

FINAL

Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes

Highway 413 Preliminary Design and
Assessment of Environmental Impacts

March 2026



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Executive Summary

The Ontario Ministry of Transportation has retained WSP Canada Inc. and AECOM Canada ULC in collaboration with various sub-consultant and technical firms to undertake the Highway 413 Preliminary Design and Assessment of Environmental Impacts, hereinafter referred to as “the Project”.

The Project is following the requirements of the *Highway 413 Act, 2024*.

This Cultural Heritage Assessment Report (CHAR) documents the existing cultural heritage conditions within the Study Area and the preliminary assessment of potential impacts from proposed project activities which is used to assist MTO with the development of the Preliminary Design for the Project. All known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs) located within the Study Area are identified, potential impacts from the Preliminary Design are assessed and recommendations for project alternatives to avoid or reduce adverse impacts, mitigation strategies and next steps are provided in this CHAR. A total of 60 known and potential built heritage resources and cultural heritage landscapes were identified within the Study Area (based on the Preliminary Design).

For all known and potential built heritage resources and cultural heritage landscapes that have been identified within the CHAR Study Area (**Appendix A**), general mitigations measures have been developed including the following:

1. Continue to refine the Study Area to avoid adverse impacts to known and potential BHRs and CHLs, where possible.
2. Construction activities should be suitably planned and undertaken to avoid impacts, including but not limited to:
 - Informing construction crews of the location of known and potential BHRs and CHLs
 - Confining construction related activities to the proposed right-of-way
 - Establishing no-go zones and procedures to avoid impacts
3. To ensure all known and potential BHRs and CHLs listed in **Appendix A** are not adversely indirectly impacted by mechanical vibration during construction, a vibration assessment is being undertaken by Rowan Williams Davies & Irwin Inc. (RWDI). Should the construction vibration assessment determine that the structure(s) or landscape features within the known and potential BHRs and CHLs are subject to potential adverse impacts due to vibration, it is recommended that a vibration monitoring plan

should be prepared, and mitigation measures implemented to lessen vibration impacts related to construction.

4. Should there be changes to the Project, including but not limited to, new impacts to the adjacent properties (**Appendix D**), refinement and/or expansion of the Study Area, a Qualified Person(s) should review this CHAR and revise these recommendations as required.

Where preliminary impact assessment has determined that there are potential direct adverse impacts to a known or potential BHRs or CHLs located within the Study Area and prior to initiating any action that may impact these properties, it is recommended that MTO:

1. Research and evaluate properties for cultural heritage value or interest (CHVI) that have not been previously evaluated by MTO (see **Table 7-1**). The research and evaluation should be completed by a Qualified Person(s)¹ and recorded in a Cultural Heritage Evaluation Report (CHER), unless otherwise specified (see **Appendix A**). Final CHERs will be provided to MCM and made available to other interested parties upon request. CHERs will be completed as early as possible during the EA process.
2. Complete a heritage impact assessment (HIA) for all properties that MTO determines to have CHVI and where direct adverse impacts are still anticipated. The assessment should be completed by a Qualified Person(s) and recorded in a HIA, unless otherwise specified (see **Appendix A**). Final HIAs will be submitted to the MCM as required and made available to other interested parties upon request. HIAs on properties determined to be Provincially Significant will be submitted to MCM for review and comment as part of the process to receive Minister’s Consent. HIAs will be completed as early as possible during the EA process and prior to construction activities. The HIAs will be prepared in accordance with Information Bulletin 3 Heritage Impact Assessments for Provincial Heritage Properties (MCM 2017).
3. In accordance with F.5 of the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, if MTO determines that a property is a Provincial Heritage Property of Provincial Significance, MTO should obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control.

1. As defined under the Standards and Guidelines for Conservation of Provincial Heritage Properties, a Qualified Persons means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources

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- Appendix A. Cultural Heritage Assessment Report List of Known and Potential BHRs and CHLs and Preliminary Impact Assessment
- Appendix B. Historical Map Set
- Appendix C. Location of Known and Potential BHRs or CHLs
- Appendix D. Summary of BHRs and CHLs Directly Adjacent to the Preliminary Design
- Appendix E. 2020 Preferred Alignment Announcement
- Appendix F. MCM Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes
- Appendix G. Heritage Designation By-Laws

1. Introduction

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. (WSP) and AECOM Canada ULC (AECOM) in collaboration with various sub-consultant and technical firms to undertake the Highway 413 Preliminary Design and Assessment of Environmental Impacts, hereinafter referred to as “the Project”.

The Project is following the requirements of the *Highway 413 Act, 2024*.

The Project includes the 52-kilometre Highway 413 corridor, a 4 kilometre extension to Highway 410, and a 3 kilometre extension to Highway 427 (both facilitating connections to the Highway 413 corridor, for a total of 59 kilometre of new infrastructure) (**Figure 1-1**). The highway will have 11 interchanges at municipal roads. Features such as stormwater management ponds, carpool lots, Commercial Vehicle Inspections Facilities, maintenance facilities, and the potential for electric vehicle charging stations, have been explored as part of Preliminary Design.

Highway 413 will connect Highway 401 and Highway 407 Express Toll Route in the Regional Municipality of Halton and the Regional Municipality of Peel with Highway 400 in the Regional Municipality of York.

The typical right-of-way will be 170 metres which includes 110 metres for the typical mainline highway and 60 metres for a proposed transitway. A multi-use trail parallel to Highway 413 may be accommodated within the proposed transitway right-of-way. The right-of-way is expanded at interchanges and high fills areas to accommodate ramps to and from the crossing roads, as well as in locations with ancillary highway facilities as mentioned above. The Preliminary Design consists of a typical six-lane cross-section (three lanes in each direction) with a grassed median. The right-of-way has been designed to accommodate up to ten-lanes (five lanes in each direction) should future traffic conditions warrant additional capacity. These additional lanes would be provided by widening the highway towards the median.

The proposed transitway will be a separate corridor running alongside the highway, dedicated for public transit, including stations to facilitate passenger access at key locations. The proposed transitway and stations will be subject to a separate future assessment of environmental impacts.

Highway 413 is a 400-series highway, which is a network of controlled-access highways throughout the Province of Ontario. Their primary function is to accommodate through

The future Highway 413 is expected to:

- Relieve traffic on local roads and parallel highways,
- Help accommodate travel demand.
- Reduce travel times for commuters and goods movement,
- Reduce the social, environmental, and economic costs of congestion,
- Provide greater connectivity between urban growth centres,
- Provide better connections to residential and employment lands, and,
- Provide an alternate route in the event of an incident or road closure on local and regional roads.

This Cultural Heritage Assessment Report (CHAR) records the identification of existing cultural heritage conditions within the Study Area and preliminary assessment of potential impacts from proposed project activities which is used to assist MTO with development of the Preliminary Design for the Project. All known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs) located within the Study Area are identified, potential impacts from the Preliminary Design are assessed and recommendations for project alternatives to avoid or reduce adverse impacts, mitigation strategies and next steps are provided in this CHAR. The information will assist MTO with development of the Preliminary Design for the Project and will be incorporated into the Environmental Impact Assessment Report. Recommendations may also be carried over to the Detail Design phase of the project.

AECOM has prepared this CHAR in accordance with the *Standards and Guidelines for Conservation of Provincial Heritage Properties* issued under the authority of section 25.2 of the *Ontario Heritage Act* and with reference to MTO's cultural heritage conservation policy and process.

2. Policy Context

2.1 Planning Act and Provincial Policy Statement

The Planning Act (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The Planning Act requires that all decisions affecting land use planning matters “shall be consistent with” the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.” The 2020 Provincial Policy Statement issued under the authority of the Planning Act defines “conserved” as “means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision designated and available for the purposes of this definition.”

To conserve a cultural heritage resource, a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states “Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

2.2 Ontario Heritage Act

The Ontario Heritage Act enables municipalities and the province to identify and designate individual properties and/or districts as being of cultural heritage value or interest. A municipality may also “list” a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest under the Ontario Heritage Act provides criteria for determining cultural heritage value or interest. If a property meets the criteria it may be designated under Section 29 of the Ontario Heritage Act.

2.3 Standards & Guidelines for Conservation of Provincial Heritage Properties

The Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs), prepared pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 2, 2010. The S&Gs set out the standards for protection, maintenance, use and disposal of provincial heritage properties. They are mandatory for all Ontario government ministries, including MTO, and public bodies prescribed under Ontario Regulation 157/10. They apply to all property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Under Section F.5 of the Standards & Guidelines for Conservation of Provincial Heritage Properties, the consent of the Minister of Citizenship and Multiculturalism is required for the demolition or removal of any building or structure on a provincial heritage property of provincial significance, or for the transfer out of provincial control of that property, in whole or in part. Provincial heritage properties of provincial significance in this context are those that meet the criteria in Ontario Regulation 10/06 and that are under MTO ownership or control.

2.4 MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes

Section 3.7 of the Environmental Reference for Highway Design (2013) addresses the requirements specific for undertaking BHR and CHL assessments for MTO Highway projects. It requires the identification and assessment of heritage resources, their mitigation (as required), technical reports and the qualifications of the cultural heritage

specialist. In addition, the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007) provides more detailed guidance for the identification and assessment of BHRs and CHLs and appropriate mitigation measures for implementation in the design and construction processes in transportation projects.

2.5 Municipal Policies

In addition to provincial policies, local area policy documents are considered in the context of the CHAR. At the municipal level, official plans provide the context and boundaries within which a municipality operates with regard to land use, development and growth and helps to ensure that future planning and development will meet the specific needs of the community. The Planning Act requires that an official plan conform to, or does not conflict with, provincial plans, has regard for matters of provincial interest, and is consistent with the PPS.

Municipal policies have the potential to influence transportation needs by shaping the patterns of travel demand and in turn impacting the modes of travel used. Municipalities develop their projected future land use and population growth in accordance with the Provincial Policy Statement, which are then factored into the travel demand model. The official plans of the Regions of Halton, Peel and York have been considered throughout the CHAR.

3. The Study Area

3.1 The CHAR Study Area

The Project has evolved significantly since 2015, and the Preliminary Design phase of Highway 413 is now nearing completion. The Study Area used for this CHAR encompasses the Preliminary Design, which includes the right-of-way for the Project (**Figure 3-1** and **Figure 3-2**).

The Study Area encompasses all lands within the Preliminary Design right-of-way, including any areas that may be affected by the Project. This allows for an assessment of all potential impacts, such as those related to construction activities and the implementation of the design, as well as effects associated with transportation-related infrastructure including access roads, detours, staging and storage areas, and other works required for the construction, operation and maintenance of the highway. The Study Area provides a boundary that guides the development of the project recommendations. The project recommendations are aimed at avoiding or reducing the impacts to the known and potential BHRs and CHLs, along with recommending mitigating measures and outlining subsequent actions. **Figure 3-1** and **Figure 3-2** depict the Study Area.

The boundaries of the Study Area encompass the western and northern perimeters of Brampton, tracing the boundary between Halton and Peel regions before proceeding northwest into York Region. Its southwestern endpoint is a freeway-to-freeway junction at the existing interchange of Highway 401 and Highway 407 Express Toll Route, near Halton Hills, Milton, and Mississauga. The Study Area passes through Brampton, crossing the Credit River east of Georgetown, and continues northward. The Study Area then goes through Caledon, interchanging with key roads and highways, including a connection with an extended Highway 410. The Study Area crosses the Peel-York regional boundary at Regional Road 50, encountering a freeway-to-freeway interchange with a Highway 427 extension from Major Mackenzie Drive West. The Study Area then curves northeast, traversing the CP MacTier Subdivision and spanning the Humber River before reaching an interchange with York Regional Road 27 north of Kleinburg. The final segment of the Study Area proceeds east, situated between Kirby Road and King Vaughan Road, and concludes at a freeway-to-freeway interchange with Highway 400.

Figure 3-1: Preliminary Design Overlaid on Topographical Map

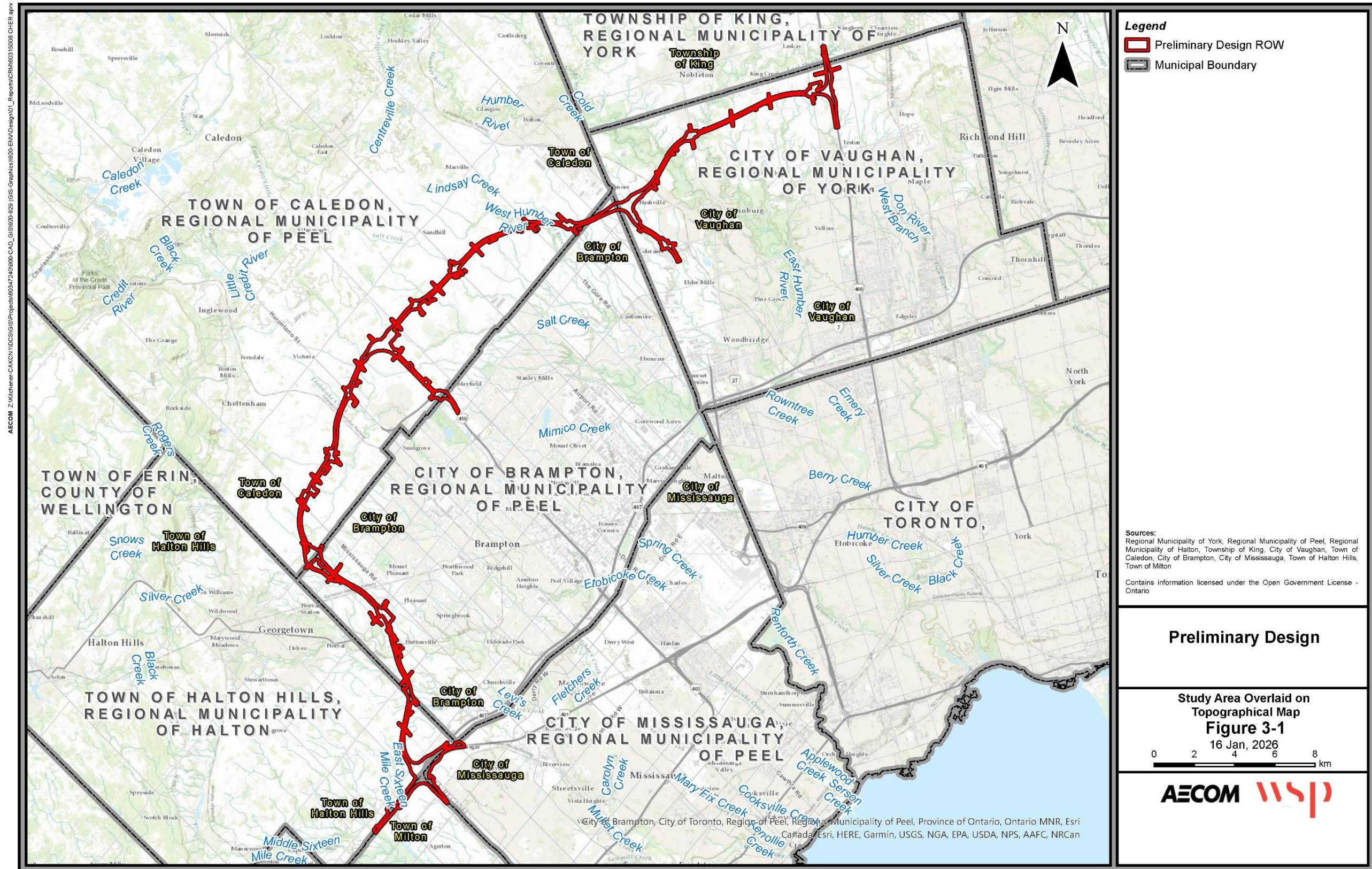


Figure 3-2: Preliminary Design Overlaid on Satellite Imagery



3.2 Study Area Background

The following sections summarize the evolution of the study area (2015 to present) and assessment of cultural heritage existing conditions and preliminary impacts which contributed to development of the Preliminary Design.

3.2.1 Long List to Short List of Route Alternatives

The project commenced with approval of the Greater Toronto Area West Corridor Environmental Assessment Terms of Reference by the Ontario Minister of the Environment. A long list of proposed route alternatives within the Route Planning Study Area was presented at Public Information Centre #1 for public consultation. A workshop, with specialists from various disciplines, including cultural heritage, was then undertaken to assess the relative benefits and impacts of each route alternative. The assessment was based on information gathered from secondary sources and field visits to identify preliminary environmental sensitivities, including known and potential BHRs and CHLs, located within the Route Planning Study Area. A consensus was reached resulting in a short list of alternatives to be carried forward for more detailed evaluation.

3.2.2 Short List to Technically Preferred Alignment

A process of detailed evaluation of the short-listed alternatives was initiated. The evaluation was a two-step process. The first step (assessment) entailed the identification of advantages and disadvantages of the various alternatives under consideration. At this stage, each environmental feature was examined to determine the extent of potential effect, based on existing data and field investigations. Net effects were identified; these refer to the effects on the environment that remain after standard mitigation measures have been applied to reduce the extent of the effect.

The second step was the evaluation itself. This step built upon the information obtained from the assessment stage and involved a comparative analysis of the advantages and disadvantages of the alternatives considered to select a preferred alternative method(s). At this stage, the relative importance of the environmental features and significance of the effects were determined.

As part of this process, the AECOM cultural heritage team completed desktop screening to identify properties with known and potential cultural heritage value or interest (CHVI) located within the Route Planning Study Area. The cultural heritage team did this by

using the Ministry of Citizenship and Multiculturalism (MCM) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist*, 2015, aerial photography, historical mapping, and archival research. Collection and review of this information, in conjunction with the completion of the 2015 field review, resulted in the identification of a master list and route alternative mapping of known and potential BHRs and CHLs within the Route Planning Study Area.

The development of the net effects and comparative evaluation tables took place over several months. This iterative process involved field activities, consultation with a range of stakeholders and Indigenous communities, and significant co-ordination between specialists. At this stage of the Project (late 2015), the study was suspended by the Province prior to presentation of the technically preferred alignment to stakeholders or the public.

When the study resumed in 2019, the AECOM cultural heritage team completed a net effects analysis as part of this process. Project Team workshops were held to review the net effects and comparative evaluation tables produced by the various disciplines with the goal of discussing any changes that might change the recommendations for the technically preferred alignment. The outcome of this review was that the technically preferred alignment identified in 2015 remained the same.

The Technically Preferred Alignment, including the preferred interchange locations, was presented at Public Information Centre #2. The Focused Analysis Area (FAA) was also updated to surround the Technically Preferred Alignment. The FAA is a zone surrounding the Route that defines which properties continue to be within an area of interest as the Project progresses. This area is wider than the Preferred Alignment and more refined than the Preliminary Study Area, providing necessary flexibility to refine the route as the Preliminary Design progresses. Properties located within the FAA could be directly impacted by Highway 413, ancillary uses, or if refinements are made to the route during the Preliminary Design stage. The FAA was first shown at PIC #1 in 2014. A reduced FAA was then presented alongside the Draft Technically Preferred Alignment at PIC #2 in 2019.

3.2.3 Technically Preferred Alignment to Preferred Alignment

An extensive consultation program was undertaken to present the Technically Preferred Alignment and provide opportunity for a wide range of comments and input on the evaluation of the alternatives and the rationale for the Technically Preferred Alignment.

Presentations were made to municipal Councils, Advisory Group meetings, meetings with municipal and agency staff, and Public Information Centre #2,

Based on public and stakeholder input and information provided by the subject matter experts on the project team, including cultural heritage specialists, refinements to the Technically Preferred Alignment were developed. The proposed refinements to the Technically Preferred Alignment were presented at PIC #2 and subsequently incorporated into the Preferred Alignment which was announced in August 2020 (**Appendix E**). With the refinements incorporated into the Preferred Alignment, the FAA was also adjusted to maintain a zone within which further refinements could be accommodated in preliminary design.

In 2020, AECOM's cultural heritage team assessed the existing conditions of properties within the Preferred Alignment and FAA where permission-to-enter was obtained from the property owners. A cultural heritage memorandum "Greater Toronto Area West Transportation Corridor – Summary of Field Investigations (2020) draft" was prepared by AECOM's cultural heritage specialists in January 2021 to document the results of the 2020 field reviews. In addition, this CHAR report was updated to document the results of the 2020 field reviews.

The current version of this report has been updated to reflect the Preliminary Design as noted in **Section 3.1** above. The Preliminary Design is a refinement to the Preferred Alignment and the 2023 Design Update Area. By utilizing the Preliminary Design, the CHAR will inform the future design of the route. It will achieve this by identifying preliminary impacts and proposing potential mitigation measures to address any adverse impacts.

4. Study Area Historical Context

4.1 Research Methodology

The following research methodology was used to establish the historical context of the Study Area:

- Archival research including review of primary and secondary sources, documents and reports.
- Review of online municipal heritage registers were undertaken throughout the planning process to identify properties located within the Study Area that have been designated under Parts IV or V of the Ontario Heritage Act or listed on municipal heritage registers (refer to **Section 3**). The following online municipal heritage registers were last consulted in March 2023 in preparation of this report:
 - Brampton Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act Designated Properties (Register last updated 2021)
 - Brampton Municipal Register of Cultural Heritage Resources ‘Listed’ Heritage Properties (Register last updated July 2021)
 - Town of Caledon Heritage Register: Properties designated under Part IV, Properties designated under Part V, Non-designated properties listed under Section 27 (1.2) of the Ontario Heritage Act (no date)
 - Town of Caledon Cultural Heritage Landscape Inventory
 - Town of Caledon Heritage Trees (2019)
 - Halton Hills Heritage Register: Listed and Designated Cultural Heritage Properties (no date)
 - Town of Oakville Heritage Register: Register of Designated Heritage Properties Under Part IV of the Ontario Heritage Act (Register last updated February 2022), Register of Properties of Cultural Heritage Value or Interest (Not designated) (Register last updated February 2022)
 - City of Vaughan Built Heritage Inventory: Individually Designated Properties (no date)

- Review of the following online searchable databases:
 - Ontario Heritage Trust Conservation Easements;
 - Ontario Heritage Trust’s Places of Worship Inventory;
 - Ontario Heritage Trust’s Provincial Plaque Program;
 - Ontario Heritage Trust’s Ontario Heritage Act Register;
 - Ontario Historical Society’s Ontario Heritage Directory and Map;
 - Ontario Genealogical Society’s Ontario Cemetery Index;
 - Parks Canada’s National Historic Sites;
 - Parks Canada’s The Canadian Register of Historic Places on Canada’s Historic Places website;
 - Parks Canada’s Directory of Federal Heritage Designations;
 - Canadian Heritage River System website; and,
 - United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.

- Field review of properties located within the Study Area

4.2 Pre-Contact Overview of Southern Ontario

In Southern Ontario, the first human settlement can be traced back to 11,000 BC; these earliest well-documented groups are referred to as Paleo which literally means old or ancient. During the Paleo period, people were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in Southern Ontario during that time. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have also been harvested. Due to the relative antiquity of Paleo sites, all that remains at their occupations are stone tool fragments and their characteristic spear points known as “fluted points” (Ellis and Deller 1990). The picture that has emerged for the early and late Paleo is of groups at low population densities who were residentially mobile and made use of large territories during annual cycles of resource exploitation.

The subsequent Archaic period (8,000 BC to 950 BC) is characterized by a warming climate and a temperate forest environment which was crisscrossed by streams and rivers and surrounded by large freshwater lakes that would have supported many species of fish, shorebirds, and mammals. Small hunting and gathering bands (20-50

people) utilized the lake shores during the spring and summer months, then broke into smaller family groups and moved inland for the fall and winter to hunt and trap. Archaic period tool assemblages consisted of both chipped and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking, and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 950 BC to 1650 AD) which is subdivided into three phases. The Early Woodland period (ca. 950 BC to 400 BC) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper, and seashells persists into the Middle Woodland period (ca. 400 BC to 900 AD) when horticulture was introduced to Ontario. The adoption of food production brought to some groups a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (circa. 900 AD to 1650 AD) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture, and an increase in regional warfare.

Table 4-1 provides a general summary of the history of Indigenous land use and settlement of the area.

Table 4-1: Cultural Chronology for Indigenous Settlement in Southern Ontario

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> • Fluted Points • Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> • Holcombe, Hi-Lo and Lanceolate Points • Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> • Notched and Bifurcate base Points • Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> • Stemmed and Brewerton Points, Laurentian Development • Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> • Narrow Point • Environment similar to present
	1800-1500 BC	<ul style="list-style-type: none"> • Broad Point • Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> • Small Point • Introduction of bow

Archaeological Period	Time Period	Characteristics
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> • Hind Points, Glacial Kame Complex • Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> • Meadowood Points • Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> • Dentate/Pseudo-scallop Ceramics • Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> • Princess Point • Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> • Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> • Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> • Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> • Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> • European settlement (French and English)

4.3 Toronto Carrying-Place Trail

The Toronto Carrying Place Trail system (also known as the Humber Portage or Toronto Passage) is an Indigenous portage trail. The trail had two main arms: the more widely known Humber River arm to the west of what is now Toronto; and to the east, the Rouge River arm. Perhaps the busiest of routes and best documented was the trail along the Humber River. The Rouge River trail extended from the mouth of the Rouge River northward to the headwaters of the Little Rouge and over the drainage divide to the Holland River East Branch at the Village of Holland Landing (Robinson, 1933:53). Both arms of the trail led to Lake Simcoe, once known as *Lake Toronto* (ASI, 2011:1). The portage was long, but it was faster than doing a detour of hundreds of miles and being exposed to the south side of Lake Huron and Georgian Bay weather.

The first known Europeans to use the Toronto Carrying Place Trail were Étienne Brulé and Samuel de Champlain, who travelled north to visit the Huron-Wendat in the fall of 1615. It is also possible that Jesuit Father Jean de Brébeuf used the route on his way to Georgian Bay in 1641. The next known Europeans to use the route were Jacques (Père) Marquette and Louis Jolliet in 1669 who used the trail on their way to Lake Superior in hopes of finding a copper mine reported to exist. Sieur de LaSalle, a French explorer, used the trail in 1860 to go from the mouth of the Humber River to Fort Michilimackinac in northern Lake Huron (Robinson, 1965).

One of the more notable trips along the Toronto Carrying Place Trail was completed by Lieutenant Governor John Graves Simcoe, the first Lieutenant Governor of Upper Canada from 1791-1796.

4.4 A Summary of the History of Euro-Canadian Settlement in the Study Area

Historically, the Study Area crosses through seven geographic townships, including Trafalgar North, and Esquesing South located in historic Halton County, Chinguacousy North and South, Albion, and Toronto Gore townships located in the historic Peel County, and Vaughan and King townships, located in the historic York County. The historical development of these three counties and seven townships are described in the sections below to provide an understanding of the history of the Study Area.

4.5 Halton County

The current Regional Municipality of Halton was formed in 1974 as the successor to the former County of Halton by the Regional Municipality of Halton Act, 1973. Its precursor, Halton County, was created in 1816 from the West Riding of York County and was one of the counties that composed the Gore District, which was also organized in 1816 from parts of the Home and Niagara Districts (Government of Ontario, 2012-2023).

Settlement in the area first began in 1783 with settlers that were primarily United Empire Loyalists from the Niagara area. The Gore District was comprised of Halton, Wentworth, Waterloo, and Wellington Counties, and in 1817, 6,684 inhabitants were recorded (Government of Ontario, 2012-2023; Walker & Miles, 1877: 76). The Gore District was named after the Lieutenant Governor of Upper Canada from 1806 to 1817, Sir Francis Gore, and Halton County after Major William Matthew Halton, secretary to Gore.

With the abolition of administrative districts in 1849, Halton was separated from the Gore District and became the United Counties of Wentworth and Halton, which were subsequently separated in 1853. At this time, Halton was comprised of the Townships of Nelson, Trafalgar, Esquesing, and Nassagaweya. Historically, Halton County was bounded to the south by Lake Ontario, to the east by Peel County, to the north by Wellington County, and to the west by Wentworth County. Major railways through the County included the Grand Trunk Railway, the Great Western Railway, the Hamilton and Northwestern Railway, and the Credit Valley Railway. Currently, the Regional Municipality of Halton comprises the City of Burlington and the Towns of Halton Hills, Milton, and Oakville.

The 1877 *Illustrated Historical Atlas* will be referenced throughout this section since it provides a valuable record of the history of the County of Halton and Township of Esquesing in the nineteenth century. By 1877, when the *Illustrated Historical Atlas* was

published, the County contained nine municipalities, including the original Townships of Esquesing, Trafalgar, Nelson, Nassagaweya, the Towns of Milton and Oakville, and the Villages of Georgetown, Burlington, and Acton (Walker & Miles, 1877:76). To illustrate the historical composition of the county, the 1877 *Illustrated Historical Atlas* records that there were four places of worship, eighteen grist mills, forty-one sawmills, and three medical practitioners at the time (Walker & Miles, 1877:76).

The historical narrative of Halton County underscores the pivotal role of agriculture in the evolution of the Study Area. The dynamic changes in administrative structures, spanning districts, county, township, and regional municipality, mirror the evolving settlement patterns—shifting from initial settlement to agricultural expansion and ultimately urban development. The significance of agriculture is distinctly evident in the proliferation of towns and villages, often centered around mills, fostering communal growth.

4.5.1 Esquesing Township

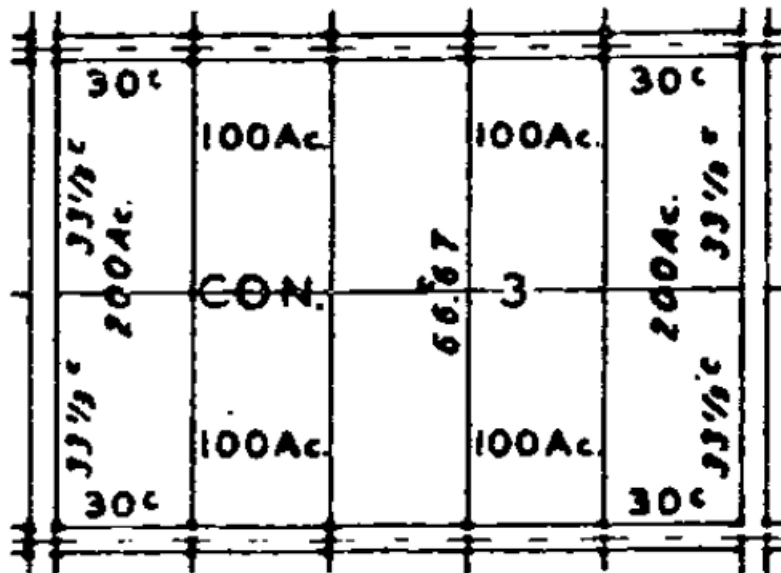
The Township of Esquesing is one of the four original townships that comprised Halton County when it was separated in 1853. The name is said to derive from the Mississauga word “*ishkwessin*” meaning “that which lies at the end” or “Land of the Tall Pines” (Gardiner, 1899:245; Morrison & Young, 2022).

The Township of Esquesing was historically bounded to the south by the Township of Trafalgar, to the west by the Township of Nassagaweya, to the east by the Township of Chinguacousy, in the County of Peel, and to the north by Erin, in the County of Wellington (Warnock, 1862:26). The Credit River enters the Township of Esquesing from the Township of Chinguacousy at Lot 26, Concession 11, where it flows southeast through Norval and passes back into Chinguacousy from Lot 10, Concession 11 in the Township of Esquesing (Warnock, 1862:39). The main tributary of the Credit River in the Township of Esquesing is Silver Creek, which flows south from Ballinafad through Georgetown then south and southeast to Norval, where it empties into the Credit River (Warnock, 1862:39).

Esquesing Township was originally surveyed in 1819 using the double front system, which was a typical survey system used in Ontario between 1815-1829 (Weaver, 1969:14). This system resulted in 200 acre lots with a road allowance in front of each concession every fifth or sixth lot. Crown grants for half lots of 100 acres were provided under the double front system after the survey lines were established along the centre line of the concession road and at the corners of lots. Rows of posts were erected to

ensure property limits were defined for settlers in the back half of their 100 acres (Weaver, 1969:16). In total, the Township of Esquesing was surveyed with 11 concessions, each of which contained 32 lots. The concessions were numbered from west to east and the lots were numbered from south to north (Warnock, 1862:26). After it was surveyed and opened to settlement in 1819 for immigrants from the British Isles, Esquesing had a population of 424 in 1821 based on the minutes of the first recorded meeting in the township, which was held in the township on New Year's Day (Walker & Miles, 1877:77).

Image 1: Typical section of double-front system, 1815-1829 (Ministry of Revenue, 1979:3)



The principal towns and villages in the Township of Esquesing in 1862 included Georgetown, Acton, Norval, Glen Williams, Stewarttown, Ballinafad, Hornby, Ashgrove, and Silver Creek (Warnock, 1862:37). At this time, industries in the Township of Esquesing included 31 sawmills, six flour mills, five tanneries, and two foundries (Warnock, 1862:37-38). The preponderance of water sawmills in the township was due to its access to significant sources of waterpower, primarily the main branch of the Credit River.

The Township of Esquesing originally contained magnificent pine timber that early settlers hewed to construct their houses. Although it was depleted by the lumber industry over time, timber remained a valuable resource in the Township of Esquesing by the time of the 1877 *Illustrated Historical Atlas* (Walker & Miles, 1877:77). The 1877 *Illustrated Historical Atlas* also notes that the Township of Esquesing possessed some

of the finest quality of land in the province for farming purposes and that the township wore an “air of thrift and prosperity” since many of the farmers were wealthy (Walker & Miles, 1877:77). This wealth carried over to the Esquesing Agricultural Society, which was prosperous and held approximately 250 members in 1876 (Walker & Miles, 1877:77). The high-quality agricultural land and abundance of timber were key factors that attracted early European settlers to the township. Over time, the population of the township grew as evidenced by the 1877 *Illustrated Historical Atlas*, which records a population of about 6,000 residents, excluding Georgetown and Acton that were recorded as separate municipalities (Walker & Miles, 1877: 77).

The main thoroughfare in the Township of Esquesing, known as York Road, connected York to Guelph and was opened as far as Georgetown in 1832, passing diagonally through the township. It later became known as the Toronto-Guelph Road (later Guelph Street) and was given a provincial highway designation in the 1920s, becoming part of Highway 7 (Morrison & Young, 2022). Winston Churchill Boulevard (Peel Regional Road 19) was the former Town Line for Peel County which separated it from Halton County. The Grand Trunk Railway arrived in 1856 and crossed through the northern portion of the Township of Esquesing, whereas the Hamilton and Northwestern Railway, introduced in 1876, ran diagonally through the whole township from north to south (Walker & Miles, 1877:77).

Excellent quality building stone (primarily limestone) was manufactured widely in the Township of Esquesing (Walker & Miles, 1877:77). Much of this stone was sourced from Limehouse, a former hub of industry and the site of stone quarries and lime kilns until 1917, which was located on the Grand Trunk Railway three miles from Georgetown in the Township of Esquesing (Walker & Miles, 1877:77). Today, the Limehouse Conservation Area, in the Niagara Escarpment, contains the ruins of the old limestone kilns as well as several tunnels and caves for hikers to explore (Morrison & Young, 2022).

Ultimately, in 1974 Halton Hills was incorporated as a town—formed from the amalgamation of the Township of Esquesing and some of its communities with the former towns of Acton and Georgetown (Visit Halton Hills, n.d.). A small part of the southerly portion of the former Township of Esquesing was also annexed to the Town of Milton in 1974 (Mika and Mika, 1977). The Town of Halton Hills was organized under the Regional Municipality of Halton, which was formed that same year from the former County of Halton. Even after the incorporation of Halton Hills, the economy of the former Township of Esquesing continued to be largely predicated on agriculture (Mika and Mika, 1977).

The historical account of Esquesing Township delineates the land use trajectory within the Study Area, predominantly emphasizing agricultural growth. The surveying practices in Esquesing, replicated across the Study Area, were strategically aligned with fostering agricultural expansion. Villages and towns in Esquesing were strategically situated around waterways, particularly the Credit River, where mills played a central role in settlement and the processing of agricultural goods for broader markets. The availability of additional natural resources, such as quarries and lime kilns, complemented Esquesing's economic landscape, although agriculture retained its primary focus. Even post the dissolution of townships and the subsequent division of Esquesing, the area's economic orientation persisted in its commitment to agriculture, enduring into the present day.

4.5.2 Trafalgar Township

The Township of Trafalgar was one of the four original townships that made up Halton County when it was created in 1853. The name Trafalgar comes from the Battle of Trafalgar in 1805 when the British Royal Navy defeated the combined French and Spanish navies during the Napoleonic Wars off Cape Trafalgar in Spain (Gardiner, 1898: 243). The township was first surveyed by Samuel Wilmot in 1806 as it was designated as the second township as part of the Toronto Purchase (Treaty 13) in 1805, and the Head of the Lake Treaty (Treaty 14) in 1806 between the crown and the Mississauga First Nations (1806 Trafalgar Township Map; Moreau, 2023). With the creation of the Gore District in 1816, Trafalgar Township was included as one of the founding townships, as well as receiving more land to the north after the Ajetance Treaty (Treaty 19) in 1818 (Moreau, 2023). The New Survey was conducted in 1819 using the typical double-front system that created 200 acre lots with road allowance every five concessions (Weaver, 1969: 14). The New Survey of Trafalgar consisted of eleven concessions with fifteen lots in each concession. The Study Area includes parts of the Old Survey of Trafalgar (surveyed in 1806 after the Toronto Purchase) and the New Survey (surveyed in 1819 after the Ajetance Treaty). The dividing line between the Old and New Survey in Trafalgar Township is Lower Base Line West and East.

Trafalgar Township was bounded by Lake Ontario to the south, the Township of Esquesing to the north, the Township of Nelson to the west, and the County of Peel to the east. The Old Survey saw settlement as early as 1806 as Dundas Street ran through the township, connecting York and Niagara (Walker and Miles, 1877: 81). The New Survey, however, did not experience any large-scale settlement until the 1820s when it was surveyed and opened for land development. The two main branches of the

Sixteen Mile Creek flow through the New Survey, with the branches connecting in the Old Survey. Settlement of towns and villages in the New Survey were influenced by the two branches and their tributaries as they provided power for the development of waterpower industry and mills. Settlements in the New Survey were built around the demands of agriculture that was the driving force of the economy in the nineteenth century. The only town in the New Survey is Milton, while the major villages were Boyne, Omagh, Drumquin, Auburn, and Hornby (half of which is in Trafalgar and half in Esquesing).

The largest settlement in the New Survey is the Town of Milton. The town grew around the grist mill built by Jasper Martin on the western branch of Sixteen Mile Creek on Lots 13 and 14, Concession 2, the northwest corner of the township. Martin arrived in 1822 and as the only grist mill in the area, became known as Martin's Mills, later shortened to Milltown. Martin expanded his business interests in the growing settlement with a store and ashery to sell potash to farmers. A public meeting of inhabitants in 1838 chose to name their growing village Milton, in homage to both Jasper Martin and the English poet John Milton (Walker & Miles, 1877: 78-79). With the separation of Halton County from Wentworth County in 1857, Milton was chosen to be the county town over the older town of Oakville in the Old Survey (Walker & Miles, 1877: 79). The setting of Milton as the county town spurred growth as new administration buildings, including a town hall built in 1865, with the county courthouse and jail helped grow the town. In 1855, a Mechanics' Institute was established, at the same time a large foundry was built in the town. The foundry became well-known for the construction of farming tools and implements, particularly the Milton Threshing Machine. The foundry supplied farmers not only in Halton, but neighbouring counties with modern farming equipment (Walker & Miles, 1877: 79-80). The growth of Milton can be seen in its population that was estimated to be under 1,000 in the 1871 census, but by 1877 was estimated to be around 1,200 (Walker & Miles, 1877: 78). By 1877, in the *Illustrated Historical Atlas of Halton County*, Milton had two railway lines running to the town. The first was the Credit Valley Railway, running east-west, that entered the New Survey between lots 12 and 13 in Concession 11 and ran along the lot lines until the 4th Concession when it turned northwest to enter Milton and exit the township in Lot 15, Concession 1. The second railway, the Hamilton and Northwestern Railway, running north-south, entering the New Survey in Lot 1, Concession 1, and ran through the lots of the 1st Concession until Lot 14, when it turned northeast to enter Milton and exit the township at the border of Concession 2 and 3. The two railways crossed each other in the northern section of Milton. The establishment of the railways allowed commerce in Milton, the New Survey,

and the neighbouring townships of Esquesing, Nassagaweya, and Nelson to grow with Milton's location serving as a hub.

Outside of the Town of Milton, the land use in the New Survey was dominated by agriculture. George Tremaine's 1858 *Map of Halton County* does not reveal any farmhouses or orchards but does note the location of mills. Outside of Milton, there were no grist mills in the New Survey. The lumber industry was important still in 1858 as the settlement of the land was still ongoing, seen by sawmills on both branches of the Sixteen Mile Creek in the New Survey. The 1877 *Illustrated Historical Atlas of Halton County* shows the New Survey was primarily populated with farms, with a significant number containing large orchards. The Town of Milton has grown, showing the development of the New Survey in just under two decades.

In 1974, the Regional Municipality of Halton was created to replace the old County of Halton and amalgamate the townships. The Town of Milton was expanded to include land from the New Survey of Trafalgar Townships, along with parts of Nassagaweya, Esquesing, and Nelson Townships (Moreau, 2023).

The area of the New Survey in the historic Township of Trafalgar has grown since its first European settlers arrived. From being primarily an agricultural community, the New Survey has become more urbanized and focused on industry. The growth of the largest settlement, the Town of Milton, was centred around industries that supported agriculture and the trade of agricultural goods. The modern Town of Milton with its expanded borders includes large tracts of agricultural land that includes the former land of the New Survey of Trafalgar Township.

4.6 Peel County

The Crown began purchasing land from the Mississauga First Nations starting in the 1780s as they prepared to open the land for settlement by United Empire Loyalists and European immigrants. The first treaty was the Head of the Lake Treaty (Treaty 14) signed in 1806 concerning the land from Etobicoke Creek to Burlington Bay along Lake Ontario. The Mississauga's retained ownership of land one mile on either side of the Credit River for themselves (peelregion.ca). The land was surveyed, and the first settlers arrived in 1808. The new township was called Toronto, which would later become the City of Mississauga (peelarchivesblog.com). With more land needed, another treaty, the Ajetance Treaty in 1818 purchased more land from the Mississauga's to the north. The new land was surveyed in 1819 and the land that would become Peel included an expanded Toronto Township and four new townships in

Chinguacousy, Toronto Gore, Caledon, and Albion. These five townships were included in the Home District, based out York (present-day Toronto). In 1820, the Mississauga First Nation sold the land around the Credit River as they were no longer able to maintain control over the area with the increased number of settlers. They established the Credit Mission Village on the Credit River as a farming community (peelregion.ca).

The development of the five townships was rapid over the next several decades. In the five townships that made up Peel, their population in 1821 was 1,435. Twenty years later in 1841, the population had grown to 12,993, and had doubled to 24,816 just ten years later in 1851 (peelregion.ca). The rapid growth was fuelled by the push to settle the land by the colonial government of Upper Canada. The result of the rapid growth of settlers forced the last members of the Mississauga First Nation out of the region. Unable to sustain their community in the face of growing settlers, the Credit Mission Village shutdown and moved in 1847 to the Six Nations Reserve near Hagersville where they established the Mississaugas of the New Credit First Nation Reserve that remains to this day (peelregion.ca). Development of the townships was directed by the waterways, particularly the Credit River and the tributaries of Etobicoke Creek that flowed south through the five townships. The construction of mills, first sawmills to help process the trees felled by settlers to build their farms, then grist mills to turn the primary crop of wheat to flour, spurred the development of hamlets, villages, and towns (peelregion.ca). As mills grew on the local waterways, they became sites for locals to meet, encouraging the construction of amenities such as general stores, schools, churches, and other businesses to serve local farmers.

In 1849, the government ended the administrative districts in favour of smaller counties to look after regional issues. The five townships of Toronto, Chinguacousy, Toronto Gore, Caledon, and Albion joined York County in 1850 as part of the Second Riding. In 1852, the five townships were separated from York County to create Peel County (peelarchivesblog.com). The county was named after Sir Robert Peel, the former Prime Minister of Great Britain who repealed the Corn Laws in 1846 for which the county was to receive a massive economic boon (Gardiner, 1898: 232).

The new County of Peel experienced rapid economic growth as the county saw a booming agricultural economy develop. The rise of commodity prices, primarily wheat but also other agricultural goods, saw the farms in the county move from self-sufficiency to cash crops to serve the growing demands for their goods. The end of the Corn Laws in 1846, limiting the import and export of foreign wheat, by the British Government helped spur trade with the Americans. The Reciprocity Agreement between the colonial Canadian government and the Americans saw trade grow more, while the American

Civil War accelerated the demand for Canadian wheat and agriculture in the 1860s. To help move the agricultural goods out of Peel County, new railway lines were built connecting the farmers of the county to the urban centres of Toronto, Guelph, Barrie, and Hamilton (peelarchivesblog.com). The major railways running through the county in the nineteenth century included: the Great Western Railway in 1855 along Lake Ontario; the Grand Trunk Railway in 1856 that ran through Brampton; the Toronto Grey and Bruce Railway in 1871; the Hamilton and Northwestern Railway in 1876; and the Credit Valley Railway in 1879 (peelregion.ca).

The rise of industrialization in Toronto saw Peel County lose factories and workers. However, the county continued to have a thriving agricultural industry. After the boom of the 1850s and 1860s, agriculture in Peel followed many other counties across the Province of Ontario as they shifted to dairy, fruit, and vegetable farming. Brampton developed many greenhouses to grow crops year-round (peelregion.ca).

After the Second World War, the county experienced large-scale population and economic growth. Industries grew as did large-scale immigration seeing the towns of Mississauga and Brampton grow exponentially in the latter half of the twentieth and into the twenty-first century. Between 1971 and 2011, the population of Peel grew from 264,314 to 1,350,097 (peelregion.ca). Growth was limited to the south of Peel County as the northern townships of Caledon, Albion, and northern Chinguacousy saw growth primarily in the towns and villages but did not see the urban sprawl in the south. Agricultural land remained the predominate industry in the north of Peel. To accommodate and administer the growth, in 1974 the County of Peel dissolved along with the townships into the City of Mississauga, the City of Brampton, and the Town of Caledon to make up the Regional Municipality of Peel.

The development of the Regional Municipality of Peel over its history of settlement has been particularly driven by agriculture. The development of early industries in mills, railways, and settlements were driven shaped by the agricultural industry. In the Study Area that is in the northern half of Peel, agriculture remains the main economic, historical, and landscape feature.

The brief history of Peel County has shown how the Study Area developed from a focus on agriculture to a more diverse economic profile in the present day. Peel County underwent large scale agricultural development as the arrival of European settlers saw the land become agricultural, and the first settlements were built around mills for agriculture. The arrival of the railways helped develop the wheat-boom and growth of the county. The downturn in the economy saw the railway hurt Peel County as industrialization slowed and moved to nearby Toronto, forcing Peel to rely more on

agriculture. The post-Second World War boom saw Peel County move away from agriculture as the primary source of economic development with new industries and new populations driving urbanization. The creation of the Regional Municipality of Peel was to further the growth of the former county away from agriculture and help deal with the problems of urban growth.

4.6.1 Township of Toronto Gore

Toronto Gore, also known as Gore of Toronto, was a wedge-shaped township that was located on the eastern edge of Peel County with Chinguacousy Township to the west, Albion Township to the north, and York County to the east. The name of the township comes from an alternative name for a triangle, while it was given the name Toronto due to it being north of Toronto Township (Walker & Miles, 1877: 88). The township was surveyed in 1818 and saw the first settlers in 1819. Originally, it had been part of Chinguacousy Township and was separated in 1831.

The Township of Toronto Gore was the smallest in Peel County both in size and population. In 1871, the township had a population of 1,559 (Walker & Miles, 1877: 88). The township was noted in the 1877 *Illustrated Historical Atlas of Peel County* as having no significant town or village. The largest village was Malton, located on The Gore Road which was the border between Chinguacousy and Toronto Gore Townships. Malton was the only village in Toronto Gore to have a railway station as the only railway to run through the township went through Malton (Walker & Miles, 1877: 88). Other villages in or on the border of Toronto Gore were Grahamsville, Woodhill, Stanleys Mills, Castlemore, and Coleraine. The villages were set up on the two major waterways in the township, the West Humber River and Mimico Creek. These two waterways flowed southeast out of the township into York County, while their tributaries and headwaters were all located north and west of Toronto Gore.

While Toronto Gore had a small population, it was noted that by 1877 it was a heavily developed and rich agricultural township. The *Illustrated Historical Atlas of Peel County*, highlighted the wealth of the farms in the township, noting “the inhabitants take great pride, not only in building fine commodious dwellings, but also in beautifying their grounds, giving the farms an appearance of comfort and taste” (Walker & Miles, 1877: 88).

Malton and the south of Toronto Gore grew as the Malton Airport opened in 1938 south of the village in Toronto Township. Malton Airport’s growth during the Second World War, and in the decades that followed saw it become the major international airport for

the City of Toronto, later renamed Toronto Pearson International Airport. The airport facilitated the development of southern Toronto Gore into an urbanized centre (Malton, Heritage Mississauga; History of the Airport, Toronto Pearson). The growth of southern Toronto Gore saw it absorbed into the City of Mississauga in 1974 with the dissolution of the townships in the County of Peel. The remainder of the Toronto Gore became part of the City of Brampton in 1974. Continued urban development around the airport has seen the southern portions of Toronto Gore lose their agricultural landscape, with portions of the north of the old township maintaining the farms.

The history of Toronto Gore highlights the development of land in the Study Area that began as an agricultural economy, before shifting to meet the growing urbanization of the Greater Toronto Area. Toronto Gore was surveyed and developed to be an agriculture township. The villages and towns that developed grew on the local waterways to power the mills needed for agricultural growth. The construction of the Malton Airport, now Pearson Airport, saw rapid industrialization in the southern area as agricultural land was developed to meet the needs of the growing airport that is now one the main gateways into the country.

4.6.2 Albion Township

Albion Township is located in the northeast section of Peel County. It is bounded by Toronto Gore to the south, Chinguacousy and Caledon to the west, with Simcoe County to the north and York County to the east. The main branch of the Humber River flows through Albion Township into York County. Throughout the township are the tributaries of the main branch of the Humber River, as well as several feeding into the west branch in Toronto Gore Township. The Humber River played an important role in the establishment of the Village of Bolton with James and George Bolton building a grist mill in 1824 (Walker & Miles, 1877: 89). The name of the township came from the old Celtic word for England. The name is linked to the neighbouring Township of Caledon as well as with Erin in Halton County as they are the Celtic names for Scotland and Ireland respectively (Gardiner, 1898: 235).

Settlement in Albion began in 1819 as the settlers moved in to farm the land. The early farms encountered difficulties due to the distance the township was from the main roads and the distance to established mills (Walker & Miles, 1877: 89). The first mill in Albion was the one built by James and George Bolton in 1824. From the grist mill, other businesses using the water of the Humber River were established, and the village was incorporated in 1872 (Walker & Miles, 1877: 89). One of the main manufacturing centres in Bolton was the Agricultural Works of William Dick, started in 1869. The

Agricultural Works primarily serviced the surrounding farmers, just as the grist mill did before, to supply iron plows and other implements for agricultural production (Walker & Miles, 1877: 89).

The development of agriculture in Albion was impacted by the presence of the Oak Ridges Moraine that runs through Albion Township (Towns of Caledon, New Tecumseth & Mono, Township of Adjala-Tosorontio Map of Oak Ridges Moraine Conservation Plan, 2022). The difference in the soil south of the Moraine was noted to be excellent for the growth of wheat and all crops. The broken nature of the Moraine, with the varying hills impacted the settlement of northern Albion (Walker & Miles, 1877: 85).

Two railways were built through Albion in the nineteenth century. The first, the Toronto Grey and Bruce Railway, traveled southeast-northwest through Albion from York County, passing by Bolton before exiting Albion into Chinguacousy Township on Concession 1, Lot 17. The second, the Hamilton and Northwestern Railway, travelled north-south from Caledon Township through Albion and exiting into Simcoe County at Lot 27, Concession 10. The main station in Albion for the Hamilton and Northwestern Railway was the village of Palgrave. In 1877, Palgrave was identified as only a post office in the *Illustrated Historical Atlas of Peel County*, but it developed into a small village in the north of the township (peelregion.ca).

Albion Township remained relatively unaffected by the urban sprawl that impacted southern Peel County after the Second World War. Bolton has seen increased growth with further residential development along Highway 50 that connects Bolton to Palgrave (peelregion.ca). The dissolution of Peel County into the Regional Municipality of Peel saw Albion Township amalgamated into the Town of Caledon in 1974. The implementation of the Oak Ridges Moraine Conservation Plan in 2002 to protect the Oak Ridges Moraine from over development has ensured that former northern sections of Albion Township have remained agricultural or returned to a natural setting.

The historical narrative of Albion Township underscores the integral role of local waterways in fostering the development of rural communities and nurturing their agricultural economy. The comparatively slower growth of Albion, as opposed to other townships in Peel County, can be attributed to its distance from main roads and the absence of mills in the vicinity. The introduction of mills proved instrumental in enhancing the local economy, contributing to the prosperity of farmers. The natural terrain of Albion, influenced by the Oak Ridges Moraine, posed challenges to early farming due to soil limitations. However, in more recent times, this very landscape has played a key role in preserving Albion's distinctive agricultural character.

4.6.3 Chinguacousy Township

Chinguacousy Township was centrally located on the western half of the former County of Peel. It was bounded by Caledon Township to the north, Albion and Toronto Gore Townships to the east, Toronto Township to the south, and Halton County to the west. The name Chinguacousy was a mispronunciation and misspelling of Chippewa First Nations leader Shinguacose. Shinguacose had served in the War of 1812, helping to capture Fort Michilimackinac in 1812 with British forces. He was awarded land after the war by the Crown near Sault-Ste. Marie for his services during the war. He passed away in 1858 (Gardiner, 1898: 234).

Chinguacousy Township was surveyed in 1819 using the double front system that saw it create 12 concessions and 34 lots. The Township was divided in half by Hurontario Street that ran down the middle of Chinguacousy. Concessions were numbered east and west of Hurontario Street, with the higher number concessions further from the Street. Hurontario Street served as the major north-south throughfare for Peel County as it ran from Port Credit on Lake Ontario to Collingwood on Georgian Bay (Walker & Miles, 1877: 85). The presence of Hurontario Street assisted in the settlement of Chinguacousy Township as it allowed for the ease of settlers to move into the township. The settlement of Chinguacousy was also impacted by the waterways in the township. The Credit River and its tributaries flowed south from the western edges of the township. The Credit River proved useful early in the settlement of the township as it provided power for sawmills to help process the lumber settlers were cutting down to begin farming (peelregion.ca). The other main waterway impacting Chinguacousy was Etobicoke Creek and its tributaries that flowed south along the eastern edge of the township. It was where Hurontario Street met the Etobicoke Creek that the largest settlement of Chinguacousy, Brampton, was founded.

Brampton was founded in 1834 when John Elliott laid out plots for sale for a village that he was calling Brampton. The settlement had seen the first structure built on Hurontario Street in 1832 when William Buffy built a tavern for travelers on the road. He was followed by Judge Scott who built a small store, pot ashery, distillery, and grist mill along Hurontario Street and on Etobicoke Creek (Walker & Miles, 1877: 87). Brampton was slow to develop due to the difficulty of using the Etobicoke Creek for milling. It was with the arrival of the railway, first the Grand Trunk Railway in 1856, followed by the Credit Valley Railway in 1879, that saw the village boom. In 1867 it was chosen as the county town, resulting in the construction of the Peel County Courthouse, Jail, and public buildings and it was incorporated as a town in 1873 (Brampton.ca). The hosting of Agricultural Fairs in Brampton also helped boost the town and farming in

Chinguacousy as it attracted large numbers of attendees and vendors to the township (Walker & Miles, 1877: 87). In 1907, American industrialist and philanthropist Andrew Carnegie funded the establishment of a public library in Brampton. By 1910 the town had grown to a population of roughly 4,000 (Brampton.ca). Even with the development of Brampton, the rest of Chinguacousy Township remained agricultural.

After the Second World War, Brampton and southern Chinguacousy experienced significant growth. As part of the post-war building boom, the satellite city of Bramalea was planned and built in the late 1950s as the first suburban planned community in Canada (Brampton.ca). In 1974, the growth of Brampton helped secure its city status as it amalgamated southern Chinguacousy Township, along with Toronto Gore into the City of Brampton. Increased migration into the Greater Toronto Area saw Brampton's population grow along with all the Regional Municipality of Peel. Brampton has seen exponential growth of urban residential housing along with industry as urban growth has spread across much of what was southern Chinguacousy Township. Brampton is now the ninth largest city in Canada with a population over 450,000 (Brampton.ca). Northern Chinguacousy Township, now part of the Town of Caledon, has retained most of its rural and agricultural landscapes.

As this brief history of Chinguacousy Township has shown, the development of the Study Area has been influenced by the location of major roadways and waterways. The growth of agriculture and towns has been focused around these two features, with a focus on how to further develop the agricultural economy. The arrival of the railway in agricultural communities helped spur their growth and created new focus for urban development seen in the history of Brampton. Even with urban growth, the focus remained on the agricultural community as seen in the agricultural fairs and industry. The post-Second World War boom saw the former Township of Chinguacousy experience uneven growth with urban settlement in the south as it became a focus for new residential and suburban development.

4.7 York County

York County was created in 1792 with the arrival of the first Lieutenant Governor of Upper Canada, John Graves Simcoe. Upper Canada had been created in 1791 and separated the Colony of Quebec into Upper Canada (today Ontario) and Lower Canada (today Quebec). Simcoe set about organizing the new colony for settlement and began by organizing local administrations across the colony. He set up four districts, within each were twelve counties (Adam and Mulvany, Part I, 1885: 116-117). York County was one of the first twelve created and it was in the Home District. In 1793, Simcoe

moved the capital of Upper Canada from Newark (today Niagara) to the present City of Toronto that he named York after the Duke of York, the son of King George III (Adam and Mulvany, Part II, 1885: 9). One of Simcoe's first measures was to layout two key roads to help communications as well as advance settlement of York, these being Yonge Street and Dundas Street. Dundas Street ran east-west, connecting York to London. Yonge Street, which played a far greater role in the development of York County, ran north to Penetanguishene on Georgian Bay. The survey and layout of the road began in 1794 and while Simcoe would not see it completed before he left in 1796, Yonge Street would become a key artery for the development of York County (Adam and Mulvany, Part II, 1885: 12-13).

York County was set as a large county in 1798, encompassing the east shores of Lake Simcoe south to Lake Ontario, and west to roughly modern-day Kitchener and Guelph (archives.gov.on.ca). Ownership of York County, particularly the land the capital of York was built on was not confirmed with the Mississauga First Nations. In 1805, the Toronto Purchase (Treaty 13), saw the purchase of waterfront that became York County, but also the land north, which totaled 1,015 kilometre² (Boileau, 2021). The acquisition of the land in the Toronto Purchase allowed for the survey and settlement of York County. Using Yonge Street as a central point, the survey of southern townships of York, Etobicoke, Scarborough, Vaughan, and Markham began. An early issue with settlement became apparent in York County as individuals moved to buy as much land as possible but did not develop them, hoping to sell them for profit to new migrants. The resulting poor division of land saw slow economic growth in York County after the War of 1812 due to corruption in the government and mismanagement of land grants (Adam and Mulvany, Part II, 1885: 18-23; Hall and Foot, 2022). One key element of anger was the Clergy Reserve Plots for the Anglican Church. These plots of land consisted of one-seventh of all surveyed land that was meant to support Protestant Churches in the colony. Due to the corruption in Upper Canada, it was controlled by the Anglican Church under Bishop Strachan who was a leading political figure in York. The Clergy Reserve was attacked for both only supporting one Protestant Church, but for also failing to help develop the colony as few Clergy Reserve plots were leased or cleared for farming. The issue over Clergy Reserve plots was to be a contributing factor in the 1837 Rebellion that was centred in York County (Hall and Food, 2022).

The planning and growth for new settlers saw the territory of York County shrink as new counties were created. By 1826, York County consisted of the West Riding and the East Riding, with twenty townships. In 1838, three more townships were added on the western and northern shores of Lake Simcoe (archives.gov.on.ca). The dissolution of the Districts in 1850 saw York County divided again as the western townships formed

Peel County, and the eastern townships formed Ontario County. In 1851 York County was confirmed to be made up of the townships of Etobicoke, Vaughan, Markham, Scarborough, York, King, Whitchurch, East Gwillimbury, North Gwillimbury, and Georgina (Adam and Mulvany, Part II, 1885: 24). York County experienced early settlement radiating from the Town of York, later renamed Toronto, and Yonge Street that allowed for settlers to easily move in the county. The southern townships in York County (York, Vaughan, Scarborough, Markham, Etobicoke) saw settlers arrive in the final years of the 18th century. The northern townships (Georgina, Gwillimbury East and North, King, Whitchurch) were slower to be settled. It was noted they had poorer soil quality compared to the others and by 1885 were still not fully settled (Adam and Mulvany, Part II, 1885: 68). The slow settlement of the north was impacted by the Oak Ridges Moraine that separated the northern townships from the southern ones. Alongside the major roadways of Yonge, Dundas, and Kingston Road that came from the east, settlement across the county was impacted by the waterways. The three major rivers of the Rouge, Don, and Humber helped drive settlement as they, and their tributaries, provided access to waterpower for the creation of mills (Adam and Mulvany, Part II, 1885: 64).

The growth of the economy of York County was tied to agricultural production. The growth of Toronto as a town and later city was fuelled by the agriculture of York County and the surrounding area. Toronto developed into the major commercial hub for York County. The size of Toronto left other towns and villages in York County deprived of the ability to grow due to the ease of accessing the Toronto market. Toronto served as a major railway hub with the major lines running east-west, and north-south, entering the city and travelling through the county. The presence of so many railways helped develop the agricultural economy and made it easy for farmers to move goods to Toronto for sale (Adam and Mulvany, Part II, 1885: 66). Toronto also provided key agricultural growth for York County by hosting the Industrial Exposition (later the Canadian National Exhibition) and the Royal Agricultural Winter Fair. The Industrial Exposition began in 1879 and featured the display of prize stock, crops, and the sale of new agricultural equipment (cneheritage.com). Desiring a more focused display of agricultural goods and livestock, the Royal Agricultural Winter Fair was established in 1922 to further the examples of Canadian agriculture (royalfair.org). York County farmers were easily able to take advantage of these two exhibitions to sell and develop their farms.

The rapid growth of Toronto after the Second World War saw the southern townships of York, Etobicoke, Scarborough, Markham, and Vaughan all experience large scale migration and urban development. To accommodate the growth, the Municipality of

Metropolitan Toronto was established in 1953 that saw York, Etobicoke, and Scarborough Townships, along with the incorporated towns and villages in their borders, amalgamated into regional local governments (Toronto.ca). With continued growth in the remaining townships, York County was dissolved in 1971 and remade into York Region that consisted of the City of Vaughan, City of Richmond Hill, City of Markham, King Township, Town of Aurora, Town of Whitchurch-Stouffville, Town of Newmarket, East Gwillimbury Township, and Georgina Township (York.ca). York Region has seen continued growth as the population has increased from 169,200 in 1971 to 1.2 million in 2021 (York.ca). Most of the growth has been urban sprawl spreading from the City of Toronto. The Townships of King, East Gwillimbury, and Georgina remain largely rural compared to the other towns and cities in York Region that have become predominately urban.

The historical narrative of York County underscores the profound influence of major urban centers, particularly the City of Toronto, on the development of the Study Area. York County's growth has consistently been interlinked with the fortunes of Toronto, especially since Toronto, then known as York, was chosen as the capital for the new colony. This decision, while ensuring swift settlement in York County, also rendered the area a focal point for political tensions, exemplified by the Rebellion of 1837.

The strategic positioning of Toronto as a major railway hub further fueled York County's economic expansion, granting it quick and convenient access to one of the nation's largest markets and commercial centers. However, this proximity also posed challenges, as the county found itself reliant on agriculture and unable to foster its own commerce or industry due to Toronto's presence. Post-World War II, the rapid urban growth of Toronto spilled into York County, leading to the absorption of parts of the county by the city and urban sprawl along its peripheries and major transportation routes. The subsequent restructuring of the county into the Regional Municipality of York was a strategic response to the challenges posed by escalating urbanization.

4.7.1 Township of Vaughan

Vaughan Township is located west of Yonge Street with York and Etobicoke Townships to the south, Markham Township to the east, King Township to the north, and Peel County to the west. The township was surveyed in 1795 by Abraham Tredell who later settled in the township. The survey used Yonge Street as the baseline, with the 11 concessions numbered moving west. Tredell never finished the survey, and it was not until 1851 that Vaughan was fully surveyed, and more was completed in the 1860s due to mistakes (Adam and Mulvany, Part II, 1885: 124). The Township of Vaughan was

named after Benjamin Vaughan, one of the British negotiators in the Paris Peace Treaty of 1783 that ended the American War of Independence. Another possibility is that it is from Viscount Vaughan, Sir John Vaughan, who was a British military colonel (Gardiner, 1898: 218-219).

The first settlers were United Empire Loyalists who arrived in Vaughan in 1796. Many were veterans of the American War of Independence and were compensated for their service with land across Upper Canada including Vaughan Township (Adam and Mulvany, Part II, 1885: 125-126). The loyalists built not only the first farms, but also the first mills and settlements. The first known mill was a sawmill built by John Lyons in 1801 where Yonge Street crossed the Don River. He built a grist mill the next year, creating a dam. The mill complex remained operational until 1830 when it was purchased by the Thorne & Parsons company. Led by Mr. Thorne, the area was redeveloped with new flour mill and a tannery that increased business in the settlement. The growing village was named Thornhill in his honour. He would commit suicide in 1847 after his flour business went bankrupt (Adam and Mulvany, Part II, 1885: 126-127). The Humber River that flowed through the western half of Vaughan Township also saw large scale development. Rowland Burr, a prolific mill builder, built mills along the Humber, particularly in Concession 7 where a settlement called Burwick grew that later was renamed Woodbridge in 1855 (Vaughan.ca). Other settlements along the Humber and Don Rivers grew such as Elder Mills, Vaughan Mills, Edgeley, Brownsville, and Kleinburg, all based around mills. Milling became a key economic output of Vaughan with the arrival of tradespeople from Britain. While most of the land was settled and farmed by 1840, the influx of tradespeople helped grow the mills in Vaughan as Canadian wheat experienced a boom in price and demand. Woodbridge grew to be the principal village in Vaughan, with foundries making farm implements to support the agricultural community (Welch, Payne, and Filice, 2022).

Vaughan was supported by the growth of two railways that ran through the township by 1877. The both ran north-south with the Toronto Grey & Bruce Railway on the west half, following the Humber River, and the Northern Railway in the east. Both railways connected the township to Toronto, allowing the export of grain and flour to the major market of York County (Miles & Co. 1878). The downturn in Canadian wheat after the 1860s impacted the growth of Vaughan and the township stagnated economically. The population of Vaughan was noted to have declined in the 1870s and 1880s as farmers turned to find new opportunities in western Canada or in Toronto (Adam and Mulvany, Part II, 1885: 129). The decline impacted the major settlements as Woodbridge saw many mills as well as the foundries close due to poor economic returns (Vaughan.ca). The railways, originally helping to connect Vaughan, damaged local businesses and

industry as Toronto firms were able to push them out. Agriculture remained vital to the township as it helped it survive the challenges of the First World War and the Great Depression. The end of the Second World War saw Vaughan receive increased immigration and the arrival of new industrial and commercial opportunities that helped it grow. In 1971 it was incorporated as town. The rapid growth of Vaughan was seen when twenty years later in 1991 it became a city (Vaughan.ca). Vaughan became part of York Region in 1971, but lost parts of its eastern section with the creation of the Town of Richmond Hill.

The rapid growth of Vaughan has seen the township, now city, lose its agricultural nature as farms have been turned into residential and commercial buildings. The same features of the nineteenth century that helped Vaughan grow, the railway and proximity to Toronto, also helped it urbanize in the twentieth century as part of the Greater Toronto Area. The railways have attracted business to Vaughan with easy access to infrastructure to supply the Greater Toronto market. Only the northern areas of Vaughan remain agricultural.

The brief history of Vaughan Township here, demonstrates the history of agriculture in the Study Area as it developed as the key economic force in the township. The rapid settlement of the township, along with the presence of the Humber River, supported a strong milling and agricultural economy that made Vaughan wealthy. The end of the wheat-boom saw milling decline, but the railways to Toronto helped keep agriculture prominent and survive the economic hardships of war and depression. The end of the Second World War saw Vaughan experience urbanization as the railways became a key source of industrialization and commerce. The rapid population growth has seen Vaughan become a city, with only a few vestiges of agriculture remaining.

4.7.2 Township of King

King Township is located on the northwest corner of York County. It has Vaughan Township to the south, Whitchurch and East Gwillimbury to the east, Simcoe County to the north, and Peel County to the west. King Township was named for John King, the Under Secretary of State to the Duke of Portland during the late eighteenth and early nineteenth century for the British government (Gardiner, 1898: 220). King Township was first surveyed in 1800 by Mr. Stegmann, though it was not fully completed until 1859 under Mr. Whelock. King Township had to undergo further surveys in 1851 when the northern section, the east bank of the Holland River, was annexed from West Gwillimbury (Adams and Mulvany, Part II, 1885: 134). King's eastern border is Yonge

Street and was surveyed in 12 concessions west of Yonge Street. The northern section retained the legacy of West Gwillimbury in its layout.

Yonge Street provided the starting point for settlement as immigrants followed the street to reach King and they spread west from it (Gillham, 1975: 1). The first settlers in King arrived in 1797 as United Empire Loyalists, but saw slow growth compared to other townships in York County. It was not until the end of the War of 1812, and the filling up of the southern townships that King saw significant growth. In 1823, it was recorded the township had a population of 394, while less than twenty years later in 1842, it had a population of 2,625 (Adam and Mulvany, Part II, 1885: 138).

The settlement of King Township was influenced by the Oak Ridges Moraine that runs through the township east-west. The moraine created difficulties for settlers due to the broken ground of the hills, streams, rocks, and swamps that made up the moraine. Unlike other parts of York County, many of the Concession and Sideroads do not line up as many have jogs or diversions to avoid natural obstacles (Gillham, 1975: 3). The Oak Ridges Moraine also impacted the farming in King Township. The soil south of the moraine was considered high quality, while the moraine itself was poorer with sand and rock. North of the moraine there was better soil, but the low-lying land created lots of swamps that were difficult to farm (Adam and Mulvany, Part II, 1885: 137-138). The moraine also provided the springs and origins for two sets of rivers flowing south and north. The Humber River and many of its tributaries began on the moraine flowing south, while the Holland River and its tributaries flowed north off the moraine (Adam and Mulvany, Part II, 1885: 138). The result of these waterways and the moraine saw settlements develop north and south of the moraine upon the Humber and Holland River tributaries to have mills. North of the moraine were Lloydtown, Schomberg, Potterville, and Kettleby, while south was Nobleton, Laskay, King City, and Temperanceville. The northern section of King that was annexed from West Gwillimbury was full of swampland due to the Holland River and was sparsely occupied in the nineteenth century. Settlement in King was not considered complete until the 1850s (Adam and Mulvany, Part II, 1885: 68).

Unlike other parts of York County, King Township was only connected to a single railway in the nineteenth century. The Northern Railway, running north out of Vaughan passed through King City and to Aurora that sat on the border of King and Whitchurch on Yonge Street in 1853. The presence of the railway through King City helped turn it into the largest town in the township as it became a hub for commerce in the community (Adam and Mulvany, Part II, 1885: 141). As the railway was only in the eastern part of the township, a local venture to connect the northwest was undertaken in the Aurora-

Schomberg Railway in 1902. The railway helped connect more of the township but was a costly venture as it shut down in 1927 due to advent of trucks that made it more efficient to transport agricultural products to Toronto (Gillham, 1975: 36-37). King Township saw a decline in its economy as the population declined from a peak of 7,482 in 1871 to 4,636 in 1936 (Gillham, 1975: 2).

King Township saw two separate episodes of growth after the Second World War. The first was in the area around the Holland River. In 1925, work began to drain the Holland Marsh and expose it for farming, and it was completed in 1930. Dutch farmers with experience of working dikes and marsh land helped regulate the water and after the Second World War farmers moved into the area to take advantage of the excellent farmland (Blair, 2015). The second boom came from the expansion of Toronto and immigration into York County in general. The town of Aurora experienced large growth and when York Region was created in 1971, Aurora was separated from King Township. The southern villages of Nobleton and King City saw increased population booms thanks to the general growth of the Greater Toronto Area. King Township remained after the dissolution of York County, becoming part of York Region.

King has retained most of its agricultural nature even as other parts of York County have become urbanized. The large presence of the Oak Ridges Moraine, and the creation of the Oak Ridges Moraine Conservation Plan in 2002 has ensured that large swaths of King Township are protected from development (Township of King, Oak Ridges Moraine conservation Plan Land Use Designation Map, 2022).

King Township has shown the influence of geography on the development of land as the presence of the Oak Ridges Moraine has played a large role in agricultural and urban growth. The focus of settlement south of the moraine saw King Township develop slower than other townships in York County. The lack of railways criss-crossing the township saw uneven growth and drove residents to try and rectify that with their own local railway to connect more of the township. The focus on Yonge Street that helped start settlement of the township, saw it also become more urbanized as the Towns of Aurora and Richmond Hill broke away with the post-war boom. The Township of King has retained much of its agricultural landscape due to the presence of the Oak Ridges Moraine and government legislation that has protected it from overdevelopment.

4.8 Major Roads within the Counties of York, Peel, and Halton

There are several historic roads within or in close proximity to the Study Area that would have been vital to the building and settlement of many of the communities found therein.

Hurontario Street, a major road through Peel County, runs northwest from Port Credit, through Toronto, Chinguacousy, and Caledon Townships and up to Collingwood.

Hurontario was essential to the development of several communities, including Brampton and Edmonton in Chinguacousy.

Other early historic roads include Steeles Avenue, Mississauga Road, Dixie Road, Highway 7 (present-day Airport Road) and The Gore Road. Sixth Line is also well-travelled, which runs north from Dundas, passing through Mono Mills, Toronto Gore and Albion Townships.

Winston Churchill Boulevard, once known as Town Line, was a major thoroughfare that connected several historical communities, including Whaley's Corners (a small historic community at the present-day intersection of Winston Churchill Boulevard and Steeles Avenue) and the village of Norval (located at Highway 7). Both communities are situated just outside the Study Area.

4.9 Early Railways

Along with early roads, the construction of the railways provided increasing trade and settlement in the 19th century.

Previously described in the section regarding Vaughan Township, the Northern Railway was an important link between Toronto and Collingwood on Lake Huron. Originally named the Ontario, Simcoe and Huron Railway after the lakes that it would connect, it opened in 1853 and had reached Collingwood by 1855. Renamed the Northern Railway of Canada in 1858, several branches were added. It merged with the Hamilton and Northwestern Railway in 1879 and was taken over by the Grand Trunk Railway in 1888.

The Grand Trunk Railway, originally chartered as the Toronto and Guelph Railroad Company, was built in two large sections. By 1856, the line from Toronto to Sarnia was completed, passing through several communities including Brampton and Malton in Chinguacousy South, Upper Norval in Esquesing South and Georgetown and Lime House in Esquesing North.

Built between the years 1867 and 1871 and located in the eastern portion of the Study Area, the Toronto, Grey and Bruce Railway made its first trip from Toronto to Orangeville in 1871, reaching Owen Sound by 1873. This railway ran from Toronto to Owen Sound, with a connecting branch to Bruce County, passing through several other Townships, including York, King, Whitchurch and East Gwillimbury. It was used primarily for transporting flour and agricultural implements, with stations at Woodbridge and Kleinburg. Vaughan and Albion Townships benefited from the establishment of this railway, with additional stops at Elder Mills in Vaughan and Bolton in Albion.

Within the Chinguacousy Township, the Credit Valley Railway was incorporated in 1871, running northwest from Toronto and officially opening to Orangeville in 1879. By the completion of the line in 1881, the company was nearly bankrupt, and the Canadian Pacific Railway took it over in 1883.

4.10 Major Waterways

4.10.1 Sixteen Mile Creek

Sixteen Mile Creek is approximately 26-kilometre long, draining an area of approximately 372 square kilometres, and beginning from the Niagara Escarpment through the Towns of Milton and Oakville to Lake Ontario (Conservation Halton, 2013).

Like many creeks draining into Lake Ontario, Sixteen Mile Creek has cut a deep valley that is home to an abundance of wildlife; such wildlife includes, but is not limited to, whitetail deer, raccoons, foxes, opossum, and squirrels. The surrounding forests contains tree species typical of the Carolinian forest habitat (Conservation Halton, 2013).

The creek is named for the distance from the river's mouth to the western end of Lake Ontario. The creek was formally known as the Ne-sauga or Niizhozaagiwan by the Mississaugas of the Credit First Nation and later as the Riviere de Gravois by the French.

4.10.2 Credit River

The Credit River is approximately 90-kilometre long, draining an area of approximately 1,000 square kilometres, and beginning from the headwaters in Orangeville, Erin and Mono, through nine municipalities, eventually draining into Lake Ontario at Port Credit, Mississauga. The Queen Elizabeth Way (QEW) is located within the Lower Watershed, situated below the Niagara Escarpment within the Lake Iroquois Plain.

The Credit River played a major role in influencing Indigenous and European settlement in the area, starting 10,000 years ago. The Credit River itself was named “Mis.sin.ni.he” or “Mazinigae-zeebi” by the Mississaugas of the Credit First Nation.

The Credit River Corridor Cultural Landscape was identified in the 2005 Cultural Landscape Inventory for its landscape environment, historical associations, historical or archaeological interest, outstanding features or interest, and significant ecological interest (The Landplan Collaborative Ltd. et al. 2005). The Cultural Landscape Inventory was ordered by the City of Mississauga to determine what features in the city were worthy of recognition and protection because of their environmental, historical, archeological, ecological, and other outstanding features. The site description for the Credit River Corridor Cultural Landscape in the 2005 Cultural Landscape Inventory indicates that the Credit River Valley is the most significant natural feature remaining in the City of Mississauga. The landscape is noted for its scenic quality, varied topography, historical associations, and community value.

4.10.3 Humber River

The Humber River is an approximately 100-kilometre long tributary of Lake Ontario. From its source on the Oak Ridges Moraine and Niagara Escarpment, the Humber flows through outstanding natural habitats in rural and urban landscapes, to Lake Ontario. The name Little Thundering Waters, "Niwa'ah Onega'gaih'ih," is how the original peoples of the land referred to it because of its rapidly running water and by the oral tradition as being a place where the Thunderers have been marked.

The Humber River was designated a Canadian Heritage River on September 25, 1999, as a result of its outstanding cultural and recreational value. The river flows through a rich mosaic of Carolinian forests, meadows, farms, and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto (Canadian Heritage Rivers System).

For at least 12,000 years, the Humber River watershed system has been home to Indigenous Peoples as they used its resources to thrive and grow (Canadian Heritage Rivers System). The Humber River played a vital role in the creation of trade routes that travelled overland from Lake Ontario to Georgian Bay. The Humber River Valley was the first leg of the route that connected with the Holland River, Lake Simcoe, and into Georgian Bay. The name for the route was given by European explorers and settlers as “Toronto Carrying Place Trail”. The use of the trail was vital for French and British fur traders who moved into pre-established Indigenous trade networks. While use of the

trail declined after the construction of Yonge Street, evidence of it can still be seen in roads along the Humber River valley (Marsh, 2015).

Today, the Humber provides recreational and educational opportunities and a spiritual retreat for thousands of people of many different cultures (Canadian Heritage Rivers System).

4.11 Post-war Growth of the Greater Toronto Area and Municipal Amalgamations

After the Second World War, the Greater Toronto Area and along with all southern Ontario experienced rapid urban growth. Immigration from Europe along with the demographic explosion of the Baby Boom saw the growth of residential housing in communities around the Greater Toronto Area. Coupled with the demographic and migrant boom, the Canadian economy after the war remained prosperous as all levels of government helped spur economic growth in industry and commerce. Old systems of administration and social services proved in desperate need of reform as they were unable to meet the needs of the growing population.

The county and township political administration was proving to be incapable of providing both the large-scale planning and local logistics of the population. A regional over county system was proposed to provide a higher regional planning administration with lower-tier municipalities. In 1953, the first regional government was created in the Municipality of Metropolitan Toronto. The region consisted of the City of Toronto, along with the townships of Etobicoke, North York, East York, and Scarborough that were all part of York County. In 1971 York County was dissolved and the remaining townships with all incorporated villages and towns were amalgamated into York Region. Peel and Halton Counties followed suit in 1974 becoming the Regional Municipality of Peel and Halton. The townships and incorporated towns and villages in each were amalgamated to create more efficient local governments.

Growth in each of these new regional governments continued as the rural character of each declined into larger urban centres. In 1968, the Township of Toronto was incorporated as the Town of Mississauga. When the Regional Municipality of Peel was created in 1974, the Town of Mississauga was incorporated as a city, showing the growth it had undertaken in just six years. When York Region was created, the incorporated Village of Woodbridge merged with Vaughan Township to become the Town of Vaughan in 1971. In 1991 it was upgraded to a city. These are just two examples of the urban growth in the region.

Even after the economic and demographic boom of the post-war came to an end, the growth of the region continued with new waves of immigration from other parts of the world. The continued population growth in the region has seen continued urban sprawl over former agricultural landscapes. The regional systems of governance have started to strain under the growth, seen with the amalgamation of the Municipality of Metropolitan Toronto into the super city of Toronto. Debates over the development of Peel Region over the cities of Brampton and Mississauga have seen public discourse over how to best administer the urban growth in the Greater Toronto Area.

4.12 Brief Historical Map Review

The following historical maps were reviewed for this CHAR and are included in (**Appendix B-1, Appendix B-2 and Appendix B-3**):

- 1858 Tremaine Map of the County of Halton
- 1859 Tremaine Map of the County of Peel
- 1860 Tremaine Map of the County of York
- 1877 Illustrated Historical Atlas of the County of Peel
- 1877 Illustrated Historical Atlas of the County of Halton
- 1878 Illustrated Historical Atlas of the County of York

It should be noted, however, that not all features of interest were mapped systematically in the Ontario 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, recording every feature of interest would not have been within the scope of the atlases.

The *1877 Illustrated Historical Atlas of the County of Peel*, the *1877 Illustrated Historical Atlas of the County of Halton* and the *1878 Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe Middlesex* show that the Study Area is largely rural in nature and that a number of concession roads were in place by the mid-nineteenth century. Several historical farmsteads, with and without orchards, are illustrated on these maps within the Study Area. The 1915 Topographic Map (**Appendix B-3**) demonstrates very little growth in the Study Area as it remains largely rural in nature. Currently, a large number of frame and brick houses are located in the Study Area.

5. Known and Potential BHRs and CHLs within the Study Area

This CHAR identifies and describes all known and potential BHRs and CHLs in the Study Area based on historical research, collection of community input (see **Section 5.1**), field review of all properties in the study area, application of the criteria set out in the following screening checklists and professional judgement.

- MTO Bridge Screening Forms
- MTO Structural Culvert Screening Forms
- MCM Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

Properties with known and potential CHVI are classified in this report as either BHR or CHL, according to the following definitions provided from the *Standards & Guidelines for Conservation of Provincial Heritage Properties*:

- **Built Heritage Resource (BHR)** – means one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, 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.
- **Cultural Heritage Landscape (CHL)** – means a defined geographical area of heritage significance that human activity has modified and that a community values. Such an area involves a grouping(s) 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, main streets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

A field review was conducted on August 19, 2020, and August 20, 2020, by Victoria Mance, Cultural Heritage Specialist (AECOM) for the 2020 FAA. Additional field reviews were conducted on June 9, 2021, October 7, 2021, May 3, 2022, March 9, 2023, and

November 15, 2023, by Liam Smythe, Cultural Heritage Specialist (AECOM) and Liam Ryan, Cultural Heritage Planner (AECOM) to document the existing conditions of the Study Area, from publicly accessible right-of-way to confirm or identify potential BHRs or CHLs.

Appendix A provides a table which includes all known and potential BHRs and CHLs in the Study Area, as well as potential impacts and mitigations/next steps. The location of these properties is provided on mapping in **Appendix C**². A total of 60 known and potential BHRs and CHLs have been identified within the Study Area and are summarized below in **Table 5-1** and shown on a quick reference map in **Figure 5-1**.

2. It is important to note that properties located outside of the Study Area (due to design refinements), remain in the mapping found in Appendix C to ensure that future design changes do not impact these properties.

Table 5-1: Summary of Known and Potential BHRs and CHLs within the Study Area (n=60)³

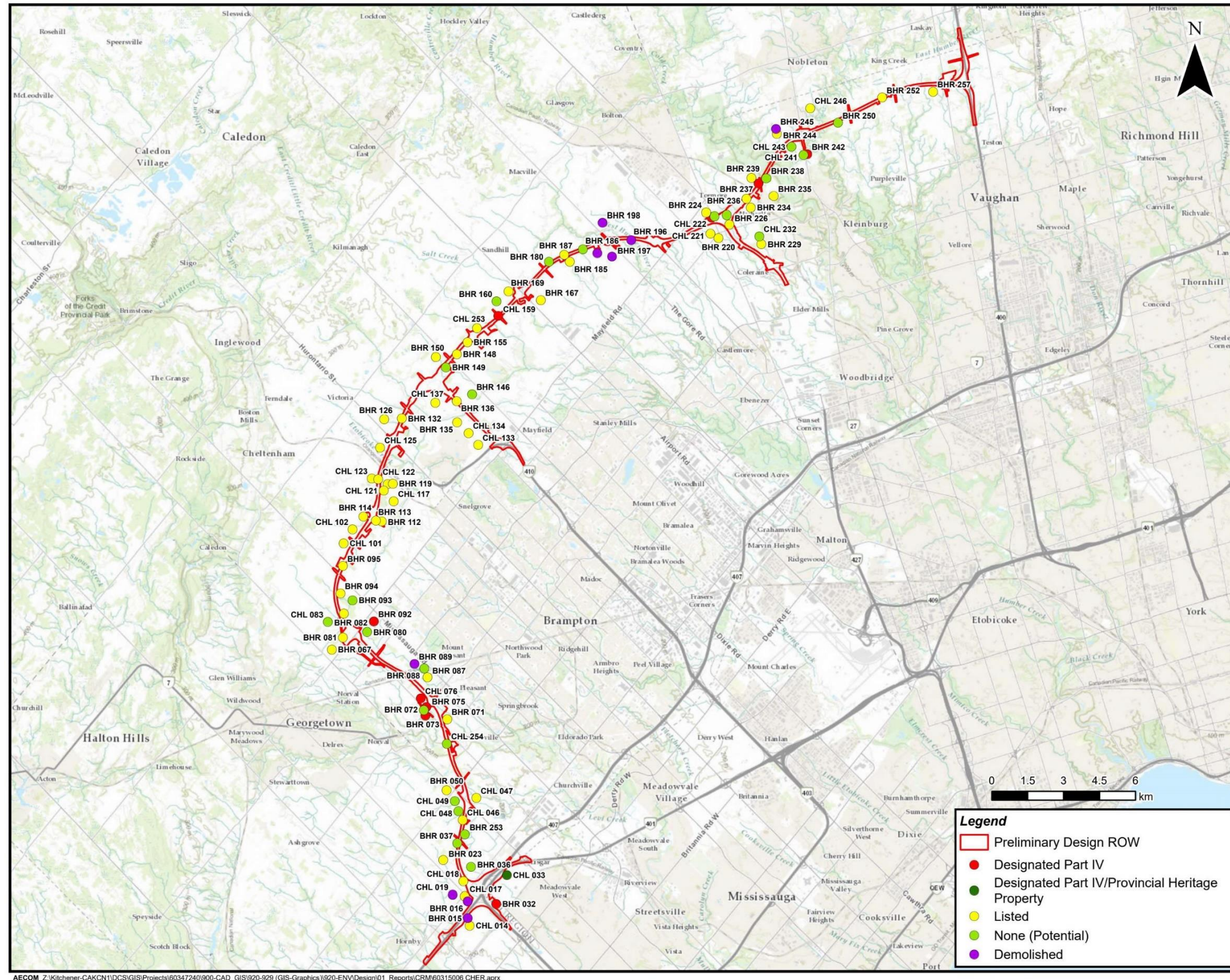
CHAR Ref #	Location	Municipality	Heritage Recognition (March 2023)
CHL 018	15145 Steeles Avenue	Halton Hills	Listed on the Municipal Heritage Register
BHR 036	15625 Steeles Avenue	Halton Hills	None (Potential)
BHR 037	8526 Tenth Line	Halton Hills	None (Potential)
BHR 253	8509 Tenth Line	Halton Hills	None (Potential)
CHL 046	8656 Winston Churchill Boulevard	Halton Hills	Listed on the Municipal Heritage Register
CHL 047	8693 Winston Churchill Boulevard	Brampton	Listed on the Municipal Heritage Register
CHL 048	8768 Winston Churchill Boulevard	Halton Hills	None (Potential)
CHL 049	8836 Winston Churchill Boulevard	Halton Hills	None (Potential)
CHL 254	9496 Heritage Road	Brampton	None (Potential)
BHR 071	9673 Heritage Road ⁴	Brampton	Listed on the Municipal Heritage Register
BHR 072	2534 Bovaird Drive West	Brampton	None (Potential)
BHR 073	2591 Bovaird Drive West	Brampton	Designated Part IV (By-law 160-2004)
BHR 075	2472 Bovaird Drive West	Brampton	Designated Part IV (By-law 18-2019)
BHR 080	709 Mayfield Road	Caledon	None (Potential)
BHR 081	400 Mayfield Road	Caledon	Listed on the Municipal Heritage Register
BHR 082	12317 Heritage Road	Caledon	Listed on the Municipal Heritage Register
CHL 083	12456 Heritage Road	Vaughan	Listed on the Municipal Heritage Register
BHR 094	12466 Mississauga Road	Caledon	Listed on the Municipal Heritage Register
BHR 095	12679 Mississauga Road	Caledon	Listed on the Municipal Heritage Register
CHL 101	12872 Creditview Road	Caledon	Listed on the Municipal Heritage Register
CHL 102	12911 Creditview Road	Caledon	Listed on the Municipal Heritage Register
BHR 112	12669 Chinguacousy Road	Caledon	Listed on the Municipal Heritage Register
BHR 113	12710 Chinguacousy Road	Caledon	Listed on the Municipal Heritage Register
BHR 114	12846 Chinguacousy Road	Caledon	Listed on the Municipal Heritage Register
CHL 121	12960 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register
CHL 122	13064 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register
CHL 125	13242 Hurontario Street (Highway 10)	Caledon	Listed on the Municipal Heritage Register

3. Although situated within the Study Area, BHR 016, BHR 184, BHR 196, BHR 197, BHR 198, and BHR 245 have been demolished or removed and, as such, are not included in **Table 5-1**. Further information is available in **Appendix A**.

4. On the Municipal Heritage Register as 9763 Heritage Road

CHAR Ref #	Location	Municipality	Heritage Recognition (March 2023)
BHR 132	13306 Kennedy Road	Caledon	Listed on the Municipal Heritage Register
BHR 136	12863 Heart Lake Road	Caledon	Listed on the Municipal Heritage Register
BHR 146	12862-12892 Dixie Road	Caledon	Listed on the Municipal Heritage Register
BHR 148	13301 Dixie Road	Caledon	Listed on the Municipal Heritage Register
BHR 149	13300 Dixie Road	Caledon	None (Potential)
BHR 150	13468 Dixie Road	Caledon	Listed on the Municipal Heritage Register
BHR 155	13278 Bramalea Road	Caledon	Listed on the Municipal Heritage Register
CHL 253	13297 Bramalea Road	Caledon	Listed on the Municipal Heritage Register
CHL 159	5400 Old School Road	Caledon	Designated Part IV, (By-laws #9924, 99-120)
BHR 160	13245 Torbram Road	Vaughan	Listed on the Municipal Heritage Register
BHR 169	13256 Airport Road	Caledon	Listed on the Municipal Heritage Register
BHR 180	13151 Innis Lake Road	Caledon	None (Potential)
BHR 185	6859 Healy Road, Caledon	Caledon	Listed on the Municipal Heritage Register
BHR 186	7171 Healey Road	Caledon	None (Potential)
BHR 187	6824 Healey Road	Caledon	Listed on the Municipal Heritage Register
CHL 222	Highway 50, S of Mayfield Road	Brampton	Designated Part IV (By-law 71-2010)
BHR 223	10951 Highway 50	Vaughan	None (Potential)
BHR 226	7230 Nashville Road	Vaughan	Listed on the Municipal Heritage Register
BHR 258	10961 Cold Creek Road	Vaughan	None (Potential)
BHR 224	11970 Highway 50	Brampton	Listed on the Municipal Heritage Register
BHR 229	10436 Huntington Road	Vaughan	Listed on the Municipal Heritage Register
BHR 234	10090 Huntington Road	Vaughan	Listed on the Municipal Heritage Register
BHR 236	11100 Huntington Road	Vaughan	Listed on the Municipal Heritage Register
BHR 237	11300 Huntington Road	Vaughan	Designated Part IV, (By-law 42-88)
BHR 238	11363 Huntington Road	Vaughan	None (Potential)
CHL 243	11720 Highway 27	Vaughan	None (Potential)
BHR 244	11960 Highway 27	Vaughan	Listed on the Municipal Heritage Register
BHR 250	11870 Kipling Avenue	Vaughan	None (Potential)
BHR 252	12000 Pine Valley Drive	Vaughan	Listed on the Municipal Heritage Register
BHR 257	11880 Weston Road	Vaughan	Listed on the Municipal Heritage Register
CHL 250	16 Mile Creek	N/A	None (Potential)
CHL 251	Credit River	N/A	None (Potential)
CHL 252	Humber River	N/A	Canadian Heritage River (Designated 1999)

Figure 5-1: Reference Map that illustrates the Known and Potential BHRs or CHLs identified within and Adjacent to the Study Area



5.1 Stakeholder and Agency Input

The following stakeholders and agencies (**Table 5-2**) with associations to properties within the Study Area were contacted to provide them with opportunity to participate in understanding and articulating CHVI.

If further heritage reporting is required, [i.e. Cultural Heritage Evaluation Reports (CHERs)], local museums, archives, historical societies, neighborhood communities, and heritage interest groups will be contacted on a property-by-property basis.

Table 5-2: Record of Stakeholder and Agency Input

Contact	Contact Information	Date	Notes
Cassandra Jasinski / Heritage Planner / City of Brampton	Cassandra.Jasinski@brampton.ca	April 06, 2020	<p>Cassandra Jasinski was contacted on April 06, 2020, for information on known and potential BHRs and CHLs in the City of Brampton.</p> <p>Cassandra Jasinski stated that the following listed/designated cultural heritage resources are in the general vicinity of the 2020 FAA (refer to Section 3.2 for information on the evolution of the Study Area and the description of the FAA (where “D” indicates “Designated” and “L” indicates “Listed”):</p> <ul style="list-style-type: none"> ■ 11176 Highway 50 (L) ■ Highway 50, S of Mayfield Road (Shiloh Cemetery (D)) ■ 11970 Highway 50 (Hart House (L)) ■ 10980 Highway 50 (Cameron House (L)) <p>The property specific information provided informed the description of properties that is located within Appendix A.</p>
Kevin De Mille / Heritage Planner & Natural Heritage Co-ordinator / Ontario Heritage Trust	Kevin.DeMille@heritagetrust.on.ca	April 07, 2020	<p>Kevin De Mille was contacted on April 07, 2020, to confirm that the Ontario Heritage Trust did not have any conservation easements or Trust-owned properties within the 2020 FAA.</p> <p>Kevin De Mille confirmed that the Ontario Heritage Trust does not have any conservation easements or Trust-owned properties within the 2020 FAA.</p>
Paula Wubbenhorst / Heritage Planner / City of Mississauga	paula.wubbenhorst@mississauga.ca	April 05, 2022.	A request was made for information on known and potential BHRs and CHLs in the City of Mississauga within the Study Area (refer to Section 3.2 for information on the evolution of the Study Area).
		April 05, 2022.	<p>Paula Wubbenhorst provided information on known and potential BHRs and CHLs in the City of Mississauga including several properties that were later determined to be located outside the Study Area.</p> <p>The property specific information provided informed the description of properties, the heritage recognition and the preliminary impact assessment that is located within Appendix A.</p>
Sally Drummond / Heritage Resource Officer / Town of Caledon	sally.drummond@caledon.ca	April 05, 2022.	<p>A request was made for information on known and potential BHRs and CHLs in the Town of Caledon within the Study Area.</p> <p>At the time of writing, no response has been received.</p>
Harsh Padhya / Heritage Planner / City of Brampton	Harsh.Padhya@brampton.ca	April 05, 2022.	A request was made for information on known and potential BHRs and CHLs in the City of Brampton within the Study Area.
		April 08, 2022.	<p>Harsh Padhya provided information on known and potential BHRs and CHLs in the City of Brampton including several properties that were later determined to be located outside the Study Area.</p> <p>The property specific information provided informed the description of properties, the heritage recognition and the preliminary impact assessment that is located within Appendix A.</p>
Laura Loney / Senior Heritage Planner / Town of Halton Hills	lloney@haltonhills.ca	April 05, 2022.	A request was made for information on known and potential BHRs and CHLs in the Town of Halton Hills within the Study Area.
		April 07, 2020.	<p>Laura Loney provided information on known and potential BHRs and CHLs in the Town of Halton Hills within the Study Area.</p> <p>The property specific information provided informed the description of properties, the heritage recognition and the preliminary impact assessment that is located within Appendix A.</p>
Nick Borcescu / Senior Heritage Planner / City of Vaughan	Nick.Borcescu@vaughan.ca	April 05, 2022.	A request was made for information on known and potential BHRs and CHLs in the City of Vaughan within the Study Area.
		May 12, 2022.	<p>Nick Borcescu provided information on known and potential BHRs and CHLs in the City of Vaughan within the Study Area.</p> <p>The property specific information provided informed the description of properties, the heritage recognition and the preliminary impact assessment that is located within Appendix A.</p>

Contact	Contact Information	Date	Notes
Hugo Rincon / Senior Planner / Town of Milton Forwarded to Anthony Wong / Senior Planner / Town of Milton	hugo.rincon@milton.ca	April 05, 2022.	A request was made for information on known and potential BHRs and CHLs in the Town of Milton within the Study Area.
		April 05, 2022.	Anthony Wong provided information on known and potential BHRs and CHLs in the Town of Milton including several properties that were later determined to be located outside the Study Area. The property specific information provided informed the description of properties, the heritage recognition and the preliminary impact assessment that is located within Appendix A .
Karla Barboza / Ministry of Citizenship and Multiculturalism / Team Lead Heritage	Karla.Barboza@ontario.ca	April 05, 2022.	Karla Barboza was contacted for information on known and potential BHRs and CHLs, including any Provincial Heritage Properties, located within the Study Area.
		April 29, 2022.	Karla Barboza confirmed that there are no known Provincial Heritage Properties located within the Study Area
Krystal Power / Ontario Heritage Trust / Natural Heritage Co-ordinator/Planner	Krystal.Power@heritagetrust.on.ca	April 05, 2022.	Krystal Power was contacted for information on any properties of interest to the OHT within the Study Area. At the time of writing, no response has been received.
Paula Wubbenhorst / Heritage Planner / City of Mississauga	paula.wubbenhorst@mississauga.ca	February 14, 2024.	A request was made for information regarding the severance of the property located at 7564 Tenth Line West, Mississauga.
		February 14, 2024	Paula Wubbenhorst confirmed that the property located at 7564 Tenth Line West, Mississauga has been severed to reflect the drawings located on the last page of the Heritage Impact Assessment linked below: https://pub-mississauga.escribemeetings.com/filestream.ashx?DocumentId=14941 .
Pilar Manorome / A/Park Planner / Ontario Parks	Pilar.Manorome@ontario.ca	March 27, 2024.	A request was made for information regarding the research materials or documentation that aided in the 1999 Designation of the Humber River
		April 3, 2024.	Pilar Manorome recommended that AECOM reach out to the Toronto and Region Conservation Authority as they are the River Manager and responsible for the management of the watershed.
Sonia Dhir / Government and Community Relations Liaison / Toronto and Region Conservation Authority (TRCA)	sonia.dhir@trca.ca	April 3, 2024	A request was made for information regarding the research materials or documentation that aided in the 1999 Designation of the Humber River
		April 25, 2024	Sonia Dhir informed AECOM that the TRCA is searching for the relevant documents. If located, the TRCA will digitize the relevant documents and provide them to AECOM. Currently, the TRCA has not provided AECOM with the relevant digitized documents.

5.2 Indigenous Community Engagement

Indigenous communities have informed MTO they consider the cultural heritage and archaeological sites within the Study Area to be of critical importance. To align with best practice and requirements outlined in Ontario's Standards and Guidelines for Consultant Archaeologists (2011) and Engaging Aboriginal Communities in Archaeology Technical Bulletin (2011), MTO is consulting with Indigenous communities through the Environmental Assessment process. The following is a list of the Indigenous communities that have the potential to be impacted and/or have been identified as having interest in the Project:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River First Nation
 - Elected Council; and
 - Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute
- Williams Treaties First Nations
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island First Nation
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation
- Oneida Nation of the Thames
- Kawartha Nishnawbe
- Huron-Wendat Nation (on archaeological matters only)
- Métis Nation of Ontario

Through the engagement process, Indigenous communities conveyed to MTO that the Humber River (a Canadian Heritage River designated in 1999), the Carrying Place Trail (also known as the Toronto Carrying Place Trail among Europeans) and the Credit River were the three most significant cultural heritage features within the Study Area.

Indigenous communities expressed concerns to MTO that previous reporting did not recognize or consider Indigenous peoples, as their perspective of cultural heritage goes beyond physical heritage sites – intangible cultural heritage. They have emphasized that for Indigenous People cultural heritage landscapes are the environment. The environment is what Indigenous peoples have lived off of for thousands of years, therefore because the environment is cultural heritage the project will have negative impacts to the cultural heritage for Indigenous peoples. They emphasized the significance of the waterways and associated valleys, forests, watersheds, sub-watersheds, and Carrying Place Trails to MTO as important to Indigenous culture.

The Forks of the Credit were flagged as having significance; however, it was determined that the landscape is 13.8 kilometre from the Study Area and will therefore not be impacted.

Many of the communities expressed their desire to stay updated on the cultural heritage landscapes that will be included in the CHAR. Accordingly, a draft of the CHAR was shared with Indigenous communities in June 2025, and no specific comments or concerns were raised regarding its findings.

In addition, Liam Ryan, Cultural Heritage Lead with AECOM, presented project materials to representatives of Six Nations of the Grand River, the Mississaugas of the Credit First Nation, and the Williams Treaties First Nations on three separate occasions during 2025. The presentation included information related to River Crossings and the results of the CHAR. Opportunities were provided for questions and discussion; no specific questions were raised regarding the results of the CHAR. However, all communities emphasized the importance of meaningful protection and mitigation measures during future reporting.

The engagement process has informed the development of the CHAR, which articulates potential impacts to known and potential BHRs and CHLs. The input supports MTO and the AECOM Cultural Heritage Team in the research, evaluation and mitigation of properties located within the Study Area.

6. Preliminary Impact Assessment

This section of the CHAR will identify preliminary impacts to known and potential BHRs and CHLs within the Study Area. The assessment of preliminary impacts is based upon an assessment of proposed project activities and the descriptions of impacts and examples provided in *Information Bulletin 3 Heritage Impact Assessments for Provincial Heritage Properties* (MCM 2017). This evaluation will assist MTO with the Assessment for Environmental Impacts for the Project which is currently underway and completing the Preliminary Design.

MCM Information Bulletin 3 Heritage Impact Assessment for Provincial Heritage Properties defines impact as a change in an identified cultural heritage resource resulting from a particular activity. The document identifies direct adverse impacts, indirect adverse impacts, and positive impacts an activity may have on a cultural heritage resource.

This CHAR identifies direct and indirect adverse impacts and/or positive impacts that the proposed new transportation infrastructure and/or associated construction activities may have on a known or potential BHR or CHL that has been identified within the Study Area.

Direct adverse impacts identified in this report have a permanent and irreversible negative affect on the known or potential CHVI of a property or result in the loss of a known or potential heritage attribute on all or part of a property. Direct adverse impacts may include but are not limited to:

- removal or demolition – full or partial removal or demolition of a structure(s) on a property, including known or potential heritage attributes that contribute to the known or potential cultural heritage value of the property
- introduction of new physical features – introduction of new physical features or transportation related structures on a property that may have an adverse impact to the known or potential CHVI and heritage attributes of a property
- land disturbance - such as a change in grade and/or drainage patterns that may adversely affect a known or potential BHR and CHL, including archaeological resources

Indirect adverse impacts identified in this report are generally the result of an activity on or near the property that may adversely affect its known or potential CHVI and/or heritage attributes but will not result in direct loss or alteration such as:

- shadows – introduction of shadows from new transportation infrastructure on or near a property that may alter the appearance of a known or potential heritage attribute

- vibration – vibration from construction activities (temporary) or introduction and operation of new transportation infrastructure (permanent)
- isolation - construction of new transportation infrastructure on or near a property which isolates a known or potential heritage attribute from its surrounding environment or context
- obstruction of views - changes to or obstruction of significant views by the introduction of new transportation infrastructure on or ear a property

A positive impact will conserve or enhance the known or potential CHVI and/or heritage attributes of a property e.g., introduction of new public interpretation or commemoration.

Aside from potential impacts from the design and location of the new highway other impacts to known and potential BHRs and CHLs may be anticipated from activities associated with construction, which typically includes:

- Grading of the roadway (including transitway and ramp platforms) and placement of granular and pavement
- Construction of bridges over roadways, railways and watercourses, and/or for wildlife passage (including excavation, concrete work, steel or concrete girder erection, deck and parapets, access, cranes etc.)
- Construction of culverts for watercourses, drainage management and wildlife passage (concrete or steel), and stormwater management facilities
- Reconstruction of roadways that cross the new corridor, including intersections at ramps and local detours
- Retaining walls, roadside barriers, berms where needed
- Illumination, traffic management systems and signage
- Line marking, roadside barriers and fencing
- Revegetation and landscaping
- Tree and vegetation clearing
- Pre-loading for high fills and bridge approaches
- Utility relocations
- Traffic management and construction staging including equipment and material storage

7. Conclusion and Recommendations

7.1 Conclusion

This CHAR includes a summary of the history of land and community development within the Study Area, a description of the proposed undertaking and an inventory of properties with known and potential BHRs and CHLs. A preliminary impact assessment was completed and recommendations for associated project alternatives, mitigations and next steps are provided.

A total of 60 known and potential BHRs and CHLs were identified within the Study Area. The preliminary impact assessment for the Study Area determined that 12 known and potential BHRs and CHLs are not anticipated to be directly adversely impacted and no further work is recommended beyond the general mitigation measures described in **Section 7.2.1**. Of the remaining known and potential BHRs and CHLs 48 are anticipated to be directly adversely impacted by the project and are recommended for further heritage assessment (i.e., CHER and/or HIAs).

The following represents the anticipated direct adverse impacts to the 48 known and potential BHRs and CHLs:

- 36 known and potential BHRs and CHLs are anticipated to be directly adversely impacted by demolition/removal of potential heritage attributes and require further heritage assessment.
- 12 known and potential BHRs and CHLs are anticipated to be directly adversely impacted by significant land disturbance and require further heritage assessment.

7.2 Recommendations

7.2.1 General Mitigation Measures

For all known and potential BHRs and CHLS that have been identified within the Study Area (see **Table 5-1** and **Appendix A**), general mitigation measures have been developed including the following:

1. Continue to refine the Study Area to avoid adverse impacts to known and potential BHRs and CHLS, where possible.
2. Construction activities should be suitably planned and undertaken to avoid impacts, including but not limited to:
 - Informing construction crews of the location of known and potential BHRs and CHLS
 - Confining construction related activities to the proposed right-of-way
 - Establishing no-go zones and procedures to avoid impacts
3. To ensure all known and potential BHRs and CHLS listed in **Appendix A** are not adversely indirectly impacted by mechanical vibration during construction, a vibration assessment is being undertaken by Rowan Williams Davies & Irwin Inc. (RWDI). Should the construction vibration assessment determine that the structure(s) or landscape features within the known and potential BHRs and CHLS are subject to potential adverse impacts due to vibration, it is recommended that a vibration monitoring plan should be prepared, and mitigation measures implemented to lessen vibration impacts related to construction.
4. Should there be changes to the Project, including but not limited to, new impacts to the adjacent properties (**Appendix D**), refinement and/or expansion of the Study Area, a Qualified Person(s) should review this CHAR and revise these recommendations as required.

7.2.2 Next Steps

Where preliminary impact assessment has determined that there are potential direct adverse impacts to a known or potential BHRs or CHLs located within the Study Area and prior to initiating any action that may impact these properties, it is recommended that MTO:

1. Research and evaluate properties for CHVI and the level of significance that have not been previously evaluated by MTO (see **Table 7-1**). The research and evaluation should be completed by a Qualified Person(s)⁵ and recorded in a Cultural Heritage Evaluation Report (CHER), unless otherwise specified (see **Appendix A**). Final CHERs will be provided to MCM and made available to other interested parties upon request. CHERs will be completed as early as possible during the EA process.
2. Complete a heritage impact assessment (HIA) for all properties that MTO determines to have CHVI and where direct adverse impacts are still anticipated. The assessment should be completed by a Qualified Person(s) and recorded in a HIA, unless otherwise specified (see **Appendix A**). Final HIAs will be submitted to the MCM as required and made available to other interested parties upon request. HIAs on properties determined to be Provincially Significant will be submitted to MCM for review and comment as part of the process to receive Minister's Consent. HIAs will be completed as early as possible during the EA process and prior to construction activities. The HIAs will be prepared in accordance with Information Bulletin 3 Heritage Impact Assessments for Provincial Heritage Properties (MCM 2017).
3. In accordance with F.5 of the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, if MTO determines that a property is a Provincial Heritage Property of Provincial Significance, MTO should obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control.

Table 7-1 is a summary of the preliminary impact assessment for all properties where further assessment is recommended. For detailed, property-specific recommendations for all known and potential BHRs and CHLs located within the Study Area (refer to **Appendix A**).

5. As defined under the Standards and Guidelines for Conservation of Provincial Heritage Properties, a Qualified Persons means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources

Table 7-1: Summary of Preliminary Impact Assessment for Properties where Further Technical Cultural Heritage Studies are Recommended (n=48)

Feature IDs	Location/Address	Municipality	Preliminary Impact Assessment
CHL 018	15145 Steeles Avenue	Halton Hills	Direct – significant land disturbance
BHR 037	8526 Tenth Line West	Halton Hills	Direct – removal or demolition
CHL 046	8656 Winston Churchill Boulevard	Halton Hills	Direct – removal or demolition
CHL 047	8693 Winston Churchill Boulevard	Brampton	Direct – removal or demolition
CHL 048	8768 Winston Churchill Boulevard	Halton Hills	Direct – removal or demolition
CHL 049	8836 Winston Churchill Boulevard	Halton Hills	Direct – significant land disturbance
BHR 253	8509 Tenth Line	Halton Hills	Direct – removal or demolition
CHL 254	9496 Heritage Road	Brampton	Direct – removal or demolition
BHR 071	9673 Heritage Road	Brampton	Direct – removal or demolition
BHR 072⁶	2534 Bovaird Drive West	Brampton	Direct – removal or demolition
BHR 073⁷	2591 Bovaird Drive West	Brampton	Direct – significant land disturbance
BHR 081	400 Mayfield Road	Caledon	Direct – significant land disturbance
BHR 082	12317 Heritage Road	Caledon	Direct – removal or demolition
BHR 095	12679 Mississauga Road	Caledon	Direct – removal or demolition
BHR 112	12669 Chinguacousy Road	Caledon	Direct – significant land disturbance,
BHR 113	12710 Chinguacousy Road	Caledon	Direct – removal or demolition
BHR 114	12846 Chinguacousy Road	Caledon	Direct – removal or demolition
CHL 121⁸	12960 McLaughlin Road	Caledon	Direct – significant land disturbance
CHL 122	13064 McLaughlin Road	Caledon	Direct – removal or demolition
CHL 125	13242 Hurontario Street (Highway 10)	Caledon	Direct – removal or demolition
BHR 132	13306 Kennedy Road	Caledon	Direct – removal or demolition
BHR 136	12863 Heart Lake Road	Caledon	Direct – significant land disturbance
BHR 148	13301 Dixie Road	Caledon	Direct – removal or demolition
BHR 149	13300 Dixie Road	Caledon	Direct – removal or demolition
BHR 155	13278 Bramalea Road	Caledon	Direct – removal or demolition

6. BHR 072 is within the realignment of Heritage Road

7. BHR 073 is within the realignment of Heritage Road

8. CHL 120 (12900 McLaughlin Road) was severed from the property at CHL 121 (12960 McLaughlin Road)

Feature IDs	Location/Address	Municipality	Preliminary Impact Assessment
CHL 253	13297 Bramalea Road	Caledon	Direct – removal or demolition
CHL 159⁹	Osage Orange Hedge; West side of Torbram Road, north of Old School Road	Caledon	Direct – removal or demolition
BHR 160	13245 Torbram Road	Vaughan	Direct – removal or demolition
CHL 169	13256 Airport Road	Caledon	Direct – removal or demolition
BHR 180	13151 Innis Lake Road	Caledon	Direct – removal or demolition
CHL 185	6859 Healey Road	Caledon	Direct – removal or demolition
BHR 186¹⁰	7171 Healey Road	Caledon	Direct – significant land disturbance
BHR 187	6824 Healey Road	Caledon	Direct – removal or demolition
CHL 222	Highway 50, S of Mayfield Road	Brampton	Direct – removal or demolition (cemetery)
BHR 223	10951 Highway 50	Vaughan	Direct – removal or demolition
BHR 226	7230 Nashville Road	Vaughan	Direct – removal or demolition (racetrack only)
BHR 236	11100 Huntington Road	Vaughan	Direct – removal or demolition
BHR 237	11300 Huntington Road	Vaughan	Direct – removal or demolition
BHR 238	11363 Huntington Road	Vaughan	Direct – removal or demolition
CHL 243	11720 Highway 27	Vaughan	Direct – removal or demolition
BHR 244	11960 Highway 27	Vaughan	Direct – significant land disturbance
BHR 250	11870 Kipling Avenue	Vaughan	Direct – removal or demolition
BHR 252	12000 Pine Valley Drive	Vaughan	Direct – removal or demolition
BHR 257	11880 Weston Road	Vaughan	Direct – removal or demolition
BHR 258	10961 Cold Creek Road	Vaughan	Direct – removal or demolition
CHL 250	16 Mile Creek	N/A	Direct – significant land disturbance
CHL 251	Credit River	N/A	Direct – significant land disturbance
CHL 252	Humber River/Toronto Carrying Place Trail	N/A	Direct – significant land disturbance

9. Aerial Photography suggests house has been demolished. Large barn and Osage Orange Hedge on the property are still extant.

10. Aerial Photography suggests house has been demolished. Large barn on the property is still extant.

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A

Cultural Heritage Assessment Report List of Known and Potential BHRs and CHLs and Preliminary Impact Assessment



Appendix A. Cultural Heritage Assessment Report List of Known and Potential BHRs and CHLs and Preliminary Impact Assessment

Appendix A summarizes the properties which have been identified as known and potential BHRs and CHLs located within Study Area and provides a preliminary assessment of impacts, mitigations and recommended next steps.

The description of each property with known or potential CHVI includes a record of all observable physical features, any preliminary historical research and relevant property information, as available, including but not limited to:

- construction data e.g., architectural style, date(s) of construction, architect, builder etc.
- structures on the property e.g., bridge, culvert, bank barn, 2 storey house, concrete silo, drive shed, windmill, grist mill, dairy, garage etc.
- landscape features - cast iron fence, paddock, formal garden, fishing weir, in-ground pool, orchard, woodlot, parking pad, stone gates, light standards, burial mounds, paths etc.

In addition, the description includes a robust rationale for why the property was identified by the cultural heritage consultant as having known or potential CHVI e.g., design or physical value, historical value, contextual value. Where some or all of the rationale is based upon information obtained from a municipal designation by-law or similar source it has been included in **Appendix G** for reference.



The table identifies all preliminary impacts to the known and potential BHRs and CHLs within the Study Area based upon an assessment of proposed project activities and the descriptions of impacts and examples provided in *Information Bulletin 3 Heritage Impact Assessments for Provincial Heritage Properties*, MCM 2017. The assessment includes identifying and describing all planning alternatives, where alternatives are proposed to assist in the evaluation of the preferred alternative.



Mitigations include preliminary recommendations on methods to avoid or reduce potential impacts to a property, including the preferred planning alternative where more than one alternative is proposed.



Next steps include recommendations for further assessment which may be recorded in a report (e.g., Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIA). Where impacts to a known or potential PHPs are anticipated to be



indirect further studies may not be required and only those general mitigations listed in **Section 7.2.1** of the CHAR may be recommended.



It is important to note that the categorization of properties as BHR and CHL is subject to change throughout the CHER process. This is due to ongoing fieldwork and additional research that may lead to adjustments in classification.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 016	14920 Steeles Ave	Halton Hills	None (Potential)	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at 14920 Steeles Ave is no longer extant. 	 <p>(Google 2023)</p>	Page 1 of 13	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at BHR 016 is no longer extant. 	No specific mitigation measures or next steps are required.
CHL 018	15145 Steeles Avenue	Halton Hills	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> 1877 Illustrated Historical Atlas map shows that the property was formerly owned by Theodoure Brain (Appendix B-2). Theodoure Brain was one of three brothers who ran the Brain Brothers' Brewery (Halton Hills Inventory). The proportions, form and details of the house suggest construction ca.1865. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half storey red brick farmhouse with a steep-pitched gable roof. The farmhouse includes a lancet arched window, voussoir-arched lintels, and remnants of a bargeboard in the front facing gable. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Steeles Avenue in the Town of Halton Hills. The landscape features of the property include rear fields, entrance driveway framed by vegetation and front yard mature trees, 	 <p>(AECOM 2021)</p>	Page 1 and 2 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to transverse the entire property of CHL 018 in a north-south direction and major property acquisition is anticipated. It is not anticipated that there will be impacts to the house on the property, however, a portion of the driveway near Steeles Avenue may be directly impacted and result in significant alteration to the landscape. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid changes to the landscape, where possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are recommended: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determine that the property has CHVI and direct adverse Impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 036	15625 Steeles Avenue	Halton Hills	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> The house was built by William Cook Junior a prominent citizen who was a member of the Knox Presbyterian Church. The property was owned by the Cook family for over 75 years. <p>Design</p> <ul style="list-style-type: none"> A two-storey red brick Gothic Revival house with a medium-pitched gable roof and dichromatic brick patterns with buff brick quoins. The gables and dormers have been decorated with bargeboard and the windows are segmentally arched with buff brick ear dropping voussoirs. The property contains one large gambrel-roof barn and other smaller outbuildings. The house is partially obscured from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Steeles Avenue in the Town of Halton Hills. 	 <p>(AECOM 2020)</p>	Page 1 and 2 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Mayfield Road. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 320 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1
BHR 037	8526 Tenth Line	Halton Hills	None (Potential)	<p>Historical</p> <ul style="list-style-type: none"> Lot owned by the Morrison family in 1858, no structures illustrated on property (Appendix B-1) Lot continued to be owned by the Morrison family in 1877, no structures illustrated on property (Appendix B-2) House built between 1877 and 1915 (Appendix B-3) <p>Design:</p> <ul style="list-style-type: none"> Example of a one-and-a-half storey vernacular style house with an L-shaped plan and an exterior that is clad in stucco. The house is not visible from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Tenth Line in the Town of Halton Hills. 	 <p>(AECOM 2020)</p>	Page 2 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design proposes major property acquisition. It is anticipated the Project design will require removal or demolition of the house as it is located within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are recommended: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse Impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.


Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 253	8509 Tenth Line	Halton Hills	None (Potential)	<p>Historical</p> <ul style="list-style-type: none"> Lot owned by the Kent family in 1858, no structures illustrated on property (Appendix B-1) Lot continued to be owned by the Kent family in 1877, no structures illustrated on property (Appendix B-2) House built between 1877 and 1915 (Appendix B-3) <p>Design:</p> <ul style="list-style-type: none"> A two-storey house with a Four-Square plan, clad in stucco, with a low-pitched hipped roof and a single red brick chimney. Many of the windows are boarded up with plywood or broken. The house appears to be abandoned. The house is partially visible from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Tenth Line in the Town of Halton Hills. 	 <p>(AECOM 2020)</p>	Page 2 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design proposes major property acquisition. It is anticipated the Project design will require removal or demolition of the house located within BHR 253 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse Impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
CHL 046	8656 Winston Churchill Boulevard	Halton Hills	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Built for John Humphreys (b.1786) before 1861 and most likely built ca. 1845. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey, five-bay Neoclassical style red brick house with a low-pitched side gable roof, brick end chimneys and stone foundation. The house contains a concrete stoop and a shadow on the façade suggests that there was once a full veranda. The windows are modern replacements with splayed-arch lintels and stone sills. The property contains two large barns, one wood boarded and the other metal clad. Three silos are also visible on the property. The house is partially obstructed by trees from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Winston Churchill Boulevard in the Town of Halton Hills. The landscape features of the property include a number of outbuildings, entrance driveway framed by vegetation and rear agricultural fields. 	 <p>(AECOM 2021)</p>	Page 2 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design proposes major property acquisition. It is anticipated the Project design will require removal or demolition of the house and a number of outbuildings located within CHL 046 as they are within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 047	8693 Winston Churchill Boulevard	Brampton	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Former, Hyatt Farmhouse. 1877 Illustrated Historical Atlas map shows one structure and an orchard. Lot owned by the Hyatt family in 1877 (Appendix B-2). House was likely built pre-1877. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey red brick Ontario farmhouse with a steep intersecting gable roof and dichromatic brick work. Aerial imagery shows a T-shaped plan and a possible rear addition. Windows appear to be modern replacements with arched voussoirs. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Winston Churchill Boulevard in the Town of Halton Hills. The landscape features located within the property include a treelined driveway, rear fields and a single outbuilding that is not visible from the public right-of-way. 		Page 2 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design proposes major property acquisition. It is anticipated the Project design will require removal or demolition of the house located within CHL 047 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
CHL 048	8768 Winston Churchill Boulevard	Halton Hills	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Lot owned by Andrew Kyle in 1858, no structures illustrated on property (Appendix B-1). Lot owned by Early family in 1877, no structures illustrated on property (Appendix B-2). House built between 1877 and 1915 (Appendix B-3) <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey white painted brick house with a low-pitched side-gable roof and a five-bay façade with a bay window at its centre. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Winston Churchill Boulevard in the Town of Halton Hills. The landscape features of the property include a number of outbuildings (20th century driveshed and gambrel roof barn, as well as a newer steel agricultural structure). The structures on the Subject Property are accessed by a dirt and gravel laneway, which is bordered by trees and manicured lawn and surrounded by agricultural fields. Wood fence corrals enclose the agricultural fields on the property, which serve as livestock pasture. 		Page 2 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house and other landscape features within CHL 048 as they are within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and other landscape features, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 049	8836 Winston Churchill Boulevard	Halton Hills	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> House likely built in the early to mid-20th century. <p>Design:</p> <ul style="list-style-type: none"> A two-storey red brick Four Square style house with a low-pitched hipped roof and front dormer. Windows are three over one wood frame. The property contains a long treelined driveway and two metal outbuildings at the rear. The view of house heavily obstructed from the public right-of-way. <p>Context</p> <ul style="list-style-type: none"> The property contributes to the rural character of Winston Churchill Boulevard in the Town of Halton Hills. The landscape features located within the property include a number of outbuildings, entrance driveway framed by vegetation, front yard mature trees, rear fields, and rear woodlot. 		Page 2 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to transverse the property of CHL 049 in a north-south direction. This will result in a major property acquisition. It is not anticipated the property taking will include impacts to the built heritage resources. However, a portion of the driveway near Winston Churchill Boulevard may be impacted. Therefore, this undertaking will result in a significant alteration to the landscape, resulting in direct impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
CHL 254	9496 Heritage Road	Brampton	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Laidlaw's (current owners) settled on the property in 1852. Farmhouse was built in 1914. <p>Design:</p> <ul style="list-style-type: none"> Example of a two-and-a-half-storey red brick Edwardian farmhouse with a hipped roof and multiple rear additions. The farmhouse features one-over-one aluminum sash windows with stone headers and sills. The property contains a number of outbuildings including: a former sawmill, barn (dated 1898), driveshed, ruins of a bank barn, two silos, a number of small commercial buildings and a number of sheds. <p>Context</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heritage Road in the City of Brampton. The landscape features located within the property include a number of outbuildings, front yard mature trees, manicured lawns, apple orchard, circulation route, Credit River and scrublands. 		Page 2, and 3 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of a number of outbuildings (former sawmill, driveshed and bank barn ruins) located within CHL 254 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the outbuildings (former sawmill, driveshed and bank barn ruins), if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 071	9673 Heritage Road ¹	Brampton	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Magill Farmhouse built sometime between 1851 and 1861. <p>Design:</p> <ul style="list-style-type: none"> Example of a two-and-a-half-storey red brick farmhouse with a steep side-gable roof, buff brick quoins and decorative course below eaves. The brick is laid in the Flemish bond, with contrasting corbelled ornamental frieze, quoins and voussiors. Windows appear to be replacements and have splayed-arch lintels and stone sills. The house includes a main porch that runs along the façade of the house. The property contains metal clad barn and concrete silo at the rear of the property. <p>Context</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heritage Road in the City of Brampton. 	 (AECOM 2021)	Page 2,3 and 10 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house located within BHR 071 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 072	2534 Bovaird Drive	Brampton	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> A farmhouse and orchard are illustrated on the 1877 Illustrated Historical Atlas map in the vicinity of BHR 072 (Appendix B-2). It is likely an earlier house was replaced by the existing Four-Square dwelling. <p>Design:</p> <ul style="list-style-type: none"> A two-storey Four Square grey-vinyl siding house with a hipped roof and a two-bay façade. There is a portico over the front entrance. Single entrance door offset to the west and modern hung vinyl windows. There is a portico over the front entrance. The property contains a garage to the rear. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Bovaird Drive in the City of Brampton. 	 (AECOM 2021)	Page 2,3 and 10 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house located within BHR 072 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



1. On the Municipal Heritage Register as 9763 Heritage Road



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 073	2591 Bovaird Drive West	Brampton	Designated Part IV (By-law 160-2004)	<p>Historical:</p> <ul style="list-style-type: none"> ■ The lot was owned by Samuel Currie (Curry) in 1859 and his son Robert (ca.1842) had a house on the lot on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> ■ A two-storey Gothic Revival style house with an L-shaped plan brick veneer house with a steep side-gable roof and an asymmetrical front façade. ■ A porch is present with ornamental woodwork found on the columns and along the porch. ■ Two chimneys are located at opposite ends of the house. ■ Windows are currently boarded up with plywood. ■ There is a lancet window over the porch. The projecting stone voussoirs are painted white. ■ The property appears to be abandoned. ■ The house is partially visible from the public right-of-way. ■ One-and-a-half storey tail exhibits the Ontario Gothic Cottage style. <p>Context:</p> <ul style="list-style-type: none"> ■ Directly associated with the rich agricultural history of Brampton and Chinguacousy Township ■ Associated with the Currie (Curry) family and the McClure family, two prominent settler families in Brampton. <p>The Heritage Designation By-Law for BHR 073 can be found in Appendix G.</p>	 <p>(AECOM 2021)</p>	Page 2,3 and 10 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> ■ Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house. However, given BHR 073 is a designated Part IV property and within the Heritage Road Realignment, further work is required. 	<p>Mitigation:</p> <ul style="list-style-type: none"> ■ Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> ■ The following next steps are required: <ul style="list-style-type: none"> – A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. – If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 075	2472 Bovaird Drive West	Brampton	Designated Part IV (By-law 18-2019)	<p>Historical:</p> <ul style="list-style-type: none"> ■ The lot was owned by Thomas Greensword in 1858 (Appendix B-1) and Isaac Greensword in 1877 (Appendix B-2). ■ Connection with two prominent families in Norval-Greensword, and the McMeekins. ■ Part of lot 11, Concession 5, WHS Chinguacousy. <p>Design:</p> <ul style="list-style-type: none"> ■ A two-and-a-half-storey farmhouse with a symmetrical façade with two projecting frontispieces. ■ The house exhibits many of the hallmarks of the Queen Anne style. These features include elaborate brick detailing, irregular roofline, windows of varying shape and sizes and segmental arches and drip moulds. ■ The house contains two projecting gabled bays, wooden bracketing and a central entrance covered by a reconstructed porch. ■ The property contains a number of outbuildings including a large T-shaped barn. <p>Context:</p> <ul style="list-style-type: none"> ■ The property maintains and supports the current rural character of Bovaird Drive in the City of Brampton. ■ Linked to the Greensword orchard, McNichol Cemetery, and Laird Estate. <p>The Heritage Designation By-Law for BHR 075 can be found in Appendix G.</p>	 <p>(AECOM 2021)</p>	Page 2,3 and 10 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> ■ Rationale: The Preliminary Design is proposed to result in minor property acquisition along Bovaird Drive West. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 62 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> ■ No specific mitigation measures or next steps are required. ■ See general recommendations in Section 7.2.1.
BHR 080	709 Mayfield Road	Caledon	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> ■ The lot was owned by John Clarridge in 1859 and by Joseph Mothersill in 1877. ■ A farmhouse and orchard are illustrated on the 1877 Illustrated Historical Atlas map in the vicinity of BHR 080 (Appendix B-2). ■ However, this house likely replaced an earlier house and was built after 1915 (Appendix B-3). <p>Design:</p> <ul style="list-style-type: none"> ■ A two-storey Four Square red brick farmhouse with a low-pitched hipped roof and an internal chimney. ■ Windows are covered with plywood and the brick voussoirs and concrete sills are still visible. ■ Property is abandoned. ■ Property contains a saltbox roof barn and one additional outbuilding at the rear of the property. <p>Context:</p> <ul style="list-style-type: none"> ■ The property contributes to the rural character of Mayfield Road in the Town of Caledon. 	 <p>(AECOM 2021)</p>	Page 3,4 and 10 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> ■ Rationale: The Preliminary Design is proposed to result in minor property acquisition along Mayfield Road. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 130 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> ■ No specific mitigation measures or next steps are required. ■ See general recommendations in Section 7.2.1.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 081	400 Mayfield Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 18, Con. 6, former Township of Albion. The house was likely constructed between 1875-1899. This property was owned in 1877 by Joseph Leslie and the house appears on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey dichromatic brick farmhouse with an intersecting gable roof (metal cladding) and decorative courses below eaves and buff brick quoins. Aerial imagery shows an L-shaped plan. Gable peak ornamentation is unusual and includes a Roman cross inside a triangle. The exterior windows have voussoir arched lintels. The front entrance is arched with transom and sidelights. A veranda with wooden railings is located on the east side of the house. The property contains a treelined driveway, a large gambrel-roof barn, two additional outbuildings and a single concrete silo. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Mayfield Road in the Town of Caledon. 	 (AECOM 2021)	Page 3 and 4 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design and the Heritage Road realignment is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house located within BHR 081. However, the significant land disturbance will alter the landscape which may result in direct adverse impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 082	12317 Heritage Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 19, Con. 5, Historic Settlement of Chinguacousy. The building on the property was constructed ca. 1875 and first appeared on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A vernacular one-and-a-half-storey vinyl siding farmhouse with a low-pitched gable roof. Aerial photos show a rectangular shaped plan. Windows have been replaced and the house possibly contains an enclosed porch on its south side. The property contains a collapsed barn at the rear of the house. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heritage Road in the Town of Caledon. 	 (AECOM 2021)	Page 3 and 4 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house located within BHR 082 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



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CHL 083	12456 Heritage Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 20, Con. 6, Historic Settlement of Chinguacousy. The house was constructed prior to 1859 and first appeared on the 1859 Tremaine Map of the County of Peel map (Appendix B-1). <p>Design:</p> <ul style="list-style-type: none"> A Neoclassical one-and-a-half storey red brick farmhouse with a low-pitched gable roof. The property contains a treelined driveway, two large barns, a number of additional outbuildings and four silos. The view of house heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heritage Road in the Town of Caledon. The landscape features located within the property include a number of outbuildings, entrance driveway framed by vegetation and rear agricultural fields. 	 (AECOM 2023)	Page 3 and 4 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Heritage Road. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 392 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.
BHR 094	12466 Mississauga Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 20, Con. 5, Historic Settlement of Chinguacousy. The house was likely constructed between 1850-1874. Joseph Mothersill House built in ca. 1865. <p>Design:</p> <ul style="list-style-type: none"> A two-storey, 3-bay polychromatic brick Ontario Cottage with Gothic Revival detailing. The house has ornamental decorative brick work banding on the top third of the house and buff brick quoins lining the corners of the house. Lancet windows with voussoir arched lintels and green shutters. The property contains an enclosed glass veranda. The property contains a large gambrel-roof barn and a number of other smaller outbuildings. The house is partially visible from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Mississauga Road in the Town of Caledon. 	 (AECOM 2020)	Page 3 and 4 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Mississauga Road and along the rear of the property. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 250 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 095	12679 Mississauga Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 21, Con. 4, Historic Settlement of Chinguacousy. Robert Mothersill had a house on this lot in 1861. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Ontario Cottage with a west side wing and a cross-gable roof. A verandah with ornamental woodwork runs along the façade of the house. Windows have been replaced. The property contains two wood barns and a separate garage. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Mississauga Road in the Town of Caledon. 	 (AECOM 2021)	Page 4 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house located within BHR 095 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
CHL 101	12872 Creditview Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 21 and 21, Con. 4, Historic Settlement of Chinguacousy. This early 20th century house has either replaced, or incorporated, the original home of David Henderson that was in place in 1859. The house was likely constructed between 1900-1924. <p>Design:</p> <ul style="list-style-type: none"> A two-storey red brick Edwardian style house with a low-pitched hipped roof, a front hipped dormer, and three bay symmetrical façade. Windows are replacements with heavy stone lintels. The house has a central porch with a balcony overhead. The balcony is clad in artificial stone includes wrought-iron railings. The property contains two barns on the north side of the property. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Creditview Road in the Town of Caledon. The landscape features located within the property include a number of outbuildings, entrance driveway framed by vegetation and rear agricultural fields. 	 (AECOM 2021)	Page 4 and 11 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Creditview Road. It is not anticipated that there will be any impacts to the built heritage resource. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
<p>CHL 102</p>	<p>12911 Creditview Road</p>	<p>Caledon</p>	<p>Listed on the Municipal Heritage Register</p>	<p>Historical:</p> <ul style="list-style-type: none"> Lot 22, Con. 3, Historic Settlement of Chinguacousy. The house was constructed between 1859 and 1877. The house and orchard first appeared on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A Gothic Revival one-and-a-half storey red and buff brick farmhouse with a low-pitched gable roof. The view of house is heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heritage Road in the Town of Caledon. The landscape features located within the property include a number of outbuildings, ruins of a large barn, a single silo, entrance driveway framed by vegetation and rear agricultural fields. 	 <p>(AECOM 2023)</p>	<p>Page 4 and 5 of 13</p>	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Creditview Road. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property will not be impacted by the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps for the Hwy 400 Interchange Alternatives are required. See general recommendations in Section 7.2.1.
<p>BHR 112</p>	<p>12669 Chinguacousy Road</p>	<p>Caledon</p>	<p>Listed on the Municipal Heritage Register</p>	<p>Historical:</p> <ul style="list-style-type: none"> Lot 21, Con. 2, Historic Settlement of Chinguacousy. The building is not on the 1915 topographic map (Appendix B-3). Built in 1911. <p>Design:</p> <ul style="list-style-type: none"> Example of a two-storey red brick house with a low-pitched hipped roof, three bay symmetrical façade and central front dormer. Aerial imagery shows a Four-Square style house with tail wing. Windows have stone or concrete sills and lintels. The house has a central porch that is supported by eight decorative columns. The property contains a garage at the rear of the property. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Chinguacousy Road in the Town of Caledon. 	 <p>(AECOM 2021)</p>	<p>Page 4, 5 and 11 of 13</p>	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house located within BHR 112. However, the significant land disturbance will alter the landscape which may result in direct adverse impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 113	12710 Chinguacousy Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 21, Con. 3, Historic Settlement of Chinguacousy. <ul style="list-style-type: none"> James McCulloch house, ca. 1890 Lot owned by David Hall in 1858, no structures illustrated on property (Appendix B-1) A building and an orchard on the property are first present on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A two-storey red brick Edwardian style house with a low-pitched hipped roof, concrete foundation, and a small porch on the south side of the house. Aerial imagery shows the house has a rectangular plan. The view of house is heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Chinguacousy Road in the Town of Caledon. 	 (AECOM 2021)	Page 4, 5 and 11 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house located within BHR 113 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 114	12846 Chinguacousy Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 22, Con. 3, Historic Settlement of Chinguacousy. Lot owned by John McCulloch in 1858, no structures illustrated on property (Appendix B-1) 1877 Illustrated Historical Atlas map shows one structure and an orchard on the property. Lots owned by Hall family in 1877 (Appendix B-2) House built between 1858 and 1877. <p>Design:</p> <ul style="list-style-type: none"> A two-storey Queen Anne Revival style house with Italianate features- rare Queen Anne style features on a farmhouse. Dichromatic brick and an L-shaped plan. The apex of the gable has wood bargeboard with a geometric pattern and the gable has decorative paired windows. The house contains buff brick quoins and dentil course below the front gable. There is a bay window on the front façade. Projecting ear dropped buff brick voussoirs. Transom above the main entrance. The house has a small wood porch with decorative woodwork. The property contains a treelined driveway and two metal barns. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Chinguacousy Road in the Town of Caledon. 	 (AECOM 2021)	Page 4, 5 and 11 of 13.	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. It is anticipated the property taking will include the removal or demolition of the house located within BHR 114 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 121	12960 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 22, Con. 2, Historic Settlement of Chinguacousy. Possibly one of the area's original log dwellings c.1845 The James Marshall family was recorded on the lot in the 1846 country directory. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Neoclassic frame farmhouse with a saltbox roof, red brick chimney and a main entrance facing Old School Road. Aerial imagery shows that the property contains a treelined driveway. In addition, the property contains a large gambrel-roof barn, three other smaller outbuildings and a single concrete silo. The house is partially obscured by trees (along McLaughlin Road) and set far back from McLaughlin Road. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of McLaughlin Road in the Town of Caledon. The landscape features associated with the property include a number of outbuildings, entrance driveway framed vegetation, and rear agricultural fields. 	 <p>(AECOM, 2022)</p>	Page 4, 5 and 11 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house located within CHL 121. However, the significant land disturbance will alter the landscape which may result in direct adverse impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 122	13064 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 23, Con. 2, Historic Settlement of Chinguacousy. Samuel Rogers had a one-and-a-half-storey frame house on this lot in 1851. In 1866 the farm was owned by William Cation, who built the current house before 1891; likely during the 1870s. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half storey dichromatic brick house with a steep intersecting gable roof, a chimney at the west end of the house and a veranda spanning the length of the façade. Bay windows with voussoir arched lintels are located on the south ground floor. Gable lancet-arch windows are located on the upper storey with elaborate lintels. The property contains two barns, an exterior concrete garage and a single concrete silo. The house is partially obscured by trees and set far back from McLaughlin Road. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of McLaughlin Road in the Town of Caledon. 	 <p>(AECOM 2021)</p>	Page 4 and 5 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the house located within BHR 122 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 125	13242 Hurontario Street (Highway 10)	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 1, Historic Settlement of Chinguacousy. House estimated to be built ca. 1900. <p>Design:</p> <ul style="list-style-type: none"> A two-storey (with a one-storey extension) dichromatic brick (vinyl on the rear extension) farmhouse with a low-pitched hipped roof and brackets under the eaves. Four by four sash windows with brick voussoirs located on the south side of the house. A verandah is located on the south side of the property. The property contains a number of outbuildings and a single concrete silo. Facade is not visible from the public right-of-way as it is blocked by trees. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Highway 10 in the Town of Caledon. The landscape features located within the property include a number of outbuildings, entrance driveway framed by vegetation, front yard mature trees, drive lanes and rear agricultural fields. 	 <p>(AECOM 2021)</p>	Page 4 and 5 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a minor property acquisition. The property taking will include the removal or demolition of the house and a number of outbuildings located within the CHL 125 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 132	13306 Kennedy Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 1, Historic Settlement of Chinguacousy. Thomas Copeland is listed as the owner of the property in the 1846 county directory and on the 1858 map (Appendix B-1). William R. Copeland is listed in the 1866 county directory. In 1877, a house and orchard are shown on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A one-storey, Gothic Revival brick house with a low-pitched gable roof. Aerial imagery shows that the house is a rectangular plan. The ground floor windows are mothballed with plywood. The window within the gable is surrounded by ornamental decorative brickwork. The property appears to be abandoned. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Kennedy Road in the Town of Caledon. 	 <p>(AECOM 2021)</p>  <p>(AECOM 2021)</p>	Page 4 and 5 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 132 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 136	12863 Heart Lake Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 22, Con. 3, Historic Settlement of Chinguacousy. The house was likely constructed between 1875-1899. A building on the property first appears on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A two-storey red brick farmhouse with a low-pitched hipped roof and an asymmetrical gable. Aerial Imagery shows that the house is a L-shaped plan. The windows appear to be replacements with concrete lintels and sills. Aerial imagery shows that the property contains a treelined driveway, a pond, a large gambrel-roof barn and four other smaller outbuilding. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heart Lake Road in the Town of Caledon. 	 (AECOM 2021)	Page 4, 5 and 6 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house located within BHR 136. However, the significant land disturbance will alter the landscape which may result in direct adverse impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 146	12862-12892 Dixie Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 22, Con. 3, Historic Settlement of Chinguacousy. The house was constructed between 1859 and 1877. The house and orchard first appeared on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A Neoclassical style one-and-a-half storey red and buff brick farmhouse with a low-pitched gable roof. The property contains two outbuildings, and ruins of a large barn. The view of the property is largely obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Heritage Road in the Town of Caledon. 	 (AECOM 2023)	Page 5 and 6 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Old School Road. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 575 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 148	13301 Dixie Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 4, Historic Settlement of Chinguacousy. A building on the property first appears on the 1877 Illustrated Historical Atlas map, however this house was likely construction in ca. 1900 (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A two-storey Edwardian style red brick house with a low-pitched gambrel roof, concrete foundation, and an extension on the rear of the house. The gables in the roof contain one rectangular window. Large window on the ground floor and one by one sash windows on the second storey. The windows have heavy concrete lintels and sills. The house contains a concrete front porch with a stone façade. The property contains a large gambrel-roof barn, three additional outbuildings and a single concrete silo. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Dixie Road in the Town of Caledon. 	 <p>(AECOM 2020)</p>	Page 5 and 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 148 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 149	13300 Dixie Road	Caledon	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Lot 26, Con. 3, Historic Settlement of Chinguacousy. Lot owned by Neil Hunter in 1858, no structure was illustrated on the property (Appendix B-1). The house first appears on the 1877 Illustrated Historical Atlas map (Appendix B-2). The house is estimated to be built between 1858 and 1877. <p>Design:</p> <ul style="list-style-type: none"> Based on the field review on June 9, 2021, it was determined that the structures on the property are set too far back from Dixie Road to provide a description of the property. Aerial Imagery shows the house is an L-shaped plan. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Dixie Road in the Town of Caledon. 	 <p>(AECOM 2021)</p>	Page 5 and 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 149 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.




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BHR 150	13468 Dixie Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 25, Con. 3, Historic Settlement of Chinguacousy. The house was constructed prior to 1859 and first appeared on the 1859 Tremaine Map of the County of Peel map (Appendix B-1). <p>Design:</p> <ul style="list-style-type: none"> A Gothic Revival style one-and-a-half storey with a red and buff brick farmhouse with a low-pitched gable roof. The property contains a treelined driveway, a large barn, and a number of additional outbuildings. The view of house heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Dixie Road in the Town of Caledon. 	 (AECOM 2023)	Page 5 and 6 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Dixie Road. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 180 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.
BHR 155	13278 Bramalea Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 4, Historic Settlement of Chinguacousy. Lot was owned by John Armstrong in 1858, no structure was illustrated on the property (Appendix B-1) John Armstrong had a house on this property on 1877 Illustrated Historical Atlas map (Appendix B-2), and the 1891 census recorded a two-storey brick house with 10 rooms. The house is estimated to be built between 1858 and 1877. <p>Design:</p> <ul style="list-style-type: none"> Example of a two-storey buff brick house with Italianate design influences, a low-pitched hipped roof and two tall end chimneys. The hipped roof has a central gable with decorative bargeboard. Wooden brackets are beneath the wide eaves. Aerial imagery shows that the house is an L-shaped plan. One over one sash windows with brick voussoirs, stone or concrete sills and wooden shutters. The property contains a treelined driveway, three outbuildings and a demolished barn at the rear of the property. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Bramalea Road in the Town of Caledon. 	 (AECOM 2021)	Page 5 and 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 155 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.




Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 253	13297 Bramalea Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 5, Historic Settlement of Chinguacousy. No structures within CHL 253 are illustrated on the 1859 Tremaine Map of the County of Peel map (Appendix B-1), the 1877 Illustrated Historical Atlas map (Appendix B-2) or the 1915 NTS Map (Appendix B-3). The Caledon Heritage Register estimates that the farmhouse located within CHL 253 was built between 1875-1899. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half storey late Victorian gothic style farmhouse with a synthetic exterior (abandoned). In addition, the property includes a modern brick bungalow and three modern farming outbuildings. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Bramalea Road in the Town of Caledon. The landscape features located within the property include a number of outbuildings, large agricultural fields, remnants of an orchard, a pond, a long driveway leading from Bramalea Road and mature trees including silver maples and willows. 	 <p>(AECOM 2023)</p>	Page 5 and 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: Based on the Preliminary Design, there is potential for isolation of the structures located within CHL 253. The required property taking to accommodate the new transportation infrastructure may include the severance of the driveway that provides the only access to CHL 253. Severance of the shared access driveway will isolate CHL 253 from the public right-of-way. Without access to the property, the structures may have to be demolished or removed due to an inability to use and maintain them. MTO is required to ensure that a property does not have the potential to cause a health and safety risk to the general public. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of CHL 253's driveway, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
CHL 159	Osage Orange Hedge West side of Torbram Road, north of Old School Road	Caledon	Designated Part IV By-laws #9924, 99-120	<p>Historical:</p> <ul style="list-style-type: none"> Lot 23, Con. 5, Historic Settlement of Chinguacousy. Osage Orange Hedge planted ca. 1870, along the side of the lot facing Torbram Road. The tree has a limited range in Ontario, primarily Lambton County, and is considered rare. Historically it was used as a barrier hedge due to its long and numerous thorns. In most places the hedge has been replaced with barbed wire. This hedge is the last remaining Osage Orange hedge in Peel Region. <p>Design:</p> <ul style="list-style-type: none"> Row of Osage Orange trees. <p>Context:</p> <ul style="list-style-type: none"> This hedge contributes to the rural character of the surrounding area. This hedge illustrates the evolution of farming in the Peel Region. 	 <p>Osage Orange Hedge (AECOM 2023)</p>	Page 5 and 6 of 13	<p>Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major landscape acquisition. The landscape taking will include the removal or demolition of the Osage Orange Hedge, a known heritage attribute of the landscape as it is within the right-of-way. Given this undertaking will result in a direct adverse impact to a heritage attribute, further work is required. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the Osage Orange Hedge, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 160	13245 Torbram Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 6, Historic Settlement of Chinguacousy. The house was constructed between 1859 and 1877. The house and orchard first appeared on the 1877 Illustrated Historical Atlas map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> A Neoclassical style one-and-a-half storey red and buff brick farmhouse with a low-pitched gable roof. The house contains six by six sash windows with buff brick voussoirs, wooden brackets beneath the gables, a wooden verandah, and buff brick quoins. The property contains a large barn, a number of additional outbuildings, three silos and large agricultural fields. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Bramalea Road in the Town of Caledon. 	 <p>(AECOM 2023)</p>	Page 5 and 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 160 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 169	13256 Airport Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 24, Con. 6, Historic Settlement of Chinguacousy. The house is likely constructed ca. 1885. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey dichromatic brick Gothic Revival style house with a cross-gable roof and a covered veranda. Nine by nine sash windows with concrete lintels and sills. Ornamental woodwork can be found around the gable ends and lining the covered veranda. The house also has white brick quoins. The columns of the covered veranda contain ornamental woodwork that illustrate a purpose beyond that of utilitarian use. Property may include a brick carriage house, built between 1875-1899. The view of house is heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Airport Road in the Town of Caledon. 	 <p>(AECOM 2021)</p>	Page 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in major property acquisition. The property taking will include the removal or demolition of the house located within BHR 169 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 180	13151 Innis Lake Road	Caledon	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Lot 6, Con. 2, former Township of Albion. A house appears at this location on the 1877 Illustrated Historical Atlas map (Appendix B-2). Current aerial mapping indicates that this structure is extant. <p>Design:</p> <ul style="list-style-type: none"> Based on the field review on June 9, 2021, it was determined that the structure was set too far back from Innis Lake Road to provide a description of design. Aerial imagery shows that the structure is a rectangular plan. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Innis Lake Road in the Town of Caledon. 	 (AECOM 2021)	Page 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 180 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 185	6859 Healey Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 5, Con. 2, former Township of Albion. McGrath House, ca. 1885. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey High Victorian Gothic style polychromatic brick veneered house with a cross-gable roof and a stone foundation. Windows have been replaced, including the bay windows in both gable ends. Buff brick quoins line the corners of the house and bargeboard lines the gable ends. The house contains an enclosed porch that has been enclosed with what appears to be black plywood. The metal cresting above the porch is extant. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Healey Road in the Town of Caledon. 	 (AECOM 2021)	Page 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <p>Rationale: The Preliminary Design is proposed to result in major property acquisition. The property taking will include the removal or demolition of the house located within BHR 185 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel.</p>	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 186	7171 Healey Road	Caledon	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Lot 5, Con. 3, former Township of Albion. Lot is owned by William Henry in 1858, no structure is illustrated on the property (Appendix B-1) William Henry (1859) owned a one-and-a-half-storey frame house during the 1861 census. A residence first appears on the 1877 Illustrated Historical Atlas map (Appendix B-2) and a barn first appears on the 1915 NTS Map (Appendix B-3). <p>Design:</p> <ul style="list-style-type: none"> Based on the field review on June 9, 2021, it was determined that the structure was set too far back from Healey Road to provide a description of design. The property contains a large gambrel roof barn. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Healey Road in the Town of Caledon. 	 (AECOM 2021)	Page 6 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the built heritage resource (Barn) located within BHR 186. However, the significant land disturbance will alter the landscape which may result in direct adverse impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the remaining property. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 187	6824 Healey Road	Caledon	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 6, Con. 2, former Township of Albion. Lot owned by Piercy Davis in 1858, no structure located within the property (Appendix B-1) Percy Davison House, pre-1861. A one-and-a-half-storey log house was listed in the 1861 Census. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Neoclassical stucco house with cross-gable and a single brick chimney. The windows and front door have been replaced The concrete porch spans the length of the façade of the house. Wooden railing enclosed the porch. The property contains three modern metal outbuildings east of the house. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Healey Road in the Town of Caledon. 	 (AECOM 2021)	Page 6 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 187 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 184	12735 Centreville Creek Road	Caledon	None (Potential)	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at 12816 Centreville Creek Road is no longer extant- only foundations present. Laneway is no longer connected to the former farmhouse from Centreville Creek Road. 	 <p>(AECOM 2023)</p>	Page 6 of 13	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at BHR 184 is no longer extant. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required.
BHR 196	12453 The Gore Road	Caledon	Listed on the Municipal Heritage Register	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at 12453 The Gore Road is no longer extant – foundation present. Laneway is no longer connected to the former farmhouse from The Gore Road. 	 <p>(AECOM 2021)</p>	Page 6 of 13	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at BHR 196 is no longer extant. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required.
BHR 197	12494 The Gore Road	Caledon	Listed on the Municipal Heritage Register	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at 12494 The Gore Road is no longer extant. 	 <p>(AECOM 2021)</p>	Page 6 of 13	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at BHR 197 is no longer extant. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 198	12879 The Gore Road	Caledon	None (Potential)	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at 12879 The Gore Road is no longer extant. 	 <p>(AECOM 2023)</p>	Page 6 of 13	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at BHR 198 is no longer extant. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required.
CHL 222	Highway 50, S of Mayfield Road	Brampton	Designated Part IV (By-law 71-2010)	<p>Historical:</p> <ul style="list-style-type: none"> The Primitive Methodist Church was first built on the Shiloh Cemetery property around 1840. The first burial noted on a tombstone is from 1848 and the last was in 1905. Shiloh Cemetery (no. 2429), aka Shiloh Primitive Methodist/United Church Cemetery. <p>Design:</p> <ul style="list-style-type: none"> Tombstones often reflect a high degree of craftsmanship. <p>Context:</p> <ul style="list-style-type: none"> The Shiloh Cemetery is associated with the historic village of Tormore. A number of early settlers of the area were buried in the Shiloh Cemetery. <p>The Heritage Designation By-Law for CHL 222 can be found in Appendix G.</p>	 <p>(AECOM 2021)</p>	Page 6, 7 and 12 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the Shiloh Cemetery as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Adjust the detail design to avoid the cemetery. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 223	10951 Highway 50	Vaughan	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Thomas Shuttleworth House. Mid-19th century Ontario Cottage <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Ontario frame farmhouse with a gable roof and a round-arched window in the centre gable. The other windows are segmentally arched, and the front door includes a transom. The façade of the house indicates that a covered veranda spanned the length of the house at one point. The property contains two sheds at the rear of the property. The house is in poor condition and appears to be abandoned. <p>Context:</p> <ul style="list-style-type: none"> The property illustrates the evolution of Highway 50 in the City of Vaughan. 	 <p>(AECOM 2021)</p>	Page 6, 7 and 12 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 223 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



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BHR 226	7230 Nashville Road	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Thomas Shuttleworth House. The house is likely in the mid-19th century. <p>Design:</p> <ul style="list-style-type: none"> A two-storey Ontario red brick farmhouse with a low-pitched hipped roof and two tall chimneys. Aerial photography shows a T-shaped plan. The property contains a number of outbuildings, including a large saltbox roof barn. The property also contains a racecourse (racetrack). The house is partially obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Nashville Road in the City of Vaughan. 	 <p>(AECOM 2021)</p>	Page 6, 7, 8 and 12 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house within BHR 226, however, will directly impact the horse racetrack, a potential heritage attribute of the landscape as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the horse racetrack, a potential heritage attribute of the landscape, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 258	10961 Cold Creek Road	Vaughan	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Lot owned by Watson E. in 1878, no structure located within the property (Appendix B-2) A brick structure is located on the 1915 NTS map (Appendix B-3) that is in close proximity to the currently extant house. The house located within 10961 Cold Creek Road is estimated to have been constructed between 1878 and 1915. <p>Design:</p> <ul style="list-style-type: none"> A two-storey Ontario red brick farmhouse with a low-pitched hipped roof. Aerial photography shows a T-shaped plan. The property contains a number of remnant outbuildings. The house is completely obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Cold creek Road in the City of Vaughan. 	 <p>(AECOM 2023)</p>	Page 6, 7, 8 and 12 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 258 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.



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BHR 224	11970 Highway 50	Brampton	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> House is associated with the Hart and McCabe families from the 1852 into the late 20th century. <p>Design:</p> <ul style="list-style-type: none"> Based on the field review on June 9, 2021, it was determined that the foliage was too dense to provide a description of structure design. Aerial imagery shows that the property contains two outbuildings and the foundation of a barn. The property appears to be abandoned. The view of house heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Highway 50 in the City of Brampton. 	 (AECOM 2021)	Page 6, 7 and 12 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along Highway 50. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 435 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.
BHR 229	10436 Huntington Road	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> A Gothic Revival residence that was likely built in 1875. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Gothic Revival Cottage dichromatic brick farmhouse with a low-pitched gable roof and a centre gable. Ornamental decorative brick work bands the top third of the house. Buff brick quoins line the corners of the house. The house contains two over two windows with concrete or stone lintels and sills. Original wood porch centred gable with ornamental woodwork. In addition, a door is located above the covered verandah creating a second level balcony. The balcony railings have been removed. The property contains a short treelined driveway. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Huntington Road in the City of Vaughan. 	 (AECOM 2020)	Page 6 and 7 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along the rear of the property. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 613 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.



Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 234	10090 Huntington Road	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> John C. Kurtz is shown as the property owner on 1885 map. Construction date estimated to be during the late 1870s or 1880s. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Gothic Revival red brick house with a gable roof (two distinct massing) and stone foundation. Aerial imagery shows the house has an L-plan. The house contains very steep dormer gables and bay windows with stone voussoirs and sills. Bargeboard and wooden brackets line the gables. The entrance was originally sheltered by a bellcast verandah and has now been replaced by a vinyl panelled enclosed porch. The design is the same as the John McDonough House (BHR 237), without much of ornamental woodwork and brickwork. Aerial imagery shows that the property contains five outbuildings. The house is not visible from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Huntington Road in the City of Vaughan. 	 <p>(AECOM 2020)</p>	Page 6, 7, 8 and 12 of 13	<p>No Direct Adverse Impacts</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in minor property acquisition along the rear of the property. It is not anticipated that there will be any impacts to the built heritage resource. The residence on the property is located 390 metres from the edge of the Preliminary Design. Therefore, it is not anticipated that the impacts will alter the landscape. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required. See general recommendations in Section 7.2.1.
BHR 236	11100 Huntington Road	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Lot 28, Con. 10, Historic Settlement of Vaughan. The house was constructed between 1877 and 1915. The house first appeared on the 1915 topographic map (Appendix B-3). <p>Design:</p> <ul style="list-style-type: none"> An Edwardian Classical two storey red brick farmhouse with a hipped roof. Aerial imagery shows the house has a T-plan The property contains a number of late 20th or early 21st century outbuildings and large agricultural fields. The view of house heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Bramalea Road in the Town of Caledon. 	 <p>(Google Maps 2018)</p>	Page 7 and 8 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house and a number of outbuildings located within BHR 236 as they are within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.


Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 237	11300 Huntington Road	Vaughan	Designated Part IV (By-law 42-88)	<p>Historical:</p> <ul style="list-style-type: none"> John McDonough House. Gothic Revival, 1880. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey dichromatic brick house with a gable roof (two distinct massing) and field stone foundation. Aerial imagery shows the house has an L-plan. The house contains very steep gables and a bay window with segmentally arched decorative brick voussoirs. Side lights flank the front door. Ornamental brick work bands the top third of the house and saw tooth quoins line the corner of the house. Ornamental bargeboard line the gables and covered verandah. The columns of the veranda include ornamental woodwork and serve beyond a utilitarian purpose. The property contains a treelined driveway and a separate garage. <p>Context:</p> <ul style="list-style-type: none"> Associated with John McDonough. The property contributes to the rural character of Huntington Road in the City of Vaughan. <p>The Heritage Designation By-Law for BHR 237 can be found in Appendix G.</p>	 <p>(AECOM 2021)</p>	Page 7 and 8 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house located within BHR 237 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 238	11363 Huntington Road	Vaughan	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Estimated to be built in the 1920s. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey stucco house with a gable roof and second storey balcony. Windows and doors have been replaced. The property is believed to have a late 19th or early 20th century house on the rear of the property (not visible from right-of-way). The property has several outbuildings (most are not visible from the right-of-way), a concrete entrance to the property and a racecourse (racetrack). <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Huntington Road in the City of Vaughan. 	 <p>(AECOM 2021)</p>	Page 7 and 8 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition the house and a number of outbuildings located within BHR 238 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 243	11720 Highway 27	Vaughan	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> 1878 Illustrated Historical Atlas map shows one structure on the property. Lots owned by Cherry family in 1878. (Appendix B-2) <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey vinyl panelled house with a low-pitched gable roof and a rear extension. The house includes one by one sash windows with wooden shutters and a covered veranda. The covered veranda is partially enclosed by a wooden railing and supported by utilitarian columns. The veranda is in poor condition. Aerial imagery shows that the property contains two outbuildings. The house is not visible from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Highway 27 in the City of Vaughan. 	 (AECOM 2020)	Page 7 and 8 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house and a number of outbuildings located within CHL 243 as they are located within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 244	11960 Highway 27	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> 1878 Illustrated Historical Atlas map shows one structure and an orchard on the property (Appendix B-2). Lots owned by Woods family, Walker family and the Hemphill Family in 1878. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey Georgian style red brick house with a gable roof, a three-bay façade, and a single brick chimney. Windows appear to be replacements with concrete sills and wooden shutters. Transom over front entrance. Return eaves House includes an L-shaped concrete porch enclosed by either cast iron or black plastic railings. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Highway 27 in the City of Vaughan. 	 (AECOM 2020)	Page 7 and 8 of 13	<p>Direct Adverse Impacts – Significant Land Disturbance</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will not include the removal or demolition of the house located within BHR 186. However, the significant land disturbance in close proximity to the house will alter the landscape which may result in direct adverse impacts to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 245	12000 Highway 27	Vaughan	None (Potential)	<p>Demolished/Removed</p> <p>The house located at 12000 Highway 27 is no longer extant.</p>	 <p>(AECOM 2020)</p>	Page 7 and 8 of 13	<p>Demolished/Removed</p> <ul style="list-style-type: none"> The house located at BHR 245 is no longer extant. 	<ul style="list-style-type: none"> No specific mitigation measures or next steps are required.
BHR 250	11870 Kipling Avenue	Vaughan	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> Lot owned by John Egan in 1858, no structure is illustrated on the property (Appendix B-1). A house is shown at this location on the 1877 Illustrated Historical Atlas map (Appendix B-2). The house is estimated to be built between 1858 and 1877. <p>Design:</p> <ul style="list-style-type: none"> A one-storey vinyl siding house with a low-pitched gable roof. Windows have been replaced. Aerial imagery shows a large barn with a gambrel roof and two additional outbuildings. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Kipling Avenue in the City of Vaughan. 	 <p>(AECOM 2020)</p>	Page 8 and 9 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house and associated outbuildings located within BHR 250 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
BHR 252	12000 Pine Valley Drive	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Identified as the Hambly House. Lot owned by James McMurchy in 1858, no structure is located on the property (Appendix B-1). A house is shown on this lot on the 1877 Illustrated Historical Atlas Map (Appendix B-2). <p>Design:</p> <ul style="list-style-type: none"> Based on the field review on June 9, 2021, it was determined that the structures on the property are set too far back from Pine Valley Drive to provide a description of property. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Pine Valley Drive in the City of Vaughan. 	 (AECOM 2021)	Page 8 and 9 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house and associated outbuildings located within BHR 252 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
BHR 257	11880 Weston Road	Vaughan	Listed on the Municipal Heritage Register	<p>Historical:</p> <ul style="list-style-type: none"> Donald Cairns House built between 1851 and 1861. <p>Design:</p> <ul style="list-style-type: none"> A one-and-a-half-storey stone cottage with side-gable roof without dormers. The entrance appears to be a single panel door with sidelights. The property contains a long treelined driveway and a number of modern outbuildings. The view of house heavily obstructed from the public right-of-way. <p>Context:</p> <ul style="list-style-type: none"> The property contributes to the rural character of Weston Road in the City of Vaughan. 	 (AECOM 2021)	Page 9 of 13	<p>Direct Adverse Impacts – Removal or Demolition</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to result in a major property acquisition. The property taking will include the removal or demolition of the house and associated outbuildings located within BHR 257 as it is within the right-of-way. Therefore, this undertaking will result in a significant direct adverse impact to the property parcel. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Modify the Project design to avoid removal or demolition of the house and associated outbuildings, if possible. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the property has CHVI. If MTO determines that the property has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
CHL 250	16 Mile Creek	16 Mile Creek crosses the Study Area in the Town of Halton Hills and the Town of Milton.	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> The river was formally known as the “Ne-sauga” or “Niizhozaagiwan” by the Mississaugas and later as the “Riviere de Gravois” by the French. <p>Context:</p> <ul style="list-style-type: none"> The 16 Mile Creek and surrounding areas contribute to the rich Indigenous and early settler history of southern Ontario. 	 <p>(AECOM 2022)</p>	Pages 1 and 2 of 13	<p>Direct Adverse Impact</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to span over the 16 Mile Creek. It is anticipated that that a span over the 16 Mile Creek has the potential to have direct adverse impacts on the river channel and the adjacent riverbanks. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the river channel and the adjacent riverbanks. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the landscape has CHVI. If MTO determines that the landscape has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.
CHL 251	Credit River	The Credit River crosses the Study Area in City of Brampton.	None (Potential)	<p>Historical:</p> <ul style="list-style-type: none"> The Credit River played a major role in influencing Indigenous and European settlement in the area, starting 10,000 years ago. For thousands of years, the Credit River has been a great source of wealth and enjoyment for its inhabitants. It is a vital artery in the City of Mississauga where the past and present converge. The Credit River itself was named “Mis.sin.ni.he” or “Mazinigae-zeebi” by the Mississaugas. <p>Context:</p> <ul style="list-style-type: none"> The Credit River and surrounding areas contribute to the rich Indigenous and early settler history of southern Ontario. The City of Mississauga has inventoried the Credit River Corridor (From Port Credit to the north boundary of Mississauga) as a Cultural Heritage Landscape. The anticipated design does not span over a portion of the Credit River within the City of Mississauga. Therefore, AECOM does not believe the Statement of Cultural Heritage Value and heritage attributes can be carried forward. 	 <p>(AECOM 2022)</p>	Pages 2, 3 and 4 of 13	<p>Direct Adverse Impact</p> <ul style="list-style-type: none"> Rationale: The Preliminary Design is proposed to span over the Credit River. It is anticipated that that a span over the Credit River has the potential to have direct adverse impacts on the river channel and the adjacent riverbanks. 	<p>Mitigation:</p> <ul style="list-style-type: none"> Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the river channel and the adjacent riverbanks. <p>Next Steps:</p> <ul style="list-style-type: none"> The following next steps are required: <ul style="list-style-type: none"> A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the landscape has CHVI. If MTO determines that the landscape has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

Feature IDs	Location	Municipality	Heritage Recognition (March 2023)	Description of Property	Photograph	Map ID Reference # (Appendix C)	Potential Preliminary Impacts	Recommended Mitigation and Next Steps
<p>CHL 252</p>	<p>Humber River/Toronto Carrying Place Trail</p>	<p>The Humber River/Toronto Carrying Place Trail crosses the Study Area in the City of Vaughan and the Town of Caledon.</p>	<p>Canadian Heritage River (Designated 1999)</p>	<p>Historical:</p> <ul style="list-style-type: none"> ■ The Humber River was designated a Canadian Heritage River on September 25, 1999, as a result of its outstanding cultural and recreational value (Canadian Heritage River System). ■ At least 12,000 years ago, the watershed was home to the Indigenous Peoples (Canadian Heritage Rivers System). They established an overland route along the river corridor to the Canadian interior. Later, European explorers and settlers used this route they called the Toronto Carrying-Place trail. ■ One of the two arms of the Toronto Carrying Place Trail, known widely as Humber River arm was a First Nations portage route along the Humber River, which led from the mouth of the Humber River on Lake Ontario to the Holland River near Lake Simcoe. ■ The name Little Thundering Waters, "Niwa'ah Onega'gaih'ih," is how the original peoples of the land referred to it because of its rapidly running water and by the oral tradition as being a place where the Thunderers have been marked. <p>Context:</p> <ul style="list-style-type: none"> ■ The Humber River and surrounding areas contribute to the rich Indigenous and early settler history of southern Ontario. 	 <p>(AECOM 2022)</p>	<p>Pages 6, 7, 8, 9 and 13 of 13</p>	<p>Direct Adverse Impacts</p> <ul style="list-style-type: none"> ■ Rationale: The Preliminary Design is proposed to span over the Humber River. It is anticipated that that a span over the Humber River has the potential to have direct adverse impacts on the river channel and the adjacent riverbanks. 	<p>Mitigation:</p> <ul style="list-style-type: none"> ■ Where possible, reduce changes to the landscape and investigate ways to modify the design to reduce impacts to the river channel and the adjacent riverbanks. <p>Next Steps:</p> <ul style="list-style-type: none"> ■ The following next steps are required: <ul style="list-style-type: none"> - A Cultural Heritage Evaluation Report should be completed by a Qualified Person, to determine if the landscape has CHVI. - If MTO determines that the landscape has CHVI and direct adverse impacts are still anticipated, then a Heritage Impact Assessment should be completed by a Qualified Person to determine potential impacts to the property and proposed mitigation measures.

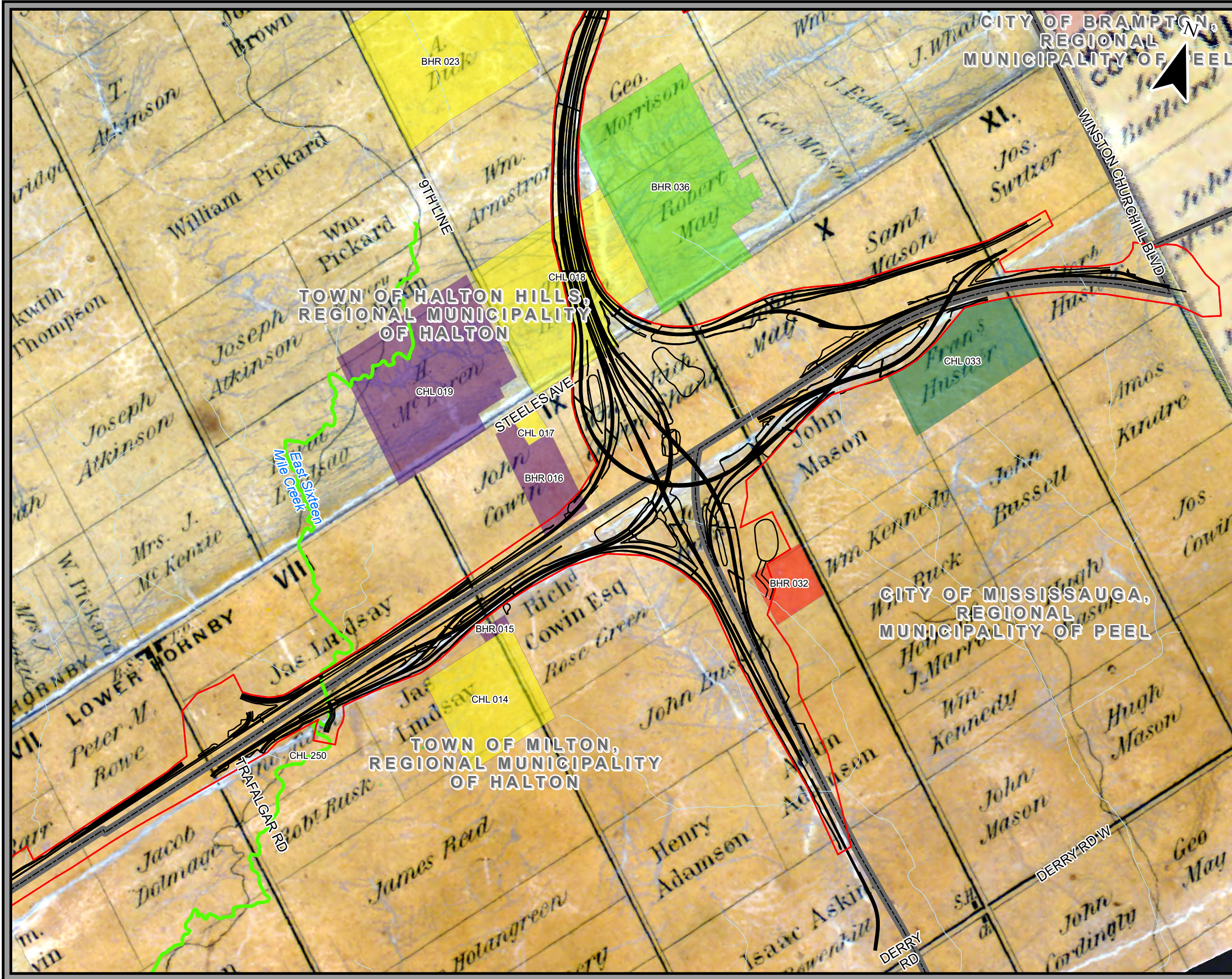
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Historic Map Set



Preliminary Design overlaid on the 1858, 1859, 1860 Tremaine Maps of the Counties of Halton, Peel, and York





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

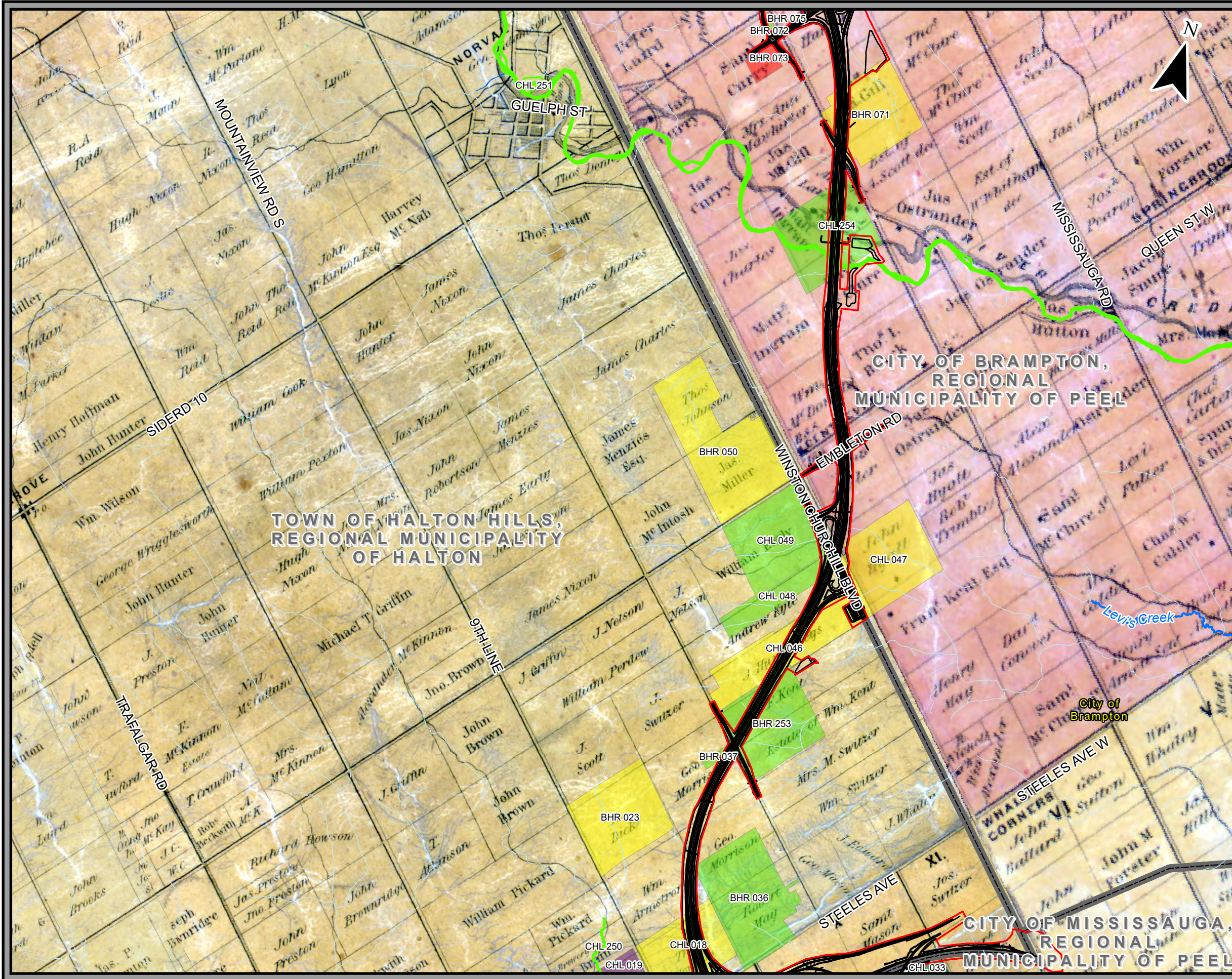
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Location of Potential Heritage Resources Section
Section 1
 Appendix B-1.1

Study Area Overlaid on 1858 & 1859 Tremaine Map Counties of Halton and Peel

16 Jan, 2026





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

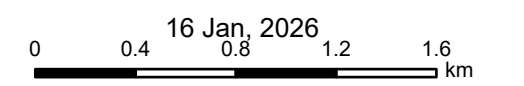
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

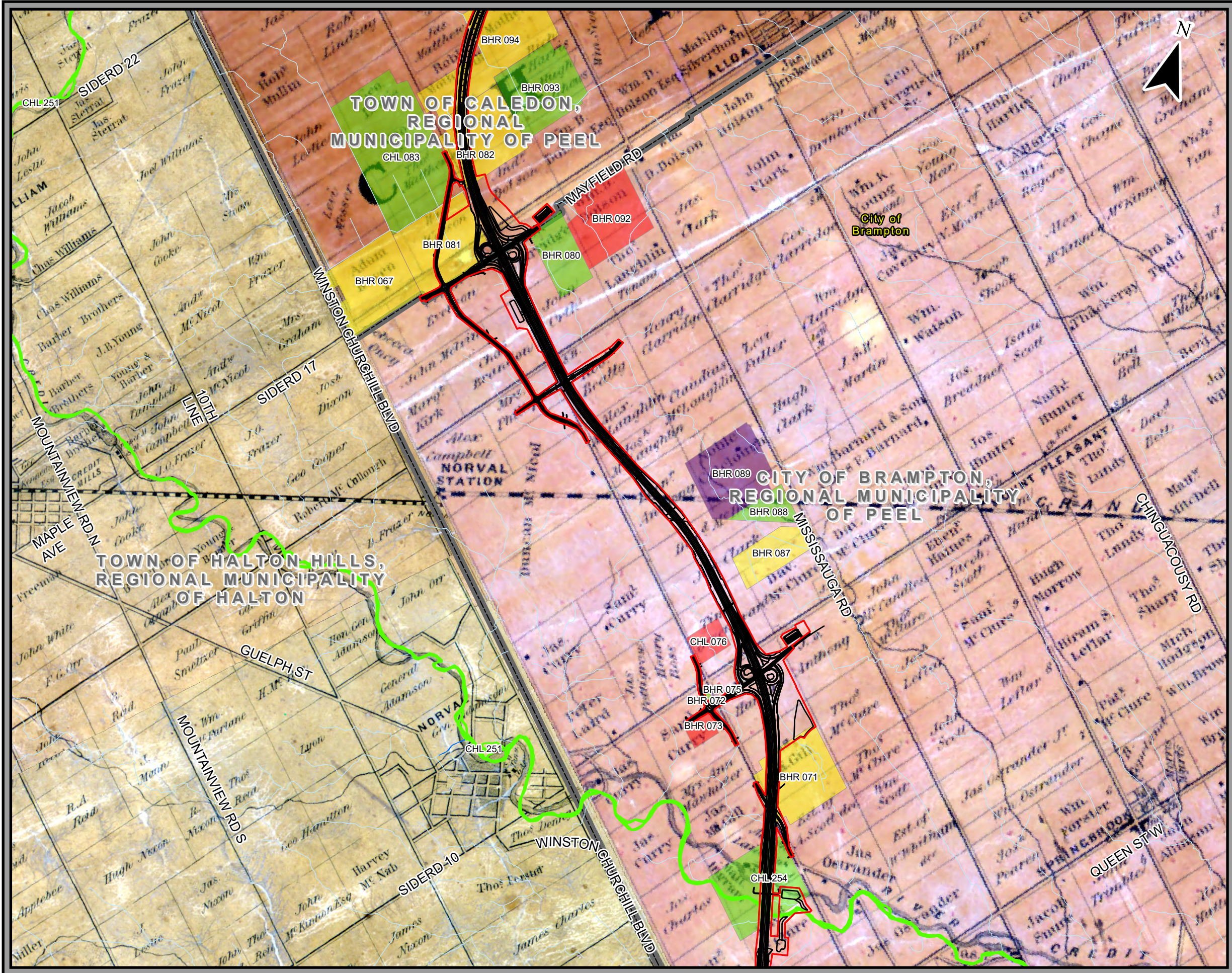
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 2
 Appendix B-1.2

Study Area Overlaid on 1858 & 1859 Tremaine Map
Counties of Halton and Peel







Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 4
 Appendix B-1.4

Study Area Overlaid on 1859 Tremaine Map
County of Peel
 16 Jan, 2026





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

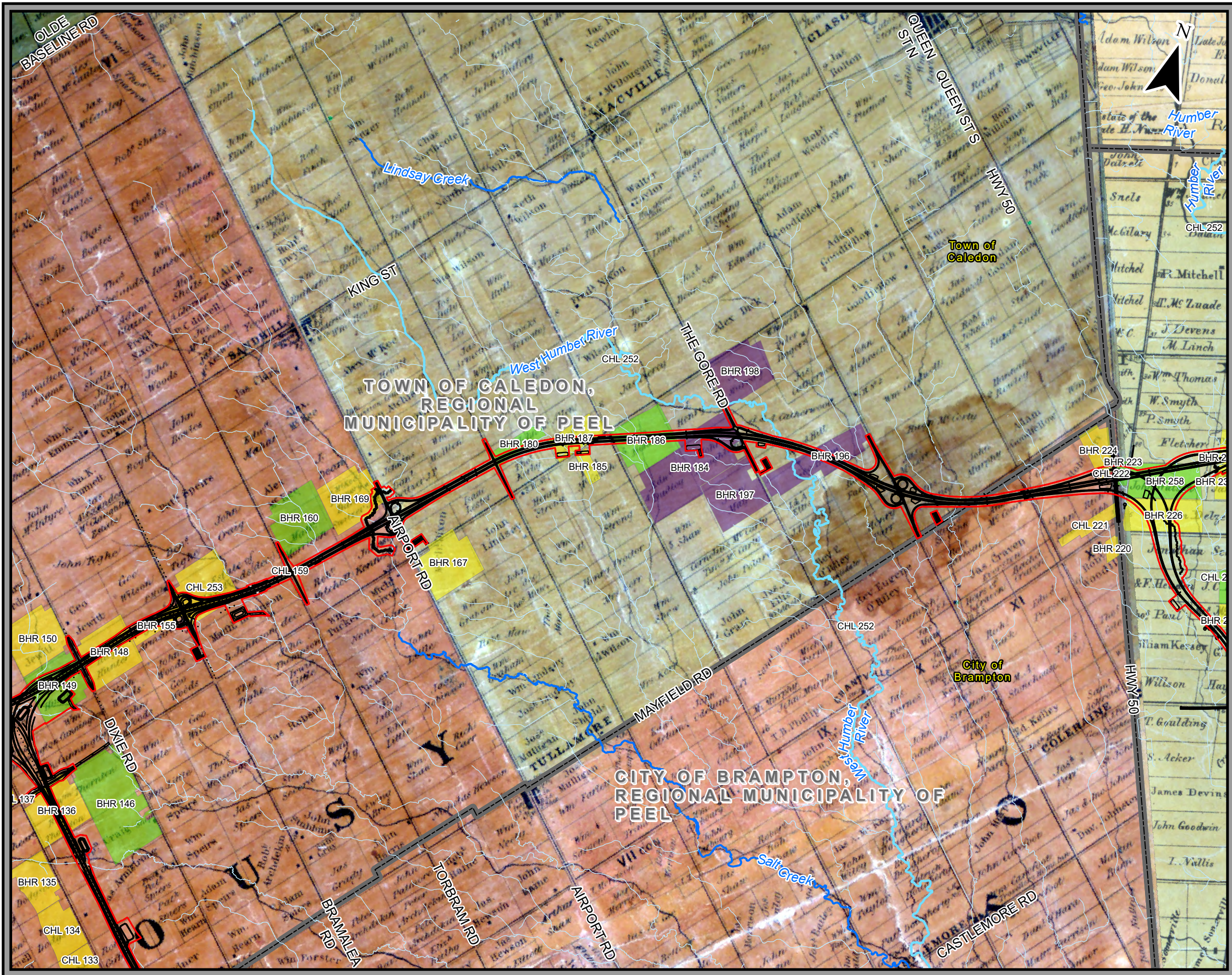
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 5
 Appendix B-1.5

Study Area Overlaid on
1859 Tremaine Map
County of Peel
 16 Jan, 2026





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 6
 Appendix B-1.6

Study Area Overlaid on 1859 & 1860 Tremaine Map
Counties of Peel and York
 16 Jan, 2026
 0 0.6 1.2 1.8 2.4 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

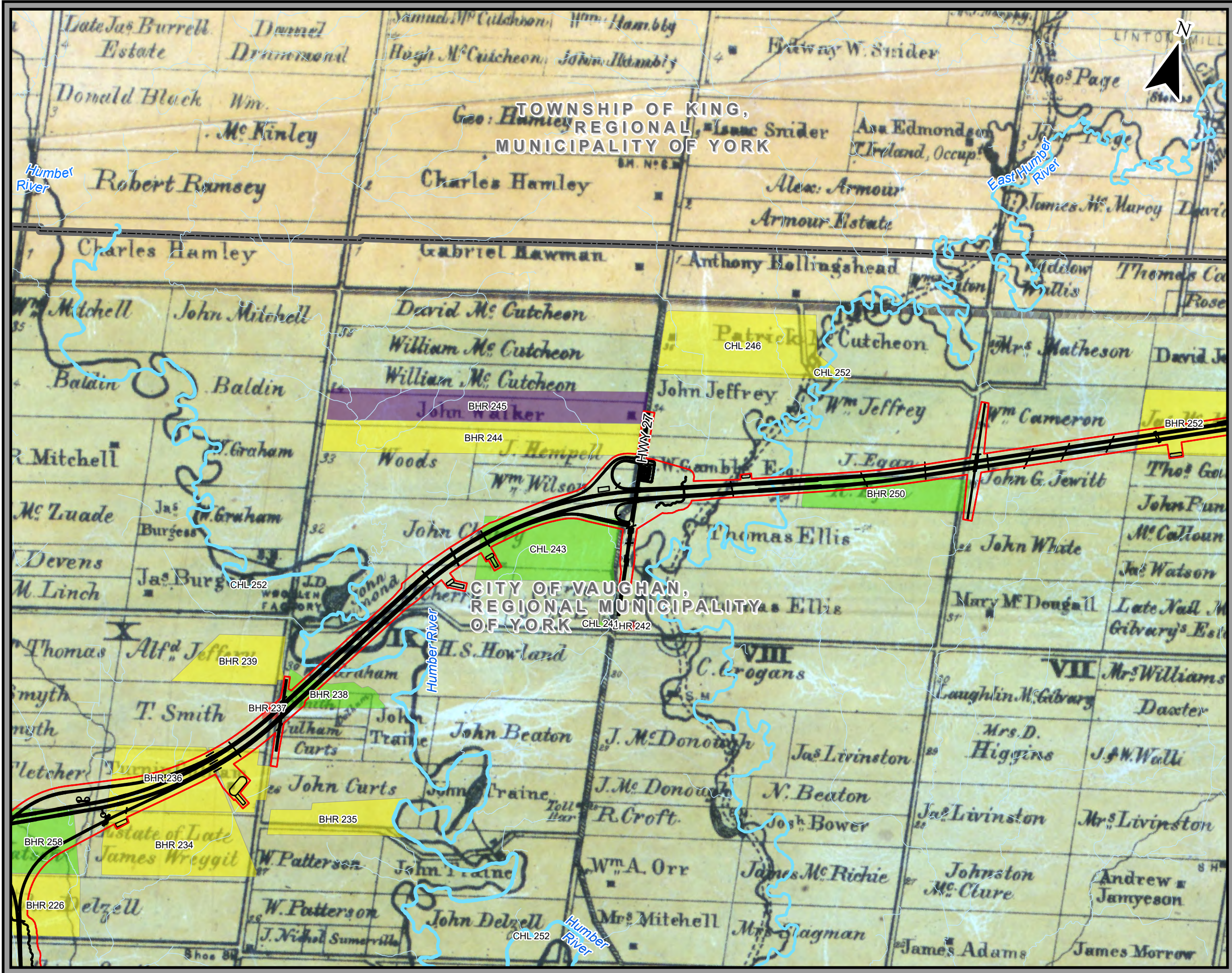
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 7
 Appendix B-1.7

Study Area Overlaid on 1859 & 1860 Tremaine Map
Counties of Peel and York
 16 Jan, 2026





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 8
 Appendix B-1.8

Study Area Overlaid on
1860 Tremaine Map
County of York
 16 Jan, 2026





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

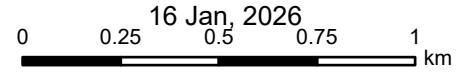
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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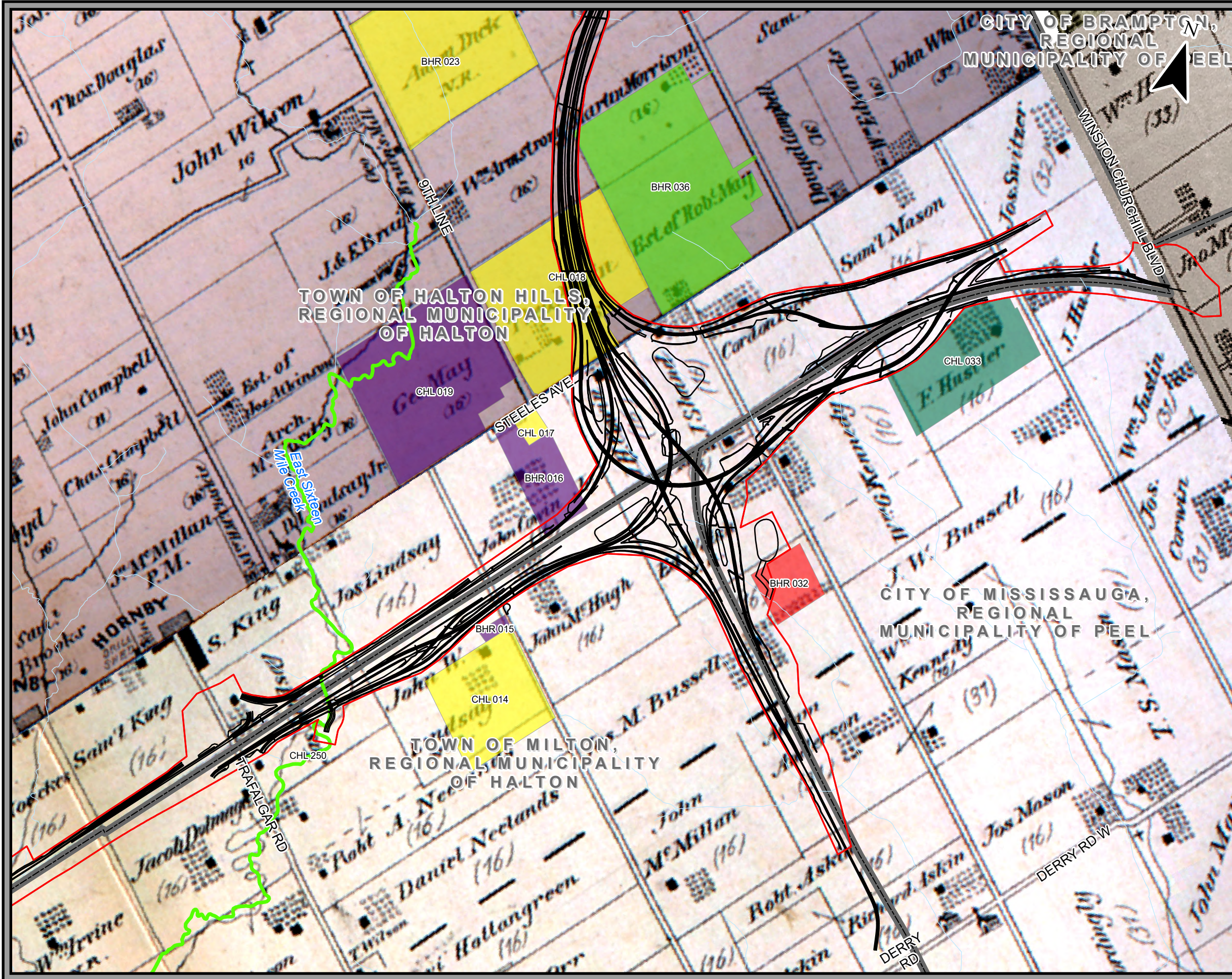
Location of Potential Heritage Resources Section
Section 9
 Appendix B-1.9

Study Area Overlaid on
 1860 Tremaine Map
 County of York



Preliminary Design overlaid on the 1877 and 1878 Illustrated Historical Atlas Map, Counties of Halton, Peel, and York





CITY OF BRAMPTON,
REGIONAL
MUNICIPALITY OF PEEL

TOWN OF HALTON HILLS,
REGIONAL MUNICIPALITY
OF HALTON

CITY OF MISSISSAUGA,
REGIONAL
MUNICIPALITY OF PEEL

TOWN OF MILTON,
REGIONAL MUNICIPALITY
OF HALTON

- Legend**
- Preliminary Design
 - ▭ Preliminary Design ROW
 - ▭ Canadian Heritage River (Designated 1999)
 - ▭ Designated Part IV
 - ▭ Designated Part IV/Meets O. Reg. 10/06
 - ▭ Listed
 - ▭ None (Potential)
 - ▭ Demolished
 - ▭ Municipal Boundary

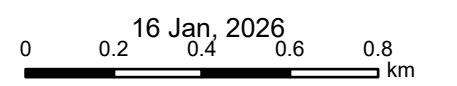
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

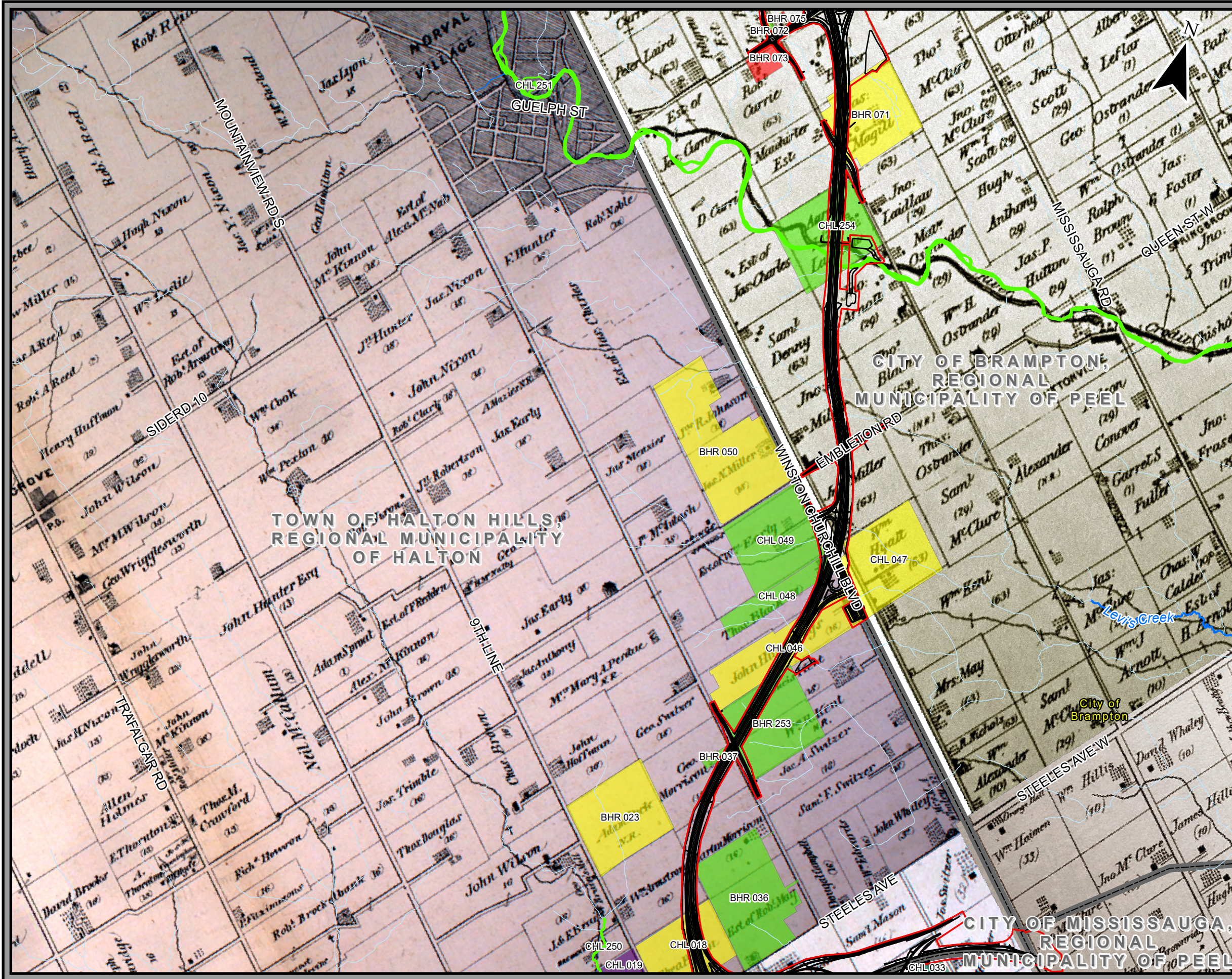
Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 1
Appendix B-2.1

Study Area Overlaid on
1877 Illustrated Historical Atlas Map,
Counties of Halton and Peel





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

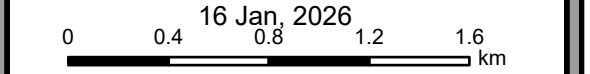
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

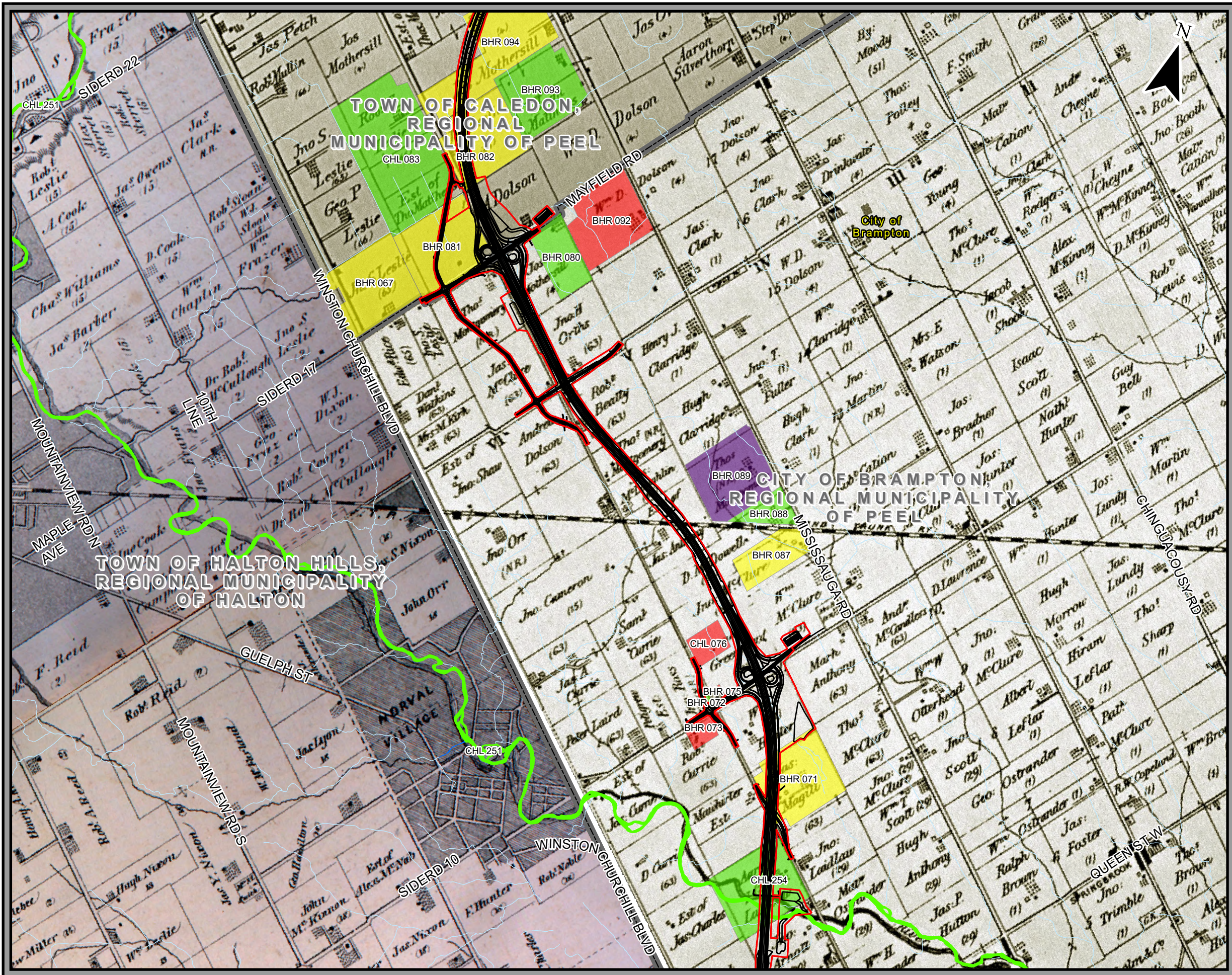
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Location of Potential Heritage Resources Section
Section 2
 Appendix B-2.2

Study Area Overlaid on 1877 Illustrated Historical Atlas Map, Counties of Halton and Peel



CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

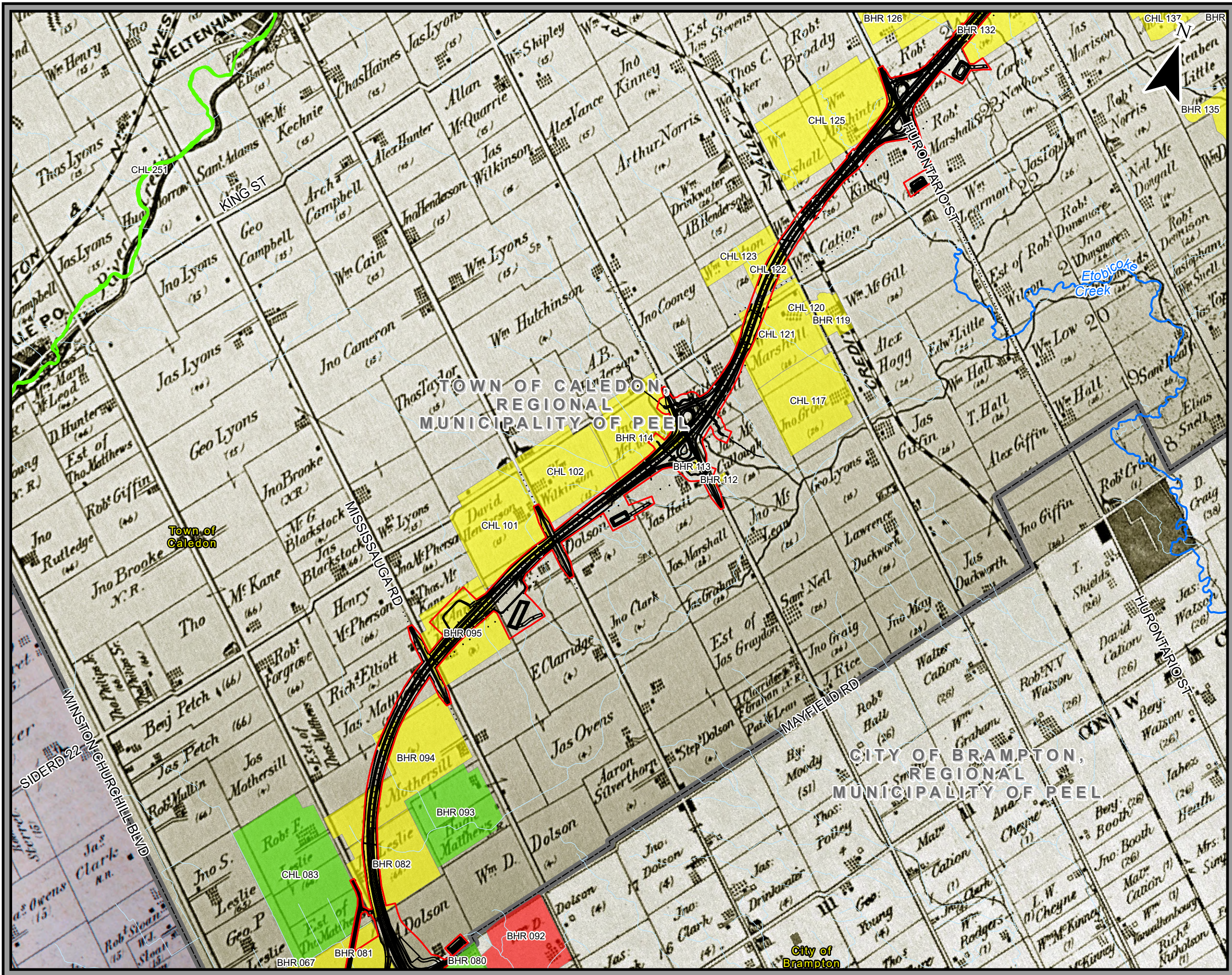
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Location of Potential Heritage Resources Section
Section 3
 Appendix B-2.3

Study Area Overlaid on 1877 Illustrated Historical Atlas Map, County of Peel

16 Jan, 2026
 0 0.45 0.9 1.35 1.8 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

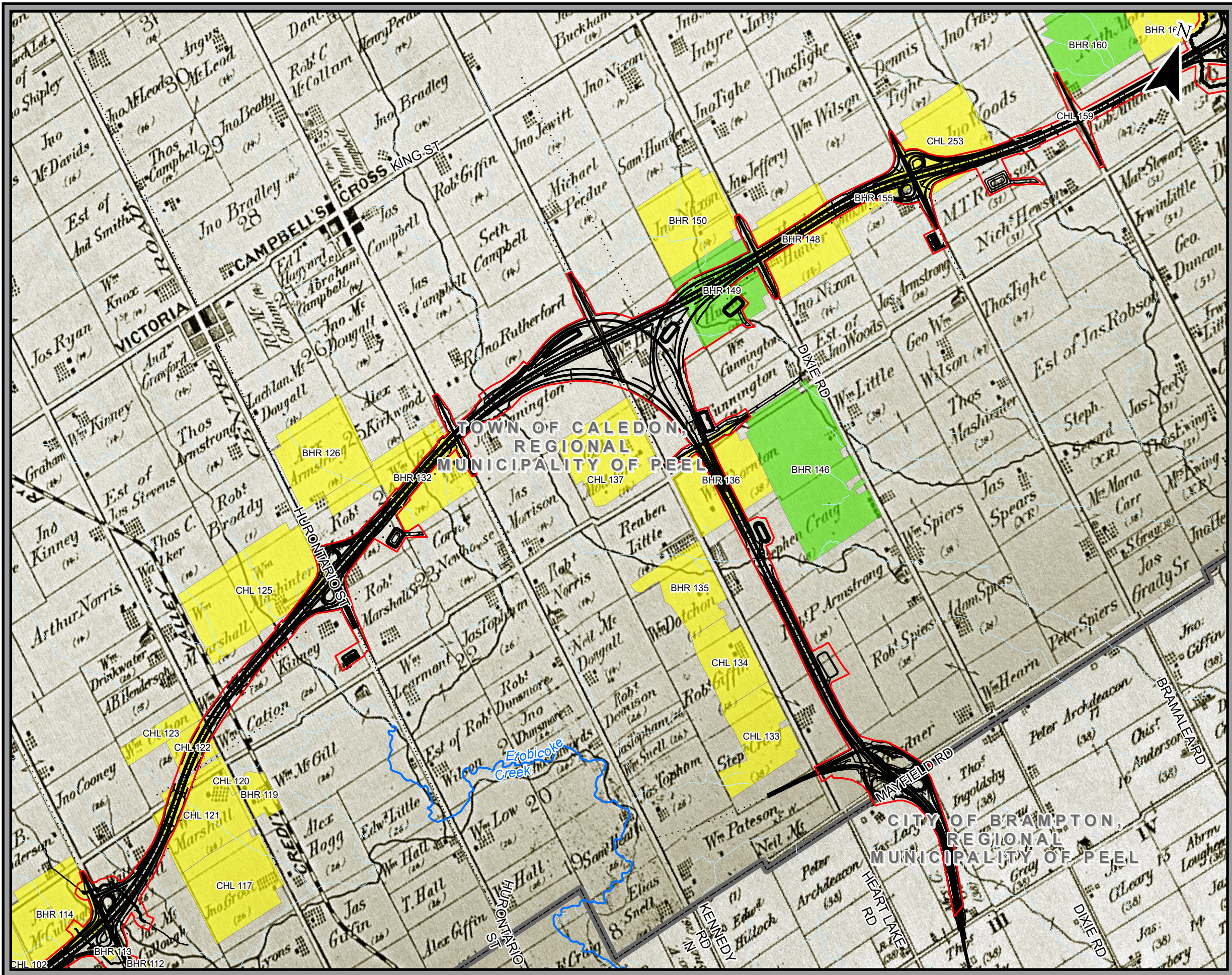
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 4
 Appendix B-2.4

Study Area Overlaid on 1877 Illustrated Historical Atlas Map, County of Peel
 16 Jan, 2026
 0 0.4 0.8 1.2 1.6 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

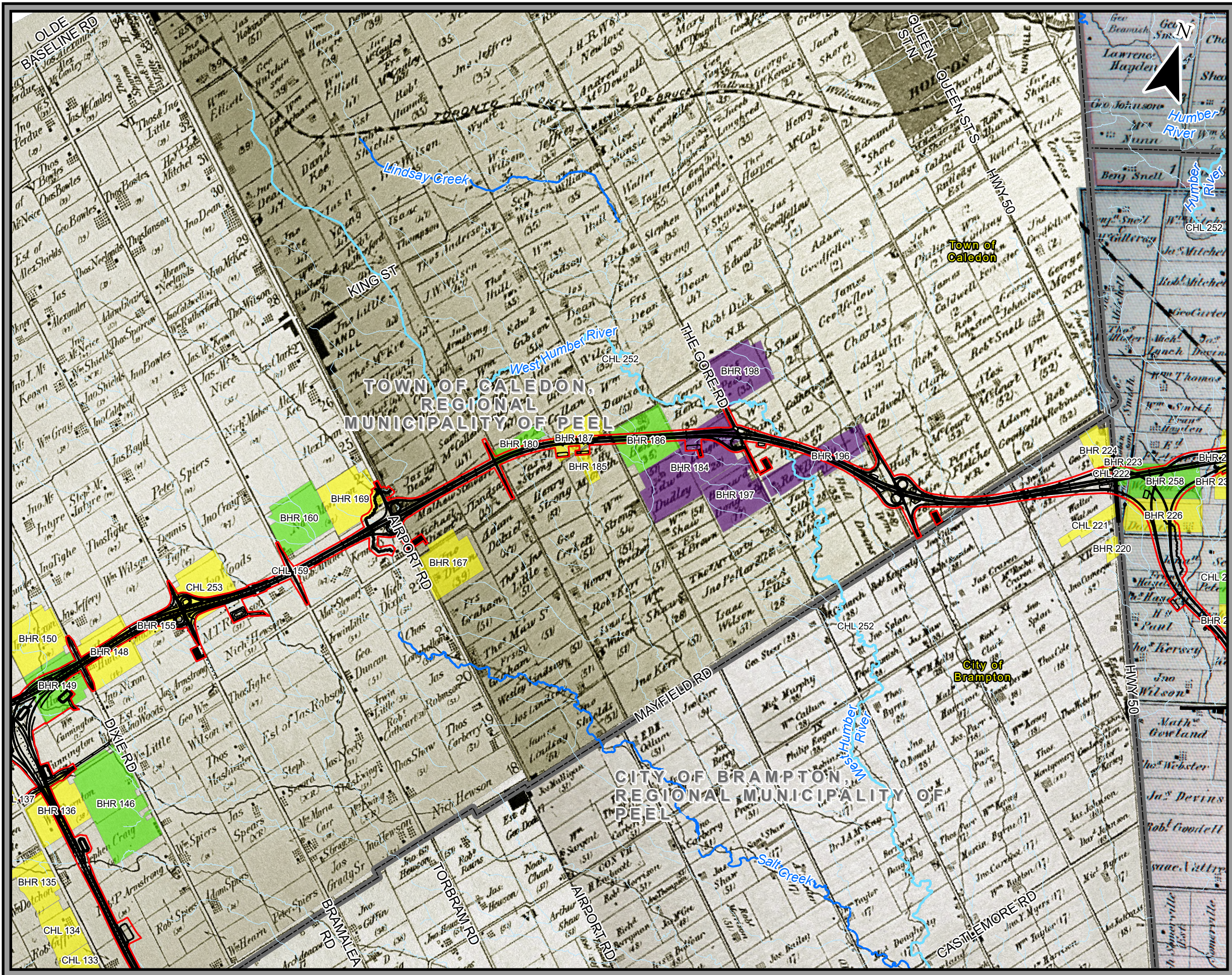
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Location of Potential Heritage Resources Section
Section 5
 Appendix B-2.5

Study Area Overlaid on
1877 Illustrated Historical Atlas Map,
County of Peel

16 Jan, 2026
 0 0.4 0.8 1.2 1.6 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

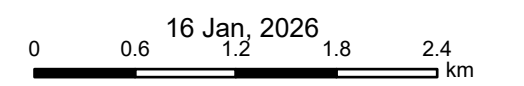
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

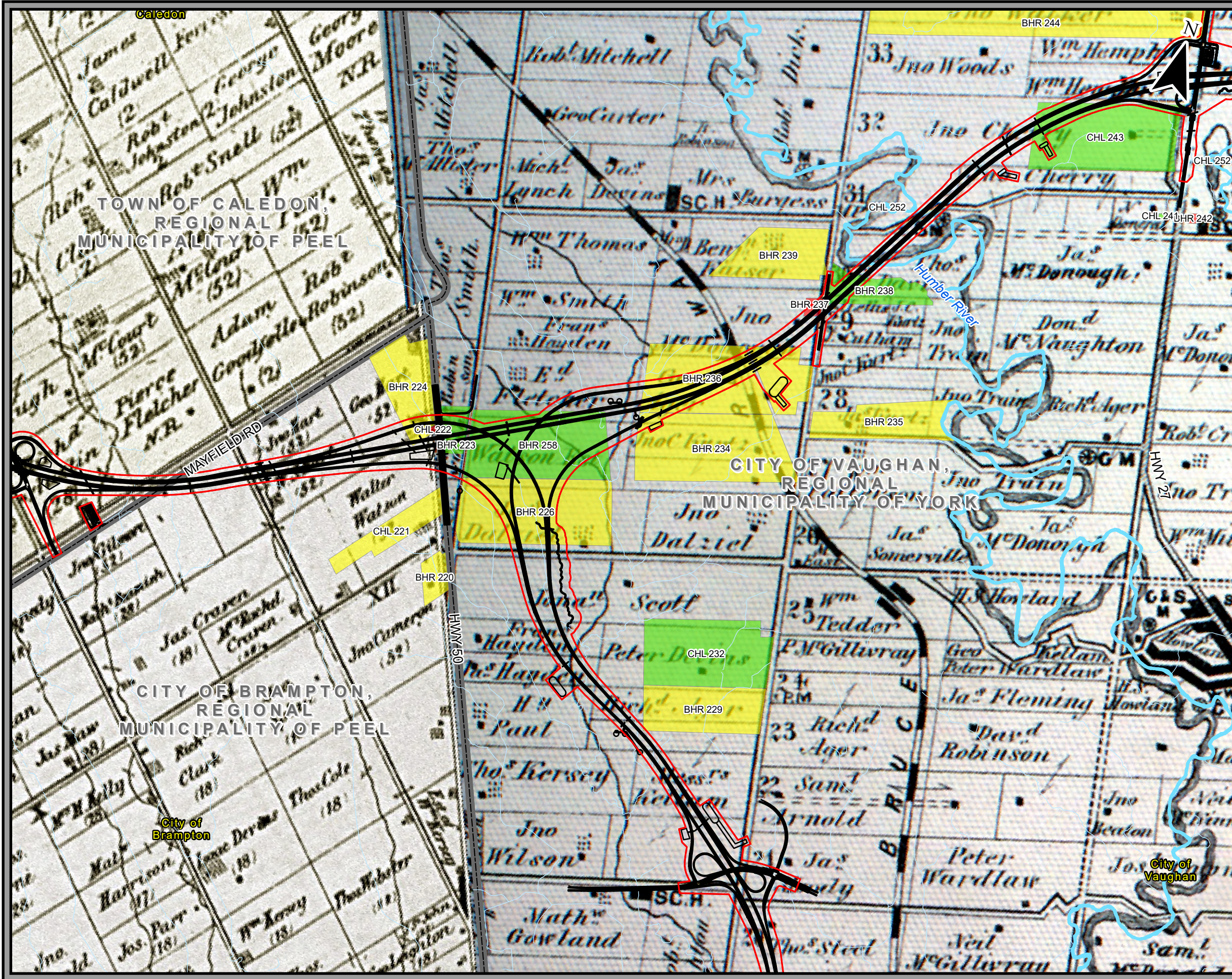
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 6
 Appendix B-2.6

Study Area Overlaid on 1877 & 1878 Illustrated Historical Atlas Map
 Counties of Peel and York





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

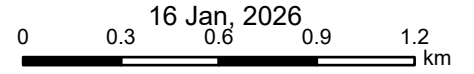
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

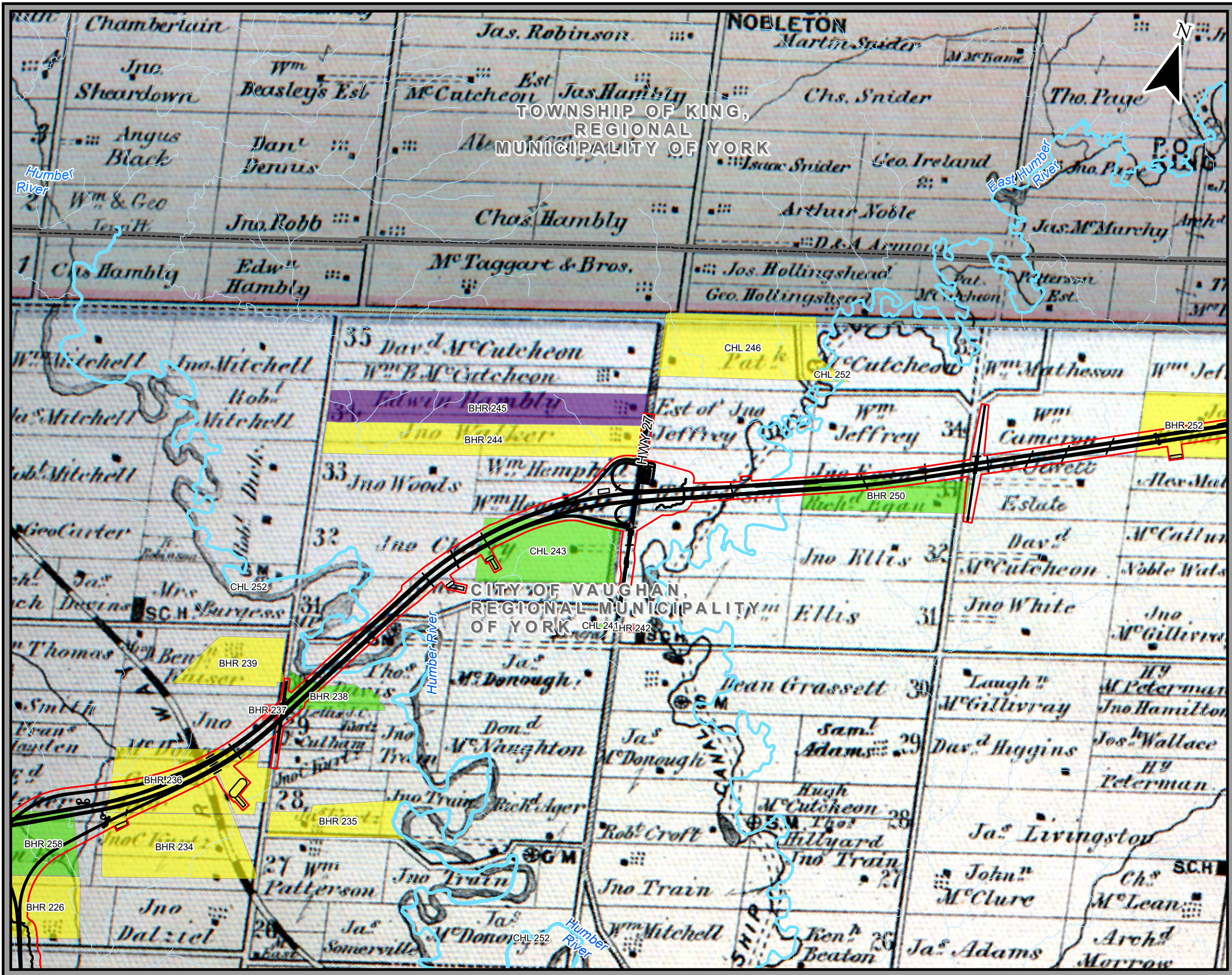
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 7
 Appendix B-2.7

Study Area Overlaid on 1877 & 1878 Illustrated Historical Atlas Map
 Counties of Peel and York





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

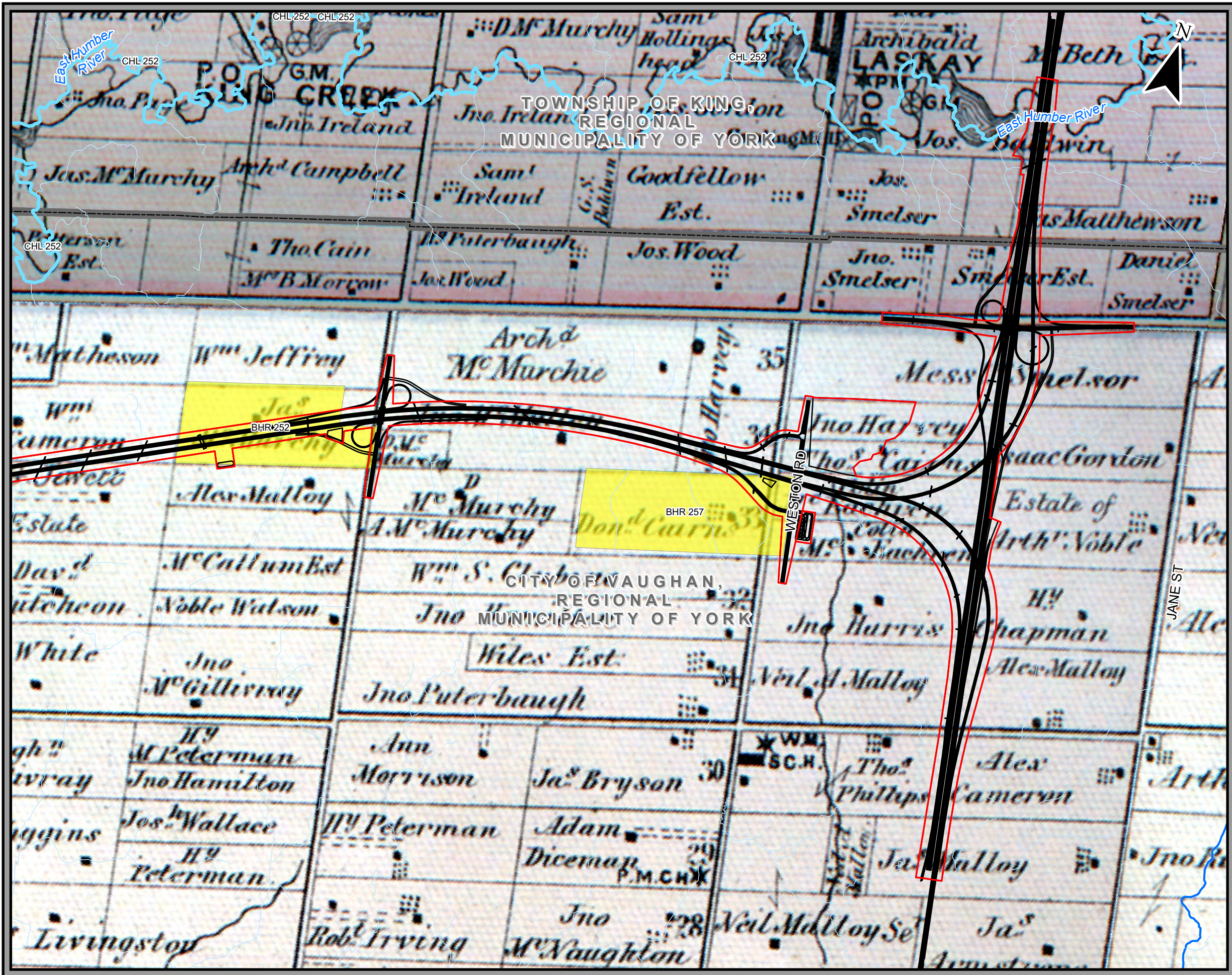
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential Heritage Resources Section
Section 8
 Appendix B-2.8

Study Area Overlaid on
1878 Illustrated Historical Atlas Map,
County of York
 16 Jan, 2026
 0 0.3 0.6 0.9 1.2 km





- Legend**
- Preliminary Design
 - Preliminary Design ROW
 - Canadian Heritage River (Designated 1999)
 - Designated Part IV
 - Designated Part IV/Meets O. Reg. 10/06
 - Listed
 - None (Potential)
 - Demolished
 - Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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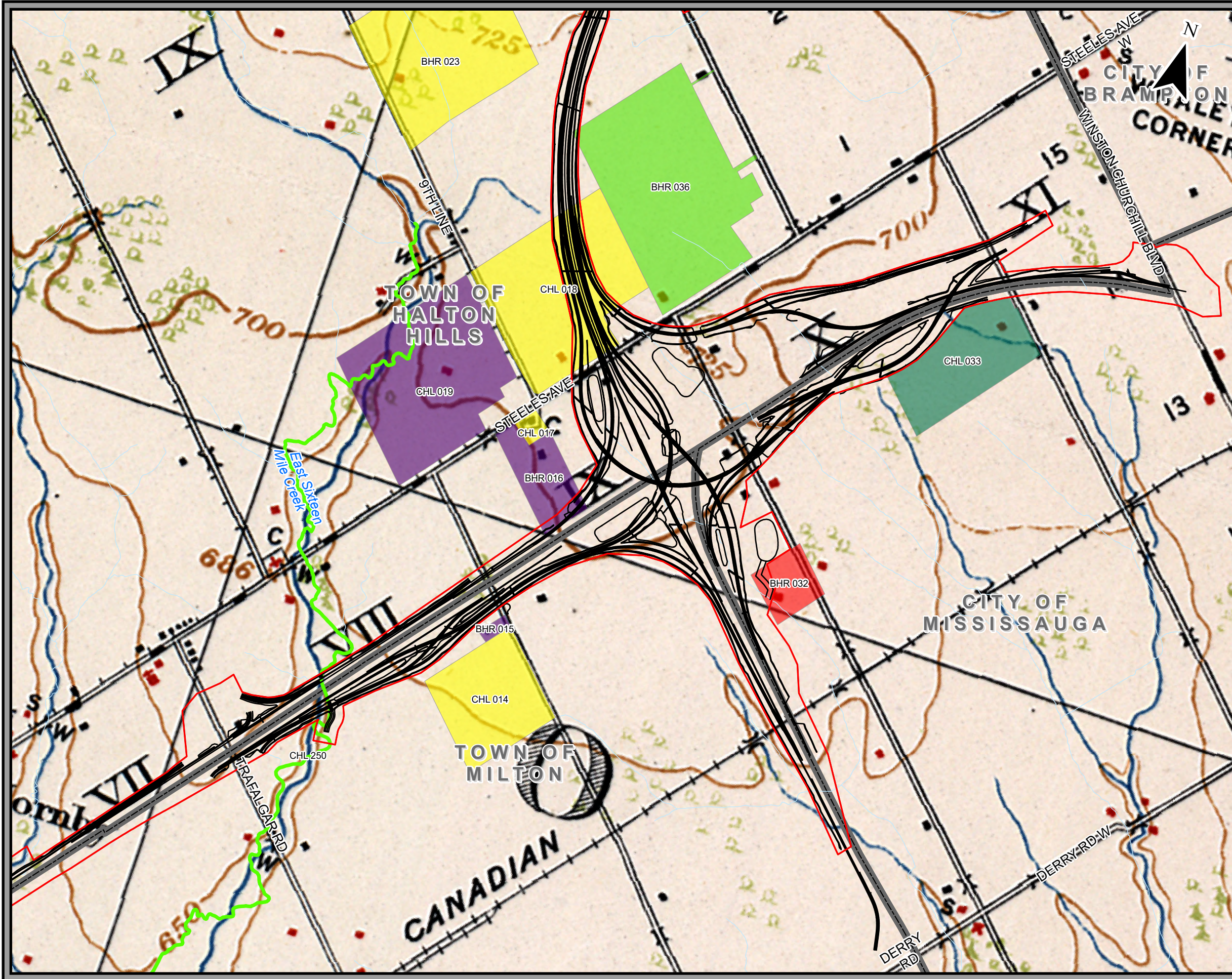
Location of Potential Heritage Resources Section
Section 9
 Appendix B-2.9

Study Area Overlaid on
1878 Illustrated Historical Atlas Map,
County of York
 16 Jan, 2026
 0 0.25 0.5 0.75 1 km



Preliminary Design Overlaid on the 1915 Topographic Map, Counties of Halton, Peel, and York





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- ▭ Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

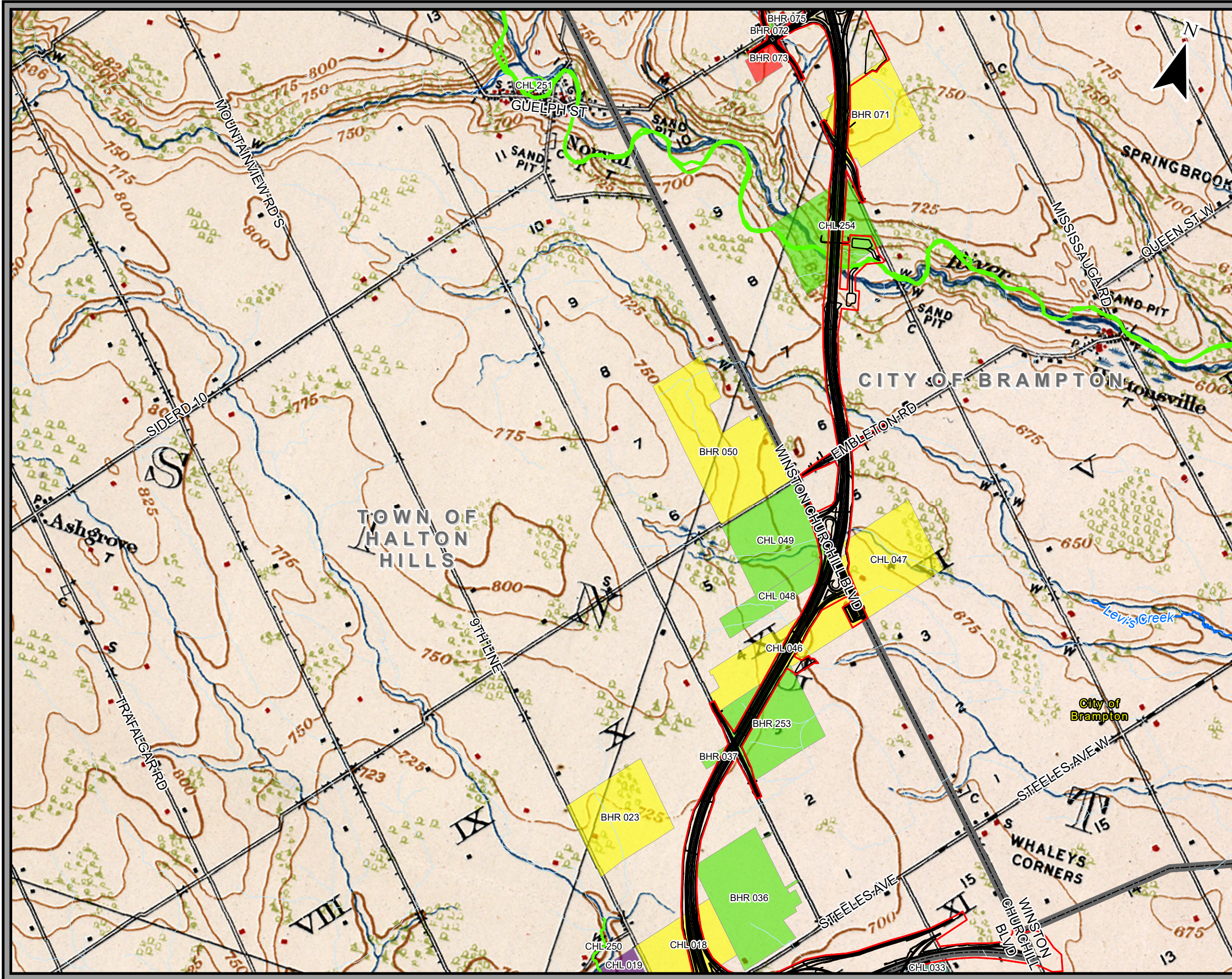
Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Identified and Potential Heritage Resources
Section 1
Appendix B-3.1

Study Area Overlaid on Historical Maps, ca 1915
16 Jan, 2026
0 0.2 0.4 0.6 0.8 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

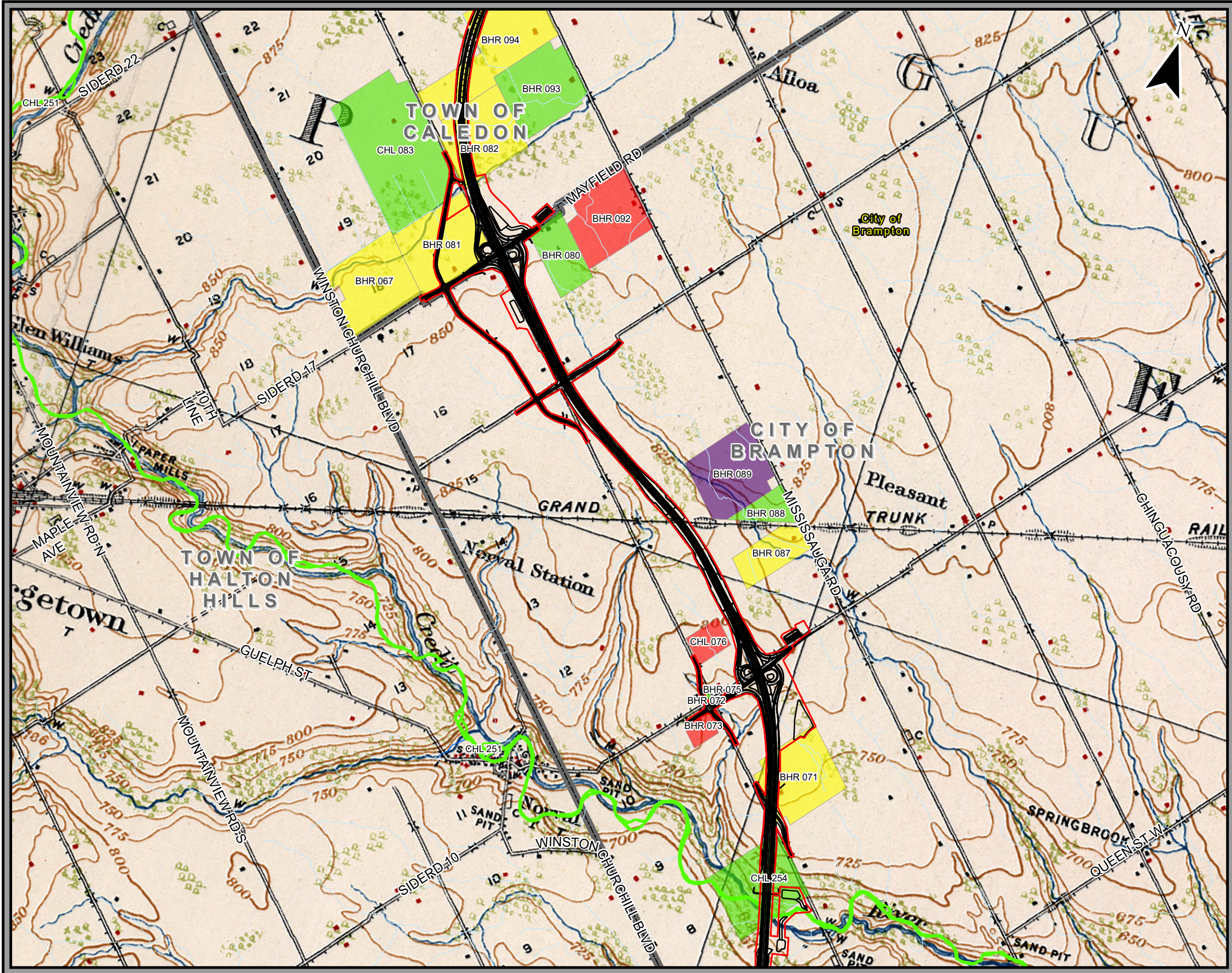
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Location of Identified and Potential Heritage Resources
Section 2
 Appendix B-3.2

Study Area Overlaid on Historical Maps, ca 1915
 16 Jan, 2026

0 0.4 0.8 1.2 1.6
 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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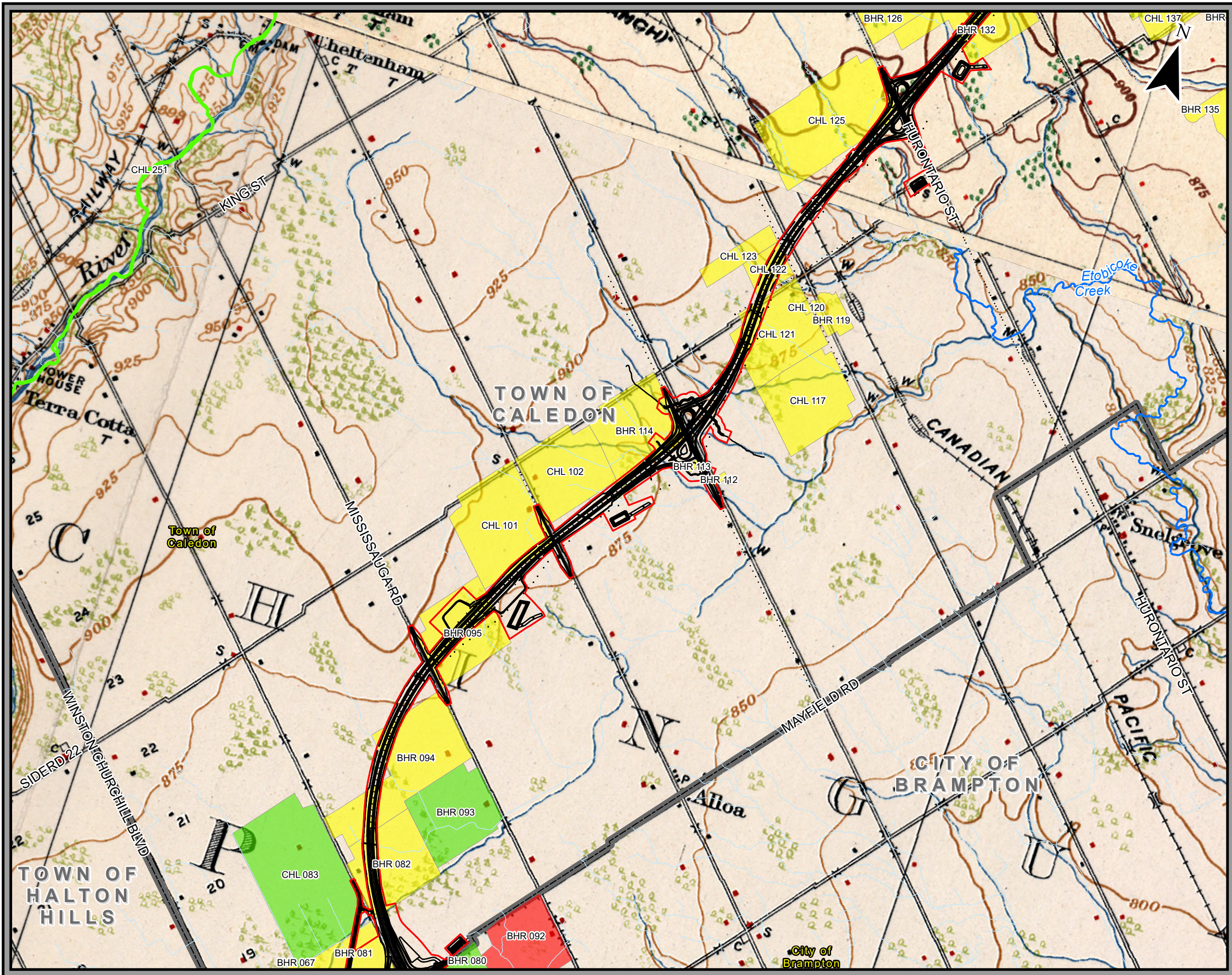
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Location of Identified and Potential Heritage Resources
Section 3
 Appendix B-3.3

Study Area Overlaid on Historical Maps, ca 1915
 16 Jan, 2026

0 0.45 0.9 1.35 1.8
 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- ▭ Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

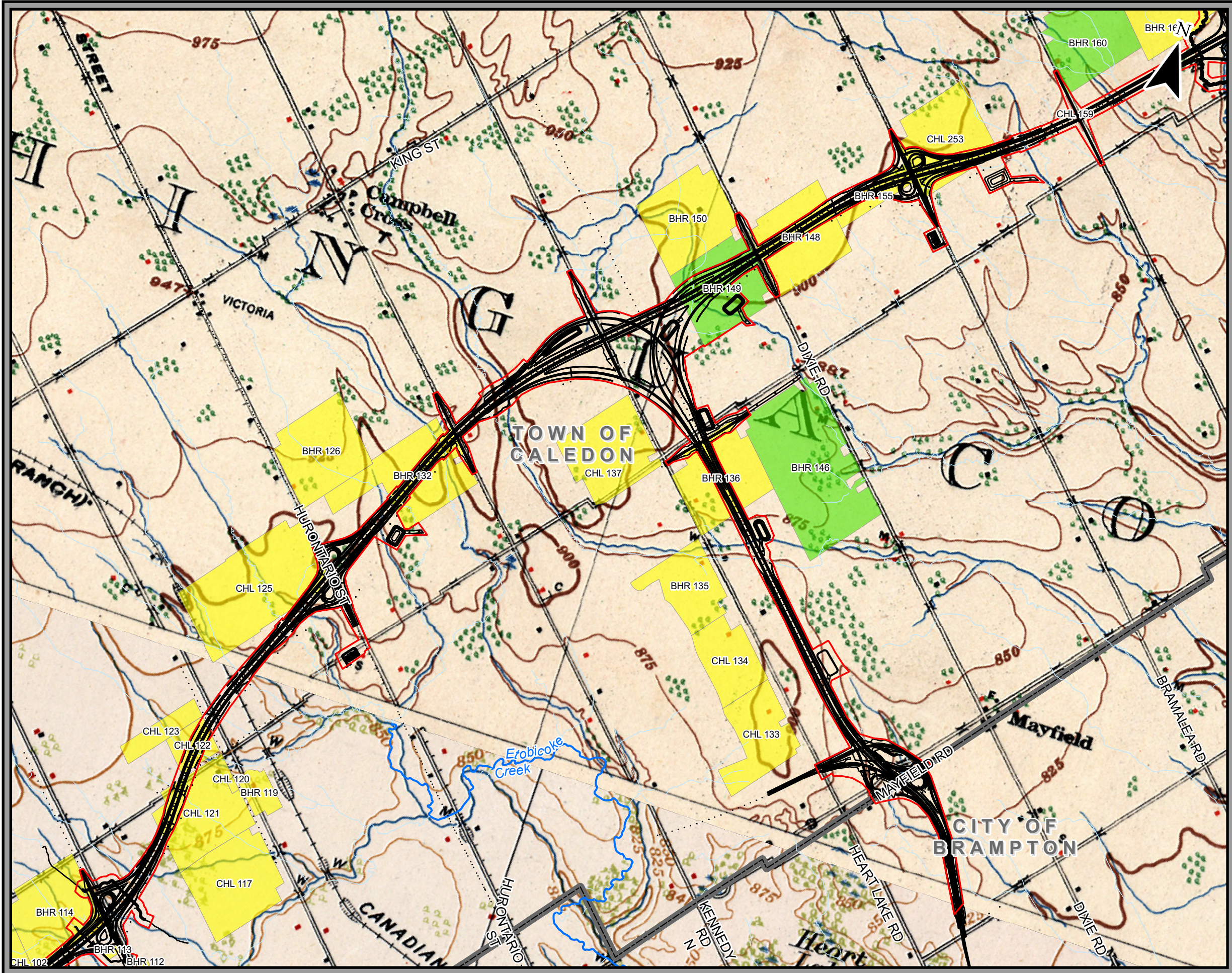
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Identified and Potential Heritage Resources
Section 4
 Appendix B-3.4

Study Area Overlaid on Historical Maps, ca 1915
 16 Jan, 2026
 0 0.45 0.9 1.35 1.8 km





- Legend**
- Preliminary Design
 - Preliminary Design ROW
 - Canadian Heritage River (Designated 1999)
 - Designated Part IV
 - Designated Part IV/Meets O. Reg. 10/06
 - Listed
 - None (Potential)
 - Demolished
 - Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

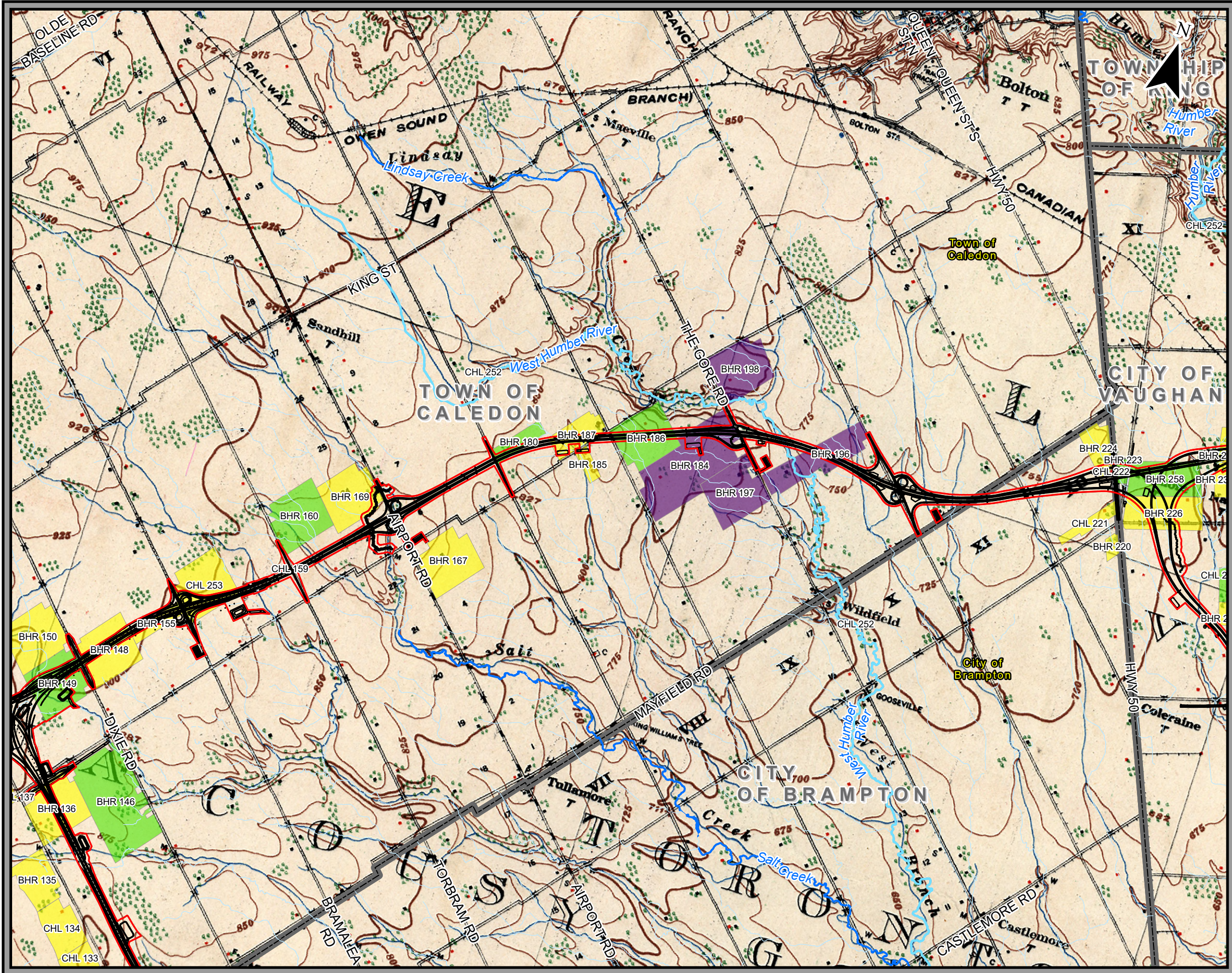
Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Identified and Potential Heritage Resources
Section 5
Appendix B-3.5

Study Area Overlaid on Historical Maps, ca 1915
16 Jan, 2026
0 0.4 0.8 1.2 1.6 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

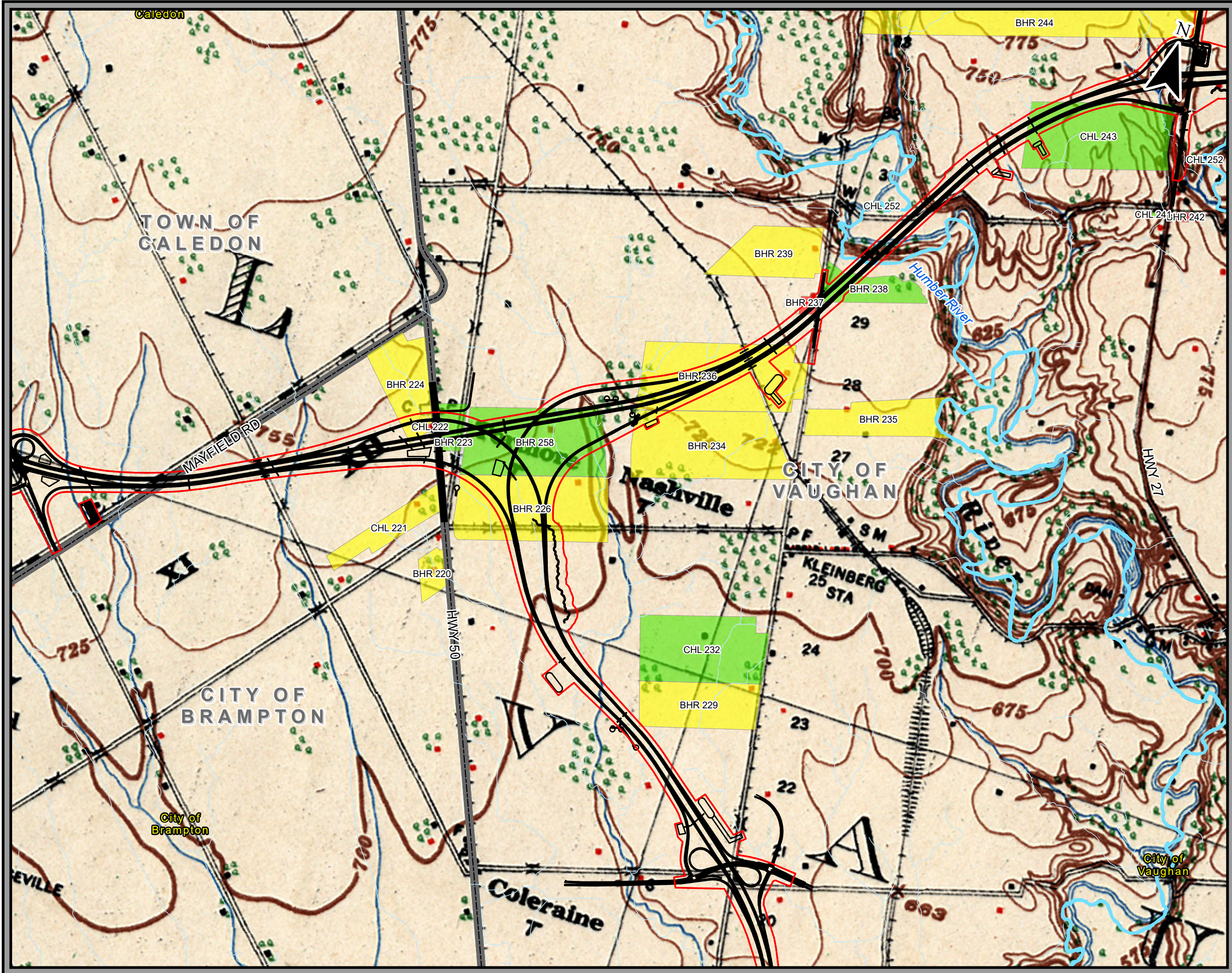
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Location of Identified and Potential Heritage Resources
Section 6
 Appendix B-3.6

Study Area Overlaid on Historical Maps, ca 1915
 16 Jan, 2026



AECOM Z:\Kitchener-CAK\CN\DCS\GIS\Projects\60347240\900-CAD_GIS\920-929 (GIS-Graphics)\920-ENV\Design\01_Reports\CRM\60315006_CHER.aprx



- Legend**
- Preliminary Design
 - ▭ Preliminary Design ROW
 - ▭ Canadian Heritage River (Designated 1999)
 - ▭ Designated Part IV
 - ▭ Designated Part IV/Meets O. Reg. 10/06
 - ▭ Listed
 - ▭ None (Potential)
 - ▭ Demolished
 - ▭ Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

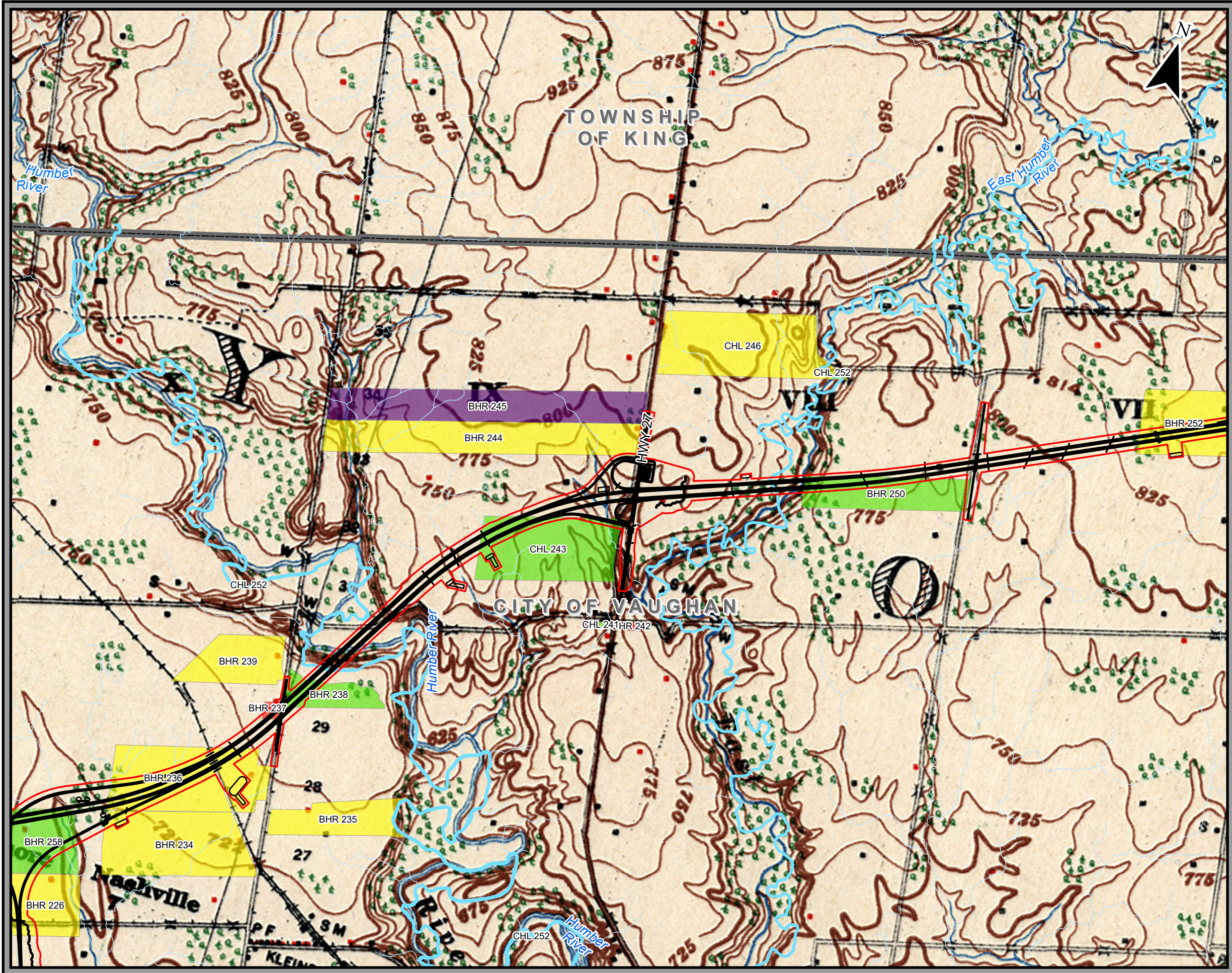
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Identified and Potential Heritage Resources
Section 7
 Appendix B-3.7

Study Area Overlaid on Historical Maps, ca 1915
 16 Jan, 2026
 0 0.3 0.6 0.9 1.2 km





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

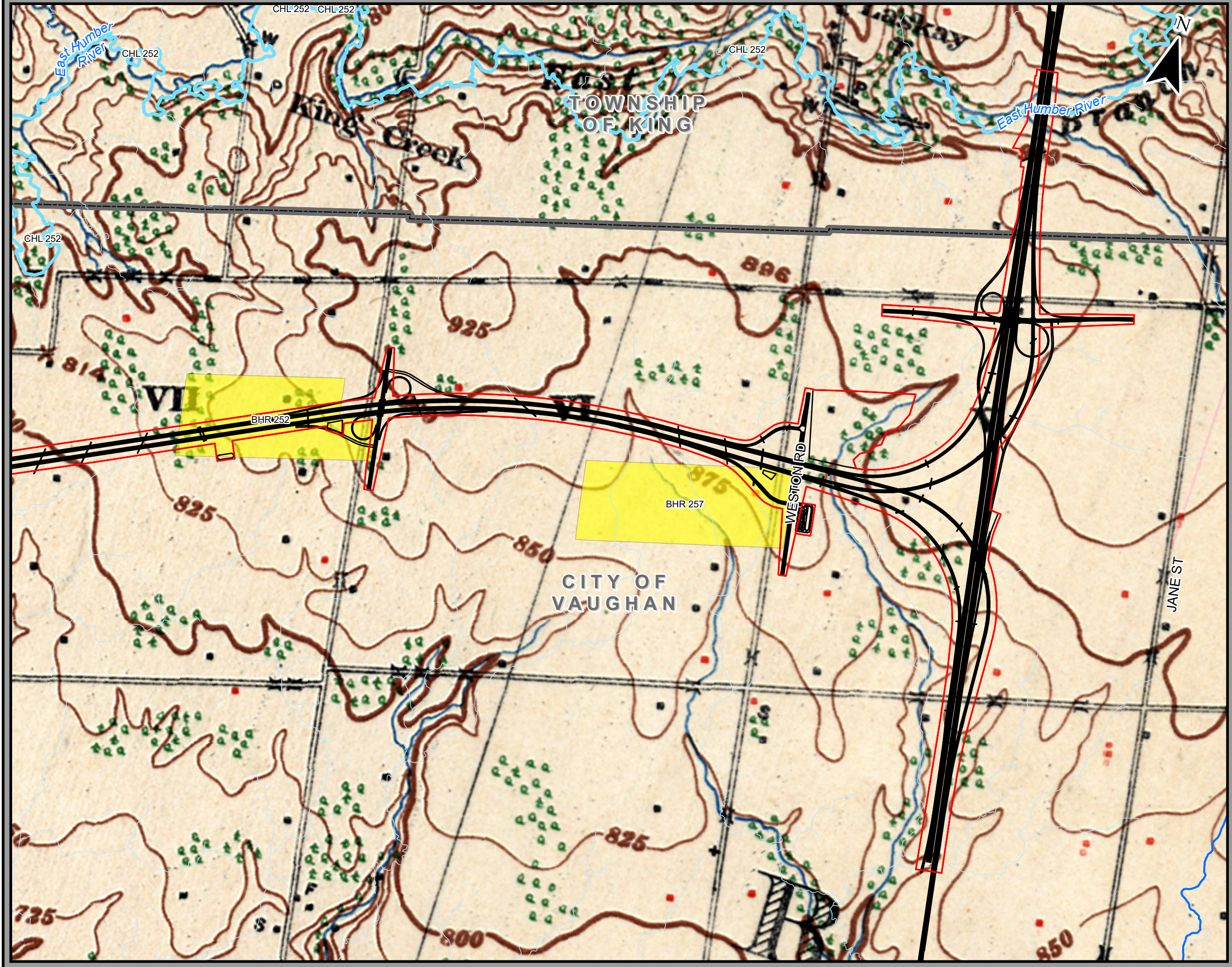
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Identified and Potential Heritage Resources
Section 8
 Appendix B-3.8

Study Area Overlaid on Historical Maps, ca 1915
 16 Jan, 2026





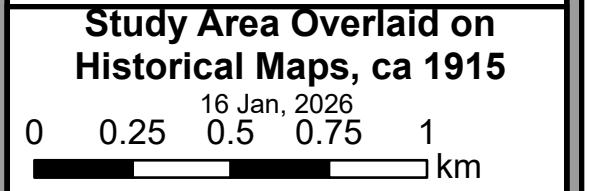
- Legend**
- Preliminary Design
 - Preliminary Design ROW
 - Canadian Heritage River (Designated 1999)
 - Designated Part IV
 - Designated Part IV/Meets O. Reg. 10/06
 - Listed
 - None (Potential)
 - Demolished
 - Municipal Boundary

BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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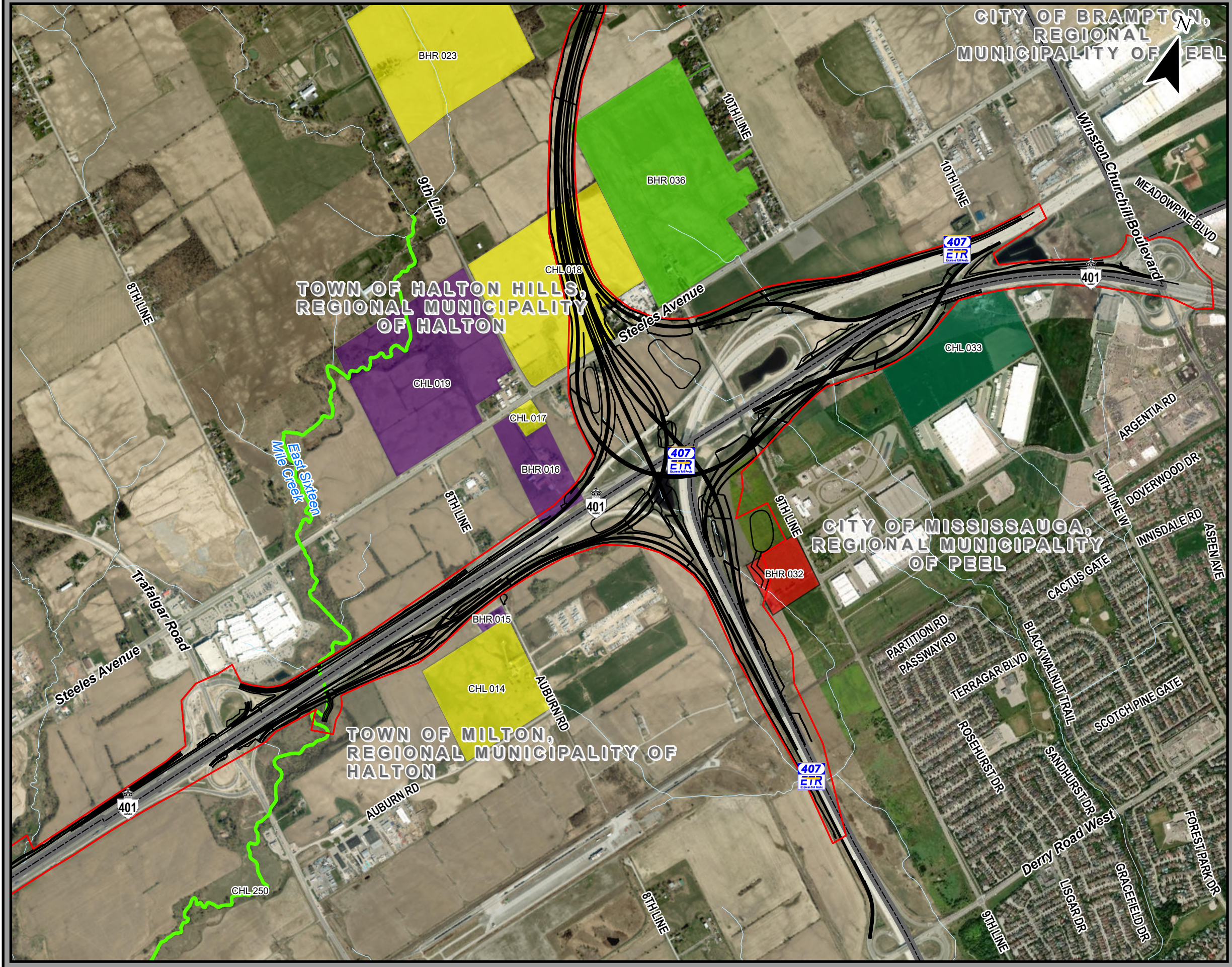
Location of Identified and Potential Heritage Resources
Section 9
 Appendix B-3.9



C

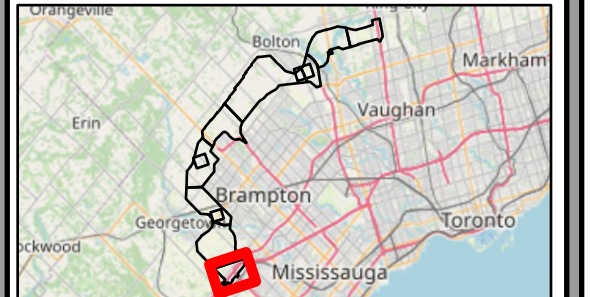
Location of Known and Potential BHRs or CHLs





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary



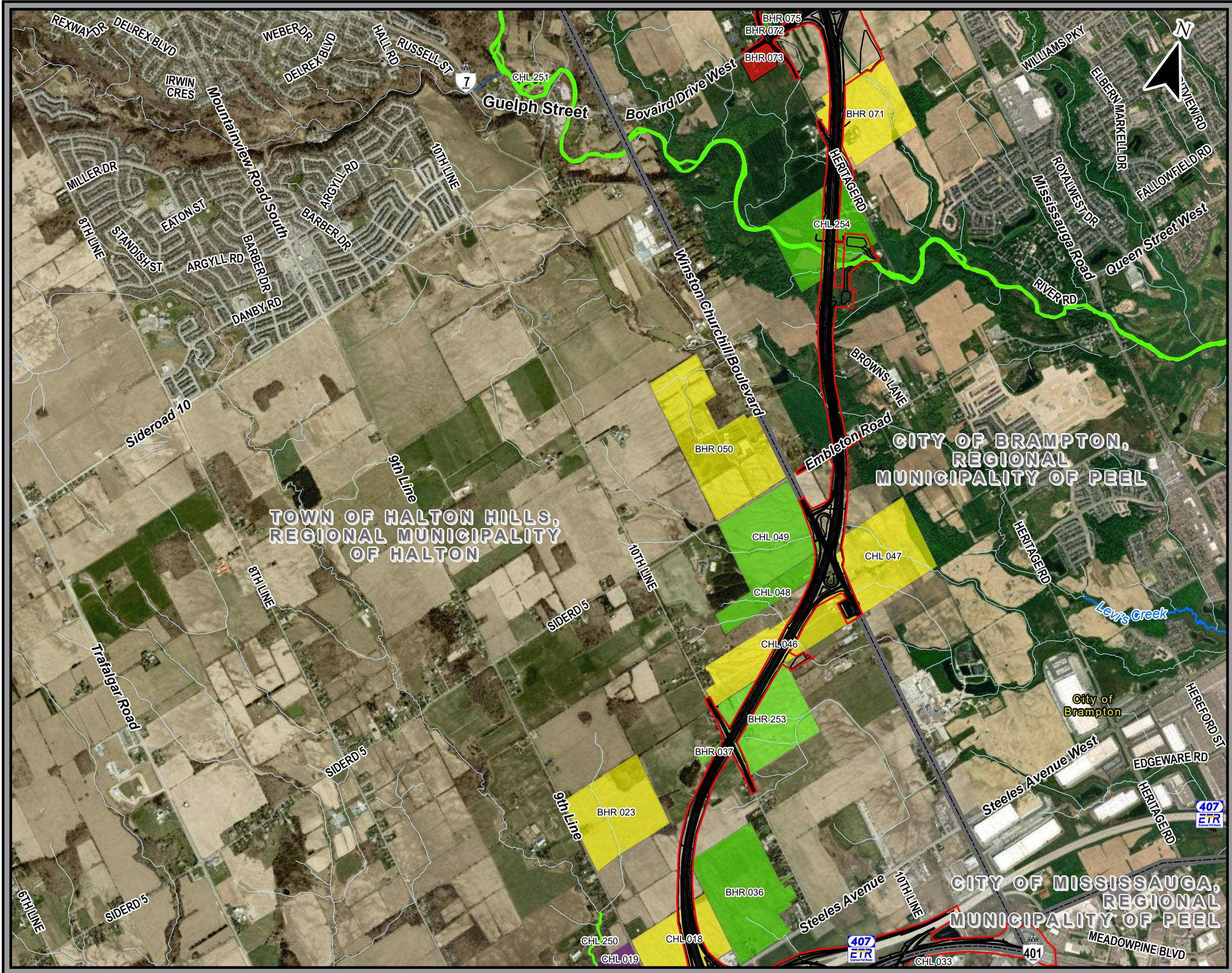
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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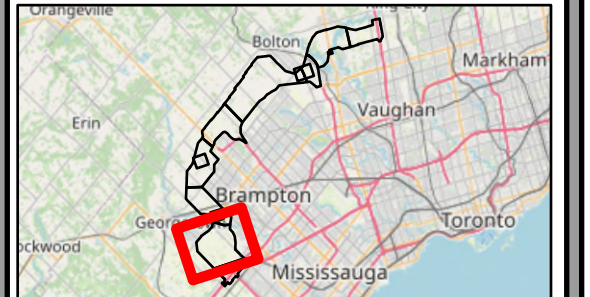
Location of Potential BHCHLs
Section 1
 Appendix C-1

Results
 16 Jan, 2026



Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

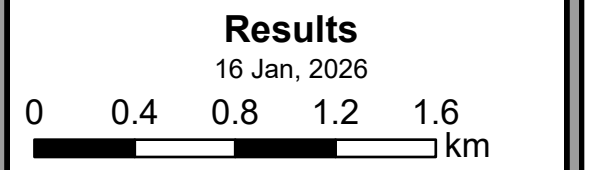


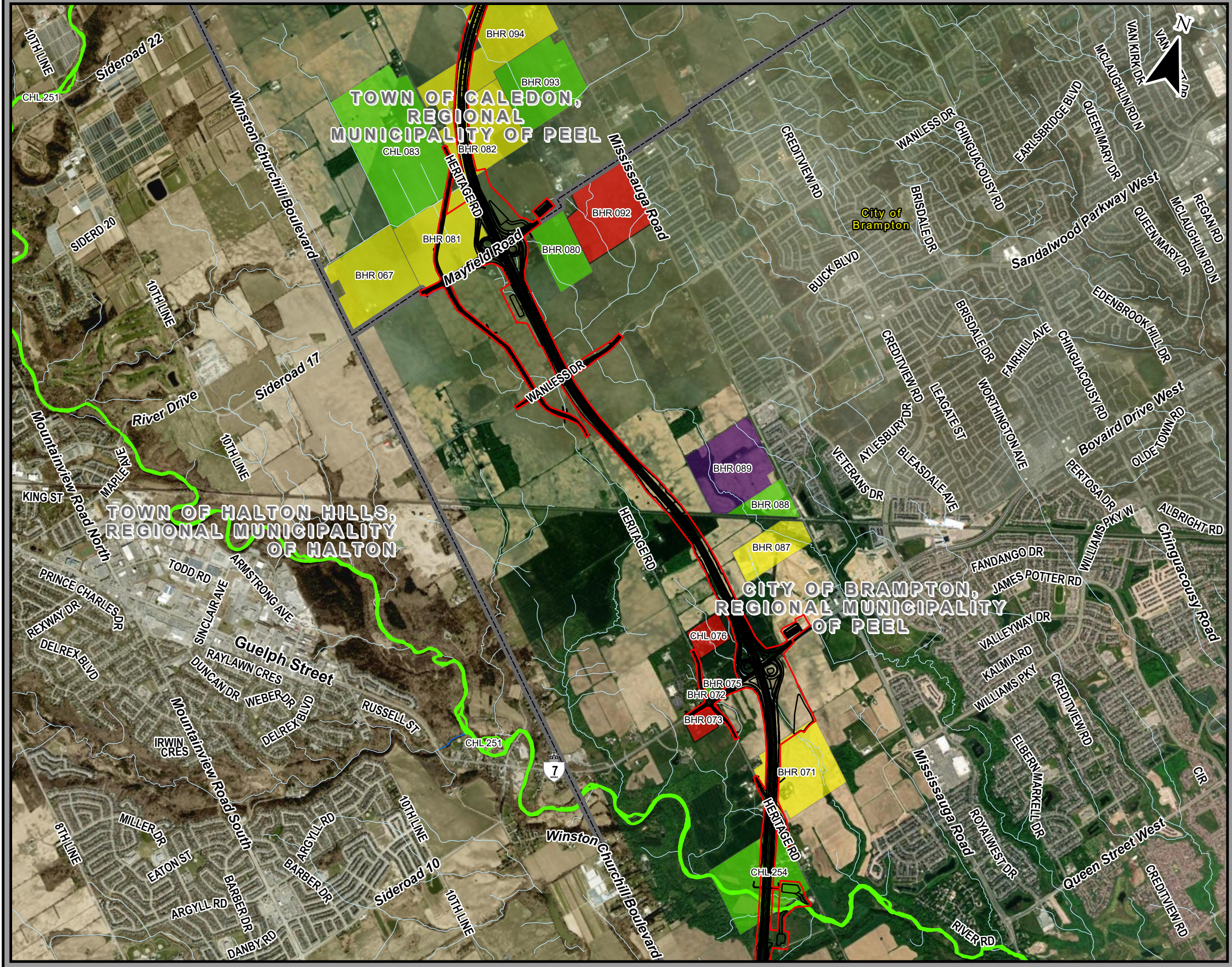
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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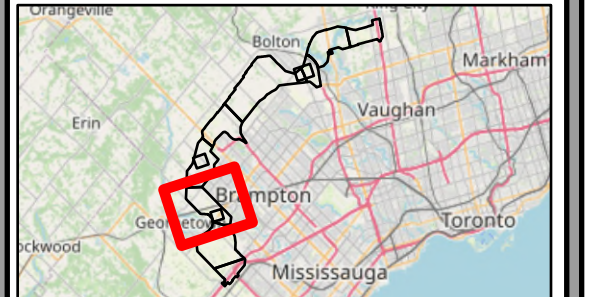
Location of Potential BHCHLs
Section 2
 Appendix C-2





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

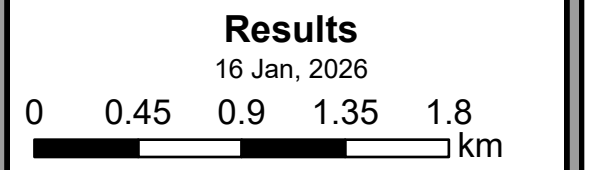


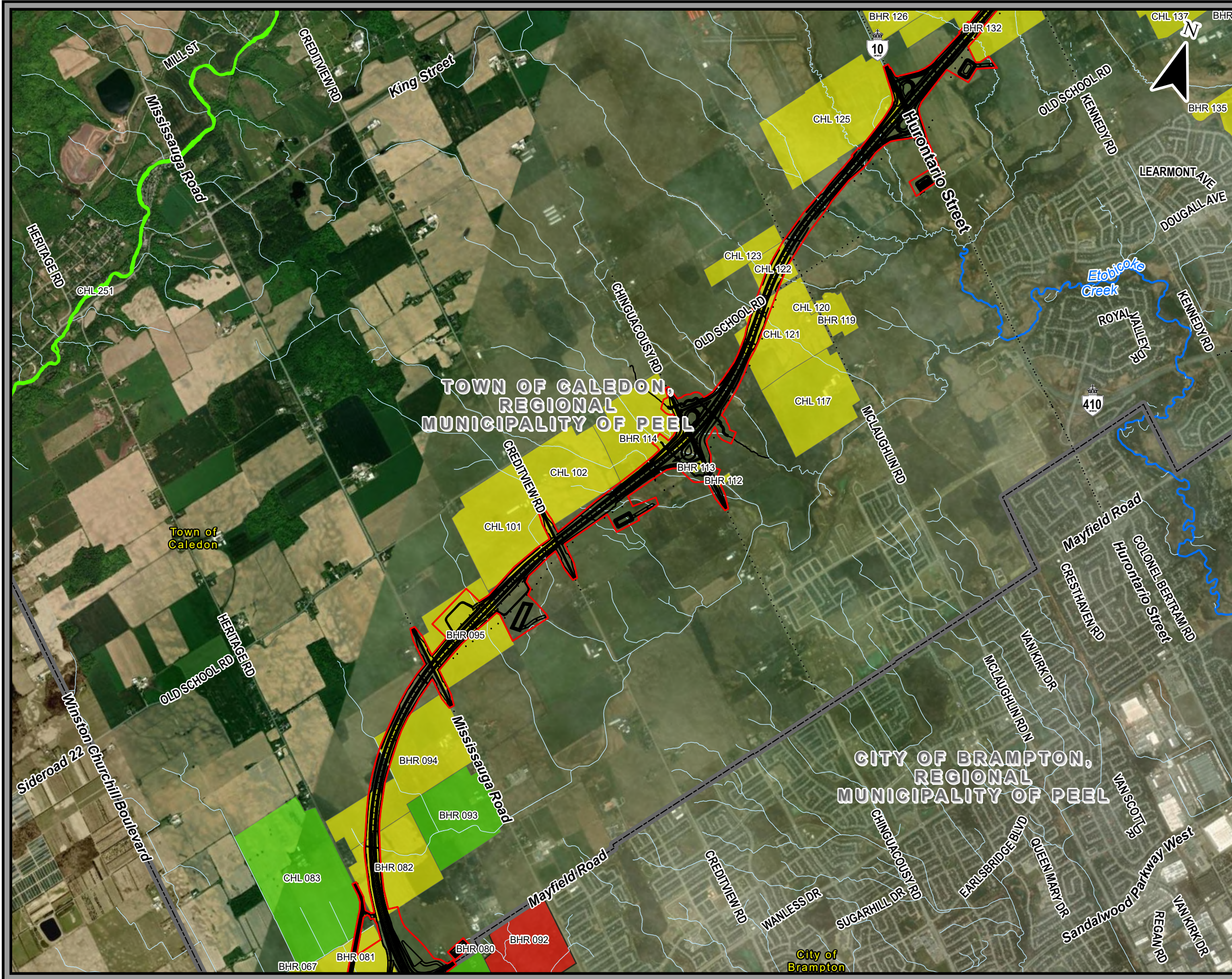
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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**Location of
 Potential BHCHLs
 Section 3
 Appendix C-3**





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

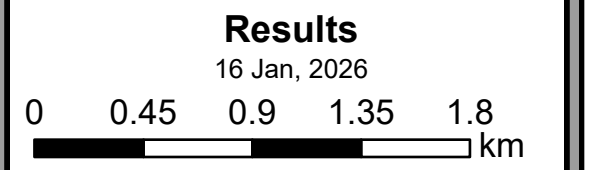


BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
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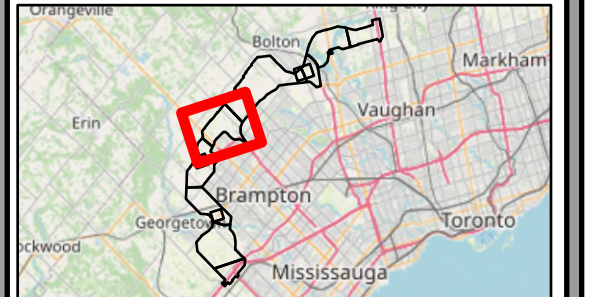
Location of Potential BHCHLs
Section 4
 Appendix C-4





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary



BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

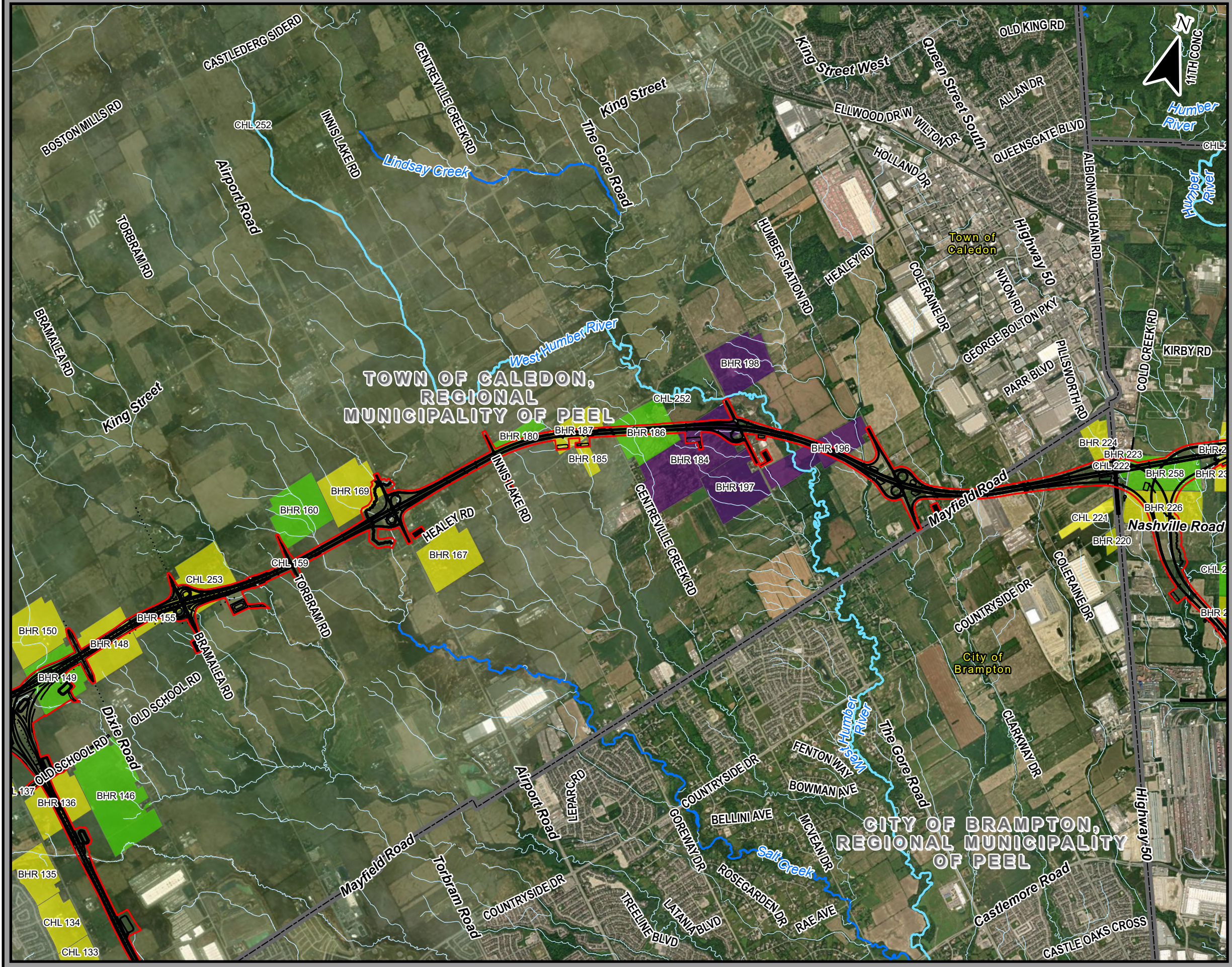
Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Location of Potential BHCHLs
Section 5
 Appendix C-5

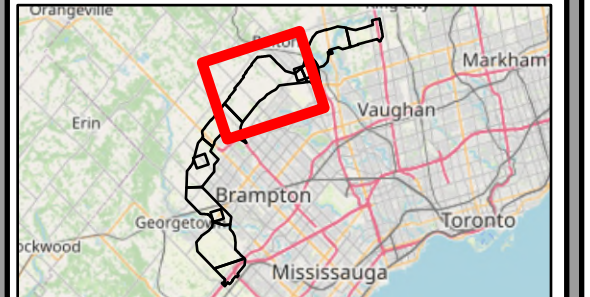
Results
 16 Jan, 2026

AECOM



Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

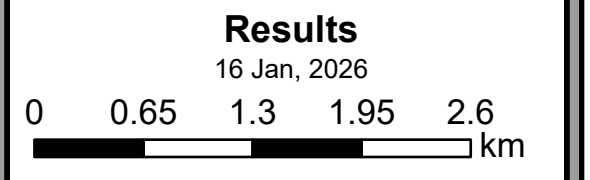


BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

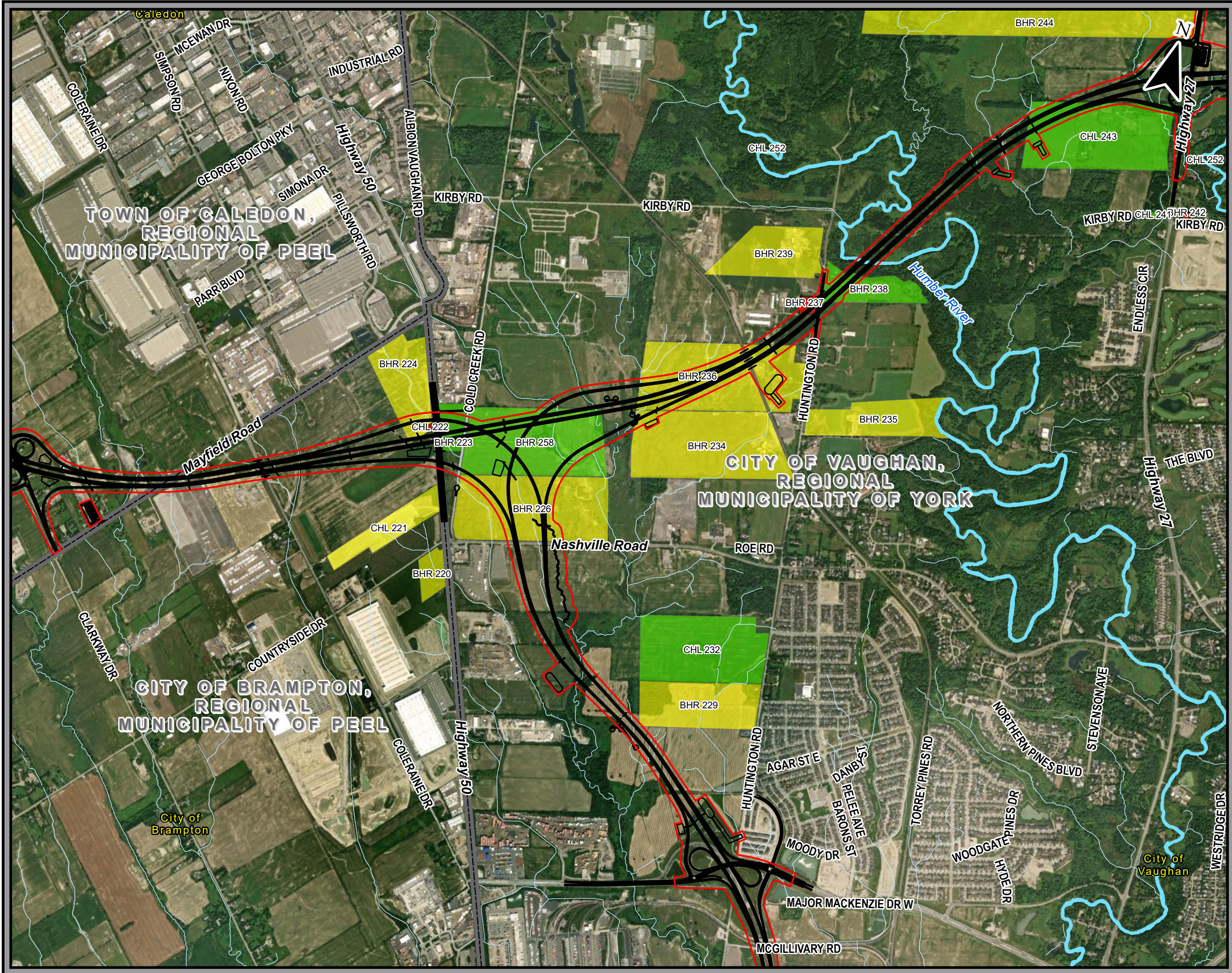
Sources:
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Location of Potential BHCHLs
Section 6
 Appendix C-6

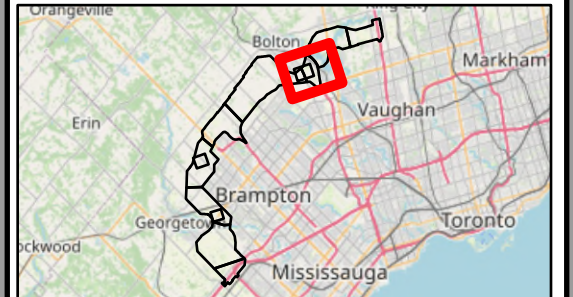


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Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

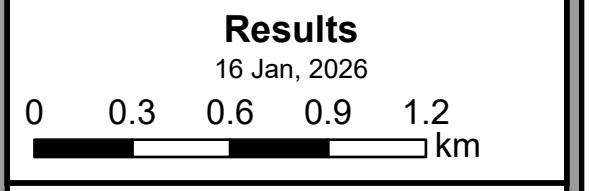


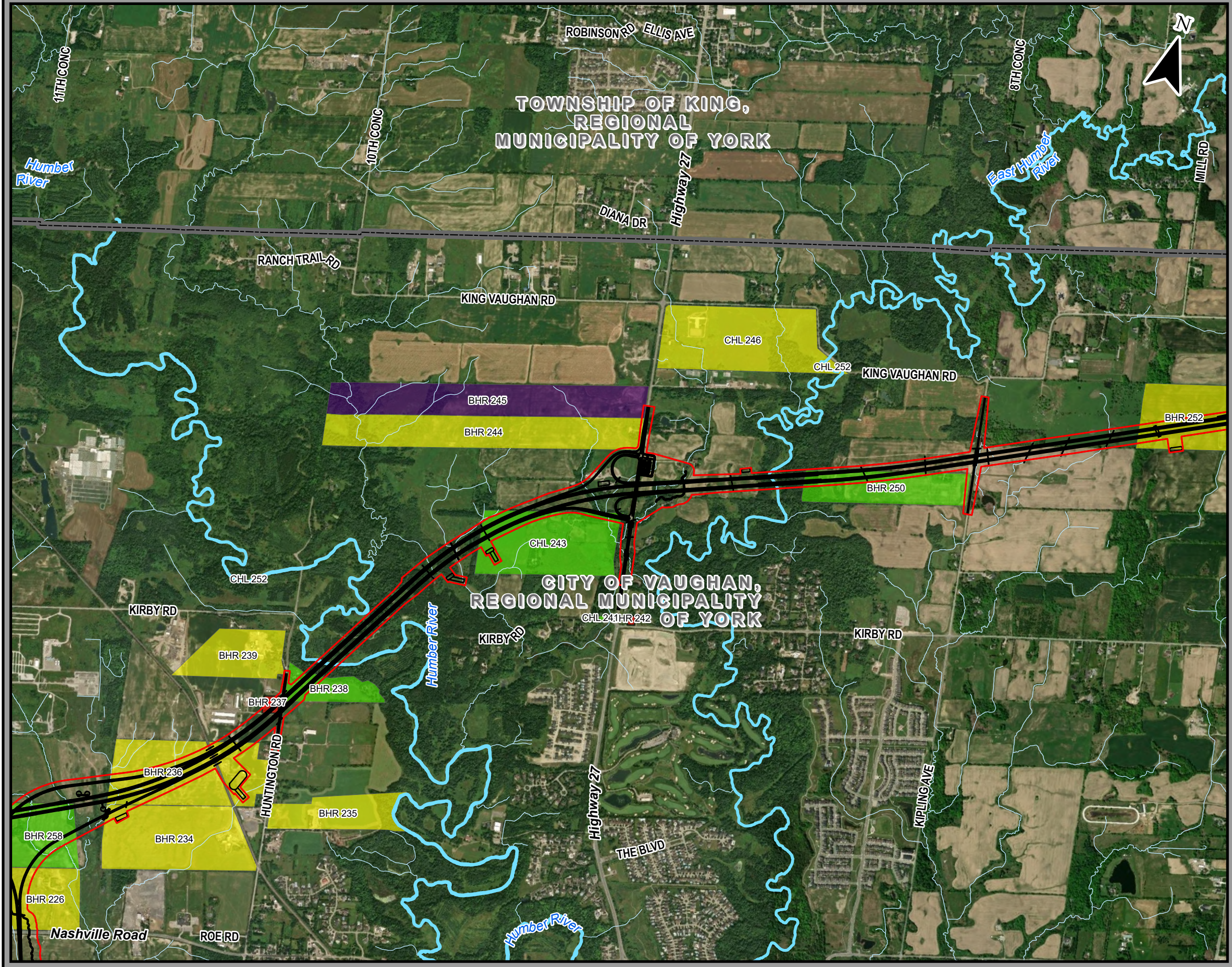
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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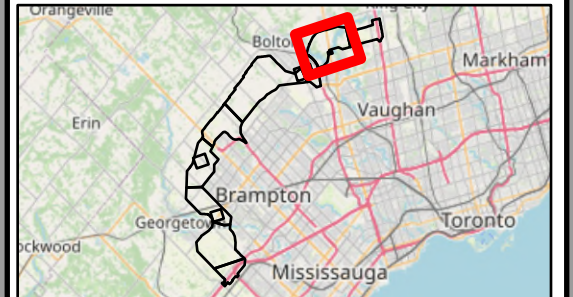
Location of Potential BHCHLs
Section 7
 Appendix C-7





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

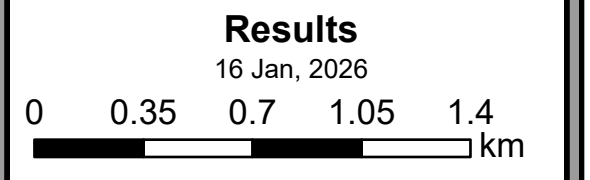


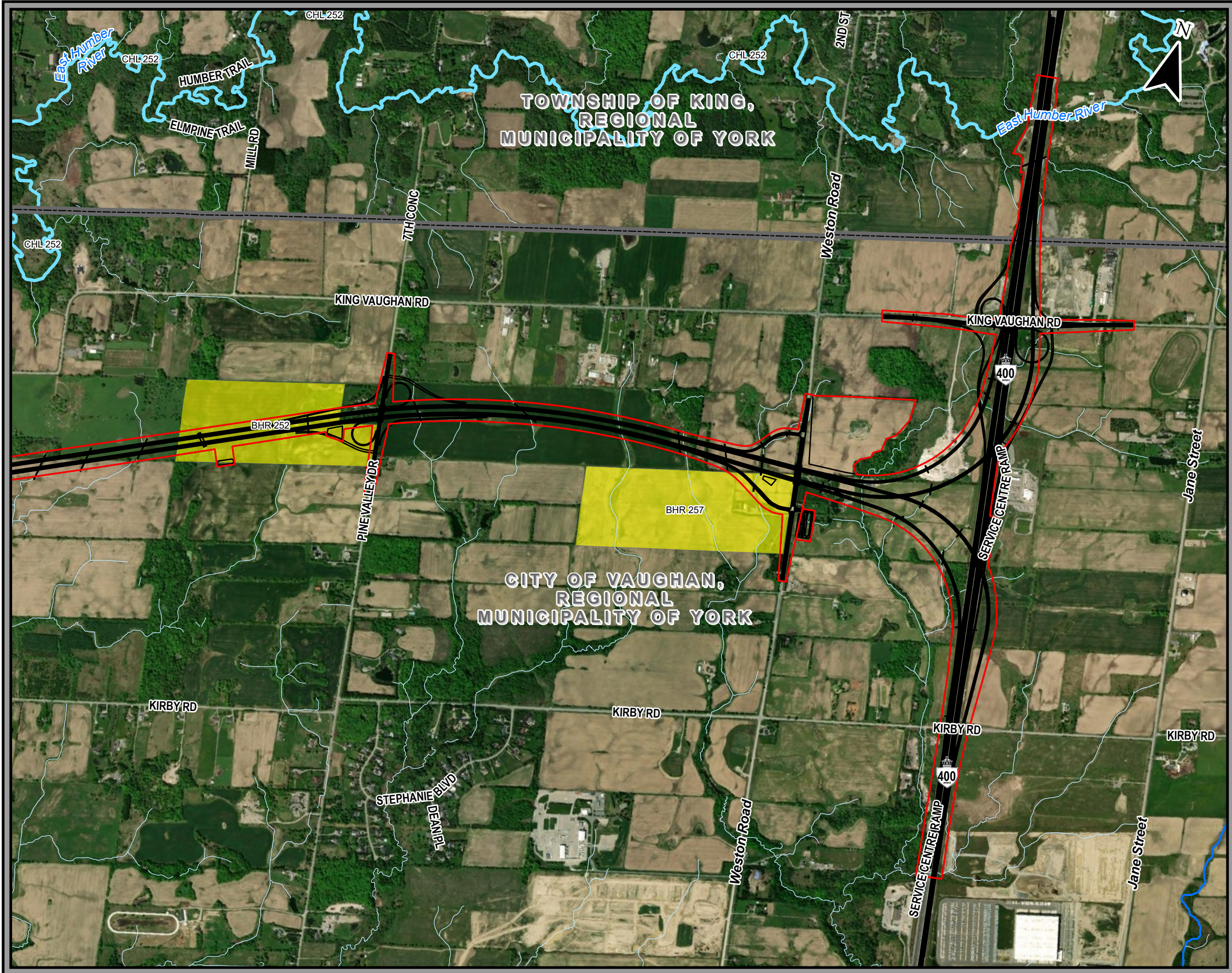
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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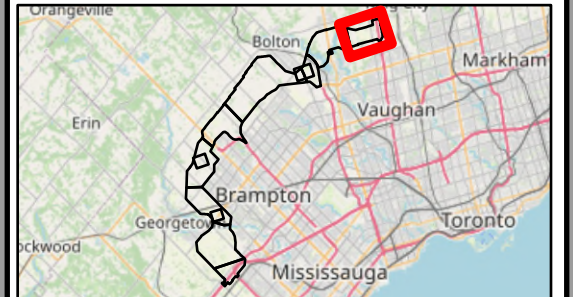
**Location of
 Potential BHCHLs
 Section 8
 Appendix C-8**





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary

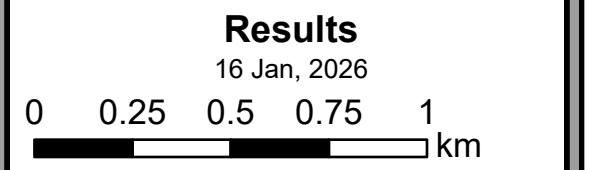


BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

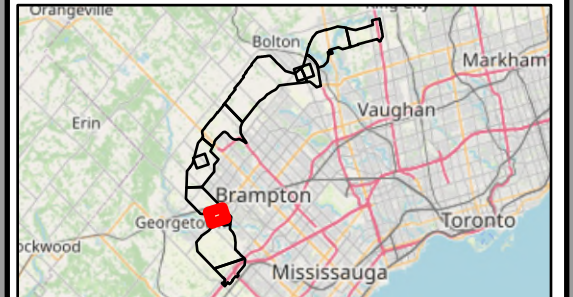
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**Location of
 Potential BHCHLs
 Section 9
 Appendix C-9**





- Legend**
- Preliminary Design
 - Preliminary Design ROW
 - Canadian Heritage River (Designated 1999)
 - Designated Part IV
 - Designated Part IV/Meets O. Reg. 10/06
 - Listed
 - None (Potential)
 - Demolished
 - Municipal Boundary

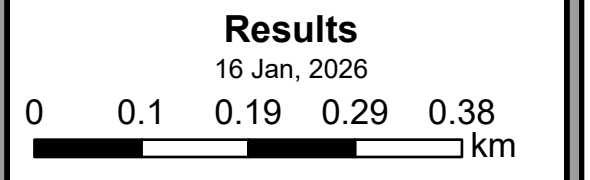


BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

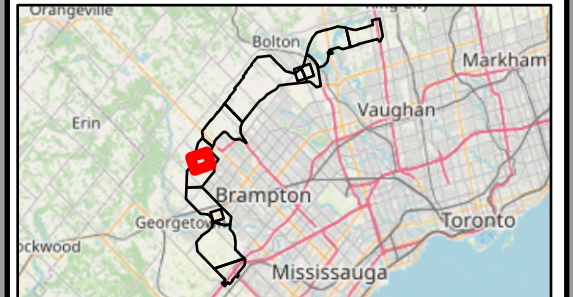
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Location of Potential BHCHLs Area 1
 Appendix C-10





- Legend**
- Preliminary Design
 - ▭ Preliminary Design ROW
 - ▭ Canadian Heritage River (Designated 1999)
 - ▭ Designated Part IV
 - ▭ Designated Part IV/Meets O. Reg. 10/06
 - ▭ Listed
 - ▭ None (Potential)
 - ▭ Demolished
 - ▭ Municipal Boundary

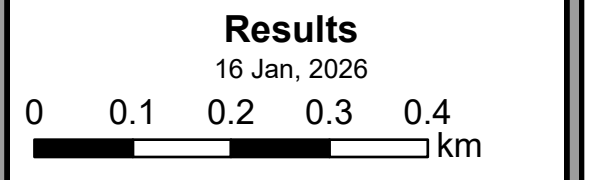


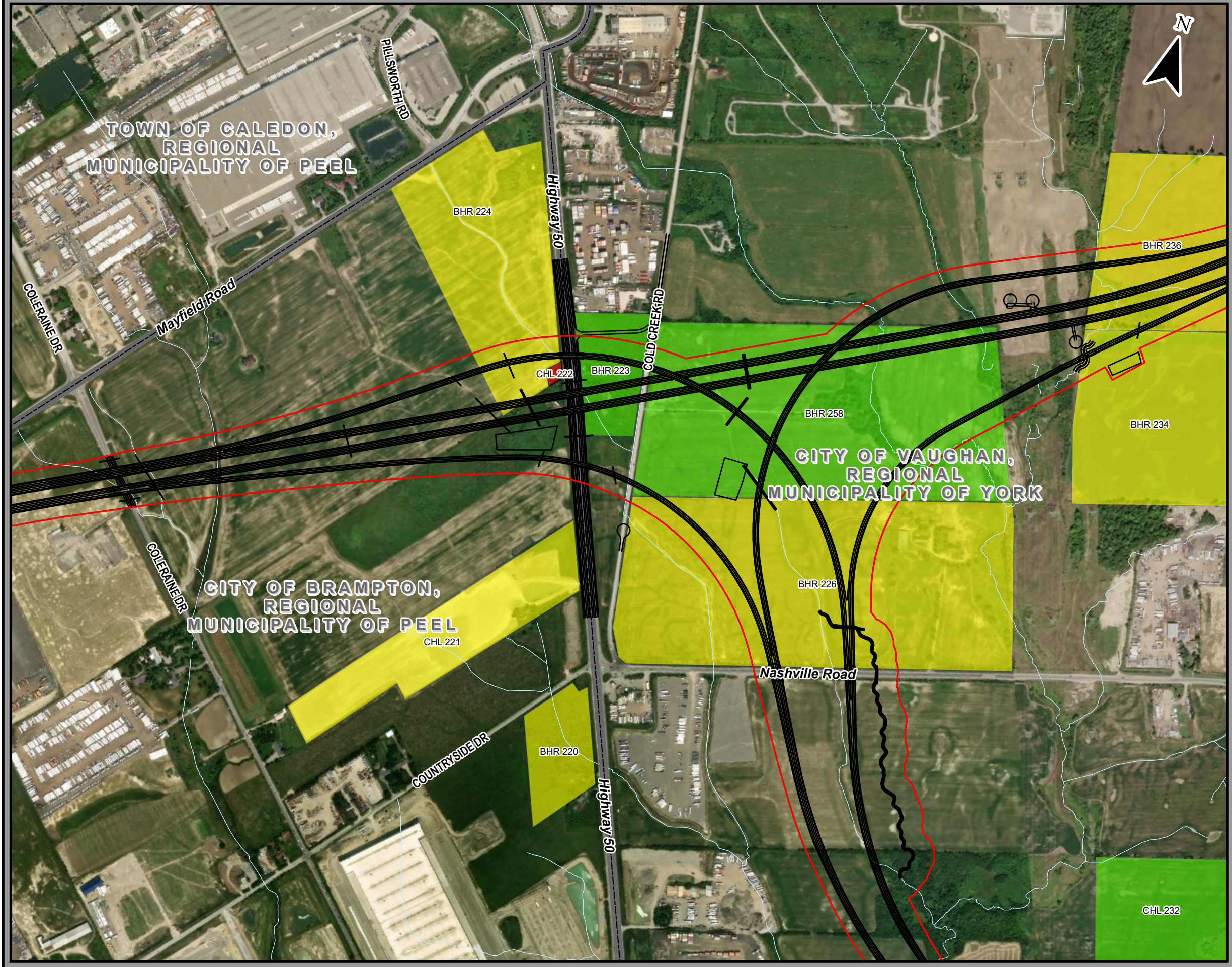
BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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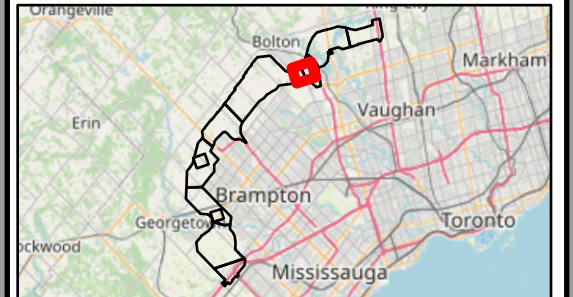
**Location of
 Potential BHCHLs
 Area 2**
 Appendix C-11





Legend

- Preliminary Design
- Preliminary Design ROW
- Canadian Heritage River (Designated 1999)
- Designated Part IV
- Designated Part IV/Meets O. Reg. 10/06
- Listed
- None (Potential)
- Demolished
- Municipal Boundary



BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

Sources:
 Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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








**Location of
 Potential BHCHLs
 Area 3**
 Appendix C-12

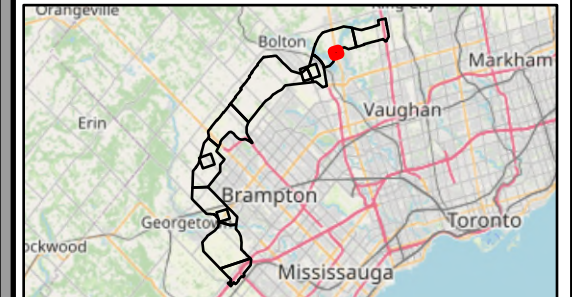
Results
 16 Jan, 2026

0 0.1 0.2 0.3 0.4
 km



Legend

-  Preliminary Design
-  Preliminary Design ROW
-  Canadian Heritage River (Designated 1999)
-  Designated Part IV
-  Designated Part IV/Meets O. Reg. 10/06
-  Listed
-  None (Potential)
-  Demolished
-  Municipal Boundary



BHR: Built Heritage Resource
CHL: Cultural Heritage Landscape

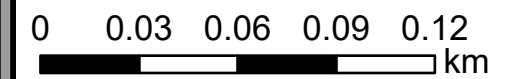
Sources:
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Location of Potential BHCHLs Area 4
 Appendix C-13

Results

16 Jan, 2026



D

Summary of BHRs and CHLs Directly Adjacent to the Preliminary Design



Appendix D. Summary of BHRs and CHLs Directly Adjacent to the Preliminary Design

33 known and potential BHRs and CHLs were identified adjacent (or contiguous with) to the Study Area. A cultural heritage resource table with photographs, basic description and location was not completed for these adjacent resources but they were mapped in **Appendix C**.

Feature IDs	Location/Address	Municipality	Municipal Heritage Recognition (March 2023)
CHL 014	7524 Auburn Road	Milton	Listed on the Municipal Heritage Register
BHR 015	7594 Auburn Road	Milton	Demolished (In the Process of Being De-Listed)
CHL 017	14946 Steeles Avenue	Halton Hills	Listed on the Municipal Heritage Register
CHL 019	14829 Steeles Avenue	Halton Hills	None (Potential)
BHR 023	8519 Ninth Line	Halton Hills	Listed on the Municipal Heritage Register
BHR 032	7420 Ninth Line	Mississauga	Designated Part IV (By-law 74-96)
CHL 033	7564 Tenth Line West	Mississauga	Designated Part IV. (By-law 857-79) Identified by MTO as a Provincial Heritage Property.
BHR 050	9118 Winston Churchill Boulevard	Halton Hills	Listed on the Municipal Heritage Register
BHR 067	84 Mayfield Road	Caledon	Listed on the Municipal Heritage Register
CHL 076	10193 Heritage Road	Brampton	Designated (By-law 326-2013)
BHR 087	10244 Mississauga Road	Brampton	Listed on the Municipal Heritage Register
BHR 088	10344 Mississauga Road	Brampton	None (Potential)
BHR 089	10512 Mississauga Road	Brampton	Demolished
BHR 092	11722 Mississauga Road	Brampton	Designated Part IV, (By-law 327-2013)
BHR 093	12300 Mississauga Road	Caledon	Listed on the Municipal Heritage Register
CHL 117	12711 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register
BHR 119	12891 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register
CHL 120	12900 McLaughlin Road	Caledon	Listed on the Municipal Heritage Register
CHL 123	McLaughlin Road	Caledon	Listed on the Municipal Heritage Register
BHR 126	13435 Highway 10	Caledon	Listed on the Municipal Heritage Register
CHL 232	10540 Huntington Road	Vaughan	None (Potential)
CHL 133	13306 Kennedy Road	Caledon	Listed on the Municipal Heritage Register
CHL 134	12506 Heart Lake Road	Caledon	Listed on the Municipal Heritage Register
BHR 135	12698 Heart Lake Road	Caledon	Listed on the Municipal Heritage Register
CHL 137	13070 Heart Lake Road	Caledon	Listed on the Municipal Heritage Register
BHR 167	12863 Airport Road	Caledon	Listed on the Municipal Heritage Register
BHR 220	10980 Highway 50	Brampton	Listed on the Municipal Heritage Register
CHL 221	11176 Highway 50	Brampton	Listed on the Municipal Heritage Register
BHR 239	11420 Huntington Road	Vaughan	Listed on the Municipal Heritage Register
CHL 241	6020 Kirby Road	Vaughan	None (Potential)
BHR 242	5970 Kirby Road	Vaughan	Designated (By-law 48-82)
BHR 245	12000 Highway 27	Vaughan	Listed on the Municipal Heritage Register (Demolished)
CHL 246	12195 Highway 27	Vaughan	Listed on the Municipal Heritage Register

E

2020 Preferred Alignment Announcement



PREFERRED ROUTE ANNOUNCEMENT

GTA WEST STUDY



The Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. Public Information Centre #2 (PIC #2), held in September/October 2019, presented the draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment.

The draft Technically Preferred Route presented at PIC #2 has been superseded by the Preferred Route. **The Preferred Route** map illustrates the route and interchange locations for the GTA West multimodal transportation corridor that will be developed to a preliminary design level of detail over the next 2 years. The Preferred Route map provides information on where changes have been made to the route based on the consideration of feedback from PIC #2, land use and environmental information.

TIMELINE

WINTER 2019 - SUMMER 2020

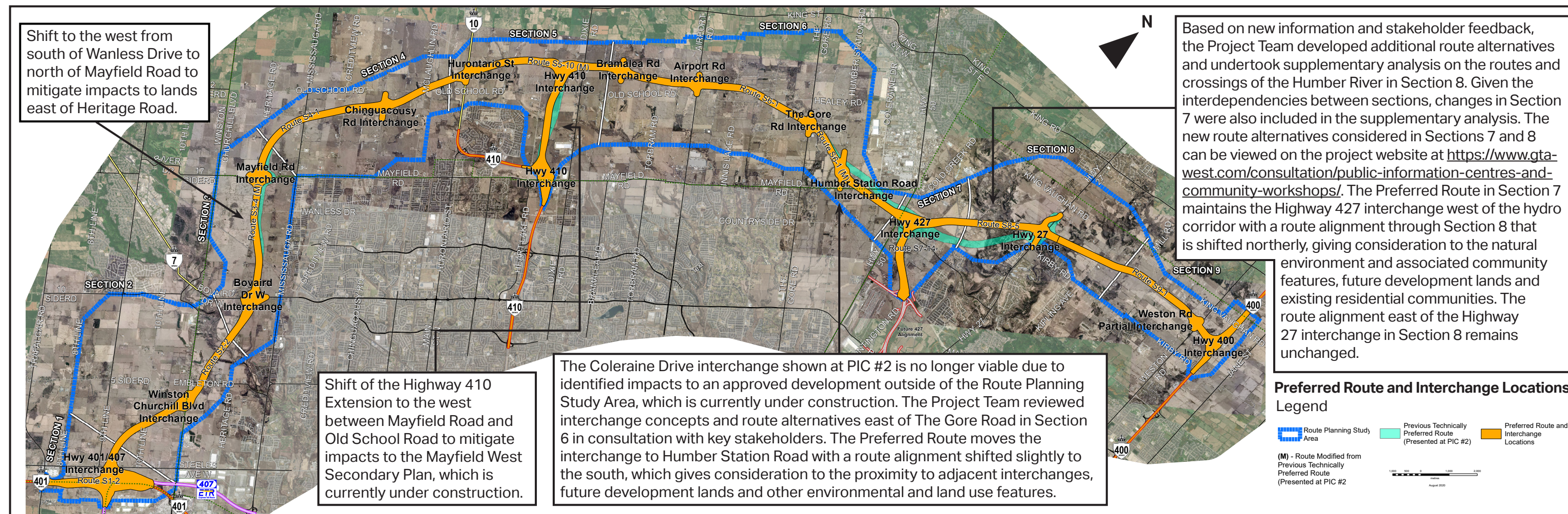
The Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor.

2020 - 2021

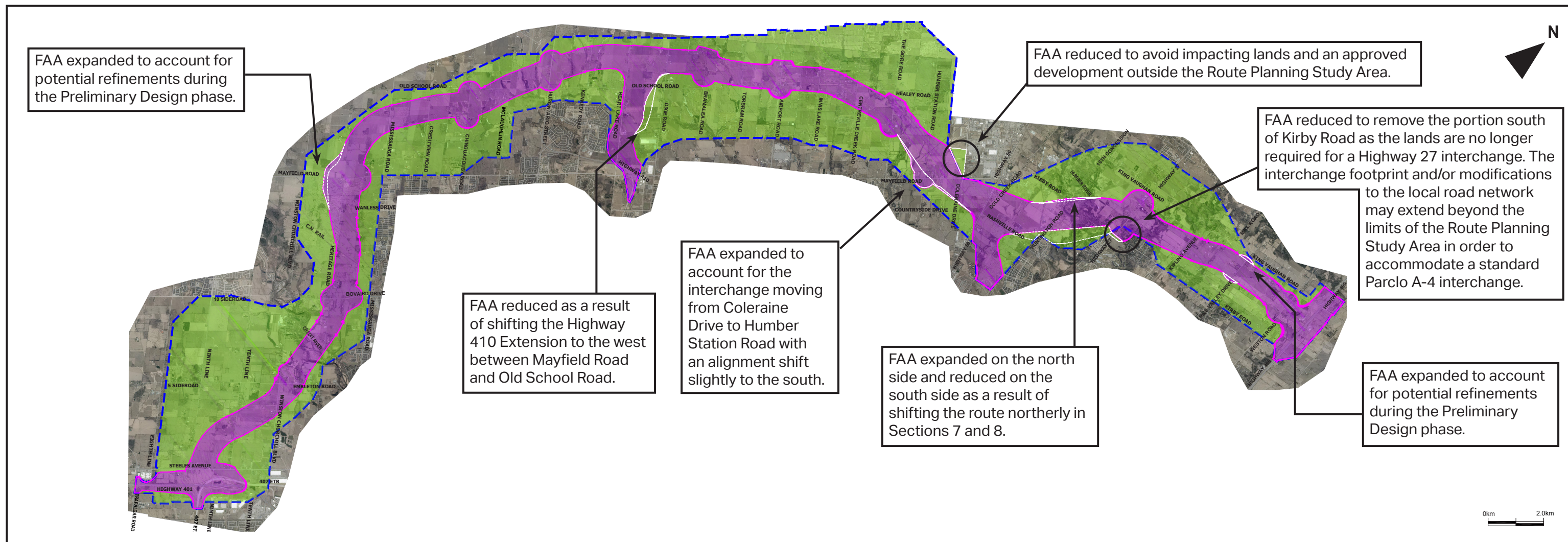
The Project Team will be undertaking fieldwork on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions.

2020 - 2022

The Project Team will develop the preliminary design of the GTA West multimodal transportation corridor. The Project Team will present the preliminary design, including property impacts and mitigation measures, at PIC #3 for public review and comment. PIC #3 is anticipated to be held in Fall/Winter 2021.



2020 FOCUSED ANALYSIS AREA (FAA)



Purple Area

The 2019 Focused Analysis Area (FAA) that was presented at PIC #2 was in draft format and has since been refined following a review of feedback and other relevant data. The refined 2020 FAA (**purple area**) is a zone that surrounds the Preferred Route and defines which properties continue to be within an area of interest as the study progresses. Properties located within the 2020 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

More Information

You can download detailed mapping of the Preferred Route and 2020 FAA from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/.
 Ce bulletin peut être téléchargé en français sur le site Internet du projet à l'adresse www.gta-west.com/french/.
 Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Green Areas

MTO has a reduced interest in properties located in the green areas on the map. Applications can proceed through municipal development processes and MTO will continue to review all development applications in the study area, but it is anticipated that applications in the green areas will not be impacted by the GTA West multimodal transportation corridor. The Project Team aims to further reduce the FAA when the preliminary design of the Preferred Route is presented at PIC #3.

Route Planning Study Area - - - - -

Geographical area within which alternatives for the GTA West multimodal transportation corridor were considered.

WEBSITE		www.gta-west.com
EMAIL		project_team@gta-west.com
TOLL-FREE		1-877-522-6916
TWITTER		@GTAWestStudy

F

MCM Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes



Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

A Checklist for the Non-Specialist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
 - is a recognized heritage property
 - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
 - the main project area
 - temporary storage
 - staging and working areas
 - temporary roads and detours

Processes covered under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

Project or Property Name

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment

Project or Property Location (upper and lower or single tier municipality)

2023 Design Update Area

Proponent Name

Ontario Ministry of Transportation

Proponent Contact Information

Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

	Yes	No
2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
 - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s.B.2.]

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

Note: Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

- i. designated under the *Ontario Heritage Act*
 - individual designation (Part IV)
 - part of a heritage conservation district (Part V)

Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
- [Ontario Heritage Trust](#)
- local land registry office (for a title search)

ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
- local land registry office (for a title search)

iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- [Ontario Heritage Trust](#)

v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at registrar@ontario.ca.

3b. Is the property (or project area) a National Historic Site (or part of)?

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada](#) website.

3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

Part B: Screening for potential Cultural Heritage Value

4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

Note: 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

Part C: Other Considerations

5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through [Ontario Trails](#).

G

Heritage Designation By-Laws





An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

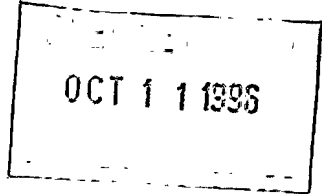
This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **www.heritagetrust.on.ca**.

Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **www.heritagetrust.on.ca**.



THE CORPORATION OF
THE TOWN OF MILTON
VICTORIA PARK SQUARE
P.O. BOX 1005
MILTON, ONTARIO
CANADA L9T 4B6
(905) 878-7211
FAX (905) 878-6995

RECEIVED
IN THE OFFICE
OCT 17 1996
CULTURAL PROGRAMS
HERITAGE UNIT



REGISTERED MAIL

October 9th, 1996

The Ontario Heritage Foundation
77 Bloor Street West
Toronto, Ontario, M7A 2R9

Dear Sirs

RE: Part Lot 13, Concession 9, 7420 Ninth Line
Town of Milton - Bussell House

Pursuant to Section 29, Subsection 6 of The Ontario Heritage Act, R.S.O. 1990, enclosed is a certified true copy of By-law No. 74-96 designating the exterior of the house only at the above address, as being of historical and architectural significance. No notices of objection were received to the proposed designation resulting in the by-law being passed by Milton Council at its October 7th, 1996 meeting.

Should you have any questions with respect to this matter, please do not hesitate to contact the undersigned.

Yours truly

William Roberts
Town Clerk
/lw
Encl.
cc. Heritage Milton LACAC

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 74 -96

Being a By-law to designate the property known municipally as the exterior of the house only on part lot 13, Concession 9, N.S., formerly in the Township of Trafalgar, now in the Town of Milton as being of architectural and historical value (7420 Ninth Line, Milton)

W H E R E A S Part IV of The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18 authorizes the council of a municipality to enact by-laws to designate real property including all buildings and structures thereon, to be of architectural and/or historical value or interest;

A N D W H E R E A S the Council of the Corporation of the Town of Milton has caused to be served on the owners of the lands and premises known as Part of Lot 13, Concession 9, N.S., formerly in the Township of Trafalgar, now in the Town of Milton and upon The Ontario Heritage Foundation, Notice of Intention to so designate the aforesaid real property and has caused such Notice of Intention to be published in the same newspaper having general circulation in the municipality once for each of three (3) consecutive weeks;

A N D W H E R E A S the reasons for designation are set out in Schedule 'B' attached hereto;


A N D W H E R E A S no Notice of Objection to the proposed designation has been served on the Clerk of the municipality;

N O W T H E R E F O R E the Council of The Corporation of the Town of Milton hereby enacts as follows:

1. THAT there is designated as being of architectural value or interest, the real property known as the exterior of the building only, located at Lot 13, Concession 9, N.S., formerly in the Township of Trafalgar, now in the Town of Milton, more particularly described in Schedule 'A' attached hereto.
2. AND THAT the municipal solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule 'A', attached hereto, in the proper Land Registry Office;
3. AND FURTHER THAT the Clerk is hereby authorized to cause a copy of this By-law to be served on the Owner of the aforesaid property and on the Ontario Heritage Foundation, and to cause notice of the passing of this By-law to be published in the same newspaper having general circulation in the municipality once for each of three (3) consecutive weeks.

READ a FIRST, SECOND and THIRD TIME and FINALLY PASSED this 7th day of October, 1996.

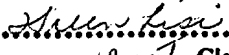



G. A. Krantz Mayor


Willie Roberts Clerk

CERTIFIED A TRUE COPY

Dated at the Town of Milton
this 9th day of October,
1996


.....
Deputy Clerk

SCHEDULE 'A'
TO BY-LAW NO. 74-96

ALL AND SINGULAR that certain parcel of tract of land and premises situate, lying and being in the Town of Milton, in the Regional Municipality of Halton, and being composed of part of Lot 13, Concession 9, N.S., formerly in the Township of Trafalgar, now in the Town of Milton, Regional Municipality of Halton.

SCHEDULE 'B'
TO BY-LAW NO. 74-96

The Bussell House is of both historical and architectural significance. The primary reasons for its architectural significance is that it is a good surviving and representative example of a grand early settlement residence (c.1865). The house was duly recognized by the Historical Atlas of Halton County in 1877 as one of the finest residences in the County and remains representative of that original dwelling and is in excellent condition. Its architectural style, floor plan, massing, proportions, windows, doorways and construction detailing and materials are grand in scale fusing locally obtained materials, typical of the period.

The building also has historical significance in that it was constructed by one of the earliest settler families to Trafalgar (lands granted to his father by the Crown), who had an active and prominent role in agriculture in the community.

535201

4



BY-LAW NUMBER... **857-79**

A By-law to designate "Sylvan Oaks" at 7564 Tenth Line West of architectural value and of historic interest.

WHEREAS the Ontario Heritage Act, S.O. 1974, Chapter 122, Section 29 (6), authorizes the Council of a Municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of historic or architectural value or interest; and

WHEREAS notice of intention to so designate "Sylvan Oaks" at 7564 Tenth Line West, having been duly published and served and no notice of objection to such designation having been received by the Council of The Corporation of the City of Mississauga.

WHEREAS the reasons for the said designation are set out as Schedule 'A' hereto.

THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the real property, more particularly described in Schedule 'B' hereto, known as "Sylvan Oaks" at 7564 Tenth Line West, be designated as being of architectural and historic value or interest.
2. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.

ENACTED and PASSED this 5th day of November, 1979.

APPROVED AS TO FORM City Solicitor MISSISSAUGA
<i>[Signature]</i>
NOV 21 1979

SEAL OF THE CITY OF MISSISSAUGA
INCORPORATED 1974
CERTIFIED A TRUE COPY
L.M. [Signature] DEPUTY CITY CLERK
CITY OF MISSISSAUGA

[Signature]
MAYOR

[Signature]
CLERK

SCHEDULE 'A' TO BY-LAW NUMBER 857-77

Reasons for the designation of "Sylvan Oaks" at 7564 Tenth Line West.

The property known as "Sylvan Oaks" is recommended for designation on the architectural grounds that it is an excellent example of a Georgian house with its five-bay symmetrical facade, its massive end chimneys, its door with sidelights but no transom light, and its twelve-over-twelve sash, each four-panes across in width. The encircling Regency verandah with tent-shaped roof and stick treillage adds a note of elegance. The fact that this house has been in the possession of the same family, the Hustlers, for almost 140 years provides additional historical interest.

SCHEDULE 'B' TO BY-LAW NUMBER 857-79

DESCRIPTION: Part of Lot 14,
Concession 10, New Survey

ALL AND SINGULAR, that certain parcel or tract of land and premises situate, lying and being in the City of Mississauga, Regional Municipality of Peel, (formerly in the Township of Trafalgar, County of Halton), Province of Ontario and being composed of that part of Lot 14, Concession 10, New Survey, in the said City, designated as Part 1 on a reference plan deposited in the Land Registry Office for the Registry Division of Peel (No. 43) as 43R-7356.



John Wintle,
Ontario Land Surveyor.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

180-2015

**To designate the property at 2591 Bovaird Drive West (Robert Currie Farmhouse)
as being of cultural heritage value or interest.**

WHEREAS Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O. 18 (as amended) authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest;

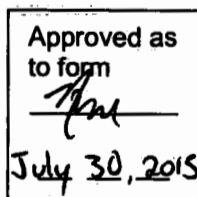
WHEREAS the Brampton Heritage Board supports the designation of the properties described herein;

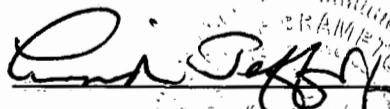
WHEREAS a Notice of Intention to Designate has been published and served in accordance with the Act, and there has been no Notice of Objection served on the Clerk;


NOW THEREFORE the Council of the Corporation of the City of Brampton HEREBY ENACTS as follows:

1. The property at **2591 Bovaird Drive West (Robert Currie Farmhouse)** more particularly described in Schedule "A", is hereby designated as being of cultural heritage value or interest pursuant to Part IV of the *Ontario Heritage Act*.
2. City Council shall cause a copy of this by-law to be registered against the property described in Schedule "A" to this by-law in the proper Land Registry Office.
3. The City Clerk shall cause a copy of this by-law to be served upon the owners of the property at **2591 Bovaird Drive West (Robert Currie Farmhouse)** and upon the Ontario Heritage Trust, and cause notice of this by-law to be published on the City's website in accordance with Council's Procedure By-law.
4. The short statement of the reason for the designation of the property, including a description of the heritage attributes are set out in Schedule "B" to this by-law.

READ A FIRST, SECOND AND THIRD TIME AND PASSED IN OPEN COUNCIL THIS 12TH DAY OF **August**, 2015.




LINDA JEFFREY - MAYOR


PETER FAY - CLERK

Approved as to content:



Heather MacDonald, Director, Planning Policy and Growth Management

SCHEDULE "A" TO BY-LAW 180-2015

LEGAL DESCRIPTION

**PART OF LOT 10, CONCESSION 6, WHS, CHINGUACOUSY AS IN RO847676 ;
BRAMPTON**

14091-0011 (LT)

SCHEDULE "B" TO BY-LAW 180-2015

SHORT STATEMENT OF THE REASON FOR THE DESIGNATION OF 2591 BOVAIRD DRIVE WEST (ROBERT CURRIE FARMHOUSE):

The property at 2591 Bovaird Drive West is worthy of designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value. The property meets the criteria for designation prescribed by the Province of Ontario under the three categories of design or physical value, historical value and contextual value.

Design/Physical Value:

The Robert Currie Farmhouse exhibits influence from the Gothic Revival style. Gothic Revival architecture grew out of 18th century Britain, where Romanticism and renewed interest in the Medieval past saw the resurgence of Gothic styles. Gothic Revival architecture arrived in Canada in early 19th century, and became one of the most popular styles throughout the late 19th and early 20th centuries. Characterized by picturesque, asymmetrical massing and plans, Gothic Revival residences typically featured steeply pitched roofs, front facing gables, decorative bargeboard and other delicate wooden ornaments, pointed arched windows, and decorative crowns over windows and doors.

The residence at 2591 Bovaird Drive West is a well-preserved example of evolving vernacular architecture from the late 19th century. It features an asymmetrical front facade, multiple gables, bay window, painted voussoirs, gabled lancet window, 2-over-2 sash windows, front door with square transom window and sidelights, portico with columns and brackets, gable fretwork, and two tall chimneys.

The house also has several rear additions. The 1½ storey tail exhibits the Ontario Gothic Cottage style, and may actually pre-date the main residence. The tail itself has a rear addition and a lean-to on either side.

Historical/Associative Value:

The cultural heritage value also lies in its association with the Currie (sometimes spelled 'Curry') family and McClure family, two prominent settler families in Brampton. James Currie was born in Donegal, Ireland and immigrated to Canada in 1816. He married Ann Morrow and settled on Lot 10, Concession 6, Chinguacousy Township, where he built a homestead and mill. Their children included James Currie and Samuel D. Currie. The east half of the lot was sold to Samuel Currie in December 1850. The 1861 Census

Return located Samuel Currie and his family on the property. Tremaine's 1859 map also notes Samuel Currie as the owner although no buildings are depicted on the property.

Samuel and Ann Currie sold 100 acres of the east half of Lot 10 to their son, Robert Currie in 1876. Pope's Atlas of 1877 depicts a building and orchard in the approximate location of the present brick farmhouse. James Currie et. al. received the east half of the lot under Robert Currie's will in 1882. He sold the property to Peter H. Laird in 1884. Laird sold the property to Andrew McClure in 1887. The 1891 and 1901 Census Returns indicate that Andrew and Ann McClure and family lived in the brick house on the property. They sold all 100 acres to Louis Hamilton Laird in 1904.

Members of the Currie family are associated with several heritage resources, in the Chinguacousy Township. James A. Currie was considered a respected community member as he served time as both a Magistrate for the County of Peel and as a Captain of the Norval Volunteer Company. He is associated with the property at 10315 Winston Churchill Blvd. Samuel Currie is associated with 10294 Heritage Road, while D. Currie is associated with 9715 Winston Churchill Blvd. The family burial ground is the Norval Cemetery.

The McClure family was also one of the most prominent and longstanding families in Chinguacousy Township. There are five other heritage resources in the area related to the McClures in various locations along Creditview Road, Heritage Road, Chinguacousy Road, and Mississauga Road. The first member of the McClure family to settle in Brampton was John McClure, who purchased a farm on Lot 11, Concession 4 in 1829.

Contextual Value:

The property also holds contextual value as it maintains, supports and defines the history of the Chinguacousy Township. The preserved farmhouse and agricultural landscape serve as physical links between the past and the present. Through its continued preservation within the community, it will continue to act as a reminder of early settlers that have shaped Brampton's history for over a century.

The farmhouse is also directly associated with Brampton's rich agricultural history. Chinguacousy Township was considered a first-class agricultural township since farms were usually in a high state of cultivation. In the late 19th century, the township experienced an economic boom. The shift from log to brick farmhouses represented the agricultural prosperity that prevailed in Brampton. As a masonry farmhouse constructed in the late 19th century, the Robert Currie Farm exemplifies an important phase in the growth of Brampton.

The Robert Currie Farm, which is a significant heritage property on the City of Brampton Inventory is a well-preserved example of a late nineteenth century southern Ontario farm. The red brick farm house and ancillary wood frame structures, including a large gabled barn, were once a typical farm layout in the region during that time. The barn is similar to a type built between 1850 and 1880. The farm landscape is representative of this period.

DESCRIPTION OF THE HERITAGE ATTRIBUTES OF THE PROPERTY:

The heritage attributes comprise all façades, architectural detailing, construction materials and associated building techniques, as well as significant landscape elements and important vistas. The detailed heritage attributes/character defining elements include, but are not limited to:

- Gothic Revival design influences
- Red masonry construction
- Side gable roof with two front gables
- Gable fretwork
- 2-over-2 sash windows
- Pointed arch window
- Bay window with eave brackets
- Portico with columns, decorative wood carvings, and eave brackets
- Front entrance with transom and sidelights
- Asymmetrical front facade
- Voussoirs
- Stone sills
- Agricultural landscape including mature vegetation, a barn, silo and outbuilding
- Associated with the Currie family
- Associated with the McClure family
- Associated with the rich agricultural and settlement history of the Chinguacousy Township



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 18 - 2019

To designate the property at 2472 Bovaird Drive West as being of cultural heritage value or interest.

WHEREAS Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O. 18, as amended, (the "Act") authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest, if the property meets the Act's prescribed criteria;

AND WHEREAS the Council of the Corporation of the City of Brampton has caused to be served upon the owners of the lands and premises at 2472 Bovaird Drive West, as more particularly described in Schedule "A" (the "Property"), and upon the Ontario Heritage Trust, notice of intention to designate the Property, and has caused such notice of intention to be published on the City's website in accordance with Council's Procedure By-law;

AND WHEREAS and there has been no notice of Objection served on the Clerk;

AND WHEREAS the reasons for designation are set out in Schedule "B";

NOW THEREFORE the Council of the Corporation of the City of Brampton HEREBY ENACTS as follows:

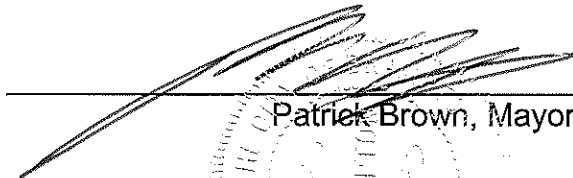
1. That the Schedules attached hereto form part of this by-law;
2. That the Property is hereby designated as being of cultural heritage value or interest pursuant to Part IV of the *Ontario Heritage Act*.
3. That the description of the Property, the statement of the Property's cultural heritage value or interest, and the description of the Property's heritage attributes, are set out in Schedule "B" to this by-law.
4. That the City Solicitor be authorized to cause a copy of this by-law to be registered against the Property in the Land Registry Office.

5. That the City Clerk be authorized to cause a copy of this by-law to be served upon the owners of the Property and upon the Ontario Heritage Trust, and to cause notice of this by-law to be published on the City's website in accordance with Council's Procedure By-law.


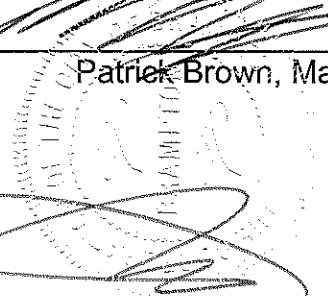
ENACTED and PASSED this 23rd day of January, 2019.

Approved as to
form.
2018/12/24
AWP

Approved as to
content.
2018/12/21
[BB]



Patrick Brown, Mayor



Peter Fay, City Clerk

SCHEDULE "A"

LEGAL DESCRIPTION

PART of LOT 11, CONCESSION 5 WHS CHINGUACOUSY AS IN RO527321;
BRAMPTON

14363-0027 (LT)

SCHEDULE "B"

SHORT STATEMENT OF THE REASON FOR THE DESIGNATION OF 2472 BOVAIRD DRIVE WEST:

The property at 2472 Bovaird Drive West is worthy of designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value. The property meets the criteria for designation prescribed by the Province of Ontario under the three categories of design/physical value, historical/associative value and contextual value.

Design/Physical Value:

The cultural heritage value of 2472 Bovaird Drive West is related to its design or physical value as a representative example of Queen Anne architecture. The Queen Anne style was popular during the late Victorian period, from approximately 1890 until the first two decades of the 20th century. The style is notable in its departure from the symmetry that characterized earlier buildings of the Victorian period. Queen Anne houses typically have an eclectic mix of design and materials. Their floor plans are extremely variable and they were often large enough to accommodate extended family and servants. The industrial era, with its economic boom, advances in technology and the growth of the railway system, lowered the cost of building materials and made houses affordable for the middle and lower classes. This spurred the construction of Queen Anne style houses, many of which were deliberately opulent to reflect the new status of their homeowners.

The dwelling at 2472 Bovaird Drive West contains many of the hallmarks of the Queen Anne style including elaborate brickwork, decorative terracotta panels, an irregular roofline, windows of varying shapes and sizes with rusticated sills, segmental arches and drip moulds, and a visible stone foundation. Other architectural features include two projecting gabled bays, paired decorative, pierced wood brackets with drop finials.

The entrance, located in the centre bay, is protected by a reconstructed porch. Ghost markings around the entranceway on the brick in older photographs of the house suggest an earlier front porch, although its original appearance is unknown. A half-moon window on the second storey of the centre bay is capped by red brick voussoirs with corbelled label stops. The house also has a number of Italianate features, including broad eaves and paired brackets, its brickwork, roof structure, and visible stone foundation are strongly indicative of the Queen Anne style.

The residence also displays a high degree of craftsmanship and artistic merit, evident in the design, material, and finishes of the building, particularly the detailed brickwork and woodwork which distinguishes the house. Decorative elements include the paired brackets, terracotta panels above the basement windows, voussoirs finished with an egg and dart design, brick banding at different levels of the house, and the dentilled cornices on the gables of the frontispieces. Many of the window openings are also delicately embellished. The paired windows on the first storey of the dual frontispieces are separated by a modillion in the form of a fluted pillar with a decorative cap and an ivy vine design in the window tympanum. Decorative brick banding separates the different levels of the houses.

Historical/Associative Value:

The property at 2472 Bovaird Drive West also has historical/associative value due to its connection with at least two prominent families in Norval: the Greenswords, an early settlement family, and the McMeekins. The property on which the house sits was originally associated with Alex C. Lawrence who then sold part of the property to the McNichol family. Archibald McNichol then sold the south western part of the land to Timothy Greensword in March 1839. He was located at Lot 11 Con 5 on the Tremaine Map.

Timothy Greensword was a farmer originally from England and his wife, Rhoda, was from Ireland. They had four sons and four daughters and at least two of their sons, Edward and Isaac, were born in Peel. Following Timothy's death in the mid-1870s, Isaac took over the land. Edward and his wife, Isabella Orr, granted a quit claim for the property to Isaac in June 1885, at which point in time there was a four room frame house on the site. According to the census records, by 1901 Isaac and his wife, Margaret, were living in a twelve room brick house on the property, likely the extant building, with their sons, Albert and Wellington. Edward and his wife moved to Norval Station.

The two brothers were well-known men in the area, staunch Conservative supporters, and members of the Methodist Church. Edward and Isaac were also involved with the Halton Rifles, now known as the Lorne Scots, during the mid-late 19th century. Edward Greensword in particular was involved in the fight against the Fenians. At the age of 23, as part of the Norval Infantry Company of the Halton Rifles, he travelled under the command of Joseph Kyle to the Niagara area in 1866 to defend the border against the Fenians. He attended a memorial event at the site in 1898 and received a Fenian Raid Medal for his service in 1900. His brother Isaac attended the militia camp in Niagara in 1873 and is listed on the Halton Rifles acquittance roll for that year.

In the spring of 1909, Isaac Greensword retired and moved to Brampton. He sold the family property to Archibald M.C. McMeekin for \$7300. McMeekin lived in the house with his wife, Annie, and their son, Lorne. He was a chartered member of the Jersey Cattle Club and a famed horse breeder who won numerous awards at fairs during the 1930s especially. One of his fillies, Lady Lee Axworthy, won the Grand Championship in 1931 at the Royal Winter Fair. Archibald McMeekin eventually sold the property in June 1956, not long before his death in 1961.

The Teramoto family, one of the first Japanese families in Peel, lived at the McMeekin farm for a time in 1945, according to Shirley Teramoto, who wrote a chapter on the family in the book *From "Wolf's Den" to Huttonville and the Pioneers Who Made it Possible.* In a 2012 issue of *Nikkei Images*, Shirley Teramoto stated that they lived in an old frame house without any amenities and could be a reference to the original dwelling of the Greensword family. One could presume that the Teramoto's resided in an earlier structure of the property's history that continued to be on the property even after the red brick farm house was complete.

Contextual Value:

The property has contextual value as it maintains and supports the current rural character of the area. The Greensword/McMeekin house is closely linked with other cultural heritage resources in the area including the Greensword orchard, McNichol Cemetery, and the Laird Estate.

DESCRIPTION OF THE HERITAGE ATTRIBUTES OF THE PROPERTY:

The heritage attributes comprise all façades, architectural detailing, construction materials and associated building techniques, as well as significant landscape elements and important vistas. The detailed heritage attributes/character defining elements include, but are not limited to:

- Queen Anne architecture
- 2 1/2 storey height
- Projecting gabled bays on front facade
- Irregular roofline
- Visible stone foundation
- Broad eaves
- Wood soffit
- Wood fascia
- Paired and pierced wooden brackets
- Red brick construction
- Decorative brickwork and brick designs, including banding and voussoirs
- Design and placement of decorative terracotta panels
- Location, shape, and size of original window openings
- Wood window surrounds
- Rusticated stone sills
- South facing orientation

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NUMBER 99-120

Being a By-law to repeal By-law Number 99-24 and being a By-law to designate certain properties known as (1) Smith-Schaefer-Potts House, Part of Lot A, Block 3, Plan Bol-7, (2) The Osage Orange Hedge, Part of the East Half Lot 23, Concession 5, East of Hurontario Street, formerly Township of Chinguacousy, (3) Shields/Gillander House, Part of Lot 7, Concession 8, formerly Township of Albion, being of architectural and/or historical value or interest.

WHEREAS Section 29 of the Ontario Heritage Act authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural and/or historical value or interest; and,

WHEREAS the Council of The Corporation of the Town of Caledon has caused to be served on the owners of the lands and premises known as – (1) Smith-Schaefer-Potts House, 31 Nancy St. Bolton, (2) Osage Orange Hedge, Part of Lot 23, Concession 5, East of Hurontario Street, formerly Township of Chinguacousy (3) Shields/Gillanders House, 65 Sneath Road, Bolton.

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the Municipality;

Therefore the Council of The Corporation of the Town of Caledon enacts as follows:

1. Smith-Schaefer-Potts House
There is designated as being of architectural and/or historical value or interest the real property known as:

31 Nancy Street, Bolton, Ontario
more particularly described in Schedule "A" hereto.

Reason for Designation

A significant historic house constructed for Margaret and George Smith and family. The house was preserved in its original condition by his daughter who subsequently occupied the home. Painstakingly restored by the present owner and her late husband, the fine craftsmanship of George Smith is evident throughout the house.

2. The Osage Orange Hedge
There is designated as being of historical value or interest the real property known as:

Part of the East Half of Lot 23, Concession 5, East of Hurontario Street,
formerly Township of Chinguacousy, more particularly described in
Schedule "B" hereto;

Reason for Designation

A North American species, rare in Caledon, this hedge was planted in the last century as a 'natural' fence. Well known in south western Ontario as a dense hedge capable of keeping farm animals in, or out of farm fields, the hedges also served as wind-breaks. This hedge is the last remaining Osage Orange hedge in Peel and is designated for its cultural heritage significance.

3. Shields-Gillanders House

There is designated as being of architectural and/or historical value or interest the real property known as:

65 Sneath Road, Bolton, Ontario
more particularly described in Schedule "C" hereto;

Reason for Designations

An elegant frame house constructed in the mid 19th Century in the Regency Cottage style, the building still retains much of its original decorative features. The home was built for the Shields family, who also had a business in Bolton. Members of the family were subsequently the first and major contributors to the construction of the original Toronto General Hospital. The existing Shields wing is named after them.

4. The Town Solicitor is hereby authorized to cause a copy of the By-law to be registered against the properties described in Schedules, "A", "B", " and "C", hereto in the proper Land Registry Office.
5. The Clerk is hereby authorized to cause a copy of this By-law to be served on the owners of the aforesaid properties described in Schedules "A", "B", and "C", hereto and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in the same newspaper having general circulation in the municipality for one week.

Read a first, second and third time and finally passed this 27th day of September 1999.

Carol Seglins, Mayor

Marjory Morden, Clerk

SCHEDULE "A"

FIRSTLY:

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Town of Caledon in the Regional Municipality of Peel (formerly in the Village of Bolton in the County of Peel), and being composed of part of Lot A, Block 3, Plan BOL-7, and being more particularly described as follows:

COMMENCING at a point marked by an iron bar in the westerly limit of the said Lot A which point is distant 65.2 feet measured southeasterly from the northwesterly angle of the said Lot A and which point is also in the easterly limit of Nancy Street;

THENCE North 31 degrees 00 minutes 30 seconds east 100 feet to a point;

THENCE North 28 degrees 27 minutes 40 seconds east 12.76 feet to a point marked by an iron bar planted;

THENCE North 65 degrees 9 minutes 30 seconds east 23.24 feet along the line of a fence to a point marked by an iron bar planted;

THENCE North 34 degrees 21 minutes 30 seconds east 53.84 feet along the line of a fence to its intersection with a fence running southeasterly;

THENCE South 46 degrees 39 minutes east 71.70 feet along the line of a fence to a point marked by an iron tube planted in the line of a fence running in a southwesterly direction;

THENCE southwesterly along the line of a fence 171.7 feet more or less to an iron pipe planted in the westerly limit of the said Lot A which point is distant 161.12 feet distant measured northerly from the most southerly angle of the said Lot A;

THENCE northwesterly along the westerly limit of the said Lot A 110.28 feet more or less to the point of commencement.

SECONDLY: a lane described as:

COMMENCING at a point in the northerly limit of the parcel firstly described which point is more particularly described as follows:

BEGINNING at a point in the westerly limit of the said Lot A, distant 65.2 feet measured southeasterly from the northwesterly angle of the said Lot A;

THENCE North 31 degrees 00 minutes 30 seconds East 100 feet to the point of commencement;

THENCE North 59 degrees 30 minutes 00 seconds West 50.35 feet to a point marked by an iron bar;

THENCE North 30 degrees 3 minutes 20 seconds East 12.75 feet to a point marked by an iron bar;

THENCE South 59 degrees 30 minutes 00 seconds East 50 feet to a point marked by an iron bar;

THENCE South 28 degrees 27 minutes 40 seconds West 12.75 feet more or less to the point of commencement.

SCHEDULE "B"

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the Town of Caledon in the Regional Municipality of Peel (formerly in the Township of Chinguacousy in the County of Peel) and being composed of part of the East Half of Lot Twenty-Three (23), Concession Five (5) East of Hurontario Street, and being more particularly described as follows:

PREMISING that the southwesterly limit of the Road Allowance between Concessions 5 and 6 East of Hurontario Street (known as Torbram Road), as shown on Reference Plan 43R-17588, has a bearing of North 44 degrees 45 minutes 40 seconds West, and relating all bearings herein thereto;

COMMENCING at a standard iron bar marking the most northerly angle of the East Half of Lot 23, Concession 5 East of Hurontario Street;

THENCE South 44 degrees 45 minutes 40 seconds East along the southwesterly limit of Torbram Road 1028.43 feet to an iron bar;

THENCE South 45 degrees 14 minutes 20 seconds West 10.00 feet to a point;

THENCE North 44 degrees 45 minutes 40 seconds West 1027.28 feet more or less to the northwesterly limit of the East Half of Lot 23, Concession 5 East of Hurontario Street;

THENCE North 38 degrees 41 minutes 30 seconds East along the northwesterly limit of the East Half of Lot 23, Concession 5 East of Hurontario Street 10.07 feet to a standard iron bar, being the said point of commencement.

SCHEDULE "C"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Town of Caledon in the Regional Municipality of Peel (formerly in the Township of Albion in the County of Peel) and being composed of part of Lot 7, Concession 8, and being designated as Part 1 on Reference Plan 43R-13819, save and except Part 2 on Reference Plan 43R-17298, and as Part 1 on Reference Plan 43R-17298.



An agency of the Government of Ontario



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Date: March 22, ²⁰¹⁰2009
To: Sean Fraser, Manager, Conservation Services
From: Antonietta Minichillo, Heritage Coordinator
Planning Design and Development
Subject: **Brampton Designations**

Please note that the following properties have been designated as being of Cultural Heritage value or interest under Part IV of the *Ontario Heritage Act*.

- 77 Main Street South
- 234 Main Street North
- Shiloh Cemetery
- Page Cemetery
- St. John's Edmonton / Snelgrove Cemetery

Thank you,



Antonietta Minichillo, B.A. (Hons), M.E.S., OPPI
Heritage Coordinator
City of Brampton
Urban Design and Public Buildings Section
2 Wellington Street West, HERITAGE - 3RD FLOOR
Brampton, ON L6Y 4R2
Tel: 905-874-3744
antonietta.minichillo@brampton.ca



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 71-2010

To designate the property on Highway 50 south of Mayfield Road (Shiloh Cemetery) as being of cultural heritage value or interest.

WHEREAS Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O. 18 (as amended) authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest;

WHEREAS the Brampton Heritage Board supports the designation of the properties described herein;


WHEREAS a Notice of Intention to Designate has been published and served in accordance with the Act, and there has been no Notice of Objection served on the Clerk;

NOW THEREFORE the Council of the Corporation of the City of Brampton HEREBY ENACTS as follows:

1. The property on Highway 50 south of Mayfield Road (Shiloh Cemetery) more particularly described in Schedule "A" is hereby designated as being of cultural heritage value or interest pursuant to Part IV of the *Ontario Heritage Act*.
2. The City Clerk shall cause a copy of this by-law to be registered against the property described in Schedule "A" to this by-law in the proper Land Registry Office.
3. The City Clerk shall cause a copy of this by-law to be served upon the owners of the property on Highway 50 south of Mayfield Road (Shiloh Cemetery) and upon the Ontario Heritage Trust and to cause notice of this by-law to be published to the City's website in accordance with Council's Procedure By-law.
4. The City Clerk shall serve and provide notice of this by-law in accordance with the Act.
5. The short statement of the reason for the designation of the property, including a description of the heritage attributes are set out in Schedule "B" to this by-law.
6. The affidavit of Peter Fay attached, as Schedule "C" hereto shall form part of this by-law.

READ A FIRST, SECOND AND THIRD TIME AND PASSED IN OPEN COUNCIL THIS 10th DAY OF March, 2010.

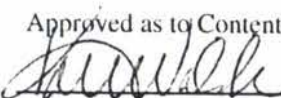
Approved as to form
<u>gfb</u>
<u>Jan 29 10</u>



 SUSAN FENNELL - MAYOR



 PETER FAY - CLERK

Approved as to Content:


 Karl Walsh, Director, Community Design, Parks Planning and Development

SCHEDULE "A" TO BY-LAW *71-2010*

LEGAL DESCRIPTION

Pt. Lot 17, Con. 12 ND Toronto Gore as in TG3037 Except Expropriation Plan TG5564;
Brampton

142130105 (LT)

SHORT STATEMENT OF THE REASON FOR THE DESIGNATION OF SHILOH CEMETERY ON HIGHWAY 50:

The property at Highway 50 south of Mayfield Road (Shiloh Cemetery) is worthy of designation under Part IV of the Ontario Heritage Act for its cultural heritage value. The property meets the criteria for designation prescribed by the Province of Ontario under the three categories of design or physical value, historical value and contextual value.

The subject property is the site of a rural Euro-Canadian cemetery. A Primitive Methodist Church was built on this location in about 1840 to serve the hamlet of Tormore. The first recorded burial was 1848 and the last was in 1905. Several early settlers are buried in this still rural and remote cemetery including members of the Woodill, Jolley and Ezard families.

The cultural heritage value of the Shiloh Cemetery is related to its design or physical value as a representative example of a rural historic Euro-Canadian cemetery. The many early tombstones and grave markers reflect a high degree of craftsmanship as exhibited by ornately carved motifs and symbols.

The earliest burial that is noted on a tombstone is that of Mary, the five-year-old eldest daughter of Robert and Jane Hart. She died on July 23, 1848. The last burial was that of Lester Shuttleworth in 1905. It is estimated that about a hundred bodies are buried in the cemetery. The property, and the burials it contains, also holds significant spiritual importance as the 'final resting place' of several 19th century citizens of Brampton, including some of its earliest Euro-Canadian settlers.

The property also has historical or associative value as it reflects the history of Tormore. The community of which this church and cemetery were a part was referred to as Tormore. Previously, however, the village had been known as Hartville or Hart's Corners. The village was only referred to Tormore after a post office, called Tormore, was established in William Graham's general store in 1851. Robert Hart purchased the lot from the Hall family and it is his name that appears on the Tremaine map. In the 1860s the Gaffney family of Blacksmiths set up their business and became so notable that the village was often referred to as Gaffney's Corners. However, the post office, established in 1851 in Graham's General Store, was called Tormore. In its time, from about 1855 to the 1880s, Tormore had a hotel, a general store, a blacksmith shop, a wagon maker's shop, a plough makers shop and a veterinarian. All that remains of this once bustling village is the cemetery.

This cemetery is also illustrative of broad patterns of social history because the engravings on the grave markers act as a testament to the experiences of early settlers and their faith.

The cultural heritage value of the property is also connected to its contextual value as it helps identify the location of the former village of Tormore. This important and well-preserved cemetery is the only remaining tangible vestige of the former hamlet. The landscaping elements of the cemetery are also significant with some mature shade trees and a thick hedgerow of mature conifers on the south edge of the property. The

cemetery also retains its rural character with grass swales and no concrete curbs or gutters.

DESCRIPTION OF THE HERITAGE ATTRIBUTES OF THE PROPERTY:

Unless otherwise indicated, the reason for designation apply generally to all structures, monuments, gravestones, fencing, trees, shrubs, hedgerows, other vegetation and the grounds and vistas generally.

To ensure that the cultural heritage value of this property is conserved, certain heritage attributes that contribute to its value have been identified specifically and they include:

- Representative example of a rural historic Euro-Canadian Cemetery;
- All tombstones and grave markers
- Spiritual value as the burial site of an indeterminate number of 19th century Euro-Canadians and other persons;
- Associative value reflecting the history of the former community of Tormore
- All landscaping elements including trees, shrubs and grass swales;
- Rural character and setting of the cemetery;
- Archaeological potential including all burials and the site of the former Shiloh United Church

The cemetery fronts highway 50 and is rectangular in shape. It is exactly half of an acre and is 135 feet by 150 feet. There is a wooden sign on two posts that reads "Shiloh Methodist Cemetery, 1851." The cemetery also contains a granite cairn that outlines the family names of those interred at the cemetery, a brief history, and the original date stone from the church. The property is fenced and has two stone posts at the front.

SCHEDULE "C" TO BY-LAW 71-2010

AFFIDAVIT OF PETER FAY

I, **PETER FAY**, of the City of Mississauga in the Region of Peel, **MAKE OATH AND SAY:**

1. I am the Clerk for the Corporation of the City of Brampton and as such I have knowledge of the facts herein contained.
2. The public notice of intention to designate Shiloh Cemetery at Highway 50 south of Mayfield Road was served on the owner of the property and was advertised, in the form attached as Exhibit A to this my affidavit, on the City's website in accordance with Council's Procedure By-law.
3. The by-law to designate the Shiloh Cemetery at Highway 50 south of Mayfield Road came before City Council at a Council meeting on *March 10,* 2010 and was approved.
4. A copy of the by-law, including a short statement of the reason for the designation has been served upon the owner of the property and the Ontario Heritage Trust and notice of such by-law was published on the City of Brampton website on _____ 2010.

SWORN before me at the City)
of Brampton, in the Region)
of Peel, this)
day of _____,)

A Commissioner for Taking Affidavits, etc.



An agency of the Government of Ontario



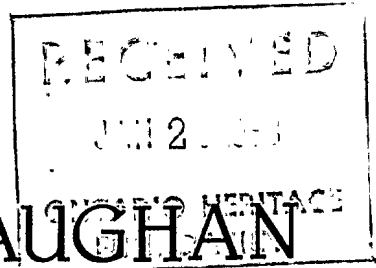
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Lois



THE TOWN OF VAUGHAN BY-LAW

NUMBER 42-88

A By-law to designate the John McDonough House located on the property known municipally as 11300 Huntington Road, Nashville, in the Town of Vaughan, Regional Municipality of York as being of architectural value or interest.

WHEREAS Section 29 of the Ontario Heritage Act, R.S.O. 1980, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural and/or historic value or interest; and,

WHEREAS the Council of the Corporation of the Town of Vaughan has caused to be served on the owners of the lands and premises known as the John McDonough House, 11300 Huntington Road, Nashville, being Part of Lot 29, Concession 10, in the Town of Vaughan, in the Regional Municipality of York, more particularly described in Schedule "A" attached hereto; and upon the Ontario Heritage Foundation, notice of intention to designate the aforesaid real property and has caused such notice of intention to be published in a newspaper having general circulation in the municipality once for each of three consecutive weeks; and,

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the Municipality:

NOW THEREFORE the Council of the Corporation of the Town of Vaughan ENACTS AS FOLLOWS:

1. There is designated as being of architectural value or interest the building known as the John McDonough House, situated at 11300 Huntington Road, Nashville, being Part of Lot 29, Concession 10, in the Town of

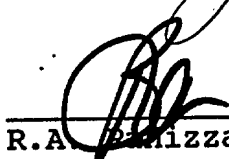
Vaughan, in the Regional Municipality of York, more particularly described in Schedule "A" attached hereto.

2. The reasons for designation are set out in Schedule "B" attached hereto.
3. The Town Solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule "A", attached hereto, in the proper land registry office.
4. The Town Clerk is hereby authorized to cause a copy of this By-law to be served on the Owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this by-law to be published in the same newspaper in which notice of intention to so designate was published once of each of three consecutive weeks.

READ a FIRST and SECOND time this 18th day January, 1988.




L.D. Jackson, Mayor



R.A. Pizzizza, Town Clerk

READ a THIRD time and finally passed this 18th day of January, 1988.



L.D. Jackson, Mayor



R.A. Pizzizza, Town Clerk

SCHEDULE "A" TO BY-LAW 42-88

DESCRIPTION OF LANDS

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Town of Vaughan, Regional Municipality of York (formerly Township of Vaughan, County of York) and Province of Ontario, and being composed of that part of the East half of Lot 29 in the Tenth Concession of the said Town of Vaughan more particularly described as follows:

COMMENCING at the northeast angle of said Lot;

THENCE Southerly along the easterly limit of said Lot seven hundred and twenty-three feet, six inches (723'6") to a point where a stake has been planted in the easterly limit of said Lot;

THENCE Westerly parallel to the northerly limit of the said Lot three hundred and sixty-six feet (366') more or less to a point where a stake has been planted distant ten feet (10') west of the westerly face of the westerly wall of the henhouse standing in May, 1944, upon the northeasterly part of the said Lot;

THENCE Northerly parallel to the westerly limit of said Lot seven hundred and twenty-three feet, six inches (723'6") to the north limit of said Lot;

THENCE Easterly along the northerly limit of said Lot to the place of beginning;

AS IN Instrument Number 428381.

SCHEDULE "B" TO BY-LAW 42-88

THE JOHN MCDONOUGH HOUSE

11300 Huntington Road
Part of Lot 29, Concession 10
Nashville

Kathryn Anderson
October 1987

THE JOHN MCDONOUGH HOUSE

PROPERTY: The John McDonough House

ADDRESS: 11300 Huntington Road
Part of Lot 29, Concession 10
Nashville
Town of Vaughan

ORIGINAL OWNER: John McDonough

CONSTRUCTION DATE: c.1872

REASON FOR DESIGNATION:

The McDonough House is recommended for designation for architectural reasons. The residence is an excellent example of an ell-shaped farmhouse decorated in the Gothic Revival style. The house displays polychromatic brickwork (quoins, voussoirs, and string courses) wooden ornament (bargeboard and treillage), and two bay windows with decorative brick panels. Additions to the structure have been made with care, using similar materials and ornamentation. The house was constructed after 1872 for John McDonough, farmer.

JOHN MCDONOUGH HOUSE
11300 HUNTINGTON ROAD
NASHVILLE
LOT 29, CONCESSION 10

HISTORICAL BACKGROUND

Lot 29 in Concession 10 of Vaughan was granted to Walter Roe by the Crown in 1800. In 1844 his son, William Roe, variously a fur trader, merchant, postmaster (in Newmarket), and politician who owned land throughout York County, sold the 200 acre site to Thomas Smyth (1811-1867), an English-born farmer.

There is no indication of when Smyth first occupied the site. The Census for 1851 records a Thomas Smyth family of a similar description residing in King Township. The matter is confused by the presence of another Thomas Smith (sic), an Irish Catholic who resided first on Lot 16 in Concession 9, and later on Lot 28, Concession 11, only a short distance from the Smyth traced herein.

The Census for 1861 reports that Thomas Smyth resided in a two-storey log house in Vaughan with his wife, Catherine (b.1821 in Scotland) and seven of his children. The household included: Ann (b.1845), John (1846), Patrick (1848), Thomas Jr. (1850), Andrew (1852), Catherine (1854), and Mary (1858).

In 1858, Thomas Smyth transferred the west half of Lot 29 to his son, William, and the southwest 50 acres of the same to another son, Patrick. Tremaine's Map of the County of York, published in 1860, duly records the fact that the west quarters of the farm were owned by the Smyth brothers. Apparently this arrangement was unsuccessful; in 1860, Patrick Smyth relinquished his allotment to William, and seven years later, the former was virtually ignored in their father's will. While Thomas Smyth had retained the east half of the lot, at the time of his death he resided on Lot 26, Concession 4 in the northern division of Etobicoke Township.

In 1872, the executors of Thomas Smyth sold 100 acres in the east half of Lot 29 to John McDonough (b.1839), an Irish Catholic, for \$3600. The fine brick residence was probably built under his direction. The first available tax assessment roll, recorded in 1897, indicates that John McDonough, his wife and seven children resided on-site. His eldest sons James (1873), and Thomas (1876) were employed on the 98 acre farm, which was valued at \$4,000. By 1899, James McDonough was the tenant on an 100 acre farm near Kleinburg. Thomas McDonough inherited the Smyth property from his father, retaining the site until 1944.

ARCHITECTURAL DESCRIPTION

The John McDonough House faces east onto, but is slightly recessed from, Huntington Road by a screen of trees. The substantial ell-shaped farmhouse is a striking example of Gothic Revival styling, embellished with patterned brickwork (structural polychromy) and decorative bargeboard.

The picturesque architecture favoured in the late 19th century included revivals of period styles, reflecting the romanticism of the mid-Victorian era. Pattern book designs incorporated the irregular rooflines and ornate bargeboard of the Gothic Revival as well as decorative brickwork and round-headed windows borrowed from Italianate design. House plans varied depending upon the creativity of the builder and the interest and cooperation of his client.

The McDonough House adapts a 1 1/2 storey T-shaped plan with the addition of a projecting ell-wing, single-storey infills, and brick-clad tail. All exterior walls are clad in red brick, with details -- triangular quoins, string courses in diaper patterns, belt course and voussoirs over all windows -- applied in contrasting yellow brick.

The sprawling structure embodies the asymmetry of the period with a projecting wing attached to the right end of the main body. Gable roofs cover both sections, steeply-pitched on the wing and moderately-pitched on the body. The principal entrance, characteristically placed near the intersection of the ell, and the adjacent segmental window are sheltered by a single-storey verandah with bell-cast roof and chamfered posts linked by treillage. Directly above, the ridge of the gable roof is broken by two gables with bargeboard trim, allowing the inclusion of two round-headed windows.

To the right of the entry, the facade of the ell wing is dominated by a semi-elliptical bay window in the lower storey. Overhead, a single segmental window appears visually to rest on the hip roof of the bay. The extended eaves of the gable roof are delineated by machine-made bargeboard (terminating in quatrefoils) with pendants. The roofline of the bay window is softened with similarly-patterned bargeboard. To balance this treatment, projecting panels of decorative brickwork are set under the sills of the bay window.

The treatment of the wallspace described above is duplicated on the south elevation of the ell-wing; here, the wider body accommodates two windows in the upper floor and a bay window identical to that on the ell below. The north wall of the ell-wing which includes bargeboard trim in the gable, contains two segmental windows in each storey.

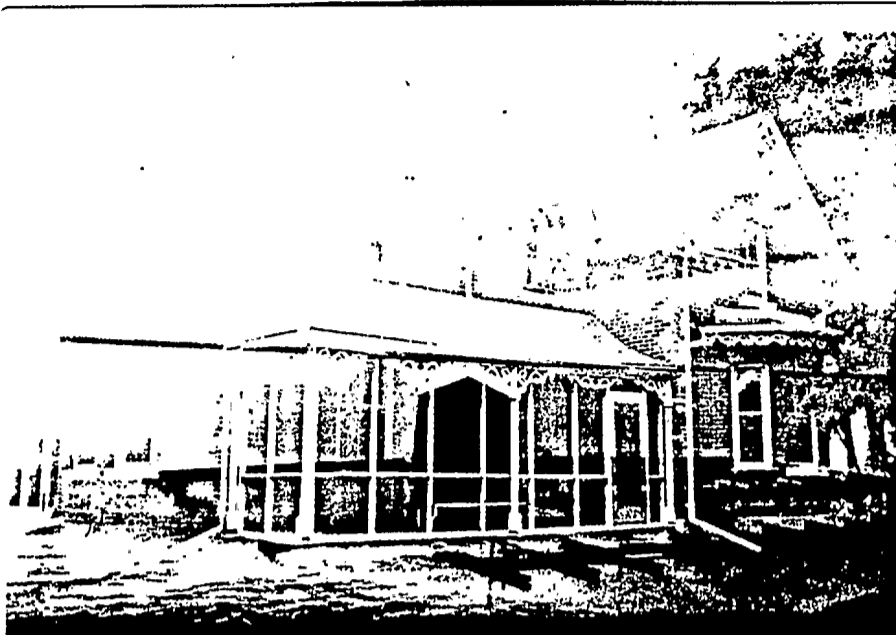
The rear wing, running at a right angle behind the main body of the house, follows the pattern of the ell-shaped body. Cross-gables, facing north and south, and offset midway along the ridge (with bargeboard intact), each contain a narrow round-headed window (as found on the facade). On the south elevation, a doorway and adjacent openings are protected by a single-storey verandah, half of which is enclosed and the remainder bricked in, all covered by one roof. Although the portion was not originally bricked-in, the brickwork and architectural detailing match the rest of the structure, suggesting that the bricks were made locally, if not on-site. On the north elevation, the ell created by the main body and the wing is partially filled by a one-storey brick block with salt box roof. It is adjoined by an exterior chimney, its stack extending above the roofline.

A 1 1/2-storey brick-clad tail with central chimney is attached to the rear wing at right angles so that it runs parallel to the main body. The simplified rectangular plan and the placement of structural openings according to function confirms its status as an appendage. The attention to detail, including the use of patterned brick, is indicative of the care that accompanied the planning of this addition. In some respects it recalls the doddy house (from the German "grosdoddy", or grandfather) introduced by Mennonites as a separate, yet attached, dwelling for extended family members. In this instance, historical documentation confirms that during the years following its construction, John McDonough shared the house with up to ten members of his family, a situation that might have required extra space.

The John McDonough House is an attractive and well-preserved example of a Gothic Revival farmhouse. At present, a small portion of bargeboard is missing from one of the gables on the principal facade, and the verandah beneath it is being rehabilitated. The residence is unusual in that so many of its original features remain intact, and so few of its structural openings have been altered.

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JOHN MCDONOUGH HOUSE



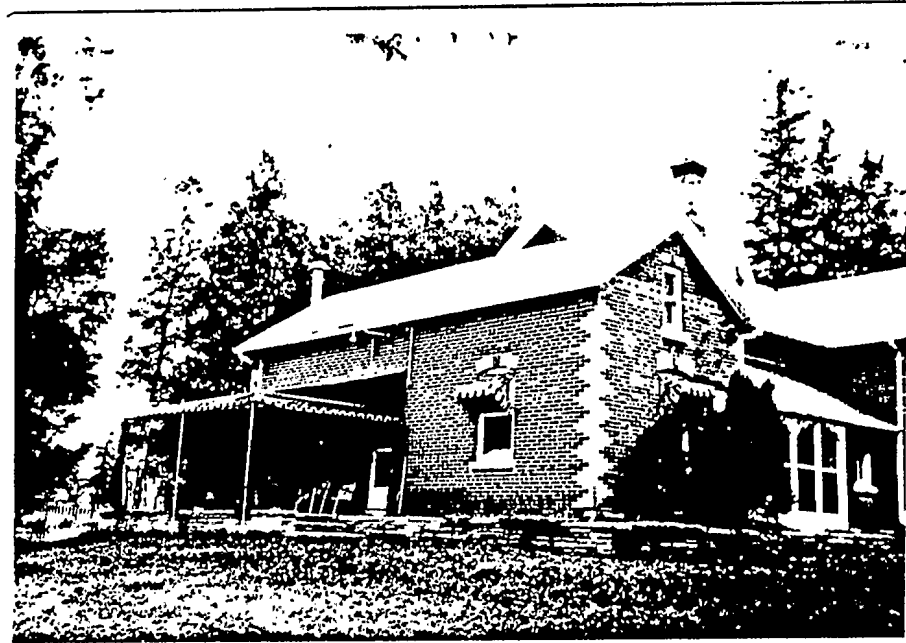
TOP: MAIN (EAST) FACADE
BOTTOM: SOUTH ELEVATION

JOHN MCDONOUGH HOUSE



TOP: NORTH ELEVATION AND EXTENSIONS
BOTTOM: SOUTH ELEVATION

JOHN MCDONOUGH HOUSE



TOP AND BOTTOM: REAR (WEST) ELEVATION

