

Appendix G – Cultural Heritage Resource Assessments



407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

MINISTRY OF TRANSPORTATION - CENTRAL REGION

**CULTURAL HERITAGE RESOURCE ASSESSMENT:
BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES**

EXISTING CONDITIONS AND IMPACT ASSESSMENT

**407 TRANSITWAY TPAP
FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400
CITY OF BRAMPTON AND CITY OF MISSISSAUGA, PEEL REGION;
CITY OF VAUGHAN, YORK REGION; AND CITY OF TORONTO, ONTARIO**

ORIGINAL REPORT

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PEEL REGION, YORK REGION AND CITY OF TORONTO, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited (LGL) on behalf of the Ministry of Transportation (MTO) to conduct a cultural heritage resource assessment (CHRA) for the 407 Transitway from west of Hurontario Street to east of Highway 400. 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 is providing environmental design and planning services on behalf of Parsons.

MTO is proposing a 23 km segment of a transitway facility along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York (407 Transitway). The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The 407 Transitway will include a number of stations to be determined during this study. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. The environmental impact of this transit project will be assessed according to the transit project assessment process (TPAP) as prescribed in *Ontario Regulation 213/08, Transit Projects and Metrolinx Undertakings*.

Land use changes and transitway construction may have a variety of impacts upon cultural heritage resources. The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area has a rural land use history dating back to the early nineteenth century. The field review confirmed that this area retains a number of nineteenth- and twentieth-century cultural heritage resources. Based on the results of the background research and field review, there are 38 identified cultural heritage resources within/adjacent to the study area, including 23 Built Heritage Resources (BHRs) and 15 Cultural Heritage Landscapes (CHLs). These resources include four farmscapes (CHLs 5, 7, 11, 13), 15 residences (BHRs 1, 4, 9, 10, 12, 13, 15-23), one remnant farmscape (CHL 2), one historic settlement area (CHL 15), four cemeteries (CHLs 3, 6, 8, 12), four bridges (BHRs 3, 6-8), one watercourse (CHL 1), one church (BHR 11), one commercial building (BHR 14), two industrial buildings (BHRs 2, 5), three recreational properties (CHLs 4, 10, 14) and one railscape (CHL 9). Of these resources, 18 are designated, listed, or registered by a municipality or other agency (BHRs 1-4, 7, 9-12, 23, and CHLs 1-6, 11, 13). CHL 2 is a formerly-listed property, however it has been confirmed as demolished. BHR 1 is listed on the municipal register, but has been approved for demolition.

Accordingly, the following recommendations have been developed:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.



2. Where identified cultural heritage resources are expected to be impacted through demolition or alteration to their setting, a resource-specific cultural heritage evaluation report (CHER) should be prepared by a qualified heritage consultant in advance of construction activities to determine the heritage integrity of each of the resources. In total, eight cultural heritage resources (BHR 15, BHR 17, BHR 19, BHR 21, CHL 1, CHL 5, CHL 7, and CHL 15) should be subjected to photographic documentation and compilation of a resource-specific CHER by a qualified heritage consultant and the report should be submitted to the Ministry of Tourism, Culture, and Sport, the Cities of Mississauga, Brampton, Vaughan, and Toronto (as applicable) and the Regions of York and Peel for archival purposes. The results of these CHERs will determine the number of HIAs required.
3. Where resources are determined to retain heritage value through the completion of a CHER, a resource-specific heritage impact assessment (HIA) report should be prepared by a qualified heritage consultant in advance of construction activities to determine the impacts to the resource and the study area in general.
4. Given the location of the residences on the south side of Codlin Crescent within the historical settlement centre of Claireville (BHR 16, BHR 18, BHR 20, and BHR 22) directly adjacent to the proposed limits of Highway 50 Station, steps must be taken to ensure that the structures, landscape elements, and surrounding vegetation are retained and protected during construction-related activities. Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. Where impacts to existing vegetation are anticipated, post-construction rehabilitation should include plantings sympathetic to the historical context of the resources.
5. Should future work require an expansion of the study area, a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
6. This report should be submitted to the Ministry of Tourism, Culture, and Sport, the Cities of Mississauga, Brampton, Vaughan, and Toronto, and the Regions of Peel and York for review and comment.



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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 resource assessment (CHRA) for the 407 Transitway from west of Hurontario Street to east of Highway 400. 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 is providing environmental design and planning services on behalf of Parsons.

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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 23 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 passenger pick-up/drop off (PPUDO) facilities, bus lay-by facilities, on street integration with local transit, shelters, buildings and other amenities. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future.

This 23 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 407 ETR 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 built heritage and cultural heritage landscape inventory of cultural heritage resources, identify existing conditions in the 407 Transitway study area, and provide recommendations for future work. This research was conducted under the project management of Annie Veilleux, Cultural Heritage Specialist and Manager of the Built Heritage and Cultural Heritage Landscape Planning Division of ASI.

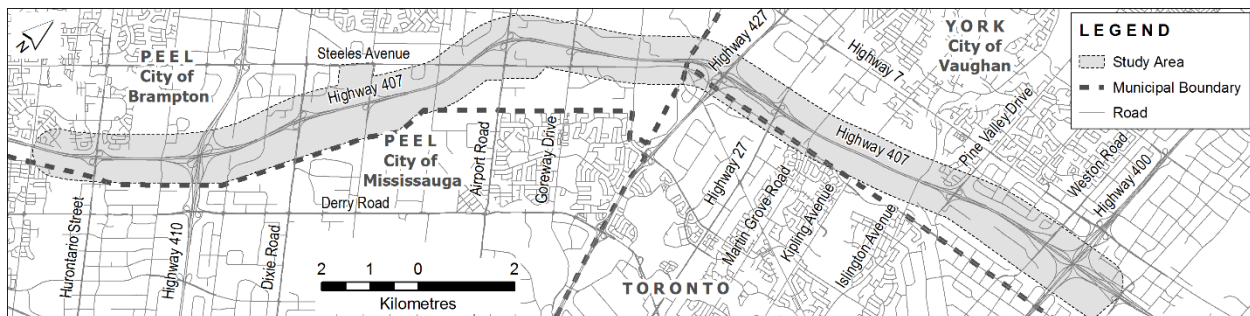


Figure 1: Location of the Study Area.

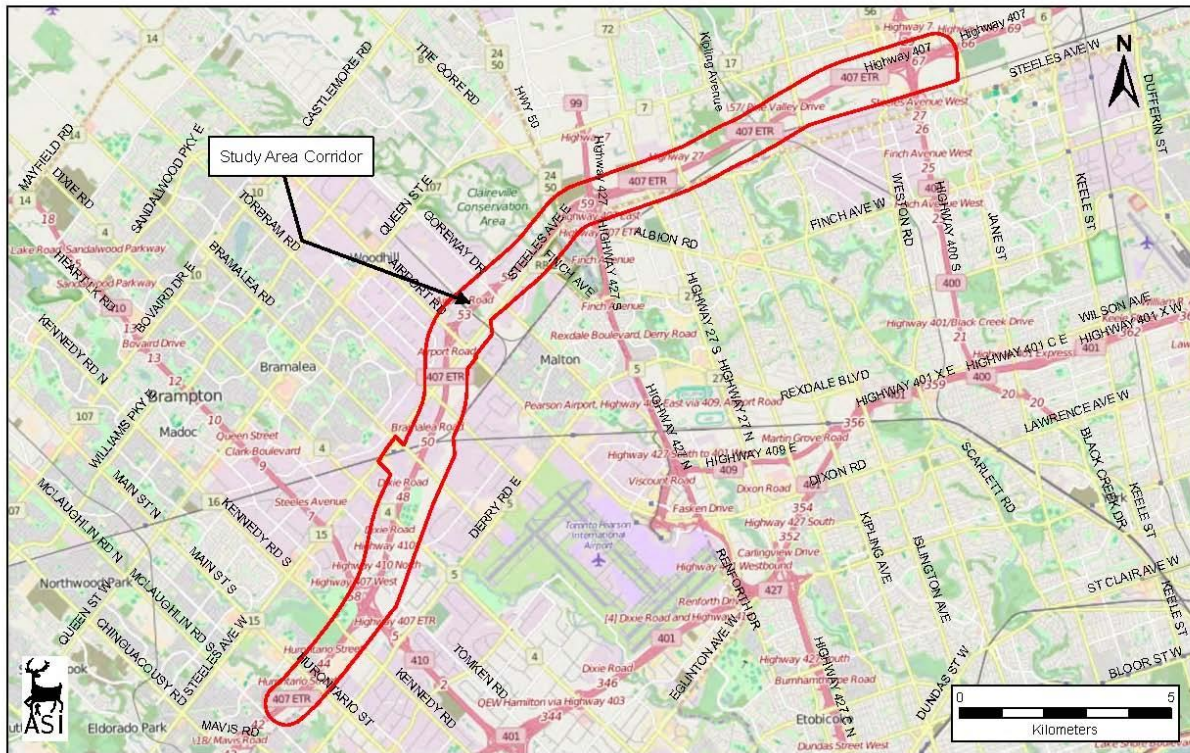


Figure 2: Location of the Study Area

Base Map: ESRI Open Street Map

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.

Transitway 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 resources was 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, roadscares, 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.

The Ministry of Tourism, Culture and Sport (MTCS) is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario and has published two guidelines, under the Ministry of Culture, to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic, and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.

Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.



A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Ministry of Tourism and Culture (now Ministry of Tourism, Culture and Sport) has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 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. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission
- Ontario Heritage Trust
- Ontario Infrastructure and Lands Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

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.

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. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.(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” (*PPS 2014*).

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” (*PPS 2014*). 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 (*PPS 2014*).

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 (*PPS 2014*).

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 (March 2017 Office Consolidation, Chapter 7), the City of Brampton (November 2015 Office Consolidation), the City of Vaughan (January 2017 Office



Consolidation), and the City of Toronto (2015 consolidation, Chapter 3) were all consulted for the present report.

2.2.1 The City of Mississauga

The City of Mississauga's *Official Plan* (2015) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

7.4.1 Cultural Heritage Resources

Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and, as such, are imperative to conserve and protect. Cultural heritage resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural, or archaeological value, significance or interest. These include, but are not limited to:

- structures such as buildings, groups of buildings, monuments, bridges, fences and gates;
- sites associated with an historic event;
- environments such as landscapes, streetscapes, flora and fauna within a defined area, parks, heritage trails and historic corridors;
- artifacts and assemblages from an archaeological site or a museum; and,
- traditions reflecting the social, cultural, or ethnic heritage of the community.

To celebrate the past and create a sense of place and identity, Mississauga will designate cultural heritage resources in accordance with the *Ontario Heritage Act*.

- 7.4.1.1 The heritage policies are based on two principles:
 - a. heritage planning will be an integral part of the planning process; and,
 - b. cultural heritage resources of significant value will be identified, protected, and preserved.
- 7.4.1.2 Mississauga will discourage the demolition, destruction, or inappropriate alteration or reuse of cultural heritage resources.
- 7.4.1.3 Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.
- 7.4.1.5 Mississauga will encourage private and public support and the allocation of financial resources for the preservation and rehabilitation of cultural heritage resources.
- 7.4.1.7 Mississauga will maintain a Heritage Register of property, including structures and cultural landscapes that should be preserved as cultural heritage resources. The cultural heritage resources in the Heritage Register will be assessed based on their design or physical value, historical or associative value, contextual value and archaeological significance including the aggregation of both natural and cultural heritage resources.



- 7.4.1.10 Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 7.4.1.11 Cultural heritage resources designated under the *Ontario Heritage Act*, will be required to preserve the heritage attributes and not detract or destroy any of the heritage attributes in keeping with the Ontario Heritage Tool Kit, the Ontario Ministry of Culture, and the Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada.
- 7.4.1.12 The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 7.4.1.13 Cultural heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource.
- 7.4.1.14 Cultural heritage resources will be integrated with development proposals.
- 7.4.1.15 Mississauga will regulate use and other matters, as appropriate, for heritage preservation through zoning by-laws.
- 7.4.1.16 Mississauga will acquire heritage easements, apply restrictive covenants, and enter into development agreements, as appropriate, for the preservation of cultural heritage resources.

7.4.2 Cultural Heritage Properties

Cultural heritage properties are those properties or defined areas that are determined to be of cultural, historical, archaeological, or natural significance and/or value. A heritage designation is applied to properties that have contextual, archaeological, historical/associative, and/or physical/design value that is to be preserved. Properties of cultural heritage value are designated under the *Ontario Heritage Act*, on the City's Heritage Register, and include listed properties that have not been designated under the Act, but that City Council believes to be of cultural heritage value or interest.

- 7.4.2.2 Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the City, and any appropriate advisory committee. This documentation may be in the form of a Heritage Impact Assessment.
- 7.4.2.3 Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.



2.2.2 The City of Brampton

The objective of the City of Brampton’s heritage policy is described in the *Official Plan (2008)*, which reads in part:

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

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

A Heritage Impact Assessment is required by the City of Brampton when it is determined that a development application will impact a heritage resource.

City of Brampton *Official Plan* Policy 4.9.1.10 states that:

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

City of Brampton *Official Plan* Policy 4.9.1.11 states that:

A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

City of Brampton *Official Plan* Policy 4.9.1.12 states that:

All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.

Furthermore, City of Brampton *Official Plan* Policy 4.10.9.2 (ii) states:



The City shall use the power and tools provided by the enabling legislation, policies, and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- (i) The power to stop demolition and alteration of designated heritage properties and resources provided under the *Ontario Heritage Act* and as set out in Section 4.10.1 of this [the City of Brampton’s *Official Plan*] policy; and,
- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District.

In all actions the City of Brampton’s guidelines must be consulted. Additional resources to be consulted include the City of Brampton’s *Brampton Interactive Maps, Municipal Register of Cultural Heritage Resources: ‘Listed’ Heritage Properties* (2014), and *Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act* (2014).

2.2.3 The City of Vaughan

The City of Vaughan’s *Official Plan* (2014), Section 6.1 (Cultural Heritage) confirms that the City will “recognize and conserve cultural heritage resources, including heritage buildings and structures, cultural heritage landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources” (6.1.1.1). Heritage conservation is undertaken in an effort to “support an active and engaged approach to heritage conservation and interpretation that maximizes awareness and education and encourages innovation in the use and conservation of heritage resources” (6.1.1.2).

In addition, the City of Vaughan’s *Official Plan* provides policies specific to the protection of designated heritage properties (6.2.2), non-designated heritage properties (6.2.3), cultural heritage landscapes (6.3.1), heritage conservation districts (6.3.2), cultural heritage character areas (6.3.3), and archaeological resources (6.4).

As per Section 6.2.4, “cultural heritage impact assessments provide the City with information about the potential impacts development may have on a cultural heritage resource and provide a basis for establishing how those impacts may be avoided or mitigated. Cultural heritage impact assessments may be required for many development activities on or adjacent to heritage resources.”

The City of Vaughan’s *Guidelines for Cultural Heritage Resource Impact Assessment Reports* (September 2012) provides policy provisions for cultural heritage impact assessment reports. The *Guidelines* describe the purpose of a Cultural Heritage Resource Impact Assessment as follows:

The purpose of undertaking a Cultural Heritage Resource Impact Assessment is to identify and evaluate cultural heritage resources in a given area (i.e. real property) to determine the impact that may result from a specific undertaking of development of the subject property. As a result of this assessment process by a qualified consultant, the following is to be determined:



1. Whether a building is significant and should be preserved and incorporated within the proposed development. If the building is not considered significant, valid reasons on why it is not should be presented in the Impact Assessment report.
2. Preservation options for the significant building and how it will be preserved or incorporated in a development (whether commercial or residential).

Further, the City of Vaughan considers the following items as the minimum required components of a Cultural Heritage Resource Impact Assessment:

1. The hiring of a qualified heritage consultant to prepare a Cultural Heritage Resource Impact Assessment report.
2. A concise history of the property and its evolution to date.
3. A historical and architectural evaluation of the built cultural heritage resources found on the property.
4. The documentation of all cultural heritage resources on the property by way of photographs (interior & exterior) and/or measured drawings, and by mapping the context and setting of the built heritage resource.
5. An outline of the development proposal for the lands in question and the potential impact the proposed development will have on identified cultural heritage resources.
6. A comprehensive examination of preservation/mitigation options for cultural heritage resources. Recommendations that result from this examination should be based on the architectural and historical significance of the resources and their importance to the City of Vaughan's history, community, cultural landscape or streetscape.

2.2.4 The City of Toronto

The City of Toronto's *Official Plan* (2015a) sets out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below:

3.1.5 Heritage Conservation Policies

1. The Heritage Register will be maintained by the City Clerk, or his or her designate and will include all properties and Heritage Conservation Districts of cultural heritage value or interest that are designated under Parts IV and V of the *Ontario Heritage Act*, and will include all non-designated properties that have been identified through consultation with the City's heritage committee and approved by Council for their inclusion. The Heritage Register will be publicly accessible.
2. Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage



values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

3. Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed alterations, development, and/or public works on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the *Official Plan*, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.
6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.
8. When a City-owned property on the Heritage Register is no longer required for its current use, the City will demonstrate excellence in the conservation, maintenance and compatible adaptive reuse of the property.
10. A heritage management plan will be adopted by Council. The heritage management plan will be a comprehensive and evolving strategy for the identification, conservation and management of all properties on the Heritage Register, unidentified and potential heritage properties.
12. Designated heritage properties will be protected against deterioration by neglect through the enforcement of heritage property standards by-laws.
13. In collaboration with First Nations, Métis and the Provincial Government, the City will develop a protocol for matters related to identifying, evaluating and protecting properties and cultural heritage landscapes on the Heritage Register, archaeological sites and artifacts where they may be of interest to First Nations, or Métis.
14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.
17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.
18. Incentives for the conservation and maintenance of designated heritage properties will be created and made available to heritage property owners.

DEVELOPMENT ON PROPERTIES ON THE HERITAGE REGISTER



26. New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes, and character of that property and to mitigate visual and physical impact on it.
27. Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged.
28. The owner of a designated heritage property will be encouraged to enter into a Heritage Easement Agreement where the City considers additional protection beyond designation desirable due to the location, proposed alteration, and/or the nature of that property.
29. Heritage buildings and/or structures located on properties on the Heritage Register should be conserved on their original location. However, where it is supported by the cultural heritage values and attributes of a property on the Heritage Register a heritage building may be relocated within its property or development site where:
 - a) the heritage building or structure is not attached to or adjoining another building or structure;
 - b) the location, orientation, situation or view of the heritage building is not identified in the Official Plan or as a cultural heritage value or attribute of the property, and/or the proposed relocation will not negatively affect the cultural heritage values or attributes of the property;
 - c) the portion of the heritage building or structure that contains the identified cultural heritage values and attributes is being conserved in its entirety and will not be demolished, disassembled and/or reconstructed;
 - d) the relocation on site does not conflict with any applicable Heritage Conservation District plans;
 - e) a Heritage Property Conservation Plan is submitted that demonstrates that the removal and relocation of the building or structure within its existing property will not pose any physical risk to the heritage building and/or structure, its cultural heritage values and attributes, to the satisfaction of the City; and,
 - f) these and any other related conditions are secured in a Heritage Easement Agreement prior to removal and relocation on site.

2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected 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 cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources 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 cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines (including Ontario Regulations 9/06 and 10/06 of the *Ontario Heritage Act*), definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older, and if the resource satisfies at least one of the following criteria:

Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material, or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Cities of Mississauga, Brampton, Vaughan, and Toronto; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of the: the Cities of Mississauga, Brampton, Vaughan, and Toronto; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the Cities of Mississauga, Brampton, Vaughan, and Toronto; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.



- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.).
- It is of aesthetic, visual, or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

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 desktop data collection and field investigation are contained in Sections 3.0 and 4.0, while Section 5.0 and Section 6.0 contain conclusions and recommendations for future work to be conducted. Section 7.0 provides an inventory of Cultural Heritage Resources within the study area, with location mapping provided in Section 8.0.



3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed 407 Transitway. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is located in the road allowance between the following lots and concessions:

The Township of Toronto, County of Peel

- Concession I West, Lots 12 and 13
- Concession I East, Lots 12 and 13
- Concession II East, Lots 12 and 13
- Concession III East, Lots 12-14
- Concession IV East, Lots 12-15
- Concession V East, Lots 13-15
- Concession VI East, Lots 14 and 15

The Township of Chinguacousy, County of Peel

- Concession VI East, Lots 1 and 2
- Concession V East, Lot 1

The Township of Toronto Gore, County of Peel

- Concession VII East, Lots 1, 2, and 15
- Concession VIII East, Lots 1, 2, and 15
- Concession IX East, Lots 1, 2, and 15

The Township of Etobicoke, County of York

- Concession A, Lot 40
- Concession I, Lot 40
- Concession II, Lot 40
- Concession III, Lot 40
- Concession IV, Lot 40

The Township of Vaughan, County of York

- Concession V, Lots 2-4
- Concession VI, Lots 1-4
- Concession VII, Lots 1-4
- Concession VIII, Lots 1 and 2
- Concession IX, Lots 1 and 2



3.2 Township Survey and Settlement

3.2.1 *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, the Province was separated into nineteen counties, and by 1852, the entire institution of districts was abolished and 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 population of the township in 1808 consisted of seven families scattered along Dundas Street. The number of inhabitants gradually increased until war broke out 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.

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. A number of crossroad communities also began to grow by the end of the nineteenth century. These included Britannia, Derry, Frasers Corners, Palestine, Mt. Charles, and Grahamsville.

3.2.2 *Township of Chinguacousy, County of Peel*

The land now encompassed by the Township of Chinguacousy has a cultural history which begins approximately 10,000 years ago and continues to the present. The study area is located within lands of the 1818 “Ajetance Treaty” between the Crown and the Mississauga Nation of the River Credit, Twelve and Sixteen Mile Creeks (Aboriginal Affairs and Northern Development Canada [AANDC] 2013). This treaty, however, excluded lands within one mile on either side of the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands except a 200 acre parcel along the Credit River (Heritage Mississauga 2012:18).

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



The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant *Survey Diaries* indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837:71; Pope 1877:59).

Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. Excellent wheat was grown here. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846:32; Smith 1851:279). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851:279).

Chinguacousy was originally included within the limits of the Home District until 1849, when the old Upper Canadian Districts were abolished. It formed part of the United Counties of York, Ontario and Peel until 1851, when Peel was elevated to independent county status under the Provisions 14 & 15. A provisional council for Peel was not established until 1865, and the first official meeting of the Peel County council occurred in January 1867.

In 1877, the township was described as a:

first class agricultural township and the farmers as a general thing have been very successful in their undertakings, many of them having amassed quite a fortune. The township is noted for its beautiful and substantial farm residences and commodious barns. The farms also are generally in the highest state of cultivation, while the grounds in front of the residences are for the most part tastefully arranged with beautiful flowers and shade trees, giving each place and the country generally a handsome appearance (Pope 1877:65).

In 1974, part of the township was amalgamated with the City of Brampton, and the remainder was annexed to the Town of Caledon (Pope 1877:59; Mika 1977:417-418; Armstrong 1985:152; Rayburn 1997:68).

3.2.3 The Township of Toronto Gore, County of Peel

The Township of Toronto Gore was established in 1831, and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughan, and Etobicoke. This geographical position and boundary allotment would prove to



impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was amalgamated with Chinguacousy Township.

The Township of Toronto Gore remained a part of the County of Peel until 1973, and in 1974 the Township became a part of the City of Brampton.

3.2.4 The Township of Etobicoke, County of York

The Township of Etobicoke was originally under the authority of the Nassau District Land Board which sat at Newark (Niagara) until the district boards were abolished by John Graves Simcoe in November 1794. When Simcoe redefined the administrative and electoral boundaries for Upper Canada, the area which covers the modern City of Toronto and Etobicoke formed part of the County of York in the East Riding of York in the Home District.

The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985:143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811 (Hawkins 1857). Other early township surveys were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914:97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878:xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton 1805:48). One of the early alternate names given to the Etobicoke Creek was "Smith's River" (Firth 1962:29).

The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846:57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6



per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1852:18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885:102).

Several acres of reclaimed land west from the mouth of the Humber River extended into Lake Ontario and increased the amount of arable land along the shores of Etobicoke Township. This land was accordingly patented by various owners such as John Duck, the heirs of Martin Patterson, W.J. Brown, Nicholas Brown, James Sproule and Ignatius Kormann, between 1889 and 1916 (*Etobicoke Township Water Lots*).

3.2.5 The Township of Vaughan, County of York

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

3.2.6 The Ontario, Huron and Simcoe Railway (Northern Railway)

The Toronto, Simcoe, and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe, and Huron Union Rail Road Company. The rail line opened on May 16, 1853, and connected Toronto to Aurora (formerly Matchell’s Corners) via a 48 kilometer track (Andrae 1997). The line was expanded with service to Bradford on June 13, 1853, and further expanded to Barrie on October 11, 1853 (forming the path for the present Barrie rail corridor). The inaugural trip on May 16, 1853 from Toronto to Aurora is commemorated by a plaque at Toronto’s Union Station, as it was the first steam locomotive operated in Ontario (Mika and Mika 1977).

In 1858, the company underwent a third name change becoming the Northern Railway Company of Canada. Subsequently, the Ontario, Simcoe, and Huron Railway became known simply as the Northern Railway, until 1888 when the ownership amalgamated with the Grand Trunk Railway Company of Canada. Rail tracks were quickly laid across Ontario, as well as other parts of the country, linking settlements and provinces. While the population of Canada doubled between 1851 and 1901, the miles of rail laid increased exponentially from 159 to 18,294 miles (Andrae 1997). The Northern Railway attracted businesses to the Counties of York and Simcoe, causing those communities with a station to thrive and those without to falter (Town of Newmarket 2014). In 1923, the railway company was again amalgamated, this time with the government-owned Canadian National Railway (CN).



Commuter service began on the line in 1972, operated by CN as part of the CN Newmarket Subdivision. This commuter service was taken over by VIA Rail in 1978, and then by GO Transit in 1982. GO Transit continues to operate commuter service today.



3.3 Review of Historical Mapping

3.3.1 Nineteenth Century Mapping

The 1859 *Tremaine's Map of the County of Peel* and 1860 *Tremaine's Map of the County of York* as well as the 1877 *Historical Atlas of the County of Peel* and 1878 *Historical Atlas of the County of York* were reviewed to determine the potential for the presence of historical resources in the study area in the nineteenth century (Figures 3-6).

Historically, the study area is located in the former Townships of Toronto (Lots 12 to 15, Concessions I West to VI East), Chinguacousy (Lots 1 and 2, Concession VI to V East), and Toronto Gore (Lots 1, 2, and 15, Concessions A to IV) in the County of Peel, and the former Townships of Etobicoke (Lot 40, Concessions A to IV) and Vaughan (Lots 1 to 4, Concessions IV to IX) in the County of York. Details of historical property owners and features are provided in Table 1. It should be noted, however, that not all features of interest were mapped systematically in the Peel and York 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. Moreover, not every feature of interest would have been within the scope of the atlases.

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 two nineteenth-century settlements in the study area: Claireville and Grahamsville. Claireville is depicted as a small crossroads community located at the intersection of Albion Road and Steeles Avenue West, while Grahamsville is located at the intersection of Goreway Drive and Steeles Avenue West. Located to the north and outside of the present study area, the Village of Burwick (depicted as the Village of Woodbridge in the 1859 *Tremaine Map*) is depicted as the largest settlement in the immediate area. The village is located at the intersection of Islington Avenue and Highway 7. The Humber River and the Northern Railway (now CNR) pass through the eastern section of the study area, while the former Toronto and Guelph Line of the former Grand Trunk Railway (now CNR) passes through the western section.

Several historical roads are shown in the study area, from McLaughlin Road in the Township of Toronto to Jane Street in Vaughan Township, between the historical thoroughfares of Derry Road in Toronto Township to Highway 7 in Vaughan Township. Many of the thoroughfares within the study area have disappeared or have been greatly altered due to twentieth-century development, and in particular the construction of large highways such as the 410, 427, 400, and 407. A list of the historical roads in the study area includes: McLaughlin Road, Hurontario Street, Kennedy Road, Dixie Road, Bramalea Road, Torbram Road, Airport Road, Goreway Drive, Albion Road, Islington Avenue, Pine Valley Drive, Weston Road, Jane Street, and Steeles Avenue West. A proposed canal is illustrated on both the 1860 *Tremaine's Map* and the 1878 *Illustrated Historical Atlas of the County of York Map* through Lots 1 to 4 of Concession VII, but was never completed.



Table 1: Nineteenth-Century Property Owner(s) and Historical Feature(s)

Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
<i>Township of Toronto, County of Peel</i>					
I W	12	David Wiggans John Tilt	James McCracker Joseph Tilt	Waterway (1)	Farmsteads (2) Orchards (2) Waterway (1)
	13	John Tilt Andrew Cheyne	William Tilt Robert Cheyne	“Berry West Cottage” Waterway (1)	Farmsteads (2) Orchards (2) Waterway (1)
I E	12	G. Graham Tho’s Graham	Josh Graham Tho’s Graham	n/a	Farmsteads (2) Orchards (2)
	13	Jas. Graham Geo. Rutledge John Rutledge	Jos’h Graham Geo. Rutledge	n/a	Farmsteads (2) Orchards (2)
II E	12	W’m Reid Tho’s Montgomery	William Reed William Montgomery	n/a	Farmsteads (2) Orchards (2)
	13	W’m Robinson Geo. Rutlege Tho’s Montgomery	Ja’s Graham George Rutledge William Montgomery	Farmstead (1) Waterway (1)	Farmsteads (4) Orchard (1) Waterway (1)
III E	12	Tho’s Reid W’m Reid	William Reed	Farmstead (1) Waterway (1)	Farmsteads (3) Orchards (2) Waterways (2)
	13	Jas. Stewart Jos. Graham	Benjamin Stewart John Graham	Waterways (2)	Farmsteads (2) Orchards (2) Waterway (1)
	14	Jas. Stewart Jos. Armstrong	Benjamin Stewart Jos’h Armstrong	Waterway (1)	“Orange Hall” Farmsteads (3) Orchards (3) Waterways (2)
IV E	12	Tho’s Martin	Nicholas Barker	Waterway (1)	Farmstead (1) Orchard (1) Waterway (1)
	13	Rob’t Moore Jas. Grogan	Rob’t Moore Est. of James Grogan	Waterways (3)	Farmsteads (2) Orchard (1) Cemetery (1) Waterways (2)



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
	14	John Davis Jos. Armstrong Jos. Graham Martin Townley	James Graham Jos'h Armstrong John Davis Henry Gilpin	Farmstead (1) Waterways (2)	Farmsteads (2) Orchards (2) Waterways (2)
	15	Est. of Rob't Fraser Mart'n Morrison	Est. of Rob't Fraser Mathew Cransic	Farmstead (1) Settlement of Frasers Corners Waterways (2)	Farmsteads (2) Orchards (3) Hotel (1) Waterways (2)
V E	13	Fran's Johnston	Est. of F. Johnston Geo. Foster	n/a	Farmsteads (2) Orchards (3) Grand Trunk Railway (1)
	14	[?] Beazley	Jno. Soper Jos'h Key	n/a	Farmsteads (2) Orchards (2) Grand Trunk Railway (1)
	15	John Gill Dr. Aikin	James Mitchell Geo. Steel	Farmstead (1)	Farmsteads (2) Orchards (2) Grand Trunk Railway (1)
VI E	14	Tho's H. Alderman	James Mitchell	n/a	Farmstead (1) Orchard (1) Waterway (1)
	15	Jos. Graham Tho's Graham Es.	Jos'h Graham Peter Lampier	Store (1) Post Office (1) Settlement of Grahamsville	Farmsteads (2) Orchards (2) Store (1) Grahamsville P.O. W. Meth. Church and cemetery Waterway (1)
<i>Township of Chinguacousy, County of Peel</i>					
V E	1	John G. Watson	Jno. Watson	Farmstead (1)	Residences (2) Barns (2) Orchards (3) Schoolhouse (1)
VI E	1	Iaac Bird Geo. Graham	Jno. Sanderson Rob't Dorsey	Watsons [?] Settlement of Grahamsville	Residences (2) Orchards (2) Settlement of



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
					Grahamsville
	II	Geo. Teasdale Jos. Brown	Jno. Jackson Est. of Jos. Brown	Farmsteads (2)	Residences (2) Barn (1) Orchards (2) Cemetery (1)
<i>Township of Toronto Gore, County of Peel</i>					
VII E	1	T. B. Phillips Esq.	Dr. T. G. Philips	Farmstead (1) Settlement of Grahamsville Waterway (1)	Farmstead (1) Settlement of Grahamsville Waterway (1)
	2	Stephen Garbutt Cha's Sharer	Stephen Garbutt Chase Sharer	Farmstead (1) Waterway (1)	Farmsteads (2) Orchards (3) Waterway (1)
	15	T. Graham Jas. Burgess	Jno. Sims	Settlement of Grahamsville Wannol Hotel	Farmstead (1) Settlement of Grahamsville Fairground Magnet Hotel Waterway (1)
VIII E	1	Thomas Graham Esq.	Mrs. Watson Thos. Munholland Harry Munholland	n/a	Farmsteads (2)
	2	W'm Woodhall John Wiley	W. Woodall Est. of L. Wiley W'm Wiley	Waterway (1)	Farmsteads (3) Orchards (3) Waterway (1)
	15	John P. de La Haye Esq.	Jas. Piercey Est. of J. P. De La Haie	Farmstead (1)	n/a
XI	1	Rob't Bowerman	Jas. Bowman	Settlement of Claireville Waterway (1)	Farmsteads (4) Orchards (3) Waterways (2)
	2	Elisha Lawrence	Isaac H. Lawrence	Farmstead (1) Inn (1) Waterway (1)	Farmsteads (2) Orchard (1) Waterways (2)
	15	John P. de la Haye Esq.	W'm Porter Jno. Button	Farmstead (1) Inn (1) Settlement of Claireville Waterway (1)	Farmsteads (2) Orchard (1) Humber P.O. Inn (1) Settlement of



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
					Claireville Waterway (1)
<i>Township of Etobicoke, County of York</i>					
A	40	John P. de la Haye	Wilson Linton	Settlement of Claireville	Post Office (1) Church (2) Settlement of Claireville
I	40	Pal're Smith	W'm Watson	Waterway (1)	Farmstead (1) Orchard (1) Waterway (1)
II	40	W'm A. Wallis	W'm A. Wallis	Residence (1) Barn (1) Waterway (1)	Farmstead (1) Orchard (1) Waterway (1)
III	40	W'm A. Wallis Jo's T. W. Wallis	W'm A. Wallis Jos'h W. Wallis	n/a	Farmstead (1)
IV	40	Jo's T. W. Wallis	Jos'h Wallis	Farmstead (1) Waterway (1)	Farmstead (1) Orchard (1)
<i>Township of Vaughan, County of York</i>					
V	1	William and James Dalziel	Ja's Dalziel		Farmstead (1) Saw Mill (1) Water way (1)
	2	Richard Brown	Rich'd Brown	Farmstead (1) Waterway (1)	Farmsteads (2) Waterway
	3	Brown	Jos. Brown	n/a	Farmsteads (2)
	4	Michael Whitmore	Eph'm Whitmore Lafayette Whitmore Aaron Whitmore	n/a	Farmsteads (3)
VI	1	Caster	Jno Deveris Geo Castator Dever[e]s H.Y. Casta[b's] Jno Reilly	n/a	Farmsteads (3)
	2	John Stong Th. Stong	Jno Stong Rob't Conway W'm Jackson W'm Clark	n/a	Farmsteads (3) Orchards (2)
	3	John Stong	Noah Stong	n/a	Farmstead (1)



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
					Orchard (1)
	4	H. Sharer Stephenson	Elisha Farr Ja's Stevenson	n/a	Farmsteads (2) Orchard (1)
VII	1	Madill Estate C. Peterson W'm McKay	Gno Topper H'y Peters Sam Madhill	Inn (1) Roadway (1) Waterways (2)	Farmstead (1) Hotel (1) Roadway (1) W.M. Church Bruce Railway
	2	W'm McKay Joe Watson	Ch.'s Huston Jacob McKay	Roadway (1) Waterways (2)	Farmstead (2) Orchard (1) Roadway (1) Bruce Railway Waterways (2)
	3	James Hardie	J.E. J.A. Jno. Kaiser Dav. Adams Mr. Geo. Wallace	Saw Mill (1) Roadway (1) Waterway (1)	Saw Mill (1) Roadway (1) Waterway
	4	James Hardie	Geo. Topper Jno. Kaiser	Farmstead (1) Waterway (1)	Roadway (1) Bruce Railway Waterway (1)
VIII	1	William Hartman	William Hartman	Waterway (1)	Farmstead (1) Roadway (1) Waterway (1)
	2	Mrs. Wallace Rob't Johnson	W'm Wallis Rob't Johnson	Waterway (1)	Farmstead (2) Roadway (1) Waterway (1)
IX	1	Watson J. Wray	Tho.'s Watson Jno Wray	Waterway (1)	Farmsteads (2) Orchard (1) Settlement of Claireville
	2	Mrs. Callahan R. Burton	Geo. Turner W.'m Burton	Waterway (1)	Farmsteads (3) Waterway (1)

3.3.2 Twentieth-Century Mapping

A series of topographical maps and aerial photographs from 1922, 1926, 1954, and 1994 illustrate the development of the study area over the course of the twentieth century (Figures 7-10). 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 1922 and 1954 (Figures 7-9). During this period, smaller settlements such as Grahamsville and Claireville increased in size while additional residences appeared in the surrounding rural landscape. However, the larger settlement of Claireville appears to have had moderate growth prior to 1954. While few paved roads were recorded on these maps in the first quarter of the twentieth century, by 1926 Woodbridge Road was paved (Figure 8). Two railway systems bisect the study area. The Grand Trunk Railway, built in the mid-nineteenth century to connect Toronto to Montreal, runs southeast-northwest and crosses the study area between Dixie Road and Torbram Road. The Canadian Pacific Railway was built in the late nineteenth century to connect Toronto to Peterborough and runs approximately north-south, crossing the study area between Martin Grove Road and Pine Valley Drive.

The trend of urbanization continued at an accelerated rate in the study area during the second half of the twentieth century. Figure 10 demonstrates that the village of Woodbridge to the north of the eastern section of the study area underwent rapid and considerable expansion between 1954 and 1994. Similarly, the cities of North York and Etobicoke in the southeast portion of the study area underwent considerable urban expansion evidenced by an increase in residential development adjacent to the study area in York Region. The central and western portions of the study area in Peel Region experienced a similar pattern of residential expansion in the latter half of the twentieth century, with the communities of Malton, Bramalea, and Brampton exhibiting substantial growth adjacent to the study area. Most development, however, occurred outside of the study area due to the installation of a hydro-electric transmission corridor within the western half of the study area, and the establishment of the Claireville Conservation Area to the northwest of the former hamlet of Claireville.



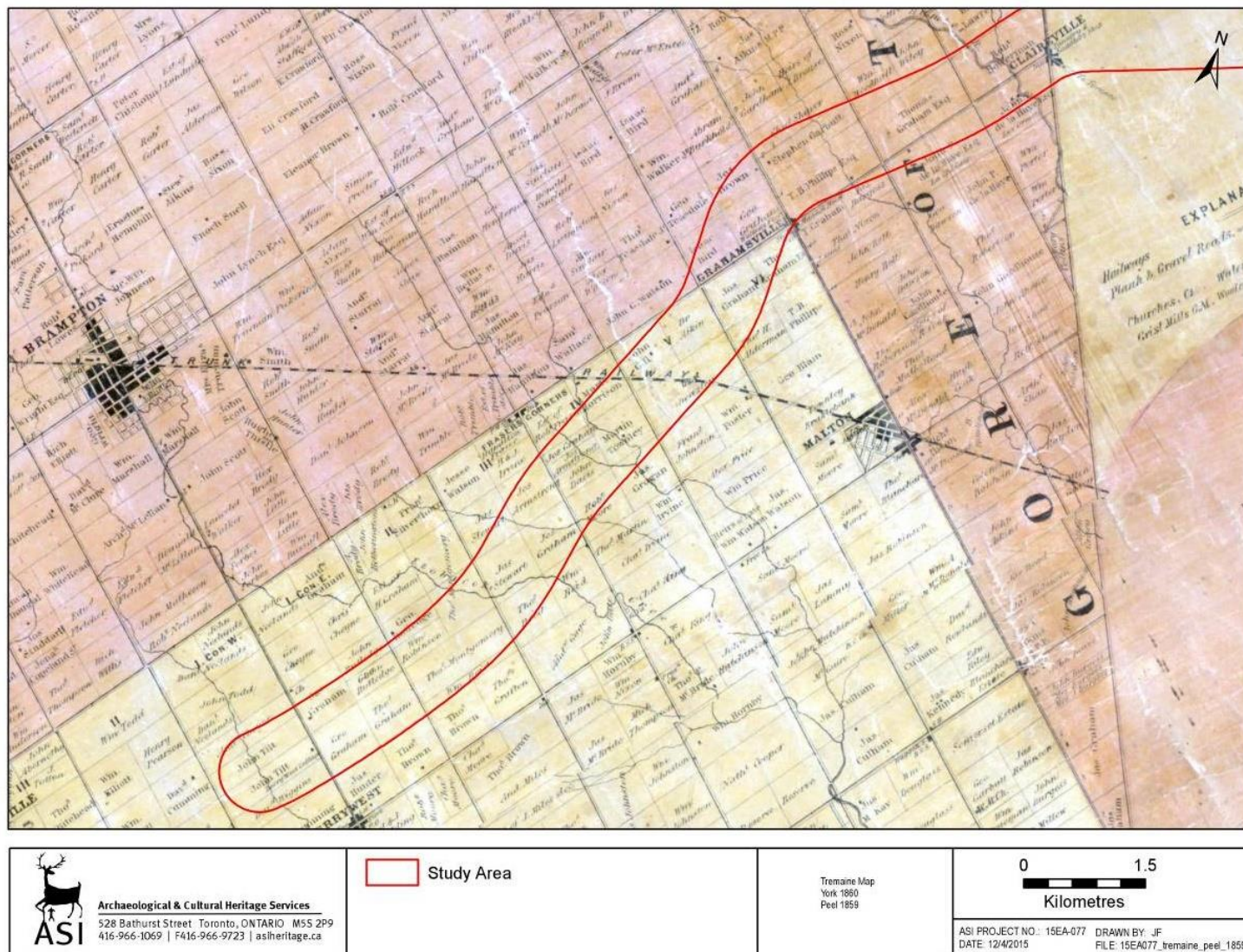


Figure 3: Location of the Study Area Overlaid on *Tremaine's Map of the County of Peel* from 1859



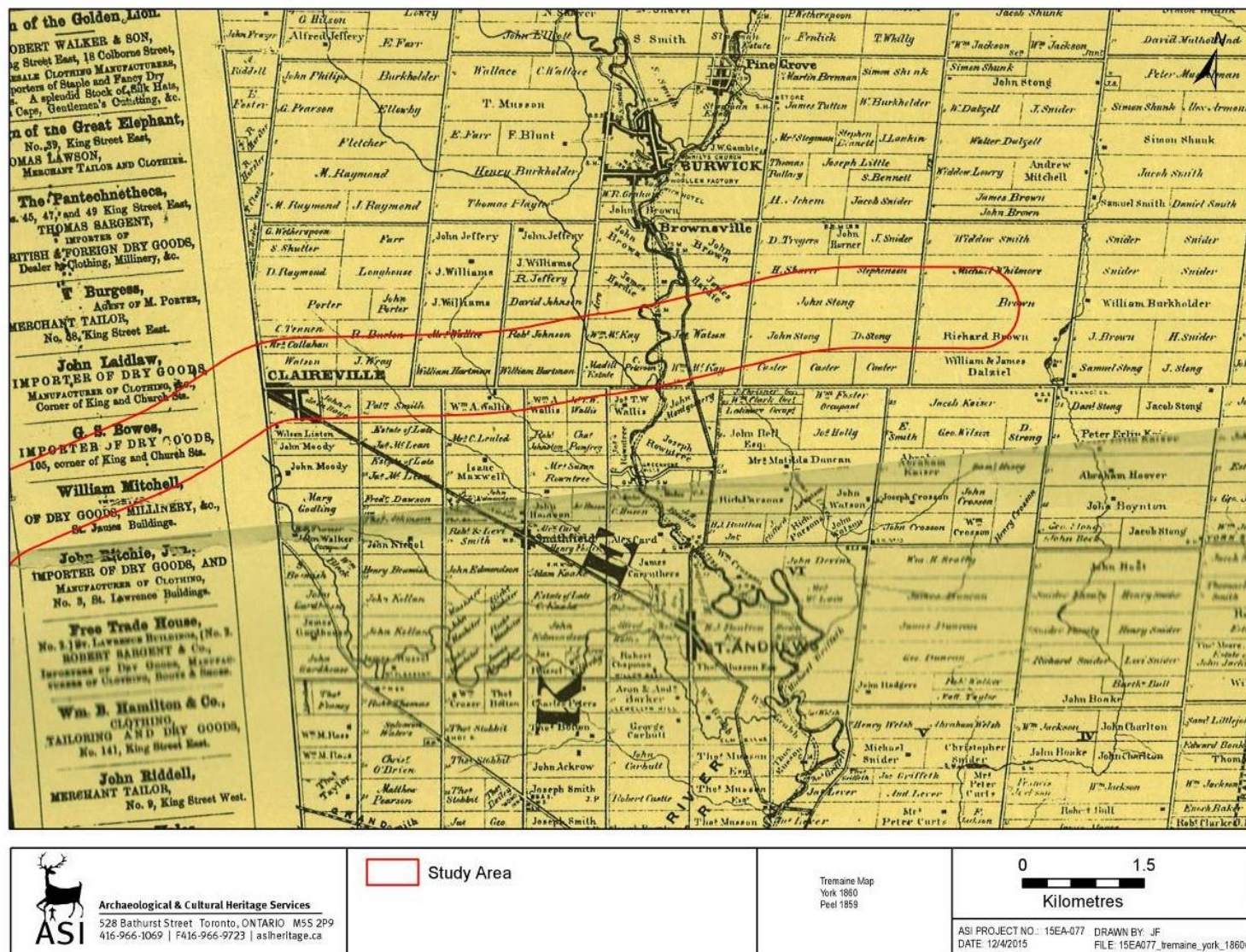


Figure 4: Location of the Study Area Overlaid on Tremain's Map of the County of York from 1860





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



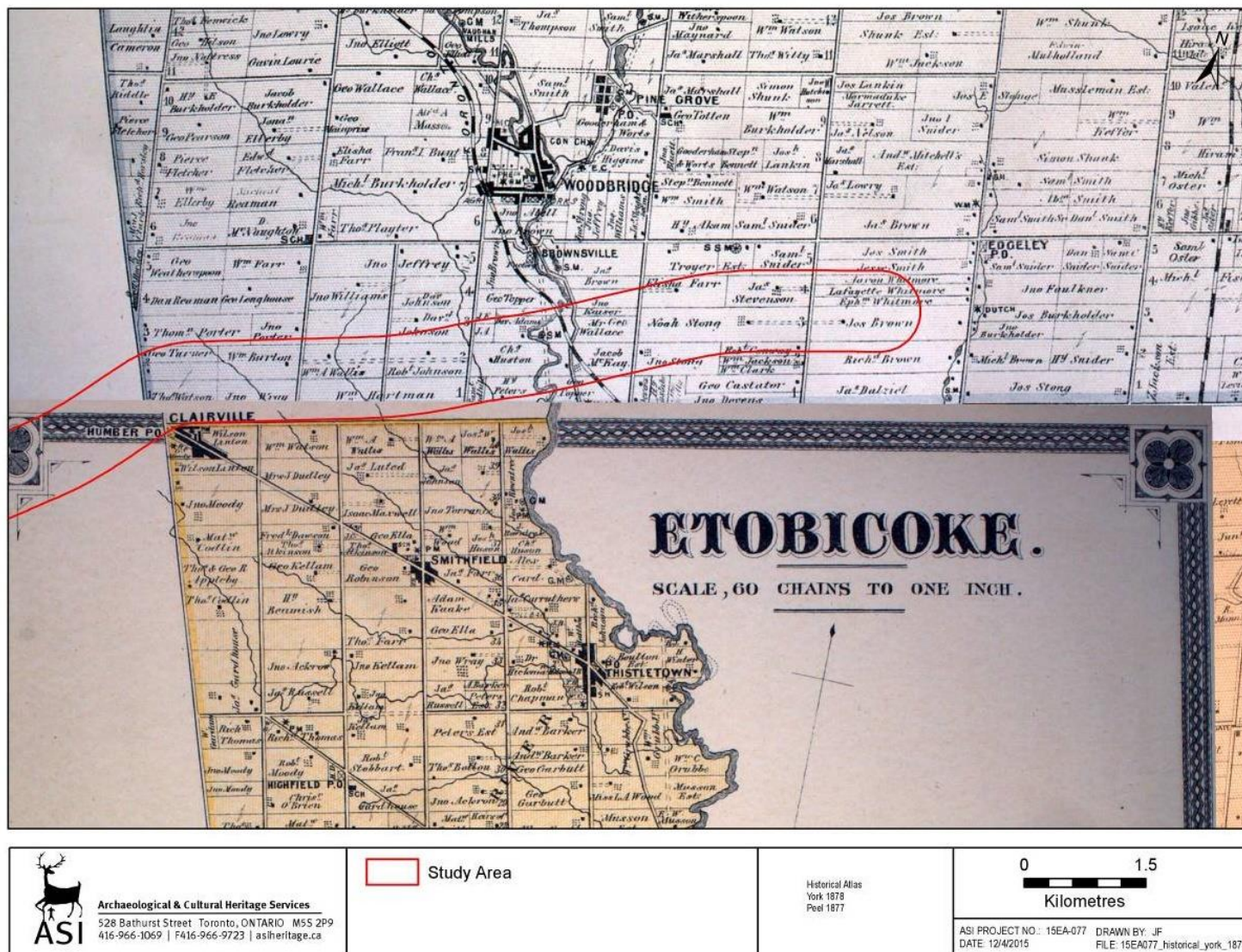


Figure 6: Location of the Study Area Overlaid on the *Historical Atlas of the County of York* from 1878



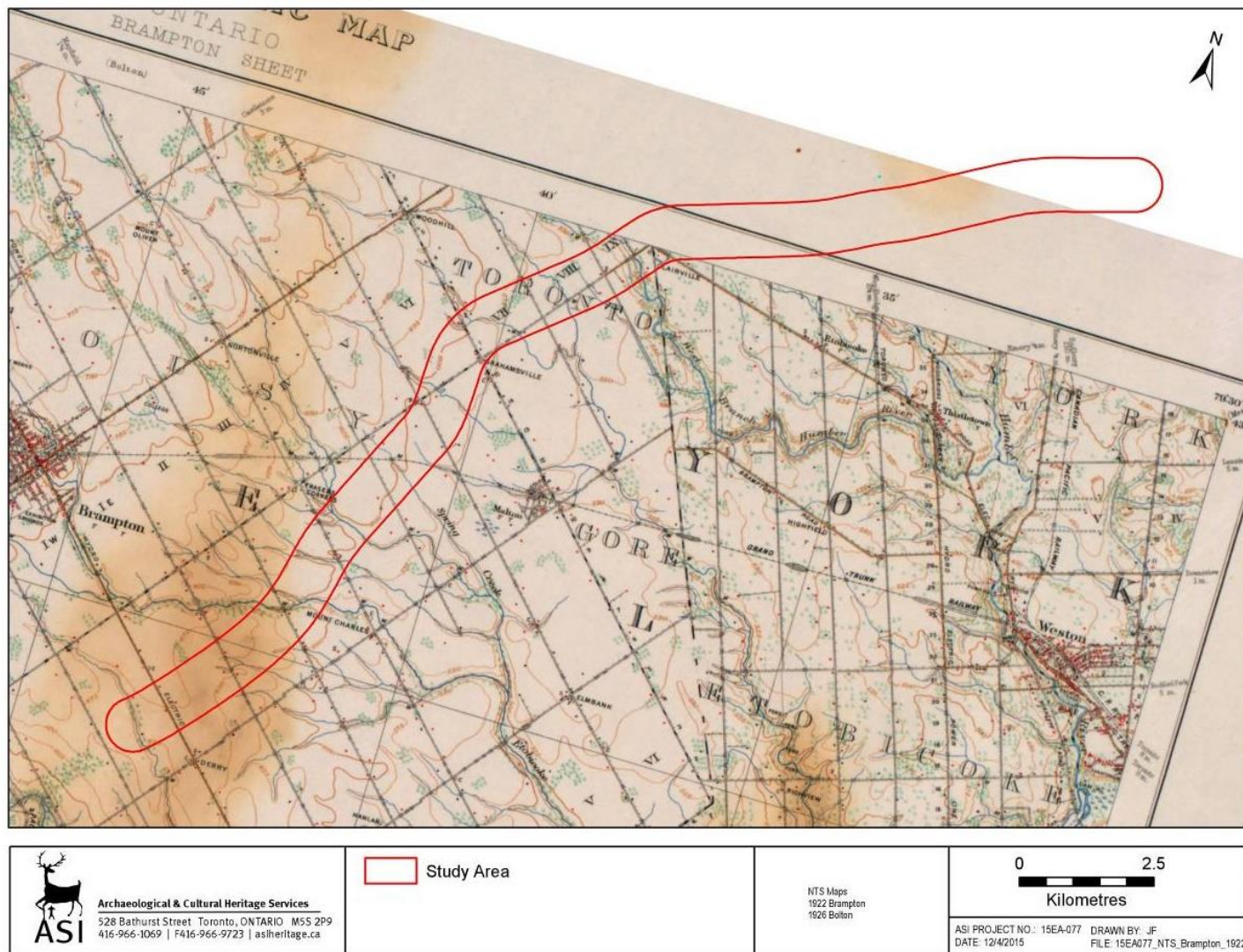


Figure 7: Location of the Study Area Overlaid on Topographic Mapping from 1922



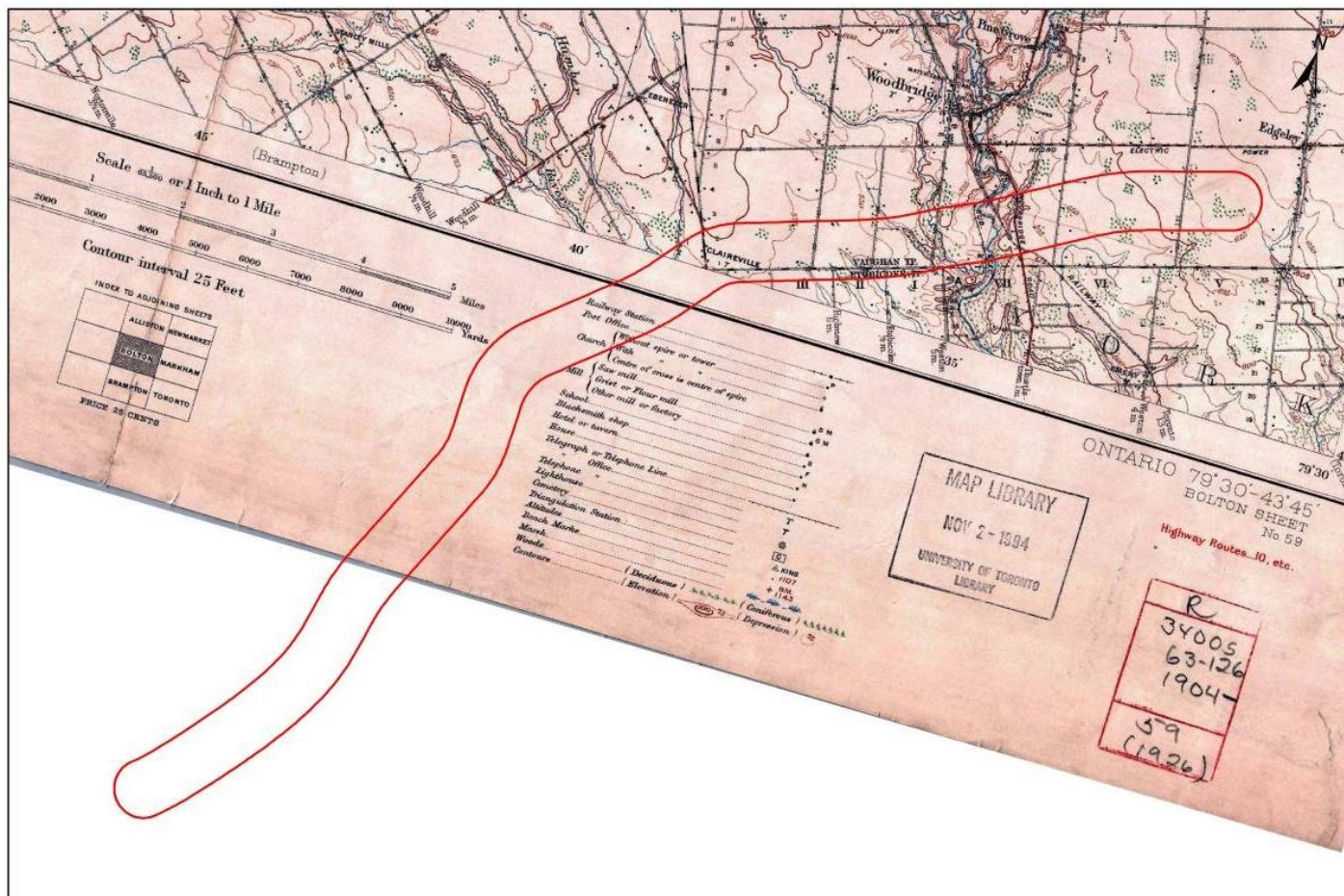


Figure 8: Location of the Study Area Overlaid on Topographic Mapping from 1926



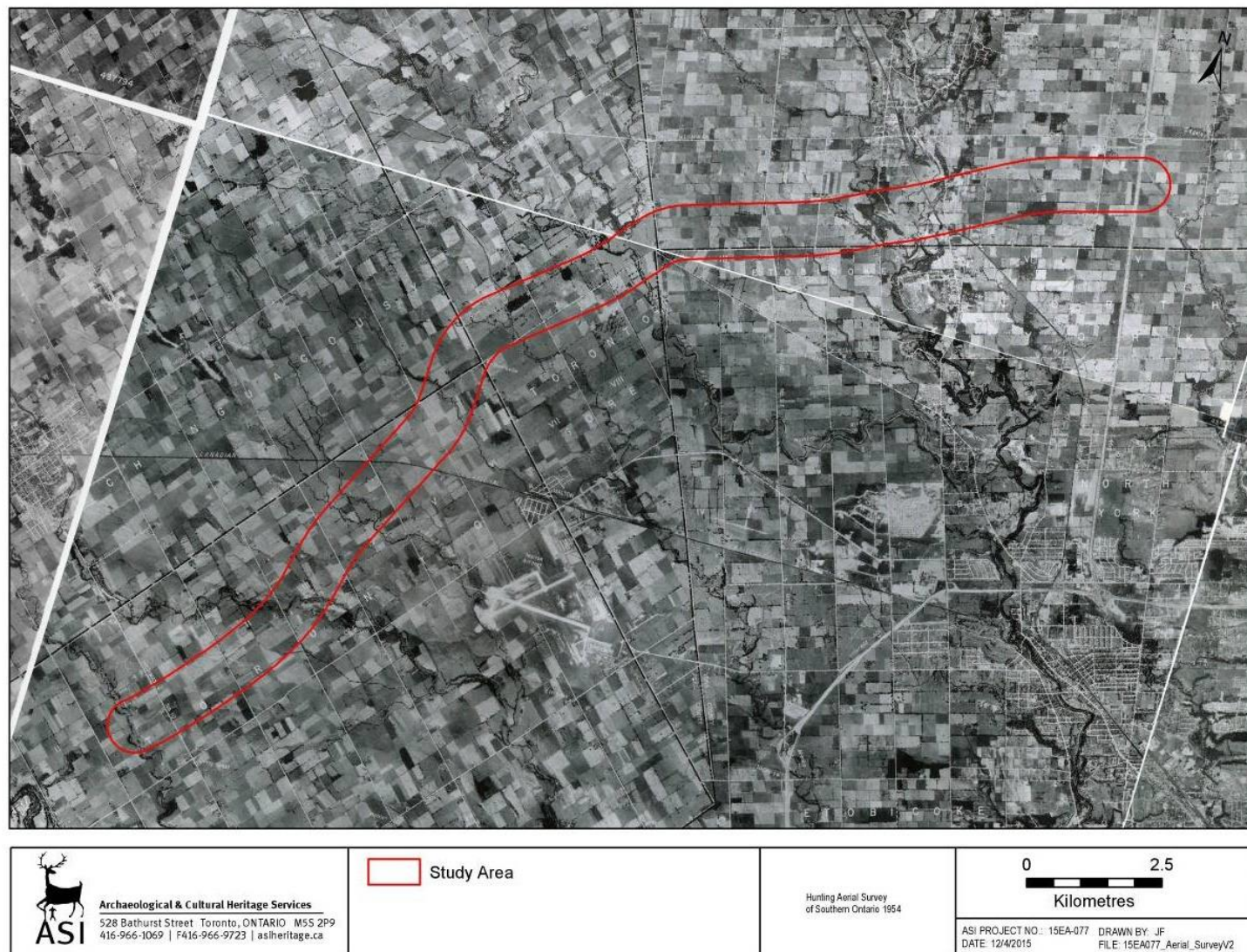


Figure 9: Location of the Study Area Overlaid on Aerial Survey Photography from 1954



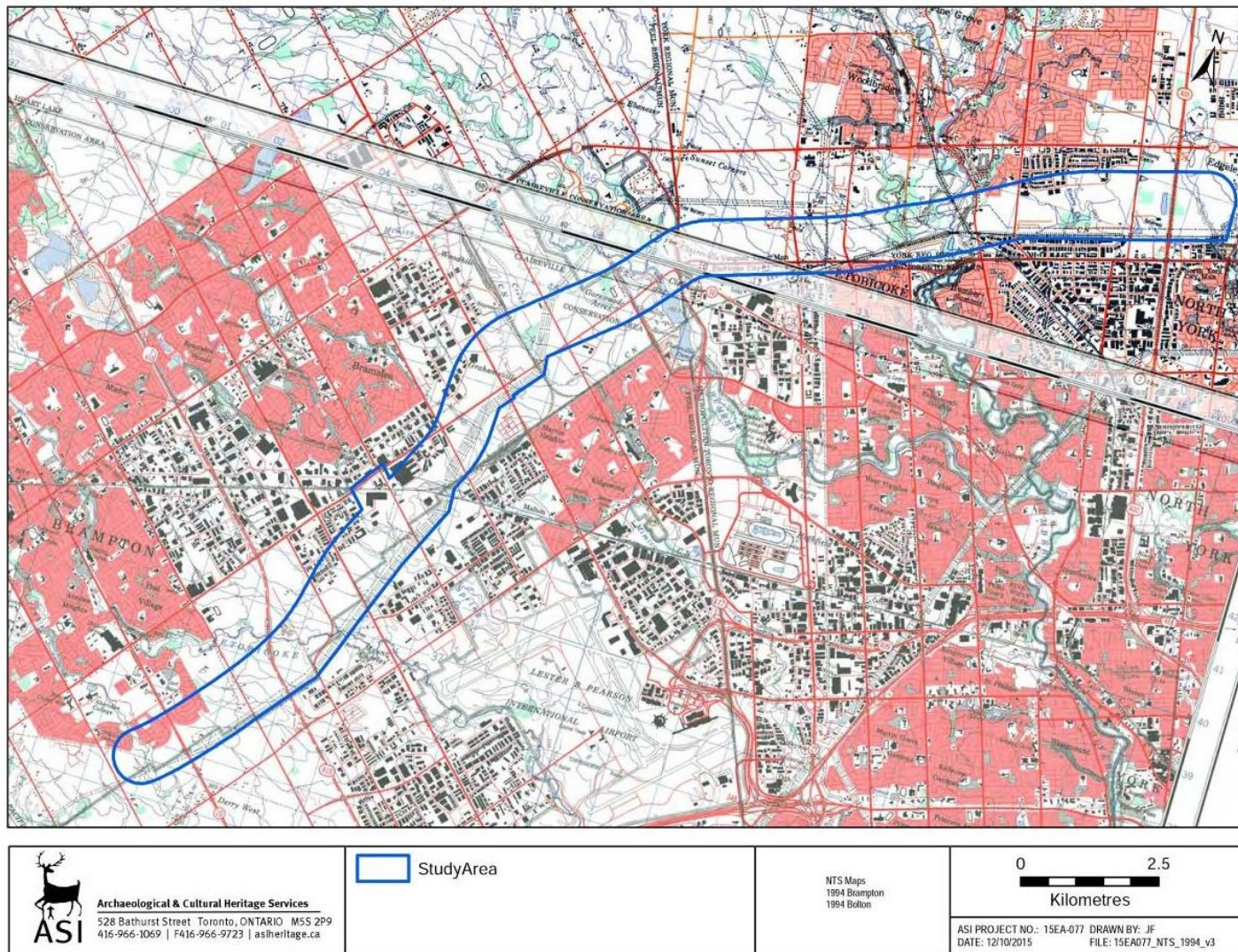


Figure 10: Location of the Study Area Overlaid on Topographic Mapping from 1994

4.0 Existing Conditions

In order to make a preliminary identification of existing cultural heritage resources 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 8 December, 2015);
 - The City of Mississauga’s *Heritage Designated Properties* and *Heritage Conservation Districts* lists (reviewed 8 December, 2015);
 - The City of Vaughan’s *Heritage Inventory* and list of Heritage Conservation Districts (reviewed 8 December, 2015); and,
 - The City of Toronto’s *Inventory of Heritage Properties* and list of Heritage Conservation Districts (reviewed 8 December, 2015);
- *City of Mississauga Cultural Resource Map* [online] Accessed 5 January, 2016 at <http://www.mississauga.ca/portal/discover/culturalmapping>
- *Brampton Interactive Maps* [online] Accessed 5 January, 2016 from <http://maps.brampton.ca/maps/default.aspx>;
- The inventory of Ontario Heritage Trust easements;¹
- The Ontario Heritage Trust’s *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;²
- *Ontario’s Historical Plaques* website;³
- 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;⁴
- Parks Canada’s *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses;⁵
- Canadian Heritage River System. The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada’s river heritage;⁶ and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.⁷

In addition, the cities of Brampton, Mississauga, Vaughan, and Toronto were contacted to gather information on potential cultural heritage resources within and/or adjacent to the study area (email communication December 17, 2015).

¹ Reviewed 9 December, 2015 (<http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties>)

² Reviewed 9 December, 2015 (<http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx>)

³ Reviewed 9 December, 2015 (www.ontarioplaques.com)

⁴ Reviewed 9 December, 2015 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)

⁵ Reviewed 9 December, 2015 (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)

⁶ Reviewed 9 December, 2015 (<http://chrs.ca/the-rivers/>)

⁷ Reviewed 28 August, 2017 (<http://whc.unesco.org/en/list/>)



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. An additional 20 cultural heritage resources were identified during field review. Section 4.2 (Table 2) lists the cultural heritage resources identified along the study corridor while Section 7 provides an inventory of cultural heritage resources. Section 8 provides location mapping of these features (see Figures 19-32).

A field review was undertaken by Lauren Archer, Cultural Heritage Specialist, and Johanna Kelly, Cultural Heritage Assistant, ASI, on July 19, 2016 to document the existing conditions of the study area. The field review was preceded by a review of available information, current and historic, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps are reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Identified cultural heritage resources are discussed in Table 2 and Table 3 and are mapped in Section 8 of this report.

4.1 407 Transitway TPAP - Existing Conditions

The subject study area consists of the area adjacent to the existing 407 ETR, between McLachlan Road to the west, and Highway 400 to the east. This forms a long, tubular study area which runs along the 407 ETR corridor through Peel Region and York Region, west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York. The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The area is proposed to be subject to construction of a 23 km segment of a transitway facility, which will include a number of stations to be determined during this study. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future.

The area is historically predominantly rural agricultural, although this use has predominantly been lost to contemporary industrial or commercial development. This agricultural use is still reflected in a few remaining agricultural properties adjacent to 407 ETR. 407 ETR is a 129.3 kilometre, five to six lane controlled-access highway that encircles the GTA, passing through Burlington, Oakville, Mississauga, Brampton, Toronto, Vaughan, Markham, Pickering, Whitby, and Oshawa. Within the study area, 407 ETR consists of six lanes of east-west traffic in both directions, narrow paved shoulders, a concrete median, and wide grassy areas at either side, often hilly, to provide a sound barrier. Either side of the roadway is dominated by recent suburban development, either commercial in nature, as seen predominantly in Vaughan, or industrial, as seen predominantly in Brampton. Some remnant residential development and mid-rise contemporary residential development can be seen from the study area. 407 ETR intersects the Humber River, a designated Canadian Heritage River, twice near Islington Avenue and Finch Avenue. The study area also intersects with Highway 400, Highway 50, Highway 27, Highway 427 and Highway 410, and this transportation-centric character defines the area. Pearson International Airport is south of the study area in Malton, and its air traffic can regularly be seen flying over the proposed transitway. See Figures 11-18 for a photographic overview of the study area.





Figure 11: View of Highway 407 Looking Southeast from Islington Avenue.



Figure 12: Wiley Concrete Bowstring Arch Bridge over the Humber River at Claireville Conservation Area.



Figure 13: 2103 Codlin Crescent, Toronto, a Part of the Historic Settlement Area of Claireville.



Figure 14: York CNR Bridge Looking South, Near Islington Avenue, a 1962 Rail Bridge Over the Humber River.



Figure 15: CN Railway, Active Use, As Seen Looking North from Thackeray Park Cricket Ground, Toronto.



Figure 16: Polychromatic Brick Farmhouse at 7300 Highway 27, Vaughan, ON.



Figure 17: Grahamville Cemetery, in Business Park, West Side of Airport Road, South of Steeles Avenue East.



Figure 18: View of the Humber River Looking Northward, from Steeles Avenue, Toronto.

4.1.1 407 Transitway TPAP Study Area – Geography and Physiography

The study area is situated within the Peel Plain physiographic region of southern Ontario in bevelled till plain (Chapman and Putnam 1984). The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 ha across the central portions of the Regional Municipalities of York, Peel, Halton, and the City of Toronto. The Peel Plain has a general elevation of between approximately 152 and 229 m 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 a number of 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 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 1984:174-175).

Peel clay is an imperfectly drained soil formed from stone-free lacustrine materials. The soil is neutral to slightly acidic with clay till at a depth of approximately 91 cm or less. The internal drainage is low and the runoff is slow except with the slope is sufficient. The topography is smooth gently sloping and erosion is slight. The soil is fairly high in organic content, making it suitable for agriculture. Natural vegetation is predominantly soft maple and elm (Hoffman and Richards 1953:55). The combination of hardwood and softwood stands, as well as the suitability for agriculture in the area allowed the area to be prosperously settled and developed starting in the nineteenth-century.

The study area includes watercourses and tributaries of three watersheds, the Credit River, Humber River, and Etobicoke-Mimico Creeks (CVCA n.d., TRCA 2016a). The Humber River watershed drains the eastern half of the study area, and a larger area of approximately 911 square kilometers into Lake Ontario (TRCA 2016b), while Mimico and Etobicoke Creeks drain the western half of the study area and consists of drainage area of approximately 28,860 ha combined (TRCA 2016 c). Fletcher's Creek (a tributary of the Credit River) also contributes to drainage of the western half of the study area. The Credit River is approximately 90 km long and drains approximately 1000 km² of the Peel Plain physiographic region into Lake Ontario (CVCA 2006).

4.2 407 Transitway TPAP Study Area – Identified Cultural Heritage Resources

Based on the results of the background research and field review, there are 38 cultural heritage resources within and adjacent to the study area, including four farmscapes (CHLs 5, 7, 11 and 13), 15 residences (BHRs 1, 4, 9, 10, 12, 13, 15-23), one remnant farmscape (CHL 2), one historic settlement area (CHL 15), four cemeteries (CHLs 3, 6, 8 and 12), four bridges (BHRs 3, 6-8), one watercourse (CHL 1), one church (BHR 11), one commercial building (BHR 14), two industrial buildings (BHRs 2 and 5), three recreational properties (CHLs 4, 10, 14), and one railscape (CHL 9). CHL 2 was formerly a listed property, however it has been confirmed as demolished. BHR 1 is listed on the municipal register but has been approved for demolition. See Table 2 for a summary of built heritage resources and cultural heritage

landscapes, and Table 4 in Section 7.0 for a detailed description of these identified resources. Section 8.0 provides the location mapping for these resources.



Table 2: Summary of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area

Feature	Location	Recognition	Description/Comments
BHR 1	7575 Kennedy Road, Brampton	Listed, City of Brampton	An Ontario Gothic, L-plan, polychromatic brick farmhouse. Located on the east side of Kennedy Road, north of Highway 407, this 112 acre property contains the Powerade Centre, sports fields, the Peel Children's Safety Village, a farmhouse, a shed, and a barn.
BHR 2	15 Bramalea Road, Brampton	Listed, City of Brampton	21st century one storey industrial building. Only the frontage and signage are considered listed.
BHR 3	Gorewood Drive over Humber River, Brampton	Designated, Part IV	Constructed in 1930, the Wiley Bowstring Bridge is a rare example of a concrete bowstring bridge in Brampton.
BHR 4	8712/8940 Claireville Conservation Road, Brampton	Listed, City of Brampton	A vernacular, two-storey, brick residence built in 1915.
BHR 5	2111 Steeles Avenue East, Brampton	Identified during field review	Industrial building, first appears on aerial photography between 1971 and 1973.
BHR 6	Jane Street Rail Bridge	Identified during field review	A contemporary single span concrete rigid-frame bridge with two rail lines running over Jane Street, just south of the 407 ETR.
BHR 7	York CNR Bridge Islington/Humber Rail Bridge	TRCA Humber River Bridge Inventory	Uniform depth plate girders railway steel bridge with rare A frame concrete piers. Built in 1962 as a part of the CN Railway at Islington Avenue and 407 ETR
BHR 8	Islington Road Rail Bridge	Identified during field review	A steel and concrete plate girder bridge.
BHR 9	7303 Islington Avenue, Vaughan	City of Vaughan Heritage Inventory – Registered	One and one half storey white painted stucco Neo-Classical farmhouse with 6/6 wood windows, and a covered front porch.
BHR 10	7284-7362 Islington Avenue, Vaughan	City of Vaughan Heritage Inventory – Listed	Circa 1930s craftsman bungalow. One and one half storeys, grey horizontal clapboard, covered porch and large dormer.
BHR 11	7056 Islington Avenue, Vaughan	City of Vaughan Heritage Inventory – Listed	One storey side gable vernacular style church building, which has been reclad in polychromatic brick.
BHR 12	7371 Martin Grove Road, Vaughan	City of Vaughan Heritage Inventory – Registered	Two and one half storey Queen Anne Revival style former residence, with red brick, and shingled gables.

Table 2: Summary of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area

Feature	Location	Recognition	Description/Comments
BHR 13	7300 Highway 27, Vaughan	Identified during field review	A one and one half storey Ontario gothic style farmhouse, built circa 1885, with polychromatic brick, an arched gothic window in the front gable peak, yellow brick quoins and arches, and a covered, partially enclosed porch.
BHR 14	7242 Highway 27, Vaughan	Identified during field review	A one storey modernist motel was built to serve car travelers along Highway 27.
BHR 15	2158 Codlin Crescent	Identified during field review	One and one half storey front gable vernacular residence, with a bay window, and clad in horizontal siding. Part of the Historic Settlement Area of Claireville.
BHR 16	2119 Codlin Crescent	Identified during field review	One and one half storey front gable vernacular residence, with L-shaped plan, a bay window, and clad in horizontal siding. Part of the Historic Settlement Area of Claireville.
BHR 17	2150 Codlin Crescent	Identified during field review	Two storey side gable vernacular residence, with covered entranceway, and horizontal siding. Part of the Historic Settlement Area of Claireville.
BHR 18	2115 Codlin Crescent	Identified during field review	Two storey side gable vernacular residence, with covered entranceway, and clad in stucco. Part of the Historic Settlement Area of Claireville.
BHR 19	2140 Codlin Crescent	Identified during field review	One and one half storey Ontario Gothic cottage style residence, with centre gable peak, and clad in horizontal siding. Part of the Historic Settlement Area of Claireville.
BHR 20	2107 Codlin Crescent	Identified during field review	One storey side gable vernacular cottage. Part of the Historic Settlement Area of Claireville.
BHR 21	2128 Codlin Crescent	Identified during field review	Two and one half storey foursquare Edwardian residence, built with red brick, with a shingled gable, and covered front porch. Part of the Historic Settlement Area of Claireville.
BHR 22	2103 Codlin Crescent	Identified during field review	Two and one half storey foursquare Edwardian residence, built with red brick, with a shingled gable, and covered front porch. Part of the Historic Settlement Area of Claireville.
BHR 23	2095 Codlin Crescent	On the City of Toronto Register of Heritage Properties	Two storey vernacular farmhouse, with horizontal siding, and a covered front porch. Part of the Historic Settlement Area of Claireville.



Table 2: Summary of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area

Feature	Location	Recognition	Description/Comments
CHL 1	Humber River	Designated Heritage River	The Humber River was designated a Canadian Heritage River as a part of the Canadian Heritage Rivers System in 1999, based on the outstanding river-related human heritage and recreational values of national significance.
CHL 2	7715 Kennedy Road, Brampton	Listed, City of Brampton	Former farmhouse. Destroyed by fire in 2010. Remnant farmscape features have also been demolished.
CHL 3	Kennedy Road South, Brampton	Designation in progress	Identified as the Graham Pioneer Cemetery
CHL 4	Kennedy Road South, Brampton	Listed, City of Brampton	The Kennedy Valley consists of walking trails, the Etobicoke Creek, and TRCA conservation lands.
CHL 5	7385 Farmhouse Court, Brampton Tompkin Road	Listed, City of Brampton	A red brick Edwardian foursquare farmhouse, with a hipped roof, central dormer and covered verandah.
CHL 6	West side of Airport Road, south of Steeles Avenue East, Brampton	Identified in the City of Brampton Heritage Register	A former pioneer cemetery, located within formal gates, fenced off from the surrounding commercial district, with rows of cemetery stones and memorials.
CHL 7	Grahamville Cemetery 7324 Kennedy Road, Brampton	Identified during field review	This farmscape includes a nineteenth-century farm complex, including a two-storey colonial revival white brick farmhouse with a hipped roof.
CHL 8	7241 Jane Street, Vaughan	Identified during field review	Beechwood Cemetery is a contemporary cemetery, and has been open to the communities of the City of Vaughan and the neighbouring community of Downsview since 1965.
CHL 9	Various rail lines Throughout Study Area	Identified during field review	Nineteenth- and twentieth-century railscape.
CHL 10	Thackeray Park Cricket Ground, 2955 Kipling Avenue, Toronto	Identified during field review	Thackeray Park Cricket Ground opened on June 27, 2011. Previously a part of TRCA lands.

Table 2: Summary of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area

Feature	Location	Recognition	Description/Comments
CHL 11	5670 Steeles Avenue, Vaughan	City of Vaughan Heritage Inventory – Registered	A one and one half storey Georgian style farmhouse with Neoclassical covered porch, and 6/6 wood windows. The property is obscured by mature trees, and consists of an agricultural landscape, including laneway, painted white fence, a collection of green barns and outbuildings with white roofs.
CHL 12	Queen of Heaven Catholic Cemetery, 7300 Highway 27, Vaughan	Identified during field review	A contemporary cemetery that consists of five grave sections, six shrines, a prayer garden, the stations of the cross, an office (which is in a former farmhouse), a service building, and two mausoleums: the Queen of Heaven Mausoleum and Saint Anthony’s Mausoleum.
CHL 13	7141 Highway 50, Vaughan	City of Vaughan Heritage Inventory – Registered	A hybrid of Ontario Gothic and Regency styles. The central gable is a distinct Regency style, while the side gable and massing suggest an Ontario Gothic origin.
CHL 14	Claireville Conservation Area, 8180 Highway 50, Brampton	Identified during field review	Claireville Conservation Area is 848 acres of natural and forested area that straddles Peel Region and Toronto.
CHL 15	Codlin Crescent, formerly Albion Road and Steeles Avenue, Toronto	Identified during field review	Claireville was established in 1850 at the intersection of Albion Road and Steeles. The former hamlet of Claireville consists of Codlin Crescent, which includes the former alignment of the Albion Plank Road and Steeles Ave., Toronto.

4.3 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (MTC November 2010) which include:

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



A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment (now Ministry of Environment and Climate Change) entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

For the purposes of evaluating potential impacts of development and site alteration, MTC (2010) defines “adjacent” as: “contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.”

The area is proposed to be subject to construction of a 23 km segment of a transitway facility, which will include a number of stations. The 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future. Development activity related to transitway construction has the potential to affect cultural heritage resources in a variety of ways, and, as such, appropriate mitigation measures for the undertaking need to be considered.

Where any above-ground cultural heritage resources are identified, which may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a heritage impact assessment 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.

Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
BHR 1	• None	• None
BHR 2	• None	• None
BHR 3	• None	• None
BHR 4	• None	• None
BHR 5	• None	• None
BHR 6	• None	• None
BHR 7	• None	• None



Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
BHR 8	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 9	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 10	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 11	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 12	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 13	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 14	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
BHR 15	<ul style="list-style-type: none"> • Alterations to this resource include the removal of a residence and the excavation, grading, and the removal of landscape features. • Within the Historic Settlement Area of Claireville, which has been identified for demolition and alteration. 	<ul style="list-style-type: none"> • Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report.
BHR 16	<ul style="list-style-type: none"> • Indirect impacts relate to alteration of historical setting of the community of Claireville, and introduction of landscape elements not in keeping with the historical setting of the resource. • Potential impacts due to proximity of construction related activities directly adjacent to the resource and associated landscape features. 	<ul style="list-style-type: none"> • Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. • The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource.
BHR 17	<ul style="list-style-type: none"> • Alterations to this resource include the removal of a residence and the excavation, grading, and the removal of landscape features. • Within the Historic Settlement Area of Claireville, which has been identified for demolition and alteration. 	<ul style="list-style-type: none"> • Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report.

Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
BHR 18	<ul style="list-style-type: none"> • Indirect impacts relate to alteration of historical setting of the community of Claireville, and introduction of landscape elements not in keeping with the historical setting of the resource. • Potential impacts due to proximity of construction related activities directly adjacent to the resource and associated landscape features. 	<ul style="list-style-type: none"> • Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. • The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource.
BHR 19	<ul style="list-style-type: none"> • Alterations to this resource include the removal of a residence and the excavation, grading, and the removal of landscape features. • Within the Historic Settlement Area of Claireville, which has been identified for demolition and alteration. 	<ul style="list-style-type: none"> • Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report.
BHR 20	<ul style="list-style-type: none"> • Indirect impacts relate to alteration of historical setting of the community of Claireville, and introduction of landscape elements not in keeping with the historical setting of the resource. • Potential impacts due to proximity of construction related activities directly adjacent to the resource and associated landscape features. 	<ul style="list-style-type: none"> • Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. • The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource.
BHR 21	<ul style="list-style-type: none"> • Alterations to this resource include the removal of a residence and the excavation, grading, and the removal of landscape features. • Within the Historic Settlement Area of Claireville, which has been identified for demolition and alteration. 	<ul style="list-style-type: none"> • Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report.

Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
BHR 22	<ul style="list-style-type: none"> • Indirect impacts relate to alteration of historical setting of the community of Claireville, and introduction of structures and landscape elements not in keeping with the historical setting of the resource. • Potential impacts due to proximity of construction related activities directly adjacent to the resource and associated landscape features. 	<ul style="list-style-type: none"> • Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. • The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource.
BHR 23	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
CHL 1	<ul style="list-style-type: none"> • Alignment may impact the natural and cultural heritage elements of the watercourse at the crossing west of Islington Avenue. 	<ul style="list-style-type: none"> • The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource. • If this alignment will result in the alteration of the course of the waterway or associated landscape features, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report.
CHL 2	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
CHL 3	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None
CHL 4	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None

Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
CHL 5	<ul style="list-style-type: none"> • Alignment will impact the farmhouse on Farmhouse Court off of Tompkin Road indirectly due to the close proximity of the residence to the proposed infrastructure and by introducing noise and construction related disturbance not in keeping with the historical context of the resource. • The water tower and well on the subject property may be indirectly impacted by the proposed alignment, however, the exact location of well ruin and water tower could not be confirmed from the public right of way (the location has been identified by the City of Brampton as N 43.67709, W 079.69259). 	<ul style="list-style-type: none"> • Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report. • Construction and staging areas should be suitably planned in order to avoid the residence and mature trees directly south of the proposed impact area. • Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. • The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource.
CHL 6	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None



Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
CHL 7	<ul style="list-style-type: none"> Alignment will impact the farmhouse at 7324 Kennedy Road indirectly by introducing noise and construction related disturbance not in keeping with the historical context of the resource. 	<ul style="list-style-type: none"> Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report. Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. The destruction of mature trees should be avoided, and post-construction rehabilitation should include plantings sympathetic to the historical context of the resource.
CHL 8	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
CHL 9	<ul style="list-style-type: none"> Heritage attributes typically associated with rail corridors include the alignment, width of the ROW and the arrangement of tracks. The rail lines within the study area, however, have all been altered by the construction of the 407 ETR. 	<ul style="list-style-type: none"> None
CHL 10	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
CHL 11	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
CHL 12	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
CHL 13	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
CHL 14	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None

Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
CHL 15	<ul style="list-style-type: none"> • The proposed Highway 50 Station would require the complete demolition of a large portion of the historic settlement centre of the Hamlet of Claireville. Although none of the identified buildings are listed or designated under the Ontario Heritage Act, this historic settlement area may be considered a significant cultural heritage landscape by the City of Toronto, local history groups, or the local community. • Impacts relate to alteration of historical setting of the community of Claireville, and introduction of structures and landscape elements not in keeping with the historical setting of the resource. 	<ul style="list-style-type: none"> • Continued consultation with the City of Toronto, and public consultation or stakeholder engagement around this location is recommended to further understand the cultural heritage significance of the area. • Prior to alteration of the setting, the areas of impact should be subject to a property-specific Cultural Heritage Evaluation Report and, if necessary, a Heritage Impact Assessment Report.



5.0 CONCLUSIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area has a rural land use history dating back to the early nineteenth century, with major roadways, railways, and important natural watercourses connecting various settlements in the area. Land use changes and road construction may have a variety of impacts upon cultural heritage resources. The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area has a rural land use history dating back to the early nineteenth century. The field review confirmed that this area retains a number of nineteenth- and twentieth-century cultural heritage resources. The following provides a summary of the assessment results:

Key Findings

- A field review of the study area confirmed that there are 38 cultural heritage resources within or immediately adjacent to the study area.
- These resources include four farmscapes (CHLs 5, 7, 11 and 13), fifteen residences (BHRs 1, 4, 9, 10, 12, 13, 15-23), one remnant farmscape (CHL 2), one historic settlement area (CHL 15), four cemeteries (CHLs 3, 6, 8, 12), four bridges (BHRs 3, 6-8), one watercourse (CHL 1), one church (BHR 11), one commercial building (BHR 14), two industrial buildings (BHRs 2, 5), three recreational properties (CHLs 4, 10, 14), and one railscape (CHL 9).
- Of these identified resources, 18 are designated, listed, or registered by a municipality or other agency (BHRs 1-4, 7, 9-12, 23, and CHLs 1-6, 11, 13). CHL 2 is a formerly-listed property, however it has been confirmed as demolished. BHR 1 is listed on the municipal register, but has been approved for demolition.
- Identified cultural heritage resources are historically, architecturally, and contextually associated with nineteenth- and twentieth-century land use patterns in the 407 Transitway TPAP study area.
- In total, eight cultural heritage resources will potentially experience impacts as a result of the proposed undertaking, with a total of eight CHERs recommended for the following resources: BHR 15, BHR 17, BHR 19, BHR 21, CHL 1, CHL 5, CHL 7, and CHL 15. Where the results of the CHERs determine significant heritage value, a HIA should be conducted.

6.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that 38 cultural heritage resources are located within or adjacent to the Highway 407 Transitway TPAP study area.



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

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.
2. Where identified cultural heritage resources are expected to be impacted through demolition or alteration to their setting, a resource-specific cultural heritage evaluation report (CHER) should be prepared by a qualified heritage consultant in advance of construction activities to determine the heritage integrity of each of the resources. In total, eight cultural heritage resources (BHR 15, BHR 17, BHR 19, BHR 21, CHL 1, CHL 5, CHL 7, and CHL 15) should be subjected to photographic documentation and compilation of a resource-specific CHER by a qualified heritage consultant and the report should be submitted to the Ministry of Tourism, Culture, and Sport, the Cities of Mississauga, Brampton, Vaughan, and Toronto (as applicable) and the Regions of York and Peel for archival purposes. The results of these CHERs will determine the number of heritage impact assessment (HIA) reports required.
3. Where resources are determined to retain heritage value through the completion of a CHER, a resource-specific HIA report should be prepared by a qualified heritage consultant in advance of construction activities to determine the impacts to the resource and the study area in general.
4. Given the location of the residences on the south side of Codlin Crescent within the historical settlement centre of Claireville (BHR 16, BHR 18, BHR 20, and BHR 22) directly adjacent to the proposed limits of Highway 50 Station, steps must be taken to ensure that the structures, landscape elements, and surrounding vegetation are retained and protected during construction-related activities. Instructions should be issued to construction crews, and fenced no-go zones should be established in order to prevent impacts to the existing structures. Where impacts to existing vegetation are anticipated, post-construction rehabilitation should include plantings sympathetic to the historical context of the resources.
5. Should future work require an expansion of the study area, a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
6. This report should be submitted to the Ministry of Tourism, Culture, and Sport, the Cities of Mississauga, Brampton, Vaughan, and Toronto, and the Regions of Peel and York for review and comment.



7.0 CULTURAL HERITAGE RESOURCE INVENTORY

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area


Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 1	Residential	7575 Kennedy Road, Brampton	Listed, City of Brampton	<p>History: The subject farmhouse is not indicated on Tremaine’s Map of 1856 nor does it appear on the 1877 Historical Atlas. The property is owned by Thomas Montgomery in the Tremaine’s Map of 1856 and Thomas Graham in the 1877 Historical Atlas. Was removed from listing in 2016, and was approved for demolition.</p> <p>Design: An Ontario Gothic, L-plan, polychromatic brick farmhouse. Located on the east side of Kennedy Road, north of Highway 407, this 112 acre property contains the Powerade Centre, sports fields, the Peel Children’s Safety Village, a farmhouse, a shed, and a barn.</p> <p>Context: The property is located within an area of the City of Brampton that was formerly part of the Town of Mississauga and within what historically was known as the New Survey in the north part of Toronto Township in Peel County. Kennedy Road (Regional of Peel Road 16) was named after former local MPP and Premier of Ontario, the Honorable Thomas Laird Kennedy. The property is associated with early settlers, the Graham and Montgomery families.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 2	Industrial	15 Bramalea Road, Brampton	Listed, City of Brampton	<p>History: In 1876 Zalmon G. Simmons started a company to mass-produce woven wire mattresses. In 1891, Simmons began Canadian operations as J.H. Sherrard Manufacturing Company Limited, in Montreal. In 1919, J.H. Sherrard Manufacturing along with 7 other smaller companies from across Canada were incorporated under the name Simmons Limited.</p> <p>Design: 21st century one storey industrial building. Only the frontage and signage are considered listed.</p> <p>Context: Located at the corner of Bramalea Road and Steeles Avenue.</p>	
BHR 3	Bridge	Gorewood Drive over Humber River, Brampton	Designated, Part IV	<p>History: Constructed in 1930, the Wiley Bowstring Bridge is a rare example of a concrete bowstring bridge in Brampton.</p> <p>Design: Heritage features include a continuous span deck, with two fixed, hinge-less 'bow-string' arches, three concrete girders, concrete vertical hangers, and parapets.</p> <p>Context: The property holds contextual value due to its landmark status in the Claireville Conservation Area.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area


Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 4	Residential	8712/8940 Claireville Conservation Road, Brampton	Listed, City of Brampton	<p>History: Members of the John Bland family owned land in Lot 5, Concession 8 ND Toronto Gore Township, for over 100 years, from 1847 to 1938. The Blands, who were an early 19th century settlement family, developed the land for agricultural purposes. There were two earlier residences on the Bland property by the 1850s. John Bland, son of Thomas Walker Bland and grandson of John Bland Sr., built present brick residence on the property. Land records show the estate of the late John Bland sold 175 acres of land with the exception of the southwest quarter of the west half of Lot 5, Concession 8 ND to Henry Robinson in November 3, 1939.</p> <p>Design: A vernacular, 2-storey, brick residence built in 1915. The placement of the two, 2 storey porch/sunrooms in the southwest and southeast corners of that building is noteworthy as a design feature. Notable features include window openings both paired and groupings of three with flat concrete lintels and concrete sills and simulated ashlar pattern on the parged concrete foundation.</p> <p>Context: The area character is rural, and the early 20th century residence is important in supporting this character. The residence is located in the TRCA lands known as the Claireville Conservation Area. It is situated on the south side of Queen Street, on a height on land to the east of the West Branch of the Humber River. The residence is clearly visible across the river valley during most seasons of the year when traveling eastward on Queen Street East.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 5	Industrial	2111 Steeles Avenue East, Brampton	Identified during field review	<p>History: Appears on aerial photography between 1971 and 1973.</p> <p>Design: This property is comprised of a large factory with several shipping docks and circulation routes.</p> <p>Context: The property is within a primarily industrial area.</p>	
BHR 6	Bridge	Jane Street Rail Bridge	Identified during field review	<p>History: Bridge built circa 1965 as a part of the CN rail line.</p> <p>Design: A contemporary single span concrete Rigid-Frame bridge with two rail lines running over Jane Street, just south of the 407.</p> <p>Context: Located at the border of the City of Toronto, the community of Downsview, and the City of Vaughan. Along the former Toronto, Simcoe, and Lake Huron Union Rail Road Company, incorporated in 1844 and renamed the Ontario, Simcoe, and Huron Union Rail Road Company in 1850. Amalgamated into the Grand Trunk Railway Company of Canada in 1888. The rail line opened on May 16, 1853 and connected Toronto to Aurora via a 48 kilometer track.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 7	Bridge	York CNR Bridge Islington/Humber Rail Bridge	TRCA Humber River Bridge Inventory	<p>History: Built in 1962 as a part of the CN Railway at Islington Avenue and 407 ETR.</p> <p>Design: Uniform depth plate girders railway steel bridge with rare A frame concrete piers</p> <p>Context: Located just south of Steeles Avenue, near Islington Avenue. and Hwy 407 Visible from both Steeles Avenue and 407 ETR.</p>	
BHR 8	Bridge	Islington Road Rail Bridge	Identified during field review	<p>History: Built circa 1965 as a part of the CN rail line.</p> <p>Design: A steel and concrete plate girder bridge.</p> <p>Context: Located at Islington Avenue South of 407 ETR and north of Steeles Avenue, in Vaughan.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 9	Residential	7303 Islington Avenue, Vaughan	City of Vaughan Heritage Inventory – Registered	<p>History: James Hardie House was built circa 1850. Property is owned by James Hardie in the 1860 Tremaines Map, and Geo Wallace, in the 1878 Historical Atlas mapping.</p> <p>Design: 1 ½ storey white painted stucco Neo-Classical home with 6/6 wood windows, and a covered front porch.</p> <p>Context: Located on a hill, looking west, and visible from 407, within the City of Vaughan. Formerly associated with the historic settlement to the north at Brownsville.</p>	
BHR 10	Residential	7284-7362 Islington Avenue, Vaughan	City of Vaughan Heritage Inventory – Listed	<p>History: Not identified in 1860 Tremaines Map, the 1878 Historical Atlas mapping, or the 1926 NTS map. A house in this location can be seen in the Hunting Aerial Survey of Southern Ontario 1954.</p> <p>Design: Circa 1930s craftsman bungalow. 1 ½ storeys, grey horizontal clapboard, covered porch and large dormer.</p> <p>Context: The subject property is located on the west side of Islington Avenue, immediately north of the 407 in the City of Vaughan. It is not associated with any historic settlement centres.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 11	Church	7056 Islington Avenue, Vaughan	City of Vaughan Heritage Inventory – Listed	<p>History: Identified as the Humber Summit Community Church in the City of Vaughan Heritage Inventory, built in 1853. Not identified in 1860 Tremaines Map, the 1878 Historical Atlas mapping, or the 1926 NTS map.</p> <p>Design: 1 storey side gable vernacular style church building, which has been reclad in polychromatic brick.</p> <p>Context: The subject property is located on the west side of Islington Ave, immediately north of the 407 in the City of Vaughan. It is not associated with any historic settlement centres.</p>	
BHR 12	Residential	7371 Martin Grove Road, Vaughan	City of Vaughan Heritage Inventory – Registered	<p>History: Has a date stone that reads “Lockwood 1899.” Not identified in 1860 Tremaines Map, or the 1878 Historical Atlas mapping. There is a building at this location in the 1926 NTS map and in the Hunting Aerial Survey of Southern Ontario 1954.</p> <p>Design: 2 ½ storey Queen Anne Revival style former residence, with red brick, and shingled gables. The structure features an octagonal tower at the north-west corner, with an asymmetrical plan typical of Queen Anne style homes.</p> <p>Context: Located off of Martin Grove Road, north of the 407. The building is located within the Vaughan Grove Sports Complex at 7601 Martin Grove Rd and is not visible from the street, or the 407. It is not associated with any historic settlement centres.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 13	Residential	7300 Highway 27, Vaughan	Identified during field review	<p>History: Built circa 1885, this former farmhouse has been converted into offices for the Queen of Heaven Catholic Cemetery. The property is identified as being owned by J. Wray in the 1860 Tremaine’s Map and in the 1878 Historical Atlas mapping.</p> <p>Design: A 1 ½ storey Ontario gothic style farmhouse, built circa 1885, with polychromatic brick, an arched gothic window in the front gable peak, yellow brick quoins and arches, and a covered, partially enclosed porch.</p> <p>Context: This farmhouse is visible from 407, and is located north of the 407, west of Highway 27 within what is now the Queen of Heaven Catholic Cemetery. It is located north east of the historic settlement area of Claireville.</p>	
BHR 14	Commercial	7242 Highway 27, Vaughan	Identified during field review	<p>History: The Woodbine Hotel, built circa 1955, is a modernist style motel, built to service travelers along Highway 27.</p> <p>Design: This one storey modernist motel was built to serve car travelers along Highway 27. It features a flat roof with sleek streamlined profile, wooden curtain windows, a carport with main office and a modernist-style sign.</p> <p>Context: Associated with the transportation history of Highway 27, located directly north of the 407.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 15	Residential, Commercial	2158 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 1 1/2 storey front gable vernacular residence, with a bay window, and clad in horizontal siding. Has been altered. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	
BHR 16	Residential	2119 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 1 1/2 storey front gable vernacular residence, with L-shaped plan, a bay window, and clad in horizontal siding. A large addition has been built to the rear. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 17	Residential	2150 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 2 storey side gable vernacular residence, with covered entranceway, and horizontal siding. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	
BHR 18	Residential, Commercial	2115 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 2 storey side gable vernacular residence, with covered entranceway, and clad in stucco. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 19	Residential	2140 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 1 ½ storey Ontario gothic cottage style residence, with centre gable peak, and clad in horizontal siding. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	
BHR 20	Residential	2107 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 1 storey side gable vernacular cottage. Clad in horizontal siding, and oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 21	Residential	2128 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 2 ½ storey foursquare Edwardian residence, built with red brick, with a shingled gable, and covered front porch. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	
BHR 22	Residential	2103 Codlin Crescent	Identified during field review	<p>History: Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping.</p> <p>Design: 2 ½ storey foursquare Edwardian residence, built with red brick, with a shingled gable, and covered front porch. Oriented towards Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area


Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
BHR 23	Residential	2095 Codlin Crescent, Claireville, Toronto	On the City of Toronto Register of Heritage Properties	<p>History: Identified as a former farm property in the City of Toronto Register of Heritage Properties. Located within the historic settlement area of Claireville. This area is identified as a settled village in the 1860 Tremaines Map and in the 1878 Historical Atlas mapping. Heritage Toronto identified the property as likely an old toll house for the Albion Plank Road.</p> <p>Design: 2 storey vernacular farmhouse, with horizontal siding, and a covered front porch. Has been heavily altered. Is oriented to the north, towards Steeles, as opposed to along Codlin Crescent, formerly Albion Road.</p> <p>Context: Located within the historic settlement area of Claireville. Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private street was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 1	Waterscape	Humber River	Designated Heritage River	<p>History: Known throughout different periods of history as Kabechenong, Tkaronto, Tanuei, Toronto, and St. John's Creek, the Humber River was designated a Canadian Heritage River as a part of the Canadian Heritage Rivers System in 1999, based on the outstanding river-related human heritage and recreational values of national significance.</p> <p>Context: The Humber River is centrally located within the Greater Toronto Area (GTA), spanning 903 square kilometres from its headwaters on the Niagara Escarpment and Oak Ridges Moraine, to the fertile plains, and marshes by the river mouth, on Lake Ontario. As the largest and only Canadian Heritage River in the GTA, the Humber River provides many natural, human heritage and recreational benefits.</p>	
CHL 2	Remnant Farmscape	7715 Kennedy Road, Brampton	Listed, City of Brampton	<p>History: The property is owned by William Robinson in the Tremaine's Map of 1856 and Thomas Graham in the 1877 Historical Atlas. The home is not indicated on Tremaine's Map of 1856. A farmhouse in this location does appear on the 1877 Historical Atlas. The farmhouse was destroyed by fire on April 17, 2010 but the cultural heritage landscape remains in situ.</p> <p>Design: The farmhouse was destroyed in 2010. Remnant farmscape features have also been demolished.</p> <p>Context: The property is located within an area of the City of Brampton that was formerly part of the Town of Mississauga and within what historically was known as the New Survey in the north part of Toronto Township in Peel County. Kennedy Road (Regional of Peel Road 16) was named after former local MPP and Premier of Ontario, the Honorable Thomas Laird Kennedy. The property is associated with early settlers, the Graham and Robinson families.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 3	Cemetery	Kennedy Road South, Brampton	Designation in progress	<p>History: Identified as the Graham Pioneer Cemetery</p> <p>Design: Not visible in landscape. No grave markers identified in field.</p> <p>Context: Located adjacent to the Graham-Rutledge Farm, on the north side of Etobicoke Creek.</p>	
CHL 4	Recreational	Kennedy Road South, Brampton	Listed, City of Brampton	<p>History: The Kennedy Valley, a former quarry site, designated Category B, considered to be worthy of preservation.</p> <p>Design: The Kennedy Valley consists of walking trails, the Etobicoke Creek, and TRCA conservation lands.</p> <p>Context: Located adjacent to the Graham-Rutledge Farm, on the north side of Etobicoke Creek.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 5	Farmscape	Tompkin Road, Brampton	Listed, City of Brampton	<p>History: Identified as the Benjamin Stewart Farm Well Ruin and Water Tower in the City of Brampton Heritage Listing. The home is not indicated on Tremaine’s Map of 1856 nor does it appear on the 1877 Historical Atlas. The property is owned by Thomas Robert in the Tremaine’s Map of 1856 and William Reed in the 1877 Historical Atlas.</p> <p>Design: A red brick Edwardian foursquare farmhouse, with a hipped roof, central dormer and covered verandah. No water tower or ruin could currently be identified on the property.</p> <p>Context: The property is located within an area of the City of Brampton that was formerly part of the Town of Mississauga and within what historically was known as the New Survey in the north part of Toronto Township in Peel County.</p>	
CHL 6	Cemetery	West side of Airport Road, south of Steeles Avenue East, Brampton Grahamville Cemetery	Identified in the City of Brampton Heritage Register	<p>History: The Grahamsville United Church Cemetery or Shiloh Wesleyan Methodist Church Cemetery operated from 1868 to June 1962. There are close to 100 pioneer settlers buried here, including members of the Graham, Steele, Walker and Shaver families. The land used to be owned by Thomas Graham.</p> <p>Design: A former pioneer cemetery, located within formal gates, fenced off from the surrounding commercial district, with rows of cemetery stones and memorials. The early tombstones and grave markers feature ornately carved motifs and symbols.</p> <p>Context: Located within the former historic settlement area of Grahamsville, founded by Thomas Graham. The property helps identify the location of the "crossroads" hamlet of Grahamsville, which at one time boasted a hotel, tavern, store, post office, and fairgrounds.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 7	Farmscape	7324 Kennedy Road, Brampton	Identified during field review	<p>History: Digital Historical Atlas (1877) indicates Thomas Graham as the property owner and shows a house as well as an orchard in the location of the standing house and trees lining the driveway.</p> <p>Design: This farmscape includes a 19th century farm complex, including a 2-storey colonial revival white brick farmhouse with a hipped roof. There are also mature plantings, agricultural fields, and a long driveway on the site.</p> <p>Context: The property is surrounded by active agricultural land to the south and east, and Kennedy Road and Highway 407 to the north and west. It is located northwest of the historic settlement area of Derry West.</p>	
CHL 8	Cemetery	7241 Jane Street, Vaughan	Identified during field review	<p>History: Beechwood Cemetery is a contemporary cemetery, and has been open to the communities of the City of Vaughan and the neighbouring community of Downsview since 1965. In the 1860 <i>Tremaine's Map of York</i>, the property is identified as being owned by J. Brown, and includes a farmhouse. In the 1878 <i>Historical Atlas of York</i>, the property is owned by Jno Burkholder, and includes two farmhouses.</p> <p>Design: The cemetery consists of 120 acres of gently rolling landscape with mature trees, as well as large, colourful flowerbeds that are seasonally planted. Cemetery stones are predominantly contemporary granite stones.</p> <p>Context: This property is located adjacent to the study area, on Jane Street, just south of the 407.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 9	Railscape	Various railsapes throughout study area	Identified during field review	<p>Three rail lines cross the study area, including the following, from east to west: CP Toronto to Sudbury line, constructed in 1908; the CN York Subdivision, constructed between 1959-1965 as a freight line to bypass the City of Toronto; and the GO Kitchen Rail Corridor, originally built by the Toronto & Guelph Railway Company (TGR) between Toronto and Guelph in 1856 and from Guelph to Kitchener in 1856 by the GTR.</p>	
CHL 10	Recreational	Thackeray Park Cricket Ground, 2955 Kipling Avenue, Toronto	Identified during field review	<p>History: Thackeray Park Cricket Ground opened on June 27, 2011. Previously a part of TRCA lands.</p> <p>Design: Thackeray Park Cricket consists of short outfield cricket grounds, featuring natural turf and rolled, clay-based pitches, bleacher seating for more than 300 people, safety netting, a practice net, parking, and landscaping features.</p> <p>Context: The cricket grounds are located within the Thackeray Park lands just north of Steeles Avenue. And the end of Kipling Avenue. The City of Toronto secured the Toronto and Region Conservation Area-owned lands through a lease in perpetuity. The site, which is located on a clean landfill site on the Etobicoke-Vaughan border, was chosen for its easy accessibility by foot, bike, car, and transit</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area

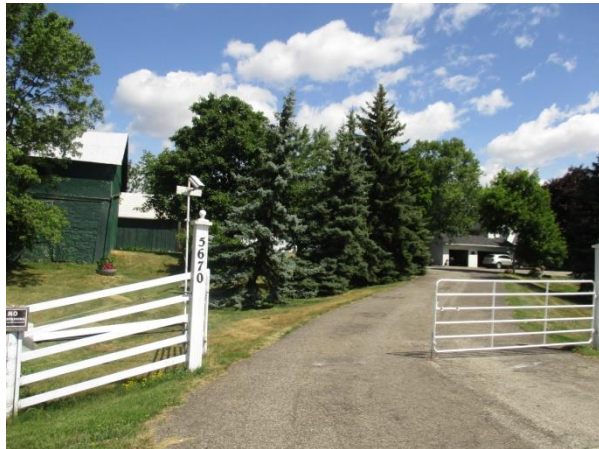

Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 11	Farmscape	5670 Steeles Avenue, Vaughan	City of Vaughan Heritage Inventory – Registered	<p>History: Identified on the City of Vaughan Heritage Register as William Hartman House, built circa 1850. The property is identified as being owned by William Hartman in the 1860 Tremaine’s Map and in the 1878 Historical Atlas mapping.</p> <p>Design: A 1 ½ storey Georgian style farmhouse with Neoclassical covered porch, and 6/6 wood windows. The property is obscured by mature trees, and consists of an agricultural landscape, including laneway, painted white fence, a collection of green barns, and outbuildings with white roofs.</p> <p>Context: The property is located in the City of Vaughan, on the north side of Steeles Avenue. It is not associated with any historic settlement centres. It is one of the few intact agricultural landscapes remaining in the immediate area.</p>	
CHL 12	Cemetery	Queen of Heaven Catholic Cemetery, 7300 Highway 27, Vaughan	Identified during field review	<p>History: This cemetery was established in 1985, in response to the rapid growth of the Catholic population north west of Toronto. It was consecrated by Archbishop Gerald Emmett Cardinal Carter. The property is identified as being owned by J. Wray in the 1860 Tremaine’s Map and in the 1878 Historical Atlas mapping.</p> <p>Design: This contemporary cemetery consists of 5 grave sections, 6 shrines, a prayer garden, the stations of the cross, an office, which is in a former farmhouse, a service building, and two mausoleums, the Queen of Heaven Mausoleum and Saint Anthony’s Mausoleum.</p> <p>Context: Located north of the 407, west of Highway 27 on a former farmstead. It is located north east of the historic settlement area of Claireville.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area



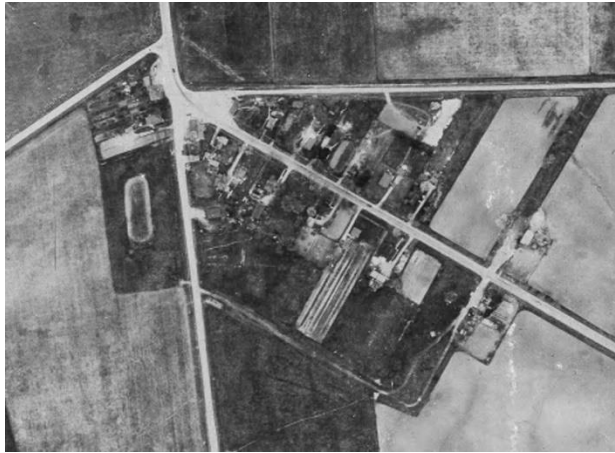
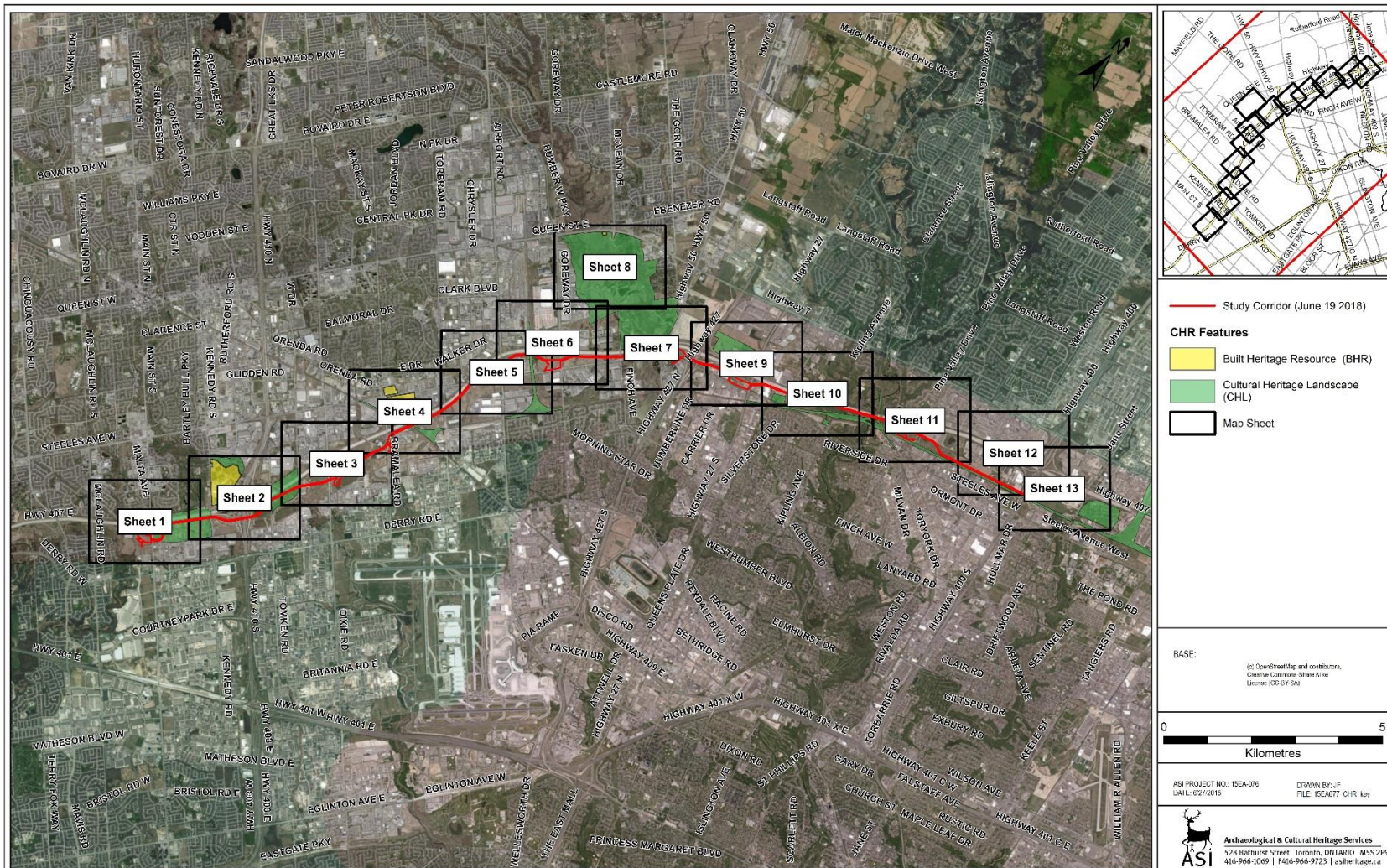
Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 13	Farmscape	7141 Highway 50, Vaughan	City of Vaughan Heritage Inventory – Registered	<p>History: Identified in the City of Vaughan Heritage Inventory as being built in 1860. Property is owned by Watson in the 1860 Tremaine’s Map, and Thos Watson, in the 1878 Historical Atlas Mapping.</p> <p>Design: A hybrid of Ontario Gothic and Regency styles. The central gable is a distinct Regency style, while the side gable and massing suggest an Ontario Gothic origin. Likely altered from Ontario Gothic to Regency style. Property includes covered porch, picture windows and agricultural landscape.</p> <p>Context: Located north on the 407 on the east side of Highway 50, looking west. It is associated with the historic settlement area of Claireville.</p>	
CHL 14	Recreational	Claireville Conservation Area, 8180 Highway 50, Brampton	Identified during field review	<p>History: The area was acquired by the TRCA in 1957 to construct a flood control dam and reservoir after the destruction caused by Hurricane Hazel.</p> <p>Design: Claireville Conservation Area is 848 acres of natural and forested area that straddles Peel Region and Toronto. It is a passive conservation area for the preservation of local wildlife and natural landscape, and includes wetlands, valleys, forests, grasslands and the west branch of the Humber River and its tributaries.</p> <p>Context: Located at the corners of four major GTA cities: Brampton, Mississauga, Toronto and Vaughan, identified as one of the largest areas of its kind in the GTA.</p>	

Table 4: Detailed Description of Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) in the Study Area

Feature ID	Resource Type	New Address	Recognition	Description/Comments	Photograph(s)
CHL 15	Historic Settlement Area of Clairville/ Claireville	Codlin Crescent, formerly Albion Road and Steeles Avenue, Toronto	Identified during field review	<p>History: Claireville was established in 1850 at the intersection of Albion Road and Steeles Avenue. It was built on land owned by Jean du Petit Pont de la Haye, a French teacher at Upper Canada College. He developed the community on his estate which he named after his daughter Claire. A private plank road was built diagonally across northern Etobicoke as a shortcut to Albion Township, with a toll at Claireville.</p> <p>Design: The former hamlet of Claireville consists of Codlin Crescent, which includes the former alignment of the Albion Plank Road and Steeles Avenue, Toronto.</p> <p>Context: Located at the intersection of the 407 and 427. The former hamlet is now enveloped in highway and industrial park.</p>	

8.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING



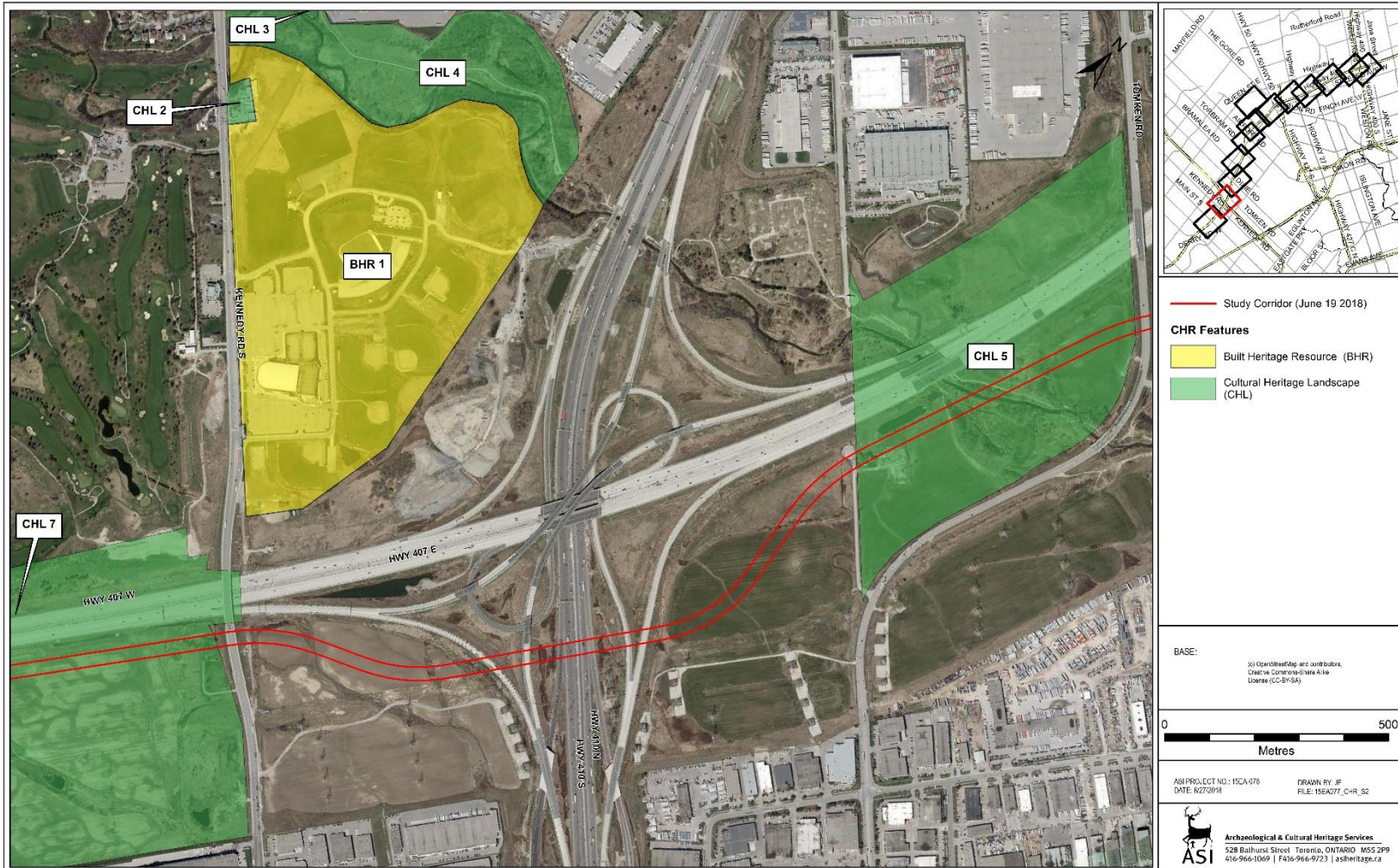
Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Key Plan)

Figure 19: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Key)

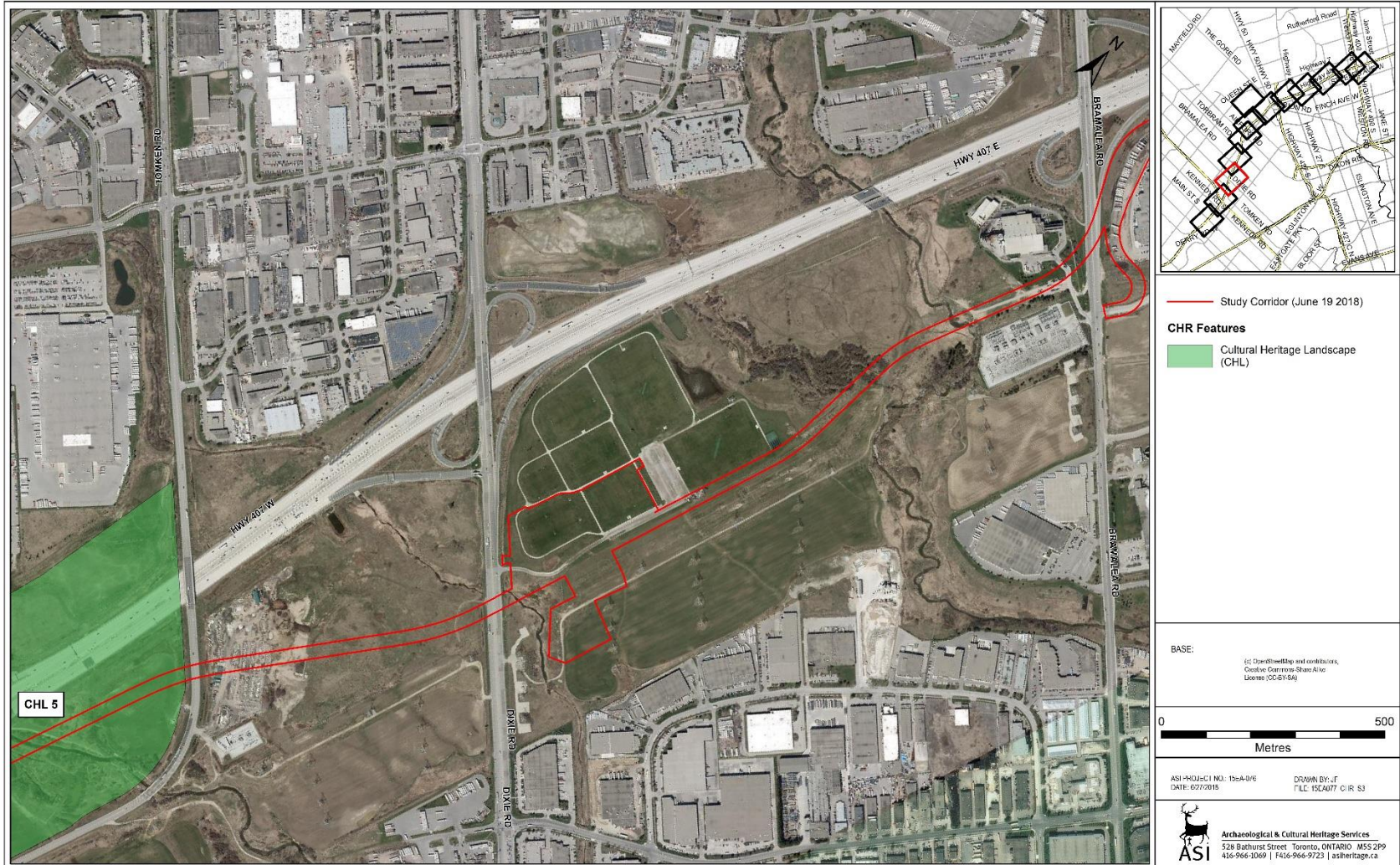


Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 1)

Figure 20: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 1)

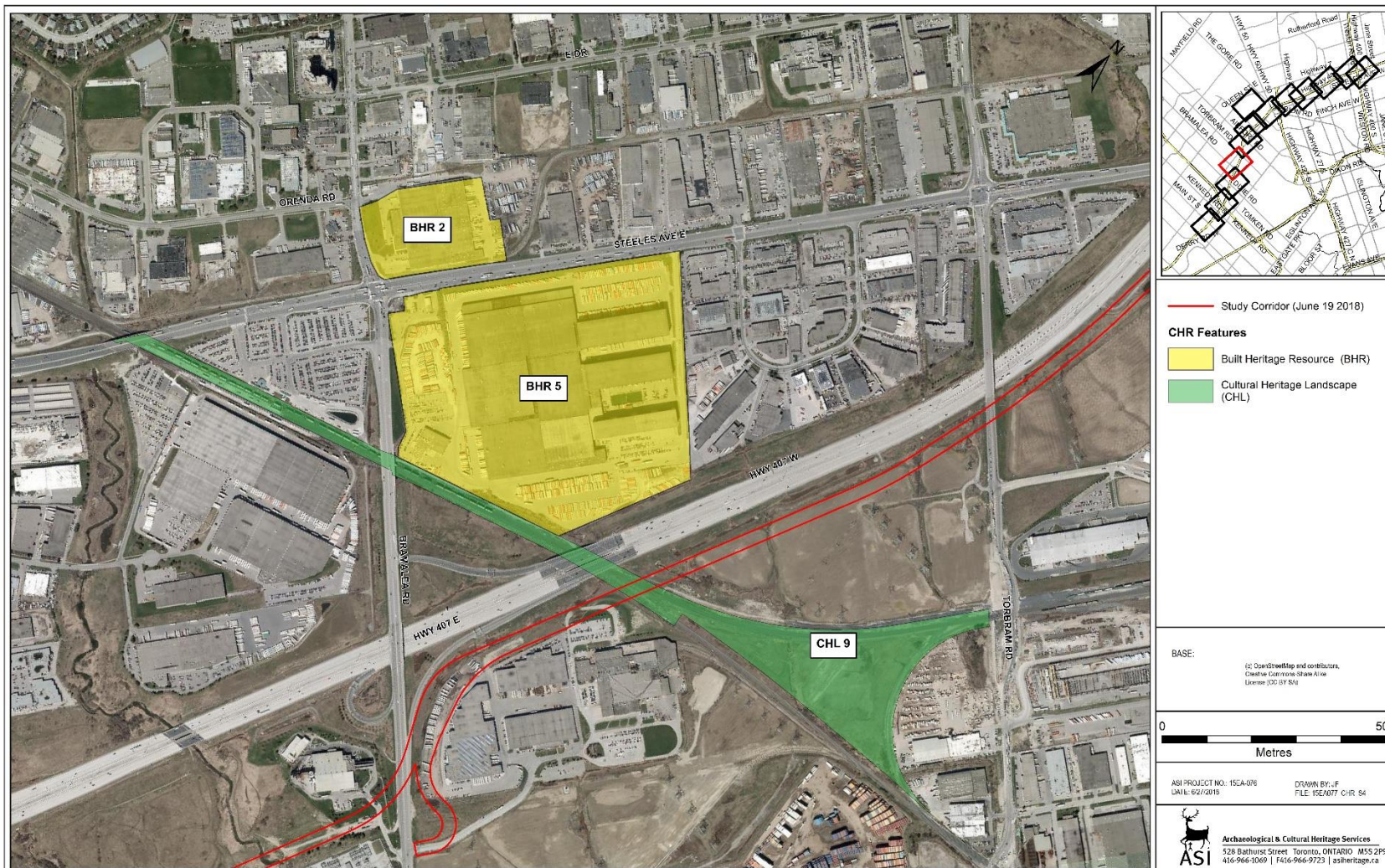


Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 2)
Figure 21: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 2)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 3)

Figure 22: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 3)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 4)

Figure 23: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 4)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 5)
 Figure 24: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 5)



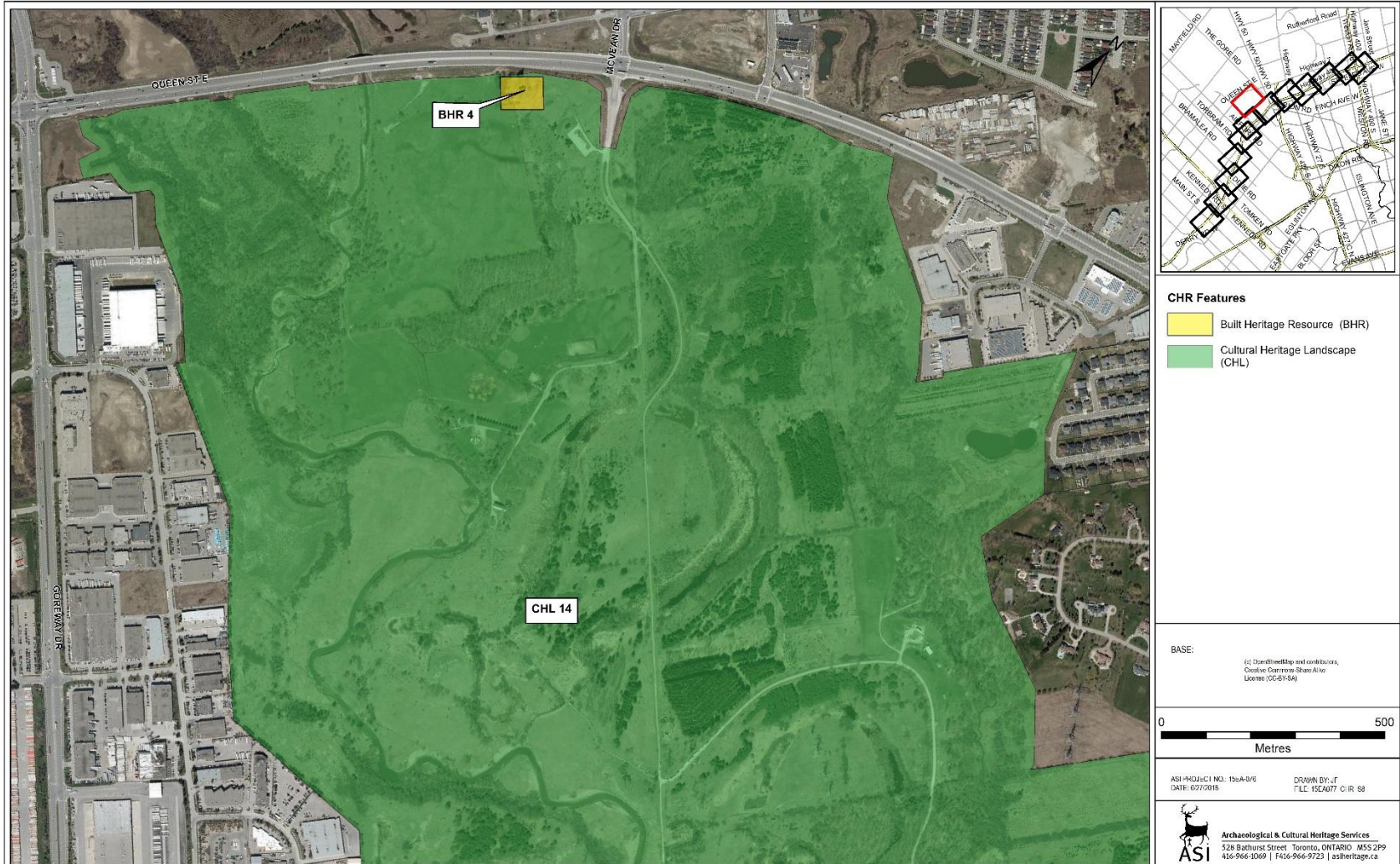
Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 6)

Figure 25: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 6)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 7)

Figure 26: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 7)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 8)

Figure 27: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 8)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 9)

Figure 28: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 9)

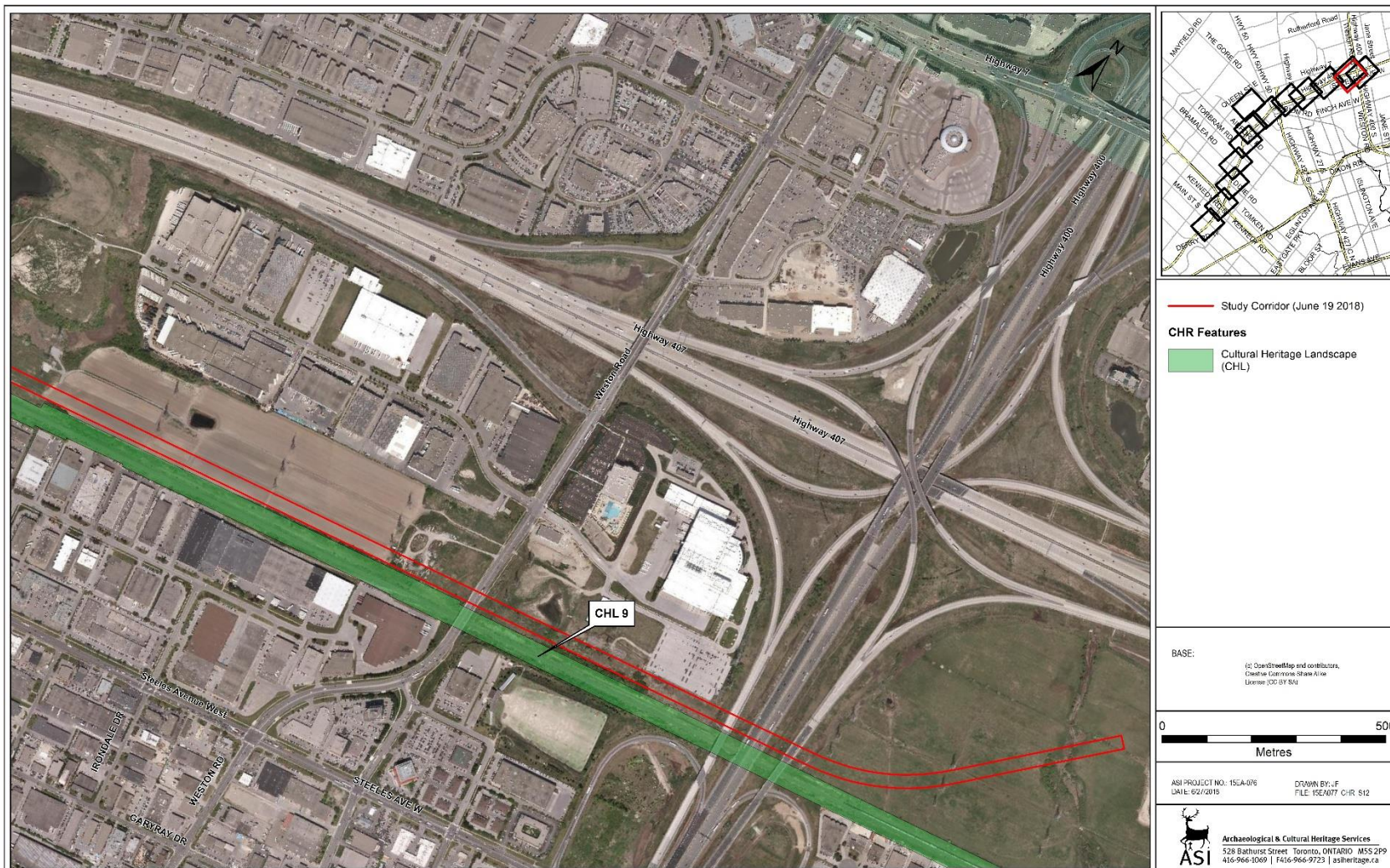


Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 10)

Figure 29: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 10)

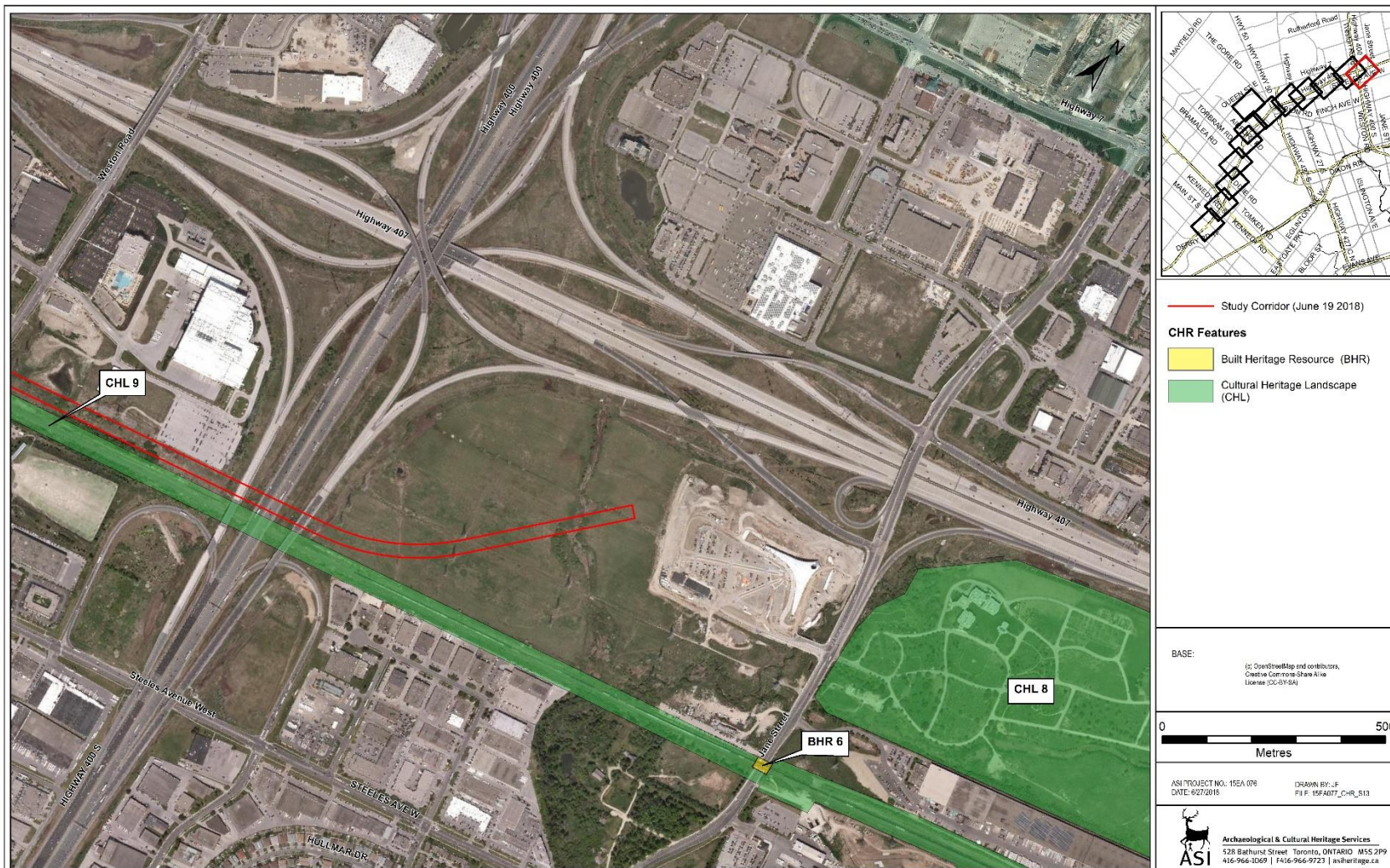


Figure 30: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 11)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 12)

Figure 31: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 12)



Location Mapping of all BHRs and CHLs identified in the 407 Transitway study area (Sheet 13)

Figure 32: Location Mapping of all BHRs and CHLs Identified in the 407 Transitway Study Area (Sheet 13)

9.0 REFERENCES

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