

Appendix F – Heritage Impact Assessment Report



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

HERITAGE IMPACT ASSESSMENT

3269-3271 DUNDAS STREET WEST

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

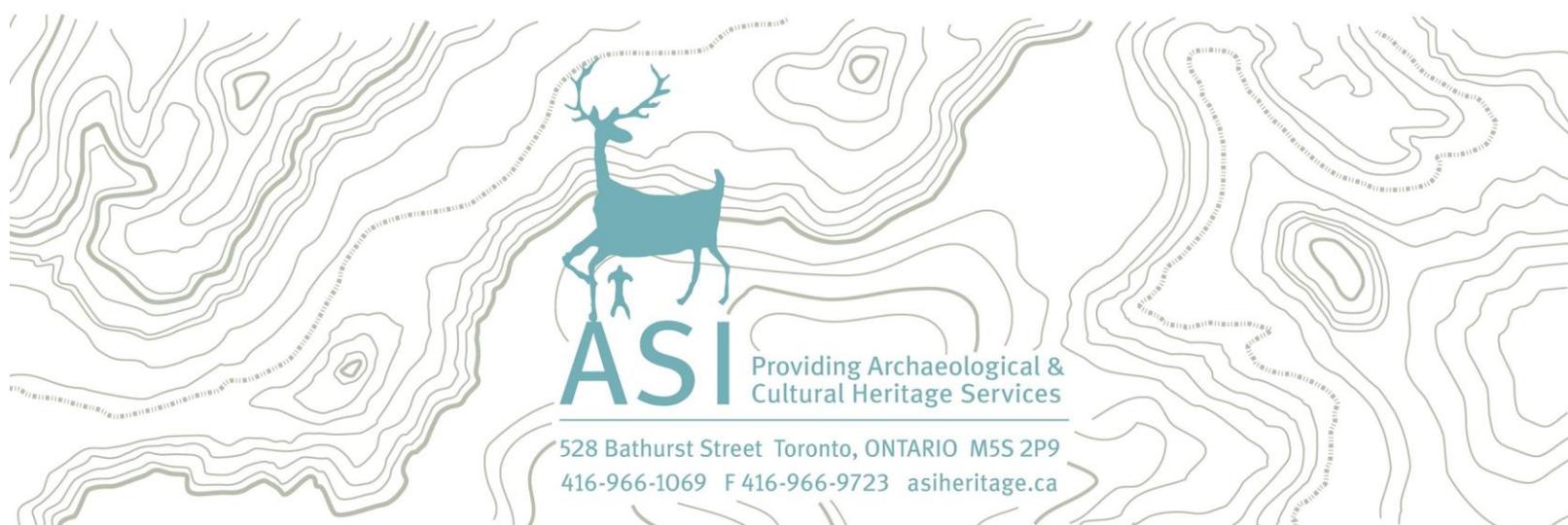
**TOWN OF OAKVILLE
REGION OF HALTON, ONTARIO**

FINAL REPORT

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June 2020 (Revised July 2020)



HERITAGE IMPACT ASSESSMENT

3269-3271 DUNDAS STREET WEST

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

TOWN OF OAKVILLE, REGION OF HALTON, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation (MTO) to prepare a Heritage Impact Assessment (HIA) for the property at 3269-3271 Dundas Street West in the Town of Oakville, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 3269-3271 Dundas Street West consists of a one-and-a-half storey nineteenth-century farmhouse, a twentieth-century dwelling, a barn complex, a summer house, pool, and frame shed/garage surrounded by agricultural lands. This property is privately owned and is listed on the Town of Oakville's Register of Properties of Cultural Heritage Value or Interest (NOT Designated) (Town of Oakville 2020). It was identified as a potential cultural heritage resource (CHR #30) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level. As such, the CHER determined that the property should be considered a Provincial Heritage Property (PHP) but not a Provincial Heritage Property of Provincial Significance (PHPPS) (ASI 2020b).

The analysis for this HIA was conducted by Michael Wilcox under the senior project direction of Lindsay Graves, both of ASI. This HIA follows the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

The analysis found in this report determined that the proposed Highway 407 Transitway alignment is anticipated to result in the permanent and irreversible loss of portions of heritage attributes on part of the provincial heritage property through the acquisition and redevelopment of a small section of the agricultural fields in the northern portion of the subject property. These land acquisitions are anticipated to be minor in scale, adjacent to the lands previously impacted with the construction of Highway 407, and



located far from the residences and structures to the south. As such, the proposed development will have a minor direct adverse impact on the cultural heritage value or interest of the property. As the subject property at 3269-3271 Dundas Street West was determined to retain cultural heritage value and is anticipated to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should relocation of the proposed runningway alignment be determined to be infeasible, consideration should be given to reducing the width of the area of direct impact in order to reduce impacts on the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits are infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the identified heritage attributes of the subject property, including the crop fields, stand of mature trees, and the tributaries of the Fourteen Mile Creek watershed. Staging and construction activities should be suitably planned and executed to mitigate or prevent any potential destruction to the crop fields, stand of mature trees, and flow of the watercourses. Temporary fencing should be installed during construction to ensure that the operations of this active farm can safely continue.
 - a. Where construction activities must necessarily involve the destruction of the identified heritage attributes, suitable mitigation strategies include post-construction landscaping and rehabilitation. Consideration should be given to planting new trees on the south side of the Transitway following runningway construction. Further consideration should be given to excavation and grading as required to ensure the tributaries of the Fourteen Mile Creek watershed are protected and remain flowing. Mitigation efforts in this respect might include an extension of the culvert pipes currently traversing below Highway 407 or the addition of new pipes below the proposed transitway.
 - b. Consultation and coordination with the owner(s)/operator(s) of the farm should be carried out to ensure suitable mitigation measures are employed during detailed design and construction.
3. This report should be submitted to heritage staff at the Town of Oakville, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



PROJECT PERSONNEL

| | |
|--------------------------------|--|
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| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
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| <i>Field Review:</i> | Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Report Production:</i> | Michael Wilcox John Sleath |
| <i>Graphics Production:</i> | Eric Bongelli, MES Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves John Sleath |

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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of MTO to prepare a Heritage Impact Assessment (HIA) for the property at 3269-3271 Dundas Street West in the Town of Oakville, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 3269-3271 Dundas Street West in the Town of Oakville consists of a one-and-a-half storey nineteenth-century farmhouse, a twentieth-century dwelling, a barn complex, a summer house, pool, and frame shed/garage surrounded by agricultural lands. The property is privately owned and was identified as a potential cultural heritage resource (CHR #30) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. The CHER recommended that the property should be considered a Provincial Heritage Property (PHP) (ASI 2020b). As the subject property was anticipated to be impacted by the proposed 407 Transitway, a HIA was recommended to determine the impacts to the property and propose mitigations. This HIA fulfills this recommendation and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject property in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industry's (MHSTCI) *Ontario Heritage Toolkit* (2006), the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The analysis for this HIA was conducted by Michael Wilcox under the senior project direction of Lindsay Graves, both of ASI. Research was completed to investigate, document, and evaluate impacts and mitigations for the cultural heritage resources.

This document will provide:

- a description of the subject property, including photographic documentation;
- a description of the subject property's cultural heritage value;
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking; and,
- a description of potential mitigation measures and recommendations.

1.1. Location and Study Area Description

The subject property at 3269-3271 Dundas Street West in the Town of Oakville is located on the north side of Dundas Street West, south of Highway 407. The property consists of a one-and-a-half storey nineteenth-century farmhouse, a twentieth-century dwelling, a barn complex, a summer house, pool, frame shed/garage, as well as a creek, pond and mature trees. The broader surrounding area is largely rolling agricultural fields. The subject property lies to the west of the former village of Palermo.



Historically, the property is located on parts of Lots 33 and 34, Concession 1 North of Dundas Street (NDS) in the former Trafalgar Township, Halton County.

1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), Environmental Assessment Act (1990), and the Provincial Policy Statement (2020).

1.3. Adjacent Heritage Properties

The 180 acre property at 3269-3271 Dundas Street West surrounds to the east, west, and north – and as such is adjacent to – the approximately 2 acre property at 3367 Dundas Street West, which is listed on the Town of Oakville’s Register of Heritage Properties of Cultural Heritage Value or Interest (NOT Designated). The listing description notes that this property, called the McMichael Farm, “has potential cultural heritage value for its historic farmstead, including the house and outbuildings, historically associated with the agricultural development of Trafalgar Township” (Town of Oakville 2020).



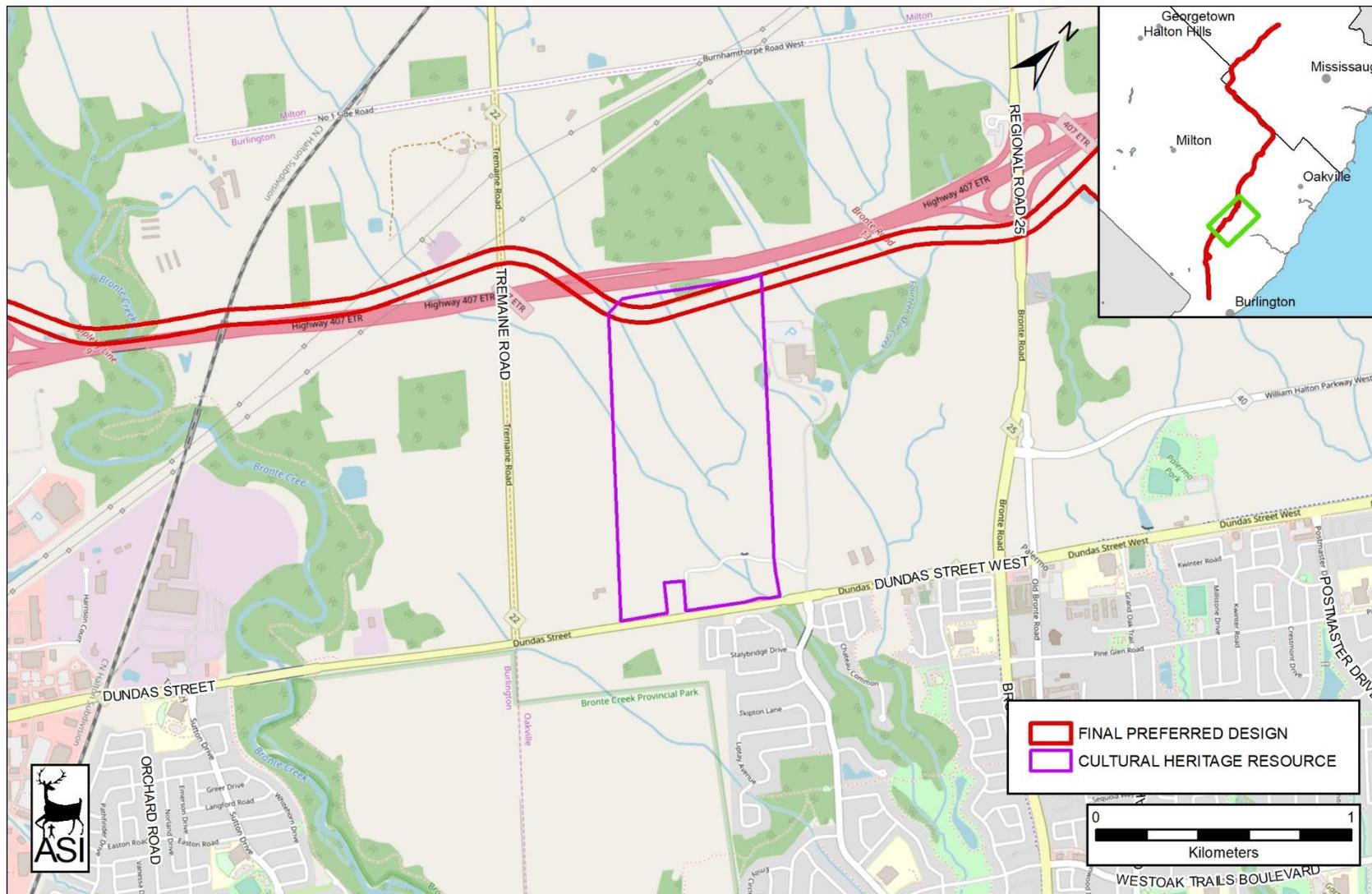


Figure 1: Location of the subject property at 3269-3271 Dundas Street West and proposed design of 407 Transitway (©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

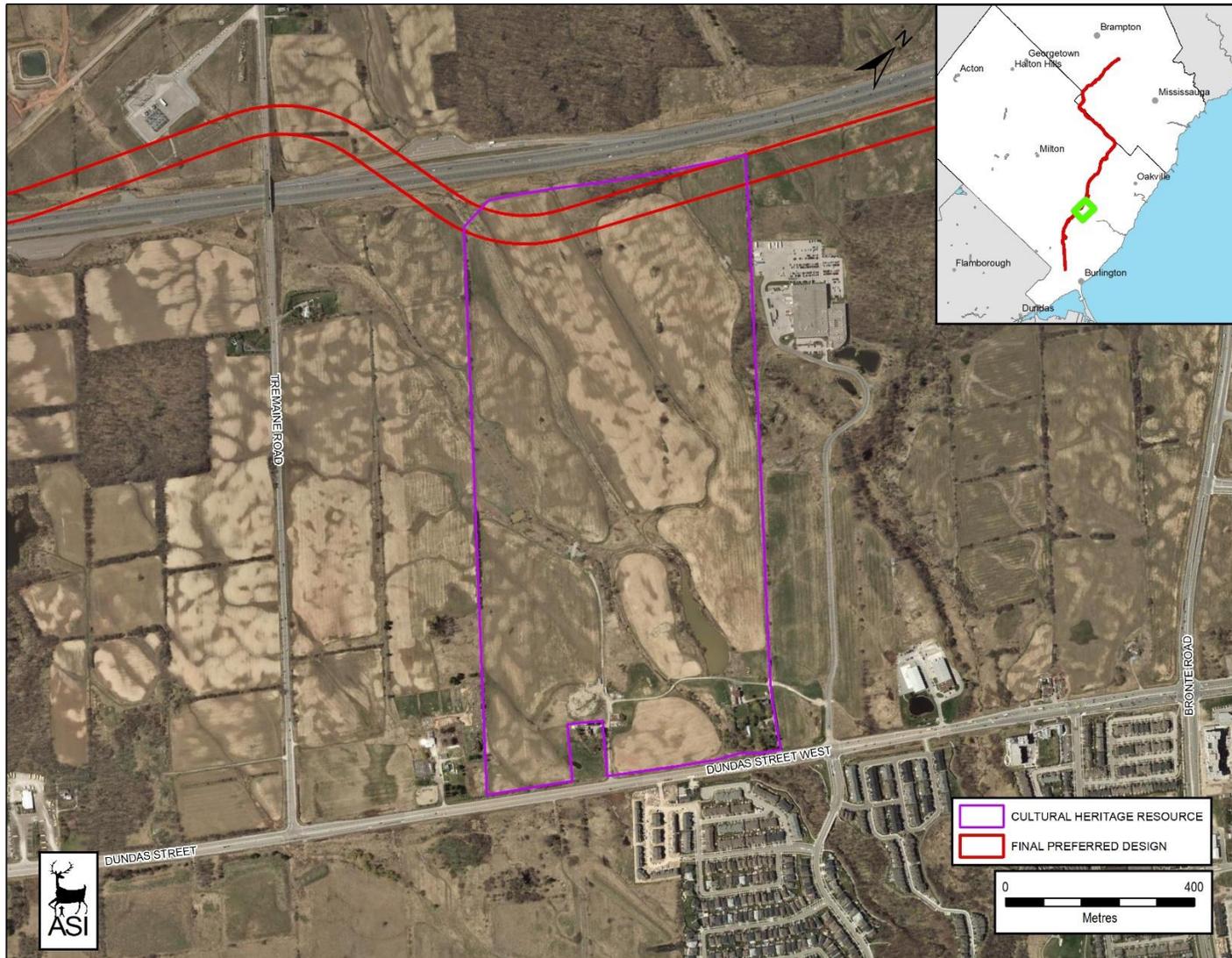


Figure 2: Aerial photo of the subject property at 3269-3271 Dundas Street West and proposed design of 407 Transitway (Google Earth Imagery)

2.0 STATEMENT OF CULTURAL HERITAGE VALUE

The following Draft Statement of Cultural Heritage Value was prepared by ASI in 2020 during the CHER for the subject property (ASI 2020b). For more information on the land use history of this property, including details on the families who owned and lived on the property, as well as historic mapping, please see the associated CHER.

2.1 Description of Property

The 180 acre property at 3269-3271 Dundas Street West in the Town of Oakville is located on gently undulating topography on the north side of Dundas Street West and south of Highway 407. The property consists of a farmstead that contains a one-and-a-half storey nineteenth-century farmhouse (constructed c. 1824), a mid-twentieth-century dwelling, a nineteenth-century barn complex, and twentieth century ancillary features like a summer house, pool and frame shed/garage. Landscape features on the property include a creek, an artificial pond likely used for crop irrigation formed by damming a creek in the 20th century, mature trees and crop fields.

2.2 Draft Statement of Cultural Heritage Value or Interest

The property at 3269-3271 Dundas Street West was established by the McQueen and Wilkinson families in the nineteenth century as an agricultural operation. The McQueen family acquired the 200 acre parcel in 1810, and constructed the extant residence in the mid 1820s. The Wilkinson family acquired the 200 acre property in 1850 and continued to occupy the land until 1920. The continuation as a site of agricultural activity continued into the twentieth century as the Lazy Pat Farms. The property's cultural heritage value is derived primarily from its historical and contextual association with early settlement in the area and the theme of agricultural development.

The McQueen and Wilkinson families are among the first pioneers to arrive and settle in the area. The Wilkinson family in particular have had a long association with the property, having farmed this land from 1850 to 1920. Further, given the large size of the Wilkinson farm at over 300 acres, the family was involved in local farming practice and is acknowledged for their contributions to agricultural development in the Palermo area. The property continues to reflect its nineteenth and twentieth century agricultural land uses through its retention of an altered nineteenth century farmhouse, barn complex, early to mid twentieth century silo and frame shed, and various agricultural landscape elements including crop fields, irrigation ponds, and mature trees.

2.3 Description of Heritage Attributes

Key heritage attributes that embody the historical/associative value of this nineteenth-century farmstead include:

- The direct associations with the theme of agriculture in Trafalgar Township as practiced by early settlers
- The direct associations with the Wilkinson family for the period between 1850 and 1920, known for their important roles in early settlement and agricultural development in the former Trafalgar Township



- The direct association with the Lazy Pat Farm and Lance Pocock, known for agricultural development and rural-agricultural societies and education in the twentieth century

Key heritage attributes that embody the contextual value of this nineteenth-century farmstead include:

- Relationship of the farmstead with the surrounding crop fields
- Location of the property on the north side of Dundas Street West
- Continued function of the collection of structures in the farmstead including the nineteenth century frame residence, nineteenth century bank barn, twentieth century residence and ancillary structures, and associated agricultural landscape elements including crop fields, irrigation ponds, circulation routes, and mature trees

3.0 ASSESSMENT OF EXISTING CONDITIONS

A field review was conducted by Kirstyn Allam, ASI, on 3 March 2020 to survey and document the study area and environs. This field review was performed from the public right of way which permitted visibility of a majority of the subject property, though tree cover and foliage impacted visibility in some areas. Results of the field review, as well as archival research, 2014 photos provided by the Town of Oakville and 2010 photos taken during the preparation of a Cultural Heritage Evaluation Report for 3269 Dundas Street West (ASI 2010), were utilized to describe the existing conditions of the property. The following sections provide a general description of the built and landscape features within the property. Photographic plates (Plate 1 to Plate 24) illustrating the existing conditions of the study area are included. For ease of description, the property is understood to have a north-south orientation; thus while the nineteenth-century farmhouse is actually oriented to the southwest, it is described to have a southern orientation.

3.1 Landscape and Surrounding Environs

3269-3271 Dundas Street West is an agricultural property located on the north side of Dundas Street West towards the northwest limits of the Town of Oakville (Plate 1 and Plate 2). The property is bound to the north by Highway 407 with crop fields in the area between the farmstead and the road (Plate 3). Crop fields and agricultural land also comprises the area to the east and west of the farmstead (Plate 4 and Plate 5). A private drive and small industrial complex set back from Dundas Street West is also located to the east of the subject property. South of the subject property, on the other side of Dundas Street West, are both agricultural fields and a residential subdivision development. A notch in the boundary of the subject property is located on the border that meets Dundas Street West. This notch accounts for the parcel of a separate property located at 3367 Dundas Street West and is not part of this assessment.

The property contains several built features, including a one-and-a-half storey nineteenth-century farmhouse, a twentieth-century dwelling, a barn complex, a summer house, pool and frame shed/garage. Both residences (the nineteenth-century farmhouse and twentieth-century dwelling) are located along the west side of the long driveway that extends north from Dundas Street West (Plate 6). The twentieth-century dwelling is to the south closer to Dundas Street West, with the farmhouse located further north along the drive. North of the farmhouse is the frame shed/garage. The driveway divides at the northeast corner of the shed/garage, continuing north to provide access to the north fields, and continuing west to

link the farmhouse with the barn, the pond and creek, and the west fields (Plate 7). South of the barn complex is the summer house and pool.

Landscape features on the property include a creek, a pond, mature trees, crop fields, and slightly undulating topography. The creek is located to the west of the built features on the property and runs southeast towards Dundas Street West creating a small valley in the topography (Plate 8). Stone shoring has been added to the banks of the creek and a small utility structure has also been constructed in the land between the creek and Dundas Street West (Plate 9). The pond, which was added to the property in the twentieth century, is located northeast of the barn complex (Plate 10). Mature trees and hedges grow amongst the built features that comprise the farmstead. Surrounding the farmstead are crop fields, which extend to the northern limits of the property (Plate 11).

The location of all the built and landscape features on the property is determined largely from aerial and satellite photography, as well as photography from 2010 and 2014, as visibility of all features from the right of way was limited due to the density of surrounding vegetation at the time of field inspection (3 March 2020).



Plate 1: Plan view of the features on the subject property (Town of Oakville).



Plate 2: Dundas Street West looking east with subject property on left (2020).



Plate 3: Looking north from the barn complex towards the crop fields located beyond the farmstead (Town of Oakville 2014).



Plate 4: Looking north from Dundas Street West showing farmstead (left) and agricultural fields (right) (2020).



Plate 5: Agricultural fields to the west of the farmstead on the subject property (2020).



Plate 6: Driveway looking north with access to both residences (located left/ west of the driveway) (Town of Oakville 2014).



Plate 7: Looking southeast towards frame shed/garage and nineteenth-century farmhouse (Town of Oakville 2014).



Plate 8: Looking north from Dundas Street West showing creek located west of farmstead (2020).



Plate 9: Stone shoring and utility structure adjacent to the creek (2020).



Plate 10: Pond located northwest of the barn complex (Town of Oakville 2014).



Plate 11: Looking west from east border of the subject property towards farmstead showing built features and mature trees (2020).

3.2 Exterior

The property at 3269-3271 Dundas Street West is approximately 180 acres in size and is on generally flat topography. The built features on the property consist of a one-and-a-half storey nineteenth-century farmhouse, a twentieth-century dwelling, a barn complex, a summer house, a pool and frame shed/garage (Plate 12). As visibility from the right of way was limited during field review, description of the structures on the property has in part relied on photos provided by the Town of Oakville that were taken in 2014, as well as photos included in a Cultural Heritage Evaluation Report of 3269 Dundas Street West prepared by ASI in 2010 (ASI 2010). These photos are provided to indicate general form and material of the structures; however, they do not necessarily reflect the current existing conditions.

3.2.1 Nineteenth-Century Farmhouse

The one-and-a-half storey farmhouse at 3269-3271 Dundas Street West is an example of a vernacular farmhouse in rural Ontario that has undergone a number of alterations since its construction in the nineteenth century (Plate 13 to Plate 16). The now-vacant residence has a rectangular footprint with centre hall plan and features a gable roof with asphalt singles. The primary entrance is centred on the south elevation, with secondary entrances on the east and north elevations. Window openings are generally symmetrical on each elevation and proportionally small within the overall structure. The exterior is clad with InsulBrick, an asphalt siding material that was popular during the 1930s to 1950s. Earlier access to the property in 2010 indicated that it is likely the original exterior cladding has been removed.

Archival data suggests that portions of this structure could date to 1824 when a frame structure was first built on this property. In subsequent years the farmhouse was likely updated and expanded by introducing the central gabled dormer, and the roof may have been raised up as suggested by the rather large space between the eaves and the top of the windows. The house appears to have undergone major changes in the early to mid twentieth century. Historic mapping and archival research

also indicate that the farmhouse was moved to its current location from its former position closer to Dundas Street in the mid-twentieth century to accommodate the construction of a new dwelling. It is at this point that the existing concrete block foundation was introduced, likely replacing the original stone foundations. The proportions, in particular the spacing between windows, between the windows and the eaves, and of the dormer itself, are not typical of the Ontario Gothic cottage which was the most common rural dwelling to be built in the late nineteenth century. As such, the attempt to look like an Ontario Gothic farmhouse was likely made by updating an earlier dwelling.

Unfortunately, given that there are no historical photographs of the structure available for review, it is difficult to confirm or understand the extent of alterations made to the house, and when they were made. However, a review of historic mapping strongly supports that the farm underwent major alterations in the mid-twentieth century.

3.2.2 Twentieth-Century Dwelling

The dwelling added to the property in the twentieth century is a one-and-a-half storey vernacular residence (Plate 17 and Plate 18). The building is likely frame construction and the form is generally rectangular with narrow rectangular extensions on the north and south elevations, possibly added after the building was initially constructed. The structure has a cross-hipped roof, with the eaves of the overall rectangular structure extending to the first storey. A central chimney is visible in the roofline. From what is discernible in earlier photography and from the public right of way, there is no clear pattern present in the existing window openings. An entrance is located on the rear (north) addition, and there is likely one on the primary (south) elevation that faces Dundas Street West. The entire structure is clad with vinyl siding.

3.2.3 Barn Complex

The existing barn complex consists of three distinct sections: the original heavy timber bank barn; a gambrel barn addition; and a subsequent one-storey flat roof shed addition (Plate 19 and Plate 20). The timber bank barn is dated to the turn of the century and consists of a two-and-a-half storey heavy timber post and beam frame and a gable roof. The original stone foundation for the bank barn has been replaced with concrete block. There are several openings in this concrete block foundation. The primary access for large agricultural implements is provided on the north elevation, facilitated by an earthen ramp to the second story.

The gambrel barn and shed additions date to the mid-twentieth century and both have been constructed on a concrete foundation. The structure of the gambrel barn addition is formed using a large wood gambrel truss system that shapes the wall and roof. Both the original bank barn and the gambrel addition have standing seam metal roofing. The concrete block foundation of the flat roof addition extends to also form the walls of the one-storey structure. The flat roof of this addition supports a wooden roof deck. A smaller gable roof shed structure was added to the north elevation of the barn, and a concrete block silo was built immediately northeast of the barn (Plate 21).

A structural condition assessment of the barn complex conducted by Tacoma Engineers Inc. in 2015 found the overall condition to be fair to poor, with localized areas of very poor or failed conditions (Tacoma Engineers Inc. 2015).



3.2.4 Ancillary Buildings - Summer House, Pool and Frame Shed/Garage

The remaining structures on the property are secondary and associated with the late twentieth and early twenty-first century occupation of the property. The summer house is located west of the twentieth-century dwelling. The wood frame structure is subtly T-shaped, with open walls covered with mesh screen and a cross-gable roof (Plate 22). The pool is a rectangular concrete feature that contains a low concrete perimeter wall, concrete diving platform, and wooden deck on the west side of the pool. The pool itself slopes below grade from north to south (Plate 23). The frame shed is a basic frame structure with corrugated metal siding and sheet metal roofing on the saltbox roofline. A large double opening is located on the south elevation, providing access to vehicles or smaller agricultural implements (Plate 24).

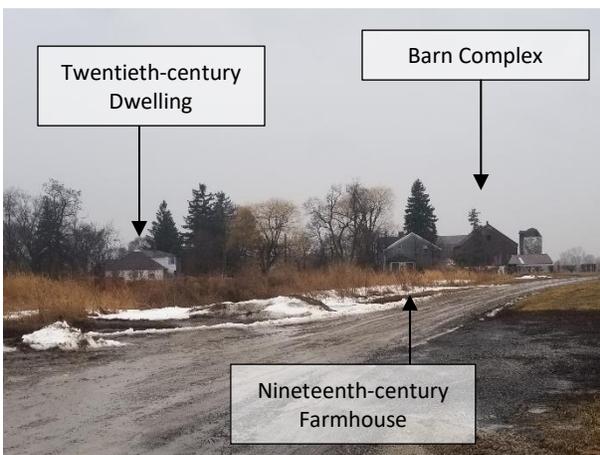


Plate 12: Built features on farmstead as seen looking west from the public right of way (2020).



Plate 13: Primary (south) elevation of nineteenth-century farmhouse, looking north (ASI 2010).



Plate 14: East elevation of the farmhouse, looking west (ASI 2010).



Plate 15: Rear (north) elevation of the farmhouse, looking south (ASI 2010).



Plate 16: West elevation of the farmhouse, looking east (ASI 2010).



Plate 17: East elevation of twentieth-century dwelling, looking west (2020).



Plate 18: North elevation of the twentieth-century dwelling, looking southwest (ASI 2010).



Plate 19: Barn complex showing gambrel addition (left), one-storey flat roof addition (centre) and heavy timber bank barn (right/rear) (Town of Oakville 2014).



Plate 20: West elevation of the barn complex showing bank barn (left) and gambrel addition (right) (Town of Oakville 2014).



Plate 21: North elevation of barn complex showing silo (left) bank barn (centre) and smaller gable roof shed addition (right) (Town of Oakville 2014).



Plate 22: Summer house looking northwest (Town of Oakville 2014).



Plate 23: Concrete pool looking south (Town of Oakville 2014).



Plate 24: Frame shed/garage looking northwest from the driveway (ASI 2010).

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

The project consists of a 43km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay by facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

This 43 km segment forms part of the 150 km long high-speed interregional facility to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking, and access connections. This transitway is a component within the official plans

of the stakeholder municipalities and is part of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40m in width (10m to 20m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60m (30m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.

The preferred alignment of the runningway in the vicinity of the subject property will be located on the south side of Highway 407 from Bronte Road through to the western end of the subject property, where it will veer across the highway and continue on the highway's north side west of Tremaine Road.

At the time of report preparation (May/June 2020) the detailed designs for the proposed undertaking were not yet prepared. As no detailed information regarding grading limits, areas requiring the addition of soil fill, and the limits of the proposed pavement edge were available, the maximum grading limits of the preferred alternative as depicted in Figure 2 were judged to be the maximum area of direct impacts.

5.0 IMPACT ASSESSMENT

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the documents entitled *Ontario Heritage Tool Kit* (MHSTCI 2006) and *Information Bulletin 3* (MHSTCI 2017). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.

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

- removal or demolition of all or part of any heritage attribute
- removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings)
- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources



- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security
- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features
- change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest
- continuation or intensification of a use of the property without conservation of heritage attributes.

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

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

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

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

The proposed undertaking is anticipated to result in the permanent and irreversible loss of portions of heritage attributes on part of the provincial heritage property through the acquisition and redevelopment of a small section of the agricultural fields in the northern portion of the subject property. These land acquisitions are anticipated to be minor in scale, adjacent to the lands previously impacted with the construction of Highway 407, and located far from the residences and structures to the south. As such, the proposed development will have a minor direct adverse impact on the cultural



heritage value or interest of the property. There are no additional indirect impacts anticipated. A summary description and assessment of direct impacts is presented in Table 1, while an assessment of indirect impacts are presented in Table 2.

Table 1: Anticipated Direct Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|--|
| Removal or demolition of all or part of any heritage attribute | <p>The proposed Highway 407 Transitway runningway will traverse directly through the north end of the subject property, resulting in direct impacts to the landscape features in this area, including the removal of sections of agricultural fields, the removal of all or some mature trees from a small wooded area, and a possible disruption to the watercourses. While the watercourses of the Fourteen Mile Creek watershed are not identified heritage attributes, per se, these drainage paths were important to forming the irrigation ponds – which are identified heritage attributes – which were supportive of its historical agricultural function.</p> <p>The proposed undertaking is anticipated to result in the permanent and irreversible loss of portions of heritage attributes on part of the provincial heritage property. As such, the proposed development will have a direct adverse impact on the cultural heritage value or interest of the property.</p> |
| Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) | As the nineteenth-century farmhouse, twentieth-century residence, barn complex, and other ancillary buildings on the subject property are located approximately 1.2 kilometres south of the area of impact, it is assumed that no impacts to these structures will be required to facilitate the construction of the runningway. |
| Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources | The proposed Highway 407 Transitway will require disturbances to the soil through the north end of the subject property. Grading, excavating, and the addition of fill may be required to construct the runningway on the subject property, resulting in direct impacts to the landscape features in this area including the removal of sections of agricultural fields, the removal of all or some mature trees from a small wooded area, and a possible disruption to the watercourses. |
| Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. | The construction of the proposed 407 Transitway runningway is anticipated to negatively impact the agricultural landscape of the subject property. However, the construction of Highway 407 to the north of the subject property in the 1990s already altered the former historical agricultural context. As such, the removal of a small portion of the agricultural lands is not considered to be a significant impact to the cultural heritage value of the subject property. |
| Alterations for access requirements or limitations to address such factors as | No significant impacts to the subject property are anticipated to address factors such as accessibility, emergency egress, public access, or security. |

| | |
|--|--|
| accessibility, emergency egress, public access, security | |
| Introduction of new elements that diminish the integrity of the property | The introduction of the proposed 407 Transitway runningway is anticipated to diminish the integrity of the subject property. However, the construction of Highway 407 to the north of the subject property in the 1990s already significantly altered the former historical agricultural context. As such, the introduction the proposed runningway is not considered to be a significant impact to the cultural heritage value of the subject property. |
| Change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest | The construction of the proposed 407 Transitway will not result in a change in land use of the subject property, though the amount of arable land may be slightly minimized as a small portion of agricultural field will be acquired for runningway construction. The acquisition of this small portion of agricultural field is not anticipated to significantly detract from the historical agricultural context of the subject property. |
| Continuation or intensification of a use of the property without conservation of heritage attributes | The proposed undertaking is not anticipated to result in the continuation or intensification of a use of the subject property. |

Table 2: Anticipated Indirect Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|--|
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | No heritage elements will be isolated as part of the proposed work. |
| Vibration damage | As the nineteenth-century farmhouse, twentieth-century residence, barn complex, and other ancillary buildings on the subject property are located approximately 1.2 kilometres south of the area of impact, there are no impacts related to vibration anticipated. |
| Direct or indirect obstruction of significant views | No direct or indirect obstruction of significant views will occur as part of the proposed work. |

The proposed construction of the 407 Transitway runningway is anticipated to result in direct impacts to identified cultural heritage attributes on the subject property. Direct impacts include the removal of landscape features on the subject property including sections of agricultural fields and mature trees from a small wooded area. Additional impacts including soil disturbance, introduction of a roadway, and a possible disruption to the watercourse are also anticipated.



6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

The proposed alterations to the subject property are anticipated to result in minor direct and negative impacts to the subject property within the area of direct impact as depicted in Figure 2. As this impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult.

Various potential runningway alignments for the 43km runningway were evaluated during the preliminary phases of the project, with the preferred alternative selected following the consideration of each alternative with respect to safety, engineering, transportation, environmental, socio-cultural, and other requirements. The preferred alternative was selected as the least impactful and most preferred option when evaluated against these criteria.

As the subject property was determined to retain cultural heritage value following an evaluation under Ontario Regulation 9/06, the proposed 407 Transitway should be planned in a manner that avoids or limits impacts to the identified cultural heritage attributes of the subject property as outlined in Section 2.0 where feasible. As such, the following mitigation measures should be considered as a way of eliminating or reducing the impacts of the proposed runningway alignment on the identified cultural heritage value of the subject property.

Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should relocation of the proposed runningway alignment be determined to be infeasible, consideration should be given to reducing the width of the area of direct impact in order to reduce impacts on the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits be infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the identified heritage attributes of the subject property, including the crop fields, stand of mature trees, and tributaries of the Fourteen Mile Creek watershed. Staging and construction activities should be suitably planned and executed to mitigate or prevent any potential destruction to the crop fields, stand of mature trees and the flow of the watercourses. Temporary fencing should be installed during construction to ensure that the operations of this active farm can safely continue.

Where construction activities must necessarily involve the alteration of identified heritage attributes, suitable mitigation strategies including post-construction landscaping and rehabilitation should be employed. Consideration should be given to planting new trees on the south side of the Transitway following runningway construction and to excavation and grading as required to ensure the tributaries of the Fourteen Mile Creek are protected and remain flowing. Mitigation efforts in this respect might include an extension of the culvert pipes currently traversing below Highway 407 or the addition of new pipes below the proposed transitway. In this respect, consultation and coordination with the owner(s)/operator(s) of the farm should be carried out to ensure suitable mitigation measures are employed during detailed design and construction.



7.0 SUMMARY OF COMMUNITY ENGAGEMENT

As part of the preparation of the CHER (ASI 2020b), various municipal, provincial, and federal inventories and registers were consulted to confirm the existing or potential cultural heritage value of the subject property. See Section 1.4 of the CHER for a full list of sources consulted.

The following stakeholders were contacted as part of the preparation of the CHER with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent cultural heritage resources (Table 3). No additional consultation was conducted as part of the HIA.

This report should be submitted to planning staff at the Town of Oakville upon completion for review and archival purposes, as dictated by best practices. Following review, Town staff should determine if they are aware of additional information that should be taken into account in the assessment of impacts, identification of mitigation measures, or implementations.

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|--|--|--|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Heritage, Sport, Tourism, and Culture Industries | 20 March and 2 April 2020 | A response received 2 April 2020 revealed that there are no Provincial Heritage Properties adjacent to the subject property. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 20 and 24 March 2020 | A response received 24 March 2020 revealed that there are no OHT Easements within or adjacent to the subject property. |
| Susan Schappert, Heritage Planner | Town of Oakville | 4 and 18 October 2017, 4 and 10 March 2020 | A response received on 4 March 2020 confirmed that the subject property was listed in the municipal heritage register. On 10 March 2020, heritage reports, structural assessments, location and landscape maps, and proposed plans for the subject property were provided, as were photos of the subject property from June and November 2014. |
| Michelle Knoll, Chair, Trafalgar Township Historical Society | Trafalgar Township Historical Society | 5, 11, and 12 March 2020 | A response received on 11 March provided links to websites that showed historic images of the subject property as well as information about members of the Wilkinson family. |

8.0 RECOMMENDATIONS

As the subject property at 3269-3271 Dundas Street West was determined to retain cultural heritage value and is anticipated to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order

of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should relocation of the proposed runningway alignment be determined to be infeasible, consideration should be given to reducing the width of the area of direct impact in order to reduce impacts on the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits be infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the identified heritage attributes of the subject property, including the crop fields, stand of mature trees, and the tributaries of the Fourteen Mile Creek watershed. Staging and construction activities should be suitably planned and executed to mitigate or prevent any potential destruction to the crop fields, stand of mature trees, and flow of the watercourses. Temporary fencing should be installed during construction to ensure that the operations of this active farm can safely continue.
 - a. Where construction activities must necessarily involve the destruction of the identified heritage attributes, suitable mitigation strategies include post-construction landscaping and rehabilitation. Consideration should be given to planting new trees on the south side of the Transitway following runningway construction. Further consideration should be given to excavation and grading as required to ensure the tributaries of the Fourteen Mile Creek watershed are protected and remain flowing. Mitigation efforts in this respect might include an extension of the culvert pipes currently traversing below Highway 407 or the addition of new pipes below the proposed transitway.
 - b. Consultation and coordination with the owner(s)/operator(s) of the farm should be carried out to ensure suitable mitigation measures are employed during detailed design and construction.
3. This report should be submitted to heritage staff at the Town of Oakville, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



9.0 REFERENCES

ASI, (Archaeological Services Inc.)

2010 *Cultural Heritage Evaluation Report: 3269 Dundas Street West, Town of Oakville*. CHER. June.

2020a *Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Existing Conditions and Preliminary Impact Assessment 407 Transitway TPAP From West of Brant Street to West of Hurontario Street G.W.P. 16-20003 City of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario*. Report on file with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto.

2020b *Cultural Heritage Evaluation Report, 3269-3271 Dundas Street West, Highway 407 Transitway Transit Project Assessment Process, From West of Brant Street to West of Huronterio Street G.W.P. 16-20003, Town of Oakville, Region of Halton, Ontario*. Report on file with the Ministry of Heritage, Sport, Tourism and Culture Industries.

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Ministry of the Environment

1990 Environmental Assessment Act, R.S.O. Province of Ontario.

Province of Ontario

2020 *Provincial Policy Statement*. Toronto, Ontario.

Tacoma Engineers Inc.

2015 *Lazy Pat Farms - Barn Structural Condition Assessment*. Town of Oakville, January.

Town of Oakville

2020 Register of Properties of Cultural Heritage Value or Interest (NOT Designated).
<https://www.oakville.ca/assets/general%20-%20business/6%20-%20Section%20F.pdf>.



HERITAGE IMPACT ASSESSMENT

7655 HERITAGE ROAD

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

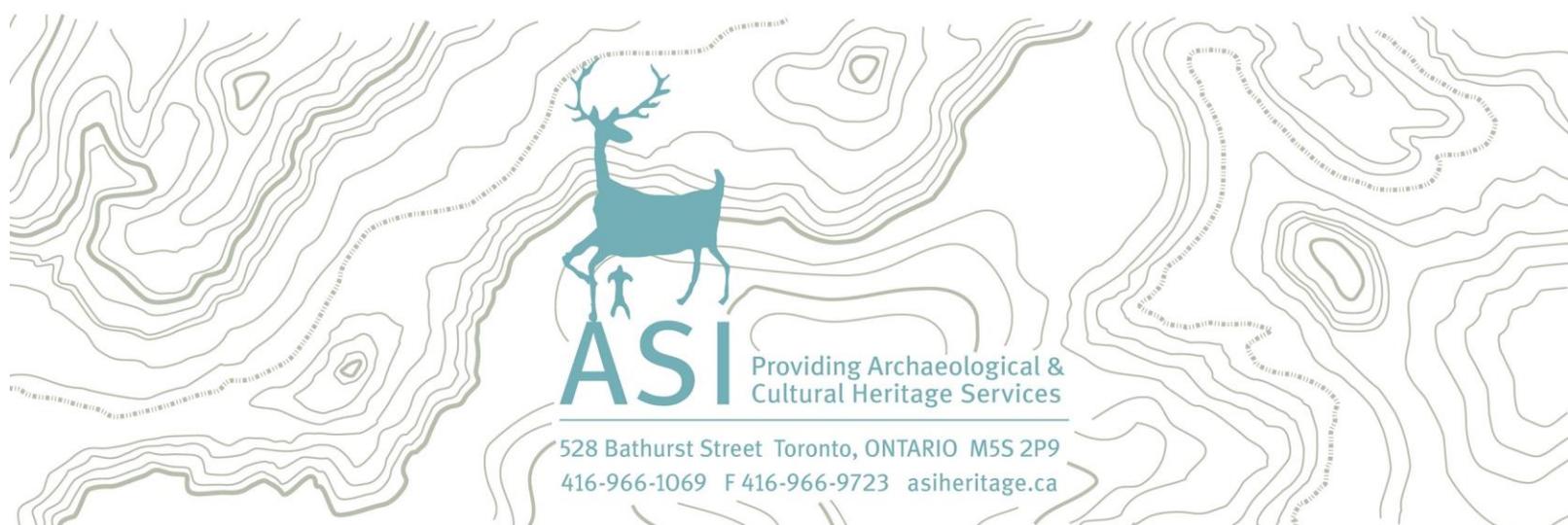
**CITY OF BRAMPTON
REGION OF PEEL, ONTARIO**

FINAL REPORT

LGL Limited (King City)
22 Fisher Street, P.O. Box 280
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ASI File: 19CH-165

May 2020 (Revised July 2020)



HERITAGE IMPACT ASSESSMENT

7655 HERITAGE ROAD

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

CITY OF BRAMPTON, REGION OF PEEL, ON

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation (MTO) to prepare a Heritage Impact Assessment (HIA) for the property at 7655 Heritage Road in the City of Brampton, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 7655 Heritage Road is currently owned by Infrastructure Ontario and consists of a one-and-a-half storey frame farmhouse and remnant agricultural landscape. This property was first identified during field review as a potential cultural heritage resource (CHR #31) in the in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was determined that the property retains architectural or design value as determined by the criteria in Ontario Regulation 9/06, which considers the property in the community context. An evaluation under Ontario Regulation 10/06 determined that the property does not retain cultural heritage value at the provincial level. As such, the CHER determined that the property should be considered a Provincial Heritage Property (PHP) but not a Provincial Heritage Property of Provincial Significance (PHPPS) (ASI 2020b).

The analysis for this HIA was conducted by John Sleath, with research done by Michael Wilcox and fieldwork conducted by Kirstyn Allam, Meredith Stewart, and John Sleath, under the senior project direction of Lindsay Graves, all of ASI. This HIA follows the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

The analysis found in this report determined that the proposed Highway 407 Transitway alignment will result in the complete removal or demolition of the residence on the property at 7655 Heritage Road. As such, the proposed development will have a direct adverse impact on the property and will have a permanent and irreversible negative effect on the cultural heritage value or interest of the property.



As the subject property at 7655 Heritage Road was determined to retain cultural heritage value and is anticipated to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the residence on the subject property. Grading limits should be revised during Detailed Design, where feasible, to ensure the retention of the extant residence.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that the residence be relocated to a new location on its current site. In this respect, a qualified structural engineer(s) with experience in assessing built heritage resources should be retained to determine if the residence can be relocated.
 - a) Should relocation be determined to be technically feasible, a relocation and documentation plan should be prepared by a qualified cultural heritage professional in consultation with a qualified structural engineer(s), reputable house relocation contractor and submitted to MHSTCI, MTO, the City of Brampton, and any other relevant cultural heritage stakeholders. The relocation plan would lay out the actions required and responsibilities of stakeholders in order to relocate and re-use the resource.
 - b) Where feasible the residence should be moved to an appropriate setting on the subject property to retain the historical and contextual association with the tree-lined entrance drive leading off Heritage Road and with Lot 14, Concession 5 West of Hurontario Street (WHS).
 - c) Should relocation on the subject property be demonstrated to be infeasible, the residence should be relocated to a suitable and compatible setting, such as a designated heritage site or historic farm, to preserve a rare surviving example of an early nineteenth-century log house in the City of Brampton and Region of Peel.
3. If relocating the log cabin in-tact is determined to be infeasible based on engineering or technical concerns, the structure should be disassembled and moved to an appropriate setting for reassembly.
4. If relocating the structure either in-tact or in pieces is demonstrated to be infeasible, consideration should be given to developing a salvage plan to retain any identified cultural heritage attributes. Any salvageable materials, including but not limited to, hewn flat-sided logs, hewn joists, dormer windows, two-over-two pane sash windows, decorative shutters,



fieldstones in the foundation, or any other relevant heritage elements should be salvaged and retained for incorporation in other similar historically-significant structures or for use in a commemorative interpretation program. In this respect, MTO, MHSTCI, the City of Brampton and other heritage stakeholders such as the Peel Art Gallery, Museum, and Archives should be consulted regarding salvage and commemoration.

5. Prior to relocation, salvage, or demolition, a Salvage and Documentation Report should be completed for the subject property. This heritage documentation report should include detailed photography, measured drawings, and Lidar scans. The purpose of this documentation report is to fully record the structure and its setting prior to alteration. This documentation report should be submitted to MTO, MHSTCI, the City of Brampton, and other relevant heritage stakeholders, where appropriate, for review and/or archival purposes.
6. Consideration should be given to a heritage interpretive strategy including (but not limited to) a commemorative plaque with historical information and archival photographs of the structure. Structural and decorative elements salvaged from the house could also be incorporated in this interpretive strategy. Heritage staff at the City of Brampton should be consulted regarding this heritage interpretive strategy.
7. Additional on-site investigations at this property are necessary to understand the log construction utilized, confirm integrity, and confirm building evolution. This would require removal of a section or sections of exterior vinyl cladding on this house. The CHER recommended that this additional fieldwork be undertaken during completion of the HIA, however, as this report was conducted in May 2020 during the COVID-19 global pandemic, additional fieldwork was not conducted. Following the removal of physical distancing requirements, this property should be subject to additional on-site investigations to better understand the construction and integrity of the log cabin. This additional fieldwork should be conducted as part of the documentation report.
8. This report should be submitted to Pascal Doucet, Heritage Planner at the City of Brampton, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.

PROJECT PERSONNEL

| | |
|--------------------------------|--|
| <i>Senior Project Manager:</i> | Lindsay Graves, MA CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division |
| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
| <i>Project Manager:</i> | John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division |
| <i>Historical Research:</i> | Michael Wilcox, PhD Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Field Review:</i> | Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Assistant - Cultural Heritage Division |
| | Meredith Stewart, MA, MSc, CAHP Intern Cultural Heritage Assistant Cultural Heritage Division |
| | John Sleath |
| <i>Report Production:</i> | Michael Wilcox |
| | John Sleath |
| <i>Graphics Production:</i> | Robin Latour, BA, MPhil Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves |
| | John Sleath |



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of MTO to prepare a Heritage Impact Assessment (HIA) for the property at 7655 Heritage Road in the City of Brampton, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 7655 Heritage Road in the City of Brampton consists of a one-and-a-half storey frame farmhouse and remnant agricultural landscape. The property is owned by Infrastructure Ontario (IO) and was identified as a potential cultural heritage resource (CHR #31) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. The CHER recommended that the property should be identified as a Provincial Heritage Property (PHP) (ASI 2020b). An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level. As the subject property was anticipated to be impacted by the proposed 407 Transitway, a HIA was recommended to determine the impacts to the property and propose mitigations. This HIA fulfills this recommendation and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject property in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industry's (MHSTCI) *Ontario Heritage Toolkit* (2006), the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The analysis for this HIA was conducted by John Sleath, with research done by Michael Wilcox and fieldwork conducted by Kirstyn Allam, Meredith Stewart, and John Sleath, under the senior project direction of Lindsay Graves, all of ASI. Research was completed to investigate, document, and evaluate impacts and mitigations for the cultural heritage resource.

This document will provide:

- a description of the subject property including photographic documentation; a description of the subject property's cultural heritage value;
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking; and,
- a description of potential mitigation measures and recommendations.

1.1. Location and Study Area Description

The subject property at 7655 Heritage Road in the City of Brampton is located on the east side of Heritage Road, immediately south of Highway 407 and immediately north of the hydro corridor (Figure 1). The property consists of a one-and-a-half storey farmhouse and remnant agricultural landscape



features. The property is situated in a commercial and light industrial area just north of the Mississauga-Brampton border (Figure 2). Historically, the property is located on Lot 14, Concession 5 West of Hurontario Street (WHS) in the north part of Toronto Township, Peel County. Prior to construction of Highway 407 in the 1990s, Heritage Road was called Fifth Line West. A previous address for this property has not been determined.

1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), Environmental Assessment Act (1990), and the Provincial Policy Statement (2020).

1.3. Adjacent Heritage Properties

The property at 7655 Heritage Road is adjacent (across the street) to the property at 7696 Heritage Road which is listed on the Municipal Register of Cultural Heritage Resources by the City of Brampton (City of Brampton 2019). A Heritage Resource Inventory was conducted in the City of Brampton in 1995, which included the following comment about the property at 7696 Heritage Road: "Andrew Dolson Farm c. 1885." No further information or documentation was provided (City of Brampton 1995). As the adjacent property at 7696 Heritage Road is also anticipated to be impacted by the proposed 407 Transitway alignment, a CHER was also conducted for this property by ASI as part of the undertaking (ASI 2020c). ASI evaluated the property and recommended that it met the criteria outlined in Ontario Regulation 9/06, which considers the property in the community context, and should be considered a Provincial Heritage Property (PHP). This CHER was reviewed by the MTO Heritage Committee, and they concurred that the property at 7696 Heritage Road met the criteria in Ontario Regulation 9/06 and should be considered a PHP.



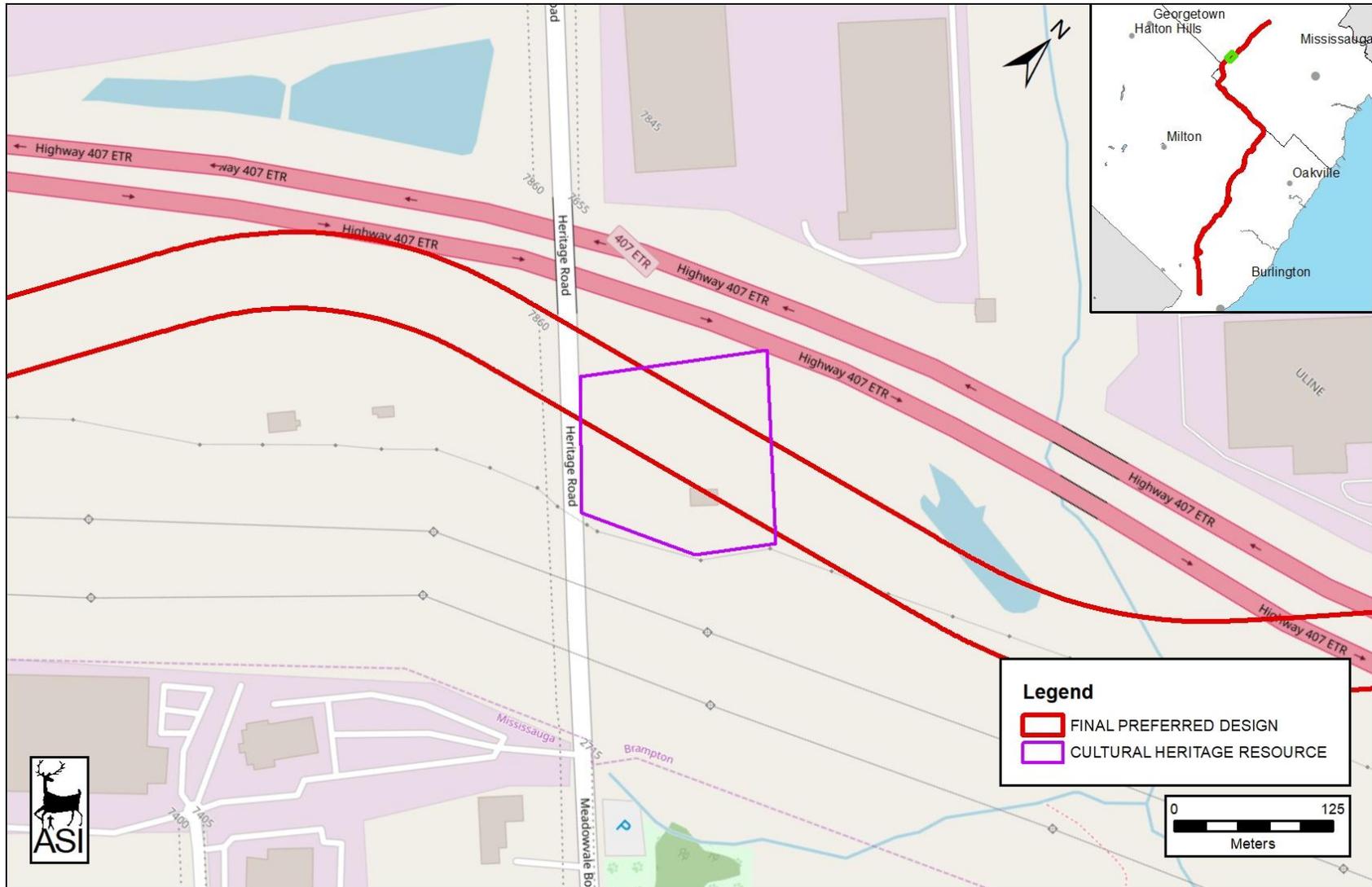


Figure 1: Location of the subject property at 7655 Heritage Road and proposed design of 407 Transitway (©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

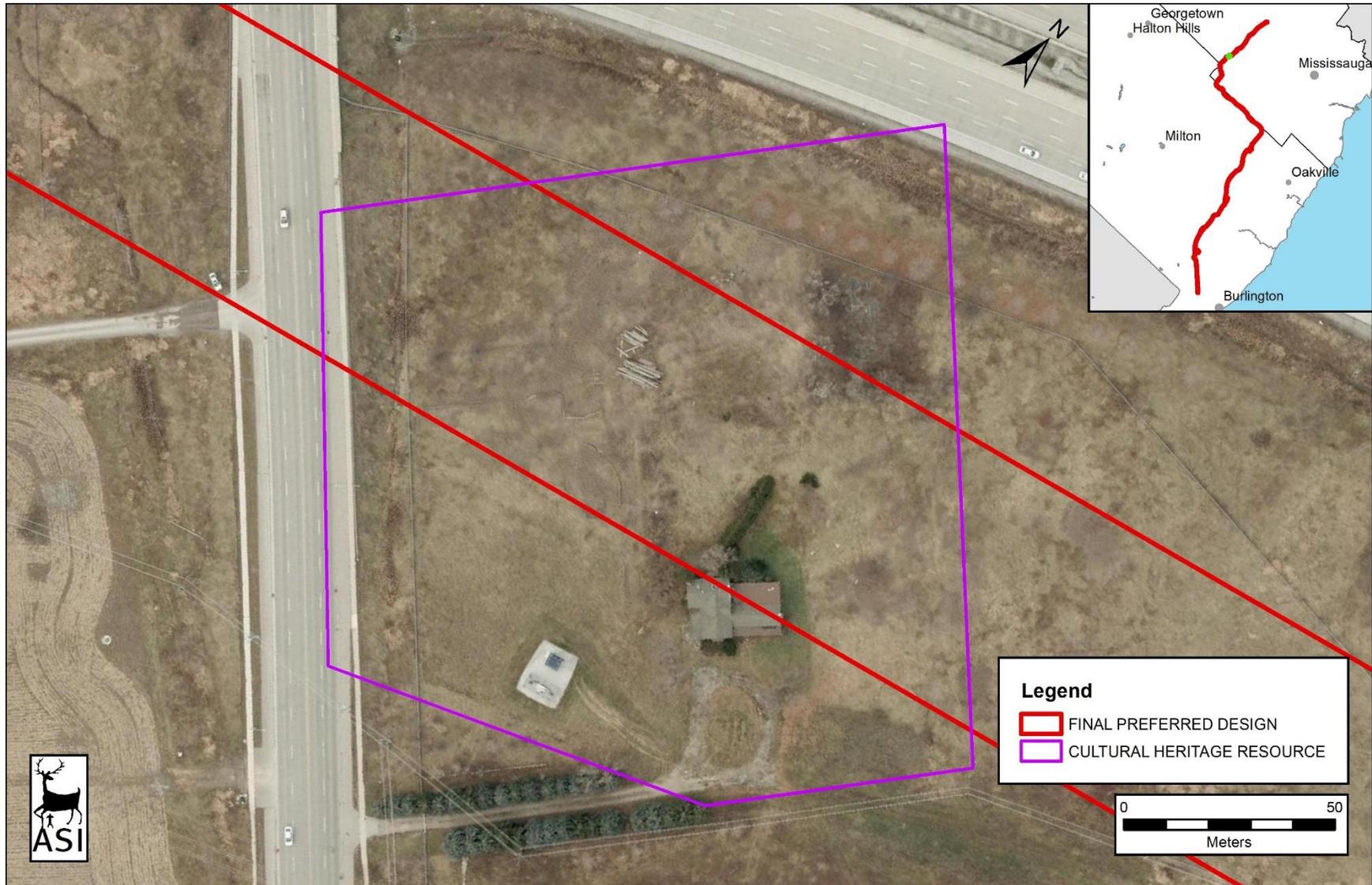


Figure 2: Aerial photo of the subject property at 7655 Heritage Road and proposed design of 407 Transitway (Google Earth Imagery)

2.0 STATEMENT OF CULTURAL HERITAGE VALUE

The following Draft Statement of Cultural Heritage Value was prepared by ASI in 2020 during the CHER for the subject property ASI 2020b).

2.1 Description of Property

The property at 7655 Heritage Road is located on the east side of Heritage Road and south of Highway 407, in the City of Brampton. It features a remnant agricultural landscape and a nineteenth-century dwelling that was modified in the 1970s. The one-and-a-half storey frame house was built c.1880, with the north part encasing the original c.1830's log house built on this property.

2.2 Draft Statement of Cultural Heritage Value or Interest

The remnant agricultural property at 7655 Heritage Road was established by James Hillis in the 1830s and subsequently farmed by two generations of his family into the late 1940s. The c. 1830 log house, contained in the north part of the house, is a rare surviving example of an early nineteenth-century log house. Rectangular in plan and measuring approximately 10 metres by 7 metres, the log house was altered in the 1880s by adding a half-storey above, and through the addition of a one-and-a-half storey frame extension to the south. While the exterior finish of the log house is not visible due to vinyl cladding added in the 1970s, the interior finish of the log house was identified as large hewn flat-sided logs on the main floor, and rounded logs on the second floor, all with mortar chinking applied.

2.3 Description of Heritage Attributes:

The design/physical value of this early nineteenth-century log house is reflected through retention of:

- rectangular footprint of the log house measuring approximately 10 metres by 7 metres;
- one-and-a-half storey log construction;
- gable roof;
- three-bay front facade with central entrance flanked by window openings; and
- fieldstone foundations.

3.0 ASSESSMENT OF EXISTING CONDITIONS

A field review was conducted by John Sleath, Kirstyn Allam and Meredith Stewart, of ASI, on 2 March 2020 to survey and document the study area and environs. Permission to enter the property was provided by IO, and staff from the property management company retained by IO assisted with the board removals at the south entrance into the house. All other windows and exterior doors were boarded up.

Results of the field review and archival research were utilized to describe the existing conditions of the property. The following sections provide a general description of the built and landscape features within the property.

Additional on-site investigations at this property are necessary to understand the log construction utilized, confirm integrity, and confirm building evolution. This will require removal of a section or sections of exterior vinyl cladding on this house. The CHER recommended that this additional fieldwork be undertaken during completion of the HIA, however, as this report was conducted in May 2020 during the COVID-19 global pandemic, additional fieldwork was not conducted. Fieldwork limitations resulted from mitigation measures recommended by federal, provincial, and local governments. Of particular impact were the restrictions resulting from the Provincial State of Emergency declared on 17 March 2020 (Government of Ontario 2020) that made safe interior access to the structure difficult to complete while adhering to provincial and municipal physical distancing requirements.

3.1 Landscape and Surrounding Environs

7655 Heritage Road is a remnant agricultural property located south of Highway 407, near the Brampton-Mississauga border (Plate 1 - Plate 4). The property forms part of an undeveloped green space corridor located south of Highway 407, and to the north of a hydro corridor. This stretch of land is provincially owned and has been maintained as such since construction of Highway 407 in the 1990s, with plans to eventually construct a transitway alongside the highway. Prior to construction of the highway, this area was agricultural land. Following construction of the highway, the areas to the south of the property, in Mississauga, and to the north of the highway, in Brampton, were redeveloped as commercial and industrial properties.

The subject property was vacated in 2007 and has been altered considerably through the removal and/or demolition of all outbuildings, filling in the swimming pool, and allowing the property to be overgrown with vegetation. Where the former outbuildings were located, north of the dwelling, is a pile of barn beams, stone and debris. Former fields and fenced-in paddocks around the house are no longer visible in the landscape. The addition of pipeline-related infrastructure and building near Heritage Road, and the addition of a new chain-link fence around the property, have further altered the former landscape elements associated with this property.

Remnant landscape features are still extant including the long driveway, the c.1970s tree line planted to either side of the driveway, and the loop at the end of the driveway that formerly linked the house to the former garage. However, it should be noted that the driveway is no longer part of this property parcel. Remnant wooden fencelines are also visible, located in the former paddock area to the west of



the house. Vegetation around the house and former tennis court are also visible, although not maintained and overgrown or depleted in sections.



Plate 1: View of the dwelling from the north showing vegetation and former pool area



Plate 2: View of pile of barn boards and beams, looking north



Plate 3: View of the consumers gas related building at west part of property, looking south



Plate 4: View of tree lines and former paddock area and former fencelines in front of house, looking south

3.2 House Exterior

The property at 7655 Heritage Road in the City of Brampton features a one-and-a-half storey vernacular farmhouse with a gable roof, vinyl siding and an irregular footprint (Plate 6 - Plate 9). All windows and doorways are boarded up and as such, exterior trim and window/door types are not visible from the exterior. The original c.1830 log house faces north, and is encased within the c.1880's one-and-a-half storey frame house which faces west towards Heritage Road and features a L-shaped footprint, cross-gable roof, and sits on stone foundations (Plate 5). A 1970's extension was added to the east elevation.

The west elevation features a covered front porch with decorative posts and trim, a low-profile gabled dormer over the porch, and the front entryway into the house. Decorative shutters are located at each of the windows. The south elevation of the c.1880's frame house features two windows on the second floor, and a bay window on the main floor. The north elevation features a central entrance with covered portico, and windows to either side. Sky lights are visible in the roof on this elevation. The rear or east elevation of this house is obscured by the addition of an enclosed back deck/porch area, and the 1970's extension. However, two dormer windows are visible in the roof line.

The c.1970's rear addition to the east elevation of the original house sits on concrete foundations. A former exterior porch area with concrete flooring, now enclosed, is located to the north of the rear addition. The north elevation is largely obscured by vegetation and the enclosed porch area, which is also boarded up. The east elevation features a large brick chimney and two windows, and the south elevation features a central entrance and several windows.



Plate 5: Plan view (Source: Google Earth)



Plate 6: West elevation, log house portion is on the left



Plate 7: East elevation



Plate 8: South elevation



Plate 9: North elevation (log house portion)

3.3 House Interior

Site investigations of the interior of this house revealed that there is a log house incorporated into the north part of the structure. The interior of the house can be divided into three areas and will be described as such in this section: the c.1830's log house; the c.1880's frame house; and the 1970's rear extension.

The log house portion sits on stone foundations, and features a basement, main floor and second floor. The rectangular footprint of the log house is approximately 10 metres by 7 metres. The main floor (Plate 10 - Plate 13) is one large room with a built-in kitchen, two-over-two pane sash windows on the north, west and east walls, and a set of narrow stairs leading to the second floor at the southeast corner of the structure. The exterior door on the north elevation is modern, along with all window and door trim. The flooring has been removed, with areas of tile remaining. The hewn joists above are visible, and the large hewn flat-sided logs forming the walls of the log cabin are also visible with mortar chinking applied. A former doorway on the south wall has been converted into a bookcase, and another doorway on the south wall towards the east elevation leads to the c.1880's structure.



Plate 10: View of log house main floor, looking west



Plate 11: View of log house main floor looking north, note the flat-sided logs and mortar chinking



Plate 12: View of log house main floor, looking east



Plate 13: Log house main floor, southeast corner, showing narrow staircase to second floor

The curved stairwell leading to the second floor (Plate 14 - Plate 17) of the log house portion leads into an open hallway which provides access to two bedrooms, two storage areas, and features one window on the east wall. A large bedroom is located at the western portion of the second floor, and a second smaller room is in the middle along the north elevation. A closet is located at the northeast corner, and additional storage is found on the south wall of the hallway. Skylights are in each bedroom, and windows on the east and west elevations are two-over-two pane sash windows, similar to those on the main floor. All doors and trim are modern, as well the railing in the hallway, and it is carpeted throughout. The log walls are rounded, rather than flat-sided. The windows on the east and west elevations are located above the top of the log walls, where gable dormers have been incorporated into the structure and to allow for more living space on the second floor.



Plate 14: View looking down stairwell, looking south, note the rounded logs



Plate 15: Middle bedroom on the second floor of the log house, note the skylight



Plate 16: Detail of the logs and window on east wall of the hallway, log house second floor



Plate 17: View of large west bedroom, log house second floor

The log house portion of the house sits on fieldstone foundations (Plate 18 - Plate 19). The basement is divided into an east and west section, with exterior access to the basement located at the rear of the house, on the east elevation. A former trap door from the main floor is also located at the end of the basement. Large hewn floor joists are overhead supporting the wooden base flooring above.



Plate 18: View of the basement looking west.



Plate 19: View of the basement looking east.

The c.1880's house has a main floor and a second floor (Plate 20 - Plate 23). The main floor features the main entrance on the west elevation of the house, which opens into a foyer. From the foyer, there is a door leading to a master bedroom with walk-in closet and a bathroom, a stairwell leading to the second floor, a doorway leading north to the log house, and a doorway leading east to the 1970's addition. The second floor is divided into two bedrooms and a bathroom. Throughout the c.1880's portion of the house, the wooden windows are two-over-two pane sash, and the carpet, doors and trim around windows likely date to the 1970's renovations.



Plate 20: Second floor bedroom, looking south



Plate 21: Staircase to second floor, from main floor foyer



Plate 22: View of the front door from the foyer, looking west



Plate 23: Main floor bedroom, looking north

The 1970's extension is located on the east elevation of the c.1880's portion of the house (Plate 24 - Plate 27). A long hallway along the north wall provides access to an enclosed sunroom, formerly an outdoor patio, as well as access to a bathroom, kitchen, and living area located along the south and east parts of this extension. A fireplace is located on the east wall in the living room. Flooring was noted as either carpet or tile, and doors, windows and trim were noted as modern. Two sets of sliding patio doors are located on the north elevation, and one sliding door is on the south elevation. While generally boarded up, it would appear that the openings in the living room are French doors with casement windows above.



Plate 24: Looking east along hallway, patio door is on the left, bathroom/kitchen doors on the right



Plate 25: Former kitchen, looking north



Plate 26: Living room area, looking southeast, note fireplace and French doors



Plate 27: Enclosed exterior patio area at northeast of the house

3.4 Building Evolution

Based on archival research and field review, the evolution of this house begins with the c.1830's log house built by James Hillis. In the 1880s, coinciding with the farm's transition from James Hillis to his son, Joseph Hillis, the log house appears to have been lifted on to stone foundations. A one-and-a-half storey frame extension was added to the south, and the roof of the log house was also likely raised to provide more room on the second floor. It was noted that the pitch of the gable roof and gable dormers were similar in the c.1830 and c.1880 portions of this house.

In the 1970s and 1980s, a rear extension was added and much of the interior throughout was remodelled at this time, including windows, trim, doors, and flooring. Some closets, doors, and trim in the upstairs bedrooms of the c.1880 extension may be original, although are plain and difficult to date. The exterior was re-clad in vinyl as well. Unfortunately, the original exterior covering of the house was not visible under any sections of the vinyl siding, and further, the exterior of the log house was not visible.

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

The project consists of a 43km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay bay facilitates, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

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

The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40m in width (10m to 20m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60m (30m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.

The preferred alignment of the runningway will be located on the south side of Highway 407 from Mississauga Road to Heritage Road. In this alignment the runningway will traverse directly through the subject property, requiring the removal or demolition of the residence (see Figure 2).

At the time of report preparation (May 2020) the detailed designs for the proposed undertaking were not yet prepared. As no detailed information regarding grading limits, areas requiring the addition of soil fill, and the limits of the proposed pavement edge were available, the maximum grading limits of the preferred alternative as depicted in Figure 2 were judged to be the maximum area of direct impacts. As the residence on the subject property is located within this area of impact, it is assumed that the complete demolition or removal of the structure will be required to facilitate the construction of the runningway.

5.0 IMPACT ASSESSMENT

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the documents entitled *Ontario Heritage Tool Kit* (MHSTCI 2006) and *Information Bulletin 3* (MHSTCI 2017). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.

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

- removal or demolition of all or part of any heritage attribute



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

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

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

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

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



The preferred alignment of the runningway is anticipated to result in direct negative and irreversible impacts to the identified cultural heritage value of the subject property. There are no additional indirect impacts anticipated. A summary description and assessment of direct impacts is presented in Table 1, while an assessment of indirect impacts are presented in Table 2.

Table 1: Anticipated Direct Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|---|
| Removal or demolition of all or part of any heritage attribute | The proposed Highway 407 Transitway will require the removal or relocation of the residence on the property at 7655 Heritage Road. The property was identified as a PHP and the house including the c. 1830s log house, encased in the c. 1880s frame dwelling is a defined heritage attribute. Removal of the residence will have a direct adverse impact on the property and will have a permanent and irreversible negative effect on the cultural heritage value or interest of the property. |
| Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) | There are no extant non-contributing structures on the subject property, and as such, no impacts to non-contributing structures are anticipated. |
| Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources | The proposed Highway 407 Transitway will require disturbances to the soil throughout the study area. Grading, excavating, and the addition of fill may be required to construct the runningway on the subject property. |
| Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. | The construction of the proposed 407 Transitway is anticipated to negatively impact the agricultural character of the landscape and cause the direct loss of the main historic structural feature of the subject property. Construction of Highway 407 to the north of the subject property in the 1990s had previously altered the former historical agricultural context. The proposed transitway will further contribute to this. |
| Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security | As the preferred alignment will result in substantial loss of heritage attributes and significance generally, this impact is not applicable. |
| Introduction of new elements that diminish the integrity of the property | The introduction of the proposed 407 Transitway runningway is anticipated to significantly diminish the integrity of the subject property. |
| Change in use for the property that could result in permanent, irreversible | The construction of the proposed 407 Transitway will result in the change in land use of the subject property from a rural residential context to a transportation context. The removal of the residence will have a direct |



| | |
|---|--|
| damage or negates the property's cultural heritage value or interest | adverse impact on the property and will have a permanent and irreversible negative effect on the cultural heritage value or interest of the property. |
| Continuation or intensification of a use of the property without conservation of heritage attributes. | The proposed undertaking is a complete change of use and significant loss of heritage attributes for the subject property as it will now be dominated by the transitway. |

Table 2: Anticipated Indirect Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|--|
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | No heritage elements will be isolated as part of the proposed work. |
| Vibration damage | As the residence on the subject property is required to be removed or relocated in association with the preferred runningway alignment prior to construction, there are no impacts related to vibration anticipated. |
| Direct or indirect obstruction of significant views | Given that the proposed development involves the destruction, removal, or relocation of the residence, there will no longer be direct or indirect significant views. |

The proposed alterations to the subject property are anticipated to result in significant direct, negative, and irreversible impacts to the identified cultural heritage of the subject property as outlined in Section 2.0. The preferred alignment of the 407 Transitway runningway is anticipated to result in the complete demolition of the subject residence as it is within the area of direct impact depicted in Figure 2.

Direct impacts anticipated include the complete removal or relocation of the extant house, soil disturbance, introduction of a roadway, and change of land use on the subject property from residential to transportation uses. This impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult. As such, this impact assessment considers the most impactful alterations to the site which include the complete removal and demolition of all features within the proposed runningway alignment area of direct impact.



6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

The proposed alterations to the subject property are anticipated to result in significant direct, negative, and irreversible impacts to the identified cultural heritage of the subject property. The proposed alignment of the 407 Transitway runningway is anticipated to result in the complete demolition of the subject residence as it is within the area of direct impact depicted in Figure 2. As this impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult. Various potential runningway alignments for the 43km runningway were evaluated during the preliminary phases of the project, with the preferred alternative selected following the consideration of each alternative with respect to safety, engineering, transportation, environmental, socio-cultural, and other requirements. The preferred alternative was selected as the least impactful and most preferred option when evaluated against these criteria.

As the subject property was determined to retain cultural heritage value following an evaluation under Ontario Regulation 9/06, the proposed 407 Transitway should be planned in a manner that avoids or limits impacts to the identified cultural heritage attributes of the subject property as outlined in Section 2.0 where feasible. The following mitigation measures should be considered as a way of eliminating or reducing the impacts of the proposed runningway alignment on the identified cultural heritage value of the subject property. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

Proposed Mitigation 1 – Investigate and determine whether the proposed runningway alignment could be revised to avoid direct impacts to the subject property in general, and the house in particular. If avoidance of the entire property is not feasible, consideration should be given to moving the preferred runningway alignment slightly to the north to avoid the demolition of extant residence. Retention of the subject residence would significantly reduce the impacts to the identified heritage value of the subject property. Should investigations determine that modifications to the location of the runningway alignment or to the extent of the grading limits are not feasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Proposed Mitigation 2 - Should alteration of the proposed runningway alignment, including alterations to the grading limits be determined to be infeasible during detailed design, consideration should be given to relocating the structure to another location on the subject property to avoid demolition. Investigate whether the extant log cabin can be relocated to the south of the runningway alignment to maintain the physical and historical associations with the tree-lined entrance drive leading off Heritage Road and with Lot 14, Concession 5 West of Hurontario Street (WHS). A qualified structural engineer(s) with experience in assessing built heritage resources should be retained to determine if the c.1830s log cabin portion of the residence can be relocated. Should relocation be determined to be technically feasible, a relocation and documentation plan should be prepared by a qualified cultural heritage professional in consultation with a qualified structural engineer(s), reputable house relocation contractor and submitted to MHSTCI, MTO, the City of Brampton, and any other relevant cultural heritage stakeholders.



Should investigation of the relocation of the c.1830 log cabin on the subject property determine this mitigation to be infeasible a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Mitigation 3 - Investigate relocation of the log residence to a suitable and compatible setting, such as a designated heritage site or historic farm, to preserve a rare surviving example of an early nineteenth-century log house in the City of Brampton and Region of Peel. Should investigation of the relocation of the c.1830 log cabin determine this mitigation to be infeasible a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Mitigation 4 - If relocating the log cabin in-tact is determined to be infeasible, investigate the feasibility of disassembling it and moving it to an appropriate setting for reassembly as noted in Mitigation 3. If this mitigation is determined to be infeasible then a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Mitigations 5 - If relocating the log structure either in-tact or in pieces is demonstrated to be infeasible, develop a salvage plan to retain any identified cultural heritage attributes. Any salvageable materials, including but not limited to, hewn flat-sided logs, hewn joists, dormer windows, two-over-two pane sash windows, decorative shutters, fieldstones in the foundation, or any other relevant heritage elements should be salvaged and retained for incorporation in other similar historically-significant structures or for use in a commemorative interpretation program. In this respect, the City of Brampton and other heritage stakeholders such as the Peel Art Gallery, Museum, and Archives should be consulted to determine the potential appropriate reuse of any materials.

Prior to relocation, salvage, or demolition, a Salvage and Documentation Report should be completed for the subject property. This heritage documentation report should include detailed photography, measured drawings, and Lidar scans. The purpose of this documentation report is to fully record the structure and its setting prior to alteration. This documentation report should be submitted to MTO, MHSTCI, the City of Brampton, and other relevant heritage stakeholders, where appropriate, for review and/or archival purposes.

Additional on-site investigations at this property are necessary to understand the log construction utilized, confirm integrity, and confirm building evolution. This will require removal of a section or sections of exterior vinyl cladding on this house. The CHER recommended that this additional fieldwork be undertaken during completion of the HIA, however, as this report was conducted in May 2020 during the COVID-19 global pandemic, additional fieldwork was not conducted. Following the removal of physical distancing requirements, this property should be subject to additional on-site investigations to better understand the construction and integrity of the log cabin. This additional fieldwork should be conducted as part of the documentation report.

Mitigation 6 - Consideration should be given to a creating a heritage interpretive strategy including (but not limited to) a commemorative plaque with historical information and archival photographs of the



structure. Elements salvaged from the property could also be incorporated in this interpretive strategy. Heritage staff at the City of Brampton should be consulted regarding this heritage interpretive strategy.

7.0 SUMMARY OF COMMUNITY ENGAGEMENT

As part of the preparation of the CHER (ASI 2020b), various municipal, provincial, and federal inventories and registers were consulted to confirm the existing or potential cultural heritage value of the subject property. See Section 1.4 of the CHER for a full list of sources consulted.

The following stakeholders were contacted as part of the preparation of the CHER (ASI 2020b) with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent cultural heritage resources (Table 3). No additional consultation was conducted as part of the HIA.

This report should be submitted to planning staff at the City of Brampton upon completion for review and archival purposes, as dictated by best practices. Following review, City staff should advise if they are aware of any additional information that should be taken into account in the assessment of impacts, identification of mitigation measures, or implementations. Further, the City of Brampton should be consulted regarding the salvage of materials that may be removed as part of the proposed interventions.

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|---|------------------------------|---|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Heritage, Tourism, Sport and Culture Industries | 20 March and 2 April 2020 | Response received on 2 April 2020 confirmed that there were no provincial heritage properties within or adjacent to the subject property. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 20 and 24 March 2020 | Response received 24 March 2020 confirmed that there are no OHT easements within or adjacent to the subject property. |
| Cassandra Jasinski, Heritage Planner | City of Brampton | 04 and 06 March 2020 | Response received 06 March 2020. Heritage staff at the City of Brampton do not have anything on file regarding this property. The property across the road, 7696 Heritage Road, is Listed on the Heritage Register. |

8.0 RECOMMENDATIONS

As the subject property at 7655 Heritage Road was determined to retain cultural heritage value and is anticipated to be directly impacted by the preferred alignment of the runningway, the following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the residence on the subject property. Grading limits should be revised during Detailed Design, where feasible, to ensure the retention of the extant residence.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that the residence be relocated to a new location on its current site. In this respect, a qualified structural engineer(s) with experience in assessing built heritage resources should be retained to determine if the residence can be relocated.
 - a) Should relocation be determined to be technically feasible, a relocation and documentation plan should be prepared by a qualified cultural heritage professional in consultation with a qualified structural engineer(s), reputable house relocation contractor and submitted to MHSTCI, MTO, the City of Brampton, and any other relevant cultural heritage stakeholders. The relocation plan would lay out the actions required and responsibilities of stakeholders in order to relocate and re-use the resource.
 - b) Where feasible the residence should be moved to an appropriate setting on the subject property to retain the historical and contextual association with the tree-lined entrance drive leading off Heritage Road and with Lot 14, Concession 5 West of Hurontario Street (WHS).
 - c) Should relocation on the subject property be demonstrated to be infeasible, the residence should be relocated to a suitable and compatible setting, such as a designated heritage site or historic farm, to preserve a rare surviving example of an early nineteenth-century log house in the City of Brampton and Region of Peel.
3. If relocating the log cabin in-tact is determined to be infeasible based on engineering or technical concerns, the structure should be disassembled and moved to an appropriate setting for reassembly.
4. If relocating the structure either in-tact or in pieces is demonstrated to be infeasible, consideration should be given to developing a salvage plan to retain any identified cultural heritage attributes. Any salvageable materials, including but not limited to, hewn flat-sided logs, hewn joists, dormer windows, two-over-two pane sash windows, decorative shutters, fieldstones in the foundation, or any other relevant heritage elements should be salvaged and retained for incorporation in other similar historically-significant structures or for use in a commemorative interpretation program. In this respect, MTO, MHSTCI, the City of Brampton and other heritage stakeholders such as the Peel Art Gallery, Museum, and Archives should be consulted regarding salvage and commemoration.



5. Prior to relocation, salvage, or demolition, a Salvage and Documentation Report should be completed for the subject property. This heritage documentation report should include detailed photography, measured drawings, and Lidar scans. The purpose of this documentation report is to fully record the structure and its setting prior to alteration. This documentation report should be submitted to MTO, MHSTCI, the City of Brampton, and other relevant heritage stakeholders, where appropriate, for review and/or archival purposes.
6. Consideration should be given to a heritage interpretive strategy including (but not limited to) a commemorative plaque with historical information and archival photographs of the structure. Structural and decorative elements salvaged from the house could also be incorporated in this interpretive strategy. Heritage staff at the City of Brampton should be consulted regarding this heritage interpretive strategy.
7. Additional on-site investigations at this property are necessary to understand the log construction utilized, confirm integrity, and confirm building evolution. This would require removal of a section or sections of exterior vinyl cladding on this house. The CHER recommended that this additional fieldwork be undertaken during completion of the HIA, however, as this report was conducted in May 2020 during the COVID-19 global pandemic, additional fieldwork was not conducted. Following the removal of physical distancing requirements, this property should be subject to additional on-site investigations to better understand the construction and integrity of the log cabin. This additional fieldwork should be conducted as part of the documentation report.
8. This report should be submitted to Pascal Doucet, Heritage Planner at the City of Brampton, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.

9.0 REFERENCES

ASI, (Archaeological Services Inc.)

2020a Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Existing Conditions and Preliminary Impact Assessment 407 Transitway TPAP From West of Brant Street to West of Hurontario Street G.W.P. 16-20003 City of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario. Report on file with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto.

2020b Cultural Heritage Evaluation Report, 7655 Heritage Road, Highway 407 Transitway Transit Project Assessment Process, From West of Brant Street to West of Hurontario Street G.W.P. 16-20003, City of Brampton, Region of Peel, Ontario. Report on file with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto. Report on file at ASI.

2020c Cultural Heritage Evaluation Report, 7696 Heritage Road, Highway 407 Transitway Transit Project Assessment Process, From West of Brant Street to West of Hurontario Street G.W.P. 16-20003, City of Brampton, Region of Peel, Ontario. CHER. Report on File at ASI, Toronto, ON.

City of Brampton

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HERITAGE IMPACT ASSESSMENT

4243 SIXTH LINE

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

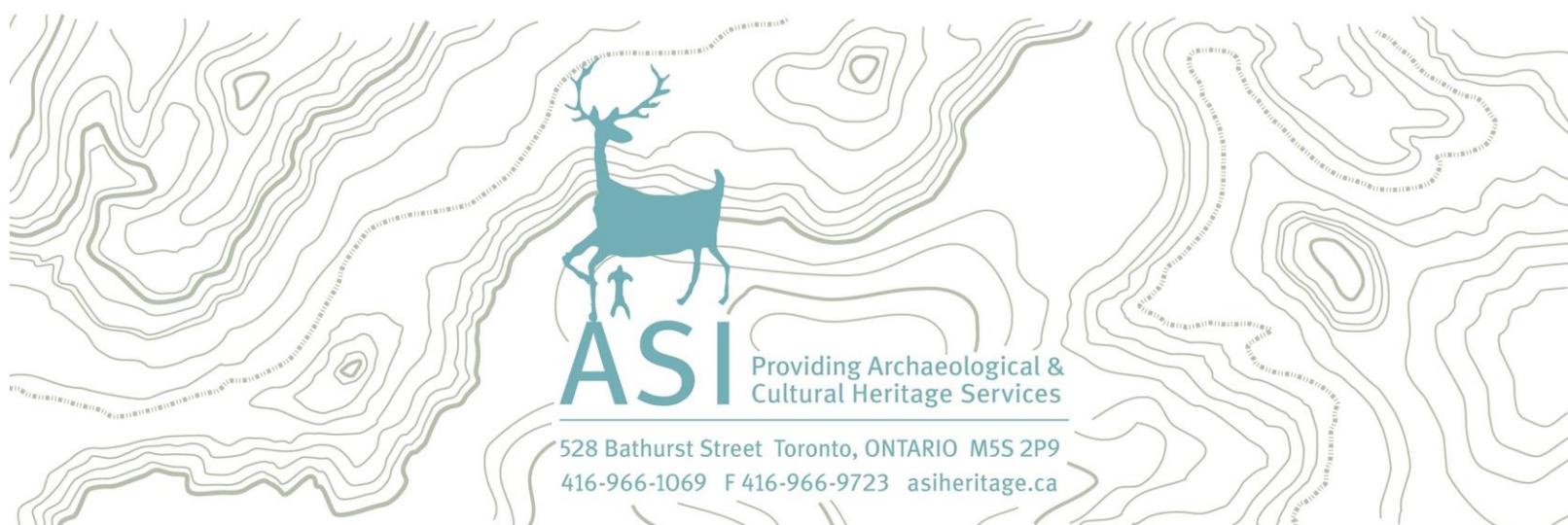
**TOWN OF OAKVILLE
REGION OF HALTON, ONTARIO**

FINAL REPORT

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ASI File: 19CH-165

June 2020 (Revised July 2020)



HERITAGE IMPACT ASSESSMENT

4243 SIXTH LINE

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

TOWN OF OAKVILLE, REGION OF HALTON, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation (MTO) to prepare a Heritage Impact Assessment (HIA) for the property at 4243 Sixth Line in the Town of Oakville, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 4243 Sixth Line consists of a late nineteenth-century farmhouse, barns, grasslands, gravel, and a cellular telephone tower on former agricultural lands. This property is privately owned and is listed on the Town of Oakville's *Register of Properties of Cultural Heritage Value or Interest* (NOT Designated) (Town of Oakville 2020). It was identified as a potential cultural heritage resource (CHR #13) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated the criteria in Ontario Regulation 9/06, which considers the property in the community context. An evaluation under Ontario Regulation 10/06 found that the property does not retain cultural heritage value at the provincial level. As such, the CHER recommended that the property should be considered a Provincial Heritage Property (PHP) but not a Provincial Heritage Property of Provincial Significance (PHPPS) (ASI 2020b).

The analysis for this HIA was conducted by John Sleath, with research done by Michael Wilcox and fieldwork conducted by Kirstyn Allam, under the senior project direction of Lindsay Graves, all of ASI. This HIA follows the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

The analysis found in this report determined that the proposed Highway 407 Transitway alignment will have minor direct adverse impacts on the of the property through soil disturbance, grading, potential vibration impacts, and the introduction of a roadway that may diminish the integrity of the property. As the subject property at 4243 Sixth Line was determined to retain cultural heritage value and is anticipated



to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered or are found to be technically infeasible, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the subject property.
 - a. Staging and construction activities should be suitably planned and executed to mitigate or prevent any unintended impacts to any built structure on the subject property. Temporary fencing should be installed during construction to ensure ongoing access to the barn entrance on the north side and the operations of the overall site can safely continue.
 - b. Should construction activities necessarily involve the removal of trees and destruction of the pond, suitable mitigation strategies include post-construction landscaping and rehabilitation which could involve planting new trees on the south side of the Transitway and/or the creation of a new pond.
 - c. Consultation and coordination with the owner(s)/operator(s) of the farm should be carried out to ensure suitable mitigation measures are employed during detailed design and construction.
3. To ensure the residence and structures on the property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO must make a commitment to repair any damages caused by vibrations.
4. This report should be submitted to heritage staff at the Town of Oakville, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



PROJECT PERSONNEL

| | |
|--------------------------------|--|
| <i>Senior Project Manager:</i> | Lindsay Graves, MA CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division |
| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
| <i>Project Manager:</i> | John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division |
| <i>Historical Research:</i> | Michael Wilcox, PhD Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Field Review:</i> | Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Report Production:</i> | Michael Wilcox John Sleath |
| <i>Graphics Production:</i> | Eric Bongelli, MES Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves John Sleath |



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of MTO to prepare a Heritage Impact Assessment (HIA) for the property at 4243 Sixth Line in the Town of Oakville, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 4243 Sixth Line in the Town of Oakville features a late nineteenth-century two-storey farmhouse, barns and other agricultural structures, grasslands, gravel, and a cellular telephone tower. The property is privately owned and was identified as a potential cultural heritage resource (CHR #13) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. The CHER recommended that the property should be considered a Provincial Heritage Property (PHP) (ASI 2020b). As the subject property was anticipated to be impacted by the proposed 407 Transitway, a HIA was recommended to determine the impacts to the property and propose mitigations. This HIA fulfills this recommendation and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject property in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industry's (MHSTCI) *Ontario Heritage Toolkit* (MHSTCI 2006), the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MHSTCI 2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The analysis for this HIA was conducted by John Sleath, with research done by Michael Wilcox and fieldwork conducted by Kirstyn Allam, under the senior project direction of Lindsay Graves, all of ASI. Research was completed to investigate, document, and evaluate impacts and mitigations for the cultural heritage resources.

This document will provide:

- a description of the subject property, including photographic documentation;
- a description of the subject property's cultural heritage value;
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking; and,
- a description of potential mitigation measures and recommendations.

1.1. Location and Study Area Description

The subject property at 4243 Sixth Line in the Town of Oakville is located on the east side of Sixth Line, immediately south of Highway 407 (Figure 1). The property features a farmhouse built in 1898, barns and other agricultural structures, grasslands, gravel mounds, and a cellular telephone tower (Figure 2). Until 2017, the adjacent lands and broader surrounding area were rolling agricultural fields. In 2018, the



adjacent south and east sides of the subject property began undergoing substantial landscape redevelopment. The subject property lies to the east of the former small community of Glenorchy and north of the former village of Munn's Corners. Historically, the property is located on Lot 15, Concession 2 North of Dundas Street (NDS) in the former Trafalgar Township, Halton County.

1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), Environmental Assessment Act (1990), and the Provincial Policy Statement (2020).

1.3. Adjacent Heritage Properties

No identified heritage properties are located adjacent to the property at 4243 Sixth Line.



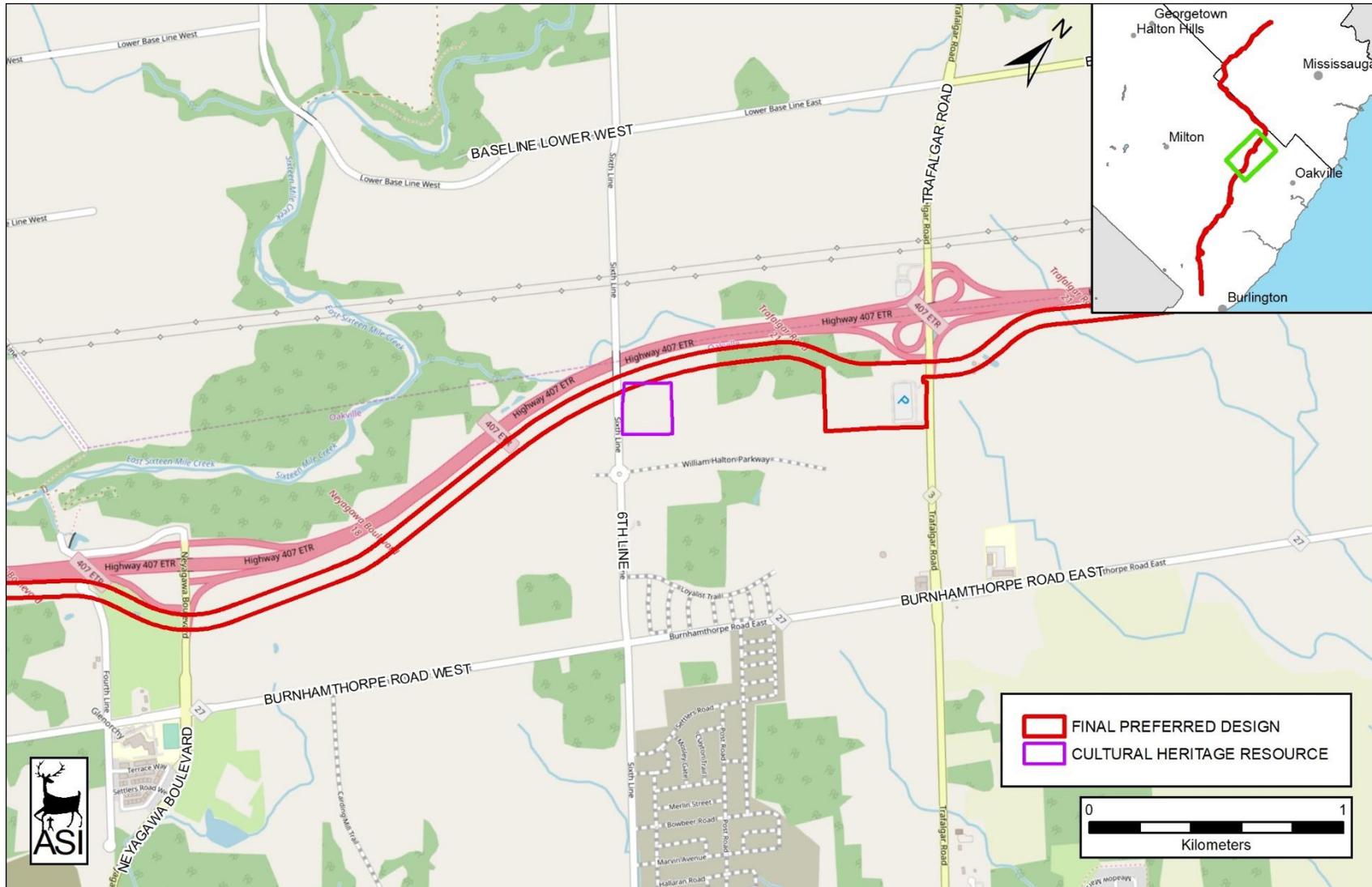


Figure 1: Location of the subject property at 4243 Sixth Line and proposed design of 407 Transitway (©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

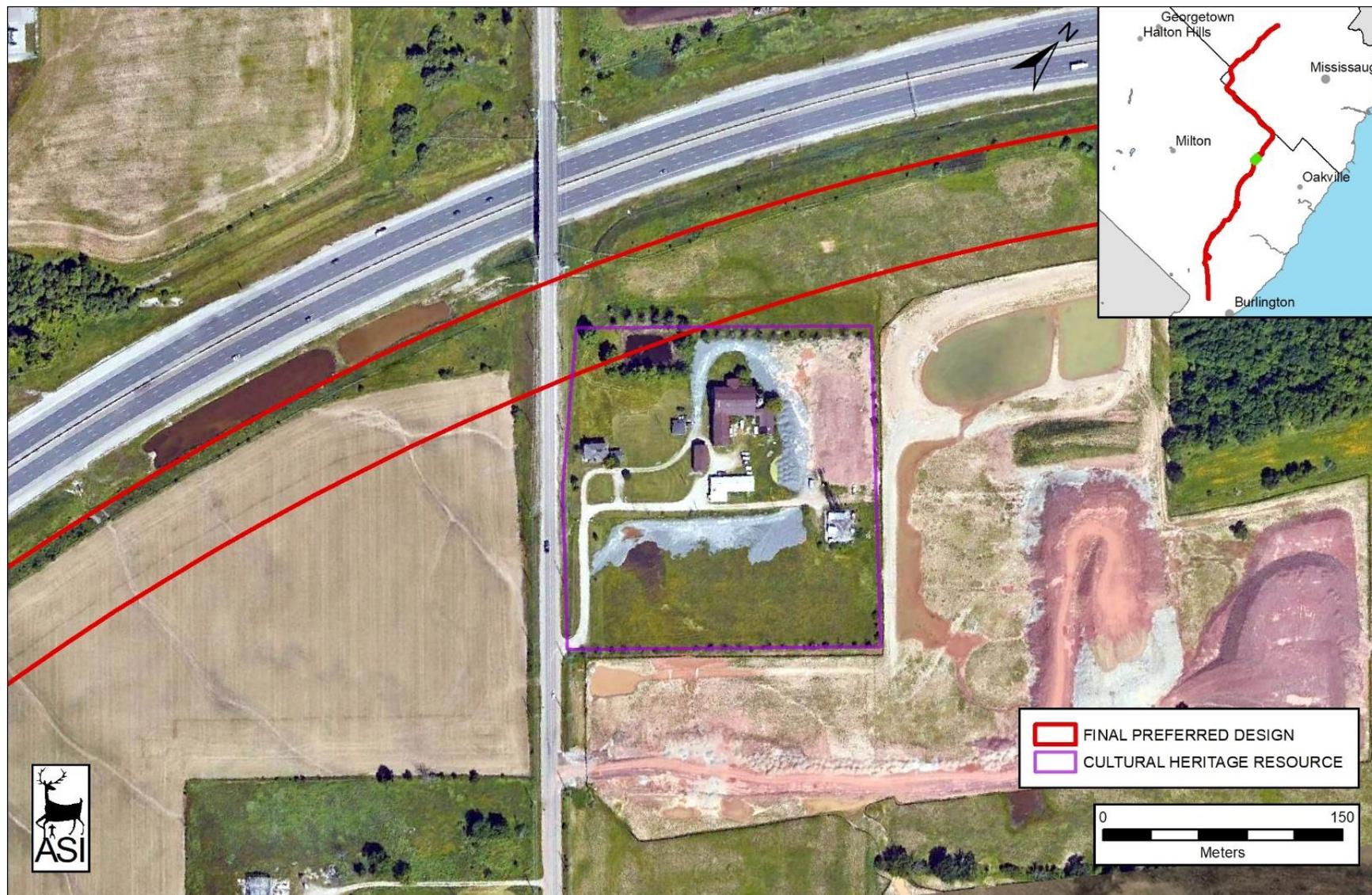


Figure 2: Aerial photo of the subject property at 4243 Sixth Line and proposed design of 407 Transitway (Google Earth Imagery)

2.0 STATEMENT OF CULTURAL HERITAGE VALUE

The following Draft Statement of Cultural Heritage Value was prepared by ASI in 2020 for the CHER regarding the subject property (ASI 2020b).

2.1 Description of Property

The ten-acre property at 4243 Sixth Line in the Town of Oakville is located on generally flat topography on the east side of Sixth Line, north of Burnhamthorpe Road East and south of Highway 407. The property consists of a two-storey red-brick Edwardian Classical farmhouse built in 1898, and a farm complex, including an L-shaped bank barn, wooden drive shed, concrete block workshop, and a sales shop/cold storage shed. A radio/cell tower now on site was erected in the 1990s. The various buildings are connected by gravel laneways. Grasslands, vegetation, and a mix of trees are found throughout the property.

2.2 Draft Statement of Cultural Heritage Value or Interest

The property at 4243 Sixth Line was established by Michael Biggar in the mid nineteenth century as part of a large agricultural operation eventually called Glenclare Farm. The property was originally 200 acres in size but was gradually reduced to 10 acres in size. Its cultural heritage value is derived from its design and physical value, its historical and associative value, and its contextual value. In terms of its design and physical value, the subject property contains several elements which make it a representative example of an evolved nineteenth- and twentieth-century Ontario farmstead, including the house, bank barn, drive shed, and workshop. The layout of the house and barns and other outbuildings on the property is in line with other southern Ontario farms, including the location of the house in close proximity to and fronting the major thoroughfare and a buffer space between the house and barns. Further, the farmhouse is considered an early and representative example of a rural residence in the Edwardian Classical style in the local context. Historical and associative value is demonstrated by the subject property's association with early settlement and the theme of agriculture in the area. Michael Biggar, the son of one of the earliest settlers in Trafalgar Township, was an important local figure in the community, serving as deputy reeve in 1890-91. His son Albert Biggar and grandson Wilbert (W.H.) Biggar were also local politicians and key figures in local agricultural organizations. The subject property has contextual value through its location in a rural agricultural area of Oakville and is important in supporting the character of the area. The farmstead, including the house, bank barn, drive shed, and workshop, maintains its legibility as an agricultural landscape.

2.3 Description of Heritage Attributes

The design/physical value of this nineteenth-century farmstead is reflected through retention of:

- The house location in close proximity to and fronting on the major thoroughfare
- The layout of the house, barns, and other outbuildings with connections between them through gravel laneways

- Two-storey Edwardian Classical brick farmhouse with two chimneys, a hipped roof, stone foundation, decorative brickwork, 1898 date stone, symmetrical fenestration, and stone sills and lintels
- The mid-nineteenth century single-storey wooden frame house with stone foundation
- The L-shaped gambrel bank barn, with stone foundation, vertical board-and-batten cladding, decorative arched brick voussoirs above the windows, and a gabled roof with pressed metal shingles
- The one-and-a-half-storey frame-constructed driveshed, with vertical board-and-batten wood cladding, large wood sliding doors, a stone foundation, and a metal gabled roof
- The single-storey workshop (former milk house), made of concrete blocks, and featuring a hipped roof, chimney, small inset windows, and large garage door

Key heritage attributes that embody the historical/associative value of this nineteenth-century farmstead include:

- The direct associations with the theme of agriculture in Trafalgar Township as practiced by early settlers
- The direct associations with the Biggar family for the period between 1854 and 1985, known for their important roles in rural-agricultural societies and local politics

Key heritage attributes that embody the contextual value of this nineteenth-century farmstead include:

- The presence of a substantial collection of agricultural buildings including the farmhouse, bank barn, drive shed, and workshop contribute to the property's ongoing status as a defined agricultural landscape

3.0 ASSESSMENT OF EXISTING CONDITIONS

A field review was conducted by Kirstyn Allam, ASI, on 3 March 2020 to survey and document the study area and environs. Permission to enter the property was not granted so the field review describes only the exterior of the structures and landscape features visible from the publicly-accessible Sixth Line right-of-way.

Results of the field review, as well as archival research and 2018 photos provided by the Town of Oakville, were utilized to describe the existing conditions of the property. The following sections provide a general description of the built and landscape features within the property.

3.1 Landscape and Surrounding Environs

4243 Sixth Line is an agricultural property located at the southeast corner of the intersection of Highway 407 and Sixth Line. The subject property is privately owned and consists of a farmhouse built in 1898, barns and other agricultural structures, grasslands, gravel mounds, and a cellular telephone tower (Plate 1). The property is situated in a rural-agricultural context, about 3 kilometres north of the new subdivisions around Oakville's Uptown Core. The property is surrounded by Highway 407 to the north, gravel mounds to the east and south, and agricultural fields to the west (Plate 1 to Plate 4). All photos by ASI unless otherwise indicated. Landscape features include the long driveway (which has run



parallel to Sixth Line since the creation of Highway 407 in the mid-1990s), an embankment (which has supported Sixth Line since the creation of the bridge over Highway 407 in the mid-1990s), the circulation routes between the house and barns, a small pond surrounded by trees, large open spaces, and vegetation and trees around the house, barns, and north and south edges of the property (Plate 5 to Plate 9).



Plate 1: Plan view of the features on the subject property (Google Maps)



Plate 2: Vegetative buffer between Highway 407 and the subject property, looking northeast.



Plate 3: Gravel mounds, facing southeast.



Plate 4: Agricultural fields to the west, across Sixth Line from the subject property.



Plate 5: Vegetation along the driveway with large open field in behind, looking south.



Plate 6: Circulation routes, facing east.



Plate 7: Pond, trees, and large open field in front of barns, facing east.



Plate 8: Embankment supporting Sixth Line, facing south.



Plate 9: Row of trees along south border of property, facing east.

3.2 Exterior

The property at 4243 Sixth Line is ten acres in size and is on generally flat topography. The property consists of a two-storey red-brick Edwardian Classical farmhouse, a radio/cell tower, and a farm complex, including an L-shaped bank barn, wooden drive shed, concrete block workshop, and a sales shop/cold storage shed. The various outbuildings are connected by gravel laneways (Plate 10 and Plate 11).

The residence is a two-storey red brick Edwardian Classical farmhouse with horizontal aluminum siding and stone veneer over the front façade. The aluminum siding and stone cladding were added to the front façade at an unknown date. The former front entrance is on a small raised front porch, though it appears in a state of disuse with the awning over the porch falling away from the vinyl cladding (Plate 12). That entrance faces west and sits approximately 15 metres from Sixth Line (Plate 12 and Plate 13). The house is rectangular, with a bay extension on the south side (Plate 14). Other features include two brick chimneys on the north and south sides, a hipped roof, and a single-gabled dormer on the rear façade. The residence sits on a stone foundation, and lower-level windows provide light into the basement (Plate 15). The current main entrance appears to be on the south side, east of the bay extension. A small concrete staircase rises to a small landing, with access to sliding doors into the main brick house as well as to a door to the rear portion (Plate 16). The house features decorative brickwork on the west side of the south façade and brick voussoirs over the basement windows (Plate 17). Another key feature is the date stone, noting the 1898 construction date (Plate 18). The windows, which are all modern replacements of the originals, are encased by large stone sills and lintels and are symmetrical on the upper and lower storeys except for one spot on the lower level of the south façade (Plate 19). Attached to the east end of the residence is a rectangular, single-storey, wooden frame structure, sitting on stone foundations (Plate 20). Horizontal vinyl siding, affixed at an unknown date, has been added to its north and south sides. This rear extension may be the original frame house built by Michael Biggar soon after purchasing the property.

The gambrel bank barn with a gabled extension is the largest structure on the subject property (Plate 21) Located near the northeast corner of the subject property, it is L-shaped and features a rubblestone foundation and vertical board-and-batten cladding. The bank and main entrance are on the north side. There are large windows and openings in the barn basement, with decorative arched brick voussoirs above them (Plate 22). The remnants of two silos are adjacent to the barn on the east side. An addition/extension to the main barn is a smaller barn to the east (Plate 24).

A one-and-a-half-storey frame-constructed driveshed, built in the vernacular style, is also on the subject property, southwest of the bank barn. The driveshed has vertical board-and-batten wood cladding and large wood sliding doors on the lower level. It rests on a stone foundation, is rectangular in shape, and features a metal gabled roof with window openings in the end gables (Plate 25).

Other structures on the property include:

- A single-storey workshop (former milk house), located between the farmhouse and bank barn. It is square in shape and made of concrete blocks. It features a hipped roof, chimney, small inset windows, a door on the west side, and large garage door opening on the east side (Plate 21).

- A single-storey barn that includes the sales shop/store front and cold storage area located south of the bank barn. It features a metal roof and aluminum siding (Plate 23).
- The radio/cell tower, made of metal, located on the east side, near the property boundary (Plate 11).



Plate 10: House and barns, facing northeast.



Plate 11: House, barns, outbuildings, and cell tower, facing southeast.



Plate 12: House, featuring vinyl siding, facing east.



Plate 13: House, with barns, outbuildings, and cell tower in behind, facing southeast.



Plate 14: House with bay extension, facing northeast.



Plate 15: Stone foundation, north elevation.



Plate 16: Main entrance, up stairs next to tree (Town of Oakville, 2018).



Plate 17: Decorative brickwork, south façade and brick voussoirs over basement window, north façade.



Plate 18: 1898 sign, kept visible when vinyl siding was added.



Plate 19: Symmetrical windows with lintels and sills, north elevation.



Plate 20: Single-storey, wooden frame structure at rear of house, facing west (Town of Oakville, 2018).



Plate 21: Barns, drive shed, workshop, and cell tower behind the house, facing east.



Plate 22: Decorative brickwork over barn windows, facing southeast (Town of Oakville, 2018).



Plate 23: Barn, driveshed, and sales shop/storage facility, facing northeast.



Plate 24: Barn extension and silo, facing northeast (Town of Oakville, 2018).



Plate 25: Driveshed, facing east (Town of Oakville, 2018).

3.3 Interior

As no permission to enter the structures was approved, site investigations of the interior of the house and outbuildings were not conducted.

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

The project consists of a 43km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay bay facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

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

The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40m in width (10m to 20m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60m (30m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.

The preferred alignment of the runningway in the vicinity of the subject property will be located on the south side of Highway 407 between Trafalgar Road and Sixth Line. The runningway will traverse directly through the northwest corner of the subject property, requiring the removal of several trees and the destruction of the pond (see Figure 2). At the time of report preparation (June 2020) the detailed designs for the proposed undertaking were not yet prepared. As no detailed information regarding grading limits, areas requiring the addition of soil fill, and the limits of the proposed pavement edge were available, the maximum grading limits of the preferred alternative as depicted in Figure 2 were judged to be the maximum area of direct impacts. As the trees and pond are located within this area of impact on the subject property, it is assumed that their complete removal will be required to facilitate the construction of the runningway.



5.0 IMPACT ASSESSMENT

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the document entitled *Ontario Heritage Tool Kit* (MHSTCI 2006) and *Information Bulletin 3* (MHSTCI 2017). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.

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

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

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

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



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

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

The proposed undertaking is anticipated to have a direct adverse impact on the property through soil disturbance, grading, the introduction of a roadway, and potential vibration impacts. Further, the proposed undertaking is expected to result in the removal of some landscape elements on the subject property, including trees and the pond in the northwest corner. However, these landscape features were introduced in the late twentieth century, are unrelated to the property’s historical agricultural function, and are not identified as heritage attributes. As such, their removal is not considered to be a significant impact to the cultural heritage value of the subject property. There are no additional indirect impacts anticipated. A summary description and assessment of direct impacts is presented in Table 1, while an assessment of indirect impacts are presented in Table 2.

Table 1: Anticipated Direct Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|--|
| Removal or demolition of all or part of any heritage attribute | The proposed Highway 407 Transitway runningway will traverse directly through the northwest corner of the subject property, resulting in direct impacts to the landscape features in this area including the removal of mature trees and the pond. However, these landscape features are late twentieth century additions to the property, and are not related to the historical agricultural function of the property. As these features are not identified as heritage attributes, the proposed undertaking is not considered to have a significant impact on the cultural heritage value or interest of the property. |
| Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) | No direct impacts to any building or structure on the property are anticipated by the construction of the runningway in the preferred alignment. |
| Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, | The proposed Highway 407 Transitway will require disturbances to the soil throughout the study area. Grading and excavating may be required to construct the runningway on the subject property. Plus, the addition of fill may be needed to fill in the pond. |



| | |
|--|--|
| including archaeological resources | |
| Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. | The removal of trees and the pond, which are unrelated to the property's historical agricultural function is not considered to be a significant impact to the cultural heritage value of the subject property. Their removal will not impact any heritage attributes described in the Statement of Cultural Heritage Value or Interest. |
| Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security | No significant impacts to the subject property are anticipated to address factors such as accessibility, emergency egress, public access, or security. |
| Introduction of new elements that diminish the integrity of the property | The introduction of the proposed 407 Transitway runningway is anticipated to diminish the integrity of the subject property. However, the construction of Highway 407 to the north of the subject property in the 1990s already significantly altered the former historical agricultural context, as did the modifications caused by gravel mounds to the southeast of the subject property. As such, the introduction of the proposed runningway is not considered to be a significant impact to the cultural heritage value of the subject property. |
| Change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest | The construction of the proposed 407 Transitway will not result in a change in land use of the subject property. The subject property is anticipated to retain its rural residential land use following the proposed runningway construction. |
| Continuation or intensification of a use of the property without conservation of heritage attributes | The proposed undertaking is not anticipated to result in the continuation or intensification of a use of the subject property. |

Table 2: Anticipated Indirect Impacts to the Subject Property

| Impact | Discussion of Impacts |
|------------------|---|
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | No heritage elements will be isolated as part of the proposed work. |
| Vibration damage | There are no impacts related to vibration anticipated. |



| | |
|---|---|
| Direct or indirect obstruction of significant views | No direct or indirect obstruction of significant views will occur as part of the proposed work. |
|---|---|

The proposed construction of the 407 Transitway runningway is anticipated to result in direct impacts to the subject property. Direct impacts include the destruction of late nineteenth century landscape features in the area. Additional impacts including soil disturbance, grading, potential vibration impacts, and the introduction of a roadway that may diminish the integrity of the property are also anticipated.

6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

The proposed alterations to the subject property are anticipated to result in minor direct adverse impacts which would have permanent and irreversible negative effects on the cultural heritage value or interest of the property.

Direct impacts include the removal of landscape features in the area, including the removal of mature trees and the pond, soil disturbance, and introduction of a roadway, all of which are fully or partially within the area of direct impact as depicted in Figure 2.

As this impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult. Various potential runningway alignments for the 43km runningway were evaluated during the preliminary phases of the project, with the preferred alternative selected following the consideration of each alternative with respect to safety, engineering, transportation, environmental, socio-cultural, and other requirements. The preferred alternative was selected as the least impactful and most preferred option when evaluated against these criteria.

As the subject property was determined to retain cultural heritage value following an evaluation under Ontario Regulation 9/06, the proposed 407 Transitway should be planned in a manner that avoids or limits impacts to the identified cultural heritage attributes of the subject property as outlined in Section 2.0 where feasible. As such, the following mitigation measures should be considered as a way of eliminating or reducing the impacts of the proposed runningway alignment on the identified cultural heritage value of the subject property.

Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits be infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the subject property. Staging and construction activities should be suitably planned and executed to mitigate or prevent any unintended impacts to any built structure on the subject property. Temporary



fencing should be installed during construction to ensure ongoing access to the barn entrance on the north side and the operations of the overall site can safely continue.

Finally, to ensure the residence and structures on the property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO must make a commitment to repair any damages caused by vibrations.

7.0 SUMMARY OF COMMUNITY ENGAGEMENT

As part of the preparation of the CHER (ASI 2020b), various municipal, provincial, and federal inventories and registers were consulted to confirm the existing or potential cultural heritage value of the subject property. See Section 1.4 of the CHER for a full list of sources consulted.

The following stakeholders were contacted as part of the preparation of the CHER with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent cultural heritage resources (Table 3). No additional consultation was conducted as part of the HIA.

This report should be submitted to planning staff at the Town of Oakville upon completion for review and archival purposes, as dictated by best practices. Following review, Town staff should determine if they are aware of additional information that should be taken into account in the assessment of impacts, identification of mitigation measures, or implementations.

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|--|--|---|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Heritage, Sport, Tourism, and Culture Industries | 20 March and 4 April 2020 | A response received 4 April 2020 confirmed that the subject property is not a Provincial Heritage Property. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 20 and 24 March 2020 | A response received 24 March 2020 revealed that there are no OHT Easements within or adjacent to the subject property. |
| Susan Schappert, Heritage Planner | Town of Oakville | 4 and 18 October 2017, 4 and 10 March 2020 | A response received on 4 March 2020 confirmed that the subject property was listed in the municipal heritage register. On 10 March 2020, some early twentieth-century photos of the property as well as photos of built resources on the subject property from 2009 and 2018 were provided. |

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|--|-----------------------------|---|
| Michelle Knoll, Chair, Trafalgar Township Historical Society | Trafalgar Township Historical Society | 5, 11, and 12 March 2020 | A response received on 11 March provided links to websites that showed historic images of the subject property as well as information about members of the Biggar family. |

8.0 RECOMMENDATIONS

As the subject property at 4243 Sixth Line was determined to retain cultural heritage value and is anticipated to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered or are found to be technically infeasible, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the subject property.
 - a. Staging and construction activities should be suitably planned and executed to mitigate or prevent any unintended impacts to any built structure on the subject property. Temporary fencing should be installed during construction to ensure ongoing access to the barn entrance on the north side and the operations of the overall site can safely continue.
 - b. Should construction activities necessarily involve the removal of trees and destruction of the pond, suitable mitigation strategies include post-construction landscaping and rehabilitation which could involve planting new trees on the south side of the Transitway and/or the creation of a new pond.
 - c. Consultation and coordination with the owner(s)/operator(s) of the farm should be carried out to ensure suitable mitigation measures are employed during detailed design and construction.
3. To ensure the residence and structures on the property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO must make a commitment to repair any damages caused by vibrations.
4. This report should be submitted to heritage staff at the Town of Oakville, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



9.0 REFERENCES

ASI, (Archaeological Services Inc.)

2020a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment, 407 Transitway TPAP From West of Brant Street to West of Hurontario Street G.W.P. 16-20003 City of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario*. Report on file with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto.

2020b *Cultural Heritage Evaluation Report, 4243 Sixth Line, Highway 407 Transitway Transit Project Assessment Process, From West of Brant Street to West of Hurontario Street G.W.P. 16-20003, Town of Oakville, Region of Halton, Ontario*. Report on file with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.

MHSTCI, (Ministry of Heritage, Sport, Tourism and Culture Industries)

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2006 Ontario Heritage Tool Kit.

http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml.

2010 Standards and Guidelines for Conservation of Provincial Heritage Properties.

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Province of Ontario

2020 *Provincial Policy Statement*. Toronto, Ontario.

Town of Oakville

2020 Register of Properties of Cultural Heritage Value or Interest (NOT Designated).

<https://www.oakville.ca/assets/general%20-%20business/6%20-%20Section%20F.pdf>.



HERITAGE IMPACT ASSESSMENT

7696 HERITAGE ROAD

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

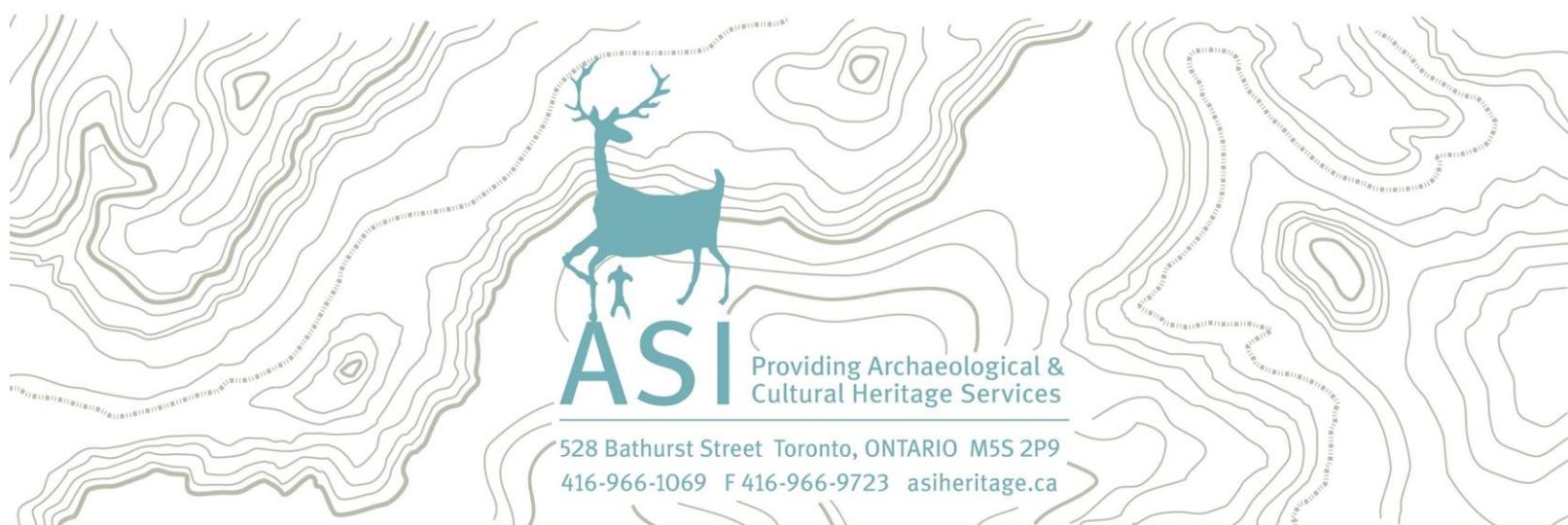
**CITY OF BRAMPTON
REGION OF PEEL, ONTARIO**

FINAL REPORT

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ASI File: 19CH-165

June 2020 (Revised July 2020)



HERITAGE IMPACT ASSESSMENT

7696 HERITAGE ROAD

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

CITY OF BRAMPTON, REGION OF PEEL, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation (MTO) to prepare a Heritage Impact Assessment (HIA) for the property at 7696 Heritage Road in the City of Brampton, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 7696 Heritage Road consists of a one-and-a-half storey red brick farmhouse constructed circa 1870, agricultural fields, and a barn. The property is owned by Infrastructure Ontario and is listed by the City of Brampton on their inventory of heritage properties not designated under Part IV of the *Ontario Heritage Act* (City of Brampton 2019). This property was identified as a potential cultural heritage resource (CHR #22) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level. As such, the CHER determined that the property should be considered a Provincial Heritage Property (PHP) but not a Provincial Heritage Property of Provincial Significance (PHPPS) (ASI 2020b).

The analysis and research for this HIA was conducted by Michael Wilcox and fieldwork conducted by Kirstyn Allam, John Sleath, and Meredith Stewart, under the senior project direction of Lindsay Graves, all of ASI. This HIA follows the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

The analysis found in this report determined that the proposed Highway 407 Transitway alignment will have minor direct adverse impacts on the property through the removal of portions of agricultural fields, soil disturbance, grading, potential vibration impacts, and the introduction of a roadway that may diminish the integrity of the property. As the subject property at 7696 Heritage Road was determined to retain



cultural heritage value and is anticipated to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should relocation of the proposed runningway alignment be determined to be infeasible, consideration should be given to reducing the width of the area of direct impact in order to reduce impacts on the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits be infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered or are found to be technically infeasible, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the identified heritage attributes of the subject property. Staging and construction activities should be suitably planned and executed to mitigate or prevent any unintended impacts to the agricultural fields, former paddocks, and any other built structure on the subject property. Prior to construction, temporary fencing should be installed along the field edge north of the residence to separate the construction area from the thick vegetation and former paddocks.
3. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed to enable access to the agricultural fields in the northwest corner of the property. In locations where the Preliminary Design of the 407 Transitway is affecting existing access to agricultural lands, the Detail Design phase, to be undertaken in the future prior to construction of the 407 Transitway, will ensure continued viable access. Currently, the timing for Detail Design and Construction is not known, thus the existing access to agricultural lands in the northwest corner of the property are being maintained.
4. To ensure the residence and barn on the property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO must make a commitment to repair any damages caused by vibrations.
5. This report should be submitted to heritage staff at the City of Brampton, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



PROJECT PERSONNEL

| | |
|--------------------------------|--|
| <i>Senior Project Manager:</i> | Lindsay Graves, MA CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division |
| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
| <i>Project Manager:</i> | John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division |
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| <i>Field Review:</i> | John Sleath Meredith Stewart, MA, MSc, CAHP Intern Cultural Heritage Assistant Cultural Heritage Division Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Report Production:</i> | Michael Wilcox John Sleath |
| <i>Graphics Production:</i> | Robin Latour, BA, MPhil Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves John Sleath |



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of MTO to prepare a Heritage Impact Assessment (HIA) for the property at 7696 Heritage Road in the City of Brampton, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 7696 Heritage Road in the City of Brampton features a one-and-a-half storey red brick farmhouse constructed circa 1870, agricultural fields, and a barn. The property is owned by Infrastructure Ontario (IO) and is listed by the City of Brampton on their inventory of heritage properties not designated under OHA Part IV. This property was identified as a potential cultural heritage resource (CHR #22) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06 which considers the property in the community context. The CHER recommended that the property should be considered a Provincial Heritage Property (PHP) (ASI 2020b). An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level. As the subject property was anticipated to be impacted by the proposed 407 Transitway, a HIA was recommended to determine the impacts to the property and propose mitigations. This HIA fulfills this recommendation and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject property in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industry's (MHSTCI) *Ontario Heritage Toolkit* (MHSTCI 2006), the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (MHSTCI 2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The analysis and research for this HIA was conducted by Michael Wilcox and fieldwork conducted by John Sleath, Kirstyn Allam, and Meredith Stewart, under the senior project direction of Lindsay Graves, all of ASI. Research was completed to investigate, document, and evaluate impacts and mitigations for the cultural heritage resource.

This document will provide:

- a description of the subject property, including photographic documentation;
- a description of the subject property's cultural heritage value;
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking; and,
- a description of potential mitigation measures and recommendations.

1.1. Location and Study Area Description

The subject property at 7696 Heritage Road in the City of Brampton is located on the west side of Heritage Road, immediately south of Highway 407. A hydro corridor runs through the agricultural fields on the property south of the residence (Figure 1). The property consists of a one-and-a-half storey red brick farmhouse at the end of a long driveway, a barn, and agricultural fields on the south side of Highway 407 and two small ponds on the north side of Highway 407 (Figure 2). The surrounding area consists of predominantly industrial and commercial complexes to the north of Highway 407 and south of the study area. Directly across from the study area, on the east side of Heritage Road, is a rural residential property at 7655 Heritage Road with undeveloped, moderately forested land.

The subject property at 7696 Heritage Road also includes the structures and equestrian lands that operates as Meadowlarke Stables at 2800 Meadowpine Boulevard, Brampton. For the purposes of this assessment, the farmhouse, barn, agricultural fields on the east half of the property, and the small ponds on the north side of Highway 407 are considered to be associated with 7696 Heritage Road and are included as part of this HIA. A separate CHER was completed for the structures on the west portion of the property parcel that operates as Meadowlarke Stables at 2800 Meadowpine Boulevard and it was recommended that that portion of the property did not retain cultural heritage value as defined by the criteria in Ontario Regulation 9/06 (ASI 2020c).

1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), *Environmental Assessment Act* (1990), and the *Provincial Policy Statement* (2020).

1.3. Adjacent Heritage Properties

The subject property at 7696 Heritage Road is adjacent (across the street) to the property at 7655 Heritage Road. While the City of Brampton has not Listed or Designated 7655 Heritage Road as a heritage property, ASI conducted a CHER on the property as part of the Highway 407 Transitway TPAP (ASI 2020d). This evaluation found that the property retained architectural or design value associated with a c. 1830s log house, encased in a c. 1880s frame dwelling, and is considered to be a rare surviving example of an early nineteenth-century log house. ASI evaluated the property and recommended that it met the criteria outlined in Ontario Regulation 9/06, which considers the property in the community context, and should be considered a Provincial Heritage Property (PHP). This CHER was reviewed by the MTO Heritage Committee, and they concurred that the property at 7655 Heritage Road met the criteria in Ontario Regulation 9/06 and should be considered a PHP.

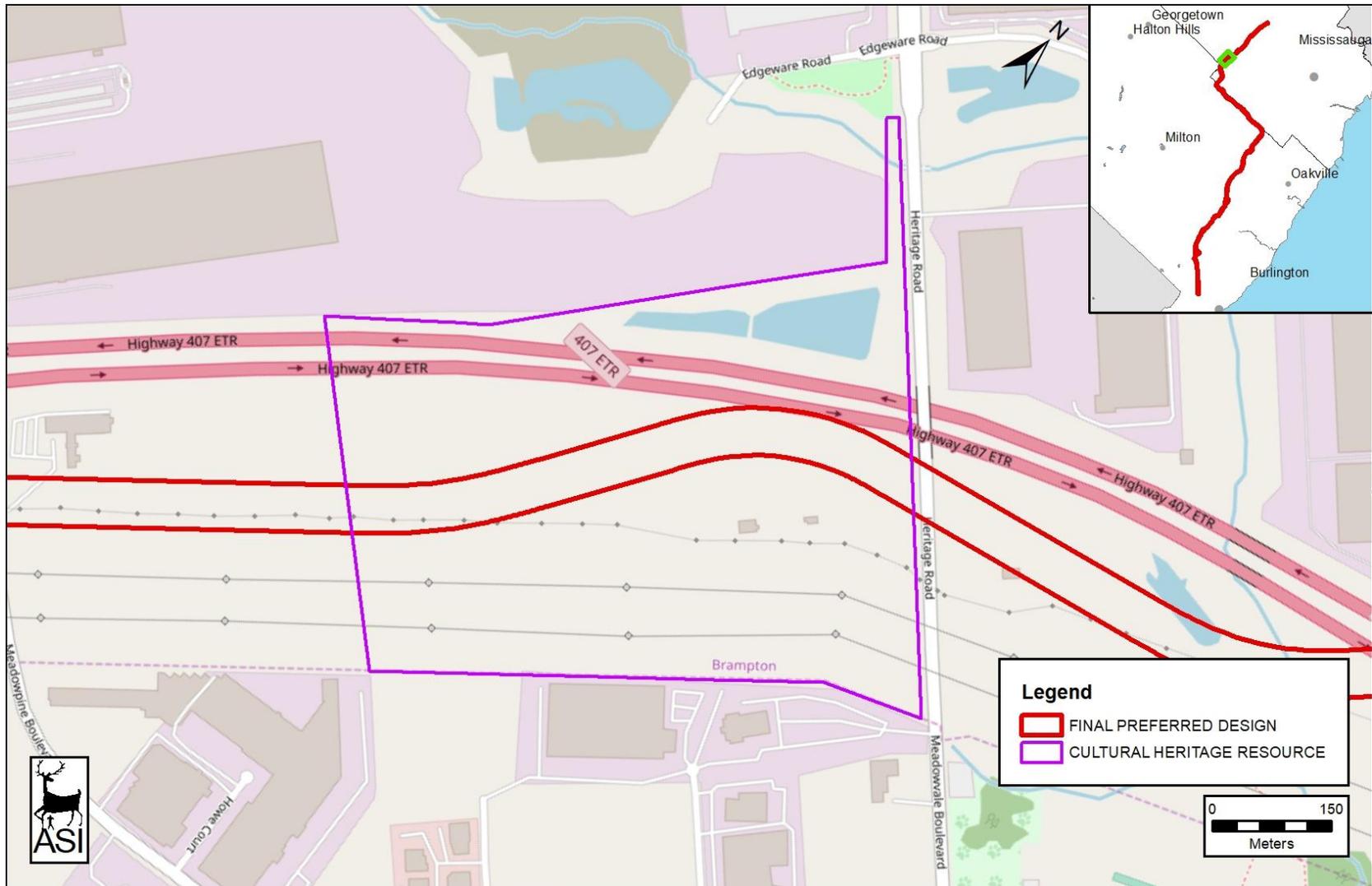


Figure 1: Location of the subject property at 7696 Heritage Road and proposed design of 407 Transitway (©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

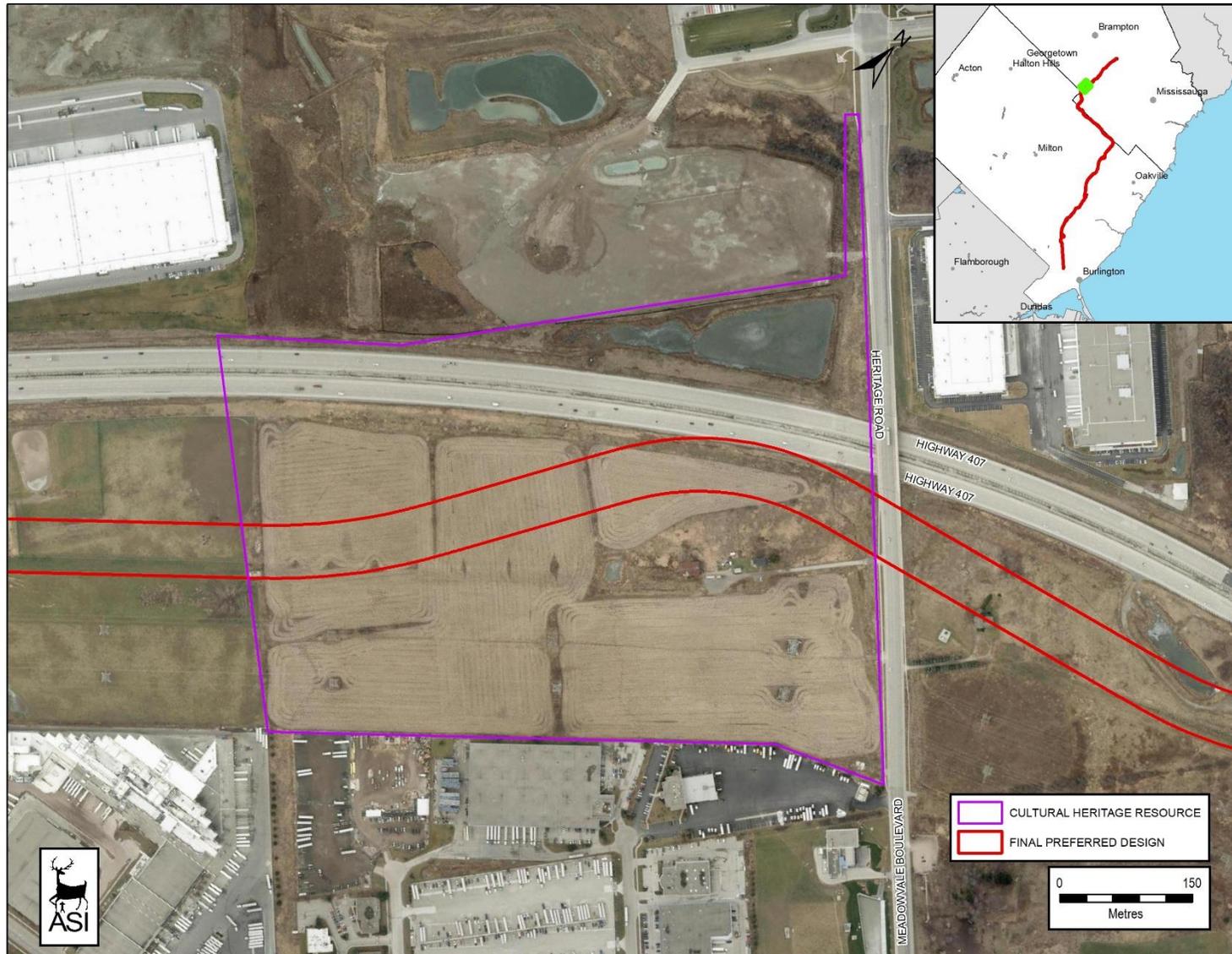


Figure 2: Aerial photo of the subject property at 7696 Heritage Road and proposed design of 407 Transitway (Google)

2.0 STATEMENT OF CULTURAL HERITAGE VALUE

The following Draft Statement of Cultural Heritage Value was prepared by ASI in 2020 for the CHER regarding the subject property (ASI 2020b).

2.1 Description of Property

The subject property at 7696 Heritage Road is located on the west side of Heritage Road and south of Highway 407, in the City of Brampton. The 100 acre property features a remnant agricultural landscape with a nineteenth-century Gothic Revival farmhouse and several outbuildings, including a detached single-car garage and nineteenth-century barn.

2.2 Draft Statement of Cultural Heritage Value or Interest

The subject property at 7696 Heritage Road was granted to George Cowan by the Crown in 1826. The property then exchanged hands over the next few decades. It is likely that the extant red-brick farmhouse on the property was constructed sometime between 1858 and 1870 under the ownership of John Forster. The Brocklebank family purchased the property in 1882 and were the longest-standing owners and farmers of the land until it was sold to an investment firm in the late 1960s. The red-brick nineteenth-century residence on the subject property is a representative example of a Gothic Revival farmhouse in Ontario, and is an early extant example of the style in the area.

2.3 Description of Heritage Attributes

The design value of this mid nineteenth-century Gothic Revival farmhouse is reflected through the retention of:

- Three-bay primary elevation with central entrance flanked by symmetrical window openings and a centre gable feature;
- T-shape footprint;
- Cross-gable roof;
- Nineteenth-century door on east elevation;
- Window openings;
- Red brick cladding; and,
- Stone foundation.

The property's agricultural landscape is reflected through the retention of:

- The stone foundation of the extant nineteenth-century barn;
- Long driveway;
- Remnant paddocks and wooden fencing; and
- Associated agricultural fields.



3.0 ASSESSMENT OF EXISTING CONDITIONS

A field review was conducted by John Sleath, Kirstyn Allam, and Meredith Stewart, all of ASI, on 2 March 2020 to survey and document the study area and environs. Permission to enter the property was provided by IO and the site visit was facilitated by representatives of the property management company retained by IO. Access to the interiors of the structures was not approved by the current tenants at the time of the field review though future access was indicated by the property manager to be possible at a later date. The declaration of the Provincial State of Emergency related to COVID-19 on March 17, 2020 negated any opportunity to carry out an interior field review. Further, given the nature of the proposed development, ASI determined that there was no need to conduct a review of the interior of the residence as part of this HIA. As such, the following field review describes only the exterior of the structures and outbuildings. Photographic plates (Plate 1 to Plate 25) illustrating the existing conditions of the study area are included.

Results of the field review and archival research were utilized to describe the existing conditions of the property. The following sections provide a general description of the built and landscape features within the property.

3.1 Landscape and Surrounding Environs

7696 Heritage Road is an agricultural property located south of Highway 407, near the Brampton-Mississauga border. The property is provincially owned and has been maintained as such since the construction of Highway 407 in the 1990s, with plans to eventually construct a rapid transitway alongside the highway. Prior to the construction of the highway, this area was agricultural land. Following construction of the highway, the study area maintained its agricultural context, however much of the areas south of the property and to the north of the highway, in Brampton, were redeveloped as industrial and commercial properties.

The subject property is currently occupied by tenants and generally maintains its character as an agricultural property. The residence, barn, and other outbuildings are all located at the end of a long driveway (Plate 1, Plate 2 and Plate 7). Surrounding the buildings is a buffer of grassy lawn, with few mature trees located nearby the residence. Former paddocks are visible in overgrown grass in an area to the north of the residence and an additional area of overgrown grass extends west from the barn (Plate 3 and Plate 4). A hydro corridor runs through the property south of the residence and outbuildings (Plate 5). Farm fields are located beyond the grassed area surrounding the buildings and extend to the south and west limits of the property and also meet Highway 407 which runs through the northern portion of the property (Plate 6). The remaining part of the parcel located to the north of the highway contains a small reservoir.



Plate 1: View of the property looking west along the driveway from Heritage Road



Plate 2: View of the property looking east from the driveway, with the single-car garage and residence located on the left



Plate 3: View northwest of the former paddocks (located north of the buildings on site) and agricultural fields beyond



Plate 4: View west of grassy area located southwest of the barn with agricultural fields beyond



Plate 5: View southwest from the driveway showing the hydro corridor (left) and barn (right)



Plate 6: View east towards Heritage Road with the overpass above Highway 407 (left)

3.2 Exterior

The property at 7696 Heritage Road in the City of Brampton features a one-and-a-half storey Gothic Revival farmhouse (Plate 8 to Plate 10). The original red-brick residence has a T-shaped footprint with a three-bay front façade with centre gable and cross-gable roof. A small, one-storey addition with vinyl siding has been added to the rear of the original structure (Plate 11). The property retains the principal features of a Gothic Revival farmhouse and is therefore a representative example of the style. As the farmhouse was likely constructed between 1858 and 1870, it represents an early example of a Gothic Revival farmhouse that remains in the area, as other examples typically date from 1870 to 1900.

The original circa 1870 frame structure with red brick veneer sits on a stone foundation with evidence of a basement indicated by windows located at grade (Plate 12). The bricks that clad the exterior of the original structure show signs of deterioration. Several areas display spalling, erosion and efflorescence, indicating water infiltration. Cracks in both bricks and mortar are also observable. Repointing and patch repair have also taken place in several sections, most notably on the south elevation (Plate 13). The rear (west) elevation of the original structure has been clad with vinyl siding.

Vinyl double-hung windows have replaced all the original windows throughout the residence; however, the openings have all been maintained. All frames and sills have either been replaced or, more likely, covered over with vinyl or aluminium (Plate 14 and Plate 15). The segmental arch lintels above a majority of the windows, which are constructed using a slightly different brick from the red brick cladding the exterior, may have been reconstructed or replaced. The main entrance, located on the primary (east) elevation appears to retain its original door, and transom opening above (though the window has likely been replaced) (Plate 16). The door of the secondary entrance located on the south elevation is possibly original or dates from the early twentieth century, though the threshold and surround have been altered and an additional storm door has been added to the opening (Plate 17). Vinyl siding has been added to the fascia and soffits of the original structure, and a replacement decorative gingerbread trim has been installed on the centred gable on the primary elevation (Plate 18). The existing uncovered front porch as well as the side veranda on the south elevation have both replaced those originally built. On the north elevation a bricked-in doorway and concrete slab located along the foundation point to the likely location of a former veranda which is no longer extant (Plate 19). The chimney, also located on the north elevation, has either been replaced or re-bricked. In addition to the bricked-in doorway, a small window opening has been cut into the north elevation.

A small, one-storey addition is located on the rear (west) elevation (Plate 20). The addition has a gabled roof and is clad in vinyl siding. Vegetation and siding prevented observation of the foundation. An uncovered porch wraps around the south and west sides of the addition. Additional background documentation and more detailed historical mapping is required to determine when this addition was constructed.

Interior access was not granted, and therefore the extent of any extant original materials located within the structure is not included in this description of the existing conditions of the farmhouse.

Overall, it is evident from the observations made of the exterior elements that the structure has undergone alterations and material deterioration that impacts its ability to express its original design. Nevertheless, the residence continues to exhibit the Gothic Revival style through the form of the



building, with the centre gable and T-shaped footprint, and the brick veneer, and by maintaining its one-and-a-half storey height with gable ends and a symmetrically balanced primary elevation with central door flanked by a window on either side and centre gable. Alterations to the farmhouse, including porches and a small rear addition, are all reversible changes to the structure.

The property also contains a detached one-storey single-car garage, located west of the residence on the north side of the driveway (Plate 21). The structure is wood frame construction with a gable roof featuring standing seam metal roofing, and an opening on the west elevation. No foundation is visible, and the building appears to be structurally compromised. Further west from the garage and located at the terminus of the driveway is the barn (Plate 22 to Plate 25). The barn is dilapidated; however, the remaining material elements indicate that it was constructed with a stone foundation and a two-and-a-half-storey wooden structure. Overgrown grass and brush now surround a majority of the base of the structure, and a section of the roof has caved in, making the barn largely unusable/inaccessible. An earthen banked entrance to the second floor of the structure is located on the north elevation. The barn has a gabled roof with some standing seam metal roofing remaining on some portions.



Plate 7: Plan view of the buildings located on the property (Source: Google Satellite)



Plate 8: South (left) and east (right) elevations of original residence



Plate 9: South elevation of original residence



Plate 10: North elevation of original residence



Plate 11: West elevation of original residence and one-storey rear addition



Plate 12: Stone foundation of original residence and basement window (in-filled)



Plate 13: Detail of existing condition of exterior bricks and windows



Plate 14: Detail of vinyl window replacement and (likely) vinyl or aluminum capped frame and sill. Brick deterioration is also observable



Plate 15: Detail of vinyl window replacement on primary (east) elevation and repointed and spalling brick (left)



Plate 16: Detail of entrance on primary (east) elevation



Plate 17: Detail of secondary entrance and replacement veranda on south elevation



Plate 18: Detail of replacement gingerbread trim on east elevation and vinyl additions to fascia and soffits (applied throughout original residence)



Plate 19: Detail of concrete feature along foundation and in-filled doorway (right), suggesting the location of a former veranda



Plate 20: West elevation of original residence (right) and rear addition and porch (centre)



Plate 21: Single car garage



Plate 22: South (left) and east (right) elevations of the barn



Plate 23: North (left) and west (right) elevations of the barn



Plate 24: Detail of the barn's stone foundation



Plate 25: Interior view of the barn from exterior showing frame construction

3.3 Interior

As no permission to enter the structures was approved, site investigations of the interior of the house and outbuildings were not conducted.

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

The project consists of a 43km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay by facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

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

The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40m in width (10m to 20m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60m (30m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.

The preferred alignment of the runningway in the vicinity of the subject property will be located on the south side of Highway 407 between Heritage Road and Winston Churchill Boulevard. The runningway will traverse directly through the subject property, requiring the removal of agricultural fields to the north and west of the residence, as well as the removal of some thick vegetation to the northeast of the residence (see Figure 2). At the time of report preparation (June 2020) the detailed designs for the proposed undertaking were not yet prepared. As no detailed information regarding grading limits, areas requiring the addition of soil fill, and the limits of the proposed pavement edge were available, the maximum grading limits of the preferred alternative as depicted in Figure 2 were judged to be the maximum area of direct impacts.



5.0 IMPACT ASSESSMENT

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the document entitled *Ontario Heritage Tool Kit* (MHSTCI 2006) and *Information Bulletin 3* (MHSTCI 2017). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.

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

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

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

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



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

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

The proposed undertaking is anticipated to have a minor direct adverse impact on the property through soil disturbance, grading, the introduction of a roadway, and potential vibration impacts. Further, the proposed undertaking is expected to result in the permanent and irreversible loss of portions of the agricultural fields, an identified heritage attribute, on the property. This redevelopment of the land will occur from east to west approximately through the middle of the subject property, and will, as a result, limit access to agricultural fields in the northwest corner of the subject property. As such, the proposed Transitway is anticipated to have direct and permanent impacts through the removal of active agricultural lands. However, these direct impacts are expected to be minor in scale; the subject property will still retain agricultural fields to the south of the proposed runningway alignment, and will still maintain its legibility as a nineteenth-century agricultural landscape. There are no additional indirect impacts anticipated. A summary description and assessment of direct impacts is presented in Table 1, while an assessment of indirect impacts are presented in Table 2.

Table 1: Anticipated Direct Impacts to the Subject Property

| Impact | Discussion of Impacts |
|--|---|
| Removal or demolition of all or part of any heritage attribute | The proposed Highway 407 Transitway runningway will traverse directly through the middle of the subject property, resulting in direct impacts to the landscape features in this area through the removal of sections of agricultural fields. As the active agricultural field are considered to be a heritage attribute, their proposed removal in the proposed development would have a direct adverse impact on the cultural heritage value or interest of the property. However, as additional agricultural lands to the south of the proposed runningway would be retained, the removal of these landscape features will not significantly impinge on the subject property’s legibility as a nineteenth-century agricultural landscape. |
| Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of | No impacts to any building or structure on the property are anticipated to be required to facilitate the construction of the runningway. |



| | |
|---|--|
| the property (i.e. non-contributing buildings) | |
| Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources | The proposed Highway 407 Transitway will require disturbances to the soil throughout the study area. Grading, excavating, and/or the addition of fill may be required to construct the runningway on the subject property. |
| Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. | The construction of the proposed 407 Transitway runningway is anticipated to negatively impact the agricultural landscape of the subject property. However, the construction of Highway 407 along the northern edge of the property in the 1990s as well as the hydro corridor along the southern edge of the property already significantly altered the former historical agricultural context. As such, the removal of a portion of the agricultural lands is not considered to be a significant impact to the cultural heritage value of the subject property. The removal of these lands will not impinge on the subject property's legibility as a nineteenth-century agricultural landscape. |
| Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security | No significant impacts to the subject property are anticipated to address factors such as accessibility, emergency egress, public access, or security. |
| Introduction of new elements that diminish the integrity of the property | The introduction of the proposed 407 Transitway runningway is anticipated to diminish the integrity of the subject property. However, the construction of Highway 407 along the northern edge of the property in the 1990s as well as the hydro corridor along the southern edge of the property already significantly altered the former historical agricultural context. As such, the introduction of the proposed runningway is not considered to be a significant impact to the cultural heritage value of the subject property. |
| Change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest | The construction of the proposed 407 Transitway will not result in a change in land use of the subject property, though the amount of arable land may be minimized as a portion of the agricultural fields will be removed. The subject property is anticipated to retain its agricultural and residential context following the proposed runningway construction. |
| Continuation or intensification of a use of the property without conservation of heritage attributes | The proposed undertaking is not anticipated to result in the continuation or intensification of a use of the subject property. |

Table 2: Anticipated Indirect Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|---|
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | Following construction of the proposed Transitway, the northwest corner of the agricultural fields will potentially be cut off from the rest of the property. If a crossing is not created, this portion of the property will be inaccessible and therefore not arable. |
| Vibration damage | No impacts related to vibration are anticipated. |
| Direct or indirect obstruction of significant views | No direct or indirect obstruction of significant views will occur as part of the proposed work. |

The proposed construction of the 407 Transitway runningway is anticipated to result in direct impacts to the subject property. Direct impacts include the removal of portions of thick vegetation and portions of agricultural fields. Additional impacts that may diminish the integrity of the property are also anticipated, including soil disturbance, grading, potential vibration impacts, and the introduction of a roadway.

6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

The proposed alterations to the subject property are anticipated to result in minor direct and negative impacts to the subject property within the area of direct impact as depicted in Figure 2. As this impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult.

Various potential runningway alignments for the 43km runningway were evaluated during the preliminary phases of the project, with the preferred alternative selected following the consideration of each alternative with respect to safety, engineering, transportation, environmental, socio-cultural, and other requirements. The preferred alternative was selected as the least impactful and most preferred option when evaluated against these criteria.

As the subject property was determined to retain cultural heritage value following an evaluation under Ontario Regulation 9/06, the proposed 407 Transitway should be planned in a manner that avoids or limits impacts to the identified cultural heritage attributes of the subject property as outlined in Section 2.0 where feasible. As such, the following mitigation measures should be considered as a way of eliminating or reducing the impacts of the proposed runningway alignment on the identified cultural heritage value of the subject property.

Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should relocation of the proposed runningway alignment be



determined to be infeasible, consideration should be given to reducing the width of the area of direct impact in order to reduce impacts on the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits be infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.

Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the identified heritage attributes of the subject property. Staging and construction activities should be suitably planned and executed to mitigate or prevent any unintended impacts to the agricultural fields, former paddocks, and any other built structure on the subject property. Temporary fencing should be installed along the field edge north of the residence prior to construction to separate the redevelopment area from the thick vegetation and former paddocks.

Further, where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed to enable access to the agricultural fields in the northwest corner of the property. An at-grade crossing or below-grade underpass should be built, where feasible, to facilitate the safe passage of farm personnel and equipment on either side of the proposed Transitway, thereby enabling the ongoing cultivation of the northern field.

Finally, to ensure the residence and barn on the property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO must make a commitment to repair any damages caused by vibrations.

7.0 SUMMARY OF COMMUNITY ENGAGEMENT

As part of the preparation of the CHER (ASI 2020b), various municipal, provincial, and federal inventories and registers were consulted to confirm the existing or potential cultural heritage value of the subject property. See Section 1.4 of the CHER for a full list of sources consulted.

The following stakeholders were contacted as part of the preparation of the CHER with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent cultural heritage resources (Table 3). No additional consultation was conducted as part of the HIA.

This report should be submitted to planning staff at the City of Brampton upon completion for review and archival purposes, as dictated by best practices. Following review, City staff should determine if they are aware of additional information that should be taken into account in the assessment of impacts, identification of mitigation measures, or implementations.



Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|---|------------------------------|---|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Tourism, Culture and Sport | 20 March and 2 April 2020 | Response received 2 April 2020 confirmed that there are no provincial heritage properties within or adjacent to the subject property. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 20 March 2020 | Response received 24 March 2020 confirmed that there are no OHT easements within or adjacent to the subject property. |
| Cassandra Jasinski, Heritage Planner | City of Brampton | 04 March 2020 | Response received 06 March 2020. Heritage staff at the City of Brampton provided additional information on the subject property and confirmed that it is Listed on the Heritage Register. |

8.0 RECOMMENDATIONS

As the subject property at 7696 Heritage Road was determined to retain cultural heritage value and is anticipated to be directly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project. These recommendations are ranked in order of preference, and each option should be investigated thoroughly to determine feasibility prior to considering a more impactful approach.

1. Where feasible, the proposed alignment of the 407 Transitway should be relocated to prevent any impacts to the subject property. Should relocation of the proposed runningway alignment be determined to be infeasible, consideration should be given to reducing the width of the area of direct impact in order to reduce impacts on the subject property. Should it be determined that modifications to the location of the runningway alignment or to the extent of the grading limits be infeasible, a clear rationale stating the specific constraints that contribute to this conclusion should be prepared by the proponent for inclusion in the project file.
2. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered or are found to be technically infeasible, it is recommended that mitigation efforts be employed which prevent or limit significant impacts to the identified heritage attributes of the subject property. Staging and construction activities should be suitably planned and executed to mitigate or prevent any unintended impacts to the agricultural fields, former paddocks, and any other built structure on the subject property. Prior to construction, temporary fencing should be installed along the field edge north of the residence to separate the construction area from the thick vegetation and former paddocks.
3. Where the proposed alignment of the 407 Transitway and/or grading limits cannot be altered, it is recommended that mitigation efforts be employed to enable access to the agricultural fields in the northwest corner of the property. In locations where the Preliminary Design of the 407 Transitway is affecting existing access to agricultural lands, the Detail Design phase to be undertaken in the future prior to construction of the 407 Transitway, will ensure continued

viable access. Currently, the timing for Detail Design and Construction is not known, thus the existing access to agricultural lands in the northwest corner of the property are being maintained.

4. To ensure the residence and barn on the property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO must make a commitment to repair any damages caused by vibrations.
5. This report should be submitted to heritage staff at the City of Brampton, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.

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HERITAGE IMPACT ASSESSMENT

6056 NINTH LINE

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

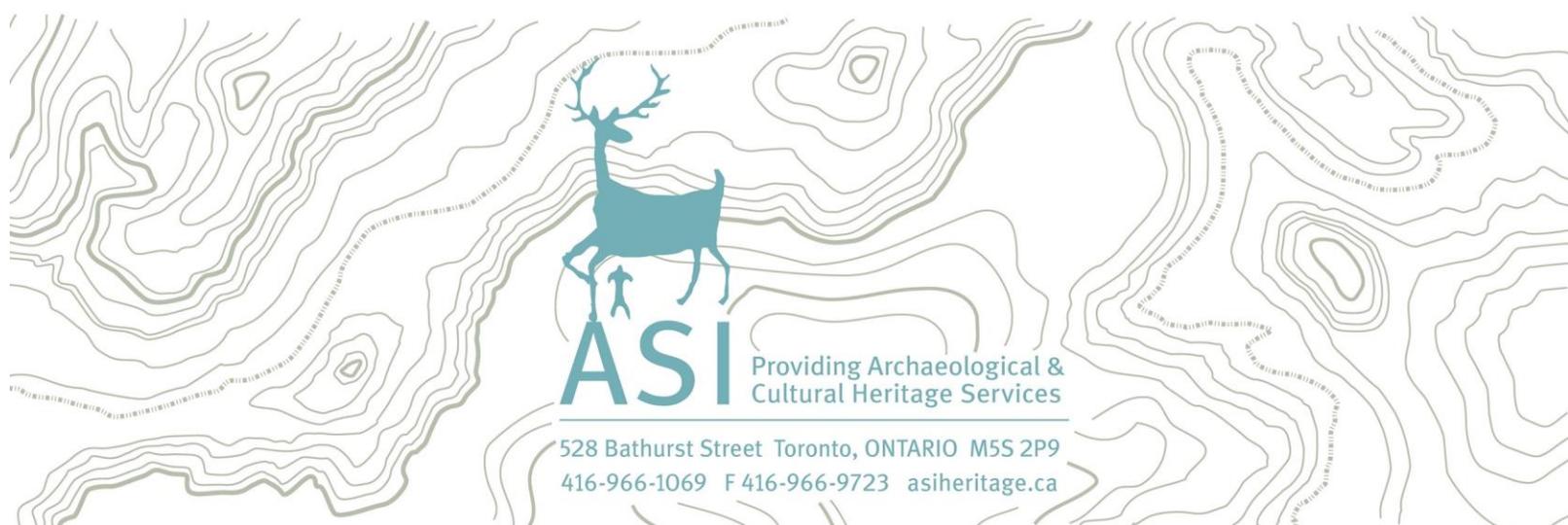
**CITY OF MISSISSAUGA
REGION OF PEEL, ONTARIO**

FINAL REPORT

LGL Limited (King City)
22 Fisher Street, P.O. Box 280
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ASI File: 19CH-165

June 2020 (Revised July 2020)



HERITAGE IMPACT ASSESSMENT

6056 NINTH LINE

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

CITY OF MISSISSAUGA, REGION OF PEEL, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation (MTO) to prepare a Heritage Impact Assessment (HIA) for the property at 6056 Ninth Line in the City of Mississauga, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 6056 Ninth Line consists of a one-and-a-half storey rectangular brick church and associated cemetery. The property is privately owned and is described as 'Listed on the Heritage Register but not designated' in City of Mississauga's Heritage Register (City of Mississauga 2018). This property was identified as a potential cultural heritage resource (CHR #20) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level. As such, the CHER determined that the property should be considered a Provincial Heritage Property (PHP) but not a Provincial Heritage Property of Provincial Significance (PHPPS) (ASI 2020b).

The analysis for this HIA was conducted by Michael Wilcox and John Sleath under the senior project direction of Lindsay Graves, all of ASI. This HIA follows the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

The analysis found in this report determined that the proposed Highway 407 Transitway alignment is anticipated to result in temporary, indirect impacts to the subject property through construction work occurring immediately adjacent to the property's western boundary. This development is anticipated to be minor in scale, temporary in duration, and located approximately 40 m west of the church and cemetery. As such, the proposed development will have a minor, temporary, indirect adverse impact on the cultural heritage value or interest of the property. As the subject property at 6056 Ninth Line was



determined to retain cultural heritage value and is anticipated to be indirectly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. Prior to commencing work, construction crews should be informed of the heritage status of the subject property and construction activities should be suitably planned and executed to mitigate or prevent any potential impacts to the property. No-go zones should be established and temporary fencing should be installed prior to construction to ensure that there are no unintended impacts to the subject property.
2. As the nineteenth-century church and cemetery on the subject property are located approximately 40 m east of the anticipated area of impact, impacts related to vibration are possible. To ensure the church and cemetery on the subject property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO should repair any damages caused by vibrations.
3. This report should be submitted to heritage staff at the City of Mississauga, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



PROJECT PERSONNEL

| | |
|--------------------------------|--|
| <i>Senior Project Manager:</i> | Lindsay Graves, MA CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division |
| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
| <i>Project Manager:</i> | John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division |
| <i>Historical Research:</i> | Michael Wilcox, PhD Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Field Review:</i> | Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Assistant - Cultural Heritage Division |
| <i>Report Production:</i> | Michael Wilcox |
| <i>Graphics Production:</i> | Eric Bongelli, MES Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves John Sleath |



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of MTO to prepare a Heritage Impact Assessment (HIA) for the property at 6056 Ninth Line in the City of Mississauga, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 6056 Ninth Line in the City of Mississauga consists of a one-and-a-half storey rectangular brick church and associated cemetery. The property is privately owned and is described as 'Listed on the Heritage Register but not designated' in City of Mississauga's Heritage Register (City of Mississauga 2018). This property was identified as a potential cultural heritage resource (CHR #20) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, and that the property should be considered a Provincial Heritage Property (PHP) (ASI 2020b). An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level.

Further, as the subject property was anticipated to be indirectly impacted by the proposed 407 Transitway, a HIA was recommended to determine the impacts to the property and proposed mitigations. This HIA fulfills this recommendation, and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject property in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industry's (MHSTCI) *Ontario Heritage Toolkit* (2006), the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The analysis for this HIA was conducted by Michael Wilcox and John Sleath under the senior project direction of Lindsay Graves, both of ASI. Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

This document will provide:

- a description of the subject property, including photographic documentation;
- a description of the subject property's cultural heritage value;
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking; and,
- a description of potential mitigation measures and recommendations.

1.1. Location and Study Area Description

The subject property at 6056 Ninth Line is located on the west side of the Ninth Line, north of Britannia Road, in the City of Mississauga (Figure 1 and Figure 2). The property consists of a one-and-a-half storey



red brick Gothic Revival style church with rectangular footprint and associated cemetery. The vicinity of the property features agricultural lands to the north, a residential subdivision to the east, a garden centre to the south and west, and Highway 407 to the west. Historically, the subject property is located on Lot 6, Concession 9 New Survey, in the former Township of Trafalgar, County of Halton. In 2010, municipal boundaries were reorganized, and the subject property is now located in the City of Mississauga in the Region of Peel.

1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), *Environmental Assessment Act* (1990), and the *Provincial Policy Statement* (2020).

1.3. Adjacent Heritage Properties

No identified heritage properties are located adjacent to the property at 6056 Ninth Line.



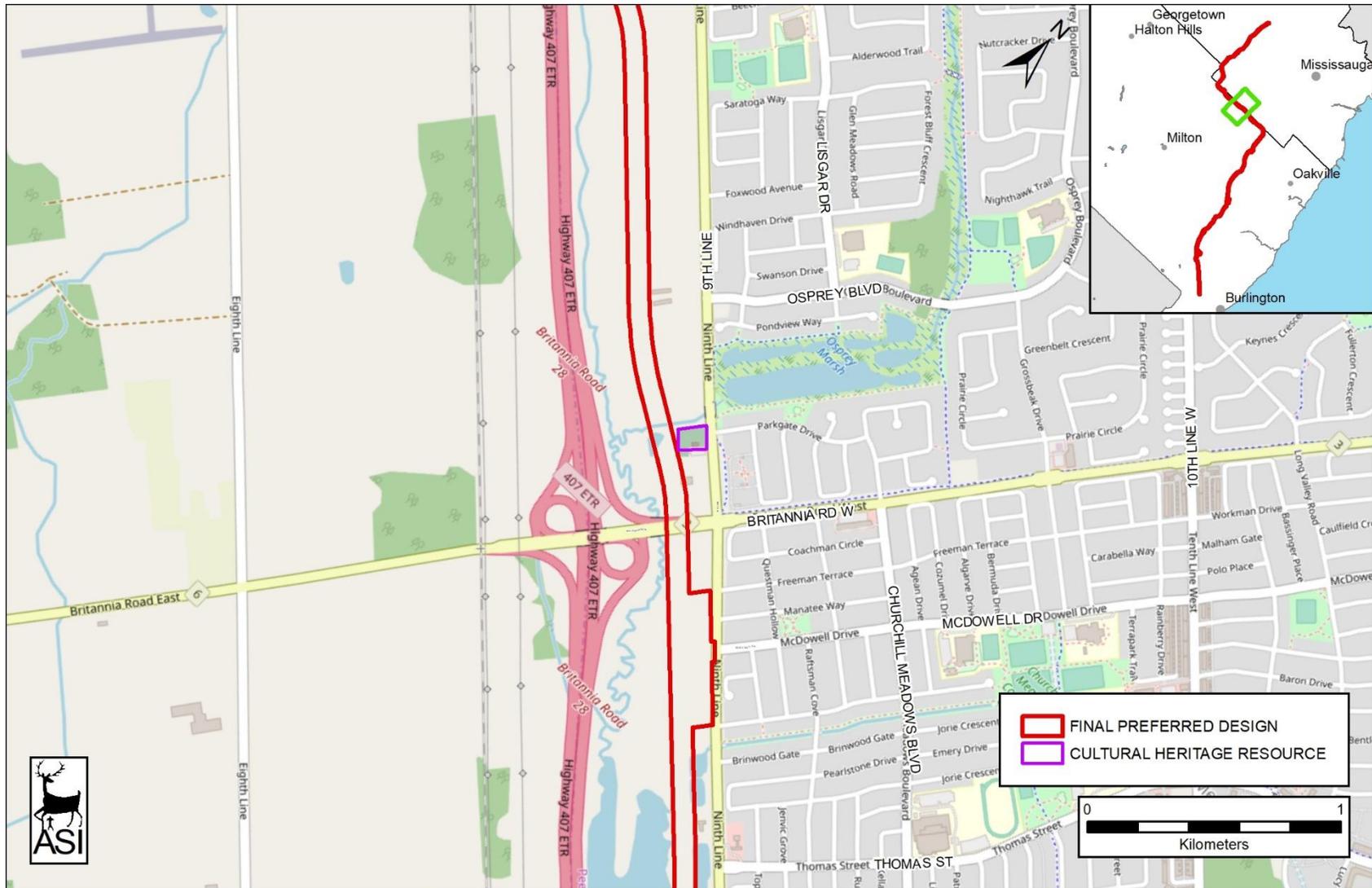


Figure 1: Location of the subject property at 6056 Ninth Line and proposed design of 407 Transitway contributors, Creative Commons-Share Alike License (CC-BY-SA)

(©OpenStreetMap and



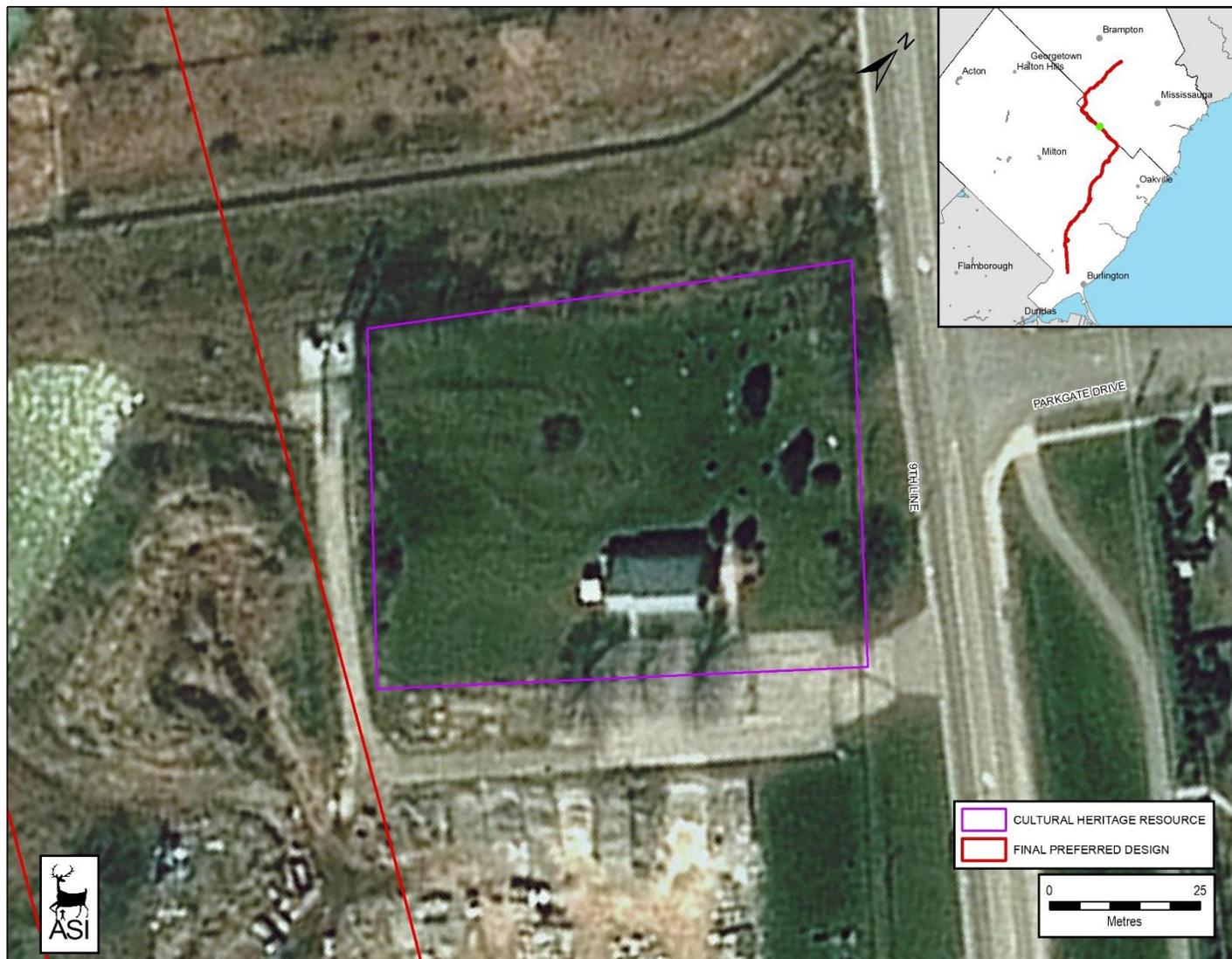


Figure 2: Aerial photo of the subject property at 6056 Ninth Line and proposed design of 407 Transitway (Google Earth Imagery)



2.0 STATEMENT OF CULTURAL HERITAGE VALUE

The following Draft Statement of Cultural Heritage Value was prepared by ASI in 2020 during the CHER for the subject property (ASI 2020b).

2.1 Description of Property

The property at 6056 Ninth Line is 1 ½ acres in size and is located on the west side of Ninth Line, north of Britannia Road West, in the City of Mississauga. Historically, the property is on part of Lot 6, Concession 9 New Survey in the former Township of Trafalgar, with the 1 ½ acre parcel severed from the original 100 acre parcel in 1839 by Daniel Hyland. The remaining 98 ½ acres of the property on Lot 6 Concession 9 was sold to William Nunan and remained in the locally significant Nunan Family for 147 years. The property features a nineteenth-century cemetery and red brick church that was modified in the 1980s. The one-and-a-half storey red brick church was built c.1882 and moved back from Ninth Line (west) to its current location on the property in 1982. A basement and rear addition were constructed at this time, sympathetic to the original brick church design. The associated cemetery is located to the north of the church.

2.2 Statement of Cultural Heritage Value or Interest

The religious property at 6056 Ninth Line was established in the early nineteenth-century to serve the local community of Irish Catholic settlers in an area known as the Catholic Swamp/Nunan's Corner. Its cultural heritage value is primarily derived from its historical and contextual association with the early settlement of the area. The property was the first in Trafalgar Township to service Catholic worshippers for a 150 square mile radius and the first interment in the associated cemetery occurred in 1821. The final burial took place in the 1960s. The c. 1882 brick church has architectural value as a representative example of a late nineteenth-century rural Gothic Revival church. Features such as pointed arch windows, buttresses, and the bell tower are recognizably Gothic in style.

2.3 Description of Heritage Attributes

The design/physical value of this late nineteenth-century brick church is reflected through retention of:

- rectangular footprint;
- one-and-a-half storey (likely) timber frame construction;
- steeply pitched gable roof;
- square bell tower with octagonal spire and cross;
- red brick stretcher bond cladding;
- three-bay front facade with central entrance flanked by pointed arch window openings;
- double vertical board doors with pointed arch transom on the main entrance on the front (east) façade;
- centrally located pointed arch ventilation window on the front (east) façade;
- pointed arch windows with brick voussoirs and plain stone lug sills; and
- buttresses and corresponding interior wood ribs.



The design/physical value of this cemetery and property is reflected through retention of:

- Internments, grave markers, and organization of cemetery dating back to the early nineteenth century; and
- Mature deciduous trees.

3.0 ASSESSMENT OF EXISTING CONDITIONS

A field review was conducted by Kirstyn Allam, ASI, on 3 and 25 March 2020 to survey and document the study area and environs. Permission to enter the property was not approved, and the field review was conducted from publicly accessible rights-of-way (ROW). The interior of the structure was not included in this field review.

Results of the field review and archival research were utilized to describe the existing conditions of the property. The following sections provide a general description of the built and landscape features within the property. Figure 3 shows the arrangement of the subject property and photographic plates (Plate 1 to Plate 17) illustrate the existing conditions of the study area. Photographic plates include those taken by ASI during a field visit as well as those available online (Anonymous 2019).

3.1 Landscape and Surrounding Environs

6056 Ninth Line is a historical church and cemetery property located east of Highway 407, north of Britannia Road. The property is privately owned and is surrounded by residential subdivisions to the east, agricultural land to the north, a garden centre to the south and west, and Highway 407 to the west.

The subject property has undergone few alterations in the landscape over time. Noticeable additions to the property in the late twentieth century are the low vegetation lines along the north and west boundaries of the property and the asphalt driveway and parking lot. The church was originally located closer to Ninth Line and was moved to its current location in the 1980s.

The property (Plate 1 to Plate 5) is relatively flat and includes an inactive cemetery. The last registered burial took place on the property in 1961 (Find a Grave 2020). The property's boundaries along the west and north sides are marked by lines of vegetation which are late twentieth-century additions. Two large mature deciduous trees are located along the east border of the property along Ninth Line, one at the northeast corner, and one to the north of the driveway entrance. The more southerly located tree, on the north side of the driveway, is likely well over 100 years old. Several coniferous trees and shrubs are located in the northeast quadrant of the property, among the grave markers. A single deciduous tree is located at the rear of the church, in the parking lot. At one time two additional trees created a row in the centre of what is now the parking lot. Based on aerial photography it's possible that these trees once marked the edge of the property. Two of these three trees were removed in 2018. The area surrounding the church has been maintained and consists primarily of grass lawn.



Planted vegetation is maintained in beds along the east (front) and south elevations. A brick and cement pad courtyard is located at the entrance of the church.

The boundaries of the historical cemetery are unknown, though burial markers are clustered in the northeast quadrant of the property.

The property is accessed via an asphalt driveway off Ninth Line. The short driveway leads into an asphalt parking lot that extends along the entire south edge of the property. The driveway and parking lot were constructed between 1980 and 1985, at the same time as the relocation of the church. A chain link fence extends across the east boundary of the property, along Ninth Line.

Intact landscape features:

- Historical cemetery
- Mature deciduous trees still extant on the property
 - o Namely: one within the parking lot, one at the northeast corner of the property, one to the north of the driveway entrance



Figure 3: Aerial view of the subject property at 6056 Ninth Line (Google Maps)



Plate 1: View south across the property, vegetation along the north property line is visible.



Plate 2: View of the property from the east, note the large deciduous tree and coniferous trees and shrubs.



Plate 3: View of the northeast corner of the property, large deciduous tree and coniferous trees and shrubs visible.



Plate 4: View of the large deciduous tree in the parking lot (visible on the left). Chain link fence along the eastern property boundary and the asphalt driveway are also visible.



Plate 5: Looking northwest across shrubs and headstones within the historical cemetery.

3.2 Exterior

The property at 6056 Ninth line in the City of Mississauga features a one-and-a-half storey church with a rear addition, gable roof, brick exterior and a rectangular footprint (Plate 6 to Plate 12). This 1882 red brick church sits on concrete foundations, which have been stamped with a stone pattern, and faces east towards Ninth Line. This foundation, along with the basement, were built in 1982 when the church was moved back (west) from Ninth Line. At this time a rear addition was constructed on the west elevation of the church. The church features Gothic Revival style architectural elements such as pointed windows, buttresses, steep gable roof, and bell tower and steeple.

The east elevation features centrally-located double doors made of vertical board, a pointed arch transom window above and one pointed arch single hung window to either side, and a smaller, centrally-located arched ventilation window on the second floor. All windows feature plain stone lug sills and brick voussoirs. The south elevation features three pointed arch, single hung windows with plain stone lug sills and brick voussoirs. Two buttresses and one sliding basement window are visible on this elevation. The south elevation of the rear addition features a second entrance accessed by three concrete steps with plain wooden railings and a third buttress. The north elevation features three pointed arch, single hung windows with plain stone lug sills and brick voussoirs, and three buttresses. No basement windows were visible from the publicly accessible ROW. The rear, or west, elevation features the gable end of the rear addition and a brick chimney. This elevation was not visible from the publicly accessible ROW and so was unavailable for more detailed examination. Based on interior photos there appear to be no windows on the west elevation.

The asphalt shingled, gable roof is steeply pitched and features a bell tower at the front (east) end. This wooden tower is square with two shuttered windows on each elevation, topped with an octagonal spire, and a cross. Plain wooden fascia and soffits are visible on the front façade. The church is clad in red brick laid in a stretcher bond on all elevations. The condition of the brick, roof, and foundation is unknown, as they were not examinable from publicly accessible ROW.

A late nineteenth-century photograph of the church depicts the front façade and north elevation in much the same state as today. The windows, doors, and bell tower all appear original to the building, based on their appearance in historical photographs. The chimney was likely rebuilt in its current location on the rear elevation when the addition was constructed. A wooden fence can be seen along the front of the property with a stone pathway leading to the church.

The subject church features the following attributes/features:

- Rectangular shaped footprint
- One-and-a-half storey construction
- Steeply pitched gable roof
- Red brick cladding, likely over timber frame
 - o Stretcher bond has been used on both the original church and the addition
- Original windows
- Original double doors on front façade
- Original bell tower
- Buttresses on the north and south elevations



- Added concrete basement and foundations (1982)



Plate 6: Front (east) elevation (ASI).



Plate 7: Front (east) elevation. Date unknown (Anonymous 2019).



Plate 8: Detail of the entryway and windows on east elevation. Date unknown (Anonymous 2019).



Plate 9: Detail of the ventilation window on east elevation. Date unknown (Anonymous 2019).



Plate 10: Oblique view of the east and south elevations (ASI).



Plate 11: South elevation. Date unknown (Anonymous 2019).



Plate 12: Oblique view of east and north elevations. Date unknown (Anonymous 2019).



Plate 13: South and east elevations of the bell tower (ASI).

3.3 Interior

As no permission to enter the property was approved, site investigations of the interior of the church were not conducted. Photographs of portions of the interior of the church were available online (Anonymous 2019). The following description of the interior is based on these photographs.

The church is accessed via double doors on the front (east) elevation which lead into a full height narrow enclosed entryway. A second set of double doors leads to the nave. The altar is located at the west end of the church, housed in the rear addition. Wooden pews are arranged in rows to either side of the centre aisle facing west, towards the altar. Board and batten style wainscoting extends along the lower half of the walls and panelling extends from the wainscoting across the ceiling. The vaulted ceiling is accented with wood ribs, which align with the exterior buttresses. The door on the south elevation, towards the rear of the church, is positioned at the top of the stairs accessing the basement.



Plate 14: View towards the front (east) of the church. Date unknown (Anonymous 2019).



Plate 15: View towards the alter at the rear (west) of the church. Date unknown (Anonymous 2019).



Plate 16: Wooden pews, wainscoting, and wall and ceiling panels. Date unknown (Anonymous 2019).

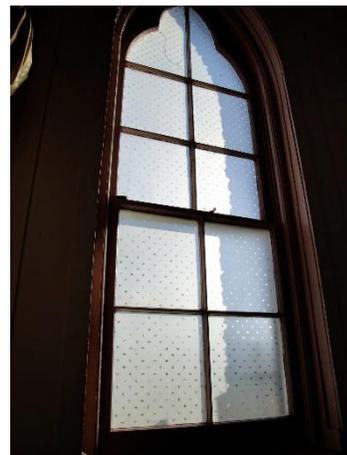


Plate 17: Interior view of window. Date unknown (Anonymous 2019).

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

The project consists of a 43 km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30 m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay by facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

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

The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40 m in width (10 m to 20 m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60 m (30 m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.

The preferred alignment of the runningway will be oriented in a north-south direction between Highway 407 to the west and Ninth Line to the east, north of Britannia Road.

At the time of report preparation (June 2020) the detailed designs for the proposed undertaking were not yet prepared. As no detailed information regarding grading limits, areas requiring the addition of soil fill, and the limits of the proposed pavement edge were available, the maximum grading limits of the preferred alternative as depicted in Figure 2 were judged to be the maximum area of direct impacts.

5.0 IMPACT ASSESSMENT

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the documents entitled *Ontario Heritage Tool Kit* (MHSTCI 2006) and *Information Bulletin 3* (MHSTCI 2017). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.



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

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

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

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

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

- changes or alterations that are consistent with accepted conservation principles, such as those articulated in MHSTCI's Eight Guiding Principles in the Conservation of Historic Properties,



Heritage Conservation Principles for Land Use Planning, Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada

- adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest
- public interpretation or commemoration of the heritage property.

The proposed undertaking is anticipated to result in minor, temporary, indirect impacts to the subject property through construction work occurring immediately adjacent to the property’s western boundary. This development is adjacent to the lands previously impacted with the construction of Highway 407, and located approximately 40 m west of the church and adjacent cemetery to. Impacts are anticipated to be minor in scale, temporary in duration, and confined to the property adjacent to the subject church and cemetery. As such, the proposed development will have a minor indirect adverse impact on the cultural heritage value or interest of the property. There are no additional indirect impacts anticipated. A summary description and assessment of direct impacts is presented in Table 1, while an assessment of indirect impacts are presented in Table 2.

Table 1: Anticipated Direct Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|---|
| Removal or demolition of all or part of any heritage attribute | The proposed Highway 407 Transitway runningway will be confined to the property immediately west of the subject property, and is not anticipated to result in any direct impacts to the landscape features in this area. |
| Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) | As the church and cemetery on the subject property are located approximately 40 m east of the area of impact, it is assumed that no impacts to these structures will be required to facilitate the construction of the runningway. |
| Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources | The proposed Highway 407 Transitway is not anticipated to require disturbances to the soil through grading, excavating, and/or the addition of fill and as such is not anticipated to result in any direct impacts to the landscape features on the subject property. |
| Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. | The construction of the proposed 407 Transitway runningway is not anticipated to result with any alterations to the subject property. |
| Alterations for access requirements or limitations to address such factors as | No impacts to the subject property are anticipated to address factors such as accessibility, emergency egress, public access, or security. |



| | |
|--|--|
| accessibility, emergency egress, public access, security | |
| Introduction of new elements that diminish the integrity of the property | The introduction of the proposed 407 Transitway runningway is not anticipated to diminish the integrity of the subject property because there is no direct area of impact. |
| Change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest | The construction of the proposed 407 Transitway will not result in a change in land use of the subject property. |
| Continuation or intensification of a use of the property without conservation of heritage attributes | The proposed undertaking is not anticipated to result in the continuation or intensification of a use of the subject property. |

Table 2: Anticipated Indirect Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|--|
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | No heritage elements will be isolated as part of the proposed work. |
| Vibration damage | As the nineteenth-century church and cemetery on the subject property are located approximately 40 m east of the area of impact, potential impacts related to vibration are anticipated. |
| Direct or indirect obstruction of significant views | No direct or indirect obstruction of significant views will occur as part of the proposed work. |

In summary, the proposed construction of the 407 Transitway runningway is anticipated to result in minor, temporary, indirect adverse impacts to identified cultural heritage attributes on the subject property. No direct impacts are anticipated.

6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

The proposed alterations adjacent to the subject property are anticipated to result in minor temporary indirect adverse impacts to the subject property as depicted in Figure 2. As this impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult.



Various potential runningway alignments for the 43 km runningway were evaluated during the preliminary phases of the project, with the preferred alternative selected following the consideration of each alternative with respect to safety, engineering, transportation, environmental, socio-cultural, and other requirements. The preferred alternative was selected as the least impactful and most preferred option when evaluated against these criteria.

As the subject property was determined to retain cultural heritage value following an evaluation under Ontario Regulation 9/06, the proposed 407 Transitway should be planned in a manner that avoids or limits impacts to the identified cultural heritage attributes of the subject property as outlined in Section 2.0 where feasible. As such, the following mitigation measures should be considered as a way of eliminating or reducing the impacts of the proposed runningway alignment on the identified cultural heritage value of the subject property.

Prior to commencing work, construction crews should be informed of the heritage status of the subject property and construction activities should be suitably planned and executed to mitigate or prevent any potential impacts to the property. No-go zones should be established and temporary fencing should be installed prior to construction to ensure that crews do not inadvertently conduct construction activities on the subject property.

As the nineteenth-century church and cemetery on the subject property are located approximately 40 m east of the anticipated area of impact, impacts related to vibration are possible. To ensure the church and cemetery on the subject property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO should repair any damages caused by vibrations.

7.0 SUMMARY OF COMMUNITY ENGAGEMENT

As part of the preparation of the CHER (ASI 2020b), various municipal, provincial, and federal inventories and registers were consulted to confirm the existing or potential cultural heritage value of the subject property. See Section 1.4 of the CHER for a full list of sources consulted.

The following stakeholders were contacted as part of the preparation of the CHER with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent cultural heritage resources (Table 3). No additional consultation was conducted as part of the HIA.

This report should be submitted to planning staff at the City of Mississauga upon completion for review and archival purposes, as dictated by best practices. Following review, City staff should determine if they are aware of additional information that should be taken into account in the assessment of impacts, identification of mitigation measures, or implementations.



Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|--|------------------------------|--|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Heritage, Tourism, Sport and Culture Industries | 20 March and 4 April 2020 | A response confirmed that there are no additional previously identified heritage resources including Provincial Heritage Properties adjacent to the subject property. No additional information regarding the subject property was available. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 4 and 24 March 2020 | A response confirmed that there are no conservation easements or Trust-owned properties within or adjacent to the subject property. |
| Paula Wubbenhorst, Senior Heritage Coordinator | City of Mississauga | 4 and 9 March 2020 | A response confirmed that the subject property is listed by the City of Mississauga. Information about its history and architecture was provided. |
| Erin Bienert, Reference Archivist | Archives of the Roman Catholic Archdiocese of Toronto (ARCAT) | 29 May and 2 June 2020 | Email consultation was conducted to obtain additional information including the architect and/or builder of the church on the subject property. A response confirmed that no additional information regarding the subject property was available. |
| Dominy Williams, Director of Library and Archives | Diocese of Hamilton | 29 May and 1 June 2020 | Email consultation was conducted to obtain additional information including the architect and/or builder of the church on the subject property. A response indicated that only paper records were available and as their offices were closed due to COVID-19 closures, they could not be consulted until the offices were re-opened. No additional information was available at the time of report submission. |

8.0 RECOMMENDATIONS

The analysis found in this report determined that the proposed Highway 407 Transitway alignment is anticipated to result in temporary, indirect impacts to the subject property through construction work occurring immediately adjacent to the property's western boundary. This development is anticipated to be minor in scale, temporary in duration, and located approximately 40 m west of the church and cemetery. As such, the proposed development will have a minor, temporary, indirect adverse impact on the cultural heritage value or interest of the property. As the subject property at 6056 Ninth Line was determined to retain cultural heritage value and is anticipated to be indirectly impacted, the following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. Prior to commencing work, construction crews should be informed of the heritage status of the subject property and construction activities should be suitably planned and executed to mitigate or prevent any potential impacts to the property. No-go zones should be established and temporary fencing should be installed prior to construction to ensure that there are no unintended impacts to the subject property.
2. As the nineteenth-century church and cemetery on the subject property are located approximately 40 m east of the anticipated area of impact, impacts related to vibration are possible. To ensure the church and cemetery on the subject property are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, MTO should repair any damages caused by vibrations.
3. This report should be submitted to heritage staff at the City of Mississauga, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



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Province of Ontario

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HERITAGE IMPACT ASSESSMENT

**7522 CREDITVIEW ROAD & 7523 CREDITVIEW ROAD
CHURCHVILLE HERITAGE CONSERVATION DISTRICT**

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

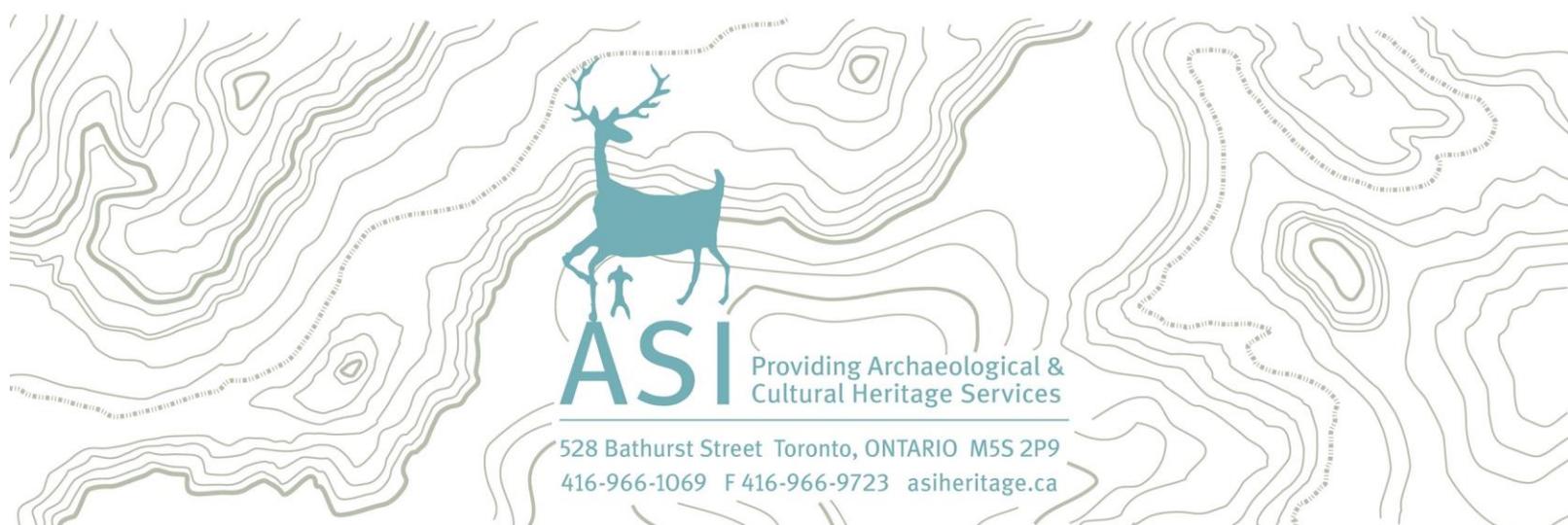
**CITY OF BRAMPTON
REGION OF PEEL, ONTARIO**

FINAL REPORT

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ASI File: 19CH-166

April 2020 (Revised July 2020)



HERITAGE IMPACT ASSESSMENT

7522 CREDITVIEW ROAD & 7523 CREDITVIEW ROAD
CHURCHVILLE HERITAGE CONSERVATION DISTRICT

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

CITY OF BRAMPTON, REGION OF PEEL, ON

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited to prepare a Heritage Impact Assessment (HIA) for the Churchville Heritage Conservation District (HCD) in the City of Brampton, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The Churchville HCD was designated under Part V of the *Ontario Heritage Act* on October 10, 1990 by the City of Brampton (By-law #219-1990). One “building of heritage significance” (7523 Creditview Road) and one non-contributing property (7522 Creditview Road) within the HCD are within the study area for the proposed transitway and potential impacts on these properties along with the entire HCD are addressed as part of this report.

This research was conducted under the project direction of Lindsay Graves, MA, CAHP, ASI. The present HIA follows the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010), *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006), the *Village of Churchville Heritage Conservation District – District Plan* (1990) and the City of Brampton’s *Terms of Reference for Heritage Impact Assessments* (City of Brampton n.d.).

The analysis found in this report determined that the proposed Highway 407 Transitway will have an impact on the Churchville HCD, though this impact can be mitigated by measures described in the policies and guidelines of the Churchville HCD Plan. While the proposed transitway will traverse through two properties, one with a “Building of Heritage Significance” and another without, there are no impacts to the cultural heritage value of these properties as described in the policies and guidelines for properties within the Churchville HCD Plan. However, the proposed work will have an impact on the “Landscape Units” in which these two properties are contained. These impacts are not anticipated to be significant and can be mitigated using the policies and guidelines set in the Churchville HCD Plan.



The following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. As per the policies and guidelines of the Churchville HCD Plan, a row of vegetation should be planted along the southern boundary of the properties at 7522 Creditview Road and 7523 Creditview Road as a form of mitigation to provide/maintain a vegetative buffer between these properties and the proposed Highway 407 Transitway.
2. MTO should consider retaining a qualified heritage professional to complete a documentation report to document the existing treelines and the relationship between the southern edge of the Churchville HCD and Highway 407 prior to construction. The documentation report should be submitted to the Peel Art Gallery Museum and Archives and Pascal Doucet, Heritage Planner at the City of Brampton for archival purposes.
3. This HIA report should be submitted to Pascal Doucet, Heritage Planner at the City of Brampton, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.

PROJECT PERSONNEL

| | |
|--------------------------------|---|
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| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
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| <i>Report Production:</i> | James Neilson, MES (Planning) Cultural Heritage Specialist Project Manager - Cultural Heritage Division Kirstyn Allam |
| <i>Graphics Production:</i> | Eric Bongelli, MES Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves John Sleath |



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1.0 INTRODUCTION

ASI was contracted by LGL Limited to prepare a Heritage Impact Assessment (HIA) for the Churchville Heritage Conservation District (HCD) in the City of Brampton, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The Churchville HCD is located in the City of Brampton, Ontario and is bounded by Steeles Avenue in the north, Highway 407 to the south and Canadian Pacific Railway (CPR) tracks to the east, and one lot past Creditview Road in the west (Figure 1). The HCD was identified as a cultural heritage resource in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020). The proposed transitway traverses through two properties within the HCD. As such, the CHR (ASI 2020) recommended an HIA to determine the impacts to the HCD. This HIA fulfills this recommendation, and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject HCD in accordance with the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017) and with reference to the City of Brampton's *Heritage Impact Assessment Terms of Reference* and the City of Brampton's *Official Plan* (2015).

The analysis for this HIA was conducted by James Neilson, with research and fieldwork conducted by Kirstyn Allam, under the senior project direction of Lindsay Graves, all of ASI. This HIA follows the Ministry of Heritage, Tourism, Sport and Culture Industries *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017), and references *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006), the City of Brampton's *Heritage Impact Assessment Terms of Reference* (City of Brampton n.d.); and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

This document will provide:

- a description of the subject property, including a detailed land use history of the site (Section 2.3) and photographic documentation (Section 3.0);
- a description of the cultural heritage value of the HCD (Section 2.0);
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking (Sections 4.0 and 5.0); and,
- a description of potential mitigation measures and recommendations (Sections 6.0 and 8.0).

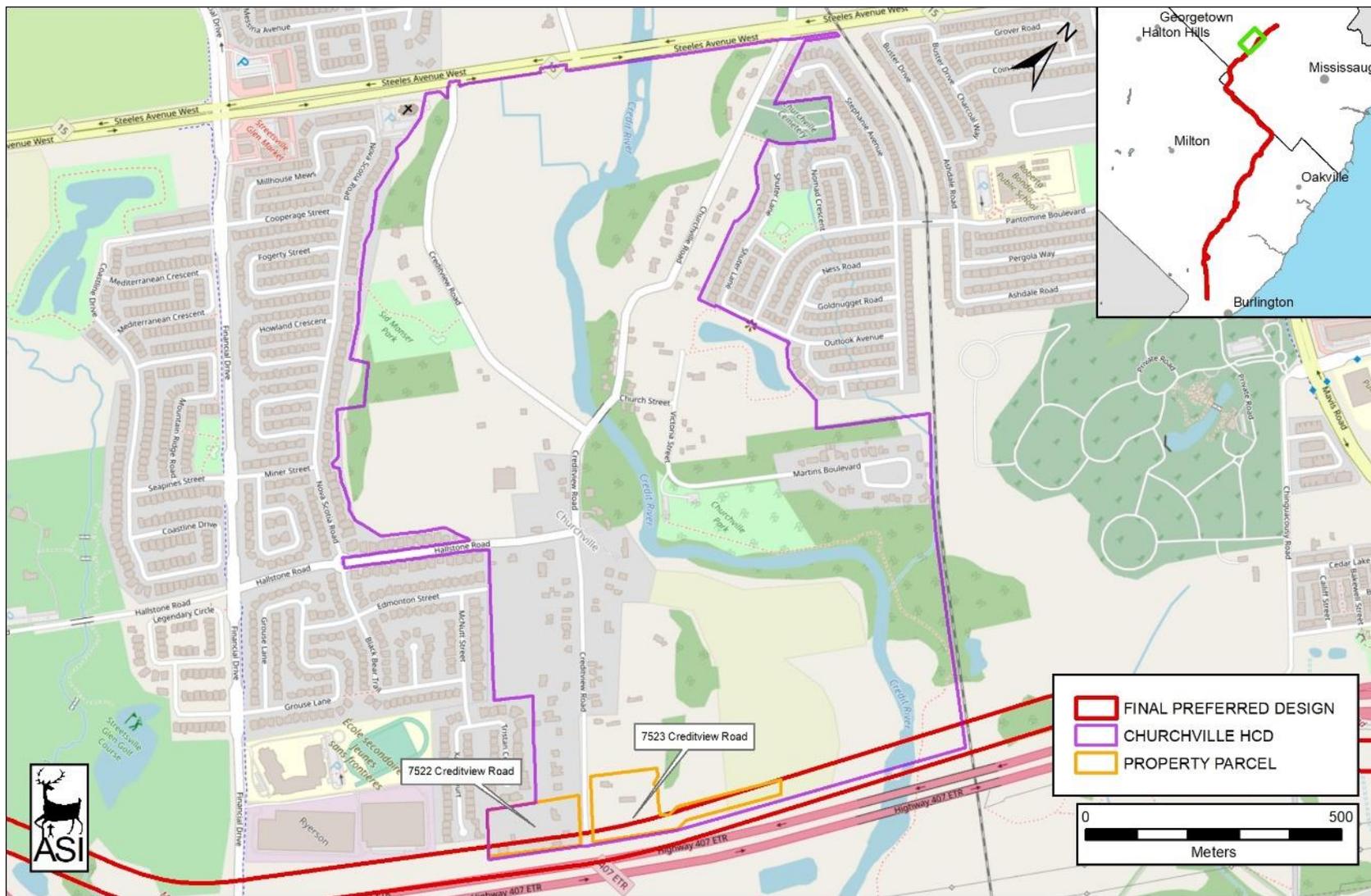


Figure 1: Location of the study area

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



1.1. Location and Study Area Description

The Churchville HCD is located in the City of Brampton, Ontario and is bounded by Steeles Avenue in the north, Highway 407 to the south and Canadian Pacific Railway (CPR) tracks to the east, and one lot past Creditview Road in the west. The HCD consists of 84 properties, mostly residential. A large portion of the HCD is a part of Credit Valley Conservation Area. There is also a cemetery, public building, and a bridge within the HCD.

The proposed Highway 407 transitway traverses through two properties, 7522 Creditview Road, which is classified as a non-contributing property, and 7523 Creditview Road, which is classified as a contributing property to the HCD.

7522 Creditview Road contains two residences: a two-storey red-brick residential building on the north portion of the property and a one storey frame house on the southern portion of the property. The property is located on the west side of Creditview Road, north of Highway 407, from which it is separated by a berm, trees and vegetation. It is situated in the southern edge of the Churchville HCD. The houses appear to be treated as separate properties with their own unofficial boundaries set by rows of trees. The northern residence appears to have been built more recently and its landscaping is more organized and well-kept. The southern residence has a grassed front lawn and a gravel driveway and gravel rear yard. Both houses are set-back considerably from the street. At the rear of the property are two barns that are separated from the rest of the property by rows of vegetation.

The property at 7523 Creditview Road contains a two-storey red-brick residence and a barn. The property is located on the east side of Creditview Road, north of Highway 407. The property is accessed via a gravel driveway from Creditview Road. A steel fence and a row of trees also demarcates the western boundary along Creditview Road. Like 7522 Creditview Road, the property is not visible from Highway 407 due to the presence of a berm and vegetation. The property consists mostly of a rural farmland that did not appear to be used for agricultural purposes at the time of field inspection (3 March 2020). According to a report by Unterman McPhail Associates (2010), the property used to contain a barn complex comprising a gambrel barn with silos, a stable, hay barn and modern driveshed.



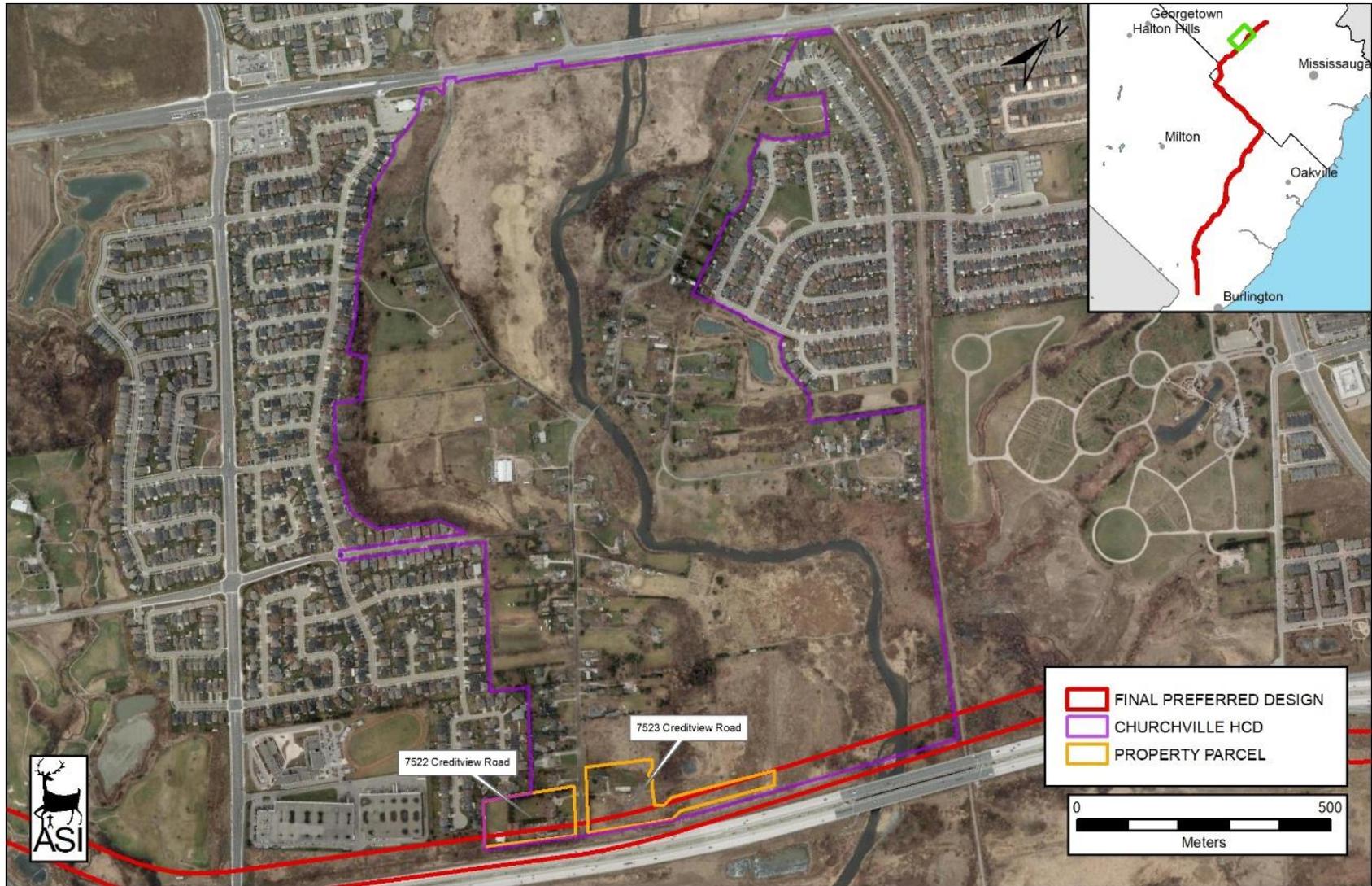


Figure 2: Aerial photo. The properties at 7522 Creditview Road and 7523 Creditview Road

Base Map: Google Earth Imagery



1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), Section 2(d) of the *Planning Act* (1990), the *Provincial Policy Statement* (2020), and the *City of Brampton's Official Plan* (City of Brampton 2015).

The below list includes the legislation reviewed in the preparation of this HIA:

- *Ontario Heritage Act* and Ontario Regulation 9/06 Criteria (1990);
- *Planning Act* (1990);
- *Environmental Assessment Act* (1990);
- *Provincial Policy Statement (PPS)* (2020);
- *City of Brampton's Official Plan* (2015).

1.3. Adjacent Heritage Properties

The property at 7523 Creditview Road is within the Churchville HCD and is adjacent to one property that is identified as having heritage significance within the HCD:

- 7573 Creditview Road, redbrick four-square farmhouse, circa 1909; identified within the HCD as a property of heritage significance.

The property at 7522 Creditview Road is within the Churchville HCD and is not located adjacent to any heritage properties including those listed by the City of Brampton and those designated under Part IV of the *Ontario Heritage Act*.

2.0 STATEMENT OF CULTURAL HERITAGE VALUE

2.1. Existing Cultural Heritage Value

The Churchville HCD was designated under Part V of the *Ontario Heritage Act* on October 10, 1990 by the City of Brampton (By-law #219-1990). One contributing property (7523 Creditview Road) and one non-contributing property (7522 Creditview Road) within the HCD are within the 407 Transitway study area and potential impacts on these properties along with the entire HCD are addressed as part of this report.

2.2. Churchville Heritage Conservation District Statement of Significance

The following summary is included in the Churchville HCD (City of Brampton 1990) and was adopted by the City of Brampton on October 10, 1990 (By-law #219-1990). The Plan does not contain a Statement of Cultural Heritage Value or a list of attributes.



The village of Churchville is located in a particularly scenic portion of the Credit River valley. Dominated by its rural setting and modest vernacular buildings, this settlement area has undergone significant changes since it was first inhabited by Caucasian settlers almost 160 years ago. The copious supplies of water accounted for a thriving milling centre initially focused on the lumber industry and later wheat. A variety of typical uses and associated buildings accompanied the growth of Churchville, but several economic downturns and a disastrous fire accounted for the demise of this once prosperous centre.

A number of buildings, however, did survive to the present day. Built predominantly of timber frame they represent a local tradition of vernacular rural structures. Some have been altered over the years with the addition of a variety of new synthetic claddings. Despite these changes these buildings are now becoming scarce within Brampton as urban development rapidly encroaches upon adjacent rural areas.

The rural character of Churchville provides a distinctive context for these buildings. Narrow tree lined roads, scenic views over the surrounding landscape, and the ever present influence of the Credit River and its steep valley sides provide a great diversity in such a relatively small area.

Additionally, a number of archaeological sites are located in and around Churchville attesting to the enduring attractiveness of the Credit valley as a settlement area.

2.3. Supplemental Historical Research

A review of available primary and secondary source material was undertaken to produce a historical overview of the subject property, including a general description of Indigenous and Euro-Canadian settlement and land-use. The following section provides the results of this research.

The Churchville HCD property is located in Lots 13 to 15, Concession 3 West of Huontario Street (WHS) and Lots 13 to 15, Concession 4 WHS in the former Township of Ontario, Peel County. 7522 Creditview Road is located in Lot 13, Concession 4 WHS and 7523 Creditview Road is located in Lot 13, Concession 3 WHS.



2.2.1 Overview of Indigenous Land Use

Southern Ontario has a cultural history that begins approximately 11,000 years ago. The land now encompassed by the former Township of Toronto has a cultural history which begins approximately 10,000 years ago and continues to the present. Table 2 provides a general summary of the history of Indigenous land use and settlement of the area.¹

Table 1: Outline of Southern Ontario Indigenous History and Lifeways

| Period | Archaeological/Material Culture | Date Range | Lifeways/Attributes |
|----------------------------|--|-----------------|---|
| PALEO-INDIAN PERIOD | | | |
| Early | Gainey, Barnes, Crowfield | 9000-8500 BCE | Big game hunters |
| Late | Holcombe, Hi-Lo, lanceolate | 8500-7500 BCE | Small nomadic groups |
| ARCHAIC | | | |
| Early | Nettling, Bifurcate-base | 7800-6000 BCE | Nomadic hunters and gatherers |
| Middle | Kirk, Stanley, Brewerton, Laurentian | 6000-2000 BCE | Transition to territorial settlements |
| Late | Lamoka, Genesee, Crawford Knoll, Innes | 2500-500 BCE | Polished/ground stone tools (small stemmed) |
| WOODLAND PERIOD | | | |
| Early | Meadowood | 800-400 BCE | Introduction of pottery |
| Middle | Point Peninsula, Saugeen | 400 BCE-CE 800 | Incipient horticulture |
| Late | Algonkian, Iroquoian | CE 800-1300 | Transition to village life and agriculture |
| | Algonkian, Iroquoian | CE 1300-1400 | Establishment of large palisaded villages |
| | Algonkian, Iroquoian | CE 1400-1600 | Tribal differentiation and warfare |
| POST-CONTACT PERIOD | | | |
| Early | Huron, Neutral, Petun, Odawa, Ojibwa | CE 1600-1650 | Tribal displacements |
| Late | Six Nations Iroquois, Ojibwa | CE 1650-1800s | |
| | Euro-Canadian | CE 1800-present | European settlement |

The study area is within Treaty 13a, signed on August 2, 1805 by the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a 1 mile strip of land on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown (Mississauga of the New Credit First Nation 2001; Mississaugas of the Credit First Nation 2017).

¹ While many types of information can inform the precontact settlement of Brampton, this summary table provides information drawn from archaeological research conducted in southern Ontario over the last century. As such, the terminology used in this review related to standard archaeological terminology for the province rather than relating to specific historical events within the region. The chronological ordering of this summary is made with respect to two temporal referents: BCE – before Common Era and CE – Common Era.



2.2.1 Township and Settlement History

Township of Toronto

The Township of Toronto was originally surveyed in 1806 by Samuel Wilmot, Deputy Surveyor. The number of inhabitants gradually increased in the first two decades of the nineteenth century, as Loyalists and their descendants began to get settled. After the War of 1812, most immigration came from the British Isles. All were enticed by the fertile and available land and in these early settlement years, the majority of the population relied upon subsistence farming. By 1851, Toronto Township became a part of Peel County and had a population greater than 7,500. Lots and concessions had been determined, though not all occupied. In the southern half of the township, plots primarily ran in a north-south direction, while the New Survey lands in the northern half primarily ran east-west. Many of the original 200-acre farms were being subdivided into smaller parcels and commercial agriculture was taking hold (City of Mississauga: Planning and Building Department 2004).

At the same time, a series of unincorporated villages began to spring up in Toronto Township, particularly as settlement moved further into the interior. Roughly separated a few miles apart, and often at key crossroad intersections, these villages provided nearby farmers with basic supplies and services. By the end of the nineteenth century, a general portrait indicates that villages had a church, tavern, schoolhouse, blacksmith shop, hotel or inn, and a general store. Once a post office was opened, a name for the area was given somewhat official status (Riendeau 1985; City of Mississauga: Planning and Building Department 2004). Larger villages might also have had a Sons of Temperance Hall, Orange Hall, sawmill, grist mill, brewery or distillery, tannery, ironworks or foundry, and small shops for tailors, shoemakers, wagonmakers, and cabinet makers. For those villages located close to railway lines, which started to emerge in the 1850s, a railway station was usually erected. The combination of small shops and businesses, municipal organizing, community services, road building, and the arrival of thousands of British and Irish immigrants marked the beginning of the creation of a settled countryside (Armstrong 1985; Jonasson 2006).

The area north of Dundas Street remained primarily agricultural through to the 1970s, with farms and orchards along with swathes of forested land. However, the expansion of cars, paved roads, and railway service were central to urban development in the twentieth century. Densification occurred along all major thoroughfares throughout the 1900-1945 period and mass suburbanization swept across Toronto Township in the post-World War II era. This growth occurred in historic towns such as Streetsville and Cooksville but also around key intersections in the township's smaller hamlets and villages (City of Mississauga: Planning and Building Department 2004). Perhaps the most striking indication of urban development occurred with planned communities such as Meadowvale, which included houses, recreation facilities, parks, shopping malls, and schools.

There was also significant administrative and political maturity in the postwar era. By 1974, the City of Brampton and the City of Mississauga were formed from an amalgamation of the former towns and townships, and the Region of Peel was established (Riendeau 1985).



Churchville

Churchville was established by Amaziah Church in 1819 when he arrived at what is now Churchville and Creditview Roads. Church was a Loyalist from Virginia and had moved to Lower Canada after the American Revolution. It is said that Church actually arrived in the area in 1815 and squatted on the land before receiving title to the land after the purchase from the Mississaugas in 1818. Amaziah Church was a millwright and so chose land along the Credit River where he would settle and not long after established a brushwood dam (Hicks 2004).

According to the surveyors' records of 1819, Third Line (now Creditview Road) had to bypass Church's Mill. The first recorded land grant went to William Coates in 1821 for 100 acres of Lot 13 and 200 acres of Lot 14, Concession 4 WHS. By 1825 there were a number of other settlers to Churchville including Ebenezer Austin, Robert Moore, John Wallace, John Armstrong, and Robert Nesbitt (Hicks 2004).

The mill and white pine forests meant that the land which became Churchville was taken up quickly by settlers. Land was donated by Andrew Scott in 1822 to be used as the Churchville Cemetery. By 1831 the population of the village was around 80 people and along with the mill were two general stores, a tannery, and a distillery. After Amaziah Church passed away, his son Orange Church took over Amaziah's operations and replaced the grist mill with a three-storeyed frame building in 1833 (Hicks 2004).

Eventually the forests around Churchville were depleted and the main industry became wheat milling. The population had been on a rise until 1860 when it peaked at 400. When Brampton was chosen as the county seat in 1867, the population of Churchville began to decline. Further hindering the growth of Churchville occurred in 1879 when the Credit Valley Railway by-passed the village (Hicks 2004).

The Churchville Fire Department was established in 1951. After Hurricane Hazel in 1954, the Credit Valley Conservation Authority was started and much of the area was declared a floodplain, thus much commercial activity stopped, and many businesses were converted into residences. Churchville became part of the City of Brampton in 1974. That year an act passed including Churchville in the Parkway Belt, where Highway 407 is now. Due to the concern of community members for what would become of Churchville, the area became designated as a heritage conservation district in 1991 (Hicks 2004).

2.4. Land Use History and Review of Historic Mapping

2.3.1 7522 Creditview Road

7522 Creditview Road is located on the east half of Lot 13, Concession 4, WHS, in Toronto Township, County of Peel. The following land use history provides a brief overview of the history of the area surrounding 7522 Creditview Road as well as the individuals and families that owned and occupied the subject property. It is based on a variety of primary and secondary source materials, including historical maps, census data, abstract indexes, assessment rolls, municipal directories, genealogies, archival images and historic photographs, and community histories.

The Crown patent for the 100 acres on eastern half of Lot 13 went to William Coates in 1821. Coates did not own the property long, as in the same year he sold it to Gray C. Wood. Wood sold the land eight



years later in 1829 to John Beatty. John Beatty was one of the leaders of a group of Irish settlers who came to area in 1819 from New York City. Beatty also owned Lot 13, Concession 3 and it is there where he built his home. In 1832, he sold the 100 acre lot to Mary McClure. Mary McClure was the daughter of James McClure, who was one of the Irish settlers that came to the area with Beatty. She owned the property for almost 30 years until she sold it in 1861 to her brother James. It is James' name that appears on the 1858 Tremaine Map (Figure 3) and his estate on the 1877 Illustrated Historical Atlas (Figure 4). The Illustrated Historical Atlas depicts an orchard within the property parcel and a house just outside of the southwest corner of the parcel.

The property remained in the McClure family into the early twentieth century. Catherine McClure sold the property in 1905 to David McClure. The property had been in the McClure family for 84 years, when David sold the 100 acres to James R Fallis in 1916. The 1909 topographic map (Figure 5) depicts the area as it would have looked at this time and shows it in a rural agricultural context. The house depicted in earlier mapping is no longer illustrated, however, a house adjacent to Creditview Road is now depicted on the map at the southeast corner of the parcel. The property was sold by Fallis the following year to brothers William J. Pengilley and George L. Pengilley. The brothers divided the property into 50 acre parcels in 1922, each taking one half of the original 100 acres.

The Pengilley family continued to own the property through much of the twentieth century. According to the 1921 Census, the Pengilleys were farmers (1921). The 1954 aerial photograph and 1973 topographic map (Figure 6 and Figure 7) depict some development within the property parcel and the persistence of the agricultural setting. The 1973 topographic map illustrates four buildings within the parcel, two within the eastern portion of the parcel (in the vicinity of the extant houses) and the other two within the western portion.

The property remained in the Pengilley family until 1986, at which time Arthur Pengilley sold the property. The property changed ownership several times following this sale, however the 1994 topographic map (Figure 8) illustrates that the property remained within an agricultural context with the same structures depicted within the parcel.

2.3.2 7523 Creditview Road

7523 Creditview Road is located on the west half of Lot 13, Concession 3, WHS, in Toronto Township, County of Peel. The following land use history provides a brief overview of the history of the area surrounding 7523 Creditview Road as well as the individuals and families that owned and occupied the subject property. It is based on a variety of primary and secondary source materials, including historical maps, census data, abstract indexes, assessment rolls, municipal directories, genealogies, archival images and historic photographs, and community histories. An extensive history of this property has also been compiled for the *Cultural Heritage Resource Documentation Report – 7523 Creditview Road Sonwil Farms* (Unterman McPhail Associates 2010). That report forms the basis for the summary below.

The Crown Patent for all 200 acres for the land in Lot 13, Concession 3 WHS was issued in 1832 to David Beatty. The west half was sold to John Gleves in 1838 and he sold this land to James Burns. In 1852, Alexander Burns mortgaged the property; Alexander is believed to be the son of James (Unterman



McPhail Associates 2010). The Tremaine Map (Figure 3) depicts the west half of Lot 13 as part of the estate of Alexander Burns.

The 1861 Census notes that Andrew Davidson and Thomas Sparling living on Lot 13, Concession 3. The Tremaine Map (Figure 3) depicts Andrew Davidson on the east half of the lot and the Estate of A. Byrne on the west half, it is therefore likely that Sparling leased the western half of the lot from Byrne. According to the Census, the Sparling family lived in a one storey log house. It also notes that 100 acres of the west part of the lot contained 70 acres of land under cultivation with the remaining 30 acres as wood or wild (Unterman McPhail Associates 2010).

According to the 1871 Census, Lot 13, Concession 3 was leased to George Bonham, a farmer. The property contained two town/village buildings, three dwelling houses, and two stables/barns. Of the 100 acres of the western portion of the lot, 95 acres were leased to Bonham, the remaining five acres were leased to John and George Wilson (Unterman McPhail Associates 2010). On the 1877 Illustrated Historical Atlas (Figure 4), John Wilson is identified as the owner of the lot with a house and orchard depicted to the east of Creditview Road. John Wilson had a son, George, who inherited the land from his father in 1883 (Unterman McPhail Associates 2010). The 1891 Census lists the Wilsons as living in a nine-room one-and-a-half storey wood house. According to the Union Publishing Directory of 1896, George Wilson was a freeholder (UPD, 1896, cited in Unterman McPhail Associates 2010). Two years later, according to community histories, he was living in a two-storey brick farmhouse built by Brampton builder W.B. McCullough. The 1901 the Wilson family is listed as continuing to live on the property and two houses are noted on the property, one being a 14-room brick house. They also have four barns and/or stables on the 95 acres of land (Unterman McPhail Associates 2010).

In 1914 George Wilson willed the property to his son to Ellery G. Wilson (also recorded as Elery). He then granted the property to his son Kenneth W. Wilson in 1939. Both Ellery and Kenneth were farmers according to the 1921 Census and the 1935 Voters Lists (Library and Archives Canada 1921; Library and Archives Canada 1935). Kenneth Wilson began to sell off some property beginning in 1968, however, the house and the subject property remained in the Wilson family until 1994. At that point it was sold to Eva Lucy Di Iorio, Paul Frank Di Iorio, and Mark Di Iorio. The Di Iorios owned the property for nine years and then Eva Lucy Di Iorio transferred the property to Eno Investments Limited. This investment company currently owns the property.

Twentieth century mapping of the property depicts it within an agricultural context. The 1909 topographic map (Figure 5) illustrates a brick house in the vicinity of the extant house within an agricultural context. The house and barns/stables can be seen on the 1954 aerial photograph (Figure 6) within the parcel for 7523 Creditview Road, to the north of the property are orchards. The 1973 and 1994 topographic maps (Figure 7 and Figure 8) depict the property within a similar agricultural context. By the 1980s, the farm had been reduced to 25 acres of land with orchards. By the 1990s the two-storey house remained relatively unchanged although the wood shingles of the roof had been replaced and an enclosed side porch was added. The property also retained an original board and batten circa 1940s barn and other farm buildings (Unterman McPhail Associates 2010). In 2013, several barns on the property were demolished (Figure 9 and Figure 10).



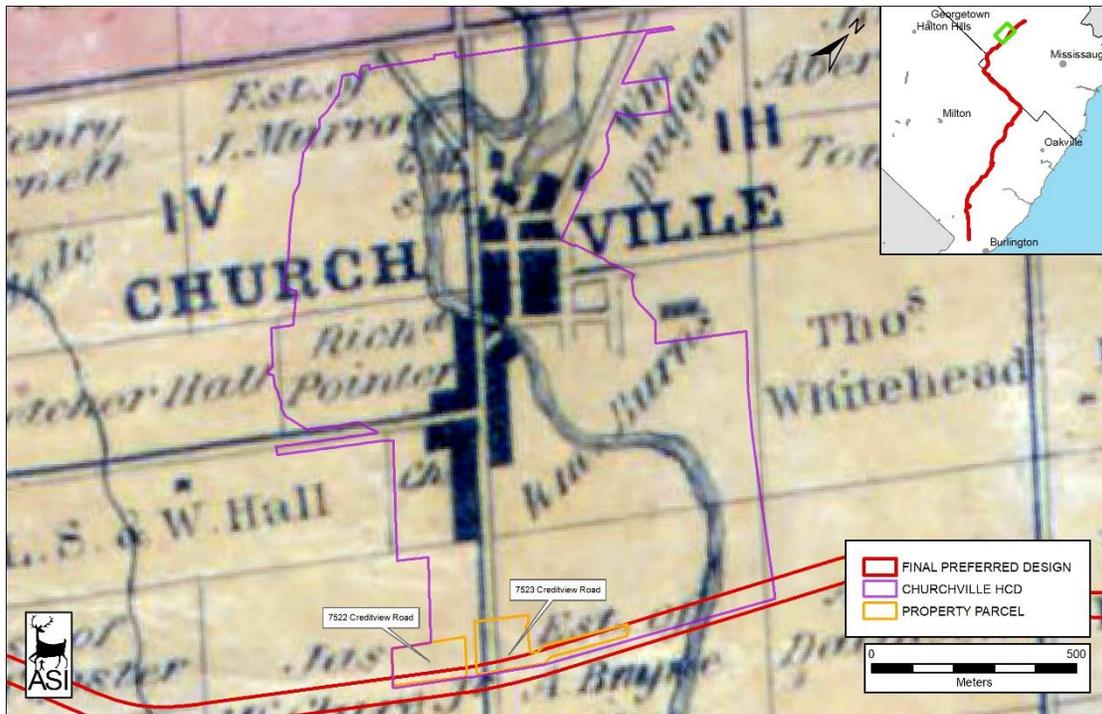


Figure 3: The study area overlaid on the 1859 *Tremain's Map of the County of Peel*
Base Map: (Tremain 1859)

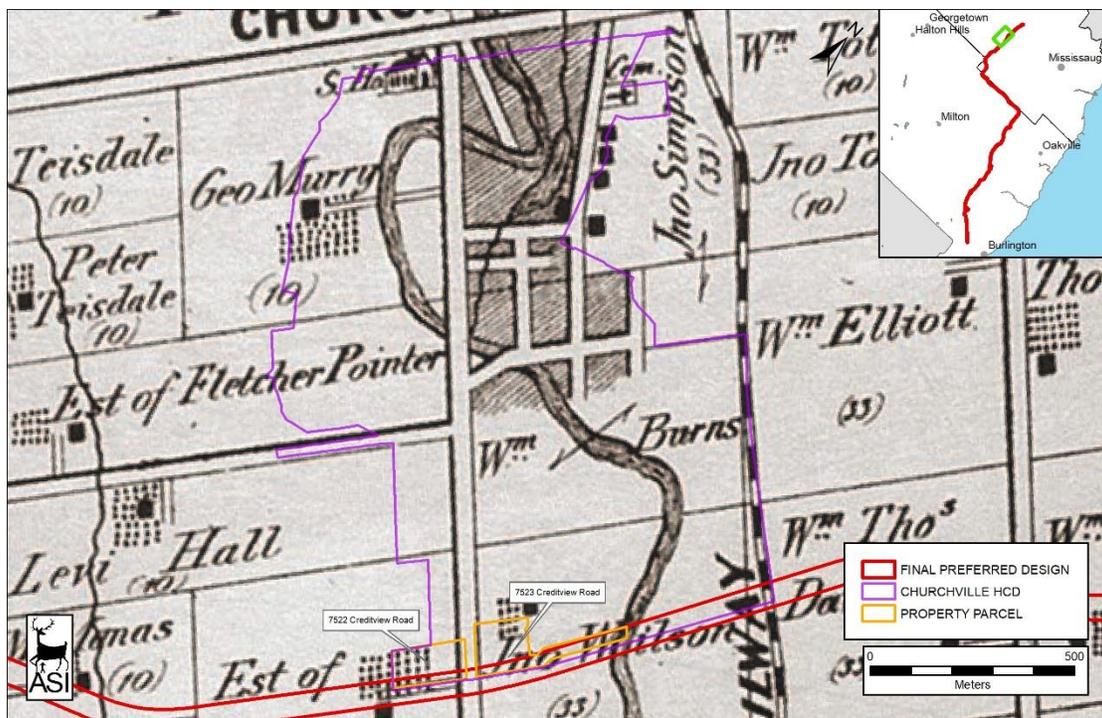


Figure 4: The study area overlaid on the 1877 *Illustrated Historical Atlas of the County of Peel*
Base Map: (Walker and Miles 1877)

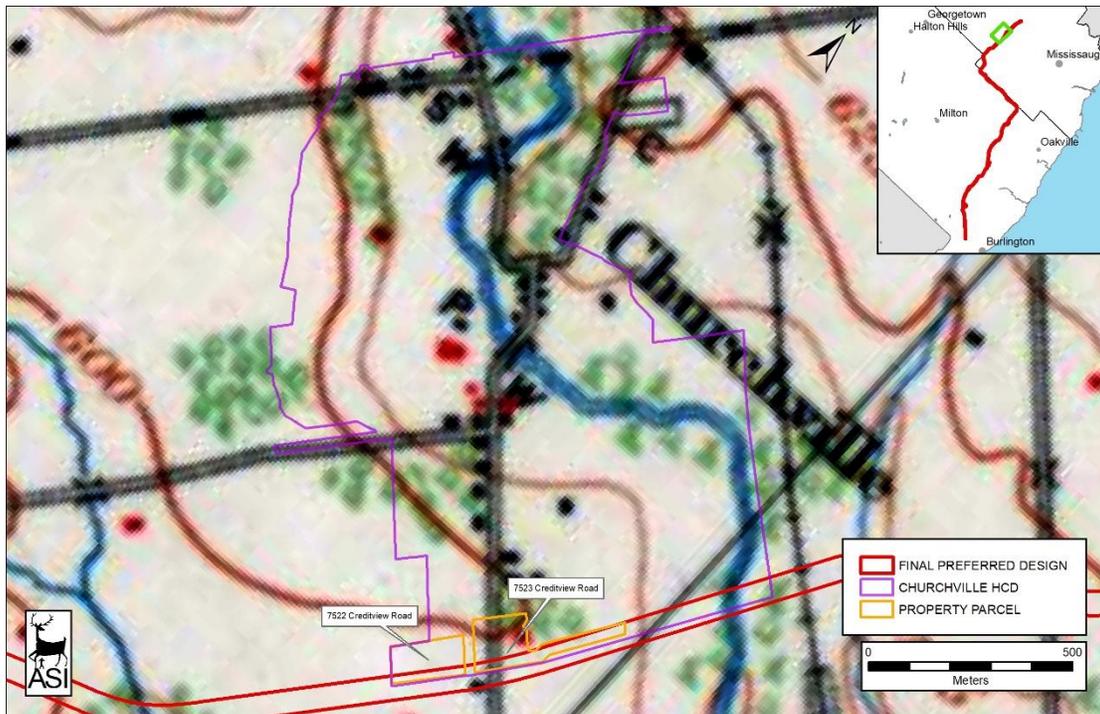


Figure 5: The study area overlaid on the 1909 topographic map of Brampton
Base Map: Sheet No. 35 (Department of Militia and Defence 1909)

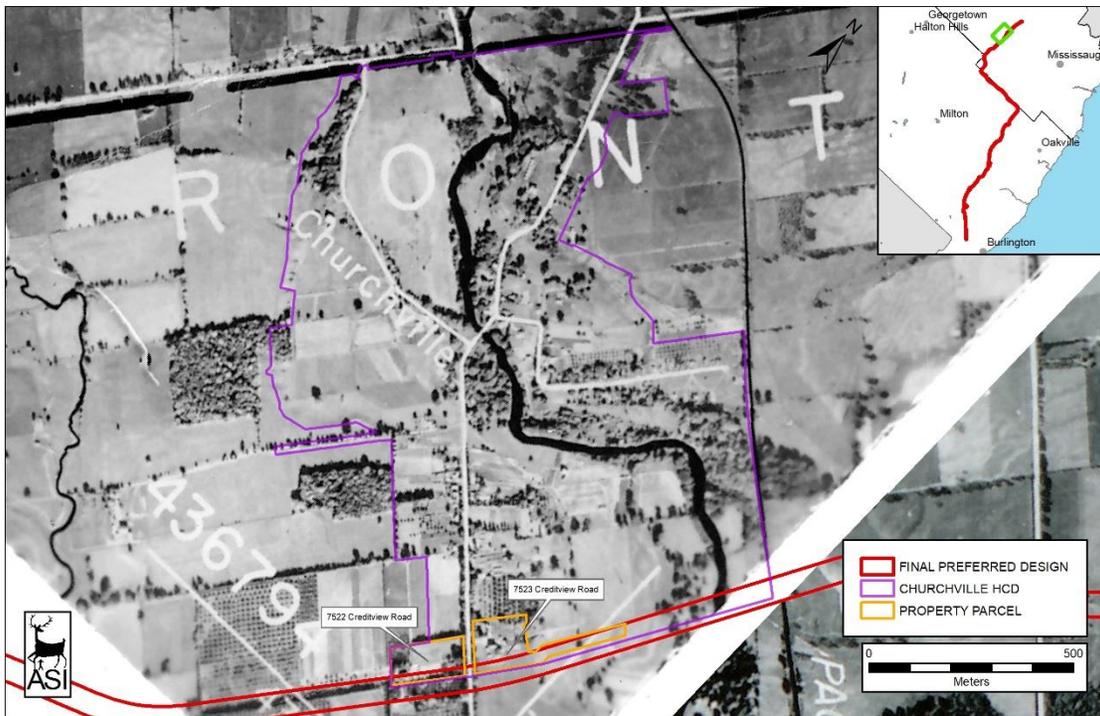


Figure 6: The study area overlaid on the 1954 aerial photograph of Brampton
Base Map: Plates 435.793 and 436.794 (Hunting Survey Corporation Limited 1954)

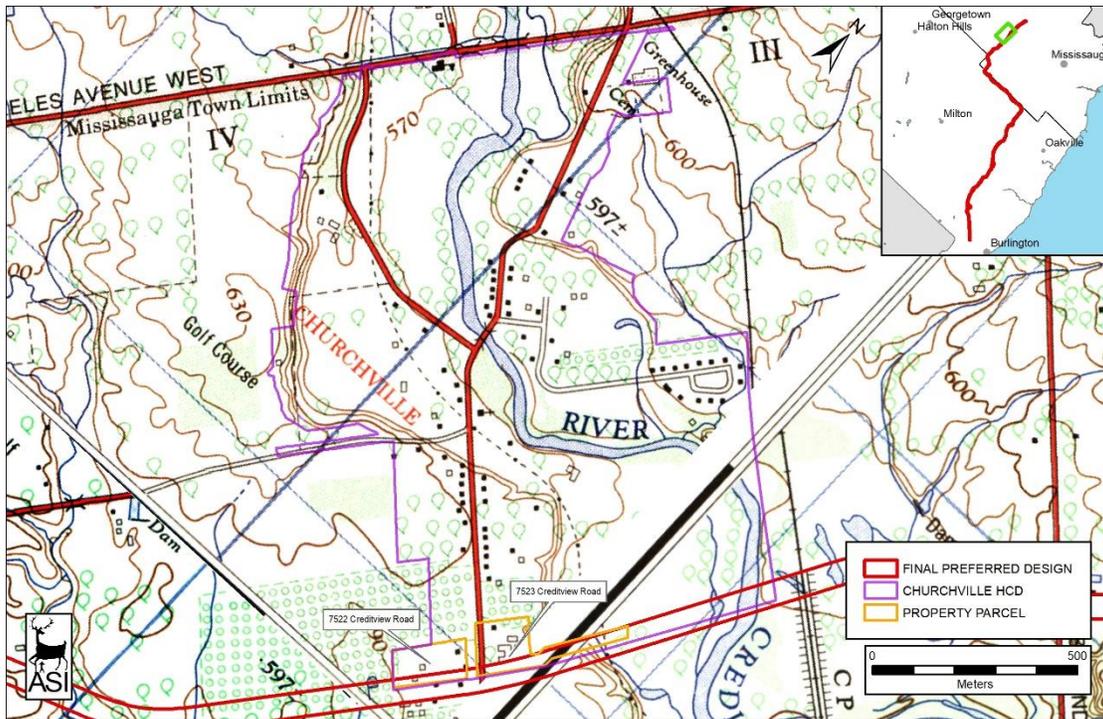


Figure 7: The study area overlaid on the 1973 topographic map of Brampton
Base Map: Sheet 30M/12f (Department of Energy, Mines and Resources 1973)

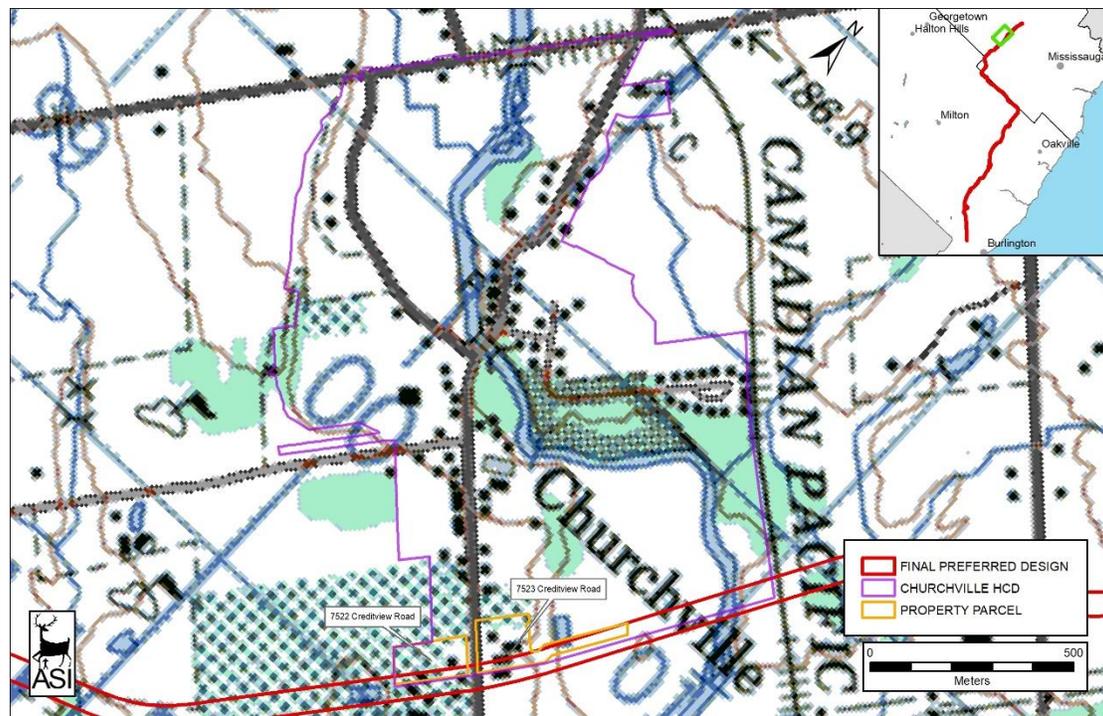


Figure 8: The study area overlaid on the 1994 NTS map of Brampton
Base Map: Sheet 30M/12 (Department of Energy, Mines and Resources 1994)



Figure 9: The property at 7523 Creditview Road in March 2013. Courtesy of Google Earth.

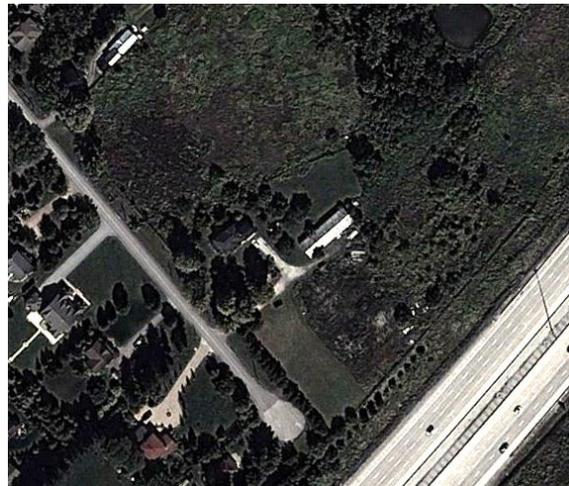


Figure 10: The property at 7523 Creditview Road in September 2013, showing the removal of the barn complex. Courtesy of Google Earth.

3.0 ASSESSMENT OF EXISTING CONDITIONS

A site visit was conducted by Kirstyn Allam, ASI, on 3 March 2020, to conduct photographic documentation of the Churchville HCD, and in particular, the properties at 7523 Creditview Road and 7522 Creditview Road, along with the surrounding environs. The assessment was conducted from publicly-accessible right-of-ways and permission to enter the properties was not granted. The project is located in the Churchville HCD in the City of Brampton (Plates 1-6). The HCD consists of 84 properties, mostly residential. A large portion of the HCD is a part of Credit Valley Conservation Area. There is also a cemetery, public building, and a bridge within the HCD. The HCD is bordered generally by the CPR tracks to the east, Steeles Avenue West to the north, one lot past Creditview Road on the west, and the Highway 407 to the south.

Churchville is located within the Credit River Valley in a suburban residential setting with a mix of modest vernacular buildings surrounded by urban setting of the City of Brampton. Much of the village can be characterized by its narrow tree-lined roads, vernacular buildings, scenic views of the landscape, and the Credit River.



Plate 1: View of residences along Creditview Road.



Plate 2: View of the steel pony truss bridge from the intersection of Church Street and Creditview Road.



Plate 3: Credit River from the pony truss bridge.



Plate 4: Modern house behind the Wesleyan Methodist Church, constructed 1856.



Plate 5: View of Sid Manser Park.



Plate 6: Southern end of Creditview Road looking to Highway 407.

3.1. 7522 Creditview Road

7522 Creditview Road (Plates 7-10) contains two residences: a two-storey red-brick residential building on the north portion of the property and a one storey frame house on the southern portion of the property. The property is located on the west side of Creditview Road, north of Highway 407, from which it is separated by a berm, trees and vegetation. It is situated in the southern edge of the Churchville HCD. The houses appear to be treated as separate properties with their own unofficial boundaries set by rows of trees. The northern residence appears to have been built more recently and its landscaping is more organized and well-kept. The southern residence has a grassed front lawn and a gravel driveway and gravel rear yard. There is a steel Quonset hut to the south of this southern residence. Both houses are set-back considerably from the street. At the rear of the property are two barns that are separated from the rest of the property by rows of vegetation.



Plate 7: View of the northern residences at 7522 Creditview Road.



Plate 8: View of the row of trees between the houses.



Plate 9: View of the southern residence at 7522 Creditview Road.



Plate 10: View of the steel Quonset hut south of the southern residence.

3.2. 7523 Creditview Road

The property at 7523 Creditview Road (Plates 11-14) contains a two-storey red-brick residence and a barn. The property is located on the east side of Creditview Road, north of Highway 407. The property is accessed via a gravel driveway from Creditview Road. A driveshed is south and east of the house. A steel fence and a row of trees also demarcates the western boundary along Creditview Road. Like 7522 Creditview Road, the property is not visible from Highway 407 due to the presence of a berm and vegetation. The property consists mostly of a rural farmland that does not appear to be used for agricultural purposes at this time. According to a report by Unterman McPhail Associates (2010), the property used to contain a barn complex comprising a gambrel barn with silos, a stable, hay barn and modern driveshed prior to their demolition in 2013.



Plate 11: View of the residence at 7523 Creditview Road.



Plate 12: View of the row of trees along Creditview Road.



Plate 13: View of gravel driveway and the driveshed.



Plate 14: Field to the north of the residence.

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

4.1. Description of Proposed Activity

The project consists of a 43km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay bay facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

In Brampton, the preferred alignment of the runningway will be located on the north side of Highway 407 from just east of Creditview Road to Financial Drive. A portion of 7522 Creditview Road and 7523 Creditview Road will be acquired as part of the proposed project (Figure 11).

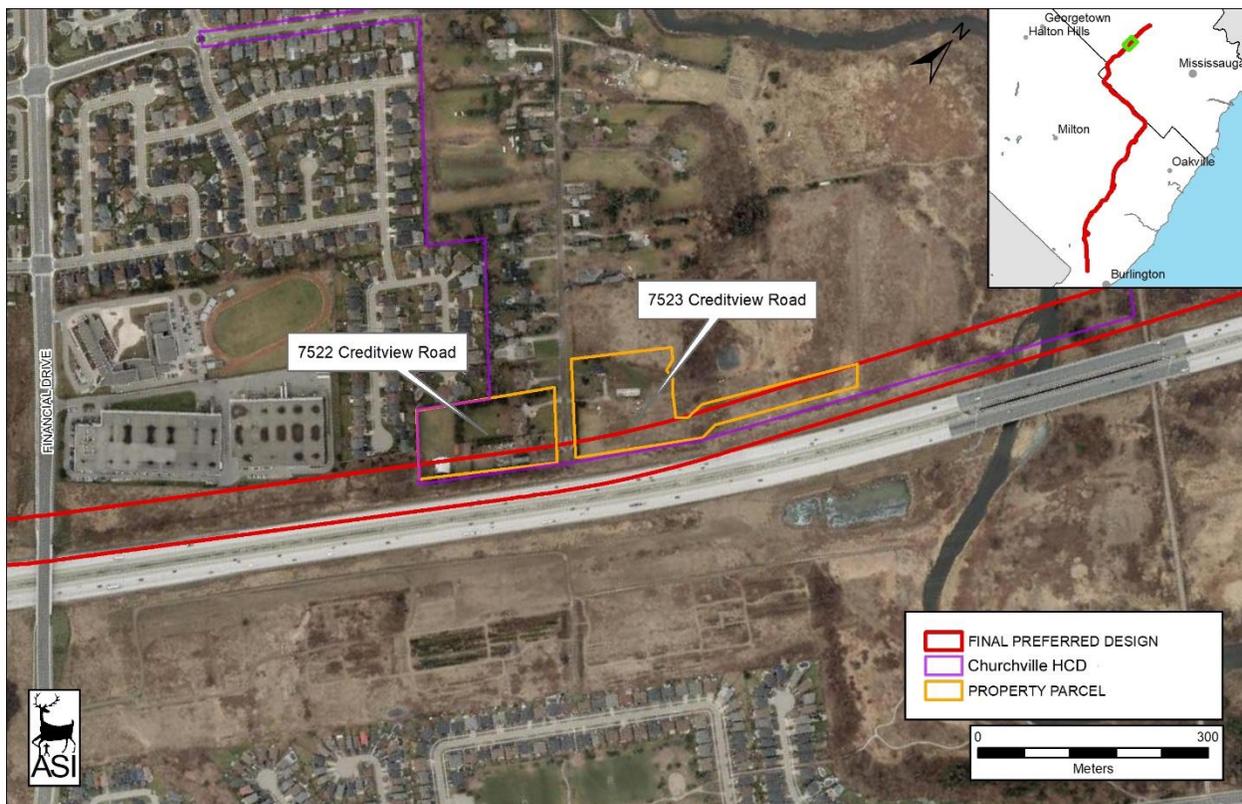


Figure 11: Proposed Highway 407 Transitway

5.0 IMPACT ASSESSMENT

To assess the potential impacts of the undertaking, the cultural heritage resource and identified cultural heritage attributes were considered against a range of possible impacts as outlined in the City of Brampton's Heritage Impact Assessment Terms of Reference and the Churchville HCD Plan.

The City of Brampton's Heritage Impact Assessment Terms of Reference notes that the HIA must indicate how the proposed development or site alteration will impact the heritage resource(s) and neighbouring properties. These impacts may include:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration to the historic fabric and appearance;
- Shadow impacts on the appearance of a heritage attribute or an associated natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Impact on significant views or vistas within, from, or of built and natural features;
- A change in land use where the change in use may impact the property's cultural heritage value or interest;
- Land disturbances such as a change in grade that alters soils, and drainage patterns that may affect a cultural heritage resource.

The MHSTCI (2019:11) states that "positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes". Examples of positive impacts include, but are not limited to:

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



5.2.1 Impacts on 7522 and 7523 Creditview Road

Table 2: Impact Assessment of 7522 and 7523 Creditview Road

| Impact | |
|---|--|
| Destruction, removal or relocation | The proposed Highway 407 Transitway will require the removal of a garage and vegetation rows on the property at 7522 Creditview Road. The property is a non-contributing property within the Churchville HCD, and the garage is not identified as a heritage attribute therefore its removal is not considered a significant impact. The row of vegetation between the property and the existing Highway 407 has been recognized as a landscape feature in the Churchville HCD Plan. This landscape feature will be impacted because the preferred alignment requires the removal of the vegetation. |
| Alteration | In addition to the removal of the landscape feature described above, the proposed Highway 407 Transitway preferred alignment will require alterations to the property at 7523 Creditview Road. This property includes a “Building of heritage significance” within the Churchville HCD. In addition, Creditview Road, identified as a scenic road within the HCD will require alterations. Land is required to create the preferred alignment for the transitway, thereby altering the property at 7523 Creditview Road. The alterations are not anticipated to significantly impact the identified heritage value of the property and the Churchville HCD as the footprint of the alterations are anticipated to be minor in scale and will not directly impact any identified heritage attributes. |
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | No heritage elements will be isolated as part of the proposed work. |
| Direct or indirect obstruction of significant views | No direct or indirect significant views will be obstructed. Views from the HCD will be impacted with the removal of trees adjacent to the existing Highway 407 ROW. This vegetation is recognized as a landscape feature in the Churchville HCD Plan. |
| A change in land use | The proposed Highway 407 Transitway will convert the existing study area from a cultural heritage landscape with a rural/residential character to a transit corridor. |
| Soil disturbance | The proposed Highway 407 Transitway will require disturbances to the soil throughout the study area. This is not anticipated to have a direct or indirect impact on any heritage resources. |

5.2.2 Impacts on the Churchville Heritage Conservation District

The proposed Highway 407 Transitway traverses through two properties within the Churchville Heritage Conservation District, therefore, regard has been given to the policies and guidelines of the Churchville Heritage Conservation District Plan when assessing the impacts from the proposed activity on the HCD. The following policies in the City of Brampton *Official Plan* (2015) are also provided for reference:

- 4.10.3.8 Any private and public works proposed within or adjacent to a designated District shall respect and complement the identified heritage character of the District as described in the Plan.
- 4.10.3.9 When a Heritage Conservation District is in effect, public works within the District shall not be contrary to the objectives set out in the District Plan. Further, no by-law shall be passed that is contrary to the objectives as set out in the District Plan. In these respects, the District Plan shall prevail.

The two properties within the Churchville Heritage Conservation District that are impacted by the preferred alignment are : 7522 Creditview Road and 7523 Creditview Road.

The property at 7522 Creditview Road is a non-contributing property within the HCD. Construction of the transitway will require alterations to the property including the removal of a garage and vegetation. As the property is a non-contributing property, the removal of the garage is permissible within the HCD Plan. However, the vegetation is considered a landscape feature identified in Section 6 of the HCD Plan and its removal and appropriate mitigation measures are outlined in Section 6.0.

The property at 7523 Creditview Road is considered a “building of heritage significance” within the HCD. Construction of the transitway will not require any alterations to any buildings on site, though a portion of the property is required for the construction of the transitway. Section 5.3.6 of the HCD Plan provides guidelines for the space around buildings of heritage significance. These include:

- Attempt to preserve and maintain driveways, fences, walkways and walls that contribute to the special character of the space immediately adjacent a heritage building.
- Design and locate new parking spaces so that they are as unobtrusive as possible, ensuring that front lawns and trees plantings are retained.
- Minimize soil disturbance around buildings in order to protect and reduce the possibility of damage to unknown archaeological remains.
- Maintain proper site drainage to ensure water does not damage foundation walls by draining toward the building.

The proposed transitway is not anticipated to have an impact on any driveway, fences or walkways that contribute to the special character of the space immediately adjacent to the heritage building. Furthermore, no new parking spaces are proposed for construction and the proposed transitway alignment is proposed to affect an area where site drainage is not anticipated to have a significant impact on the heritage building due to its distance from the building. However, construction of the proposed transitway will disturb soil on the property and as such, there is potential for damaging



archaeological remains. An archaeological assessment of the site is outside of the scope of this report, though an archaeological assessment will be conducted as part of the proposed work.

The proposed Highway 407 Transitway will alter the landscape parallel to the existing Highway 407 corridor. In particular, the proposal will remove a row of trees and vegetation that separates Highway 407 from the property at 7522 Creditview Road. Though part of this row was planted after the construction of Highway 407, much of the row dates to much earlier as it appears on aerial photography from 1954. This row of trees is also noted on the Landscape Improvements map on page 75 of the HCD Plan, which notes “maintain tree lines in the landscape” along the southern boundary of the heritage conservation district near Creditview Road. This landscape feature will be impacted by the removal of this row of vegetation to facilitate construction of the runningway.

With regards to the roadway, Creditview Road has been previously altered in this location. The road was severed by the construction of Highway 407, and today consists of a cul-de-sac that is not reflective of the general roadway cross section evident elsewhere along the Creditview Road. This cul-de-sac will be removed and it is presumed a new cul-de-sac will be created at the end of the Creditview Road. Though this will alter a portion of the existing roadway, it is not anticipated that the new cul-de-sac will alter the roadway cross section in a significant manner.

In addition, the proposed Highway 407 Transitway is proposed to traverse through two “Landscape Units” within the HCD: Landscape Unit E: Linear Estate Development and Landscape Unit F: Rural Agriculture.

Section 6.7 of the HCD Plan contains the policies and guidelines for Landscape Unit E. These include:

- *Residences are encouraged to plant informal shrub borders and specimen trees close to the street property line to define the edge of the public space.*
- *Retain the pavement width, shoulders and ditches of Creditview Road. Maintain hedgerows and property line fencing close to the road in order to enhance the scenic quality.*

The proposed Highway 407 Transitway will impact Creditview Road, a scenic roadway within the Churchville HCD Plan.

Section 6.8 of the HCD Plan contains policies and guidelines for Landscape Unit F: Rural Agricultural Development. These include:

This unit contains a diverse mix of landscape features including tree lines of white birch and Norway spruce, orchards close to the edge of the road and open fields extending to the east along the hydro transmission corridor. The addition of the 407 Hwy has encroached on features to the south. The existing vegetation on the east and south side of the fence should be retained and augmented with new planting. It is recommended that replanting along the fence be undertaken to block the views of the 407 Hwy to the south. Generally the existing pavement width and ditches should be retained in order to reinforce the rural quality of this scenic route.



The guidelines in Section 6.8 acknowledge the impact of the construction of Highway 407 on the landscape. The construction of the Highway 407 Transitway will further encroach on features in the southern portion of this Landscape Unit.

6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

As outlined in Section 5.0, the proposed Highway 407 Transitway will have impacts on the landscape elements of the Churchville HCD. In addition to the guidelines for individual properties, the HCD Plan addresses public works and landscape elements. Section 5.6 of the HCD Plan focuses on public works. The HCD Plan notes:

Public works within the district, including road reconstruction, flood works, buried service installation, etc, have the potential to cause considerable disruption to the rich variety of heritage resources both above and below ground. Every effort should be made in both day to day operations and longer term planning to minimize adverse effects to the heritage conservation district and its constituent parts.

In the case of the construction of the Highway 407 Transitway, efforts to minimize adverse effects on these public works should be planned with regard to the guidelines outlined in Section 6 of the HCD Plan. This section addresses Landscape Conservation and Enhancements with regards to vegetation, streets and open space. Section 6.2 notes:

Unlike the built environment, the landscape undergoes constant change. This occurs seasonally, as well as over several years as trees mature and die. This constant change means that recommendations for landscape preservation must take into account the natural evolution of the landscape. Preservation of a tree line may involve several techniques. Watering, fertilizing and removal of dead and diseased branches from individual trees to insure healthy growing conditions may be undertaken. Infilling by planting of individual trees in the line may be possible if growing conditions remain unchanged. Planting a second line of identical species parallel to and close to the original line may be another alternative. Whenever other new planting is undertaken, a variety of species should be used in order to ensure the continuing diversity in the landscape. This involves replanting not only native trees but also many introduced species such as Norway spruce and lilac that have been part of the rural landscape of Southern Ontario since the 1800's.

Improvements to streets are generally undertaken to better accommodate increased traffic loads to ensure public safety. Changes to the road alignments and widths in the district should be carefully assessed to ensure that the "scenic road" quality is not lost while still maintaining public safety. The rural cross sections found throughout the district are one of its most important defining features. Changes to these cross sections are not recommended.



Regard should be given for the Churchville HCD Plan as it provides direction for mitigating these impacts in a manner that is consistent with the goals and objectives of the Churchville HCD. The policy and guidelines provide the following mitigation strategies to address the proposed alterations.

1. As the proposed Highway 407 Transitway will require the removal of a row of vegetation that separates the property at 7522 Creditview Road, efforts to mitigate the loss of this row should follow the guidelines outlined in Section 6.2 of the HCD Plan, which states that *“planting a second line of identical species parallel to and close to the original line”* is an appropriate means of mitigation. As such, a row of vegetation should be planted between the proposed Highway 407 Transitway and the existing property at 7522 Creditview Road.
2. When Highway 407 was constructed, the guidelines in Section 6.8 of the Churchville HCD Plan noted that *“It is recommended that replanting along the fence be undertaken to block the views of the 407 Hwy to the south.”* The proposed Highway 407 Transitway will further encroach on features in the southern portion of the property at 7523 Creditview Road. Based on this guideline, it can be inferred that a similar policy for mitigating impacts for the proposed Highway 407 Transitway is appropriate. A row of vegetation should be planted parallel to the Highway 407 Transitway along the southern boundary of the property at 7523 Creditview Road.
3. As the proposed Highway 407 Transitway will require modifications to Creditview Road, efforts to mitigate impacts to this scenic road should follow the guidelines outlined in Section 6.7 of the HCD Plan, which states that construction should *‘retain the pavement width, shoulders and ditches of Creditview Road. Maintain hedgerows and property line fencing close to the road in order to enhance the scenic quality’* as an appropriate means of mitigation. As such, any modifications to the southern portion of Creditview Road that will be impacted by the proposed Highway 407 Transitway should be designed to adhere to these guidelines.

7.0 SUMMARY OF COMMUNITY ENGAGEMENT

The following organizations, websites, online heritage documents, and online heritage mapping tools were consulted during the preparation of the CHR in 2017 (ASI 2020) to confirm the existing or potential cultural heritage value of the Churchville HCD and to request additional information generally:

- The City of Brampton’s *Municipal Register of Cultural Heritage Resources Designated under the Ontario Heritage Act: Designated Properties*, and the *Municipal Register of Cultural Heritage Resources Designated under the Ontario Heritage Act: Listed Properties* (City of Brampton 2019a; City of Brampton 2019b);
- *Village of Churchville Heritage Conservation District – District Plan* (City of Brampton 1990)
- The *Ontario Heritage Act Register* (Ontario Heritage Trust n.d.);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust n.d.);
- The *Places of Worship Inventory* (Ontario Heritage Trust n.d.);

- *Ontario Heritage Plaque Database* (Ontario Heritage Trust n.d.);
- *Ontario's Historical Plaques* website (Brown 2019);
- Database of known cemeteries/burial sites curated by the Ontario Genealogical Society (Ontario Genealogical Society n.d.);
- *Canada's Historic Places* website (Parks Canada n.d.);
- *Directory of Federal Heritage Designations* (Parks Canada n.d.);
- Canadian Heritage River System (Canadian Heritage Rivers Board and Technical Planning Committee n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (UNESCO World Heritage Centre n.d.);
- Ontario Land Registry information at onland.ca; and
- Historical and genealogical records at Ancestry.com.

The following stakeholders were contacted as part of the preparation of the CHR (ASI 2020) with inquiries regarding the heritage status and for information concerning the subject HCD and any additional adjacent cultural heritage resources (Table 3).

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|---|---------------------------|--|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Heritage, Tourism, Sport and Culture Industries | 1 August 2019 | Response received. Confirmed that there are no properties designated by the Minister and no provincial heritage properties. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 1 August 2019 | Response was outstanding at the time of report submission. |
| Cassandra Jasinski, Heritage Planner | City of Brampton | 4 October 2017 | No response received at the time of report submission. |
| Cassandra Jasinski and Pascal Doucet, Heritage Planners | City of Brampton | 9 October 2019 | No response received at the time of report submission, however Heritage Planning staff reviewed the draft CHR (ASI 2020) and provided comments on 5 February 2020. |

Additional consultation with Pascal Doucet, Heritage Planner at the City of Brampton was conducted by ASI on March 17, 2020 and March 20, 2020 during the completion of the HIA. A response received provided the Cultural Heritage Resource Documentation Report – 7523 Creditview Road Sonwil Farms (Unterman McPhail Associates 2010).

8.0 RECOMMENDATIONS

The proposed Highway 407 Transitway will have an impact on the Churchville HCD, though this impact can be mitigated by utilizing measures described in the policies and guidelines of the Churchville HCD Plan. While the proposed transitway will traverse through two properties, one with a “Building of Heritage Significance” and another without, there were no impacts identified to the cultural heritage value of these properties as described in the policies and guidelines for properties within the Churchville HCD Plan. However, the proposed work will have an impact on the Landscape Units that these two



properties are contained in. These impacts are not anticipated to be significant and can be mitigated using the policies and guidelines set in the Churchville HCD Plan.

The following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. A row of vegetation should be planted along the southern boundary of the properties at 7522 Creditview Road and 7523 Creditview Road to provide/maintain a vegetative visual buffer between these properties and the proposed Highway 407 Transitway.
2. MTO should consider retaining a qualified heritage professional to complete a documentation report to document the existing treelines and the relationship between the southern edge of the Churchville HCD and Highway 407 prior to construction. The documentation report should be submitted to the Peel Art Gallery Museum and Archives and Pascal Doucet, Heritage Planner at the City of Brampton for archival purposes.
3. This report should be submitted to Pascal Doucet, Heritage Planner at the City of Brampton, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



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HERITAGE IMPACT ASSESSMENT

5104 NINTH LINE

**HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS
FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003**

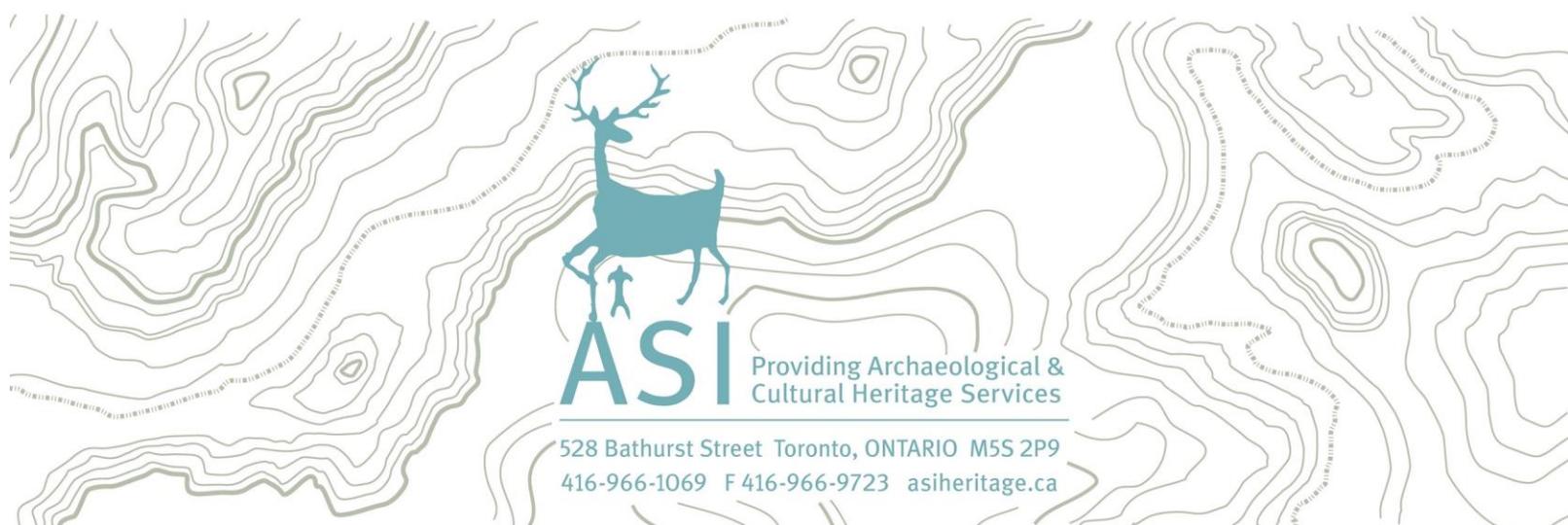
**CITY OF MISSISSAUGA
REGION OF PEEL, ONTARIO**

FINAL REPORT

LGL Limited (King City)
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ASI File: 19CH-165

July 2020



HERITAGE IMPACT ASSESSMENT

5104 NINTH LINE

HIGHWAY 407 TRANSITWAY TRANSIT PROJECT ASSESSMENT PROCESS FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET G.W.P. 16-20003

CITY OF MISSISSAUGA, REGION OF PEEL, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited on behalf of the Ministry of Transportation (MTO) to prepare a Heritage Impact Assessment (HIA) for the property at 5104 Ninth Line in the City of Mississauga, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 5104 Ninth Line features a mid-nineteenth-century one-and-a-half storey Neoclassical brick farmhouse, garage, and yard. The property is privately owned and is described as 'Listed on the Heritage Register but not designated' in the City of Mississauga's Heritage Register (City of Mississauga 2018). This property was identified as a potential cultural heritage resource (CHR #29) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, which considers the property in the community context. An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level. As such, the CHER determined that the property should be considered a Provincial Heritage Property (PHP) but not a Provincial Heritage Property of Provincial Significance (PHPPS) (ASI 2020b).

The analysis for this HIA was conducted by Michael Wilcox and John Sleath under the senior project direction of Lindsay Graves, all of ASI. This HIA follows the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). Research was completed to investigate, document, and evaluate the cultural heritage resources within and adjacent to the study area.

The analysis found in this report determined that the proposed Highway 407 Transitway alignment is not anticipated to result in direct or indirect impacts to the subject property as construction activities will be confined to the adjacent property parcel. Construction activities are anticipated to be minor in scale, temporary in duration, and located approximately 110 m west of the property boundary and 150 m west of the residence. As such, the proposed development is not anticipated to have direct or indirect impacts to the cultural heritage value or interest of the property if construction and staging activities are suitably



planned and executed. As the subject property at 5104 Ninth Line was determined to retain cultural heritage value, the following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. Prior to commencing work, construction crews should be informed of the heritage status of the subject property and construction activities should be suitably planned and executed to mitigate or prevent any potential impacts to the property. No-go zones should be established and temporary fencing should be installed prior to construction to ensure that there are no unintended impacts to the subject property.
2. This report should be submitted to heritage staff at the City of Mississauga, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.



PROJECT PERSONNEL

| | |
|--------------------------------|--|
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| <i>Project Coordinator</i> | Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division |
| <i>Project Manager:</i> | John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division |
| <i>Historical Research:</i> | Michael Wilcox, PhD Cultural Heritage Assistant - Cultural Heritage Division |
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| | Jessica Lytle, MSc Associate Archaeologist Project Manager - Environmental Assessment Division |
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| <i>Graphics Production:</i> | Eric Bongelli, MES Archaeologist Geomatics Specialist - Operations Division |
| <i>Report Reviewer(s):</i> | Lindsay Graves John Sleath |



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1.0 INTRODUCTION

ASI was contracted by LGL Limited on behalf of MTO to prepare a Heritage Impact Assessment (HIA) for the property at 5104 Ninth Line in the City of Mississauga, Ontario. This HIA is part of the Highway 407 Transitway Transit Project Assessment Process (TPAP) from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of 43 km of runningway and several stations whose locations will be determined as part of this TPAP.

The property at 5104 Ninth Line in the City of Mississauga features a mid-nineteenth-century one-and-a-half storey Neoclassical brick farmhouse, garage, and yard. The property is privately owned and is described as 'Listed on the Heritage Register but not designated' in the City of Mississauga's Heritage Register (City of Mississauga 2018). This property was identified as a potential cultural heritage resource (CHR #29) in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) completed for the 407 Transitway TPAP (ASI 2020a). It was then subject to a Cultural Heritage Evaluation Report (CHER) where it was researched and then evaluated using the criteria in Ontario Regulation 9/06, and that the property should be considered a Provincial Heritage Property (PHP) (ASI 2020b). An evaluation under Ontario Regulation 10/06 recommended that the property does not retain cultural heritage value at the provincial level.

Further, as the subject property was anticipated to be indirectly impacted by the proposed 407 Transitway, a HIA was recommended to determine the impacts to the property and proposed mitigations. This HIA fulfills this recommendation and is structured to provide an assessment of the proposed impacts to any identified cultural heritage value within the subject property in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industry's (MHSTCI) *Ontario Heritage Toolkit* (2006), the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010), and *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The analysis for this HIA was conducted by Michael Wilcox and John Sleath under the senior project direction of Lindsay Graves, all of ASI. Research was completed to investigate, document, and evaluate impacts and mitigations for the cultural heritage resources within and adjacent to the study area.

This document will provide:

- a description of the subject property, including photographic documentation;
- a description of the subject property's cultural heritage value;
- a description of the proposed transitway and an assessment of impacts of the proposed undertaking; and,
- a description of potential mitigation measures and recommendations.

1.1. Location and Study Area Description

The subject property at 5104 Ninth Line is located on the west side of the Ninth Line, east of Highway 407 and north of Eglinton Avenue West/Lower Base Line Avenue East (Figure 1). The property features a



mid-nineteenth-century one-and-a-half storey Neoclassical brick farmhouse, garage, and yard. Historically, the property is located on Lot 1, Concession 9 New Survey, in the former Township of Trafalgar, County of Halton. In 2010, municipal boundaries were reorganized, and the subject property is now located in the City of Mississauga in the Region of Peel. Residential development is found northeast of the property, Highway 407 is located to the west and southwest, a residential property is to the northwest, and another residential property is to the southeast (Figure 2).

1.2. Policy Framework

The authority to request this HIA arises from the *Ontario Heritage Act* (1990), *Environmental Assessment Act* (1990), and the *Provincial Policy Statement* (2020).

1.3. Adjacent Heritage Properties

No identified heritage properties are located adjacent to the property at 5104 Ninth Line.

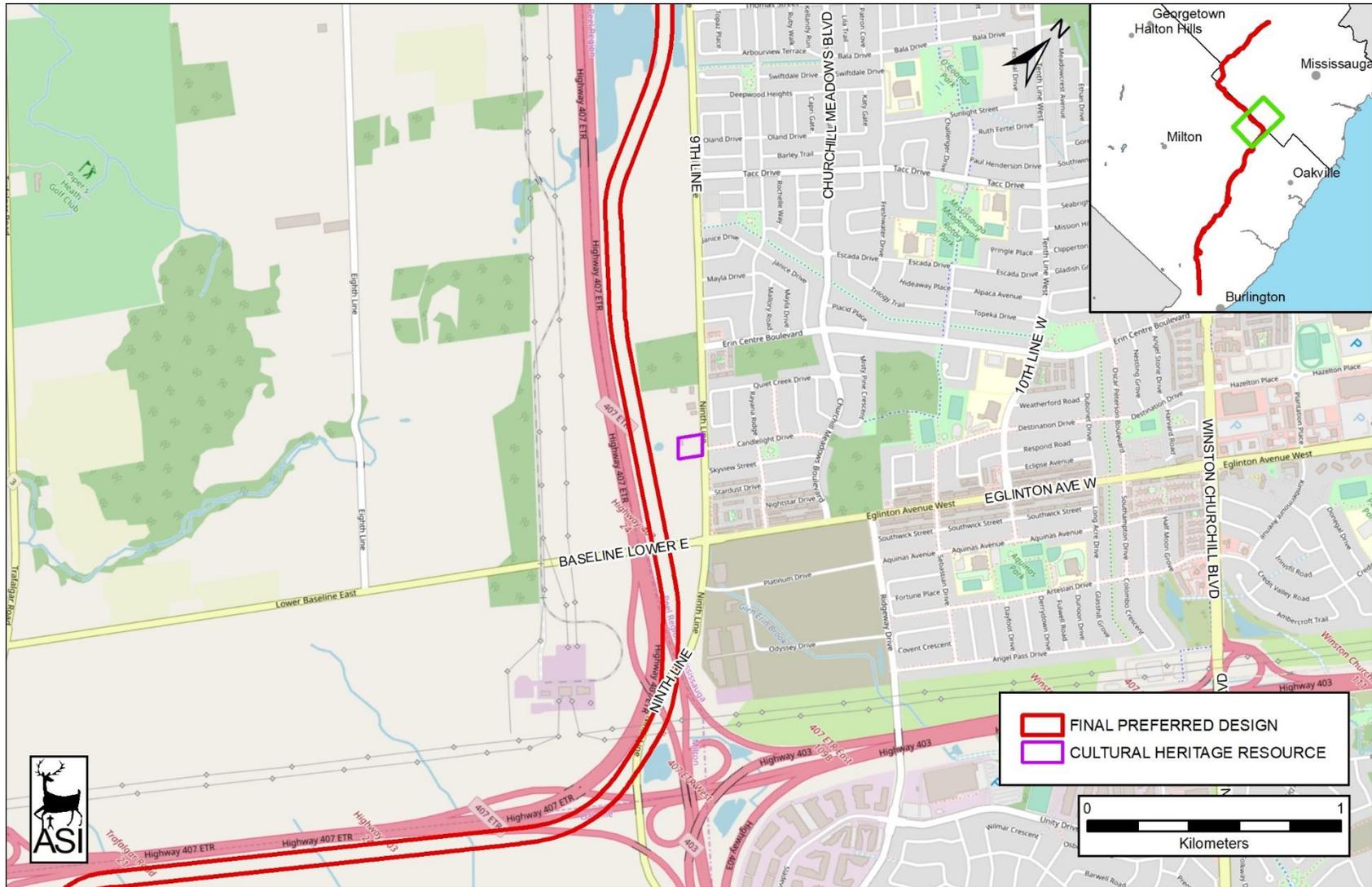


Figure 1: Location of the subject property at 5104 Ninth Line and proposed design of 407 Transitway (©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))

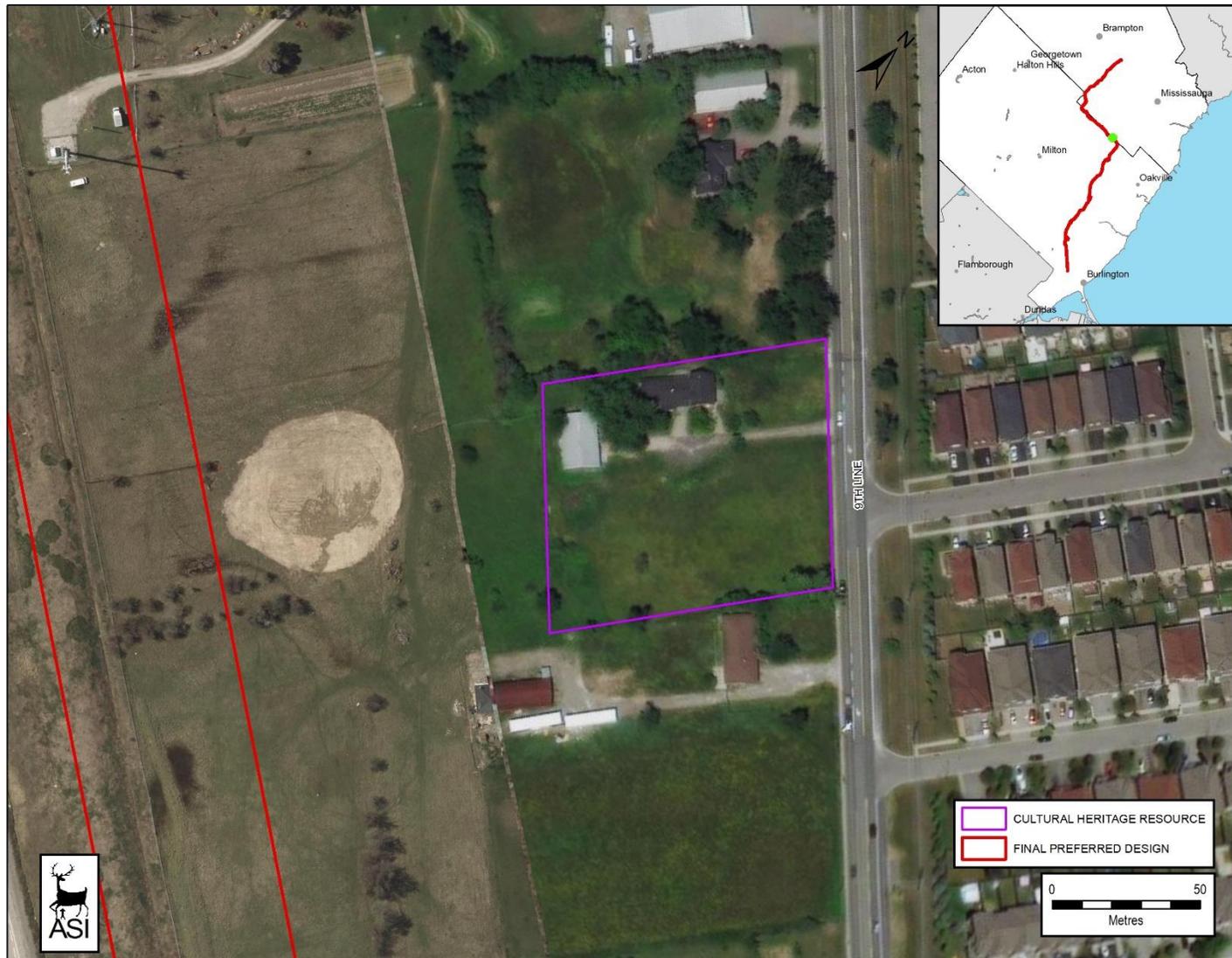


Figure 2: Aerial photo of the subject property at 5104 Ninth Line and proposed design of 407 Transitway (Google Earth Imagery, 2017)

2.0 STATEMENT OF CULTURAL HERITAGE VALUE

The following Draft Statement of Cultural Heritage Value was prepared by ASI in 2020 during the CHER for the subject property (ASI 2020b).

2.1 Description of Property

The subject property at 5104 Ninth Line is located on the west side of the Ninth Line, east of Highway 407 and north of Eglinton Avenue West/Lower Base Line Avenue East. The two-acre property features a mid-nineteenth-century one-and-a-half storey Neoclassical brick farmhouse, garage, and yard. Historically, the property is located on Lot 1, Concession 9 New Survey, in the former Township of Trafalgar, County of Halton, but is now located in the City of Mississauga in the Region of Peel.

2.2 Draft Statement of Cultural Heritage Value or Interest

The subject property was patented to Charles O'Hara Sr. in 1830, and transferred soon thereafter to his son Charles O'Hara Jr. It is likely that the O'Haras had been living in a log cabin on the property since about 1819 and this log house was probably the site of the first Catholic mass in all of Halton County. The log house was replaced by a Neoclassical-style brick house – which remains extant on the property today – built by Charles O'Hara Jr. in the 1850s. Members of the O'Hara family continued to live in the subject house and farm on the surrounding property until 1948. Various property owners have lived in the house since that time, and it is unclear when the additions were added to the rear of the house, or who is responsible for their construction.

The one-and-a-half storey Neoclassical residence on the subject property retains physical/design value as a representative example of a Neoclassical residence in the local context. The residence features a central entrance with symmetrical windows, sidelights and transom, a rectangular footprint, and a moderately-pitched gable roof. While the residence is modified with vinyl cladding and rear additions, these alterations are considered to be reversible.

The subject property retains historical and associative value from its connection with the O'Hara family, who likely lived on the property since c.1819 until 1948. Charles O'Hara Sr., an Irish Catholic Immigrant, received the original Crown Patent for the property, and was instrumental in the early settlement of the area. Further, O'Hara hosted religious services conducted by a travelling priest in his home prior to the construction of St. Peter's Mission Church c. 1823. As an early settler with an important connection to the community known as the Catholic Swamp, O'Hara is considered to be a significant contributor to the early settlement of the area. This contribution to the community is also commemorated locally in the naming of nearby O'Hara Park.

2.3 Description of Heritage Attributes

The design value of this mid nineteenth-century Neoclassical residence is reflected through the retention of:

- Three-bay primary east elevation featuring central entranceway with transom and sidelights flanked by symmetrical fenestration;
- Rectangular footprint;
- Moderately-pitched gable roof;
- Window openings; and
- Red brick cladding.

3.0 ASSESSMENT OF EXISTING CONDITIONS

A field review was conducted by Kirstyn Allam on 3 March 2020 and Jessica Lytle on 9 April 2020, both of ASI, to survey and document the subject property and environs. Permission to enter the property was not approved, and, as such, the interior of the structure was not included in this field review. The field review was conducted from publicly accessible rights-of-way (ROW). Results of the field review and archival research were utilized to describe the existing conditions of the property. The following sections provide a general description of the built and landscape features within the property.

3.1 Landscape and Surrounding Environs

5104 Ninth Line is a two acre remnant agricultural property located east of Highway 407, near the border between the Town of Milton and the City of Mississauga (Plate 1 to Plate 5). The subject property was originally part of a 100 acre farm but was subdivided into smaller parcels in the mid twentieth century. The property forms part of an undeveloped green space corridor located east of Highway 407. Prior to construction of the highway, this area was agricultural land. Following construction of the highway, the areas to the north of the property were redeveloped as residential properties.

The subject property retains remnant landscape features including the garage to the southwest of the house, the driveway from Ninth Line, the small forested area adjacent to the house, some mature greenery around the house, and the treeline north of the house. The yard area is largely clear with tall grasses and overgrown vegetation. The house itself sits atop a small raised area.



Plate 1: Aerial view of the property (Source: Google Earth)



Plate 2: View of the property and garage, looking southwest (March 2020)



Plate 3: View of the yard adjacent to the property (March 2020)



Plate 4: View of the treeline north of the property (March 2020)



Plate 5: View of the house and garage (March 2020)

3.2 Exterior

The property at 5104 Ninth Line in the City of Mississauga features a one-and-a-half storey red brick Neoclassical farmhouse with a side gable roof, symmetrical front façade with central doorway and windows to either side, front entrance with transom and sidelights, and a rectangular footprint (Plate 6 to Plate 8).

The original structure has a rectangular footprint and two rear additions were constructed on the south side. The original portion of the residence features a rectangular footprint and faces northeast towards Ninth Line. The rear additions appear to date to a later time than the front, however, the exact date of the addition is unknown at its time.

The front façade (northeastern elevation) (Plate 9) features a central doorway with sidelights and a transom. There are windows symmetrically flanking the entrance. The southeastern elevation features two windows on the main floor and two on the second storey. The northwest elevation also has two windows on each storey and remnants of a former chimney are visible on the brick. The windows and the front door all appear to have been replaced, however brick voussoir lintels are still visible beneath the replacement trim in some cases. The house features overhanging eaves and a vinyl fascia beneath the eaves. The brick cladding is in a common bond pattern with a header course every sixth course.

The addition, southwest of the original structure (Plate 10) is clad in painted wood board and batten and another addition was attached to the first addition and is clad in light red brick. The additions both have gable roofs, square windows, and doors.

A large garage is located to the southwest of the house (Plate 11). The garage features a utilitarian design with a rectangular footprint and is clad in aluminum siding. The garage has a gable roof, two garage doors, and simple windows and doors.



Plate 6: View of the northeastern elevation (March 2020)



Plate 7: View of the southeastern elevation and rear addition (March 2020)



Plate 8: View of the northwest elevation (April 2020)



Plate 9: Detail of front elevation, replaced windows, and vinyl fascia under the eaves (March 2020)



Plate 10: Detail of the board and batten rear addition and some of the brick addition (March 2020)



Plate 11: View of the garage, southwest of the house (March 2020)

4.0 DESCRIPTION AND PURPOSE OF PROPOSED ACTIVITY

The project consists of a 43 km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station facilities. For the station facilities, the assessed footprint included a 30 m buffer, additional to the grading limits of the preliminary design. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay by facilities, on street integration with local transit, shelters, buildings, and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

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

The study area used in this assessment includes the maximum grading limit anticipated to be required to facilitate the runningway, station locations, and other associated infrastructure as required. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40 m in width (10 m to 20 m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60 m (30 m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.

The preferred alignment of the runningway will be oriented in a north-south direction between Highway 407 to the west and Ninth Line to the east, north of Eglinton Avenue West/Lower Base Line Avenue East.

At the time of report preparation (June 2020) the detailed designs for the proposed undertaking were not yet prepared. As no detailed information regarding grading limits, areas requiring the addition of soil fill, and the limits of the proposed pavement edge were available, the maximum grading limits of the preferred alternative as depicted in Figure 2 were judged to be the maximum area of direct impacts.

5.0 IMPACT ASSESSMENT

The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the documents entitled *Ontario Heritage Tool Kit* (MHSTCI 2006) and *Information Bulletin 3* (MHSTCI 2017). Potential impacts



to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts.

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

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

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

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

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

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

The proposed undertaking is anticipated to be confined to the lands immediately adjacent to the property’s western boundary, approximately 150 m west of the residence. As the impacts are anticipated to be more than 110 m west of the subject property’s western boundary, the proposed development is not anticipated to have any direct or indirect impacts on the cultural heritage value or interest of the property. A summary description and assessment of direct impacts is presented in Table 1, while an assessment of indirect impacts are presented in Table 2.

Table 1: Anticipated Direct Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|---|
| Removal or demolition of all or part of any heritage attribute | The proposed Highway 407 Transitway runningway will be confined to the property immediately west of the subject property, and is not anticipated to result in any direct impacts to the landscape features in this area. |
| Removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) | As the garage and residence on the subject property are located approximately 120 m and 150 m east of the area of impact, it is assumed that no impacts to these structures will be required to facilitate the construction of the runningway. |
| Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources | The proposed Highway 407 Transitway is not anticipated to require disturbances to the soil through grading, excavating, and/or the addition of fill and as such is not anticipated to result in any direct impacts to the landscape features on the subject property. |
| Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. | The construction of the proposed 407 Transitway runningway is not anticipated to result with any alterations to the subject property. |
| Alterations for access requirements or limitations to address such factors as | No impacts to the subject property are anticipated to address factors such as accessibility, emergency egress, public access, or security. |

| | |
|--|--|
| accessibility, emergency egress, public access, security | |
| Introduction of new elements that diminish the integrity of the property | The introduction of the proposed 407 Transitway runningway is not anticipated to diminish the integrity of the subject property because there is no direct area of impact. |
| Change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest | The construction of the proposed 407 Transitway will not result in a change in land use of the subject property. |
| Continuation or intensification of a use of the property without conservation of heritage attributes | The proposed undertaking is not anticipated to result in the continuation or intensification of a use of the subject property. |

Table 2: Anticipated Indirect Impacts to the Subject Property

| Impact | Discussion of Impacts |
|---|---|
| Shadows | No shadows will be created as part of the proposed work. |
| Isolation | No heritage elements will be isolated as part of the proposed work. |
| Vibration damage | No potential impacts related to vibration are anticipated. |
| Direct or indirect obstruction of significant views | No direct or indirect obstruction of significant views will occur as part of the proposed work. |

In summary, the proposed construction of the 407 Transitway runningway is not anticipated to result in indirect or direct impacts to identified cultural heritage attributes on the subject property. While construction of the runningway will result in the introduction of physical, visual, audible, and atmospheric elements not in keeping with the character or setting, these impacts are anticipated to be temporary in duration and confined to the adjacent property, and as such will not result in permanent impacts to the subject property.

6.0 CONSIDERED ALTERNATIVES AND MITIGATION MEASURES

The proposed alterations adjacent to the subject property are not anticipated to result in direct or indirect impacts to the subject property as depicted in Figure 2. As this impact assessment was completed during the TPAP when only the preferred runningway alignment had been selected, no detailed design drawings were available to consult.

Various potential runningway alignments for the 43 km runningway were evaluated during the preliminary phases of the project, with the preferred alternative selected following the consideration of each alternative with respect to safety, engineering, transportation, environmental, socio-cultural, and other requirements. The preferred alternative was selected as the least impactful and most preferred option when evaluated against these criteria.

As the subject property was determined to retain cultural heritage value following an evaluation under Ontario Regulation 9/06, the proposed 407 Transitway should be planned in a manner that avoids or limits impacts to the identified cultural heritage attributes of the subject property as outlined in Section 2.0 where feasible. As such, the following mitigation measures should be considered as a way of eliminating or reducing the impacts of the proposed runningway alignment on the identified cultural heritage value of the subject property.

Prior to commencing work, construction crews should be informed of the heritage status of the subject property and construction activities should be suitably planned and executed to mitigate or prevent any potential impacts to the property. No-go zones should be established and temporary fencing should be installed prior to construction to ensure that crews do not inadvertently conduct construction activities on the subject property.

7.0 SUMMARY OF COMMUNITY ENGAGEMENT

As part of the preparation of the CHER (ASI 2020b), various municipal, provincial, and federal inventories and registers were consulted to confirm the existing or potential cultural heritage value of the subject property. See Section 1.4 of the CHER for a full list of sources consulted.

The following stakeholders were contacted as part of the preparation of the CHER with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent cultural heritage resources (Table 3). No additional consultation was conducted as part of the HIA.

This report should be submitted to planning staff at the City of Mississauga upon completion for review and archival purposes, as dictated by best practices. Following review, City staff should determine if they are aware of additional information that should be taken into account in the assessment of impacts, identification of mitigation measures, or implementations.

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|---|--|------------------------------|---|
| Karla Barboza, (A) Team Lead, Heritage | Ministry of Heritage, Sport, Tourism, and Culture Industries | 20 March and 2 April 2020 | Response received on 2 April 2020 confirmed that there were no provincial heritage properties within or adjacent to the subject property. |
| Registrar, Ontario Heritage Trust | Ontario Heritage Trust | 20 and 24 March 2020 | Response received 24 March 2020 confirmed that there are no OHT easements within or adjacent to the subject property. |

Table 3: Results of Stakeholder Consultation

| Contact | Organization | Date(s) of Communications | Description of Information Received |
|--|---------------------|---|--|
| Paula Wubbenhorst, Senior Heritage Coordinator | City of Mississauga | 4 October 2017 and 4 and 9 March 2020 | Response received. Confirmed that the subject property is listed by the City of Mississauga. Provided a Heritage Impact Assessment from Archaeological Research Associates, Limited for the subject property and a research report about the O'Hara family by Matthew Wilkinson of Heritage Mississauga. |

8.0 RECOMMENDATIONS

The analysis found in this report determined that the proposed Highway 407 Transitway alignment is not anticipated to result in direct or indirect impacts to the subject property as construction activities will be confined to the adjacent property parcel. Construction activities are anticipated to be minor in scale, temporary in duration, and located approximately 110 m west of the property boundary and 150 m west of the residence. As such, the proposed development is not anticipated to have direct or indirect impacts to the cultural heritage value or interest of the property if construction and staging activities are suitably planned and executed. As the subject property at 5104 Ninth Line was determined to retain cultural heritage value, the following recommendations should be considered as part of the proposed Highway 407 Transitway project:

1. Prior to commencing work, construction crews should be informed of the heritage status of the subject property and construction activities should be suitably planned and executed to mitigate or prevent any potential impacts to the property. No-go zones should be established and temporary fencing should be installed prior to construction to ensure that there are no unintended impacts to the subject property.
2. This report should be submitted to heritage staff at the City of Mississauga, the Ministry of Heritage, Sport, Tourism, and Culture Industries, and any other heritage stakeholder with an interest in the project.

9.0 REFERENCES

ASI, (Archaeological Services Inc.)

2020a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment, 407 Transitway TPAP From West of Brant Street to West of Hurontario Street G.W.P 16-20003.*
CHRA. Report on file at ASI.

2020b *Cultural Heritage Evaluation Report 5104 Ninth Line City of Mississauga, Region of Peel, Ontario - Highway 407 Transitway Transit Project Assessment Process from West of Brant Street to West of Hurontario Street G.W.P. 16-20003.*

City of Mississauga

2018 Heritage Register for Mississauga.
https://www7.mississauga.ca/documents/culture/heritage/2018-07-01_Mississauga_Heritage_Register_Web.pdf.

MHSTCI, (Ministry of Heritage, Sport, Tourism and Culture Industries)

1990 *Ontario Heritage Act, R.S.O. 1990, c. O.18 [as Amended in 2019].*

2006 Ontario Heritage Tool Kit.

http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml.

2017 Information Bulletin No. 3: Heritage Impact Assessments for Provincial Heritage Properties.

Ministry of the Environment

1990 Environmental Assessment Act, R.S.O. Province of Ontario.

Province of Ontario

2020 *Provincial Policy Statement.* Toronto, Ontario.

