic style. In addition, the Canadian and First Nations interpretation of this style is recognized as characteristics of the regional (prairie) expression of postmodern, thus further adapting the style (Kalman 2000:579). To help conceptualize postmodern architecture, Table 1 lists typical characteristics of the style as outlined in *A History of Canadian Architecture* (Kalman 2000:579); *A Guide to Canadian Architectural Styles* (Ricketts et al. 2004: 211-233); *Well-Preserved: The Ontario Heritage Foundations Manual of Principles and Practice for Architectural Conservation* (Fram 2003); and *Post-Modern Style (1870-1910) in Ontario Architecture* (Kyles 2020). The York Region Administrative Centre exhibits many of the characteristics of the style and can therefore be considered a representative example of a postmodern style institutional building. The table also highlights elements characteristic of the International style, from which the postmodern movement was borne (Fram 2003:31).

**Table 1: Characteristics of Postmodern Institutional Buildings**



Style Characteristics	Characteristics of 17250 Yonge Street
Dramatically curved concrete or brick walls	Yes
Cantilevered roof	No
Laminated wood in idiosyncratic shapes	No
Complex organic forms	Yes
Evident symbolic intent expressed	Unclear
Futuristic shapes	Yes
Horizontal emphasis	Yes – Four storeys of alternating stone and window ribbons
Flat roof	Yes
Appearance of thinness and lightness in deliberate contrast to surrounding buildings	Yes
Stucco, concrete or smooth brick walls	Yes – Alternating rusticated and smooth cut stone cladding
Undecorated neutral surfaces	Yes – Simple columns, etc.
Extensive areas of glass (usually horizontal bands)	Yes
White as dominant colour, reinforcing institutional overtones	Yes – Light coloured stone, light columns, dominantly white interior, white skylight surrounds
Quirky animated garden furniture and sculpture	No


In addition to the importance of determining the degree to which the subject building exhibits postmodern characteristics, it is also important to evaluate the York Region Administrative Centre to other comparable buildings in Douglas Cardinal’s portfolio (i.e., institutional buildings). Table 2 illustrates the subject building along with a selection of comparable institutional works. This exploration of images makes it clear that the subject building is a representative example of Douglas Cardinal’s distinct postmodern Canadian Indigenous prairie style.



**Table 2: Comparison of Douglas Cardinal's Institutional Buildings**

Building	Location	Construction Date	Image	Reference
York Region Administrative Centre	Newmarket, ON	1992		ARA 2020
Museum of Canadian History	Hull, QC	1989, 1999		Kaalan n.d.

Building	Location	Construction Date	Image	Reference
Museum of the American Indian	National Mall, Washington, DC	2004		David Coleman 2011
Alberta Government Services Building	Ponoka, AB	1975		Rainone 2017

Building	Location	Construction Date	Image	Reference
First Nations University	Regina, SK	2003		Cardinal 2020



## 6.2 History

- Part of the Joel Lloyd farm is on Lot 94, Concession 1 West of Yonge Street, King Township in 1860 (see Map 3);
- Part of the Michael Wasley farm in 1878 (see Map 4);
  - Possible that the Wasley residence and associated orchard were located on the subject property;
- Former location of the York County Industrial Home (see Map 5);
  - Fifty-acre farm on the west side of Yonge Street at Eagle Street in Newmarket purchased for the erection of the County Industrial Home, colloquially known as the Poorhouse;
  - Four storey Queen Anne-style brick building constructed in 1883 to function as a poorhouse;
  - Name changed to House of Refuge in 1933, then County Home for the Aged in 1949 and York Manor;
  - New York Manor building constructed on the property in 1959;
  - Buildings demolished in 1993 for the construction of the York Regional 'HQ' (MacLeod 2019);
- The Region of York acquired the property in 1985 (LRO #65);
- Douglas Cardinal was contracted as the architect for the project, completing the building for official opening on June 23, 1994;
  - Douglas Cardinal (born 1934 in Red Deer, AB to Métis parents) is an Indigenous Canadian architect of Siksika descent;
  - Studied at the University of Texas School of Architecture where he developed his architectural style;
  - Cardinal was made an Officer of the Order of Canada in 1990, awarded the Canada Council Molson Prize for the Arts in 1992, received the National Aboriginal Achievement Award in 2005, Gold Medal of the Royal Architectural Institute of Canada in 1999, received the Governor General's Award for Visual Media and Arts in 2001, the Queen Elizabeth II Golden Jubilee Medal and Diamond Jubilee Medal in 2012, and had been granted 19 honorary doctorates by 2013 (Acl and Baic-Bender 2018; Cardinal 2020).
- Construction was photo documented (see Appendix A)

## 6.3 Context

- The York Region Administrative Centre, located at 17250 Yonge Street, is built on a property historically owned and operated by the government;
- The building is situated on a rise of land to the north of a ravine;
- The current location of the subject building is in proximity to the newly constructed York Region facility at 17150 Yonge Street, expanding upon the government district along this portion of Yonge Street, of which the York Region Administrative Centre is the founding building. According to the Region:

*The development of 17150 Yonge Street supports Ontario's Places to Grow Act, York Region's Official Plan and Newmarket's Secondary Plan by locating the facility on the Yonge Street Rapid Transit Corridor. Once built, 17150 Yonge Street and its grounds will create a civic campus within an established government district (York Region 2020).*

## 7.0 EVALUATION OF SIGNIFICANCE

**Table 3: Evaluation of the Cultural Heritage Value or Interest of 17250 Yonge Street in Accordance with O. Reg. 9/06**

Criteria	Description	✓	
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	The York Region Administrative Centre is a representative example of a postmodern style administrative building, specifically, a Canadian Indigenous prairie variation of the style.
	Displays a high degree of craftsmanship or artistic value	✓	The York Region Administrative Centre displays a high degree of artistic value with its striking scale and curvilinear massing including the nature of the horizontal waving bands of stone and glass.
	Displays a high degree of technical or scientific achievement		The York Region Administrative Centre does not display a high degree of technical or scientific achievement.
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		The York Region Administrative Centre does not have direct associations with a theme, event, belief, person, activity, organization or institution that is significant to the community.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		The York Region Administrative Centre does not yield information that contributes to the understanding of a community or culture.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community	✓	The York Region Administrative Centre demonstrates and reflects the work and ideas of prominent postmodern Indigenous Canadian architect Douglas Cardinal with its curvilinear massing and organic forms. He was a pioneering adopter of early computer technology, harnessing the power of computers as early as the 1960s to create his signature organic forms.
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area	✓	The York Region Administrative Centre is the founding property around which the Town of Newmarket and York Region are creating a civic campus within an established government district along Yonge Street.
	Is physically, functionally, visually or historically linked to its surroundings	✓	The York Region Administrative Centre is physically and visually linked to the topography of the land on which it is built. Architect Douglas Cardinal specifically designed the structure to harmonize with the natural features of the landscape.
	Is a landmark	✓	The York Region Administrative Centre is a landmark along Yonge Street in the Town of Newmarket.

## 8.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

### Introduction and Description of Property

17250 Yonge Street, the York Region Administrative Centre, is located on the west side of Yonge Street between Millard Avenue West and Eagle Street West, Lot 94, Concession 1 West of Yonge



Street, in the Town of Newmarket, York Region. The property consists of a four-storey postmodern Canadian Indigenous prairie style administrative building. The structure was built between 1992-93 and officially opened on June 23, 1994.

## **Statement of Cultural Heritage Value or Interest**

### *Physical/Design Value*

The York Region Administrative Centre is an excellent example of a postmodern institutional building; specifically, the Canadian Indigenous prairie interpretation of the style. The building displays elements of the prairie regionalism branch of postmodernist architecture exemplified by its organic and curvilinear design. Typical of this style, the flat roofed four-storey stone and glass structure has an irregular, organic floor plan with a horizontal emphasis on each stepped storey of alternating rusticated and smooth stone bands with continuous window ribbons. The structure's windows are plain and unadorned and feature extensive areas of glass, indicative of the style. Four wings radiate from the large central circular driveway with colonnades and two sets of tall double doors flanked by a shorter door on each side, all with semi-arched glass insert and semicircular door handles. The entryway apparatus is installed within a curved wall of windows. The York Region Shield is etched in the window above the entrance. The northeast wing terminates at the clock tower feature with four towers of varying heights, each with a round simple clockface of black on white Roman numerals. The other three wings terminate at two towers of varying heights. White is a dominant colour of this building style and as been integrated into the building's light coloured stone and columns, reinforcing institutional overtones. Attention to detail is evident in the utility infrastructure (gas metre housing and water hook up) designed and built in a manner sympathetic to the building's architecture. The York Region Administrative Centre displays a high degree of artistic value with its striking scale and curvilinear massing including the nature of the horizontal waving bands of stone and glass.

### *Historical and Associative Value*

The York Region Administrative Centre demonstrates and reflects the work and ideas of renowned Indigenous Canadian architect Douglas Cardinal. Cardinal was born in 1934 in Red Deer, AB to Métis parents and is of Siksika descent. He studied at the University of Texas School of Architecture where he developed his architectural style that was influenced by Antonio Gaudi, Frank Lloyd Wright and Le Corbusier. His notable buildings include the: Museum of Canadian History, Hull, QB (1989, 1999); Museum of the American Indian, Washington, DC (2004); Alberta Government Services Building, Ponoka, AB (1975); and First Nations University, Regina, SK (2003). As a post-war period architect, Douglas Cardinal was a forerunner of philosophies of sustainability, green buildings and ecologically designed community planning. His architecture springs from his observations of nature and its understanding that everything works seamlessly together. This philosophy is clearly demonstrated by the manner in which the York Region Administrative Centre harmonizes with the natural features of the landscape through its curvilinear massing and organic forms. Cardinal is known for curvilinear designs which is demonstrated in this building. He was a pioneering adopter of early computer technology, notably Computer-Aided Drafting and Design (CADD) systems, harnessing the power of computers as early as the 1960s to create his signature organic forms. By the late 1970s, Cardinal's practice became the first to be fully computerized, using their own proprietary architectural programming.

### *Contextual Value*

The York Region Administrative Centre is designed to harmonize with the natural features of the landscape, physically and visually linking the building to the surrounding topography. It is the

founding property around which the Town of Newmarket and York Region are creating a civic campus within the established government district along this area of Yonge Street. Due to its striking architecture, the building is a physical and visual landmark along Yonge Street in the Town of Newmarket.

### **Cultural Heritage Attributes**

The heritage attributes that contribute to the CHVI of 17250 Yonge Street include, but are not limited to:

- Four-storey postmodern Canadian Indigenous prairie style building;
- Organic curvilinear plan;
- Flat roof;
- Rusticated and smooth stones laid in horizontal undulating bands;
- Alternating horizontal lines of continuous glass ribbons;
- Four radiating wings from a main circular driveway;
- Two variable height towers at the terminus of the southeast, southwest and northwest wings;
- Four clock towers of varying heights at the terminus of the northeast wing;
  - Simple black on white round clock faces with Roman numerals;
- Continuous lines of skylights through the centre of three wings;
- Colonnades at main circular driveway and entryway;
- Large glass wall at main entryway with two sets of tall double doors flanked by a shorter door on each side, all with semi-arched glass insert and semi-circular door handles;
- Utility infrastructure sympathetically designed to harmonize with the building's stone material and treatment;
- Visible recessed concrete foundation;
- Situation on a rise in topography north of a ravine along Yonge Street; and
- Location in the government district of York Region.

## **9.0 CONCLUSIONS**

O. Reg. 9/06 of the OHA requires that to be designated, a property must meet one or more of the criteria grouped into the categories of design or physical value, historical or associative value and contextual value. The York Region Administrative Centre at 17250 Yonge Street meets all three criteria for determining CHVI as outlined in O. Reg. 9/06.

The Provincial Policy Statement notes that CHVI is bestowed upon cultural heritage resources by communities (MMAH 2014). Accordingly, the system by which heritage is governed in this province places an emphasis on the decision-making of local municipalities in determining CHVI. It is hoped that the information presented in this report will be useful in those deliberations.



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### Appendix A: Historic Photos (York Region nd:1-11)

Selection of construction photographs of the Regional Administrative Centre



York Region Archives photo no.4600812



York Region Archives photo no.4601209



York Region Archives photo no.4600619



York Region Archives photo no.4601561





York Region Archives photo no.4601543



York Region Archives photo no.4600582

Document Number: 10769794

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York Region Archives photo no.4600674



York Region Archives photo no.4600689

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York Region Archives photo no.4601497



York Region Archives photo no.4601512





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York Region Archives photo no.4600735

Document Number: 10769794

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York Region Archives photo no.4600980



**Evaluation of the Newmarket Canal System  
According to *Ontario Regulation 9/06*  
Town of Newmarket**

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*Project #: HR-188-2020 (2020-0065)*

**May 26, 2020**

**Original**



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## GLOSSARY OF ABBREVIATIONS

ARA – Archaeological Research Associates Ltd.  
 CHVI – Cultural Heritage Value or Interest  
 OHA – Ontario Heritage Act  
 OHT – Ontario Heritage Trust  
 O. Reg. – Ontario Regulation

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## 1.0 INTRODUCTION

The Town of Newmarket has requested that Archaeological Research Associates Ltd. (ARA) evaluate the cultural heritage value or interest (CHVI) of the Newmarket Canal System, which spans from the northern extent of the Town of Newmarket just south of Green Lane through to the turning basin at Davis Drive, according to *Ontario Regulation 9/06* (O. Reg. 9/06) to determine if the property is worthy of designation under Part IV of the *Ontario Heritage Act* (OHA).

## 2.0 METHOD

This report examines the design of the property, presents its history and describes its context.

### 2.1 Site Visit

A site visit was conducted on March 11, 2020. Permission to enter the property was not required as it is comprised of public lands. Limited access was possible under the Davis Drive Bridge due to the presence of construction fencing. ARA staff were accompanied by a Town of Newmarket Planner.

### 2.2 Research

Background information was obtained from historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications and records) and published secondary sources (online and print). Background information was obtained from historical maps (i.e., illustrated atlases), archival sources (i.e., historical publications and records) and published secondary sources (online and print). Newspapers were also consulted. Building permits may provide additional details, but time allocated for their consultation was beyond the scope of this report. Collections held at the Library and Archives Canada (LAC) in Ottawa include images, documents and maps pertaining to the Newmarket Canal in RG43-B-I-1, RG12-B-13, RG84M, MG26-G, MG26-H, NMC 52582 and various individual images files. These resources were not reviewed due to time-budget constraints. A list of resources available at LAC has been included as Appendix B. Aerial image coverage for the project location is available beginning in 1946, dated after the period of the construction of the canal. As such, historic aerial images were not reviewed for this project, with the exception of the 1954 aerial which is included in the report. The earliest available fire insurance plan dates to 1959. As such, it does not further our understanding of the historic canal landscape as it dates to well after the construction and was therefore not included in the report. Due to the COVID-19 pandemic, additional research materials were not accessible.

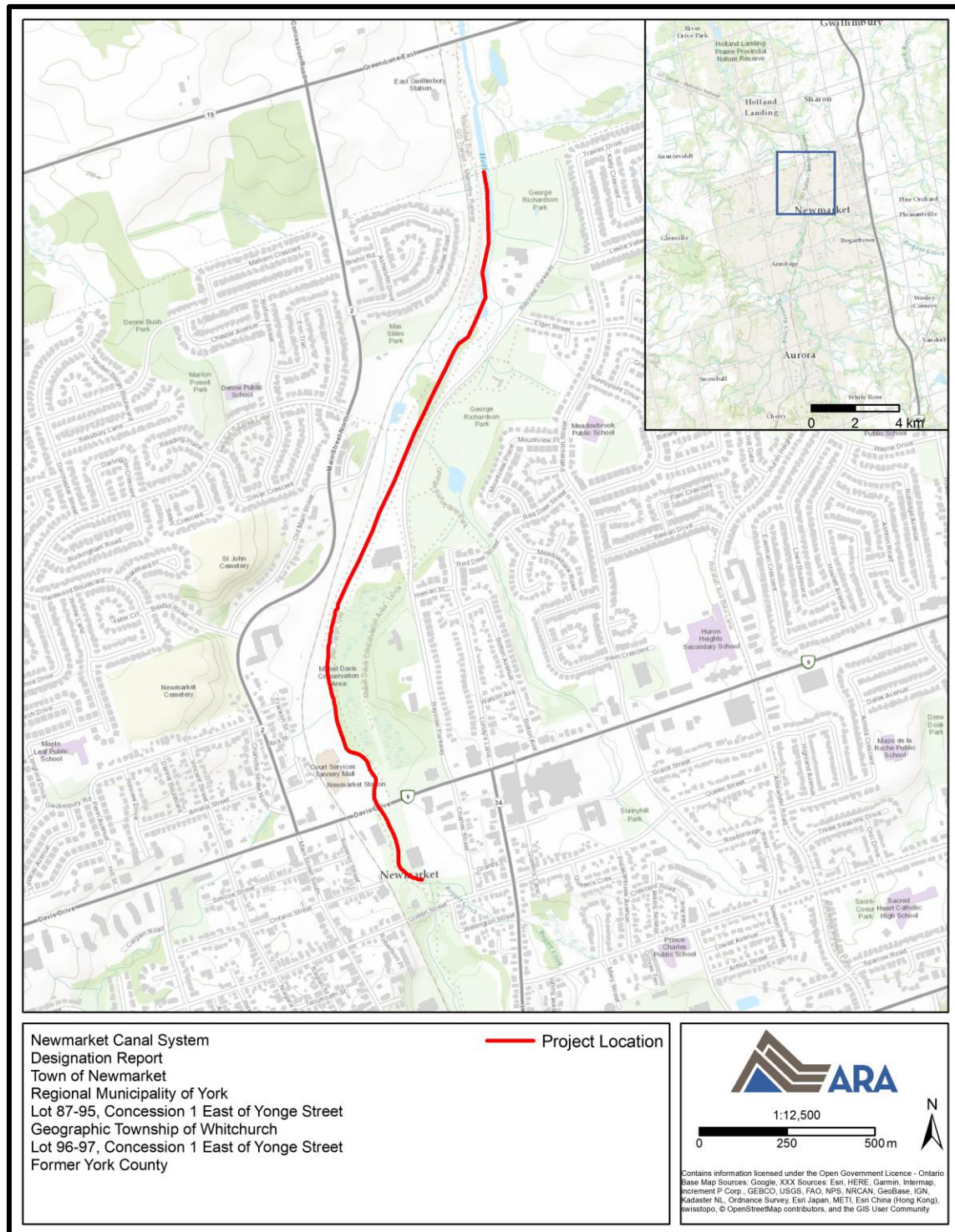
### 2.3 Method Conclusion

Using the results of the site visit and research detailed above, the CHVI of the Newmarket Canal System is evaluated against the criteria prescribed in *O. Reg. 9/06* of the OHA. If the property meets any of the criteria, a Statement of Cultural Heritage Value or Interest is then provided including a list of heritage attributes.

### 3.0 PROPERTY INFORMATION

Civic Address: n/a

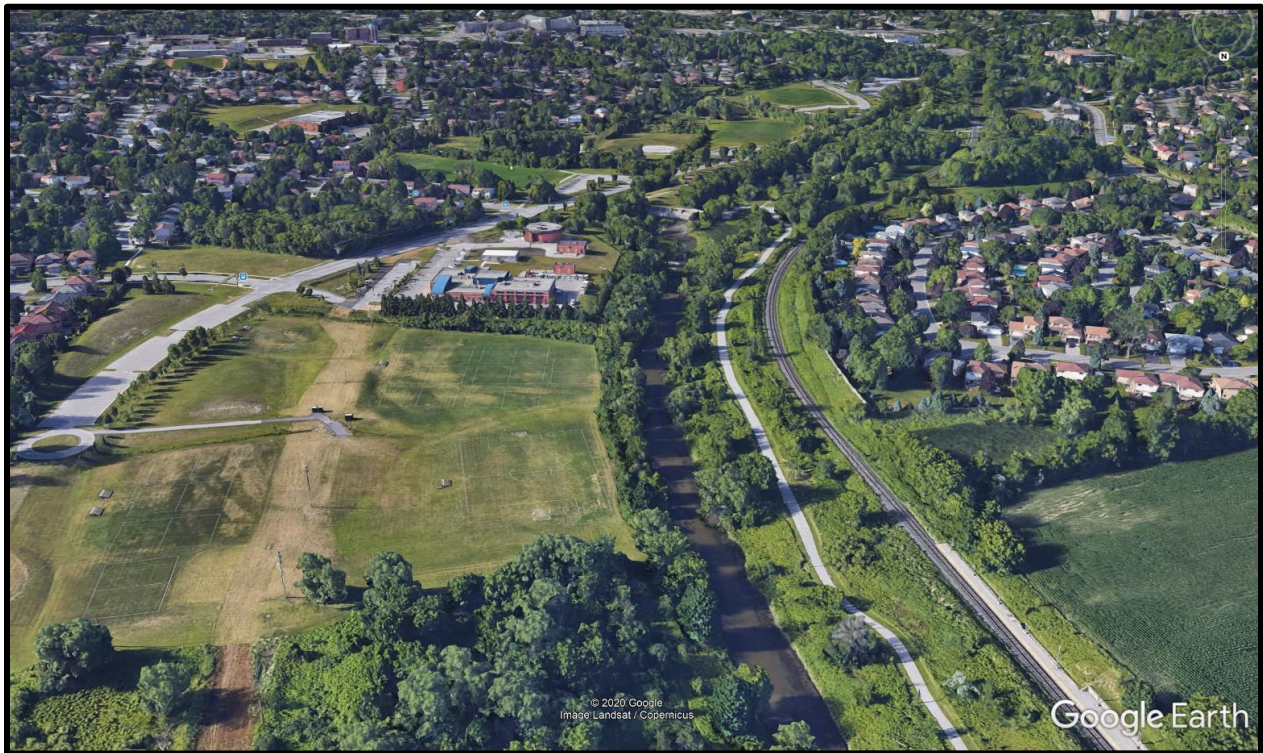
Common Name: Newmarket Canal System (Ghost Canal)



**Map 1: Subject Property in the Town of Newmarket**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



#### 4.0 PHOTOGRAPHS



**Figure 1: Oblique view from north extent of project location  
(Google Earth 2020: Looking South)**

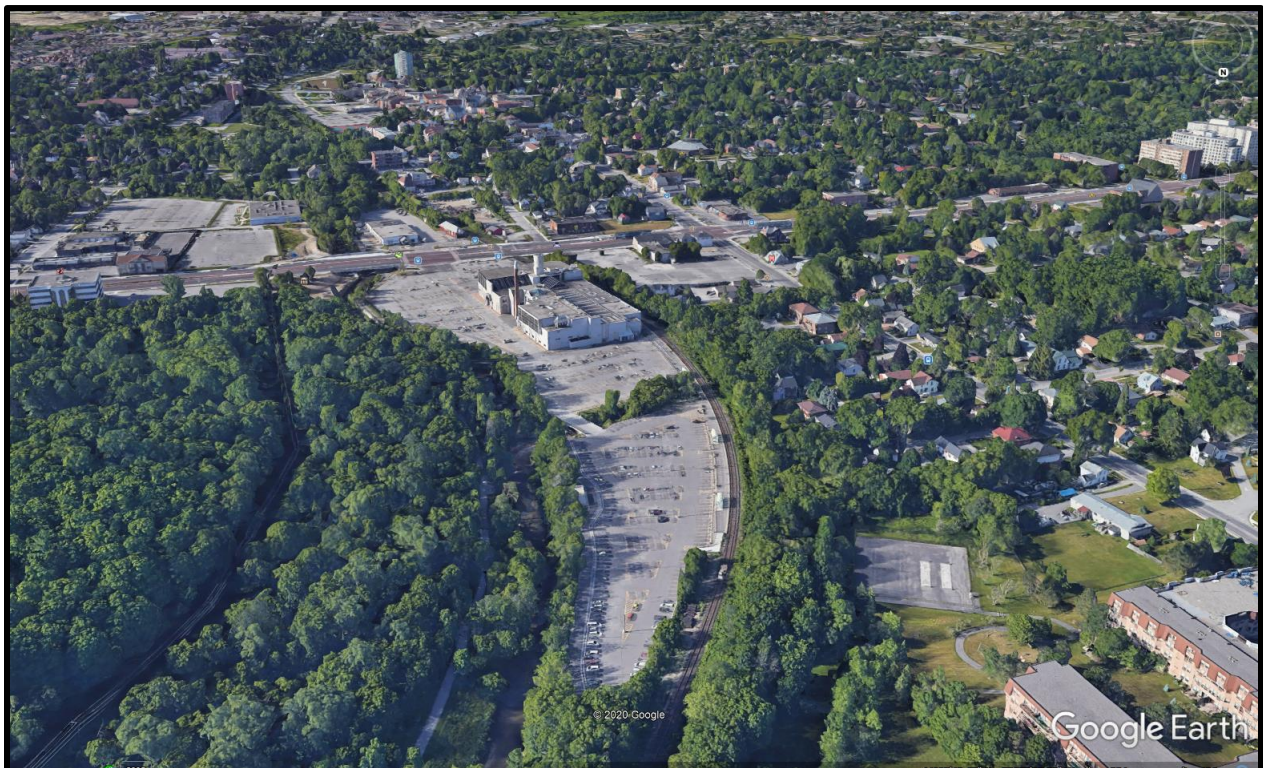


**Figure 2: Oblique view detail of Lock 3  
(Google Earth 2020: Looking South)**





**Figure 3: Oblique view of canal from Lock 3 to Davis Drive Bridge  
(Google Earth 2020: Looking South)**



**Figure 4: Oblique view of remnant turning basin at Davis Drive Bridge  
(Google Earth 2020; Looking South)**













**Image 1: Dam stair access to footbridge**  
(Photo taken on March 11, 2020; Facing Northeast)



**Image 2: View north of the dam at Bywash Spill looking at platform**  
(Photo taken on March 11, 2020; Facing North)





**Image 3: North side of dam from footbridge  
(Photo taken on March 11, 2020; Facing East)**





**Image 4: North side of dam from platform**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 5: South side of Dam – detail of auxiliary spillway**  
(Photo taken on March 11, 2020; Facing East)





**Image 6: Detail of auxiliary spillway**  
(Photo taken on March 11, 2020; Facing East)



**Image 7: Lock 3 lock chamber**  
(Photo taken on March 11, 2020; Facing North)





**Image 8: Lock 3 platform**  
(Photo taken on March 11, 2020; Facing North)



**Image 9: Lock 3 looking toward north end of lock chamber**  
(Photo taken on March 11, 2020; Facing Southwest)





**Image 10: View across north end Lock 3 lock chamber - bottom lock gates**  
(Photo taken on March 11, 2020; Facing Southeast)



**Image 11: Lock 3 lock chamber west wall**  
(Photo taken on March 11, 2020; Facing Southwest)





**Image 12: Drain north end of Lock 3 lock chamber**  
(Photo taken on March 11, 2020)



**Image 13: Access panel to drain lock chamber of Lock 3**  
(Photo taken on March 11, 2020)





**Image 14: Access panel to drain south end of lock chamber Lock 3**  
(Photo taken on March 11, 2020)



**Image 15: Detail of board marks in concrete of Lock 3**  
(Photo taken on March 11, 2020: Facing West)





**Image 16: Dock cleat bolt without encasement**  
(Photo taken on March 11, 2020)



**Image 17: Pulley system south side of Lock 3**  
(Photo taken on March 11, 2020: Facing Northeast)





**Image 18: Detail of pulley system south side of Lock 3**  
(Photo taken on March 11, 2020: Facing East)



**Image 19: Detail of pulley system south side of Lock 3**  
(Photo taken on March 11, 2020: Facing North)





**Image 20: View upstream**  
(Photo taken on March 11, 2020; Facing Southwest)



**Image 21: Original concrete wing wall (background) and newer stone wall (foreground)**  
(Photo taken on March 11, 2020; Facing Southwest)





**Image 22: Concrete work of wingwall at south end of Lock 3**  
(Photo taken on March 11, 2020; Facing West)



**Image 23: View of canal**  
(Photo taken on March 11, 2020; Facing Northeast)





**Image 24: One of 10 kilometre markers**  
(Photo taken on March 11, 2020; Facing Northeast)



**Image 25: Newmarket Canal and recreation trail**  
(Photo taken on March 11, 2020; Facing North)





**Image 26: Detail of redirected feeder stream**  
(Photo taken on March 11, 2020; Facing West)



**Image 27: Newmarket Canal**  
(Photo taken on March 11, 2020; Facing North)





**Image 28: Concrete work of turning basin near northside of Davis Drive Bridge**  
(Photo taken on March 11, 2020; Facing South)



**Image 29: East side of turning basin, north of Davis Drive Bridge**  
(Photo taken on March 11, 2020; Facing South)





**Image 30: West side of modern block retaining wall, north of Davis Drive Bridge**  
(Photo taken on March 11, 2020; Facing South)



**Image 31: Dock cleat detail**  
(Photo taken on March 11, 2020)





**Image 32: Davis Drive Bridge**  
(Photo taken on March 11, 2020; Facing South)



**Image 33: Original poured-in-place concrete canal east wall with recent stepped cuts**  
(Photo taken on March 11, 2020; Facing Northeast)





**Image 34: Plaque**  
(Photo taken on March 11, 2020; Facing South)



**Image 35: Concrete Radial Railway Arch**  
(Photo taken on March 11, 2020; Facing North)





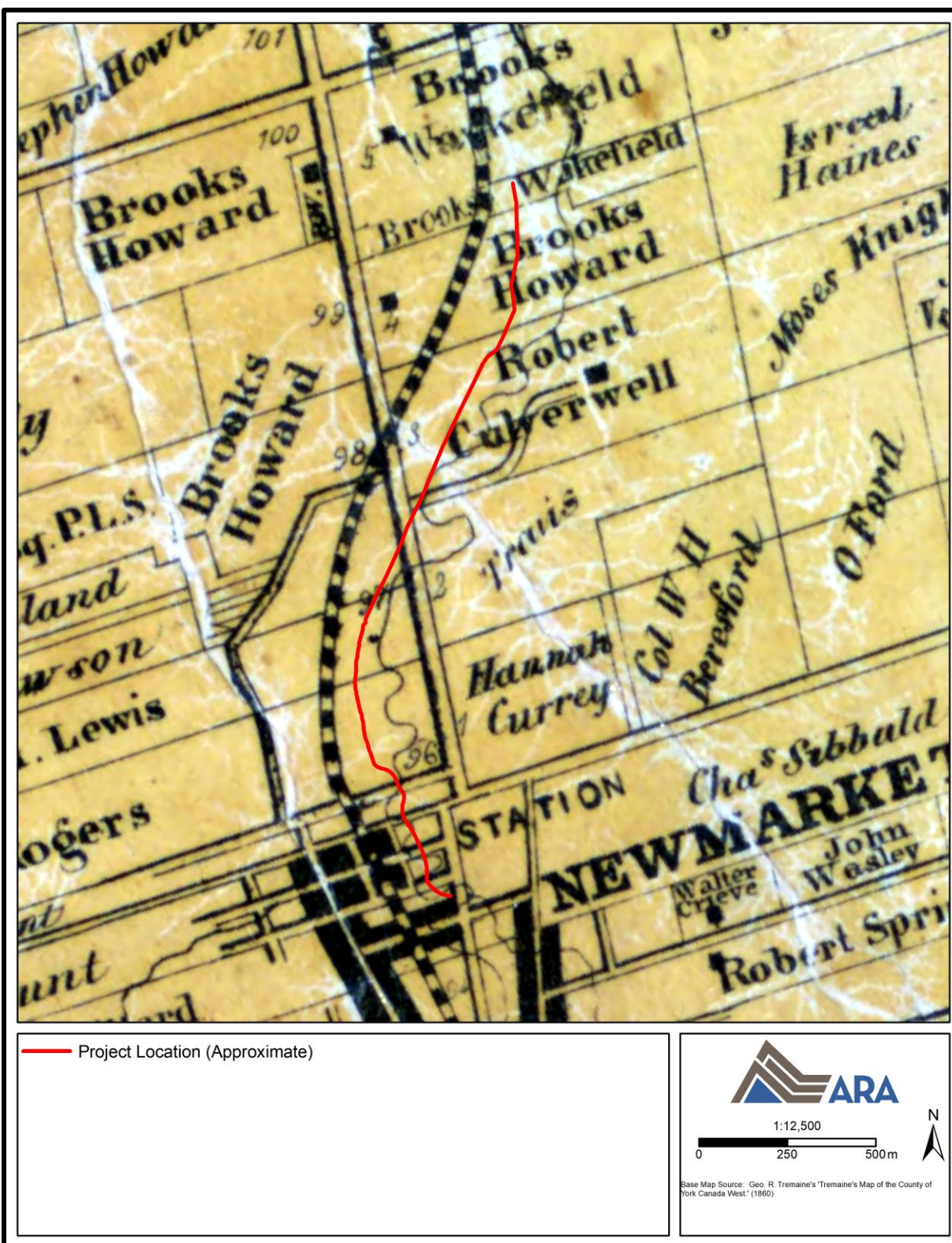
**Image 36: Radial Railway Arch**  
(Photo taken on March 11, 2020; Facing South)



**Image 37: OHT Plaque for Newmarket Radial Railway Arch**  
(Photo taken on March 11, 2020; Facing South)



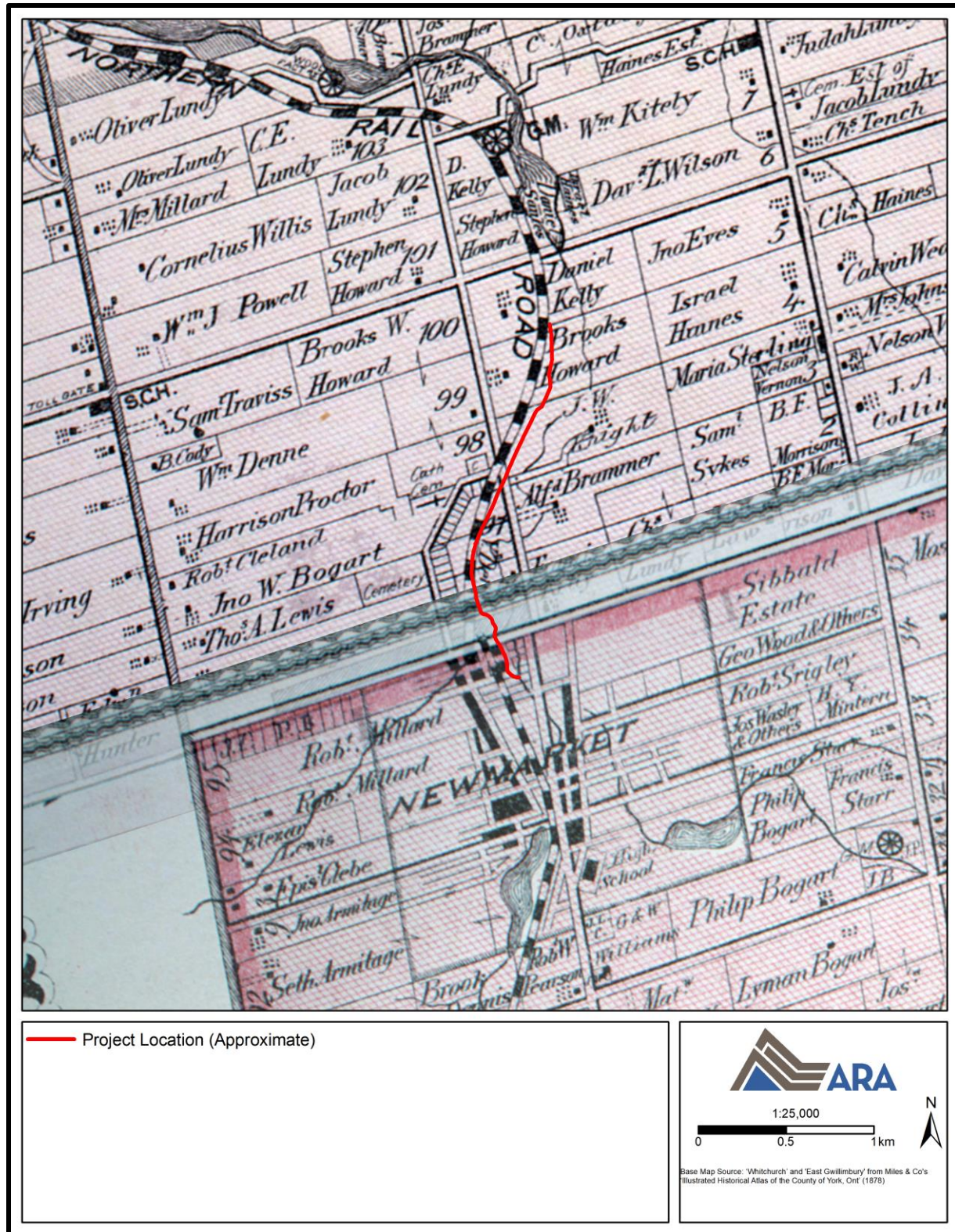
## 5.0 MAPS



Map 4: 1860 Historic Map

(Produced under licence using ArcGIS® software by Esri, © Esri; OHCMP 2020)





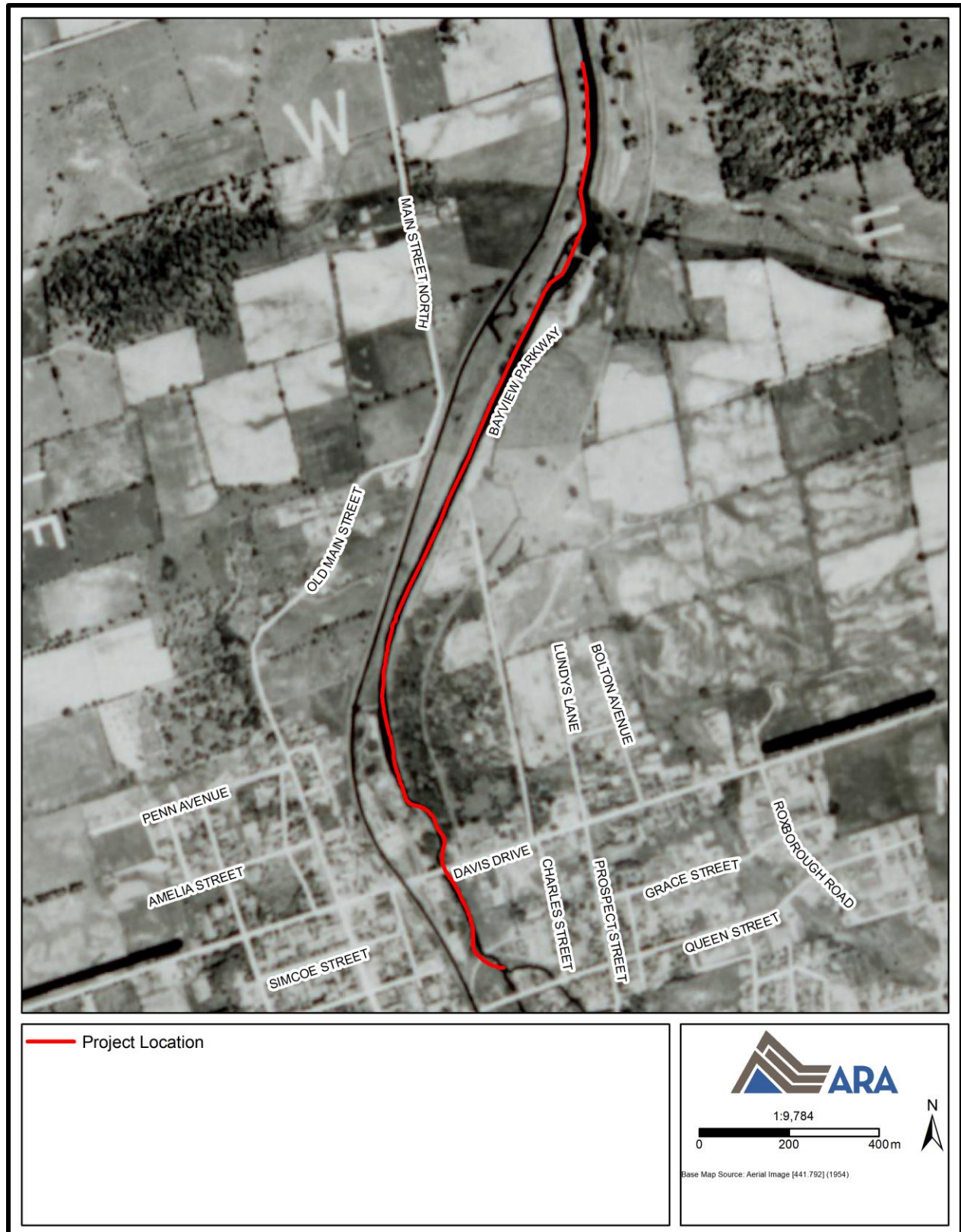
**Map 5: 1878 Historic Map**  
 (Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)





**Map 6: Historic 1929 Topographic Map**  
 (Produced under licence using ArcGIS® software by Esri, © Esri; OCUL 2020)







## 6.0 BACKGROUND INFORMATION

### 6.1 Architecture or Design

- The canal was planned as a southern extension of the Trent Valley Canal System, running from Lake Simcoe through to the Town of Newmarket. The Newmarket portion, constructed between 1906-1912, runs from the Town's northern extent just south of Green Lane through to the turning basin at Davis Drive;
  - Three locks were constructed (one of which is within the current Town of Newmarket boundaries) (see Image 1–Image 22, Plate 1–Plate 8), as well as four swing bridges (all demolished) and a turning basin at Davis Drive (see Image 28–Image 33);
  - All three locks were similar with the exception of the dam arrangements (Macleod 2019:5);
- The Newmarket Canal System is a representative example of a canal system in Ontario;
  - Most canals in Ontario were built before 1850 (see Table 1), making the subject canal a very late example;
  - Built for industrial uses, it is now used primarily for recreational purposes as seen with the many associated trails, a trend commonly seen in other canals in Ontario (see Table 1);
  - The subject canal runs along the existing Holland River;
    - Establishment of a canal along an existing waterway is common;
  - The railway line follows the river and is in close proximity to the canal (see Map 1–Map 7);
  - The canal is constructed of poured-in-place concrete (see Image 15 and Image 22);
- Lock 3 is located near Main Street, the northern-most point of interest within the Town of Newmarket boundaries (see Plate 1, Plate 3, Plate 8, Map 3):
  - Lock 3 features wing walls at the embankments on the east and west side at both the north and south end of the lock (see Image 20–Image 22);
  - The south end, or forebay, would have included a top lock gate, while the north end, or aftbay, would have had the bottom lock gate. None of the gates were yet installed when the canal project was cancelled in 1912;
  - The dam portion of the lock has a main spillway with four outlet bays and an auxiliary spillway (bywash spill);
  - The lock chamber would have dropped approximately 16 feet (McLeod 2019:5). It is now filled in as a result of flooding from ground water sources (see Image 7, Image 10, Image 11);
  - Cast iron instruments observed include drains, drain accesses, pulley systems, docking cleats/bolts (see Image 12–Image 19);
- The turning basin was filled in in the 1980s, however some remains are visible near the Davis Drive Bridge;
  - The turning basin marks the southern terminus of the canal;
  - It is constructed of poured-in-place concrete;
  - The east side wingwall remains and the west wall was reconstructed (see Image 28–Image 33);
  - Cast iron cleats remain (see Image 31);
- A concrete radial railway arch is located south of the Davis Drive turning basin;
  - Built in 1909 at the same time as the canal, it is a remnant of a demolished trestle bridge that carried the railway over the canal (see Image 35, Image 37, Image 36);

- It is a reinforced concrete arch with a 7 metre rise and 15 metre clearance;
- Small concrete support bases are still noted that would have supported the trestle bridge (see Image 35, Plate 6);
- Earth that was dredged for the turn basin was used to build up the trestle bridge embankment;
- An Ontario Heritage Trust (OHT) plaque commemorates the Newmarket Radial Railway Arch, which was designated in 1997 under Part IV of the Ontario Heritage Act (Town of Newmarket heritage designation By-law, 1997-37);
- As the Radial Arch is located south of the Davis Drive turning basin, it does not have a strong association with the canal, therefore is not a heritage attribute of the Newmarket Canal System;
- Recreational trails, the Nokiidaa bike trail and Tom Taylor Trail, follow the path of the canal;
  - Ten wooden Indigenous themed kilometre markers are located along the trail system in recognition of the Indigenous significance of the Holland River (see Image 24);
  - Various commemorative plaques are located along the trails (see Image 34);
- The degree of modification to the river (i.e., where dredged, straightening of the river course) was not clear from the available secondary sources. Primary sources may be necessary to confirm any modifications that could be considered heritage attributes.

## 6.2 History

- The instigating factors in the construction of the Newmarket Canal System include:
  - The plan by Surveyor Smith from 1800 indicates that a canal was planned to connect the Rouge and Holland Rivers at that time, although it was never built (Trehwella 1967:273);
  - William Cane's woodenware factory was a leading industry in Newmarket in the late-1800s and needed a supply of lumber as Newmarket stands were exhausted. A decision was made to dredge the Holland River to float logs down the river as a less expensive option than rail transport (MacLeod 2019);
  - Grand Trunk Railway (GTR) freight costs increased as the rail line had a monopoly in the area in 1904 (MacLeod 2019);
    - Cane's factory was using between 500 and 600 rail cars of pail timber a year, the Office Specialty company was using about 300 rail cars of lumber and the Davis Leather Company was using about one car of hides per month (Newmarket Era 1930);
  - Was thought that the canal would lower freight rates on supplies such as lumber and manufactured goods (Trehwella 1967:271);
  - Sir William Mulock, a Newmarket citizen and Member of Parliament, felt that Newmarket had not progressed in the same manner that surrounding communities had and suggested that developing a canal would promote industrial development (Trehwella 1967:271);
  - Supporters of the canal, including Mayor and Council, suggested that "deepening the East Branch of the Holland River to Newmarket and Aurora, the West Branch into King Township and the Black River into Sutton, with such improvements thereon as will render them available as commercial highways" (Trehwella 1967:271);
- Sir William Mulock was a prominent Newmarket citizen;
  - William was the son of Dr. Thomas Homan Mulock who practiced medicine for some of the earliest village inhabitants in nearby Bondhead, where William was born;



- William moved to Newmarket as a child;
- He purchased a 400-acre farm at Mulock Drive and Yonge Street in Newmarket (Newmarket Today 2018);
- Mulock was Postmaster General from 1896 to 1905 in Sir Wilfrid Laurier's Liberal government (LAC 2016);
  - He was an early proponent of the Newmarket Canal, which has been referred to as "Mulock's Folly";
- He sat in the House of Commons from 1882 to 1905 (LAC 2016);
- Sir William Mulock was the first Minister of Labour from 1900 to 1905 (LAC 2016);
  - He abolished the sweat system with the help of the young economist, William Lyon Mackenzie King, and he founded the *Labour Gazette*;
- William convinced Mackenzie King to join the federal public service when the latter was more attracted to the teaching profession (LAC 2016);
- Just before retiring, Mulock was an active participant in the negotiations that led to the entrance of Alberta and Saskatchewan into Confederation in 1905 (LAC 2016);
- After retirement in 1905, he remained an active member of the Newmarket community;
  - He was Vice-rector of the University of Toronto from 1881 to 1900 and Rector from 1924 to 1944 (LAC 2016);
  - Mulock was the head of the Treasury Branch of the Supreme Court of Ontario as Chief Justice from 1923 to 1936 (LAC 2016);
  - As a working farmer, he was also referred to as "Farmer Bill" during his political career and he continued to run the model farm after retirement (Newmarket Today 2018);
    - His farm was known for its flowers, black walnut grove, apple orchards, and prize shorthorn cattle and Shetland ponies;
    - The farm was set up to experiment with new methods and crops, and provided agricultural and leadership training for many students from the Ontario College of Agriculture (Newmarket Today 2018);
- Prime Minister William Lyon Mackenzie King said, "He [Mulock] will be remembered as being among the fundamental architects of Canada" (Newmarket Today 2018);
- A feasibility study to evaluate the canal's construction was conducted by the federal government in 1904, which determined that the canal was a good idea (MacLeod 2019);
  - Sir William Mulock contemplated a transportation network that would be connected to the Trent Valley Canal system in 1904 (Trehwella 1967:271);
    - According to documentation, the Newmarket Canal scheme originated with Sir William Mulock when he represented York federally (Marchington 1935);
  - Lands were expropriated for the construction of the canal (LAC 1908);
  - First the Holland River was to be dredged from Lake Simcoe to Holland Landing, then three locks were to be built between Holland Landing and Newmarket, then five or six more locks were to be constructed between Newmarket and Aurora depending on the chosen route of the canal there (Dodge 2009);
  - The canal was to span from Newmarket to Lake Simcoe;
    - Part 1 from Lake Simcoe to Holland Landing;
    - Part 2 from Holland Landing to Newmarket (Trehwella 1967:271);
  - The Newmarket section of the canal was to be the southerly branch of the Trent-Severn Canal from Lake Simcoe to Aurora along the Holland River (Dodge 2009);
  - Only Part 2 was constructed, which required three locks (Trehwella 1967:271);
  - Low water levels required dredging of the riverbed;

- Canal construction began with the dredging of the turning basin on the north side of Davis Drive in Newmarket (Trehwella 1967:271);
- Issues were experienced in maintaining appropriate water levels in the canal to keep it navigable (Dodge 2009);
- Water was to be pumped uphill from Lake Simcoe to the Oak Ridges Moraine at Aurora (Dodge 2009);
- The first lock (Lock 3) was built on the outskirts of the Town of Newmarket (Trehwella 1967:271);
- The second lock was built mid-way between Newmarket and the community of Holland Landing in the Town of East Gwillimbury (Trehwella 1967:271);
- The third lock was built in Holland Landing (Trehwella 1967:271);
- It was planned that canal use would be for small crafts, barges and logs floated down the canal to reduce shipping costs (Trehwella 1967:272);
- Construction on the project occurred from 1906–1912 and was cancelled by the incoming Conservative federal government led by Robert Borden in 1912 (Marchington 1935; TMC 2012);
  - Conservative government argued that the canal did not hold enough water to float a barge (Newmarket Era 1930);
  - The Newmarket Canal System cost close to \$1 million to construct and yielded \$6,000 in rent from cow pasture and land leases to the federal government (Marchington 1935);
- The Newmarket end of the Trent Canal was abandoned in 1916 (Trehwella 1967:273);
- A request was sent to the federal government to clean up the canal at Davis Drive in 1936;
  - The cost was anticipated to be between \$1,000–\$2,000 and the federal government denied the expenditure as the Town and Davis Tannery continued to dump sewage and waste into the canal (Newmarket Era 1936).

To help conceptualize the typical characteristics of a canal system in Ontario, Table 1 on the following page lists elements of select comparable canals in the province. The Newmarket Canal System exhibits many of the characteristics common in other canals and can therefore be considered a representative example of an Ontario canal system. When compared to other canal systems, it was constructed much later.

### 6.3 Context

- Stretching down the centre of the Town of Newmarket, following the flow of the Holland River, the Newmarket Canal System begins at Cooks Bay to the north and terminates just north of the Davis Drive Bridge at the largely infilled turning basin;
- One of the three locks, Lock 3, is located in the Town of Newmarket;
- The canal runs parallel to the rail line and a recreational trail system.



Table 1: Characteristics of Industrial-purpose Ontario Canals

Canals	Study Outlining Key Features, CHVI and Heritage Attributes	Year	Indigenous Significance Noted (Yes/No)	Company or Individual (Name)	Remnants of Canal Infrastructure Remain (Yes/No)	Structures Related to industrial Uses Remain (Yes/No)	Industrial Uses (Industries Listed in Study)	Pathways and Trails (Yes/No)	Historic Recreational/ Cottage Use (Yes/No)	Follows Natural Waterway or Created	Place of Commemoration (Noted in Study)	Close Relationship to Rail Line	Evolved Landscape or Designed Landscape	Dominant Current Uses
Newmarket Canal	Unknown	Begun 1906, Cancelled 1912	No	Federal Government of Canada	Yes	Yes	Built for shipping and never used	Yes	Yes	Natural Waterway – Holland River	No	Yes	Designed	Recreational
Desjardins Canal	Unknown	Opened 1837	Unknown	Individual – Peter Desjardins	Yes	Yes	Shipping	Yes	Yes	Created waterway	Yes – OHT Plaque	No	Evolved	Recreational
Grand River Navigation Company Canal – York to Dunnville	Unknown	Opened 1835	Yes	Grand River Navigation Company	Yes	Yes	Shipping	Yes	Yes	Natural Waterway - Grand River and created waterway	Yes	Yes	Evolved	Recreational
Grand River Navigation Company Canal – Brantford Cut	Cultural Heritage Landscape Feasibility Study: Mohawk Canal and Alfred Watts Hydro Generating Station Ruins, City of Brantford, Ontario (ASI 2016)	Opened 1848	Yes	Grand River Navigation Company	Yes	Yes	Shipping	Yes	Yes	Created waterway	Yes	Yes	Evolved	Recreational
Welland Canal	Unknown	1829	No	Welland Canal Company under William Hamilton Merritt	Yes	Yes	Shipping, Recreational boat use	Yes	Yes	Created waterway	Historic Sites and Monuments Board (1924); OHT Plaque	Yes	Evolved (Referred to in 2009: Canals 1–3 Relict Landscapes; Canal 4 Continuing Landscape)	Shipping, Recreational boating, Recreational
Trent-Severn	Unknown	1833 (Bobcaygeon) to 1920 (Georgian Bay)	Yes	Federal Government of Canada	Yes	Yes	Industrial, Recreational	Yes	No	Natural and created waterways	Yes – OHT Plaque	Unknown	Designed	Recreational
Rideau Canal	UNESCO World Heritage Site	1832	Yes	Lieutenant-Colonel John By	Yes	Yes	Designed for steam-powered vessels, Shipping, Recreational	Yes	N	Natural waterway Cataraqui and Rideau Rivers and created waterway	Yes – Historic Sites and Monuments Board, OHT Plaque	Unknown	Designed	Recreational

## 7.0 EVALUATION OF SIGNIFICANCE

**Table 2: Evaluation of the Cultural Heritage Value or Interest of the Newmarket Canal System in Accordance with O. Reg. 9/06**

Criteria	Description	✓	
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	The Newmarket Canal System is a representative example of a canal system in Ontario exemplified by a modified river, locks and turn basin.
	Displays a high degree of craftsmanship or artistic value		The Newmarket Canal System does not display a high degree of craftsmanship or artistic value.
	Displays a high degree of technical or scientific achievement		The Newmarket Canal System does not display a high degree of technical or scientific achievement as it is a later version of a decades old technology.
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Newmarket Canal System has a direct association Sir William Mulock, an early champion of the canal project and prominent Newmarket citizen as chancellor of U of T, Post Master General, the Minister of Labour under the Laurier Liberal government, Chief Justice, and a model farmer. The Canal has been referred to as "Mulock's Folly."
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		The Newmarket Canal System does not yield information that contributes to the understanding of a community or culture.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		The property does not demonstrate or reflect the work of an architect, builder, artist, designer or theorist who is significant to a community.
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area	✓	The Newmarket Canal System maintains the industrial character of the transportation corridor through the Town of Newmarket.
	Is physically, functionally, visually or historically linked to its surroundings	✓	The Newmarket Canal System is physically and functionally linked to the river as a canal that was integrated into the existing waterway.
	Is a landmark	✓	The Newmarket Canal System is a conspicuous



Criteria	Description	✓	
			landmark running through the middle of the Town of Newmarket.

## 8.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

### Introduction and Description of Property

The Newmarket Canal System is integrated into the Holland River within the boundaries of the Town of Newmarket. The property consists of the partly natural and partly dredged and modified waterway. The designed cultural heritage landscape runs from the northern extent of the Town of Newmarket just south of Green Lane through to the turning basin at Davis Drive. The landscape consists of the remnants of a lock, turning basin and trestle bridge. The river was modified and infrastructure was built between 1906 and 1912.

### Statement of Cultural Heritage Value or Interest

#### *Physical/Design Value*

The Newmarket Canal System, built between 1906 and 1912, is a representative example of a canal system in Ontario with a modified river, locks and turning basin. Most canals in Ontario were built before 1850, making the subject canal a very late example. The Newmarket Canal was the planned south extension of the Trent Valley Canal System from Lake Simcoe through to the Town of Newmarket. Sir William Mulock, prominent Newmarket citizen and politician, felt that Newmarket had not progressed in the same manner that surrounding communities had and suggested that developing a canal would promote industrial development. It was thought that the canal would lower freight rates on supplies such as lumber and manufactured goods. The building of the canal was undertaken as a federal initiative beginning in 1906 before being stopped by a change in the government in 1912. Only a portion of the planned canal system was constructed including three locks, one of which is within the current Town of Newmarket boundaries (Lock 3), four swing bridges (all demolished), and a turning basin at Davis Drive (infilled, 1980s remnants remain). The lock infrastructure was integrated into the Holland River, which is a partly natural and partly dredged and modified waterway north of the Davis Drive turning basin. Although never used for the industrial and commercial purposes for which it was built, the Newmarket Canal System is now part of a recreational trail system that runs through the centre of the Town of Newmarket.

#### *Historical and Associative Value*

The Newmarket Canal System is associated with Sir William Mulock. Born in nearby Bondhead, Mulock moved to Newmarket as a child and lived and retired on his farm at the corner of Mulock Drive and Yonge Street. He was a prominent citizen of Newmarket, leaving his mark on the federal stage as Postmaster General from 1896 to 1905 and Minister of Labour from 1900 to 1905 under the Laurier Liberal government. He abolished the sweat system with the help of young economist and to-be Prime Minister, William Lyon Mackenzie King and is credited with helping to convince King to remain in politics. Mulock was an active participant in the negotiations that led to the entrance of Alberta and Saskatchewan into Confederation in 1905. It has been documented that the Newmarket Canal scheme originated with Sir William Mulock when he represented York federally. After retiring in 1905, he remained an active member of the Newmarket community as Head of the Treasury Branch of the Supreme Court of Ontario as Chief Justice from 1923 to 1936.

while also remaining an active farmer. Referred to as “Farmer Bill” during his political career, he continued to run his model farm after retirement. Here he experimented with new methods and crops and provided agricultural and leadership training for many students from the Ontario College of Agriculture. As an early and vocal proponent of the Newmarket Canal project, it has been referred to as “Mulock’s Folly,” as the project fell victim to politics when it was cancelled by the conservative government in 1912.

### *Contextual Value*

The Newmarket Canal System is situated between a railway line and a recreational trail that passes generally north-south through the centre of the Town of Newmarket. It possesses contextual value as it is functionally linked to the Holland River as a canal that was built into the existing waterway. It is physically linked to the Holland River as a varied use transportation route running parallel to a railway line and maintains the industrial character of the transportation corridor. The Newmarket Canal System is a conspicuous landmark located in the core of Newmarket.

### **Cultural Heritage Attributes**

The heritage attributes that contribute to the CHVI of the Newmarket Canal System include, but are not limited to:

- Lock 3
  - Poured-in-place concrete construction
  - Dam with four outlet bays and auxiliary spillway
    - Access stairs
  - Platform
  - Wing walls
  - Lock chamber
    - Cast iron drains and drain covers
    - Cast iron dock cleat and pulley system
- Turning basin remnant
  - Poured-in-place concrete construction
  - East wingwall and towpath
  - Cast iron dock cleat
- Integration into the Holland River from the northern extent of the Town of Newmarket (just south of Green Lane) to Davis Drive
- Location adjacent to the railway line through the centre of the Town of Newmarket.



## 9.0 CONCLUSIONS

O. Reg. 9/06 of the OHA requires that to be designated, a property must meet one or more of the criteria grouped into the categories of design or physical value, historical or associative value and contextual value. The Newmarket Canal System meets the criteria for determining CHVI as outlined in O. Reg. 9/06.

It should be noted that new information may result from further research (i.e., at the Library and Archives of Canada as listed in Appendix B). The proposed list of heritage attributes and/or the Statement of Cultural Heritage Value or Interest may need to be re-examined. For instance, the degree of modification to the river may result in additional heritage attributes listed.

The *Provincial Policy Statement* notes that CHVI is bestowed upon cultural heritage resources by communities (MMAH 2020). Accordingly, the system by which heritage is governed in this province places an emphasis on the decision-making of local municipalities in determining CHVI. It is hoped that the information presented in this report will be useful in those deliberations.

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2012 *Abandoned Canals in Canada*. Accessed online at: [www.howderfamily.com/blog/tag/newmarket-canal/](http://www.howderfamily.com/blog/tag/newmarket-canal/).

Underwriters' Survey Bureau, Ltd USB

1959 *Newmarket, Ont. Fire Insurance Plan*. Toronto and Montreal: Underwriters' Survey Bureau.

University of Toronto

1954 *Aerial Photo*. Accessed online at: <https://mdl.library.utoronto.ca/collections/air-photos/1954-air-photos-southern-ontario/index>.

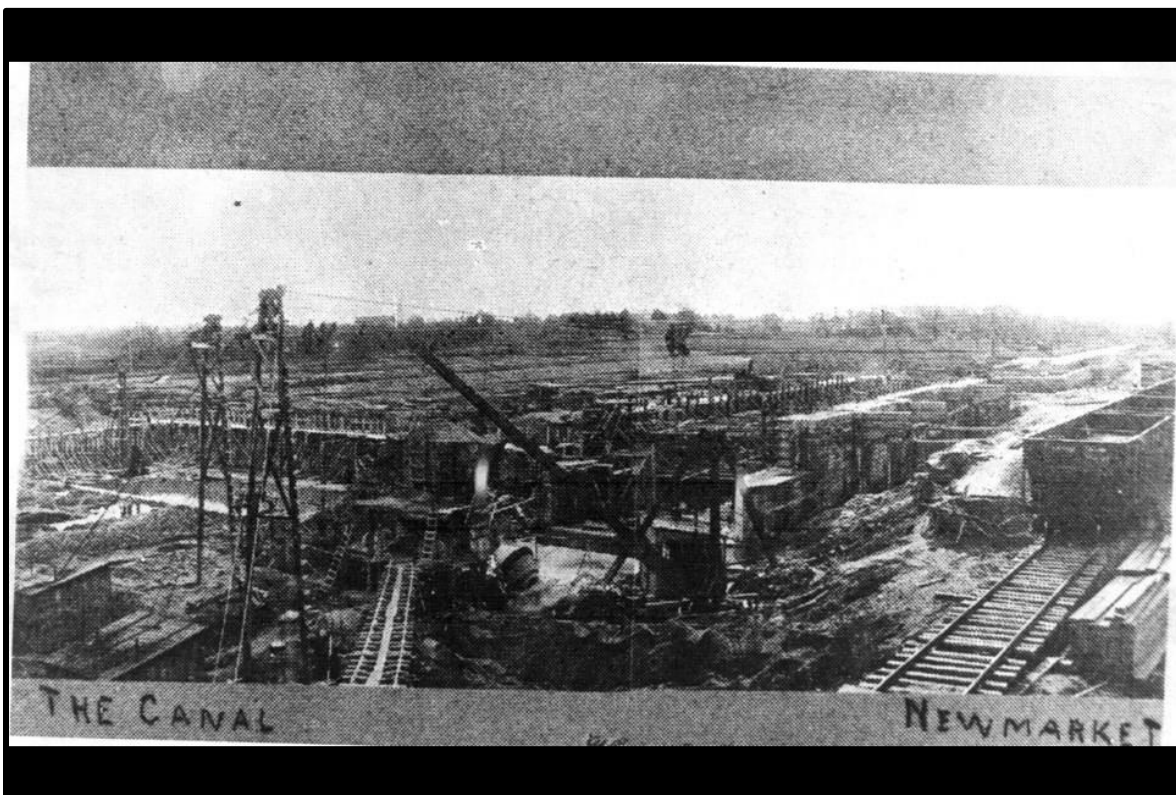
Welland Public Library

1973 *Historic Welland*. Accessed online at: [www.welland.library.on.ca/digital/history.htm](http://www.welland.library.on.ca/digital/history.htm).



**Appendix A: Background Material**

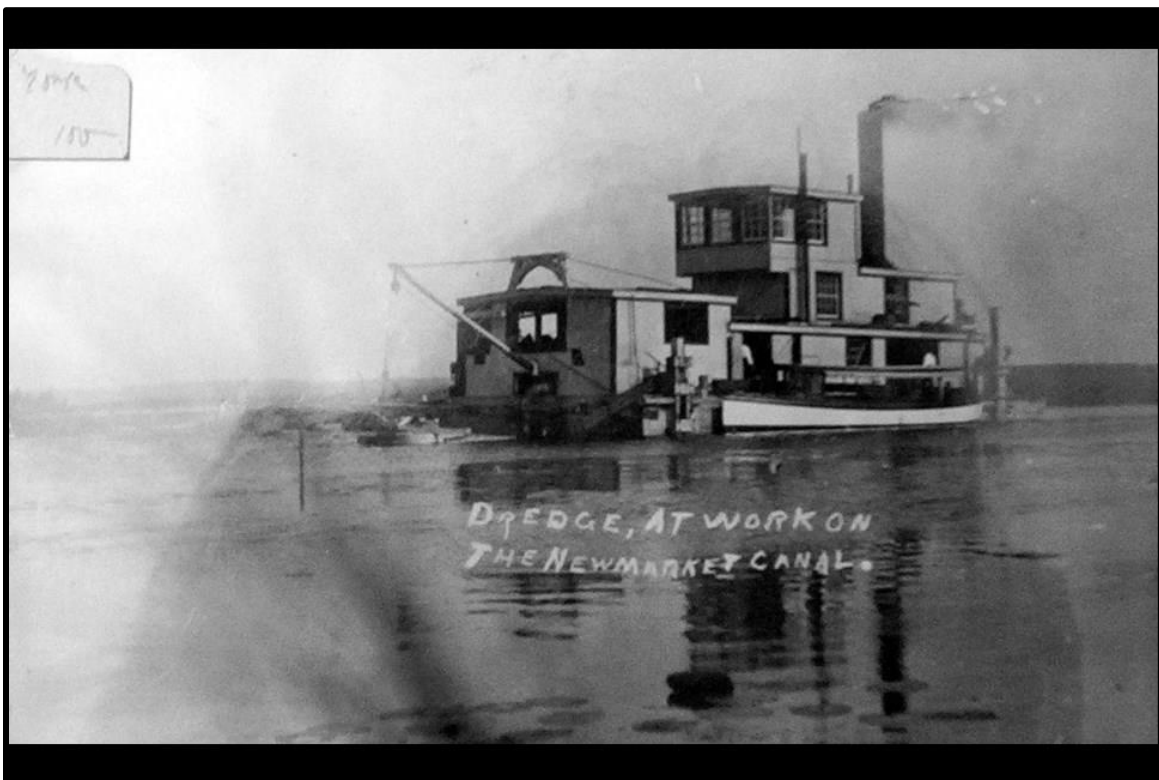
**Plate 1: Newmarket Canal Lock 2 and headgate**  
(LAC n.d.)



**Plate 2: Newmarket Canal construction**  
(Adapted from Dodge 2009)



**Plate 3: Construction of Lock 2**  
(Adapted from Dodge 2009)

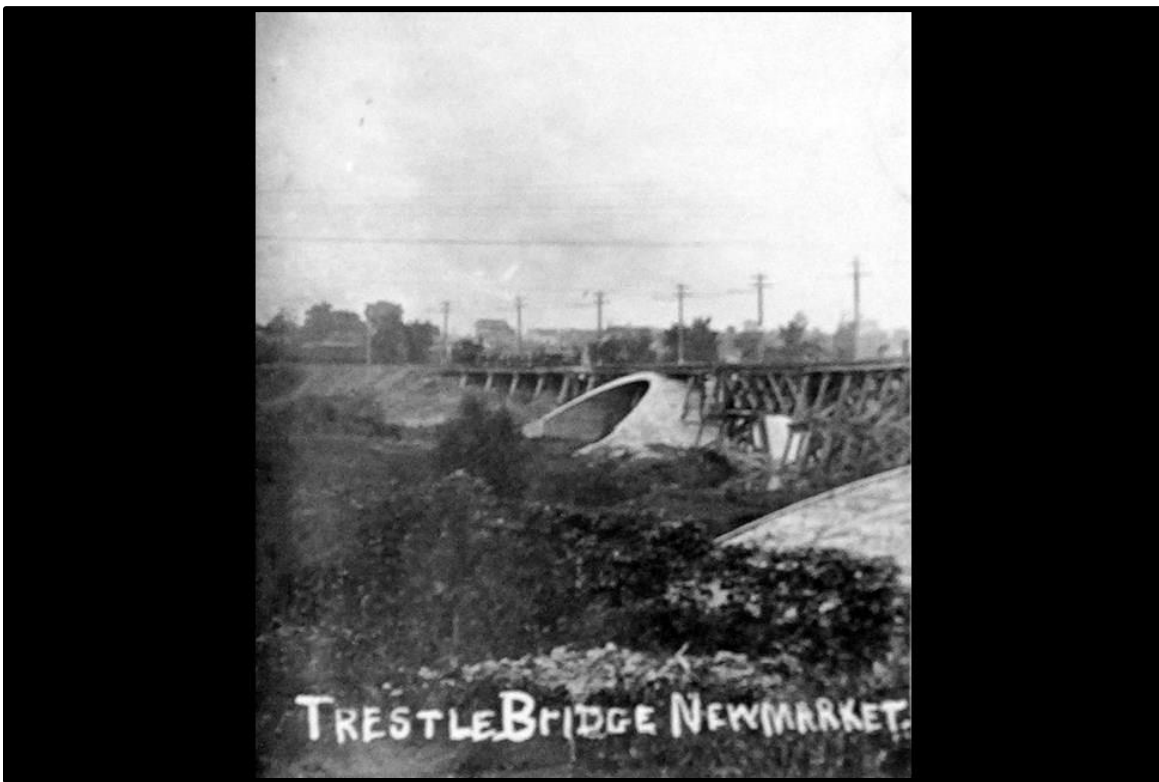


**Plate 4: Dredging the Newmarket Canal**  
(Adapted from Dodge 2009)





**Plate 5: Lock 1**  
(Adapted from Dodge 2009)



**Plate 6: Trestle bridge with arch**  
(Adapted from Dodge 2009)



**Plate 7: "At Work on Canal, Newmarket, Ont."**  
(Adapted from Dodge 2009)





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**Appendix B: Libraries and Archives Canada Suggested Additional Sources**

- Newmarket Canal - rent of pasture land. 1922-1923. File.  
**RG43-B-I-1. Volume/box number: 1390. File number: 10143.**  
Textual material. [Access: Open]. Government.  
Finding aid number: **43-16**
- Trent Canal - Newmarket Dock - basin for small boats. 1909-1910. File.  
**RG43-B-I-1. Volume/box number: 1586. File number: 8388.**  
Textual material. [Access: Open]. Government
- Canal lock, Newmarket, Ont. Item.  
**Copied container number: PA-129341.**  
Photographs. [Access: Open]. Private.  
Credit: John Boyd / Library and Archives Canada / Restrictions on use: Nil\
- Right of Way - Lands and Buildings - Sale, Disposition - Newmarket  
- Sale of Lands - General. 1945-1950. File.  
**RG12-B-13. Volume/box number: 3737. File number: 4620-90-18.**  
Textual material. [Access: Open]. Government.





# Town of Newmarket

## TERMS OF REFERENCE

<b>NAME:</b>	Heritage Newmarket Advisory Committee
<b>REPORTS TO:</b>	Council
<b>STATUS:</b>	Statutory
<b>ESTABLISHED:</b>	July 21, 1980 (Local Architectural Conservation Advisory Committee) November 12, 2001 (Heritage Newmarket Advisory Committee)

### ENABLING LEGISLATION/AUTHORIZING BY-LAW

The Heritage Newmarket Advisory Committee is authorized under the *Ontario Heritage Act*, Part IV, S. 27 and By-laws 1980-74 and 2001-132.

The Heritage Newmarket Advisory Committee is required to adhere to the provisions outlined in the Town's Procedural By-law 2015-50 as amended from time to time, Committee Public Appointment Policy, and Committee Administration Policy.

### MANDATE

The Heritage Newmarket Advisory Committee has been created to assist the Town of Newmarket in achieving its goals for the documentation and preservation of historical structures, buildings, properties and artifacts.

The Committee will be responsible for the following:

- Advising and assisting Council on matters related to designation under Parts IV and V of the *Ontario Heritage Act*, the conservation of historic structures and the architectural and natural heritage of the community.

### Deliverables

The Committee will accomplish its mandate by:

- Providing recommendations to Council with respect to the designation of buildings or sites under the *Ontario Heritage Act* as being of Cultural Heritage Value or interest.
- Reviewing applications for the completion of works on designated sites in order to ensure the features of the structure or site that are of Cultural Heritage Value or interest are preserved.
- Reviewing development applications involving sites or structures of Cultural Heritage Value or interest to make recommendations to Council on measures to incorporate or preserve these features in the development proposals.
- Conducting research on the community and creating reference materials regarding the history related to the structures and features of the community.

### **Strategic Plan Linkages**

This mandate meets the following Corporate Strategic Goals:

- *Living Well:* By centering on Environmental protection and natural heritage preservation.
- *Well-balanced:* By focusing on arts, culture, entertainment and heritage preservation.

This mandate meets the following Council Strategic Priorities:

- *Enhanced Recreational Activities:* By supporting community and neighbourhood projects.

### **COMMITTEE COMPOSITION AND STAFF RESOURCES**

The Heritage Newmarket Advisory Committee will be composed of:

- Six (6) Newmarket residents
- One (1) Member of Council

The Heritage Newmarket Advisory Committee will supported by:

- Senior Planner

### **Qualifications**

Consideration shall be given to inclusion of the following qualifications during the appointment process:

- Knowledge of heritage legislation
- Heritage architectural design and research skills
- Skills functioning as members of a team
- Problem solving skills, interpersonal communication skills
- Facilitation skills
- Interest in the community

### **FREQUENCY OF MEETINGS**

Six times per year, or as needed to address urgent matters.



**BUDGET CONSIDERATION**

The fiscal year of the Committee shall be from January 1 to December 31. The Committee will work with the assigned staff resource to submit a budget request aligned with the work plan that reflects their upcoming year's operating and capital needs, in keeping with corporate budget directions and timelines.

**WORK PLAN**

A report or presentation summarizing the Committee's accomplishments and/or workplan shall be provided to Council in the fourth quarter annually.

**REMUNERATION**

None.

**TERM OF OFFICE**

A Member's term on the Committee shall be concurrent with the Term of Council, unless otherwise indicated in the Committee's Mandate, or until a successor is appointed.

**COMMITTEE REVIEW/SUNSET DATE**

Every four years to coincide with the Term of Council or when a change to legislation impacts the obligations and responsibilities of the Committee.