

Appendix G – Cultural Heritage Assessment Report



407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
MINISTRY OF TRANSPORTATION - CENTRAL REGION

BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

**CULTURAL HERITAGE REPORT:
EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**407 TRANSITWAY TPAP
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P 16-20003
CITY OF BRAMPTON AND CITY OF MISSISSAUGA, PEEL REGION;
TOWN OF HALTON HILLS, TOWN OF MILTON, TOWN OF OAKVILLE,
AND CITY OF BURLINGTON; HALTON REGION, ONTARIO**

FINAL REPORT

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BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

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407 TRANSITWAY TPAP FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003 CITY OF BRAMPTON AND CITY OF MISSISSAUGA, PEEL REGION; TOWN OF HALTON HILLS, TOWN OF MILTON, TOWN OF OAKVILLE, AND CITY OF BURLINGTON; HALTON REGION, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited (LGL) on behalf of the Ministry of Transportation (MTO) to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. This is a total project management (TPM) assignment, in which the consultant delivers all aspects of the study on behalf of MTO. The TPM prime consultant is Parsons, who has assembled a team of engineering and environmental specialists to provide the services required for this study. LGL Limited will be providing environmental design and planning services on behalf of Parsons.

The Ontario Ministry of Transportation (MTO) is undertaking the Planning Phase, the Environmental Assessment (EA), and the Preliminary Design for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The study will follow the Transit Project Assessment Process (TPAP) prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act*. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this study. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay bay facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

This 43 km segment forms part of the 150 km long high-speed interregional facility to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking, and access connections. This transitway is a component within the official plans of the stakeholder municipalities and is part of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 29



previously identified cultural heritage resources within or adjacent to the overall 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003 study area.

Following the selection of the proposed route, it was determined that 14 previously identified resources were no longer adjacent to the proposed route and are not anticipated to be impacted. A total of 15 previously identified features of cultural heritage value are within or adjacent to the proposed route (CHRs 8, 11, 13, 14, 19, 20, and 22-30). A field review of the proposed route was conducted to confirm the location of these previously identified cultural heritage resources and to document newly discovered ones. An additional two potential cultural heritage resources were identified during field review (CHRs 21 and 31). In total, 17 potential cultural heritage resources are identified within or adjacent to the preferred route for the project, with direct impacts to 12 potential cultural heritage resources and indirect impacts to five potential cultural heritage resources anticipated.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified built heritage resources and cultural heritage landscapes;
2. Where feasible, the profile and cross section of the preferred alternative should be altered to avoid all direct impacts including grading, demolition, and tree removals associated with CHRs 8, 11, 13, 14, 19 –23, 25, 28, 30, and 31;
3. Should avoidance of direct impacts to CHRs 8, 11, 13, 14, 19 –23, 25, 28, 30, and 31 be determined to be infeasible, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect;
4. Direct impacts to CHR 23 through grading and construction within the cultural heritage landscape is anticipated. A HIA is required by the City of Brampton prior to construction (As per *Official Plan* clauses 4.10.1.10 and 4.10.3.14);
5. Where indirect impacts including tree removal, grading, and property acquisition are anticipated adjacent to identified built heritage resources and cultural heritage landscapes, a HIA or a CHER may be required by City of Mississauga prior to construction (As per *Official Plan* Section 7.4.1.12). In this regard, the City of Mississauga should be consulted regarding the requirement for further assessment through a CHER for CHR 24, 26, 27, and 29¹;
6. Where direct impacts to identified built heritage resources and cultural heritage landscapes are anticipated, a CHER should be completed by a qualified heritage specialist. Properties

¹ Since identification in 2017, CHRs 26 and 27 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 and 9 March 2020).



requiring further work through the completion of a CHER include: CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 31². This CHER must be completed during the TPAP;

7. Where a property that is anticipated to be directly impacted is found to retain CHVI through the completion of a CHER, a HIA is required to assess impacts to identified heritage attributes and propose suitable mitigation measures. HIAs may be required for CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 31³ depending on the outcome of the CHER. The HIAs should be completed according to the MHSTCI's *Information Bulletin 3- Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017) as early in the Detailed Design phase as possible;
8. This report should be submitted to heritage planning staff at the City of Brampton; City of Mississauga; Town of Halton Hills; Town of Milton; Town of Oakville; the City of Burlington; the Ministry of Heritage, Sport, Tourism and Culture Industries; and any other relevant stakeholders that may have an interest in this project for review; and
9. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

² Since identification in 2017, CHRs 25 and 28 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 March 2020).

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1.0 INTRODUCTION

ASI was contracted by LGL Limited (LGL) on behalf of the Ministry of Transportation (MTO) to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. This is a total project management (TPM) assignment, where the consultant delivers all aspects of the study on behalf of MTO. The TPM prime consultant is Parsons, who has assembled a team of engineering and environmental specialists to provide the services required for this study. LGL Limited will be providing environmental design and planning services on behalf of Parsons.

The Ontario Ministry of Transportation (MTO) is undertaking the Planning Phase, the Environmental Assessment (EA), and the Preliminary Design for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003 (Figure 1). The study will follow the Transit Project Assessment Process (TPAP) prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act*. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 35 km of runningway and a number of stations whose locations will be determined as part of this study. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay bay facilities, on street integration with local transit, shelters, buildings and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

This 43 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

The purpose of this report is to present a cultural resource inventory of built heritage resources and cultural heritage landscapes, identify existing conditions in the 407 Transitway study area, identify impacts to built heritage resources and cultural heritage landscapes, and propose appropriate mitigation measures. This research was conducted under the senior project management of Annie Veilleux, Senior Heritage Specialist and Manager of the Cultural Heritage Division of ASI.



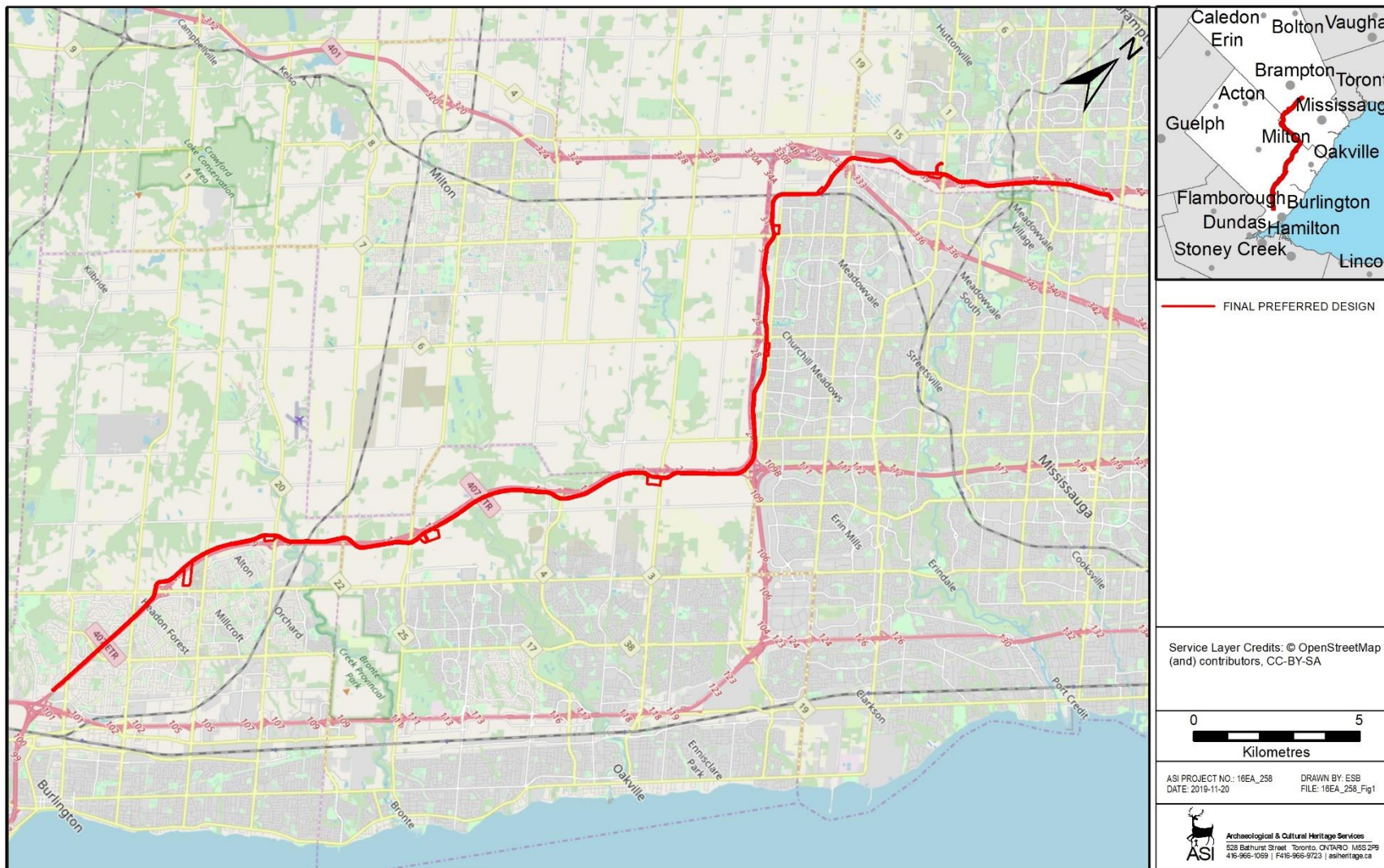


Figure 1: Location of the Study Area.



2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Transit Project Assessment Project* (TPAP) and the Ontario *Environmental Assessment Act* (OEAA). This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

Road construction has the potential to affect cultural heritage resources in a variety of ways. Impacts can include direct impacts that result in the loss of resources through demolition, or the displacement of resources through relocation and indirect impacts that result in the disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and/or their setting. Potential impacts on identified cultural heritage resources were identified based on the proximity of a resource to the proposed undertaking.

For the purposes of this assessment, the term cultural heritage resource is used to describe both cultural heritage landscapes and built heritage features. A cultural heritage landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscape, and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and/or patterns of architectural development.

Although the *Ontario Heritage Act* is the main piece of legislation that determine policies, priorities and programs for the conservation of Ontario's heritage, many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- *Planning Act*, which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The *Provincial Policy Statement*, issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources.
- *Environmental Assessment Act*, which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

All Ontario government ministries and public bodies prescribed under Ontario regulation 157/10, which includes the Ministry of Transportation, are required to follow the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, prepared under section 25.2 of the *Ontario Heritage Act*, when making any decisions affecting cultural heritage resources on lands under their control.



Under the TPAP, the proponent is required to consider whether its proposed transit project could have a potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest.”⁴ The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The MECP’s Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of O.Reg 231/08 (Ministry of the Environment, Conservation and Parks 2020). The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPAP to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
- identify project-specific location or alignment (including construction staging, land requirements); and,
- identify expected environmental impacts and proposed measures to mitigate potential negative impacts.

The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MHSTCI 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive

The Standards and Guidelines provide a series of definitions considered during the course of the assessment:

A provincial heritage property is defined as the following:

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

⁴ The MECP’s *Guide to Environmental Assessment Requirements for Transit Projects* states that “when dealing with any property of cultural heritage value or interest, “provincial importance” is not restricted to property meeting the criteria as set out under the *Ontario Heritage Act* in *Ontario Regulation 10/06*, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance.” Consideration of provincial importance includes properties that meet the criteria set out in O. Reg 9/06.



A provincial heritage property of provincial significance is defined as the following:

Provincial heritage property that has been evaluated using the criteria found in *Ontario Heritage Act* O. Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following:

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following:

...a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. To inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.



Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2- Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

A built heritage resource is defined as “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community” (Province of Ontario 2020).

A cultural heritage landscape is defined as “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association” (Province of Ontario 2020). Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeological resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (Province of Ontario 2020).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (Province of Ontario 2020).



Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

2.2 Municipal Policies

The proposed 407 Transitway study area passes through several municipalities, each of which has by-laws pertaining to the identification and protection of heritage resources in their respective official plans. The *Official Plans* of the City of Mississauga (City of Mississauga 2019, Chapter 7), the City of Brampton (City of Brampton 2015), the Region of Halton (Region of Halton 2018), the Town of Halton Hills (Town of Halton Hills 2019), the Town of Milton (Town of Milton 2008), the Town of Oakville (Town of Oakville 2018), and the City of Burlington (City of Burlington 2017) were all consulted for the present report. The applicable policies have been included in Appendices A – G.

2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected above-ground cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of built heritage resources and cultural heritage landscapes, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a particular geographic area.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilized to identify built heritage resources and cultural heritage landscapes that have not been previously identified on federal, provincial, or municipal databases.

The identification of existing baseline conditions will identify all known or potential built heritage resource or cultural heritage landscapes in the study area based on research, the MHSTCI screening *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (MHSTCI 2016), historical summary of the development of the area, and professional judgement.

If a resource is determined to retain potential cultural heritage or interest (CHVI) based on research and an application of these screening criteria it will be identified as a built heritage resource or cultural



heritage landscape and is subject to further research where appropriate and when feasible. Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for CHVI, completion of Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified built heritage resource or cultural heritage landscape. The CHER must be completed within the TPAP.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

- Farm complexes: comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens, and small orchards.
- Roadscapes: generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts, and other associated features.
- Waterscapes: waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
- Railscapes: active or inactive railway lines or railway rights of way and associated features.
- Historical settlements: groupings of two or more structures with a commonly applied name.
- Streetscapes: generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
- Historical agricultural landscapes: generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;
- Cemeteries: land used for the burial of human remains.

Results of the background historical research, description of the existing conditions and preliminary impact assessment are contained in Sections 3.0, while Sections 4.0 and 5.0 contains conclusions and recommendations for future work to be conducted. Known and potential built heritage resources and cultural heritage landscapes location mapping is provided in Section 7.0, while an inventory of built heritage resources and cultural heritage landscapes is included in Section 8.0.



3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

This section provides a brief summary of historical research and a description of identified built heritage resources and cultural heritage landscapes that may be affected by the proposed undertaking.

3.1 Background Historical Summary

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, as well as Indigenous and Euro-Canadian land use and settlement.

3.1.1 Physiography

The study area is situated within the Peel Plain, South Slope, Niagara Escarpment, and Iroquois Plain physiographic regions of southern Ontario.

The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as several other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage.

The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. Additionally, the region exhibits exceptional isolated tracts of sandy soil specifically in Trafalgar Township, near Unionville, and north of Brampton where in the latter location there is a partly buried esker. The region does not possess any good aquifers and the high level of evaporation from the clay's now deforested surface is a disabling factor in ground-water recharge. Further, deep groundwater accessed by boring is often found to be saline (Chapman and Putnam 1984).

The South Slope physiographic region (Chapman and Putnam 1984) is the southern slope of the Oak Ridges Moraine. The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till. Near the study area, the South Slope is ground moraine of limited relief.

The Niagara Escarpment, one of the most prominent features in southern Ontario, extends from the Niagara River to the northern tip of the Bruce Peninsula, continuing through the Manitoulin Islands (Chapman and Putnam 1984). Vertical cliffs along the brow mostly outline the edge of the dolostone of



the Lockport and Amabel Formations, which the slopes below are carved in red shale. Flanked by landscapes of glacial origin, the rock-hewn topography stands in striking contrast, and its steep-sided valleys are strongly suggestive of non-glacial regions. From Queenston, on the Niagara River, westward to Ancaster, the escarpment is a simple topographic break separating the two levels of the Niagara Peninsula. The Niagara Escarpment is a designated UNESCO World Biosphere Reserve.

The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 km (Chapman and Putnam 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984).

The study area is within the watersheds of the Credit River, Sixteen Mile Creek, Fourteen Mile Creek, Bronte Creek, and the Urban Creeks. Many tributaries of these watercourses are located within the study area.

3.1.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.



From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to that described in early historical documents. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990). In the Late Iroquoian phase (AD 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By AD 1600, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee⁵ and the Huron-Wendat (and their Algonkian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat.

After the dispersal, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario, including Teiaiagon, near the mouth of the Humber River; and Ganestiquiagon, near the mouth of the Rouge River. Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with 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 watershed.

When the Senecas established Teiaiagon 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 indigenous groups for thousands of years. 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.

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Haudenosaunee abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory was immediately occupied or re-occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula

⁵ The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking groups - the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.



of Michigan. Individual bands were politically autonomous and numbered several hundred people. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

Peace was achieved between the Haudenosaunee and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.

The eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.). By the mid-twentieth century, Indigenous communities, including the Métis, began to advance their rights within Ontario and across Canada, and in 1982, the Métis were federally recognized as one of the distinct Indigenous peoples in Canada. Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003; Supreme Court of Canada 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

3.2 Historical Euro-Canadian Land Use: Township Survey and Settlement

Historically, the study area is located in The Township of Toronto in the County of Peel, and the Townships of Trafalgar and Nelson in the County of Halton, in the following lots and concessions:

The Township of Toronto, County of Peel

- Concession VI West of Center Road, Lot 12-13
- Concession II West of Center Road, Lot 13
- Concession III West of Center Road, Lot 13
- Concession IV West of Center Road, Lot 13
- Concession V West of Center Road, Lots 13- 14
- Concession VI West of Center Road, Lot 14



The Township of Trafalgar, County of Halton

- Concession IX, Lots 1-14
- Concession X, Lots 13-14
- Concession XI, Lots 14
- Concession I NDS, Lots 27-35
- Concession II NDS, Lots 6-27

The Township of Nelson, County of Halton

- Concession I NDS, Lots 1-15
- Concession I SDS, Lots 14-18
- Concession II SDS, Lots 19-20

The Township of Toronto, County of Peel

In 1788, the County of Peel was part of the extensive district known as the “Nassau District.” Later called the “Home District,” its administrative centre was located in Newark, now called Niagara. After the province of Quebec was divided into Upper and Lower Canada in 1792, it was separated into nineteen counties, and by 1852, the entire institution of districts was abolished. The late Home Districts were represented by the Counties of York, Ontario, and Peel. Shortly after, the County of Ontario became a separate county, and the question of separation became popular in Peel. A vote for independence was taken in 1866, and in 1867 the village of Brampton was chosen as the capital of the new county.

The Township of Toronto was original surveyed in 1806 by Mr. Wilmot, Deputy Surveyor. The first settler in this township, and also the County of Peel, was Colonel Thomas Ingersoll. The whole population of the township in 1808 consisted of seven families scattered along Dundas Street. The number of inhabitants gradually increased until war erupted in 1812, which gave considerable check to its progress. When the war was over, the township’s growth revived, and the northern part of the township was surveyed and called the “New Survey.” The greater part of the New Survey was granted to a colony of Irish settlers from New York City who suffered persecution during the war (Andreae 1997).

The Credit River runs through the western portion of the township and proved to be a great source of wealth to its inhabitants as it was not only a good watering stream but afforded abundant mill privileges along the entire length of the river.

Within the Township of Toronto, several villages of varying sizes had developed by the end of the nineteenth century, including Streetsville, Meadowvale, Churchville, and Malton. Several crossroad communities also began to grow by the end of the nineteenth century. These included Britannia, Derry, Frasers Corners, Palestine, Mt. Charles, and Grahamsville.

The Township of Trafalgar, County of Halton

While other lands in the “Golden Horseshoe” at the western end of Lake Ontario were acquired by the British government for settlement by the United Empire Loyalist refugees during the 1780s, Halton County (including Trafalgar Township) remained in the hands of the native Mississaugas until August 1805, when the lands were acquired under the terms of the Mississauga Purchase (Armstrong 1985:148). D’Arcy Boulton in 1805 (1961:48) noted that “the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues.” The concessions lying on either side of Dundas Street were formally surveyed in 1806, and are known as the Old Survey. Additional lands



were purchased from the Mississaugas in 1818 extended the boundaries of Trafalgar Township, and this portion of the Township became known as the New Survey.

Dundas Street, the baseline survey road in Trafalgar Township had been surveyed in 1793 as a military road connecting Lake Ontario, Lake Erie, Lake St. Clair and Lake Huron, as well as a road to aid Loyalist settlement and deter expansionist claims in Upper Canada. After the two concessions south of Dundas St. were opened up, two new east-west concession line access roads, the Upper Middle Road and the Lower Middle Road, were surveyed. These early east-west roads were later complemented in 1832 by the Lakeshore Road, which was constructed nearby and parallel to an aboriginal pathway skirting Lake Ontario. The concession roads of the 1806 survey, and the line roads running perpendicular, blocked out the township in areas a mile and quarter square with five 200-acre lots to a square. Between every five lots ran a line road (Mathews 1953).

Trafalgar was simply known as Township Number 2 when it was first surveyed by Samuel S. Wilmot, and was subsequently renamed Alexander Township in honour of Alexander Grant, who was President and Administrator of the Province of Upper Canada (Mathews 1953). Shortly thereafter, when news reached Upper Canada of Lord Nelson's victorious sea battle off the coast of Spain, the names of two townships in the county were changed to Nelson and Trafalgar.

Trafalgar Township originally formed part of the West Riding of York in the Home District and following 1816, it became part of the Gore District, with Hamilton as the administrative district seat. Although the old districts of Upper Canada were abolished by legislation in May 1849, the area which was to subsequently become Halton remained as part of the United Counties of Wentworth and Hamilton until it was finally separated and elevated to independent county status by an act of legislature in June 1853.

Smith (Smith 1850) noted that the settlement of Trafalgar commenced about 1807, and the price for wild land at the time was valued at 7/6- per acre. By 1817, the population had increased to 548, and the township contained one grist mill and four sawmills. The value of land had increased to 22 shillings per acre. In 1846, the township was described as "well settled... containing numerous well cleared and cultivated farms, most which have good orchards" (Smith 1846). By 1850, the population had increased to 4,513, and the township contained three grist and nineteen saw mills (Smith 1850). The timber cover in the township was described as "principally hardwood with a little pine intermixed" (Smith 1850).

The earliest families to settle within the township included those of Sovereign, Proudfoot, Katting, Freeman, Post, Biggar, Mulholland, Kenney, Chalmer, Albertson, Chisholms, Sproat, Brown, and Hagar.

The Township of Nelson, County of Halton

The land within the Township of Nelson was acquired by the British from the Mississaugas in 1795. The first township survey was undertaken in 1806, and the first legal settlers occupied their land holdings in the same year. The township was first named "Alexander Township" in honour of Alexander Grant, the administrator of Upper Canada. In 1806, it was renamed in honour of Horatio Viscount Nelson, after his victory at Cabo Trafalgar in Spain the previous year. Nelson was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good land and excellent farms (Smith 1846; Armstrong 1985; Rayburn 1997). In 1817, it was estimated that the Township of Nelson contained sixty-eight inhabited houses, with a total population of 476. At that time it contained two grist mills and three



saw mills (Smith 1851; Pope 1877). In 1841, Nelson Township contained 3,059 inhabitants. The oldest principal village in the township during the nineteenth century was Burlington, which had originally been named “Wellington Square.” Other villages within the township during the nineteenth century included Nelson, Zimmerman, Lowville, Willbrook, Cumminsville, and Kilbride (Smith 1846; Crosby 1873; Pope 1877).

By the 1850s, Nelson contained 3,792 inhabitants and was well settled with schools, churches, prosperous farms and an established system of municipal government. There were five grist mills and 17 sawmills within the township (Smith 1851; Pope 1877). Additional prosperity was brought to Nelson Township when the Toronto branch of the Great Western Railway was constructed across the township in 1854-55. In 1878, the Northern and North Western Railway constructed a rail line diagonally across the township between the towns of Burlington and Milton. This line is now owned and operated by the Canadian National Railway and runs approximately two kilometers northwest of the study area.

Town of Oakville

The Town of Oakville began as a flourishing post office town situated on part Lots 12 to 16, Concession 3, South of Dundas Street, and on part Lots 11-17, Broken Front Concession, in Trafalgar Township. It was developed as a town site in 1827 by merchant-miller William Chisholm. The place was originally named Sixteen Mile Creek, but the name was changed to “Oakville” at the suggestion of Robert Baldwin Sullivan, on account of the large number of white oaks that grew in the area. Two wharves extended into Lake Ontario at the mouth of the Sixteen Mile Creek which formed a protective harbour, and Oakville was therefore a port of entry. Registered plans of subdivision for this village date from 1837-1861. This town was also served by the Hamilton and Toronto Branch of the Great Western Railroad (now part of the CNR). The original depot was located in the vicinity of the present Oakville GO Station (Mika and Mika 1983).

The City of Burlington

This incorporated village comprised part of Lots 17 and 18, Concessions 3 and 4 (South of Dundas Street) in Nelson Township. Burlington was first settled by Augustus Bates in 1800. Mohawk Chief Joseph Brant held over 3,000 acres of land here, and the settlement was first known as “Brant’s Block.” In 1807, James Gage purchased land from the widow of Chief Joseph Brant upon which he laid out a plan of subdivision which was called “Wellington Square.” Some of the streets were named after various members of the Brant family, such as John, Elizabeth, and Caroline. Registered plans of subdivision for Burlington date from 1854-1866. In 1873, the communities of Wellington Square and Port Nelson amalgamated and formed a new town known as Burlington. It is thought to have been the corrupt form of the name of a resort town in England called “Bridlington.” In 1877, an Anglican Church and cemetery was located in the block bounded by Ontario, Elgin, Burlington, and Nelson Streets. Burlington also contained a Catholic and Methodist church by the late nineteenth century. Rail service was provided by the Hamilton and North Western Railway, as well as the Great Western Railway. Three wharves (Baxter, Torrance and Bunton) extended into Lake Ontario between Brant and Elizabeth Streets, and large quantities of grain and lumber were shipped from here during the nineteenth century. It also contained a number of stores such as John Waldie & Co. Other businesses in the village included two telegraph offices, several hotels, stores, and a saw and grist mill. The population numbered about 700 in 1873 (Crosby 1873; Emery 1967; Town of Burlington 1973; Turcotte 1992; Turcotte 1989; Winearls 1991; Scott 1997; Rayburn 1997).



3.3 Review of Historical Mapping

3.3.1 Nineteenth Century Mapping

The 1859 *Tremaine’s Map of the County of Peel*, 1858 *Tremaine’s Map of the County of Halton*, and 1859 *Tremaine’s Map of the County of Wentworth*, as well as the 1877 *Historical Atlas of the County of Peel*, and the 1877 *Historical Atlas of the County of Halton* were reviewed to determine the potential for the presence of historical resources in the study area in the nineteenth century (Figure 2 to Figure 7). Details of historical property features are provided in Table 1. It should be noted, however, that not all features of interest were mapped systematically in the Peel and series of historical atlases given that they were financed by subscription and subscribers were given preference with regard to the level of detail provided on the maps.

The nineteenth century maps demonstrate the study area consisted of rural agricultural land in the mid and late nineteenth-century. Numerous historical features are depicted on lots within the study area, including farmsteads, schools, churches, cemeteries, hotels, orchards, roadways, railways, and watercourses.

Historical mapping also demonstrates that there were three nineteenth-century settlements in the study area: Whatley’s Corners, Nelson, and Burlington. Whatley’s Corners is depicted as a small crossroads community located at the intersection of Winston Churchill Boulevard and Steeles Avenue West, Nelson is located at the intersection of Guelph Line and Dundas Street, and Burlington (depicted as Wellington Square in the 1858 *Tremaine Map*) is located at the Brant Street and expands north from Lake Ontario.

Table 1: Location of Historical Features Illustrated on the Nineteenth-Century Maps

Township	Historic Feature	Location of Historic Features	
		Tremaine Maps (1858 and 1859)	Historic Atlas Maps (1875 and 1877)
Toronto	n/a	n/a	n/a
Trafalgar	Saw Mill/Grist Mill	Concession II N, Lot 21	n/a
	School House	Concession IX, Lot 11	Concession IX, Lot 11 Concession II N, Lot 21
	Church	Concession IX, Lot 10	Concession IX, Lot 10 Concession IX, Lot 6
Nelson	Post Office	n/a	Concession INDS, Lot 15 (Nelson PO)
	Church	n/a	Concession INDS, Lot 16
	Inn	Concession III S, Lot 20	n/a
	Depot	Concession III S, Lot 20	n/a
	School House	n/a	Concession INDS, Lot 15

Many natural features which influenced the construction of mills and the development of historical settlements, individual homesteads, and the route of railways, are also illustrated on the nineteenth-century maps. These include the rivers and their many associated tributaries and ponds that are part of



the following watersheds (from west to east): Credit River, Joshua Creek, Sixteen Mile Creek, Bronte Creek, Grindstone Creek, and the Lake Ontario Waterfront. Railways include branches of the Trent Valley Railways, Hamilton and Northwestern Railway, and the Great Western Railway.

Transportation and communication networks are important because they serve to integrate social and economic activities between settlement centers. As these settlements grew, and traffic increased between them, toll gates, taverns, hotels and other services for travelers were established where major transportation routes were crossed.

Most of the historical thoroughfares within the study area were opened along the straight survey lines, creating the familiar grid system of lots and concessions. By knowing that these roads connected settlement centres, one can sometimes predict that a settlement once existed even if the road and community is no longer on the map today. Historical east-west thoroughfares located in the study area include (from north to south):

- Derry Road
- Britannia Road
- Eglinton Avenue
- Burnhamthorpe Road
- Dundas Street
- Upper Middle Road

Historical north-south thoroughfares include (from west to east):

- Winston Churchill Boulevard
- Ninth Line
- Trafalgar Road
- Sixth Line
- Fourth Line
- Bronte Road
- Tremaine Road
- Appleby Line
- Walkers Line
- Guelph Line
- Brant Street
- Waterdown Road

3.3.2 Twentieth-Century Mapping

A series of topographical maps and aerial photographs from 1909, 1954, and 1994 illustrate the development of the study area over the course of the twentieth century (Figure 8 to Figure 16). Generally, these maps demonstrate a period of minimal growth in the early twentieth century followed by a period of rapid growth and development in the late twentieth century.

A steady trend of urbanization along traditional settlement roads occurred between 1909 and 1954 (Figure 8 to Figure 13). During this period, settlements such as Whatley's Corners and Nelson increased in size while additional residences appeared in the surrounding rural landscape. However, the larger settlement of Burlington appears to have had moderate growth prior to 1954. The trend of urbanization continued at an accelerated rate in the study area during the second half of the twentieth century. Late nineteenth-century mapping (Figure 14 to Figure 16) demonstrates that the settlements of Streetsville, Oakville, and Burlington underwent rapid and considerable expansion between 1954 and 1994. The core of Streetsville is located to the east, and the core of Oakville is located to the south of the study area,



with minor development encroaching near the study area. The City of Burlington, however, occupies much of the study area in the late twentieth century.





Figure 2: Location of the Study Area Overlaid on the 1859 Tremain's Map of the County of Peel and the 1858 Tremain's Map of the County of Halton



Figure 3: Location of the Study Area Overlaid on the 1859 Tremain's Map of the County of Peel and the 1858 Tremain's Map of the County of Halton

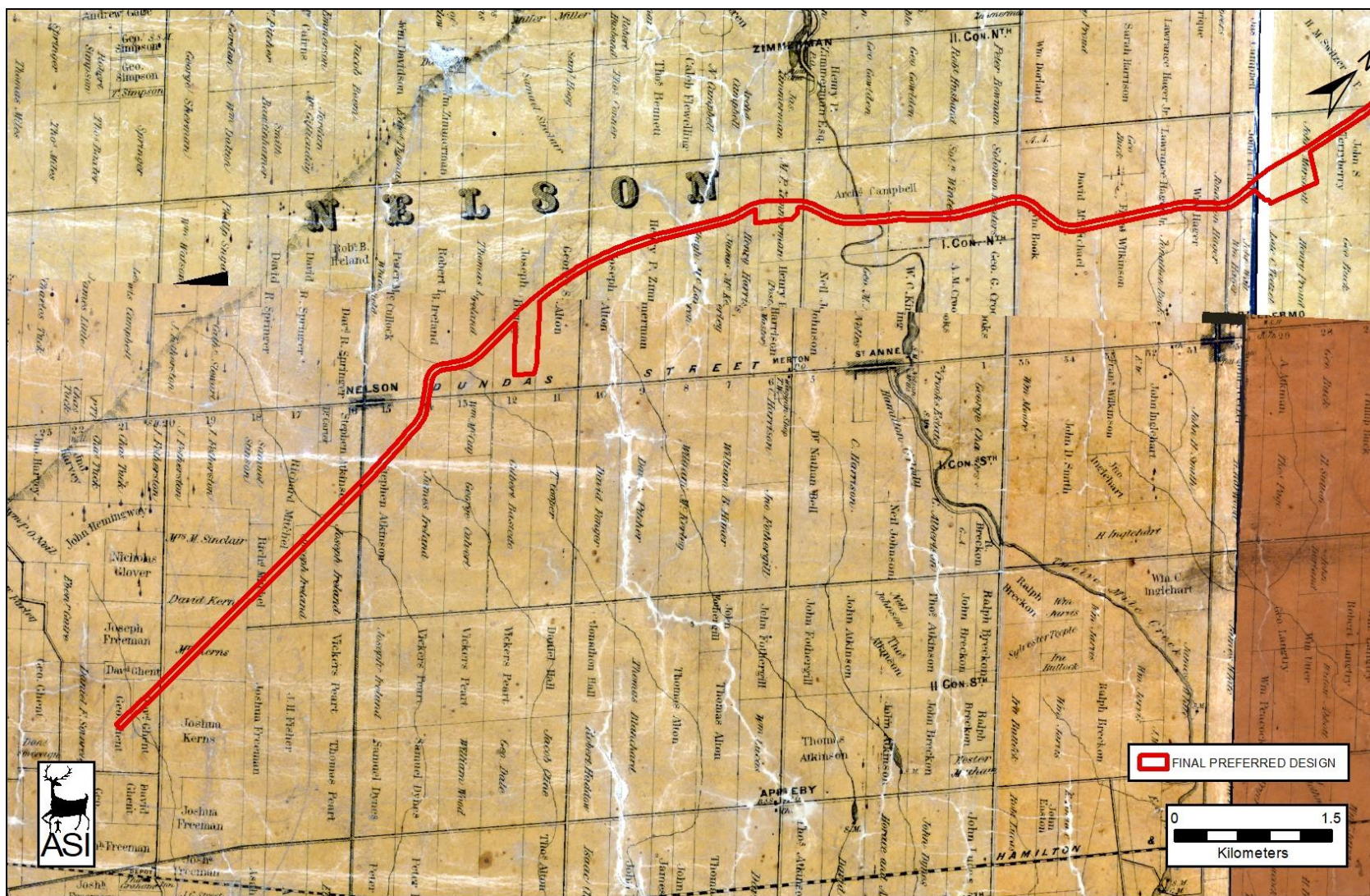


Figure 4: Location of the Study Area Overlaid on the 1859 Tremain's Map of the County of Peel and the 1858 Tremain's Map of the County of Halton

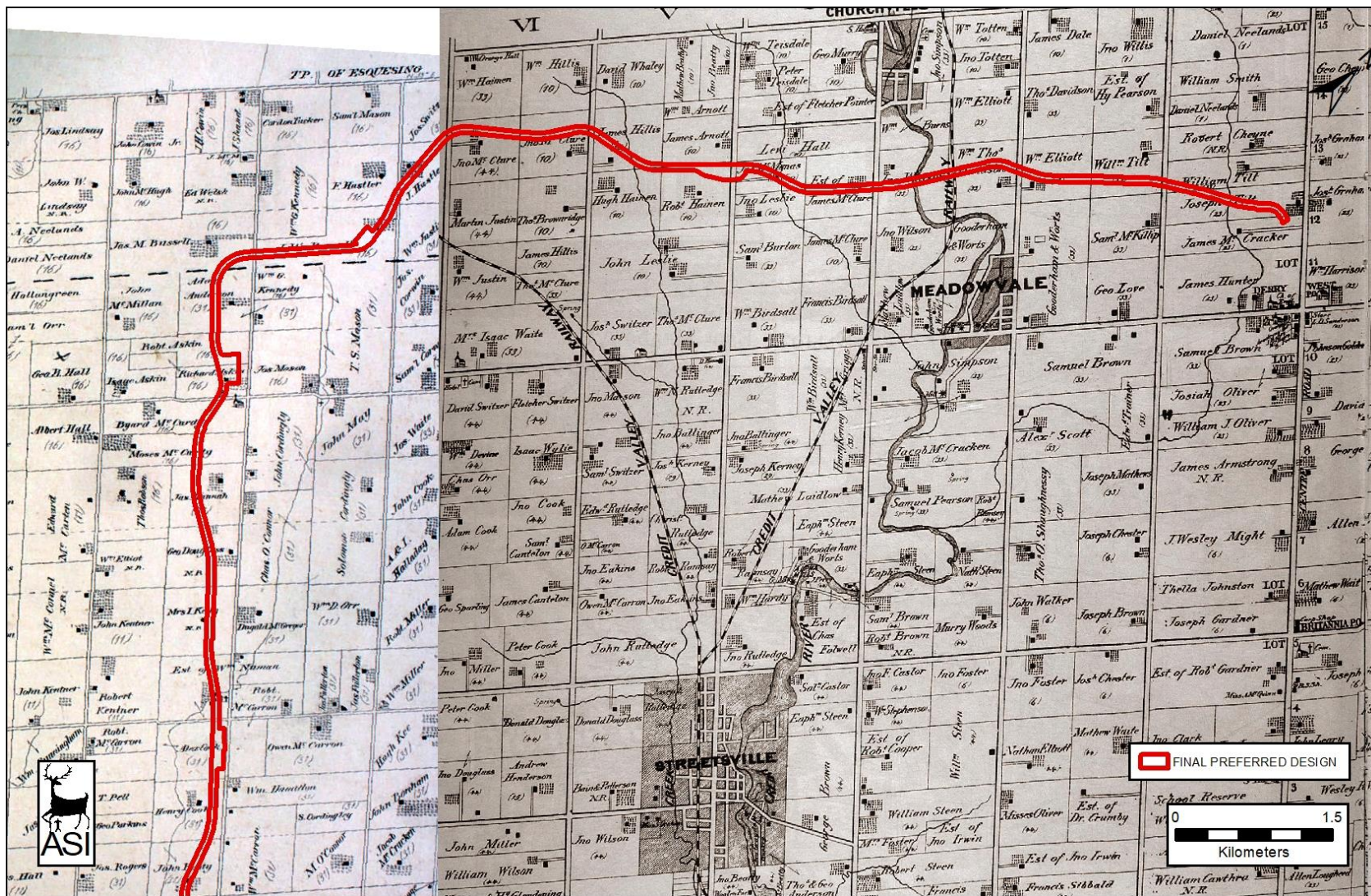


Figure 5: Location of the Study Area Overlaid on the 1877 Historical Atlas of the County of Peel



Figure 6: Location of the Study Area Overlaid on the 1877 Historical Atlas of the County of Peel

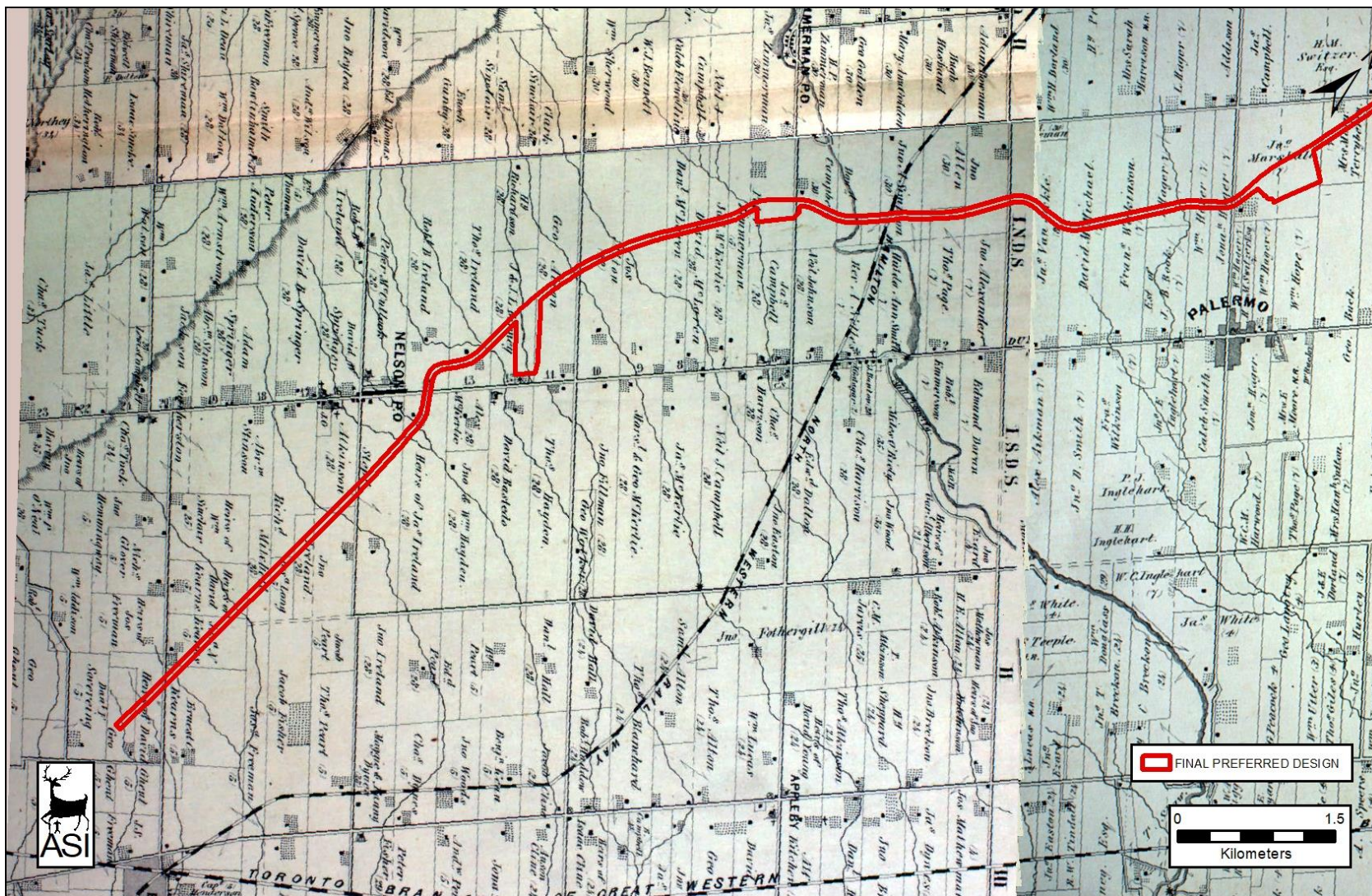


Figure 7: Location of the Study Area Overlaid on the 1877 Historical Atlas of the County of Peel

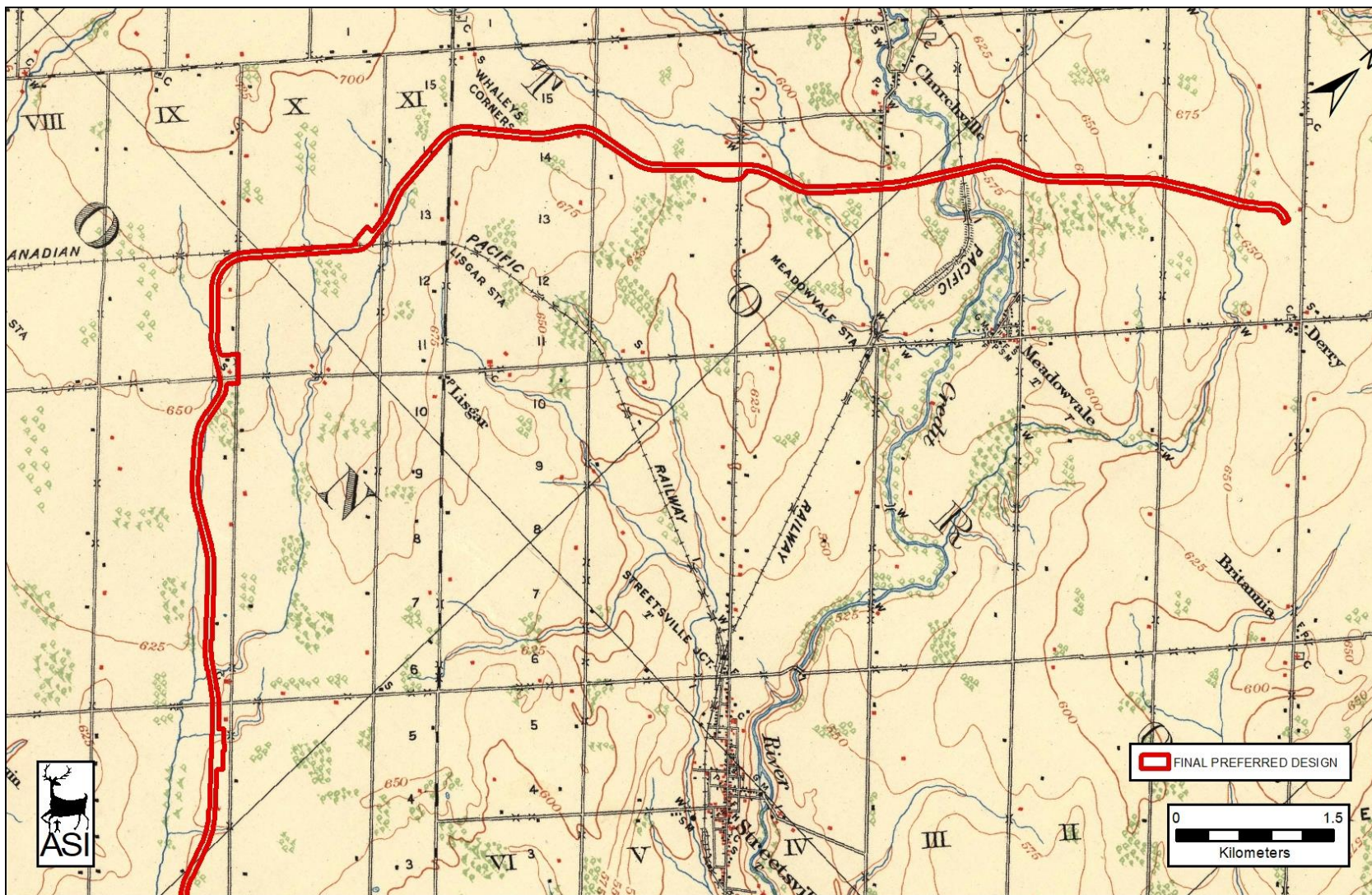


Figure 8: Location of the Study Area Overlaid on Topographic Mapping from 1909

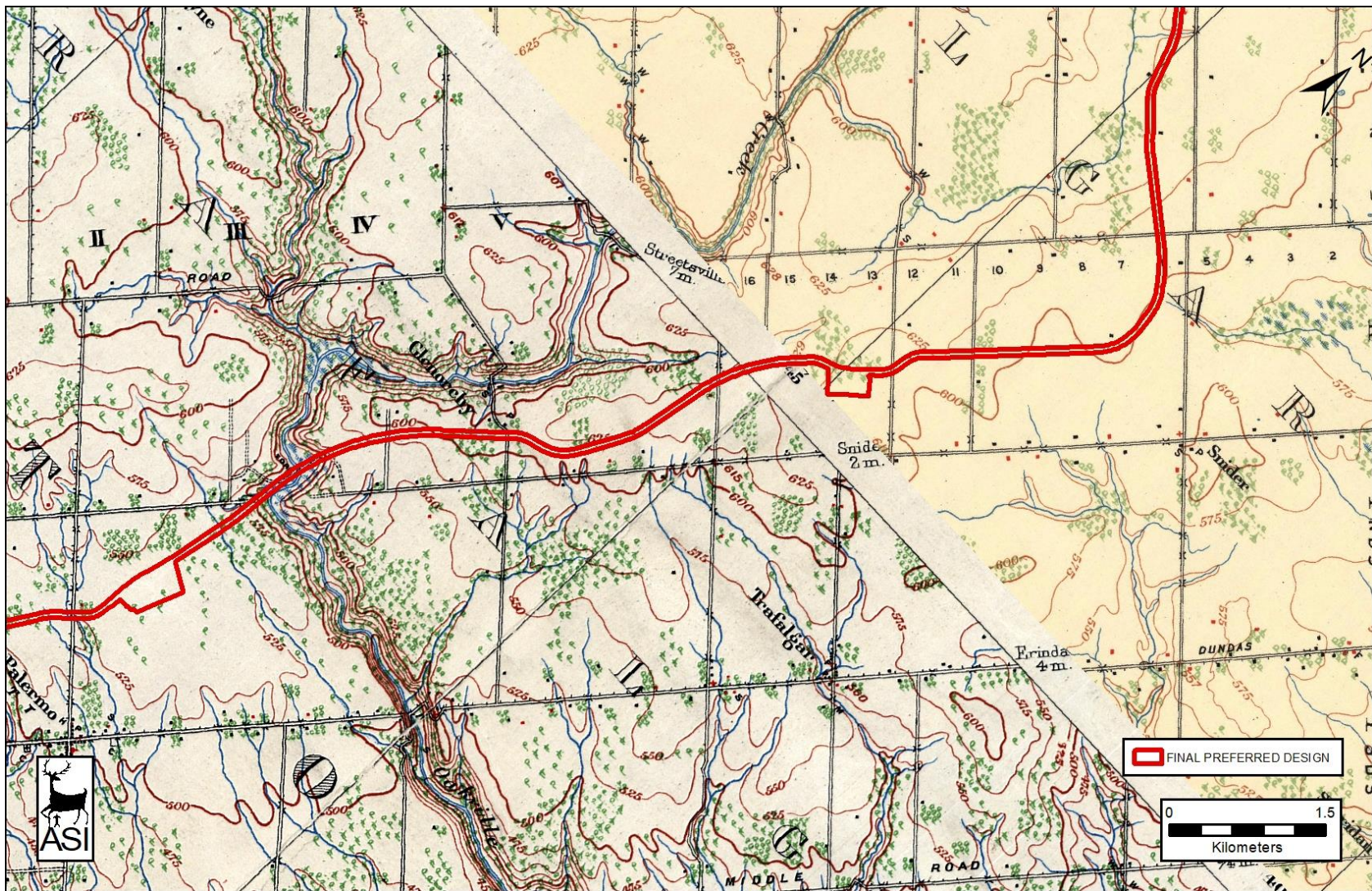


Figure 9: Location of the Study Area Overlaid on Topographic Mapping from 1909

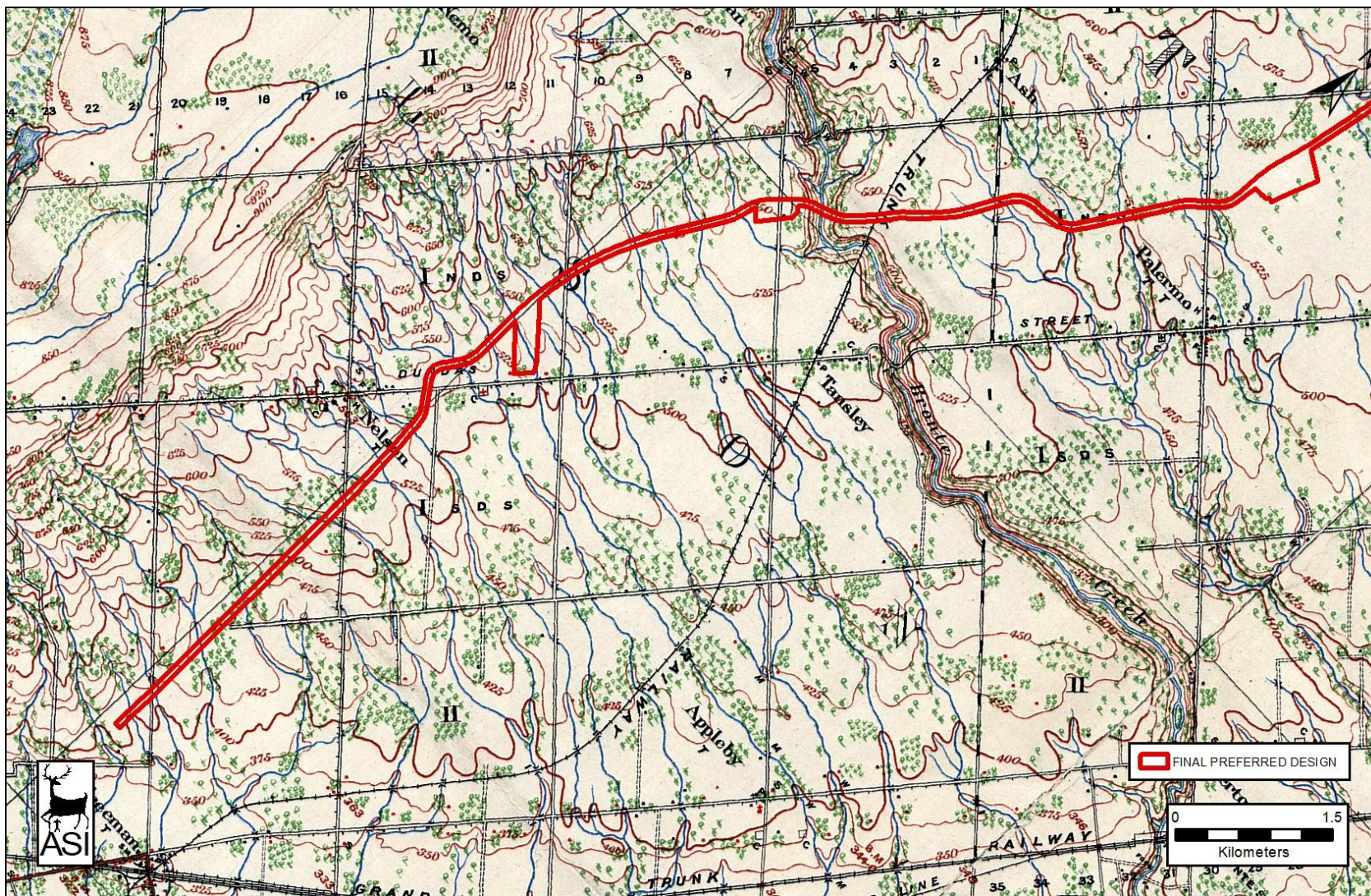


Figure 10: Location of the Study Area Overlaid on Topographic Mapping from 1909

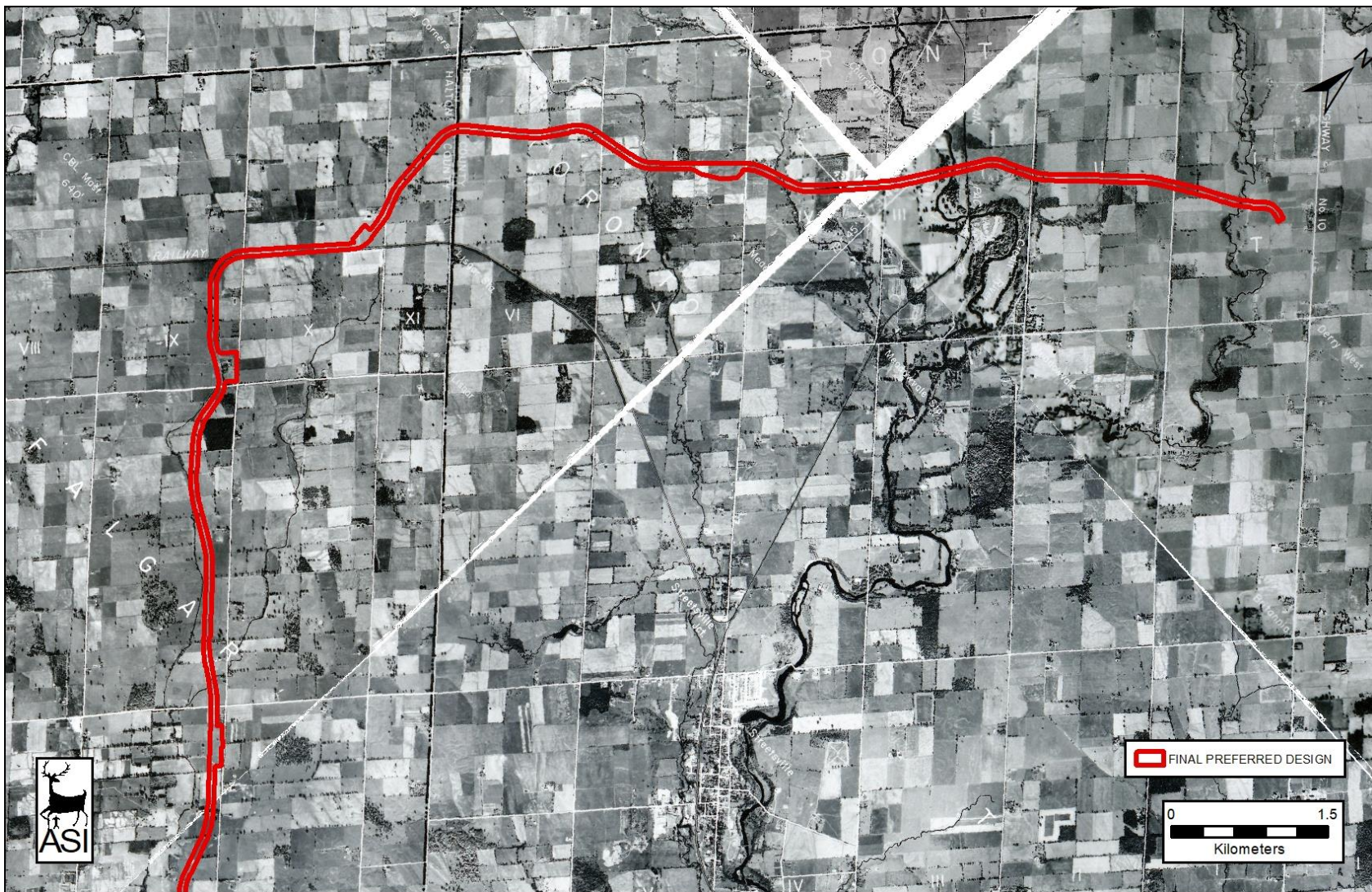


Figure 11: Location of the Study Area Overlaid on Aerial Survey Photography from 1954

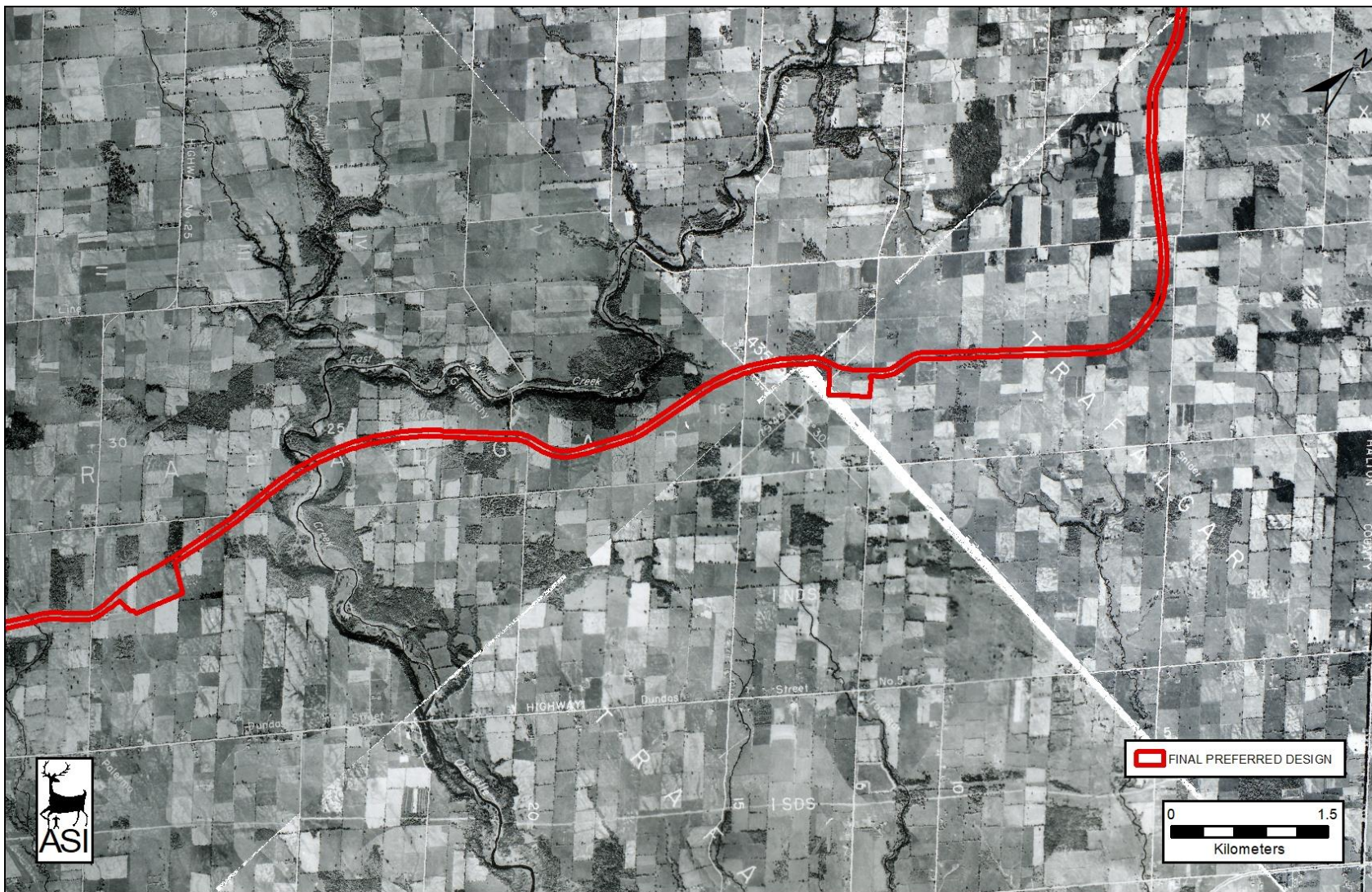


Figure 12: Location of the Study Area Overlaid on Aerial Survey Photography from 1954

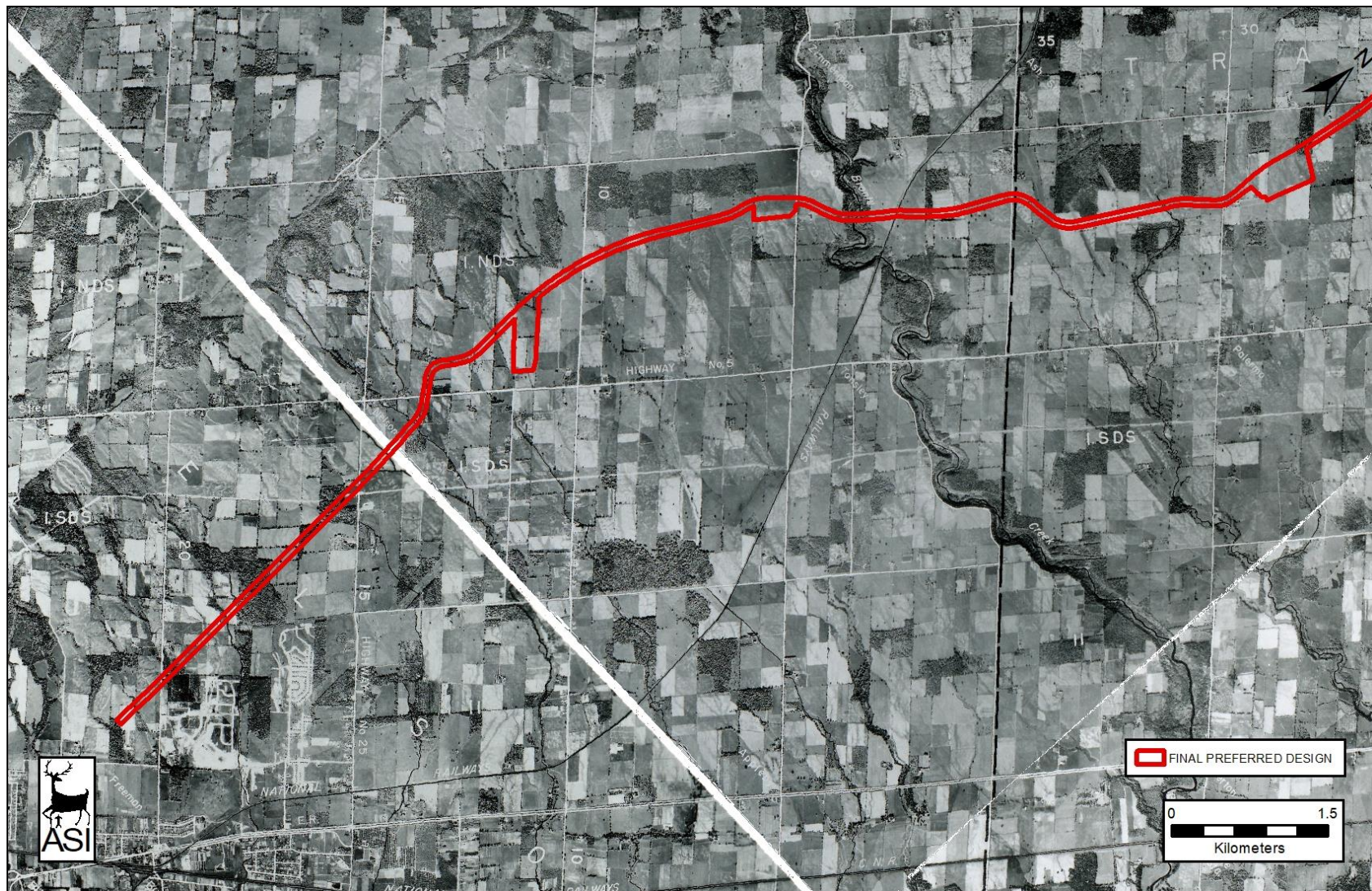


Figure 13: Location of the Study Area Overlaid on Aerial Survey Photography from 1954

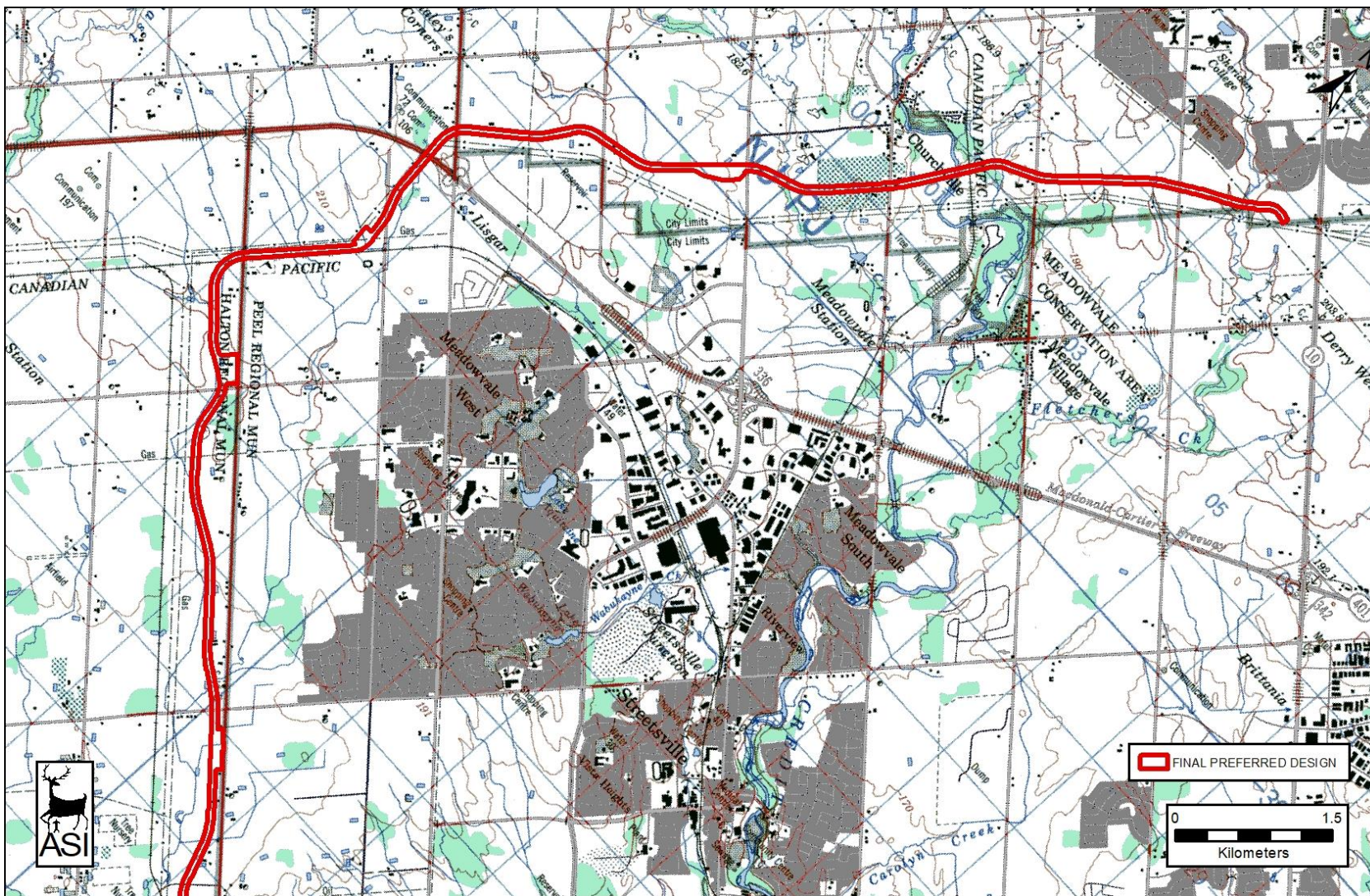


Figure 14: Location of the Study Area Overlaid on Topographic Mapping from 1994

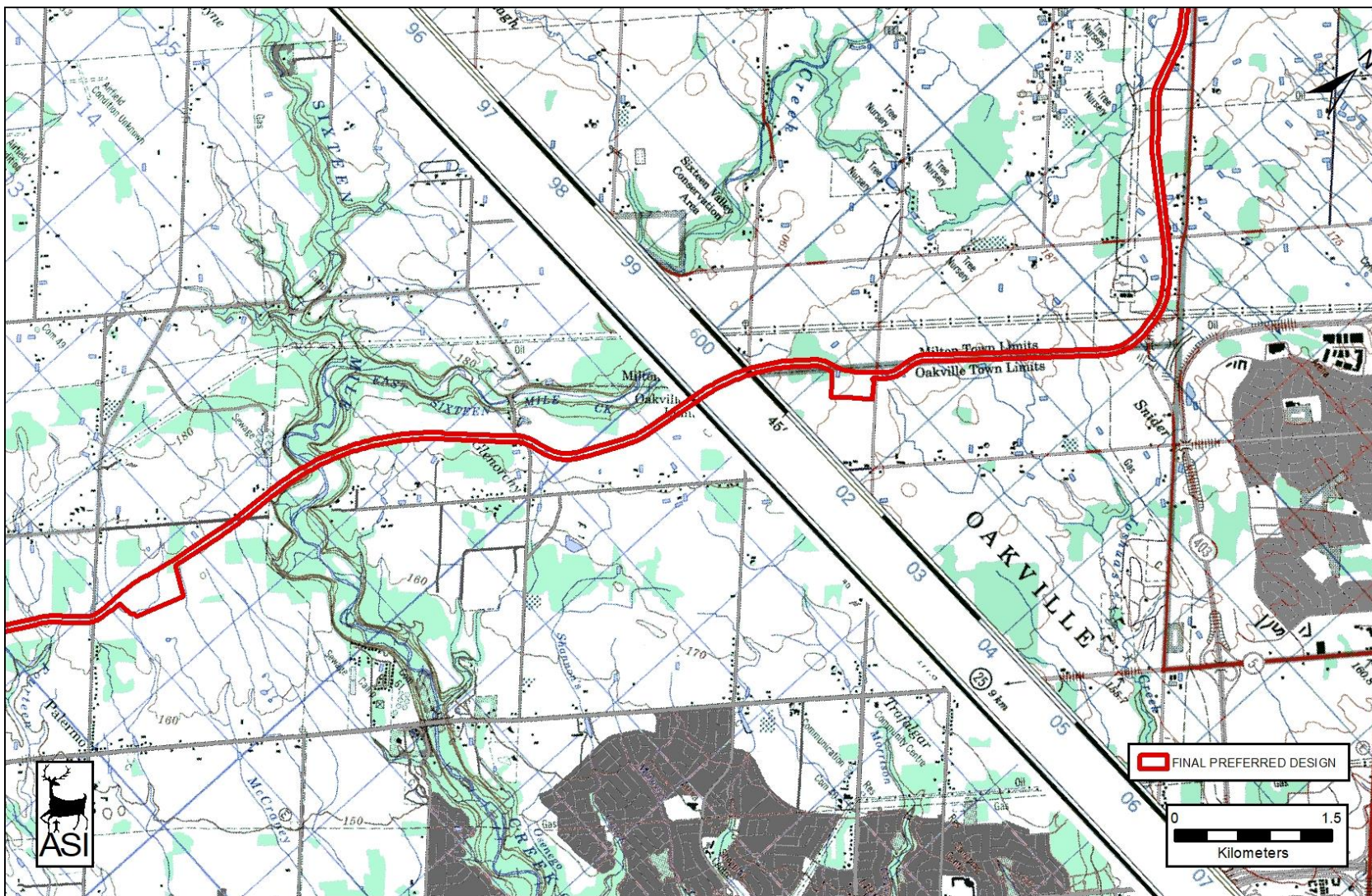


Figure 15: Location of the Study Area Overlaid on Topographic Mapping from 1994

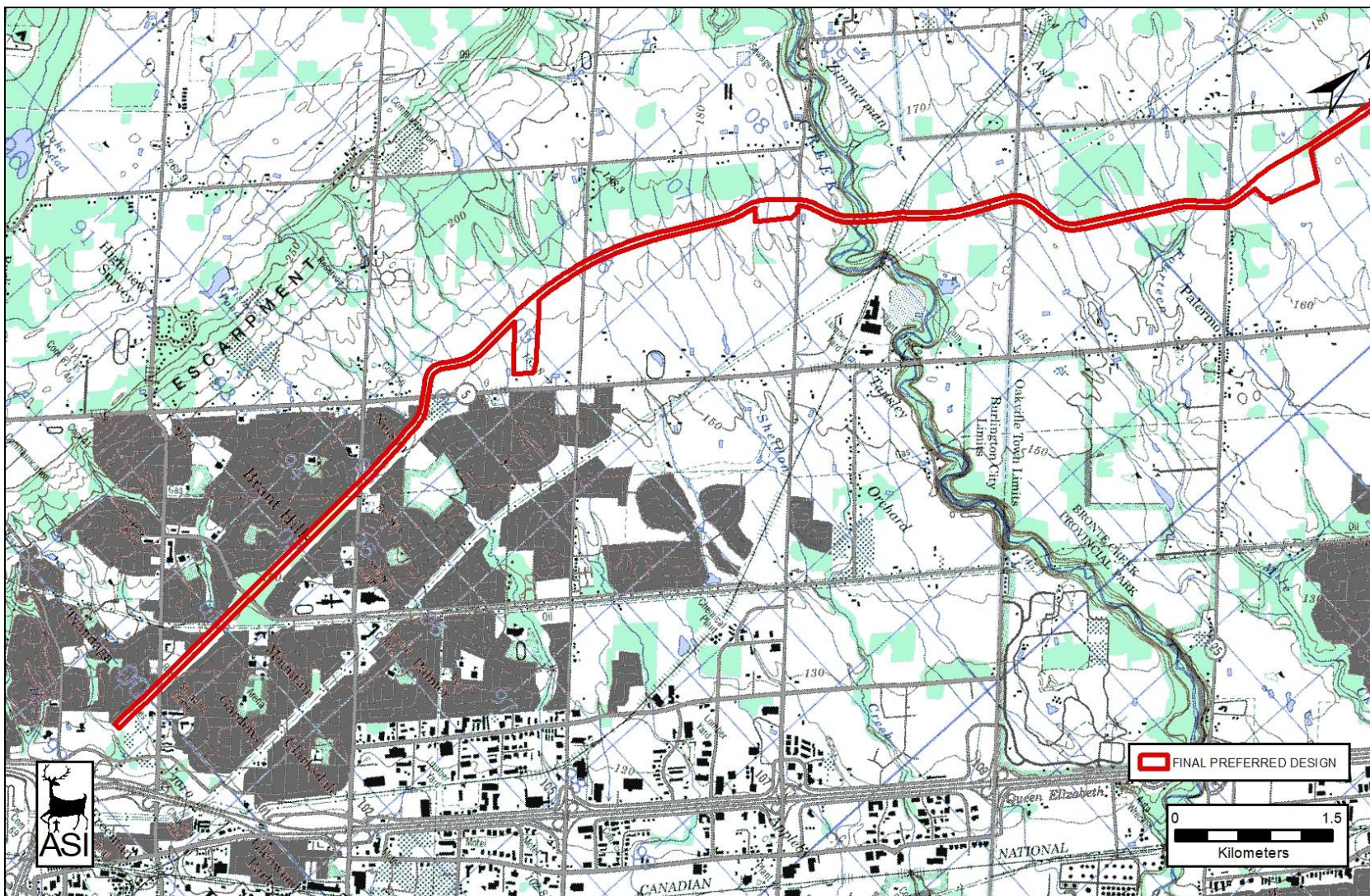


Figure 16: Location of the Study Area Overlaid on Topographic Mapping from 1994

3.4 Existing Conditions

3.4.1 Review of Existing Heritage Inventories

In order to make a preliminary identification of existing built heritage resources and cultural heritage landscapes within the study area, the following resources were consulted:

- Municipal-specific lists which provide an inventory of cultural heritage resources that are designated under Part IV or V of the *Ontario Heritage Act*, as well as those listed properties that are of cultural heritage value or interest to the town. These include:
 - The City of Brampton’s *Municipal Register of Cultural Heritage Resources Designated under the Ontario Heritage Act: Designated Properties*, and the *Municipal Register of Cultural Heritage Resources Designated under the Ontario Heritage Act: Listed Properties* (reviewed 26 September, 2017; 7 and 8 August, 2019);
 - The City of Mississauga’s *Heritage Register for Mississauga and Cultural Landscape Inventory* (reviewed 26 September, 2017; and 8 and 13 August, 2019);
 - The Town of Halton Hill’s *Heritage Register: Designated Properties and Heritage Register: Listed Cultural Heritage Properties* (reviewed 26 September, 2017; and 13 August, 2019);
 - The Town of Milton’s *Heritage List and Heritage Designations* (reviewed 26 September, 2017 and 13 August, 2019);
 - The Town of Oakville’s *Heritage Register* (reviewed 26 September, 2017 and 14 August 2019);
 - The City of Burlington’s *Directory of Heritage Properties* (reviewed 26 September, 2017 and 14 August 2019);
- *City of Mississauga Cultural Resource Map* [online] Accessed 26 September, 2017 at <http://www.mississauga.ca/portal/discover/culturalmapping>;
- *Brampton Interactive Maps* [online] Accessed 26 September, 2017 from <http://maps.brampton.ca/maps/default.aspx>;
- *Oakville Interactive Maps* [online] Accessed 26 September, 2017 from <https://maps.oakville.ca/gxmaps/?map=map07>
- *Town of Halton Hills Interactive Maps* [online] Accessed 13 August, 2019 from <https://map.haltonhills.ca/HT5/Index.html?viewer=p.HT5&LayerTheme=8>
- The Ontario Heritage Trust’s *Ontario Heritage Plaque Guide*, an on-line, searchable database of Provincial heritage plaques, available at <http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx> (26 September, 2017);
- List of Ontario Heritage Trust’s Heritage Easements (OHT email communication 20 and 24 March 2020);
- List of Provincial Heritage Properties maintained by MHSTCI (MHSTCI email communication 20 March and 2 April 2020);
- The Canadian Heritage Rivers System inventory available at <http://www.chrs.ca/en/main.php> (reviewed 26 September, 2017);
- Parks Canada’s *Canada’s Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels, available at <http://www.historicplaces.ca/en/pages/about-apospos.aspx> (reviewed 26 September, 2017);



- The *Directory of Federal Heritage Designations*, a searchable on-line database of National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses, available at http://www.pc.gc.ca/apps/dfhd/default_eng.aspx (reviewed 26 September, 2017);
- The cities of Brampton, Mississauga, and Burlington, and towns of Milton, Halton Hills, and Oakville were contacted directly to gather any information on built heritage resources, cultural heritage landscapes, or heritage easements within or adjacent to the study area (email communication 4 October, 2017). The City of Brampton was contacted again when the study area was updated (email communication 9 September 2019). The cities of Mississauga and Brampton and the Town of Oakville were contacted again in March 2020 to confirm the status of the properties within and adjacent to the study area, and to inquire if any properties had been removed from the heritage register. Responses from the City of Brampton (6 March 2020) and Town of Oakville (4 March 2020) confirmed that the properties identified in this assessment were still on municipal heritage registers. A response from the City of Mississauga (Paula Wubbenhorst, Senior Heritage Coordinator, 4 and 9 March 2020) confirmed that the properties at 6136 Ninth Line (CHR 25), 6432 Ninth Line (CHR 26), 6588-6596 Ninth Line (CHR 27), and 7238 Ninth Line (CHR 28) were removed from the cultural heritage register and no longer required a CHER.
- Consultation with the Ministry of Heritage, Sport, Tourism and Cultural Industries confirmed that there are no Provincial Heritage Properties within or adjacent to the study area (email communication with Karla Barboza, (A) Team Lead, Heritage, 20 March and 2 April 2020).
- Consultation with the Ontario Heritage Trust confirmed that there are no OHT Heritage Easements or properties owned by the OHT within or adjacent to the study area (email communication with Kevin DeMille, Heritage Planner, 20 and 24 March 2020).

A review of the federal registers and municipal and provincial inventories revealed that there are 18 previously identified features of cultural heritage interest along the 407 Transitway study corridor. Table 2 lists the built heritage resources and cultural heritage landscapes previously identified along the study corridor and Section 7.0 (Figure 17 to Figure 29) provides location mapping of these features.

3.4.2 Highway 407 – West of Brant Street to West of Hurontario Street G.W.P. 16-20003 Study Area – Field Review

Following the selection of the preferred alternative, a field review of the route of the preferred alternative was undertaken by John Sleath, Project Manager, on 28 November 2018, by and Kirstyn Allam, Cultural Heritage Assistant, on 1 and 22 August 2019 to document the existing conditions of the study area⁶. The field review was preceded by a review of available, current and historical, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential built heritage resources and cultural heritage landscapes which may be extant in the study area. The existing conditions of the study area are described below. Identified built heritage resources and cultural heritage landscapes are discussed in Section 3.4.3 and are mapped in Section 7.0 of this report.

⁶ The field review was undertaken from publicly accessible rights-of-way, municipal roads, and overpasses along and adjacent to Highway 407.



The study area is a 43 km segment of a long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations are yet to be determined. The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. In general, the footprint for the runningway alignment is 30 m on either side of the centreline with a total width of 60 m. This footprint was determined to be suitable for the purposes of this study as the maximum area that would be subject to direct impacts including grading, clearing, and the construction of the runningway in the proposed undertaking. Further, this area is also anticipated to be subject to potential land clearing activities including vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur.

The eastern end of the study area begins to the west of Hurontario Street, south of Highway 407 in the City of Brampton. The study area travels mostly parallel to Highway 407 through naturalized areas adjacent to the highway.

The study area continues west of Mavis Road through naturalized areas that are adjacent to the Meadowvale Conservation Area in Mississauga. Crossing the Credit River, the study area transects Highway 407 and begins to travel along the north side of the highway just to the east of Creditview Road. North of the study area between Creditview Road and Financial Drive are residences and school.

West of Financial Drive to Mississauga Road the study area passes through the Streetsville Glen Golf Club to the north of Highway 407. One of the proposed station sites is to the west of Mississauga Road in an agricultural field north of Highway 407. The station alignment also follows along Hereford Street west of Mississauga Road.

The study area continues west where it crosses Highway 407 east of Heritage Road. The study area continues through an agricultural context passing Meadowpine Boulevard and Winston Churchill Boulevard where it then diverts south and crosses Highway 401.

South of Highway 401 the study area travels in a southern direction through agricultural fields and commercial properties until it intersects Tenth Line West. Between Tenth Line West and Argentia Road and from Argentia Road to the Metrolinx Milton rail corridor are proposed station sites. These sites travel through a hydro corridor and the Lisgar GO Station property.

The study area then travels west along the rail corridor passing Ninth Line. It then curves to the south and continues parallel to the east side of Highway 407 through an agricultural context. To the north of Derry Road West is a proposed station site. The study area for the proposed alignment continues south. There is another proposed station site south of Britannia Road.

To the north of Highway 403 the study area begins to curve to the west and follows Highway 407. East and west of Trafalgar Road are two proposed station sites that are south of Highway 407. The study area for the alignment travels through a rural agricultural context from Trafalgar Road to Bronte Road, transecting Sixteen Mile Creek. East of Bronte Road, south of Highway 407 is a proposed station site.



From Bronte Road the study area continues south of Highway 407 to the east of Tremaine Road where it intersects the highway and begins to travel on the north side. A proposed station site is to the west of Tremaine Road.

The study area remains north of Highway 407, intersecting with rail corridor and Bronte Creek. To the west of Appleby Line is a proposed station site. The study area continues to follow the route of the highway through an agricultural context until Dundas Street.

South of Dundas Street the study area for the proposed alignment is travelling parallel to Highway 407 through a residential context. It travels through this context under its terminus west of Brant Street north of North Service Road in Burlington.



Plate 1: Eastern portion of the study area adjacent to Highway 407, towards McLaughlin Road, facing northeast (November 2018).



Plate 2: A representative naturalized area adjacent to Highway 407 in the eastern portion of the study area, facing west (November 2018).



Plate 3: View of the study area from the overpass on Financial Drive, facing west-southwest (August 2019).



Plate 4: Streetsville Glen Golf Club to the north of the proposed alignment (August 2019).



Plate 5: Intersection of Mississauga Road and Hereford Street, looking northwest (August 2019).



Plate 6: Hydro corridor and agricultural fields adjacent to the Lisgar GO Station, facing southwest (August 2019).



Plate 7: Lisgar GO Station parking lot, facing north (August 2019).



Plate 8: View of the rail corridor with an overpass for Highway 407 in the distance.



Plate 9: Agricultural fields along Ninth Line in Mississauga (November 2018).



Plate 10: Study area looking south towards the Highway 403 interchange (November 2018).



Plate 11: Carpool parking lot at Trafalgar Road and Highway 407 (November 2018).



Plate 12: The area to the north of the carpool lot at Trafalgar Road and Highway 407 (November 2018).



Plate 13: Agricultural fields within the study area south of Highway 407 at Bronte Road (November 2018).



Plate 14: Proposed station location at Bronte Road at Highway 407, looking northeast (November 2018).



Plate 15: View northwest of the carpool parking lot at Appleby Line and Highway 407 (November 2018).



Plate 16: Agricultural fields north of Dundas Street in a proposed station location (August 2019).



Plate 17: Residential development in the distance from the proposed station location north of Dundas Street and Highway 407 (August 2019).



Plate 18: View of the embankments next to Highway 407, looking south from the overpass at Guelph Line (August 2019).



Plate 19: Embankments adjacent to Highway 407 at Upper Middle Road overpass (August 2019).



Plate 20: Apartment complex adjacent to the embankment along Highway 407 (August 2019).

3.4.3 Highway 407 – West of Brant Street to West of Hurontario Street G.W.P. 16-20003 Study Area – Summary of Existing Conditions- Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, thirty-one cultural heritage resources (CHR) were identified within and/or adjacent to the overall Highway 407 – West of Brant Street to West of Hurontario Street G.W.P. 16-20003 study area (see Figure 17 to Figure 29). An overview of the cultural heritage resources is provided in Table 2. A detailed inventory of these built heritage resources and cultural heritage landscapes within the study area is presented in Section 7.0 and mapping of the features is provided in Section 8.0 of this report.

Table 2: Summary of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Feature	Type of Resource	Location/ Address	Property Type	Recognition
CHR 1	CHL	7420 Ninth Line, Mississauga.	Remnant farmscape	Designated, Part IV (By-law 74-96)
CHR 2	CHL	7564 Tenth Line West, Mississauga.	Farmscape	Designated, Part IV (By-law 857-79)
CHR 3	CHL	3451 Tremaine Road, Oakville.	Farmscape	Listed by the Town of Oakville
CHR 4	CHL	2483 Burnhamthorpe Road West, Oakville.	Farmscape	Listed by the Town of Oakville
CHR 5	CHL	2381 Burnhamthorpe Road West, Oakville.	Residence	Listed by the Town of Oakville
CHR 6	CHL	2401 Burnhamthorpe Road West, Oakville.	Farmscape	Listed by the Town of Oakville
CHR 7	BHR	1495 Burnhamthorpe Road West, Oakville.	Residence	Listed by the Town of Oakville
CHR 8	BHR	4119 Fourth Line, Oakville.	Residence	Listed by the Town of Oakville
CHR 9	BHR	Glenorchy Bridge, Fourth Line, Oakville	Bridge	Listed by the Town of Oakville
CHR 10	CHL	4022 Fourth Line, Oakville.	Farmscape	Listed by the Town of Oakville
CHR 11	CHL	263 Burnhamthorpe Road West, Oakville.	Remnant farmscape	Listed by the Town of Oakville
CHR 12	CHL	185 Burnhamthorpe Road West, Oakville.	Farmscape	Designated Part IV, (By-law 1992-237)
CHR 13	CHL	4243 Sixth Line, Oakville.	Farmscape	Listed by the Town of Oakville
CHR 14	CHL	4233 Trafalgar Road, Oakville.	Farmscape	Listed by the Town of Oakville
CHR 15	BHR	906 Brant Street, Burlington.	Former residence	Listed by the City of Burlington
CHR 16	CHL	2168 Guelph Line, Burlington.	Museum	Designated, Part IV of the OHA (By-Law 9-1978)
CHR 17	BHR	3015 Dundas Street, Burlington.	Residence	Listed by the City of Burlington



Feature	Type of Resource	Location/ Address	Property Type	Recognition
CHR 18	CHL	3318 Dundas Street, Burlington.	Church and Cemetery	Designated, Part IV of the OHA (By-Law 501-06)
CHR 19	CHL	7044 Ninth Line, Mississauga.	Remnant farmscape	Listed by the City of Mississauga
CHR 20	CHL	5768 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga
CHR 21	CHL	2800 Meadowpine Boulevard, Brampton ⁷ .	Stable	Identified during field review
CHR 22	CHL	7696 Heritage Road, Brampton ⁸ .	Farmscape	Listed by the City of Brampton
CHR 23	CHL	Churchville Heritage Conservation District.	Heritage Conservation District	Designated, Part V (By-law 219-90, 221-2002 (A))
CHR 24	CHL	6056 Ninth Line, Mississauga.	Church and Cemetery	Listed by the City of Mississauga
CHR 25	CHL	6136 Ninth Line, Mississauga.	Remnant farmscape	Listed by the City of Mississauga*
CHR 26	CHL	6432 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga*
CHR 27	CHL	6588-6596 Ninth Line, Mississauga.	Remnant Farmscape	Listed by the City of Mississauga*
CHR 28	CHL	7238 Ninth Line, Mississauga.	Remnant Farmscape	Listed by the City of Mississauga*
CHR 29	CHL	5104 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga
CHR 30	CHL	3269-3271 Dundas Street West, Oakville.	Farmscape	Listed by the City of Oakville
CHR 31	CHL	0 Heritage Road, Brampton.	Former residence	Identified during field review

* Note: These properties are still included in the online heritage register, however consultation in March 2020 with the City of Mississauga indicated that these properties have since been removed from the register.

⁷ The stable, landscape features, and equestrian lands identified at 2800 Meadowpine Boulevard, Brampton, and operate as Meadowlarke Stables are located on the legal property parcel associated with 7696 Heritage Road, Brampton. However, for the purposes of this assessment all lands associated with Meadowlark Stables fronting on Meadowpine Boulevard will be assessed as part of 2800 Meadowpine Boulevard, Brampton.

⁸ While the legal property parcel at 7696 Heritage Road, Brampton, includes the lands associated with 2800 Meadowpine Boulevard, Brampton that operates as Meadowlarke Stables (CHR 21), only the residence, barn, and active agricultural lands fronting on Heritage Road will be assessed as 7696 Heritage Road, Brampton (CHR 22).



3.5 Preliminary Impact Assessment

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the document entitled *Ontario Heritage Tool Kit* (MHSTCI 2006). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.

A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples of direct adverse impacts include, but are not limited to:

- removal or demolition of all or part of any heritage attribute
- removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings)
- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security
- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features
- change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest
- continuation or intensification of a use of the property without conservation of heritage attributes.

An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:

- shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- vibration damage to a structure due to construction or activities on or adjacent to the property
- alteration or obstruction of a significant view of or from the property from a key vantage point.

Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:



- changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS’s Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada
- adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest
- public interpretation or commemoration of the heritage property.

Where any above-ground cultural heritage resources which may be affected by direct or indirect impacts are identified, appropriate mitigation measures should be developed. This may include completing a HIA or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

3.5.1 Potential Impacts of the Proposed Undertaking

The proposed undertaking for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003 study area consists of a preliminary alternative involving a transitway and stations that will support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology. The preliminary alternative will result in a transit facility of 43 km of a separate right-of-way that parallels Highway 407, with stations, parking, and access connections. Grading limits, photographic plate locations, and the location of identified built heritage resources and cultural heritage landscapes are depicted in Section 8.0. The construction edge depicted represents the proposed limit of physical impact.

Table 3 outlines the potential impacts on all identified built heritage resources and cultural heritage landscapes within the study area.

Table 3: Preliminary Impact Assessment

CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 1, remnant farmscape	7420 Ninth Line, Mississauga.	Designated, Part IV (By-law 74-96)	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A.
CHR 2, Farmscape	7564 Tenth Line West, Mississauga.	Designated, Part IV (By-law 857-79)	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 3, Farmscape	3451 Tremaine Road, Oakville.	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 4, Farmscape	2483 Burnhamthorpe Road West, Oakville.	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 5, Residence	2381 Burnhamthorpe Road West, Oakville.	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 6, Farmscape	2401 Burnhamthorpe Road West, Oakville.	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 7, Residence	1495 Burnhamthorpe Road West, Oakville.	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 8, Residence	4119 Fourth Line, Oakville.	Listed by the Town of Oakville	Direct: Impacts to CHR 8 are anticipated to include the demolition of the buildings on the property, tree clearing, grading, and potential property acquisition.	Preferred Option: Where feasible, the preferred alternative should be designed in a manner that avoids all impacts to CHR 8. The proposed runningway should be relocated to avoid this potential built heritage resource. Alternative Option: Where revisions to the preferred alignment are determined to be infeasible, a resource-specific CHER should be conducted for the residence at 4119 Fourth Line, Oakville to evaluate CHVI. As there are direct impacts anticipated, should the CHER determine that the



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 9, Bridge	Glenorchy Bridge, Fourth Line, Oakville	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.
CHR 10, Farmscape	4022 Fourth Line, Oakville.	Listed by the Town of Oakville	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 11, Remnant farmscape	263 Burnhamthorpe Road West, Oakville.	Listed by the Town of Oakville	<p>Direct: Impacts to CHR 11 are anticipated to include grading, tree clearing, and proposed property acquisitions.</p> <p>The remnant residence, barn, and outbuildings are not anticipated to be impacted as a result of the proposed undertaking.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to the remnant structures in CHR 11.</p> <p>Where feasible, grading limits and tree clearing should be altered in order to limit the impacts to CHR 11.</p> <p>Alternative Option: Where construction is anticipated to result in grading impacts and tree removal to CHR 11, post-construction landscaping with native species should be employed to mitigate impacts to the heritage value of the resource.</p> <p>Given the potential cultural heritage value of the farmscape at 263 Burnhamthorpe Road West, Oakville, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource</p>

CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 12, Farmscape	185 Burnhamthorpe Road West, Oakville.	Designated Part IV, (By-law 1992-237)	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 13, Farmscape	4243 Sixth Line, Oakville.	Listed by the Town of Oakville	<p>Direct: Impacts to CHR 13 are anticipated to include grading, tree clearing, and proposed property acquisitions.</p> <p>The residence, barn, and outbuildings are not anticipated to be impacted as a result of the proposed undertaking.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to the residence, barn, and outbuildings in CHR 13.</p> <p>Where feasible, grading limits and tree removal should be altered in order to limit the impacts to CHR 13.</p> <p>Alternative Option: Where construction is anticipated to result in grading impacts and tree removal to CHR 13, post-construction landscaping with native species should be employed to mitigate impacts to the heritage value of the resource.</p> <p>Given the potential cultural heritage value of the farmscape at 4243 Sixth Line, Oakville, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>

CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
CHR 14, Farmscape	4233 Trafalgar Road, Oakville.	Listed by the Town of Oakville	Direct: Impacts to CHR 14 are anticipated to include the demolition of the buildings on the property, grading, tree clearing, and potential property acquisition.	<p>Preferred Option: Where feasible, the preferred alternative should be designed in a manner that avoids all impacts to CHR 14.</p> <p>The proposed runningway should be relocated to avoid this potential built heritage resource.</p> <p>Alternative Option: Given the potential cultural heritage value of the farmscape at 4233 Trafalgar Road, Oakville, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>
CHR 15, Former residence	906 Brant Street, Burlington.	Listed by the City of Burlington	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 16, Museum	2168 Guelph Line, Burlington.	Designated, Part IV of the OHA (By-Law 9-1978)	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 17, Residence	3015 Dundas Street, Burlington.	Listed by the City of Burlington	No impacts anticipated as the preferred alternative is not adjacent to the identified cultural heritage resource.	N/A
CHR 18, Church	3318 Dundas Street, Burlington.	Designated, Part IV of	No impacts anticipated as the preferred alternative is not adjacent to the	N/A



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
and Cemetery		the <i>OHA</i> (By-Law 501-06)	identified cultural heritage resource.	
CHR 19, Remnant farmscape	7044 Ninth Line, Mississauga.	Listed by the City of Mississauga	<p>Direct: Impacts to CHR 19 are anticipated to include the demolition of the residence on the property, grading, tree clearing, and proposed property acquisitions.</p>	<p>Preferred Option: Where feasible, the preferred alternative should be designed in a manner that avoids all impacts to CHR 19.</p> <p>Where feasible, the proposed runningway should be relocated to avoid this potential built heritage resource.</p> <p>Alternative Option: Given the potential cultural heritage value of the remnant farmscape at 7044 Ninth Line, Mississauga, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>
CHR 20, Farmscape	5768 Ninth Line, Mississauga.	Listed by the City of Mississauga	<p>Direct: Impacts to CHR 20 are anticipated to include demolition of barns and outbuildings, grading, tree clearing, and proposed property acquisition.</p> <p>The residence is not anticipated to be impacted as a result of the proposed.</p>	<p>Preferred Option: Where feasible, the proposed runningway should be relocated and designed in a manner that avoids all impacts to CHR 20.</p> <p>Alternative Option: Where construction is anticipated to result in grading impacts and tree removal to CHR 20, post-construction landscaping with native tree species should be employed to mitigate impacts to the heritage value of the resource.</p> <p>Given the potential cultural heritage value of the farmscape at 5768 Ninth Line, Mississauga, and the anticipated impacts to the subject property, a</p>



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures:
				i. Mitigation Options ii. Mitigation Recommendation
CHR 21, Stable	2800 Meadowpine Boulevard, Brampton ⁹ .	Identified during field review	Direct: Impacts to CHR 21 are anticipated to include grading, removal of an entrance drive, tree clearing, and proposed property acquisition. The stable is not anticipated to be impacted as a result of the proposed undertaking.	Preferred Option: Where feasible, grading limits and proposed tree removals should be altered in order to limit the impacts to CHR 21. Alternative Option: Where construction is anticipated to result in grading impacts and tree removal to CHR 21, post-construction landscaping with native tree species should be employed to mitigate impacts to the heritage value of the resource. Given the potential cultural heritage value of the stables at 2800 Meadowpine Boulevard, Brampton, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI. As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.

⁹ The stable, landscape features, and equestrian lands identified at 2800 Meadowpine Boulevard, Brampton, and operate as Meadowlarke Stables are located on the legal property parcel associated with 7696 Heritage Road, Brampton. However, for the purposes of this assessment all lands associated with Meadowlark Stables fronting on Meadowpine Boulevard will be assessed as part of 2800 Meadowpine Boulevard, Brampton.



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
CHR 22, Farmscape	7696 Heritage Road, Brampton ¹⁰ .	Listed by the City of Brampton	<p>Direct: Impacts to CHR 22 are anticipated to include grading, tree clearing, and proposed property acquisitions.</p> <p>The residence, barn, and outbuildings are not anticipated to be impacted as a result of the proposed undertaking.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to the residence, barn, and outbuildings in CHR 22.</p> <p>Where feasible, grading limits and tree removal should be altered in order to limit the impacts to CHR 22.</p> <p>Alternative Option: Where construction is anticipated to result in grading impacts and tree removal to CHR 22, post-construction landscaping with native species should be employed to mitigate impacts to the heritage value of the resource.</p> <p>Given the potential cultural heritage value of the farmscape at 7696 Heritage Road, Brampton, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>
CHR 23, Heritage Conservation District	Churchville Heritage Conservation District.	Designated, Part V (By-law 219-90, 221-2002 (A))	<p>Direct: Direct impacts to CHR 23 are anticipated to include grading, tree clearing, and proposed property acquisitions at 7522 and 7523 Creditview Road, both in the Churchville HCD.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to CHR 23.</p> <p>Alternative Option: Given the cultural heritage value of the Churchville Heritage Conservation District, Brampton, and the anticipated impacts the properties at 7522 and 7532</p>

¹⁰ While the legal property parcel at 7696 Heritage Road, Brampton, includes the lands associated with 2800 Meadowpine Boulevard, Brampton that operates as Meadowlarke Stables (CHR 21), only the residence, barn, and active agricultural lands fronting on Heritage Road will be assessed as 7696 Heritage Road, Brampton (CHR 22).



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 24, Church and Cemetery	6056 Ninth Line, Mississauga.	Listed by the City of Mississauga	<p>Indirect: No direct impacts anticipated as the preferred alternative will be confined to the property adjacent to CHR 24.</p> <p>Indirect impacts to CHR 24 are anticipated to include grading, tree clearing, and proposed property acquisition of the property adjacent to CHR 24.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to CHR 24. No-go zones should be implemented to avoid impacts to the internments and church in CHR 24.</p> <p>Given the cultural heritage value of the church and cemetery at 6056 Ninth Line, Mississauga, and the anticipated impacts adjacent to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are indirect impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>
CHR 25, Remnant farmscape	6136 Ninth Line, Mississauga.	Listed by the City of Mississauga *	<p>Direct: Impacts to CHR 25 are anticipated to include grading, tree clearing, and proposed property acquisitions.</p> <p>The foundation remains are not anticipated to be</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to limit impacts to CHR 25.</p> <p>Where feasible, grading limits and proposed tree removals should be altered in order to limit the impacts to CHR 25.</p>

CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 26, Farmscape	6432 Ninth Line, Mississauga.	Listed by the City of Mississauga *	<p>Indirect: No direct impacts anticipated as the preferred alternative will be confined to the property adjacent to CHR 26.</p> <p>Indirect impacts to CHR 26 are anticipated to include grading, tree clearing, and proposed property acquisition of the property adjacent to CHR 26.</p>	<p>Alternative Option: Where construction is anticipated to result in grading impacts and tree removals to CHR 25, post-construction landscaping with native tree species should be employed to mitigate impacts to the heritage value of the resource.</p> <p>Given the potential cultural heritage value of CHR 25, and the anticipated impacts to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p> <p>Consultation with the City of Mississauga in March 2020 confirmed that this property was removed from the heritage register and that no CHER was required.</p> <p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to CHR 26.</p> <p>No-go zones should be suitably planned to avoid impacts to CHR 26.</p> <p>Given the potential cultural heritage value of CHR 26, and the anticipated impacts adjacent to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are indirect impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives,</p>



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 27, Remnant farmscape	6588-6596 Ninth Line, Mississauga.	Listed by the City of Mississauga *	<p>Indirect: No direct impacts anticipated as the preferred alternative will be confined to the property adjacent to CHR 27.</p> <p>Indirect impacts to CHR 27 are anticipated to include grading, tree clearing, and proposed property acquisition of the property adjacent to CHR 27.</p>	<p>assess potential impacts to the resource, and recommend appropriate mitigation measures.</p> <p>Consultation with the City of Mississauga in March 2020 confirmed that this property was removed from the heritage register and that no CHER was required.</p> <p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to CHR 27.</p> <p>No-go zones should be suitably planned to avoid impacts to CHR 27.</p> <p>Given the potential cultural heritage value of CHR 27, and the anticipated impacts adjacent to the subject property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are indirect impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p> <p>Consultation with the City of Mississauga in March 2020 confirmed that this property was removed from the heritage register and that no CHER was required.</p>
CHR 28, Remnant Farmscape	7238 Ninth Line, Mississauga.	Listed by the City of Mississauga *	<p>Direct: Impacts to CHR 28 are anticipated to include grading, tree clearing, and proposed property acquisitions.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to limit impacts to CHR 28.</p> <p>Where construction is anticipated to result in grading impacts and tree removals to CHR 28, post-construction landscaping with native tree species</p>



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i: Mitigation Options ii. Mitigation Recommendation
CHR 29, Farmscape	5104 Ninth Line, Mississauga.	Listed by the City of Mississauga	<p>Indirect: No direct impacts anticipated as the preferred alternative will be confined to the property adjacent to CHR 29.</p> <p>Indirect impacts to CHR 29 are anticipated to include grading, tree clearing, and proposed property acquisition of the property adjacent to CHR 29.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to CHR 29.</p> <p>No-go zones should be suitably planned to avoid impacts to CHR 29.</p> <p>Alternative Option: Given the potential cultural heritage value of the former residence at 5104 Ninth Line, Mississauga, and the anticipated impacts to the adjacent property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are indirect impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>



CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
CHR 30, Farmscape	3269-3271 Dundas Street West, Oakville.	Listed by the City of Oakville	<p>Direct: Impacts to CHR 30 are anticipated to include grading, tree clearing, and proposed property acquisitions.</p> <p>The residences, barns, and buildings are not anticipated to be impacted as a result of the proposed undertaking.</p>	<p>Preferred Option: Staging and construction activities should be suitably planned to avoid impacts to CHR 30. Where feasible, grading limits and proposed tree removals should be altered in order to limits the impacts to CHR 30.</p> <p>Alternative Option: Where construction is anticipated to result in grading impacts and tree removals to CHR 30, post-construction landscaping with native tree species should be employed to mitigate impacts to the heritage value of the resource.</p> <p>Given the potential cultural heritage value of the farmscape at 3269-3271 Dundas Street West, Oakville, and the and the anticipated impacts to the property, a resource-specific CHER should be conducted to determine CHVI.</p> <p>As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.</p>
CHR 31, Former residence	0 Heritage Road, Brampton.	Identified during field review	<p>Direct: Impacts to CHR 31 are anticipated to include the demolition of the buildings on the property, grading, tree clearing, and potential property acquisition.</p>	<p>Preferred Option: Where feasible, the preferred alternative should be designed in a manner that avoids all impacts to CHR 31.</p> <p>Alternative Option: If retention of CHR 31 in the preferred alternative is determined to be infeasible</p> <p>Given the potential cultural heritage value of the property at 0 Heritage Road, Brampton, and the anticipated impacts to the property, a resource-</p>

CHR # and Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
				specific CHER should be conducted to determine CHVI. As there are direct impacts anticipated, should the CHER determine that the property retains CHVI, a resource specific HIA should be conducted to evaluate alternatives, assess potential impacts to the resource, and recommend appropriate mitigation measures.

The preferred alternative is anticipated to impact 17 known and potential built heritage resources or cultural heritage landscapes, fifteen of which are previously identified by a municipality and an additional two that were identified during field review. These resources include: seven farmscapes (CHR 13 – 14, 20, 22, 26, 29 – 30); five remnant farmscapes (CHR 11, 19, 25, 27 – 28); one residence (CHR 8); one former residence (CHR 31); one church and cemetery (CHR 24); one heritage conservation district (CHR 23); and one stable (CHR 21).

Where impacts to a potential built heritage resources or cultural heritage landscapes are identified, a resource-specific CHER should be conducted to evaluate CHVI and to create a Statement of Cultural Heritage Value or Interest with a list of heritage attributes. Where a property that is anticipated to be impacted is found to retain CHVI following completion of a CHER, completion of a HIA by a qualified person as early as possible of the detail design phase will be required. This HIA should be prepared in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will evaluate the project alternatives, assess potential impacts to the identified cultural heritage value of the property, and recommend appropriate mitigation measures.

Various construction activities may result in limited and temporary adverse vibration impacts to identified built heritage resources and cultural heritage landscapes. To ensure the identified built heritage resources and cultural heritage landscapes adjacent to the ROW are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations.

Under the Standards & Guidelines (MHSTCI 2010), MHSTCI Minister’s consent is required for demolition or removal of any building or structures on a provincial heritage property of provincial significance during the TPAP before a notice of completion is issued (Provision F.5).

Based on available project information, the runningway alignment is anticipated to be at-grade, with only small segments requiring the construction of bridges above-grade. When construction of bridges are anticipated, care should be taken to ensure that there are no impacts to any significant views to adjacent built heritage resources or cultural heritage landscapes.



4.0 CONCLUSIONS

The results of the background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating back to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 29 previously identified features of cultural heritage value within the overall 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003 study area.

Following the selection of the proposed route, it was determined that 14 previously identified resources were no longer adjacent to the proposed route and are not anticipated to be impacted. A total of 15 previously identified features of cultural heritage value are within or adjacent to the proposed route (CHRs 8,11, 13, 14, 19, 20, and 22-30). A field review of the proposed route was conducted to confirm the location of these previously identified built heritage resources and cultural heritage landscapes and to document newly discovered ones. An additional two built heritage resources and cultural heritage landscapes were identified during field review (CHRs 21 and 31). In total, 17 potential built heritage resources and cultural heritage landscapes are identified within or adjacent to the preferred route for the project.

Key Findings

- A review of federal registers and municipal and provincial inventories revealed that there are 29 previously identified built heritage resources and cultural heritage landscapes within or immediately adjacent to the overall study area. Following the selection of the preferred route, the study area was reduced in size and a total of 15 previously identified built heritage resources and cultural heritage landscapes were determined to be within and/or adjacent to the preferred route (CHRs 8,11, 13, 14, 19, 20, and 22-30).
- Following the selection of the preferred alternative, a field review was conducted and confirmed that there are 17 built heritage resources and cultural heritage landscapes within or immediately adjacent to the preferred alternative, including: seven farmscapes (CHR 13 – 14, 20, 22, 26, 29 – 30); five remnant farmscapes (CHR 11, 19, 25, 27 – 28); one residence (CHR 8); one former residence (CHR 31); one church and cemetery (CHR 24); one heritage conservation district (CHR 23); and one stable (CHR 21).
- The identified built heritage resources and cultural heritage landscapes are historically and contextually associated with late-nineteenth century and early twentieth century land use patterns in the former Townships of Trafalgar and Toronto.

Impact Assessment

- The preferred alternative is anticipated to result in direct impacts to 13 of the identified built heritage resources and cultural heritage landscapes (CHRs 8, 11, 13, 14, 19-23, 25, 28, 30 and 31), including: five farmscapes (CHR 13 – 14, 20, 22, and 30); four remnant farmscapes (CHR 11, 19, 25, and 28); one residence (CHR 8); one former residence (CHR 31); one stable (CHR 21), and one Heritage Conservation District (CHR 23).



- Indirect impacts including tree removal, grading, and property acquisition is anticipated to impact four properties adjacent to identified built heritage resources and cultural heritage landscapes (CHRs 24, 26, 27, and 29). Construction and staging should be suitably planned to eliminate impacts to these properties, with instructions issued to construction crews in order to prevent impacts to existing structures and vegetation associated with CHRs 24, and 26, 27, and 29.
- Where indirect impacts including tree removal, grading, and property acquisition are anticipated adjacent to identified built heritage resources and cultural heritage landscapes, a HIA or a CHER may be required by City of Mississauga prior to construction (As per *Official Plan* Section 7.4.1.12). In this regard, the City of Mississauga should be consulted regarding the requirement for further assessment through a CHER and provisional HIA for CHR 24, 26, 27, and 29¹¹.
- Direct impacts including property acquisition, tree/vegetation removal, and/or structure demolition is anticipated for 13 built heritage resources or cultural heritage landscapes (CHRs 8,11, 13, 14, 19-23, 25, 28, 30-31).
- As direct impacts to CHR 23 through grading and construction within the cultural heritage landscape is anticipated, an HIA is required by the City of Brampton prior to construction (As per *Official Plan* clauses 4.10.1.10 and 4.10.3.14).
- Where direct impacts to are anticipated, a CHER should be completed by a qualified heritage specialist to determine CHVI. Properties requiring further work through the completion of a CHER: CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 31¹² This CHER must be completed during the TPAP.
- Where a property that is anticipated to be directly impacted is found to retain CHVI through the completion of a CHER, a HIA is required to assess impacts to identified heritage attributes and propose suitable mitigation measures. HIAs may be required for CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 31¹³ depending on the outcome of the CHER. The HIAs should be completed according to the MHSTCI's *Information Bulletin 3- Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017) as early in the Detailed Design phase as possible.

5.0 RECOMMENDATIONS

¹¹ Since identification in 2017, CHRs 26 and 27 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 and 9 March 2020).

¹² Since identification in 2017, CHRs 25 and 28 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 March 2020).

¹³ Since identification in 2017, CHRs 25 and 28 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 March 2020).



The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 29 previously identified built heritage resources and cultural heritage landscapes within or adjacent to the overall 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003 study area.

Following the selection of the proposed route, it was determined that 14 previously identified resources were no longer adjacent to the proposed route and are not anticipated to be impacted. A total of 15 previously identified features of cultural heritage value are within or adjacent to the proposed route (CHRs 8, 11, 13, 14, 19, 20, and 22-30). A field review of the proposed route was conducted to confirm the location of these previously identified built heritage resources and cultural heritage landscapes and to document newly discovered ones. An additional two potential built heritage resources or cultural heritage landscapes were identified during field review (CHRs 21 and 31). In total, 17 potential cultural heritage resources are identified within or adjacent to the preferred route for the project, with direct impacts to 13 potential built heritage resources or cultural heritage landscapes and indirect impacts to four potential built heritage resources or cultural heritage landscapes anticipated.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified built heritage resources and cultural heritage landscapes;
2. Where feasible, the profile and cross section of the preferred alternative should be altered to avoid all direct impacts including grading, demolition, and tree removals associated with CHRs 8, 11, 13, 14, 19 –23, 25, 28, 30, and 31;
3. Should avoidance of direct impacts to CHRs 8, 11, 13, 14, 19 –23, 25, 28, 30, and 31 be determined to be infeasible, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect;
4. Direct impacts to CHR 23 through grading and construction within the cultural heritage landscape is anticipated. A HIA is required by the City of Brampton prior to construction (As per *Official Plan* clauses 4.10.1.10 and 4.10.3.14);
5. Where indirect impacts including tree removal, grading, and property acquisition are anticipated adjacent to identified built heritage resources and cultural heritage landscapes, a HIA or a CHER may be required by City of Mississauga prior to construction (As per *Official Plan* Section 7.4.1.12). In this regard, the City of Mississauga should be consulted regarding the requirement for further assessment through a CHER for CHR 24, 26, 27, and 29¹⁴;

¹⁴ Since identification in 2017, CHRs 26 and 27 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 and 9 March 2020).



6. Where direct impacts to identified built heritage resources and cultural heritage landscapes are anticipated, a CHER should be completed by a qualified heritage specialist. Properties requiring further work through the completion of a CHER include: CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 31¹⁵. This CHER must be completed during the TPAP;
7. Where a property that is anticipated to be directly impacted is found to retain CHVI through the completion of a CHER, a HIA is required to assess impacts to identified heritage attributes and propose suitable mitigation measures. HIAs may be required for CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 31¹⁶ depending on the outcome of the CHER. The HIAs should be completed according to the MHSTCI's *Information Bulletin 3- Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017) as early in the Detailed Design phase as possible;
8. This report should be submitted to heritage planning staff at the City of Brampton; City of Mississauga; Town of Halton Hills; Town of Milton; Town of Oakville; the City of Burlington; the Ministry of Heritage, Sport, Tourism and Culture Industries; and any other relevant stakeholders that may have an interest in this project for review; and
9. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

¹⁵ Since identification in 2017, CHRs 25 and 28 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 March 2020).

¹⁶ Since identification in 2017, CHRs 25 and 28 have been removed from the City of Mississauga's Heritage Register and do not require further assessment through a CHER according to email correspondence with heritage planning staff (4 March 2020).



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7.0 CULTURAL HERITAGE RESULTS MAPPING



Figure 17: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 1)



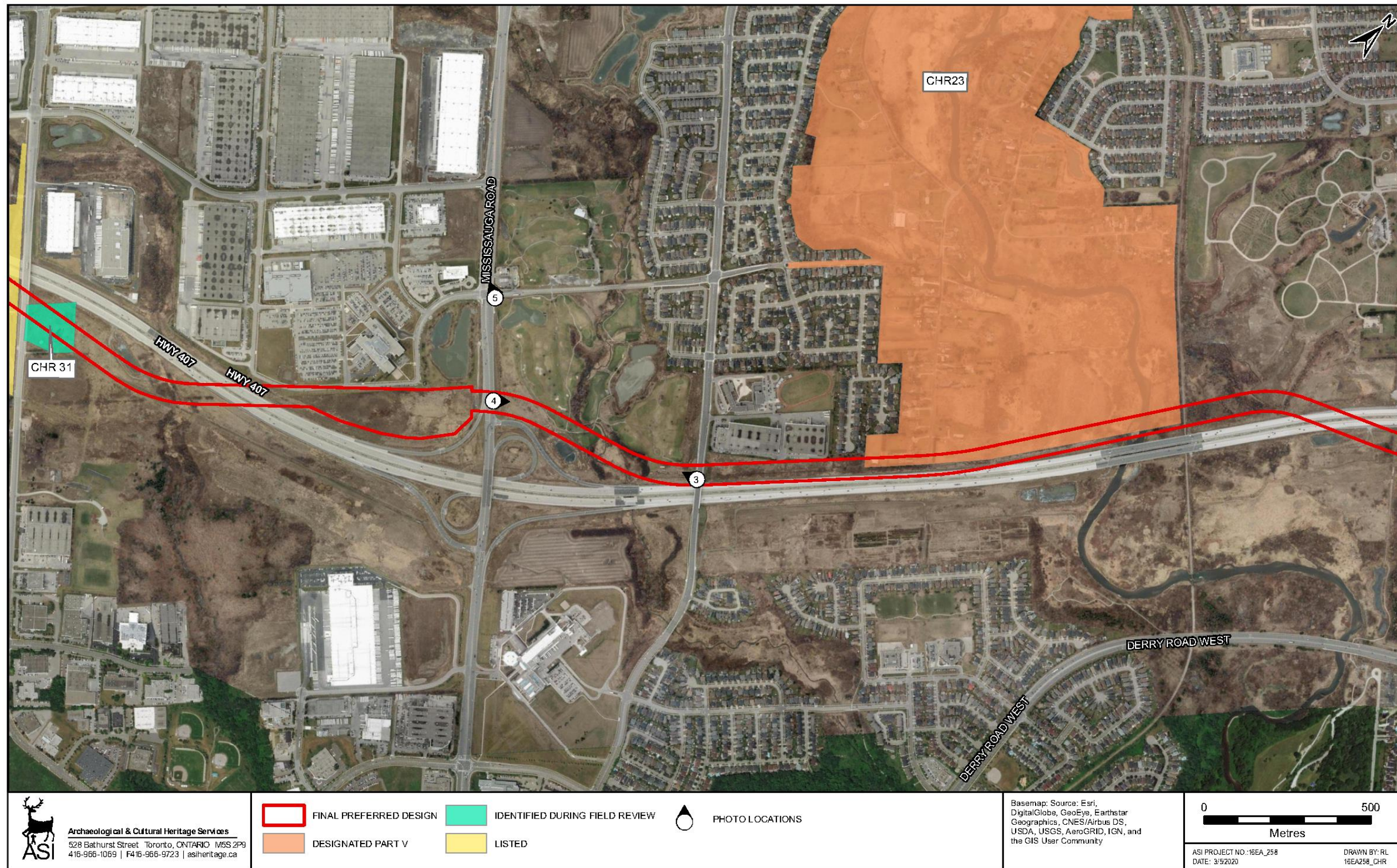


Figure 18: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes photo plate locations (Sheet 2)

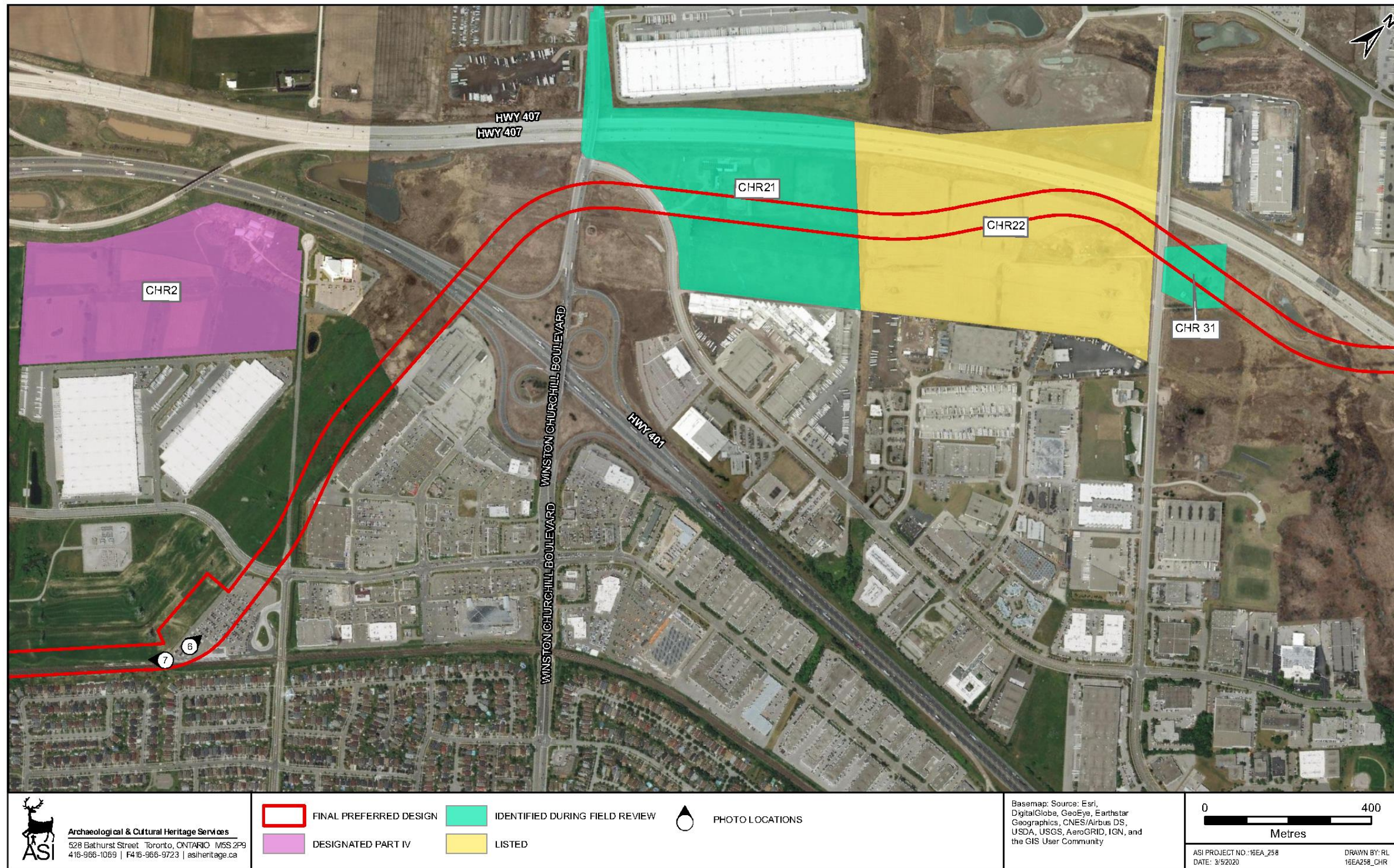


Figure 19: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 3)



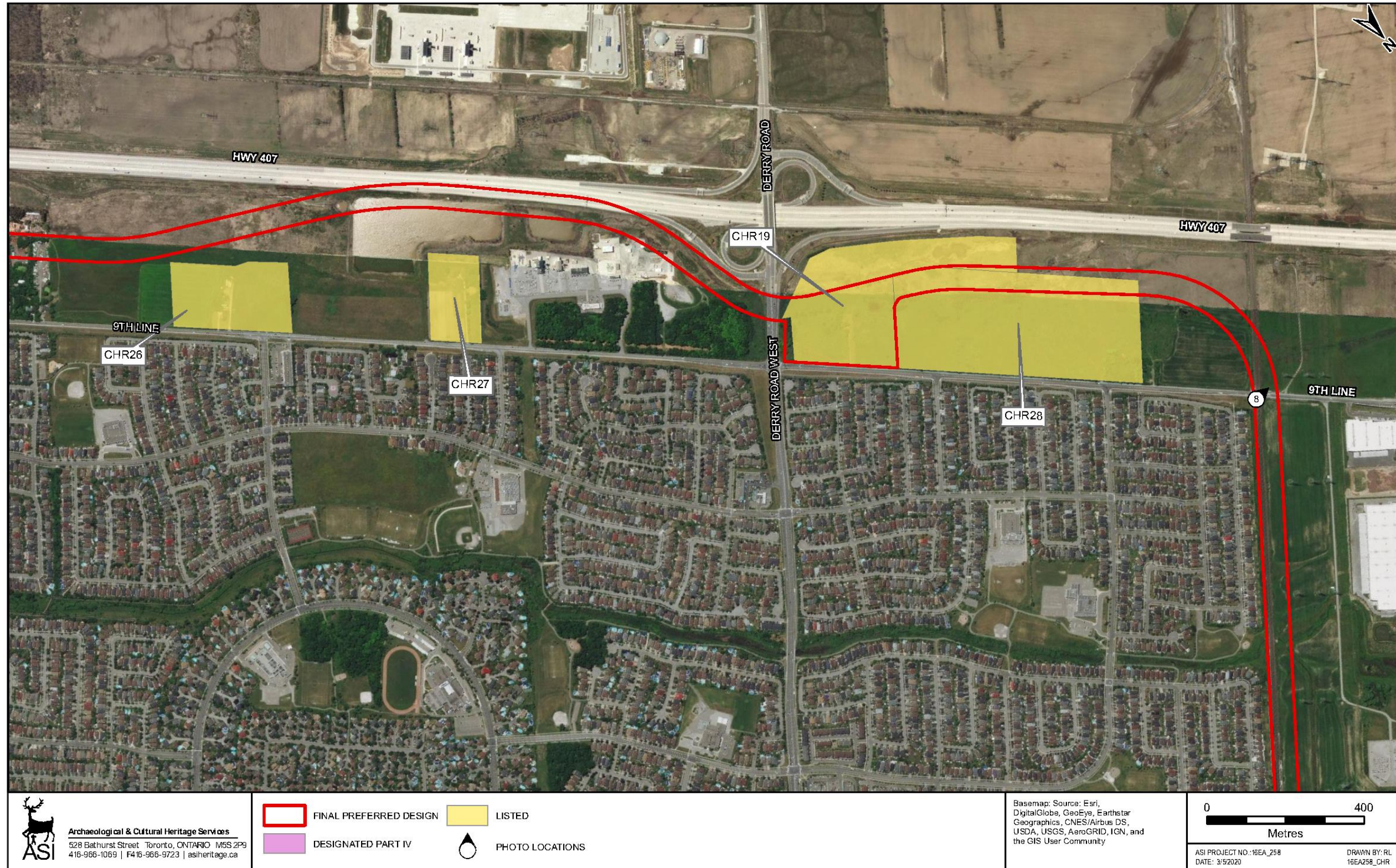


Figure 20: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 4)



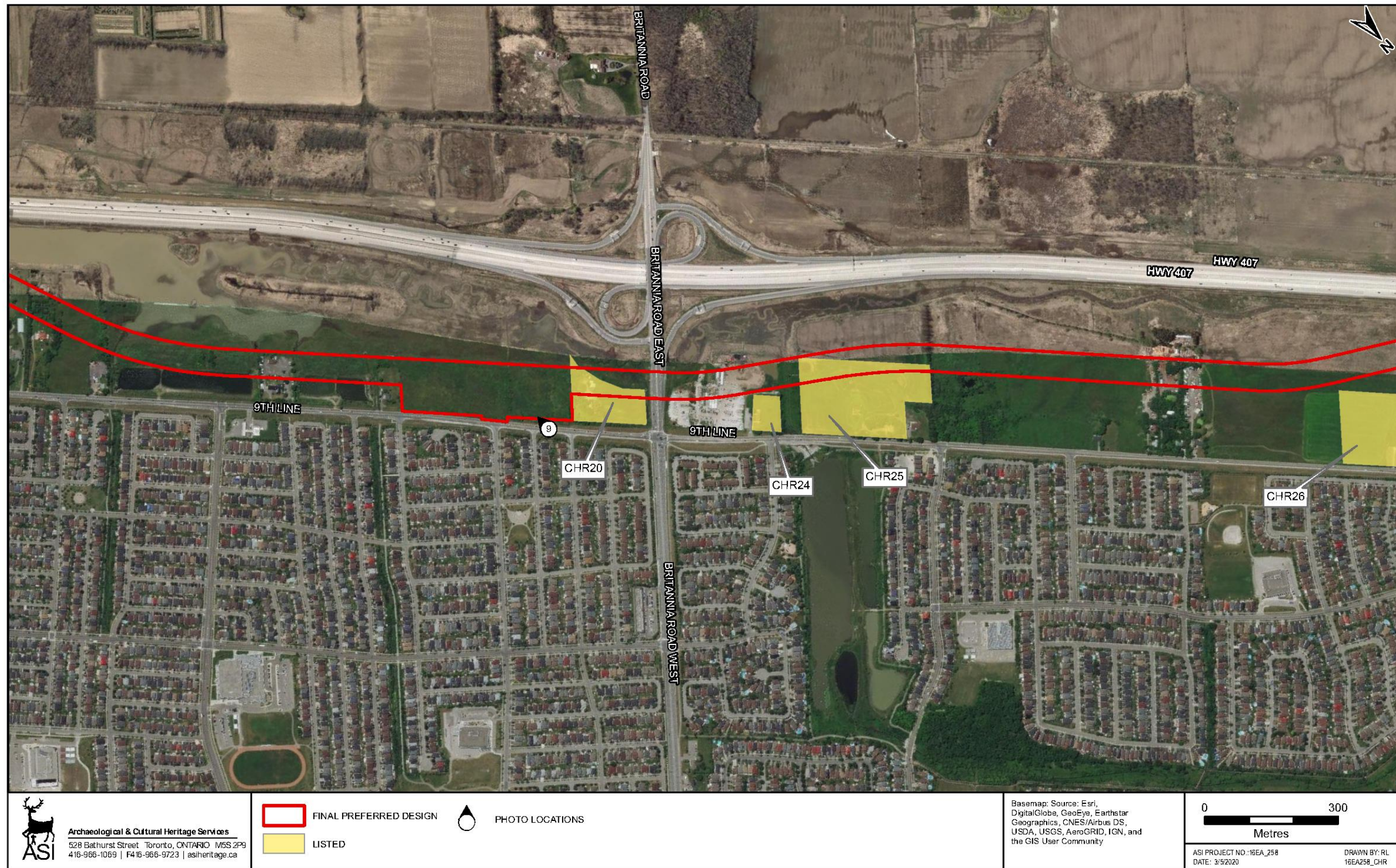


Figure 21: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 5)

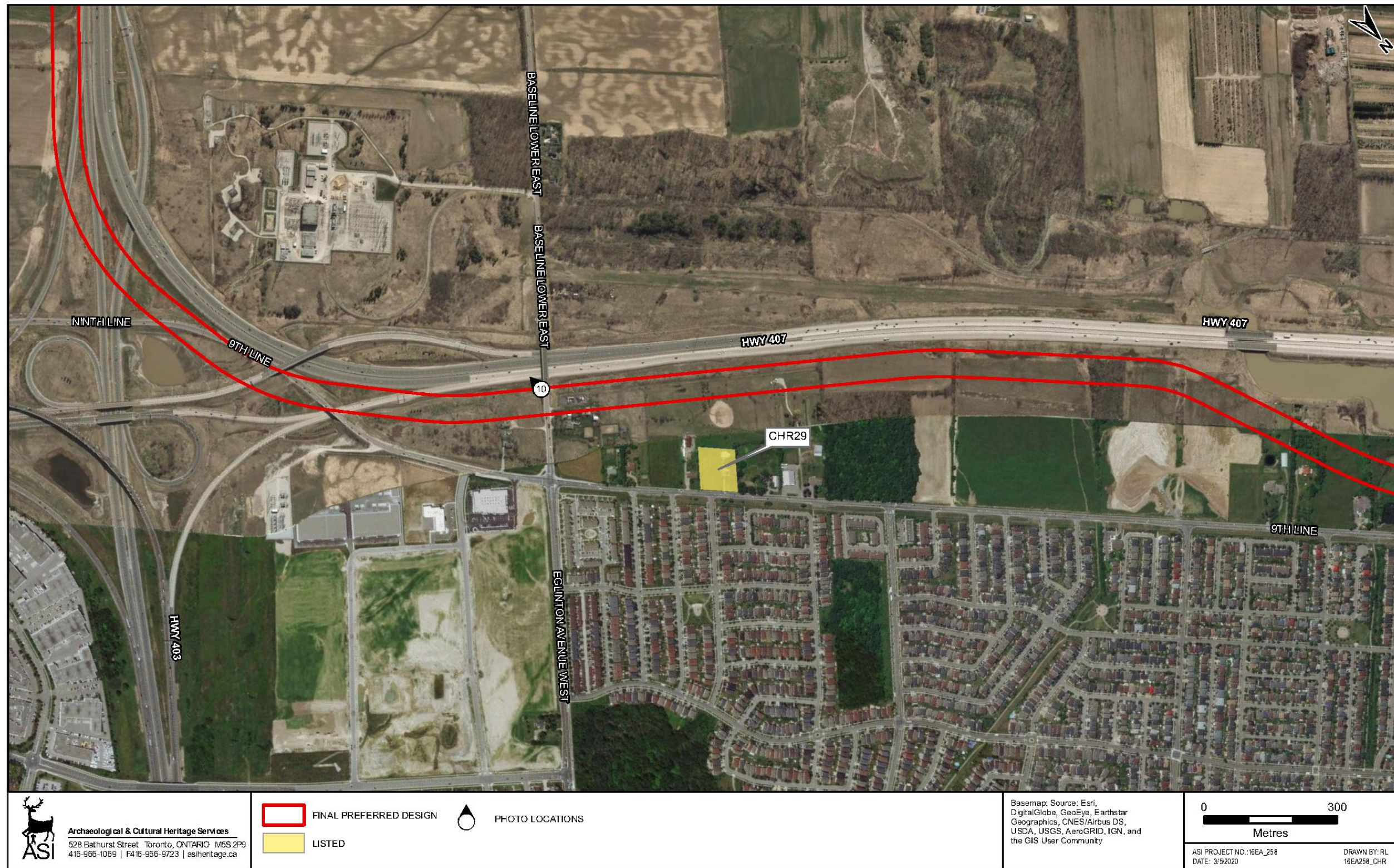


Figure 22: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 6)

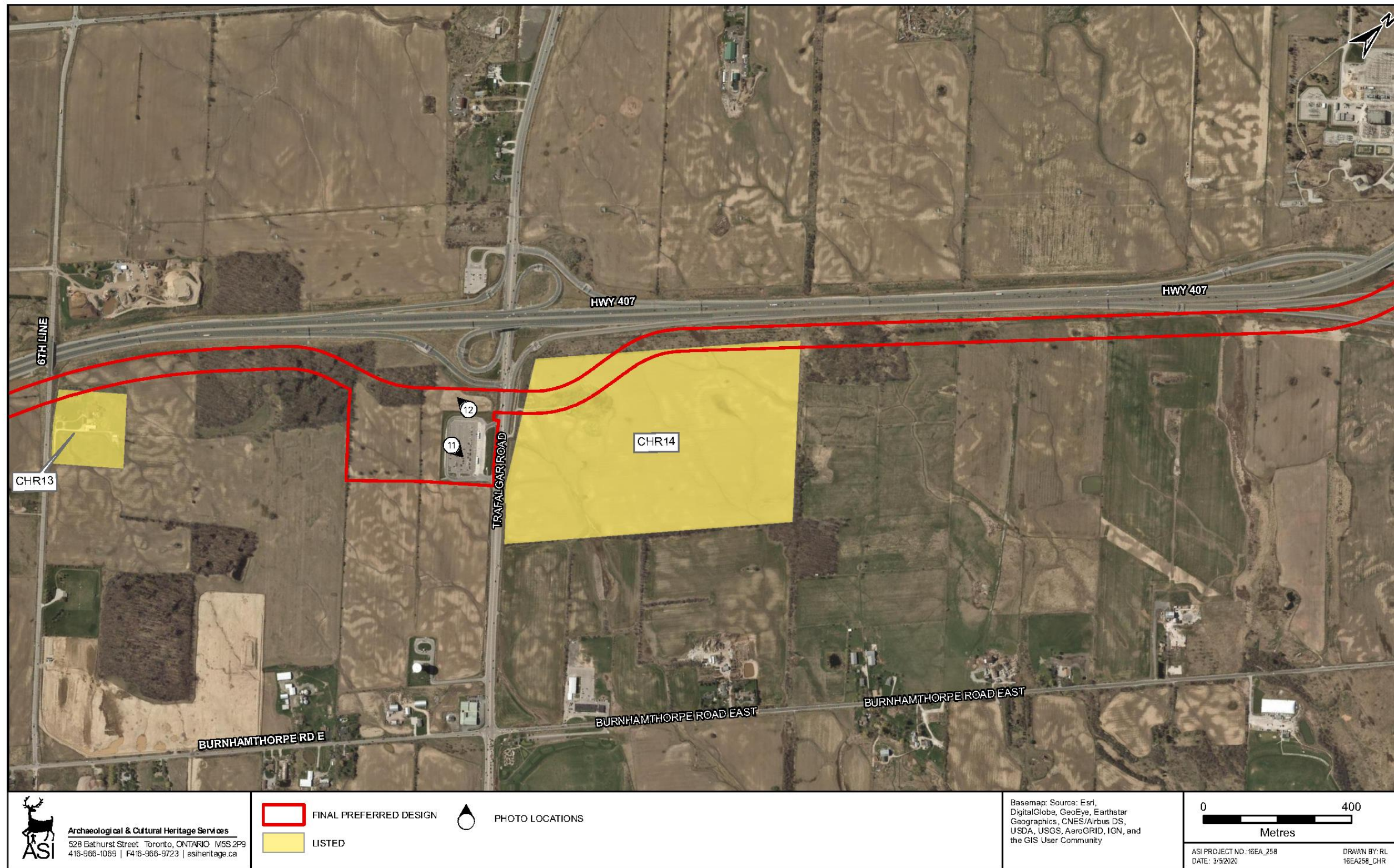


Figure 23: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 7)

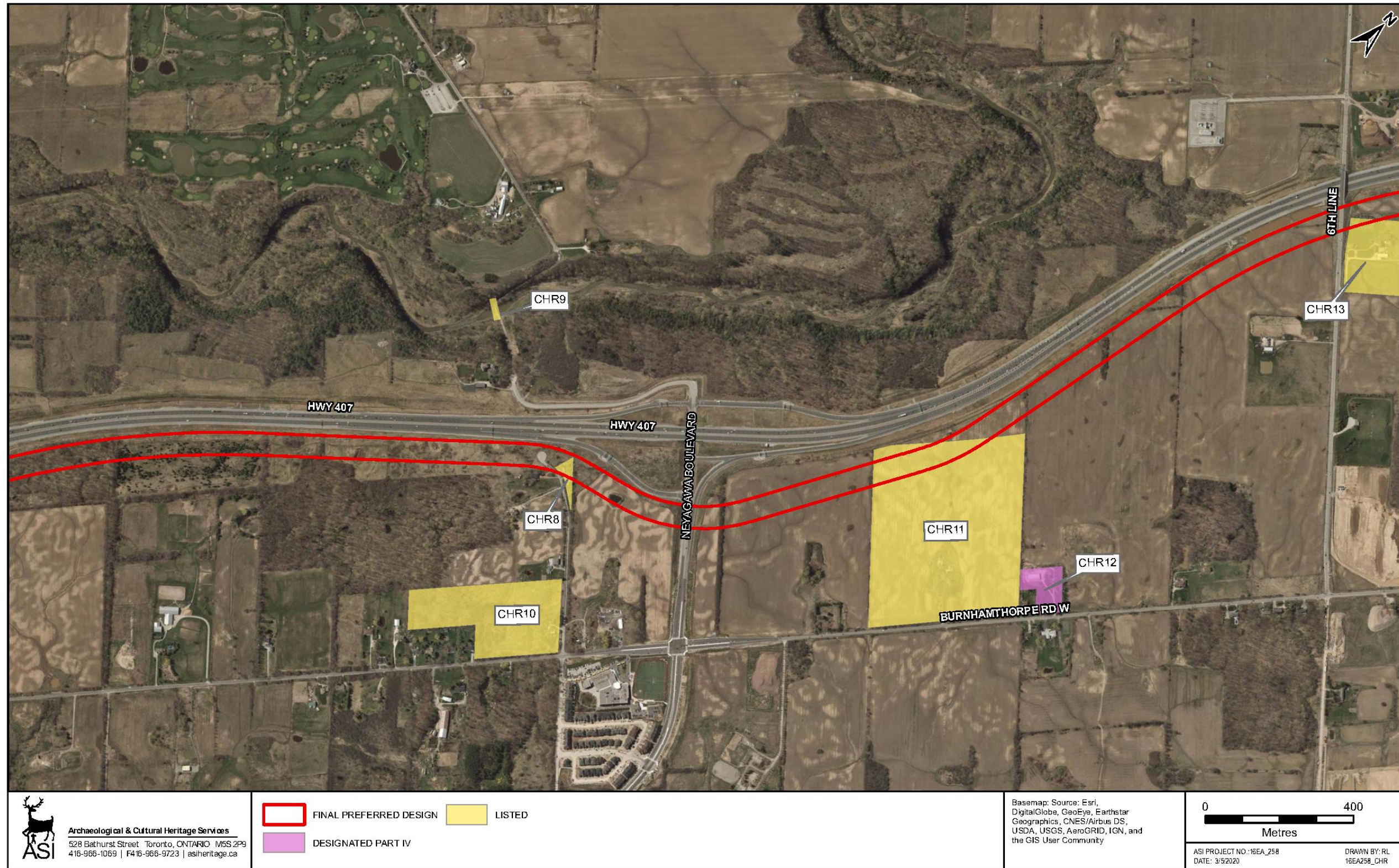


Figure 24: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 8)

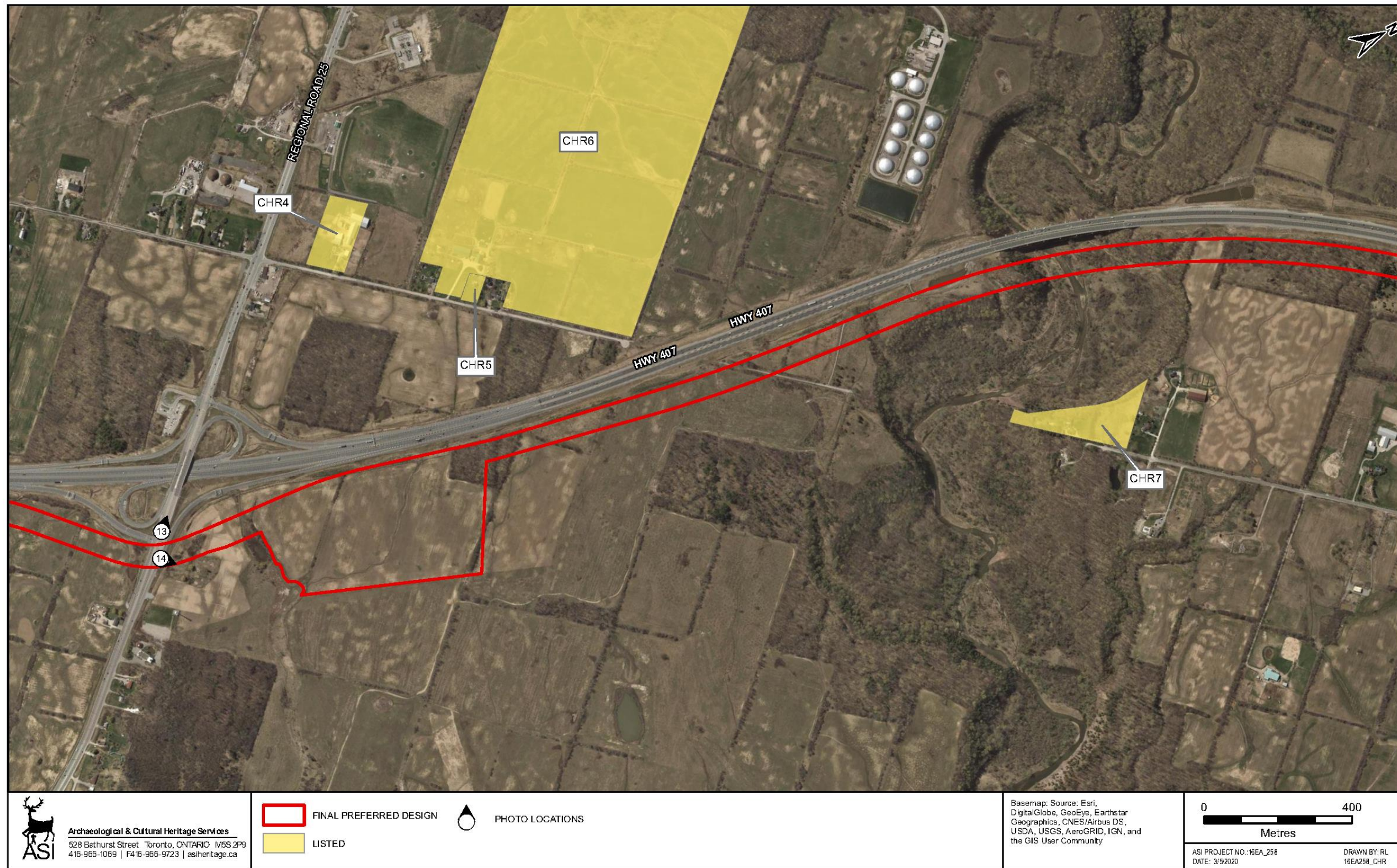


Figure 25: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 9)

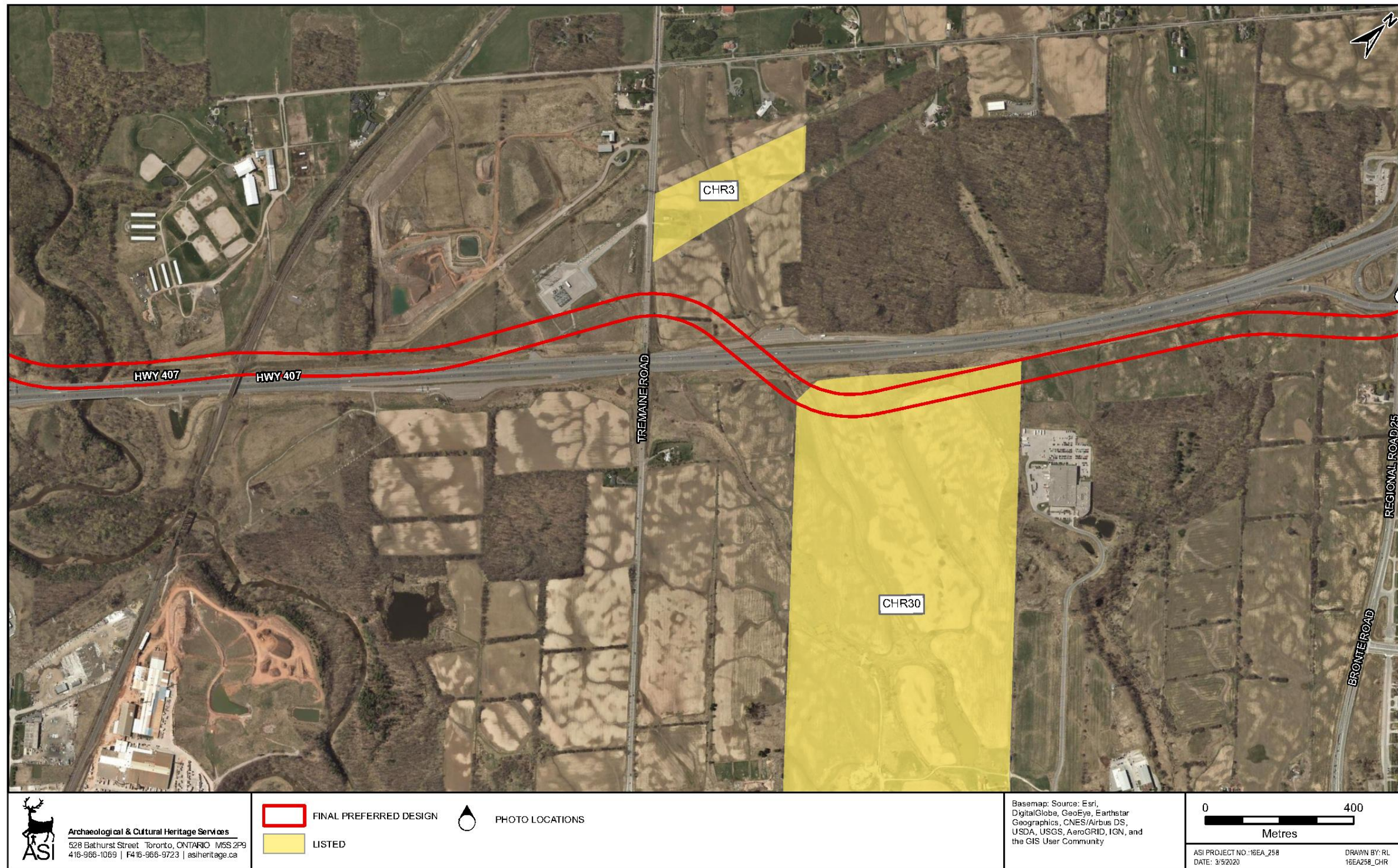


Figure 26: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 10)

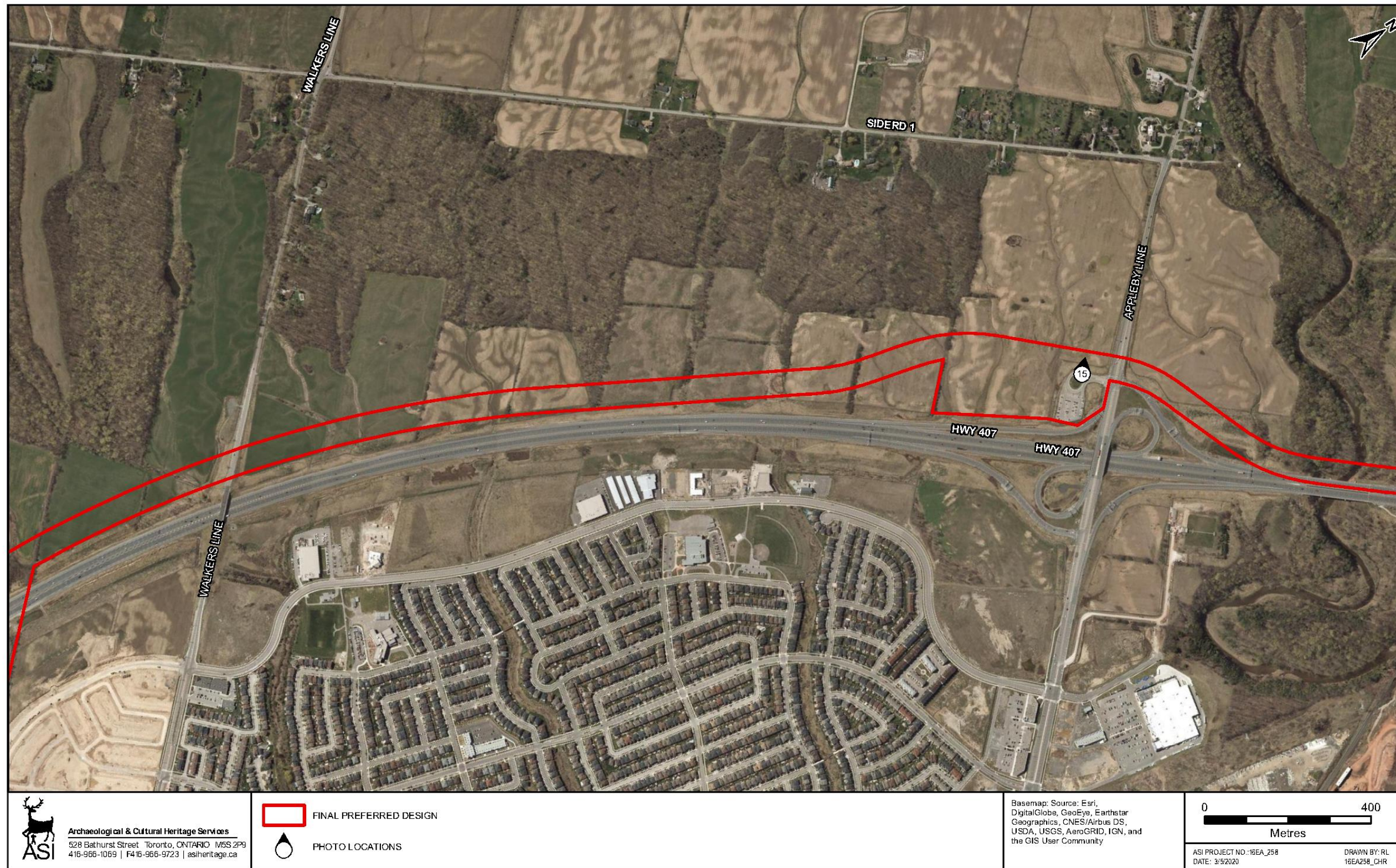


Figure 27: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 11)

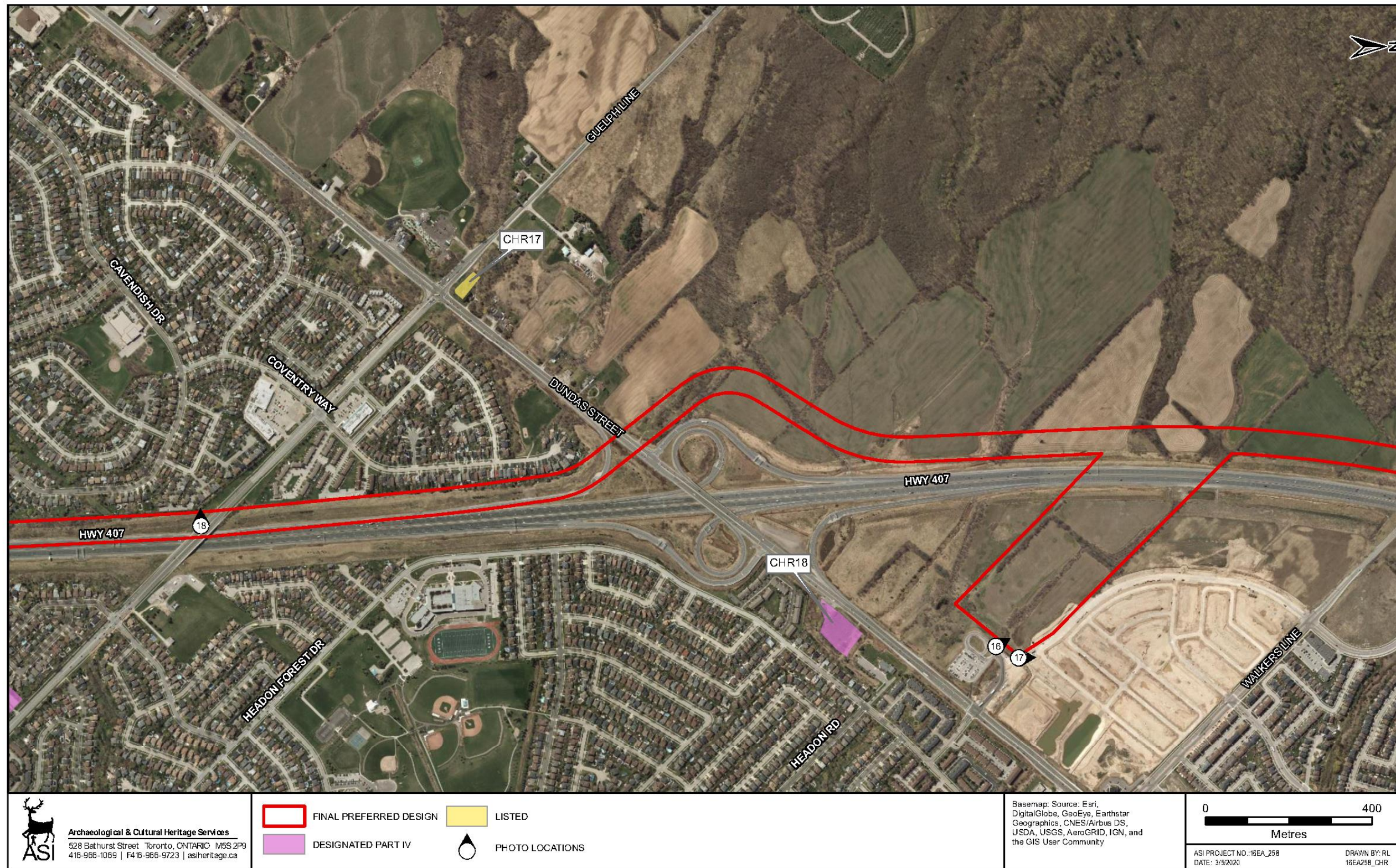


Figure 28: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 12)



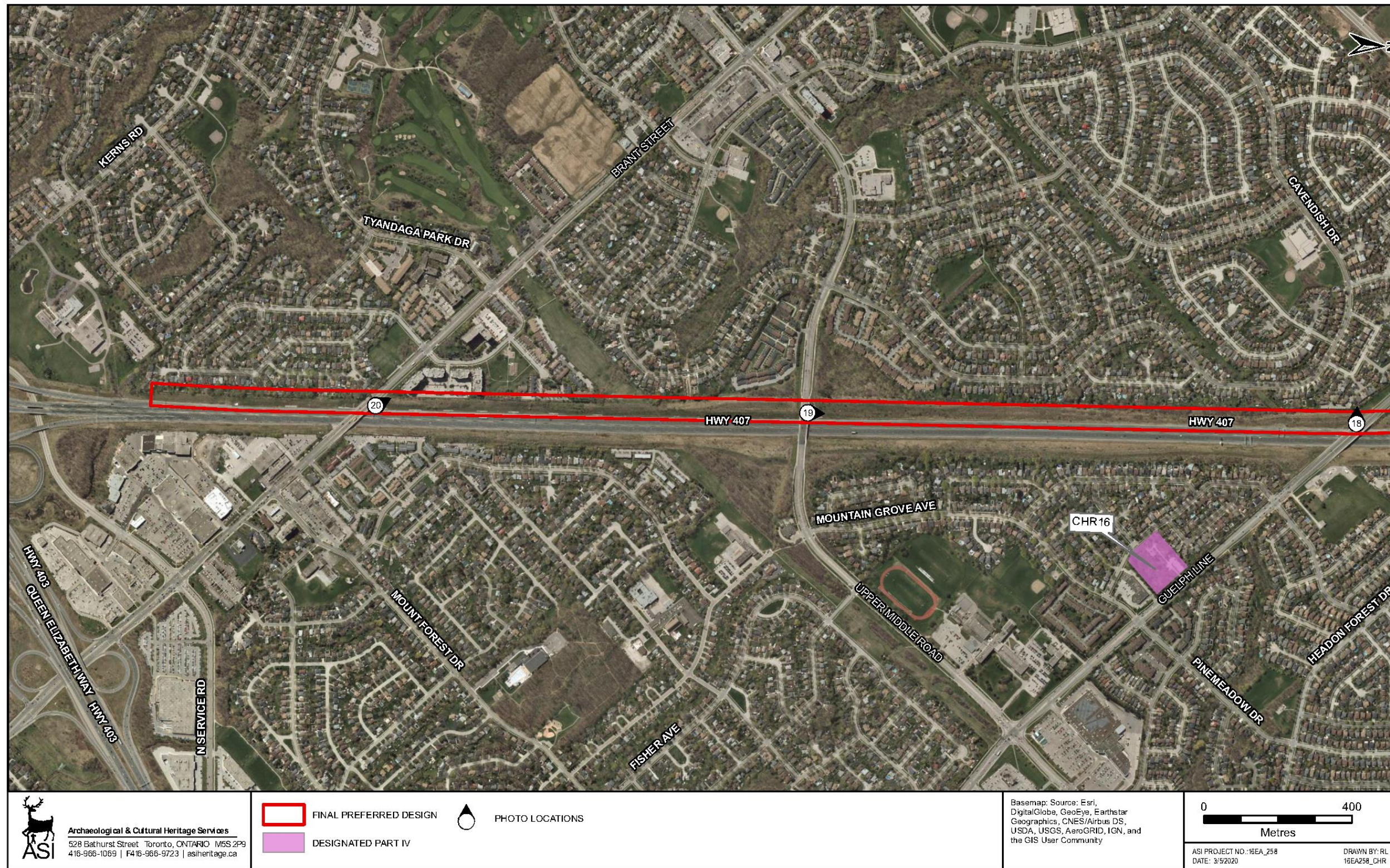






Figure 29: Location of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes and photo plate locations (Sheet 13)







8.0 IDENTIFICATION OF EXISTING CONDITIONS- KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES



Table 4: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 1	CHL	7420 Ninth Line, Mississauga.	Remnant farmscape	Designated, Part IV (By-law 74-96)	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as the Bussell House, constructed circa 1865. -One-and-a-half storey red brick residence in Georgian/Gothic Revival architectural style. -A long tree-lined driveway leads from Ninth Line to the residence is consistent with nineteenth-century settlement patterns. -Located on the west side of Ninth Line, an early transportation route, set far back from the road. -Reflects nineteenth-century settlement along Ninth Line and agricultural practices in Trafalgar Township. <p>Known Cultural Heritage Value or Interest and associated heritage attributes Designation By-law 74-96 includes the following statement of CHVI and description of attributes: The Bussell House is of both historical and architectural significance. The primary reasons for its architectural significance is that it is a good surviving and representative example of a grand early settlement residence (c.1865). The house was duly recognized by the Historical Atlas of Halton County in 1877 as one of the finest residences in the County and remains representative of that original dwelling and is in excellent condition. Its architectural style, floor plan, massing, proportions, windows, doorways and construction detailing and materials are grand in scale fusing locally obtained materials, typical of the period. The building also has historical significance in that it was constructed by one of the earliest settler families to Trafalgar (lands granted to his father by the Crown) , who had an active and prominent role in agriculture in the community.</p>	
CHR 2	CHL	7564 Tenth Line West, Mississauga.	Farmscape	Designated, Part IV (By-law 857-79)	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as Sylvan Oaks, constructed circa 1828. -One-and-a-half storey red brick residence in Regency/Georgian architectural styles. -Barns and outbuildings are located behind the house. -A long driveway leads from Tenth Line West to the residence and other circular route are consistent with nineteenth-century settlement patterns. -Located on the west side of Tenth Line West, an early transportation route, set far back from the road. -Reflects nineteenth-century settlement along Tenth Line West and agricultural practices in Trafalgar Township. <p>Known Cultural Heritage Value or Interest and associated heritage attributes Designation By-law 857-79 includes the following statement of CHVI and description of attributes: Sylvan Oaks is a Regency house with Georgian influences. Built by Jacob Scott circa 1928, the property has been in the Hustler family for more than 170 years. Scott originally dubbed the house Ebenezer Hall; however, it has been called Sylvan Oaks since the Hustler family bought the house in 1838. The five bay symmetrical facade, massive end chimneys, entrance with sidelights and twelve over twelve paned windows are typical of Georgian style. The incorporation of Regency style is seen through the use of an encircling veranda with a tent shaped roof and stick treillage adding a touch of elegance.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 3	CHL	3451 Tremaine Road, Oakville.	Farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Property was owned by James Van Sickle, constructed circa 1895. -Two-and-a-half storey red brick farmhouse. -Barns and outbuildings are located behind the house. -A long driveway leads from Tremaine Road to the residence is consistent with nineteenth-century settlement patterns. -Located on the east side of Tremaine Road, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Tremaine Road and the rural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include two-and-a-half storey red brick farmhouse, barns and outbuildings, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 4	CHL	2483 Burnhamthorpe Road West, Oakville.	Farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by Jas. Campbell. -Two storey frame farmhouse, stables, and outbuildings on the property. -A long driveway leads from Burnhamthorpe Road West and circular routes on the property are consistent with nineteenth-century settlement patterns. -Located on the north side of Burnhamthorpe Road West, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Burnhamthorpe Road West and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include two storey frame farmhouse, stables, outbuildings, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 5	CHL	2381 Burnhamthorpe Road West, Oakville.	Residence	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by H.M. Switzer, Esq. -One-and-a-half storey frame farmhouse, barns, and outbuildings on the property. -A long driveway leads from Burnhamthorpe Road West to the residence is consistent with nineteenth-century settlement patterns. -Located on the north side of Burnhamthorpe Road West, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Burnhamthorpe Road West and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey frame farmhouse, barns, outbuildings, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 6	CHL	2401 Burnhamthorpe Road West, Oakville.	Farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by H.M. Switzer, Esq. -Barns and outbuildings are set back from the road on the property. -A long driveway leads from Burnhamthorpe Road West to the buildings is consistent with nineteenth-century agricultural patterns. -Located on the north side of Burnhamthorpe Road West, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Burnhamthorpe Road West and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include barns, outbuildings, activity areas, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 7	BHR	1495 Burnhamthorpe Road West, Oakville.	Residence	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as the Slacer Log Cabin, constructed circa 1849. -Structure not visible from the public right-of-way. -Aerial imagery shows that the residence has a rectangular-shaped footprint. -A long driveway leads from Burnhamthorpe Road West to the residence which is consistent with nineteenth-century settlement patterns. -Located on the north side of Burnhamthorpe Road West, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Burnhamthorpe Road West and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include the log cabin structure and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	 <p>Aerial view of the property at 1495 Burnhamthorpe Road West, Oakville (courtesy of Google Earth)</p>
CHR 8	BHR	4119 Fourth Line, Oakville.	Residence	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present in the vicinity on the 1877 mapping. -One-and-a-half storey frame farmhouse and adjacent agricultural fields are consistent with nineteenth-century settlement patterns. -Located on the east side of Fourth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Fourth Line and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain historical, and contextual value. -Potential heritage attributes include the one-and-a-half storey frame farmhouse <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 9	BHR	Glenorchy Bridge, Fourth Line, Oakville.	Bridge	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -A crossing of Sixteen Mile Creek is present on the 1858 mapping. -Cut stone abutment from the former Glenorchy Bridge. -Located at the former crossing of Fourth Line over Sixteen Mile Creek. -Reflects nineteenth-century transportation and the development of Trafalgar Township and the village of Glenorchy. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include cut stone abutments. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 10	CHL	4022 Fourth Line, Oakville.	Farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by Jno. Stacer. -One-and-a-half storey frame farmhouse, agricultural fields, barn, and outbuildings on the property are consistent with nineteenth-century settlement and agricultural patterns. -Located on the west side of Fourth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Fourth Line and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey frame farmhouse, agricultural fields, barn, and outbuildings. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 11	CHL	263 Burnhamthorpe Road West, Oakville.	Remnant farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by M. Clements -Structure was demolished at the time of field review. -A long driveway from Burnhamthorpe Road West leads to where the structure had been, and agricultural fields are consistent with nineteenth-century settlement patterns. -Located on the north side of Burnhamthorpe Road West, an early transportation route in Trafalgar Township. -Reflects agricultural patterns in Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain historical, and contextual value. -Potential heritage attributes include long entrance driveway and associated agricultural fields. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	 <p>House is demolished</p>
CHR 12	CHL	185 Burnhamthorpe Road West, Oakville.	Farmscape	Designated, Part IV (By-law 1992-237)	<p>Property Description:</p> <ul style="list-style-type: none"> - Built by John Featherstone in 1870. Featherstone was a prominent citizen and former mayor of Oakville. -Structure partially obscured from the public right-of-way. -Aerial imagery shows that the residence has a rectangular-shaped footprint. -A barn, long driveway, and circulation routes on the property are consistent with nineteenth-century settlement patterns. -Located on the north side of Burnhamthorpe Road West, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Burnhamthorpe Road West and the agricultural development of Trafalgar Township. <p>Known Cultural Heritage Value or Interest and associated heritage attributes</p> <p>Designation By-law 1992-237 for a statement of CHVI and description of attributes. An excerpt summarizing the CHVI includes the following:</p> <p>The house at 185 Burnhamthorpe Road West, built circa 1870, is a good example of the Victorian Gothic style. The house is 1 1/2 storeys in height and is of frame construction. Beneath the aluminum siding, the house retains its original tongue and groove cladding, a rarity in Oakville. Other features include the central gable with a Gothic arched window, gingerbread trim, the original wood and glass door and the original double hung 2/2 windows with rounded heads. The roof was originally clad in wood shingles which continue to remain beneath the current asphalt shingles. The house at 185 Burnhamthorpe Road West has a number of significant interior features including high baseboards, original wooden floor and ornate ceiling molding.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 13	CHL	4243 Sixth Line, Oakville.	Farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by Michael L. Biggar. -Two-and-half storey house, barn, and outbuildings are on the property. -A long driveway leads from Sixth Line to the residence and circular routes to the other structures on the property is consistent with nineteenth-century settlement patterns. -Located on the east side of Sixth Line an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Sixth Line and the agricultural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a two-and-half storey house, barn, outbuildings, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 14	CHL	4233 Trafalgar Road, Oakville.	Farmscape	Listed by the Town of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by William Trimble. -One-and-a-half storey frame farmhouse, barn, and outbuildings are on the property. -A long driveway leads from Trafalgar Road to the residence and the other buildings on the property is consistent with nineteenth-century settlement. -Located on the east side of Trafalgar Road an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Trafalgar Road and the rural development of Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey frame farmhouse, barn, outbuildings, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	

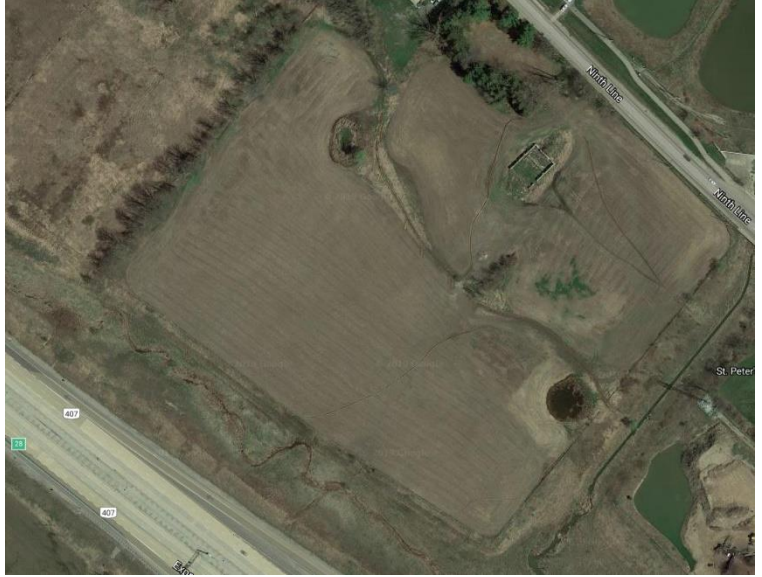

Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 15	BHR	906 Brant Street, Burlington.	Former residence	Listed by the City of Burlington	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as the Edwin Freedman House, constructed in 1885. -Built by A.B. Coleman. -Two-and-a-half storey brick structure in a vernacular style with Italianate and Gothic decorative elements. -Located on the east side of Brant Street. -Reflects nineteenth-century settlement in the former village of Freeman. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a two-and-a-half storey brick structure <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 16	CHL	2168 Guelph Line, Burlington.	Museum	Designated, Part IV of the OHA (By-Law 9-1978)	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as the Ireland House, constructed in 1837 by Joseph Ireland. -Structure not visible from the public right-of-way. -Aerial imagery shows that the property also contains several outbuildings connected by central circulation routes, all of which is obscured from view from Guelph Line with heavy tree cover. -Located on the west side of Guelph Line, an early transportation route. -Reflects nineteenth-century settlement along Guelph Line. <p>Known Cultural Heritage Value or Interest and associated heritage attributes</p> <p>Designation By-law 9-1978 includes the following information in Schedule A, Reasons for Designation:</p> <p>Built in Burlington in 1830-1850, the house is styled in the Georgian tradition. The house is of field stone, with the surface smoothed over to give the building a mortar-like effect. The two-storey rectangular plan has a Classical Revival six-panelled doorway, flanked on either side by sidelight transom and windows of evenly spaced proportions. A well-known architect, Arthur Wallace of Waterdown, described it as a 'Military type officer's quarters'. Two large stone chimneys, typical of the 1820-1830's rise at either end of the building. After the war of 1812, Joseph Ireland, Overseer of Highways, was given a grant of land in East Flamborough. In 1820 he purchased the above property from Daniel O'Rielly, who had been given the land by the Crown in 1808.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 17	BHR	3015 Dundas Street, Burlington.	Residence	Listed by the City of Burlington	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as the McCullough-Greer House, constructed in 1885. -One-and-a-half storey brick structure in vernacular style. -Located on the north side of Dundas Street, an early transportation route in the former Village of Nelson. -Reflects nineteenth-century settlement along Dundas Street. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey brick Vernacular structure. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 18	CHL	3318 Dundas Street, Burlington.	Church and Cemetery	Designated, Part IV of the OHA (By Law 501-06)	<p>Property Description:</p> <ul style="list-style-type: none"> -St. Paul's Presbyterian Church and Cemetery, constructed circa 1867. -Red brick church with a gable roof. -A pioneer cemetery is east of the church. -Located on the south side of Dundas Street, an early transportation route. -Reflects nineteenth-century religious practices in Nelson Township. <p>Known Cultural Heritage Value or Interest and associated heritage attributes</p> <p>Designation By-law 501-06 includes the following reasons for designation:</p> <p>St. Paul's, one of the oldest Presbyterian congregations in Ontario, being in 1816 with services conducted in the barn of Hugh McLaren and the house of Gilbert Bastedo, who in 1822 gave part of his land for the construction of a frame church. The pioneer cemetery dates from 1817. In 1867 a brick church was built at a cost of \$1500. It is a very fine example of a simple one-storey front-gabled brick church. It's large Gothic arched windows with interlocking lancet stone mullions, original small panes of coloured pressed-pattern glass, and brick hood mouldings, are exceptional design features. The church is one of the outstanding landmark heritage structures on historic Dundas Street.</p>	



Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 19	CHL	7044 Ninth Line, Mississauga.	Remnant farmscape	Listed by the City of Mississauga	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on property owned by Richard Askin. - One-and-a-half storey frame farmhouse. -A long driveway leads from Ninth Line to the residence which is consistent with nineteenth-century settlement. -Located on the west side of Ninth Line, an early transportation route, set back from the road. -Reflects nineteenth-century settlement along Ninth Line in Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey frame farmhouse and associated agricultural landscape. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 20	CHL	5768 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on property owned by Alex Cook. -Structure partially obscured by vegetation from the public right-of-way. -Aerial imagery shows that the residence features structural additions. A barn is situated behind the house and a long driveway from Ninth Line leads to the residence and barn. -The residence, barn, and driveway are consistent with nineteenth-century settlement patterns. -Located on the west side of Ninth Line, an early transportation route, set back from the road. -Reflects nineteenth-century settlement along Ninth Line in Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a residence, barn, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	


Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 21	CHL	2800 Meadowpine Boulevard, Brampton.	Stable	Identified during field review	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by Jno. McClure. -Historically associated with the adjacent Dolson Farm (CHR 22). -Large stables are located at the end of a long driveway that leads from Meadowpine Boulevard, which is consistent with nineteenth-century settlement practices. -Located on the north side of Meadowpine Boulevard -Reflects nineteenth-century agricultural patterns in Toronto Township. <p>NOTE: This property is part of the legal property parcel associated with 7696 Heritage Road, Brampton, but operates as Meadowlarke Stables at 2800 Meadowpine Boulevard. For the purposes of this assessment, the stables, outbuildings, and equestrian lands on the west half of the property as outlined in Figure 19 are considered to be associated with 2800 Meadowpine Boulevard and are included as part of CHR 21.</p> <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include stables, circulation routes, and associated equestrian lands. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 22	CHL	7696 Heritage Road, Brampton.	Farmscape	Listed by the City of Brampton	<p>Property Description:</p> <ul style="list-style-type: none"> -Known as the Dolson Farm. -Structure present on 1877 mapping on land owned by Jno. McClure. -One-and-a-half storey red brick farmhouse, agricultural fields, and barn. -A long driveway leads from Heritage Road to the residence and barn which is consistent with nineteenth-century settlement patterns. -Located on the west side of Heritage Road, an early transportation route in Toronto Township. -Reflects nineteenth-century settlement along Heritage Road and agricultural development in Toronto Township. <p>NOTE: The legal property parcel boundaries of 7696 Heritage Road, Brampton, includes the property at 2800 Meadowpine Boulevard (CHR 21). However, for the purposes of this assessment, only the residence, barn, outbuildings, and active agricultural lands on the east half of the property as outlined in Figure 19 are considered to be associated with 7696 Heritage Road, Brampton. The structures and equestrian lands on the west half of the property that operates as Meadowlarke Stables are included as part of 2800 Meadowpine Boulevard (CHR 21).</p> <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey red brick farmhouse, agricultural fields, barn, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	

Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 23	CHL	Churchville Heritage Conservation District	Heritage Conservation District	Designated, Part V (By-law 219-90 221-2002 (A))	<p>Property Description:</p> <ul style="list-style-type: none"> -Churchville is present on 1858 mapping and it was a thriving milling centre. -The settlement area is a mix of timber frame vernacular buildings. -The former Village of Churchville is located within the Credit River Valley. <p>Known Cultural Heritage Value or Interest and associated heritage attributes Refer to Designation By-laws 219-90 and 221-2002 for a statement of CHVI and description of attributes.</p>	
CHR 24	CHL	6056 Ninth Line, Mississauga	Church and Cemetery	Listed by the City of Mississauga	<p>Property Description:</p> <ul style="list-style-type: none"> -St. Peter’s Mission Church is present on 1877 mapping. -Red brick church with gable roof and steeple. -A pioneer cemetery is to the north of the church. -Located on the west side of Ninth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century religious practices along Ninth Line and Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a red brick church and associated cemetery. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	

Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 25	CHL	6136 Ninth Line, Mississauga.	Remnant farmscape	Listed by the City of Mississauga*	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1954 aerial photograph. -Foundations of an unidentified structure are on the property and agricultural fields. -Located on the west side of Ninth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Ninth Line and Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain historical and contextual value. -Potential heritage attributes include remnant agricultural landscape. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	 <p>Aerial view of the property at 6136 Ninth Line, Mississauga (courtesy of Google Earth).</p>
CHR 26	CHL	6432 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga*	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by Geo. Douglas. -One-storey residence with agricultural fields. -A long driveway leads to behind the residence from Ninth Line which is consistent with nineteenth-century settlement patterns. -Located on the west side of Ninth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Ninth Line and Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include one-storey residence and associated agricultural landscape. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	

Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 27	CHL	6588-6596 Ninth Line, Mississauga.	Remnant Farmscape	Listed by the City of Mississauga*	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on the 1877 mapping on land owned by Jas. Hannah. -Structure appears to have been demolished at time of field review. -A long driveway from Ninth Line leading into the property and agricultural fields is consistent with nineteenth century settlement patterns. -Located on the west side of Ninth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Ninth Line and Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain historical and contextual value. -Potential heritage attributes include a long entrance driveway and associated agricultural landscape. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 28	CHL	7238 Ninth Line, Mississauga.	Remnant Farmscape	Listed by the City of Mississauga*	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure is present at Ninth Line on the 1877 mapping, however, current parcel for 7228 Ninth Line is not adjacent to Ninth Line. -Agricultural fields along Ninth Line. -Located on the west side of Ninth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Ninth Line and Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain historical and contextual value. -Potential heritage attributes include remnant agricultural fields. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	 <p>Aerial view of the property at 7228 Ninth Line, Mississauga (courtesy of Google Earth).</p>

Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 29	CHL	5104 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on 1877 mapping on land owned by Johnson Rogers. -Red brick residence with a barn behind, and a long driveway leading to the barn from Ninth Line. -These are consistent with nineteenth-century settlement patterns. -Located on the west side of Ninth Line, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Ninth Line and Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a red brick residence, barn, long entrance driveway, and associated agricultural lands. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	
CHR 30	CHL	3269-3271 Dundas Street West, Oakville.	Farmscape	Listed by the City of Oakville	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure present on 1877 mapping on land owned by Frans. Wilkinson. -Structures were not visible from the public right-of-way. -Aerial imagery shows that there are two residences, a large barn, outbuildings on the property. -A long driveway and circular routes throughout the property are consistent with nineteenth-century settlement patterns. -Located on the north side of Dundas Street West, an early transportation route in Trafalgar Township. -Reflects nineteenth-century settlement along Dundas Street West in Trafalgar Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include two residences, a large barn, outbuildings, and long entrance driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	 <p>Aerial image of the property at 3269-3271 Dundas Street West, Oakville (courtesy of Google Earth).</p>

Feature ID	Type of Resource	Address/Location	Property Type	Heritage Recognition	Description of Known and Potential Cultural Heritage Value or Interest (CHVI)	Photos
CHR 31	CHL	0 Heritage Road, Brampton	Former residence	Identified during field review	<p>Property Description:</p> <ul style="list-style-type: none"> -Structure is present on 1877 mapping on land owned by James Hillis. -One-and-a-half storey frame farmhouse, with agricultural fields and a long driveway from Heritage Road. -The house, fields, and driveway are consistent with nineteenth-century settlement patterns. -Located on the east side of Heritage Road, an early transportation route in Toronto Township. -Reflects nineteenth-century settlement along Heritage Road in Toronto Township. <p>Potential Cultural Heritage Value or Interest and associated heritage attributes:</p> <ul style="list-style-type: none"> -This property has potential to retain design, historical, and contextual value. -Potential heritage attributes include a one-and-a-half storey frame farmhouse, agricultural fields, and a long driveway. <p>An evaluation of this property against criteria outlines in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.</p>	

* Note: These properties are still included in the online cultural heritage register, however consultation on 4 and 9 March 2020 with the City of Mississauga indicated that these properties have since been removed from the register.