

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

Existing Conditions – Impact Assessment

**Intersection of Derry Road and Argentia Road
Class Environmental Assessment**

City of Mississauga, Regional Municipality of Peel, Ontario

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EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by HDR Corporation (Toronto), on behalf of the Regional Municipality of Peel, to conduct a Cultural Heritage Assessment Report (Existing Conditions) as part of the intersection of Derry Road and Argentia Road Class Environmental Assessment (EA) study. The study area includes the intersection of Derry and Argentia Roads and extends along Derry Road north to Mullet Creek, south on Derry Road to the Canadian Pacific Rail Corridor, east on Argentia Road to Century Avenue, and approximately three hundred metres west along Argentia Road from the intersection of Derry Road and Argentia Road in the City of Mississauga, Regional Municipality of Peel, Ontario.

The results of background historic research and a review of secondary source material, revealed a study area with a rural land use history dating back to the early nineteenth century. The field review determined that this area retains few nineteenth and twentieth-century cultural heritage resources. A total of two cultural heritage landscapes were identified in the intersection of Derry Road and Argentia Road study area.

The impact assessment determined that no negative impacts are anticipated to identified cultural heritage resources resulting from the proposed undertaking. Accordingly, no resource specific mitigation measures are recommended.

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

1. Construction activities should be suitably planned to avoid impacts to identified cultural heritage resources;
2. Should future work require an expansion of the intersection of Derry Road and Argentia Road study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential cultural heritage resources.



**ARCHAEOLOGICAL SERVICES INC.
BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPE PLANNING DIVISION**

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1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by HDR Corporation (Toronto), on behalf of the Regional Municipality of Peel, to conduct a Cultural Heritage Assessment Report (Existing Conditions) as part of the intersection of Derry Road and Argentia Road Class Environmental Assessment (EA) study. The study area includes the intersection of Derry and Argentia Roads and extends along Derry Road north to Mullet Creek, south on Derry Road to the Canadian Pacific Rail Corridor, east on Argentia Road to Century Avenue, and approximately three hundred metres west along Argentia Road from the intersection of Derry Road and Argentia Road in the City of Mississauga, Regional Municipality of Peel, Ontario (Figure 1).

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources, and identify existing conditions in the intersection of Derry Road and Argentia Road study area. This research was conducted under the project management of Heidi Schopf, Cultural Heritage Specialist at the Built Heritage and Cultural Heritage Landscape Division of ASI.



Figure 1: Location of the study area

Base Map: NTS Sheet 30 M/12 (Brampton)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Approach and Methodology

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

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

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

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

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

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

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



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

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

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

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

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

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

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

A provincial heritage property is defined as the following (14):



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

A provincial heritage property of provincial significance is defined as the following (14):

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

A built heritage resource is defined as the following (13):

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

A cultural heritage landscape is defined as the following (13):

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

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

2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also



coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

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

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

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

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

Built heritage resources mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

Cultural heritage landscapes mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (*PPS 2005*).

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS 2005*).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS 2005*).

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

2.2 Municipal Policies

The intersection of Derry Road and Argentia Road study area falls within the City of Mississauga. The municipal policies for the City of Mississauga were reviewed to gather direction regarding cultural heritage resources.



In the City of Mississauga's *Official Plan* (2011), part 2, section 7.4 (Heritage Planning), provides policy direction regarding built heritage and cultural heritage landscapes. The following are listed as being amongst the criteria for cultural heritage resources in the City of Mississauga (7.4.1):

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

Sections 7.4.1.1 - 7.4.1.18 outline the City of Mississauga's guidelines for the management of cultural heritage resources, in particular:

- 7.4.1.2 Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.
- 7.4.1.3 Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.
- 7.4.1.10 Applications for development involving cultural heritage resources will be required to include a Heritage Impact Statement prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 7.4.1.11 Cultural heritage resources designated under the *Ontario Heritage Act*, will be required to preserve the heritage attributes and not detract or destroy any of the heritage attributes in keeping with the *Ontario Heritage Tool Kit*, the Ontario Ministry of Culture, and the *Standards and Guidelines for the Conservation of Historic Places in Canada*, Parks Canada.
- 7.4.1.12 The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Statement, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 7.4.1.13 Cultural heritage resources must be maintained in-situ and in a manner that prevents deterioration and protects the heritage qualities of the resource.
- 7.4.1.14 Cultural heritage resources will be integrated with development proposals.
- 7.4.1.17 Public works will be undertaken in a way that minimizes detrimental impacts on cultural heritage resources.

Section 7.4.2 regards specific guidelines for cultural heritage properties, properties or defined areas that are determined to be of cultural, historical, archaeological, or natural significance/value, of note:



7.4.2.2 Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the City, and any appropriate advisory committee. This documentation may be in the form of a Heritage Impact Statement.

7.4.2.3 Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.

Sections 7.4.3–7.4.5 regard guidelines for heritage conservation districts, and archaeological sites. The City of Mississauga *Official Plan* should be used in conjunction with national guidelines in determining any course of action for the proposed intersection of Derry Road and Argentia Road project. Additional resources to be consulted include the City of Mississauga’s *Cultural Landscape Inventory* (2005), which provides definitions for cultural landscapes and a list of cultural landscapes within the City of Mississauga.

2.3 Data Collection

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

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

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

Several investigative criteria are utilised during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older, and if the resource satisfies at least one of the following criteria:

Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.



- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

Historical/Associative Value:

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

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)
- It is of aesthetic, visual or contextual important to the province.

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

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

Farm complexes: comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.

Roadscapes: generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.



Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscales:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Sections 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations for future work to be conducted.

3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

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

Toronto Township, County of Peel

- Lots 10-11, Concession V West

3.2 Township Survey and Settlement

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



Early settlement was often influenced by the presence of watercourses. The development of the network of concession roads and railroads through the course of the nineteenth century also frequently influenced the location of farmsteads and early industries.

Township of Toronto

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

The Credit River runs through the western portion of the township. During settlement, this watercourse was an important resource to nearby settlers, providing both clean clean drinking water and numerous milling points.

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

In 1967 the Township of Toronto was elevated to become the Town of Mississauga, and in 1974 the Town of Mississauga was amalgamated with the villages of Port Credit and Streetsville, and portions of the townships of Toronto Gore and Trafalgar, to form the City of Mississauga.

The intersection of Derry Road and Argentia Road study area is located in the vicinity of several historic settlements: Meadowvale, Streetsville, Lisgar, and Lisgar Station.

King's Highway 401

Construction of Highway 401, a controlled access highway spanning southern Ontario from Windsor to the Ontario/Quebec boundary, began after World War II and was completed in 1968 (Bever 2012; Ministry of Transportation and Communications 1972). Plans to build Highway 401, originally known as the MacDonald-Cartier Highway, were formulated in the late 1930s, however, construction was delayed due to the outbreak of World War II (Bever 2012). The highway was built to relieve heavy traffic congestion on Highway 2, the main east-west transportation corridor in southern Ontario during the first half of the twentieth century. Certain areas of Highway 2 were of particular concern, and therefore the highway was built in sections to relieve traffic congestion where it was needed the most. The first section to be completed was the Toronto-Oshawa Highway in 1947. Construction began on the Toronto Bypass in the 1950s, reaching completion by 1956 (Bever 2012).

The next phase in the construction of Highway 401 took place in the late 1950s and early 1960s (Bever 2012). This phase included the following sections: Windsor to Tilbury; London to Woodstock; Milton to Toronto; Oshawa to Port Hope; Trenton to Belleville; and Kingston to Gananoque. The remaining phases were completed in the mid- to late 1960s. The final section of Highway 401 was completed between



Gananoque and Brockville by 1968 (Bever 2012). The DHO *Annual Reports* indicate that interchange structures were completed first, and grade separations were subsequently eliminated through the construction of underpass and overpass structures.

The significance of Highway 401 as a transportation corridor across southern Ontario is best summarized by Professor E. G. Preva of the University of Western Ontario, as quoted in the document '*401 The MacDonald-Cartier Freeway*': "Highway 401 is the most important single development changing the social and economic pattern of Ontario. It is still transforming the province's economy and the social, work and spending habits of its people" (Ministry of Transportation and Communications 1972: 1).

Credit Valley Railway (Canadian Pacific Railway)

The Credit Valley Railway (CVR) was chartered in 1871 between Toronto and St. Thomas, Ontario. By 1879 the lines had reached as far west as Milton, and by 1881 it had been completed (Credit Valley Railway 2013). In 1883 the railway was absorbed by the Ontario and Quebec Railway (O&Q), and then in turn by the Canadian Pacific Railway (CPR). The O&Q was first incorporated in 1871 in response to a charter from the CPR (Kennedy 2013). Ten years later O&Q was reincorporated (May 1881), running from Perth through to Toronto Junction, via Tweed, Havelock, Peterborough, Agincourt, Leaside and North Toronto. In 1884 CPR took control of O&Q through a perpetual lease. (Canadian Pacific 2013; Innis 1923: 1). The CPR was chartered in 1871 in response to British Columbia's demands that a railway between east and west Canada must be completed. That the railway be constructed, and completed within ten years, was the main condition by which British Columbia joined the confederation. In 1885 the CPR was completed, linking west and east Canada (Canadian Pacific 2013; Innis 1923: 1).

3.3 Review of Historic Mapping

The 1859 *Tremaine's Map of the County of Peel* and the 1877 *Illustrated Historical Atlas of the County of Peel* were reviewed to determine the potential for the presence of cultural heritage resources within the study area from the nineteenth century (Figures 2 and 3). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

Historically, the study area is located in lots 10 and 11, Concession V West the former Township of Toronto, County of Peel. The available data regarding property owners and historical features gathered from historic mapping is provided in Table 1.



Table 1: Intersection of Derry Road and Argentia Road – Nineteenth-century property owner(s) and features(s)

Con #	Lot #	1859 Tremaine Map		1877 Illustrated Historical Atlas	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
5	10	John Mason, William Nobie Rutledge	Farmstead (1); Toll Bar (1)	Jonathan Mason, William N. Rutledge, N.R., and D. Mason	Farmsteads (3); Orchards (2); Driveways (2); Railroad
	11	Thomas McClure, H. R.	Toll Bar (1)	Josh Switzer and Thomas McClure	Farmsteads (3); Orchards (2); Driveways (1); Railroad; Schoolhouse (1)

Historic mapping was reviewed as part of background research, and it was confirmed that the study area was a rural, agricultural landscape in the mid-nineteenth century. In addition, historic map analysis demonstrates that Derry Road was a settled road that was surveyed before 1859. The maps reviewed record the names of owners/occupants of properties adjacent to the study area, as well as the location and arrangement of residences and farmsteads. The 1859 map indicates that a Toll Bar existed to the northeast of the study area along Derry Road. In addition, both the 1859 map and the 1877 map outline a watercourse passing generally north to south through the study area, a tributary of Mullet Creek, itself a tributary of the Credit River. This waterway influenced settlement patterns in the area, particularly in the nineteenth century when direct access to a local water source was essential for agriculture and industry. The location of Joseph Switzer’s farmhouse directly adjacent to the watercourse in the southwest half of Lot 11, Concession V, as evidenced in the 1877 mapping, confirms this importance.

Settlement along Derry Road remained consistent between 1877 and 1941, with retention of the original structures and no new residences or commercial buildings constructed (Figure 4). By 1951 Derry Road was paved, and by 1960 construction of the section of Highway 401 comprising the northeast border of the study area was indicated on available mapping, though none of the original settlement structures appear to have been affected (Figure 5). With the expansion of the City of Mississauga, the construction of the King’s Highway 407 toll road, and the construction of Argentia Road as a light industrial and commercial corridor, the landscape changed markedly. NTS mapping printed in 1994 reveals that all earlier settlement structures were removed and replaced with commercial development (Figure 6). In addition, this mapping reveals that Argentia Road was built between 1960 and 1994, running parallel to Highway 401 to the south, from Creditview Road to Tenth Line.



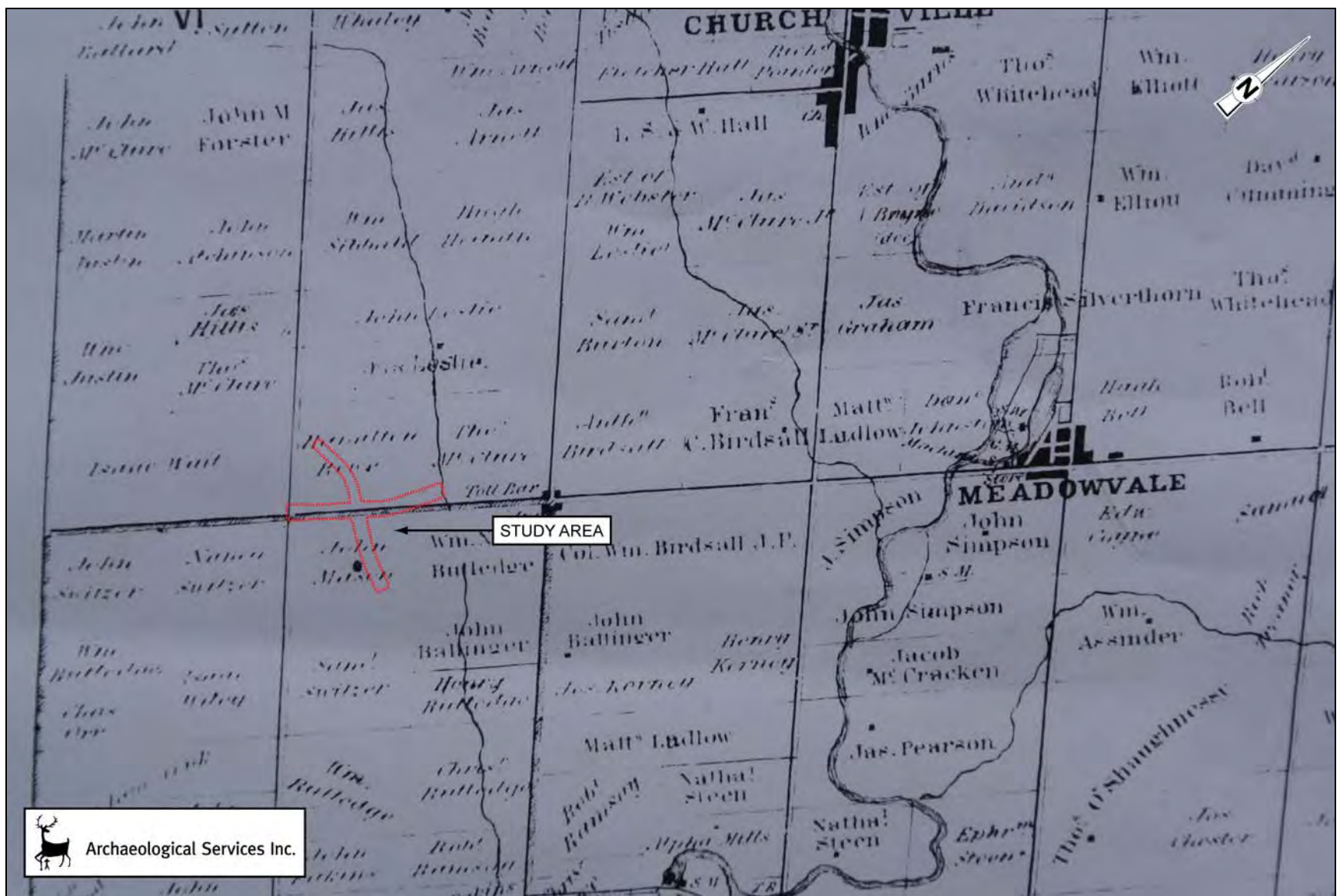


Figure 2: The study area overlaid on Tremaine's 1859 Map of the County of Peel

Base Map: Tremaine's Map of the County of Peel (Tremaine 1859)

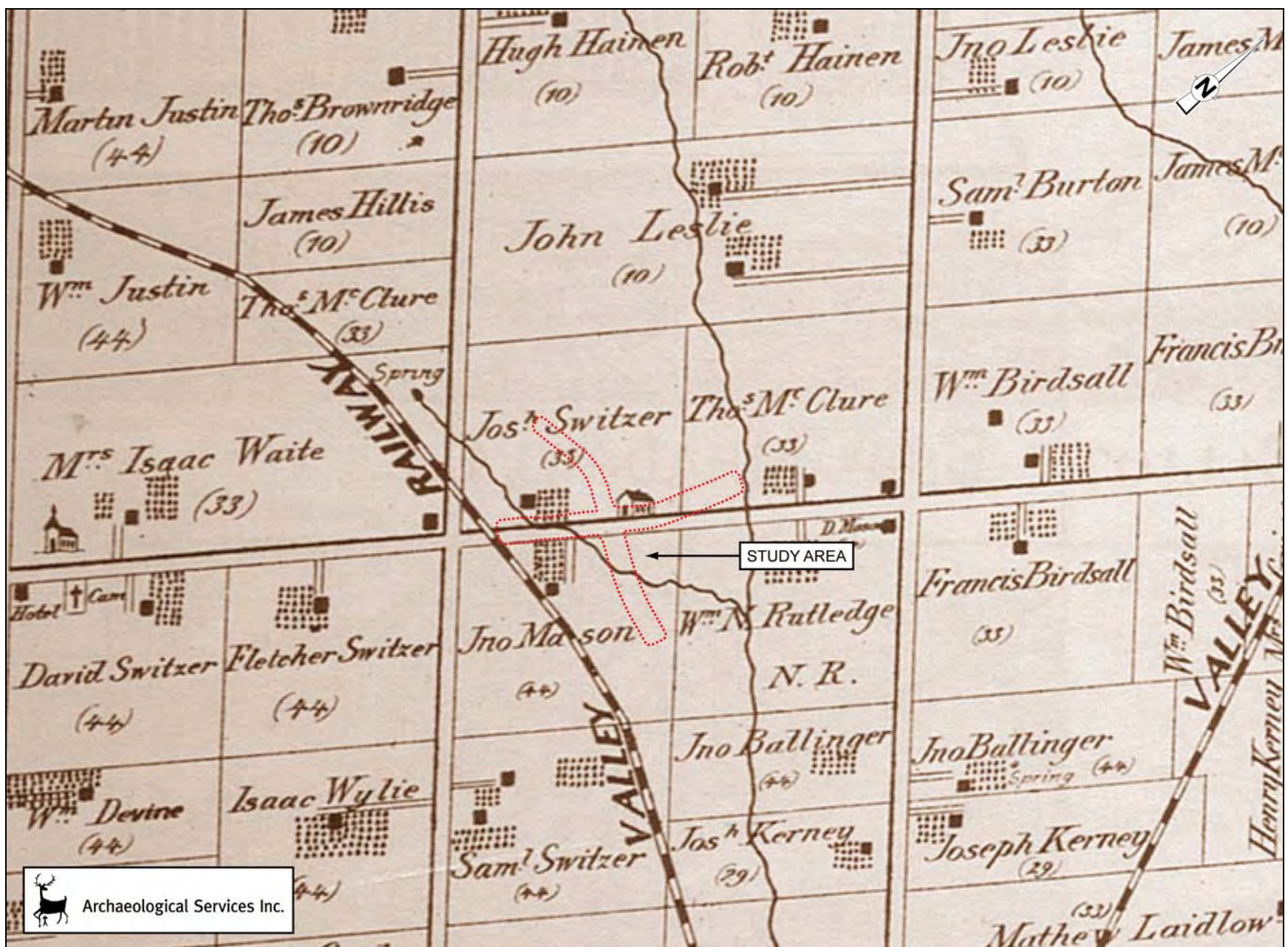


Figure 3: The study area overlaid on the 1876 map of the Township of Toronto

Base Map: Historical Atlas of the County of Peel (Walker & Miles 1877)

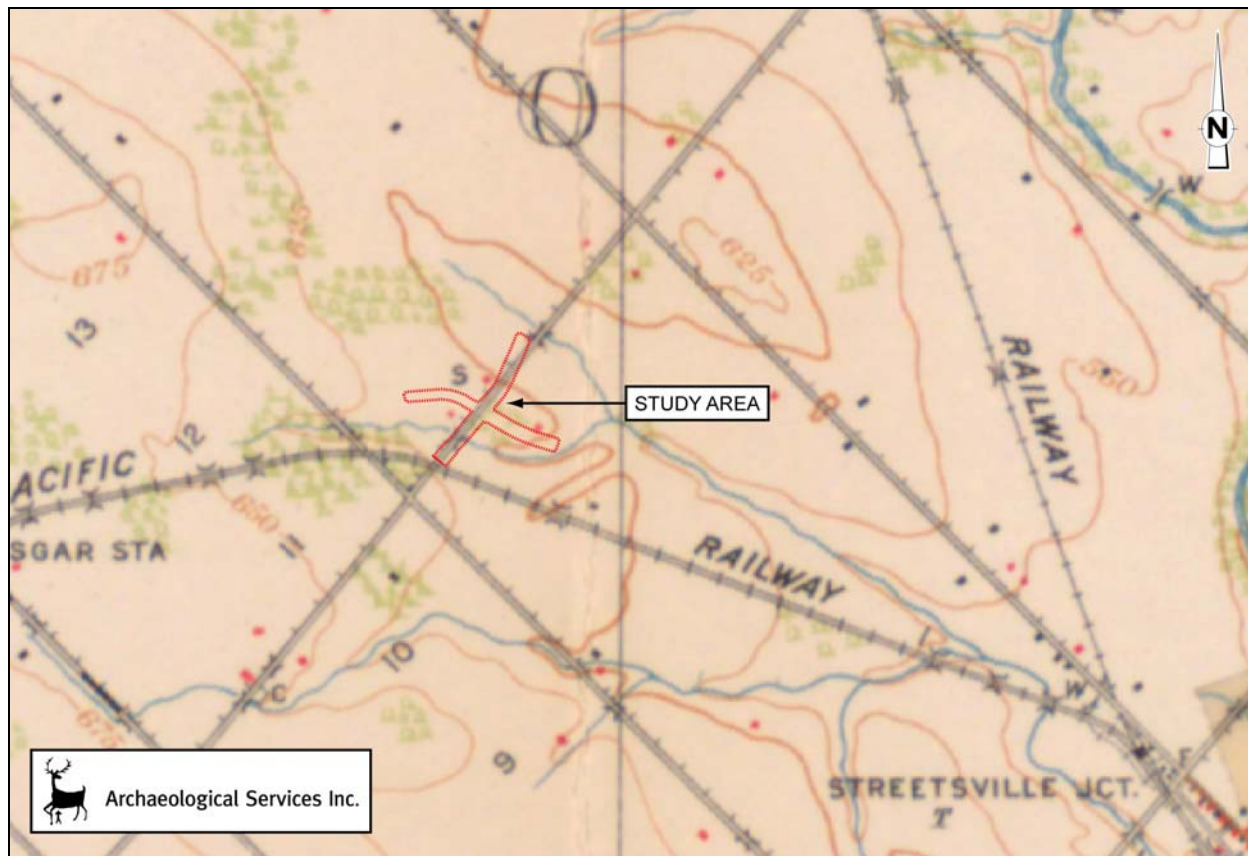


Figure 4: The study area overlaid on the 1918 NTS map of Brampton

Base Map: NTS Sheet N35 (Brampton 1918)



Figure 5: The study area overlaid on the 1960 NTS map of Brampton

Base Map: NTS Sheet 30 M/12 (Brampton 1960)

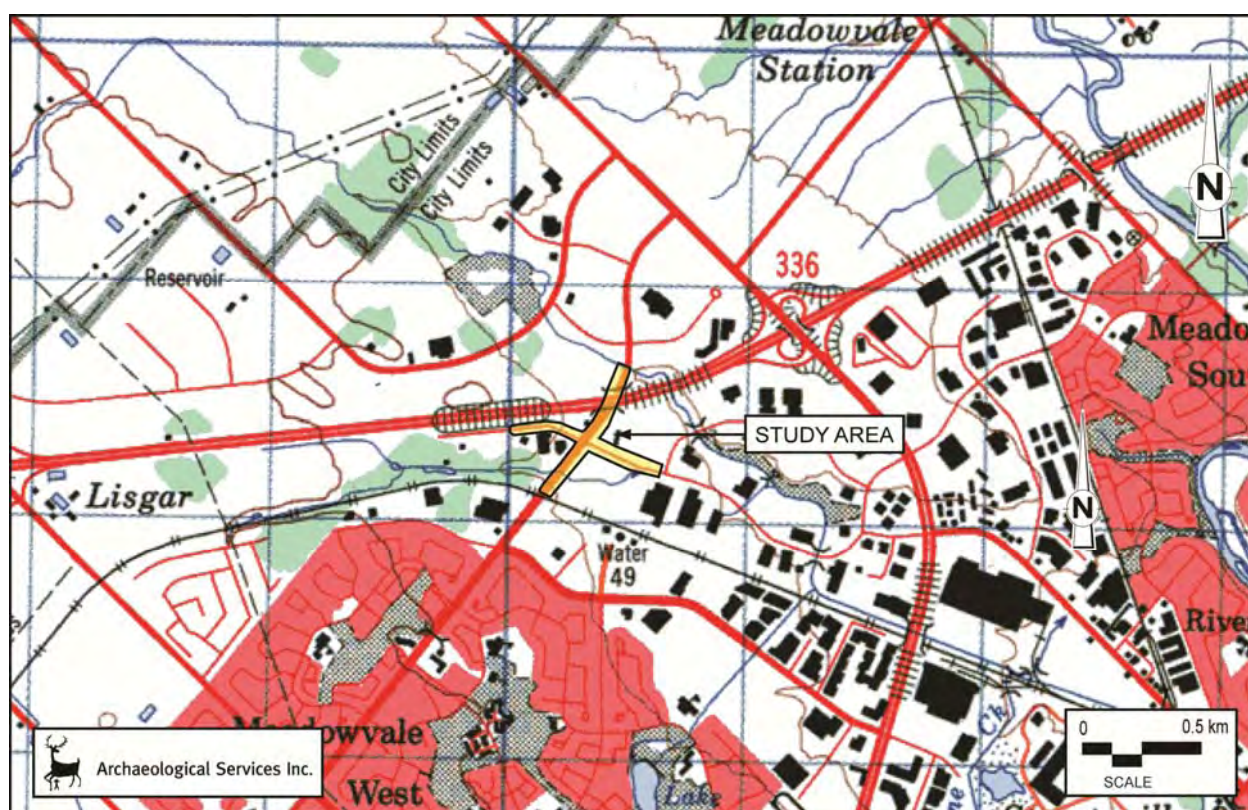


Figure 6: The study area overlaid on the 1994 NTS map of Brampton

Base Map: NTS Sheet 30 M/12 (Brampton 1994)

3.4 Existing Conditions

A number of resources were consulted for the preliminary identification of cultural heritage resources within the intersection of Derry Road and Argentia Road study area, including: the City of Mississauga's *Cultural Landscape Inventory* (2005), and *Heritage Designated Properties* list; the Government of Ontario Ministry of Culture's *Ontario Heritage Properties Database* (2008); and the Federal Government's *Canada's Historic Places* website. The City of Mississauga's *Cultural Landscape Inventory* (2005) provides a list of cultural landscapes (natural, agricultural, parks and other urban, industrial, historical settlement, institutional, and residential) of value within the confines of the City of Mississauga. The City's *Heritage Designated Properties* list, available on the City of Mississauga website, provides an inventory of properties designated under the *Ontario Heritage Act – Part IV* within the City of Mississauga. Both *Ontario's Heritage Properties Database*, and *Canada's Historic Places*, provide a record of the heritage properties identified to be of significance at a provincial level, which are designated under the *Ontario Heritage Act – Part IV*. In addition, the City of Mississauga was contacted directly to gather any information on cultural heritage resources within the study area (email communication 3 October 2013). Based on the review of available data, there are no previously identified resources of cultural heritage interest within or adjacent to the study area.

A field review was undertaken by Joel Konrad, Cultural Heritage Specialist, ASI, on 1 October 2013 to document the existing conditions of the study area. The field review was preceded by a review of available current and historic aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale cartographic sources are reviewed for any potential cultural heritage resources which may be extant in the study area. The intersection of Derry Road and Argentia Road study area was examined to identify any built heritage resources (BHR) or cultural heritage landscapes (CHL) within or adjacent to the proposed project domain. The existing conditions of the study area are described below.

Intersection of Derry Road and Argentia Road Study Area

For the purpose of this study a 15 metre buffer was added in order to ensure a comprehensive analysis of the study area. The intersection of Derry Road and Argentia Road study area is bordered generally by Century Avenue to the east, Mullet Creek to the north, and the Canadian Pacific Rail Bridge to the south. The western boundary of the study area is not determined by a visible landmark, but rather terminates at a point roughly three hundred and sixty metres west of Derry Road on Argentia Road. The study area is considered to be completely altered, with no visible remnants of nineteenth-century settlement. Argentia Road, from Century Avenue to the intersection with Derry Road, is divided by a concrete median and lined with commercial properties (Plates 1 and 2), inclusive of paved lots, setback from the right of way. Grass-sod swathes, sporadic deciduous tree plantings, and a one-metre wide sidewalk occupy the boundary between the road and commercial properties.

From Mullet Creek southwest to the intersection of Derry Road and Argentia Road the study area is considered completely altered from the nineteenth century agricultural landscape. The bridge just southwest of the northern boundary of the study area is a two-span rigid frame structure, supported by cylindrical concrete piers, carrying the east and westbound lanes of Highway 401 over Derry Road. According to the date stamp located on the northeast and southwest wingwalls, the bridge was built in 1996, and thus is not eligible to be considered for the *Ontario Heritage Bridge List*, which requires the structure be 40 years or older. A chain link fence has been erected to the south of the bridge on both sides of Derry Road to restrict access to the overgrown sodded areas adjacent to Highway 401 (Plate 3). The



approximately one hundred and sixty metre distance between the bridge and the intersection of Derry Road and Argentia Road is divided by a median and bounded by a one-metre wide sidewalk which is adjacent to large swathes of landscaped area on both sides of the road. Commercial properties are located beyond the grassy boundary spaces, just outside the study area.

The western boundary of the study area begins approximately three hundred metres to the west of the intersection of Derry Road and Argentia Road. The north side of the road consists of a swathe of grass bordered by a chain link fence dividing the Argentia road allowance from that of Highway 401 (Plate 4). The south side of the road is comprised of commercial properties, inclusive of parking lots, separated from the road by a swathe of grass and a one-metre wide sidewalk lined with a sporadic tree line. Argentia Road curves south approximately one hundred and fifty five metres from the intersection with Derry Road (Plate 5). A commercial property exists to the north of Argentia Road in the space created by this bend.

A Canadian Pacific bridge (underpass) over Derry Road serves as the southern boundary of the study area (Plate 6). Although there is no date on the bridge, a visual inspection determined that it is a two-span voided-slab structure utilizing materials and technology contemporaneous to the Highway 401 bridge over Derry Road discussed above. According to available mapping, the underpass was created sometime after 1994 to facilitate traffic flow underneath the Canadian Pacific Railway, identified as CHL 2 in Section 3.5 of this report. Prior to this, the railway was traversed by a level crossing at grade. In addition, the watercourse that flowed generally north to south through the study area, associated with the Switzer property identified in the historic map analysis and identified as CHL 1 in Section 3.5 of this report, can no longer be determined by visual assessment from the Derry Road right of way. The waterway was likely diverted or buried during construction of the underpass, though a grassy area still exists to the west of Derry Road where the watercourse once flowed. Derry Road itself is bisected by a concrete median and flanked by one-meter wide concrete sidewalks. Swathes of grass extend from the sidewalks and are graded from 150 metres south of the Canadian Pacific Rail Bridge (Plate 7).



Plate 1: View west along Argentia Road toward the intersection with Derry Road

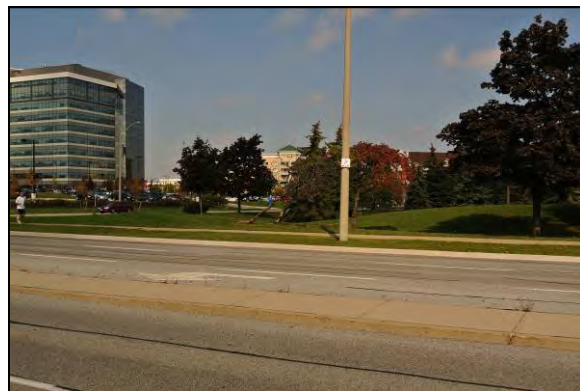


Plate 2: View north across Argentia Road, concrete median and sidewalk in the foreground, commercial properties in the background

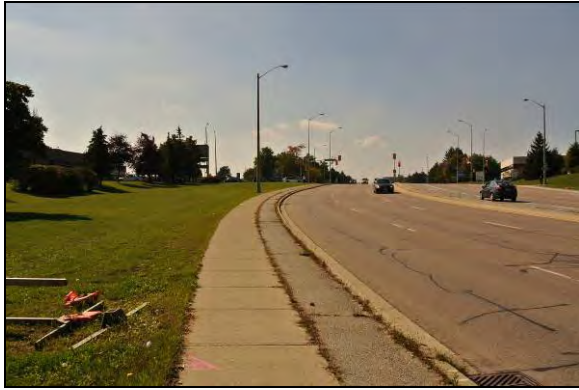


Plate 3: View south towards the intersection of Derry Road and Argentia Road



Plate 4: View east along Argentia Road toward the intersection with Derry Road

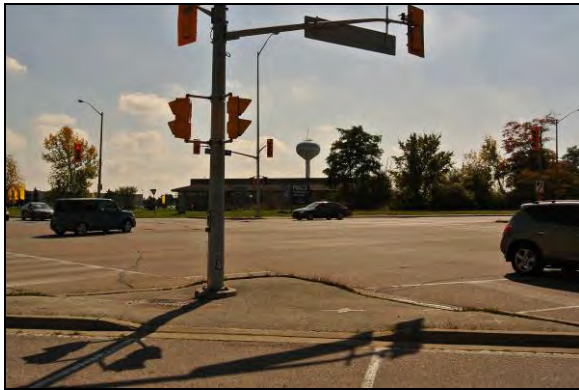


Plate 5: View of the intersection of Derry Road and Argentia Road, looking south

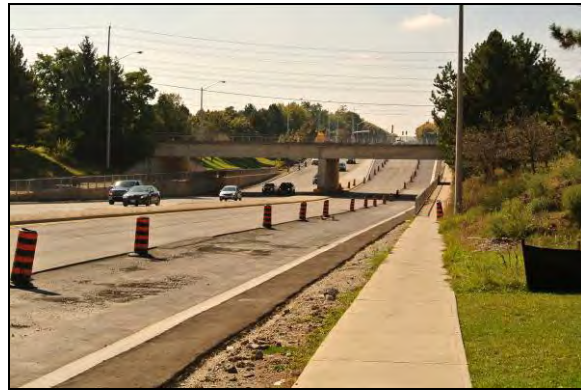


Plate 6: View southwest toward Canadian Pacific rail bridge





Plate 7: View northeast towards the intersection of Derry Road and Argentia Road

3.5 Identified Cultural Heritage Resources

Based on the results of the background research and field review, two cultural heritage landscapes (CHL) were identified in close proximity to the intersection of Derry Road and Argentia Road study area. Table

2 lists the cultural heritage resources identified in the study area and Section 6.0 provides feature mapping of these resources.

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area

Feature	Inventory Description	Photograph(s)
CHL 1	<p>This landscape was not sufficiently visible from the public right of way (ROW) to provide an accurate description of its current conditions. The following description is based upon visible elements from the public ROW and aerial views available from Bing and Google maps.</p> <p>The area consists of flat scrub land and deciduous trees. The former watercourse is barely discernable in level photographic documentation. However, the path of the former creek is visible in aerial mapping.</p> <p>Location: Approximately 200 Metres Southwest of the intersection of Derry Road and Argentia Road Feature Type: Historic Watercourse Recognition: Identified during field review</p>	 <p>Location of former watercourse, looking west</p>
CHL 2	<p>The Canadian Pacific Railway (CPR) runs northwest to southeast across Derry Road, acting as the southern boundary for the Derry Road and Argentia Road study area.</p> <p>The railway is an historic railscape, with important historical associations to the landscape, and the development of Ontario, and Canada, in the late nineteenth century.</p> <p>The railway features two parallel tracks, run over wooden ties on a bed of ballast. The original crossing likely consisted of a level grade crossing. However, this crossing was altered sometime after 1994 when an underpass was developed to carry Derry Road below the crossing. During this development a two-span voided slab bridge was erected to maintain the Canadian Pacific Rail alignment.</p> <p>The planned route of the railway is shown on the 1877 <i>Illustrated Historical Map of the County of Peel</i>.</p> <p>Location: Canadian Pacific Railway Feature Type: Railway Recognition: Identified during field review</p>	 <p>View southwest along the CPR, from intersection of Derry Road and Argentia Road</p>

3.6 Screening for Potential Impacts

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

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

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

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

Once a preferred alternative or design for the intersection of Derry Road and Argentia Road project has been identified, all cultural heritage resources identified within and adjacent to the study area will be evaluated against the above criteria and a summary of impact screening results provided. Various works associated with road improvements have the potential to affect cultural heritage resources in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

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

In addition, should any indirect or direct impacts to identified cultural heritage resources result from the proposed development, Section 6.4 of the City of Mississauga's *Official Plan* should be reviewed. The



sections provide policies on how to proceed in situations where cultural heritage resources may be impacted by a development application.

3.6.1 Potential Impacts of the Proposed Undertaking

The intersection improvements planned for the Derry Road and Argentia Road study area include new proposed curbs, edge of pavement, and property boundaries. Figures 7-11 show the proposed work in relation to identified cultural heritage resources. Table 3 lists potential impacts to identified cultural heritage resources and proposes mitigation measures.

Table 3: Potential Impacts and Proposed Mitigation Measures

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
CHL 1	No negative impacts anticipated	None
CHL 2	No negative impacts anticipated	None

4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study area with a rural land use history dating back to the early nineteenth century. However, the field review demonstrated that this area does not retain any intact cultural heritage resources within and/or adjacent to the study area. The following provides a summary of field review and data collection findings:

Key Findings

- Two (2) cultural heritage landscapes were identified adjacent to the intersection of Derry Road and Argentia study area; both resources were identified during the field review (CHL 1 and CHL 2);
- Of the two identified cultural heritage resources, one is a waterscape (CHL 1) and one is a railscape (CHL 2);
- Identified cultural heritage resources are historically and contextually associated with nineteenth century land use patterns, agricultural processes, and historic settlement in the City of Mississauga.

Impact Assessment

- No negative impacts are anticipated to CHL 1 or CHL 2. Accordingly no mitigation measures are recommended.



5.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that two cultural heritage resources are located in the Derry Road and Argentia Road study area. The impact assessment determined that no negative impacts are anticipated to identified cultural heritage resources resulting from the proposed undertaking. Accordingly, no resource specific mitigation measures are recommended.

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

1. Construction activities should be suitably planned to avoid impacts to identified cultural heritage resources;
2. Should future work require an expansion of the intersection of Derry Road and Argentia Road study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential cultural heritage resources.



6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING

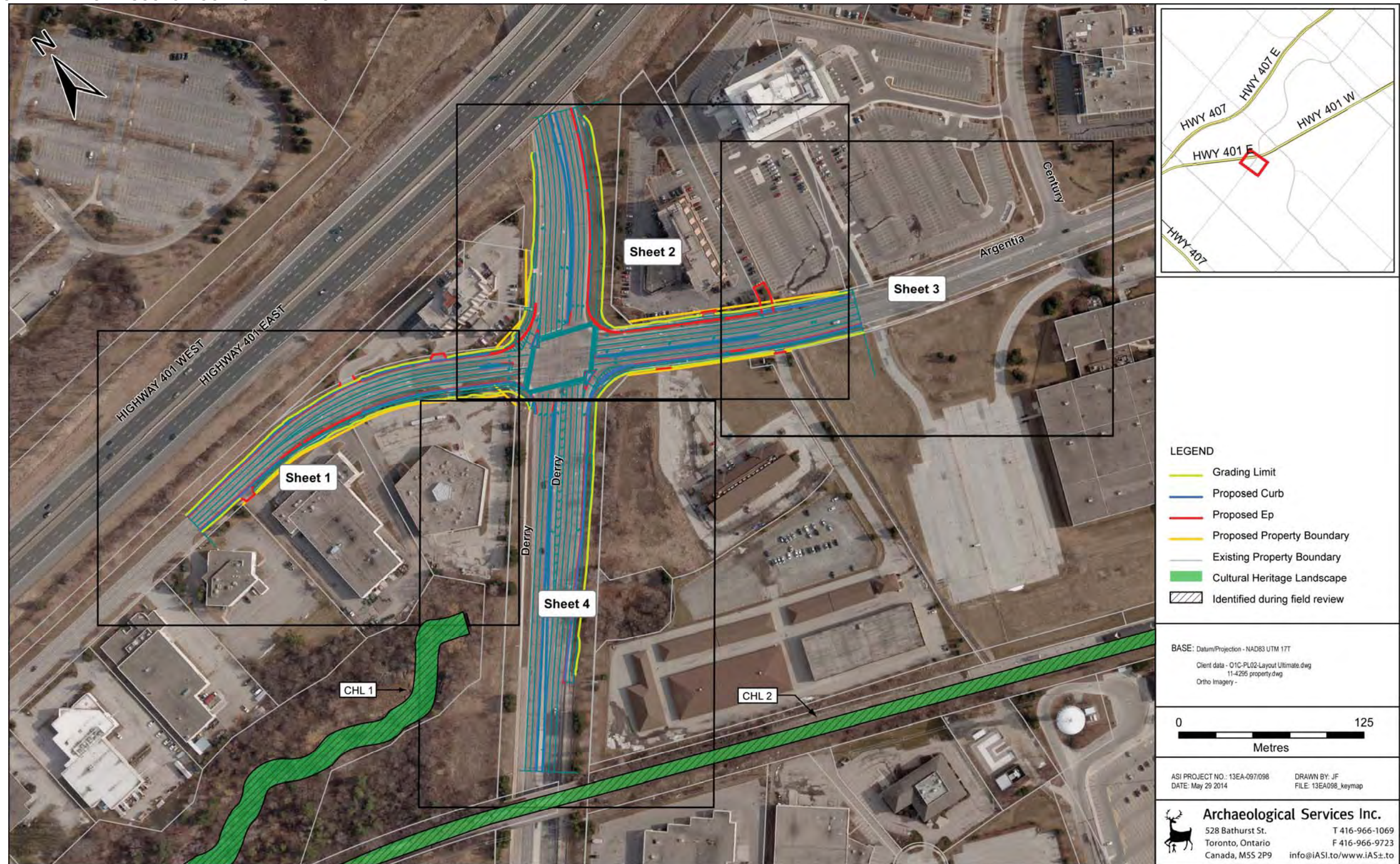


Figure 7: Intersection of Derry Road and Argentia Road Class EA – Key Plan

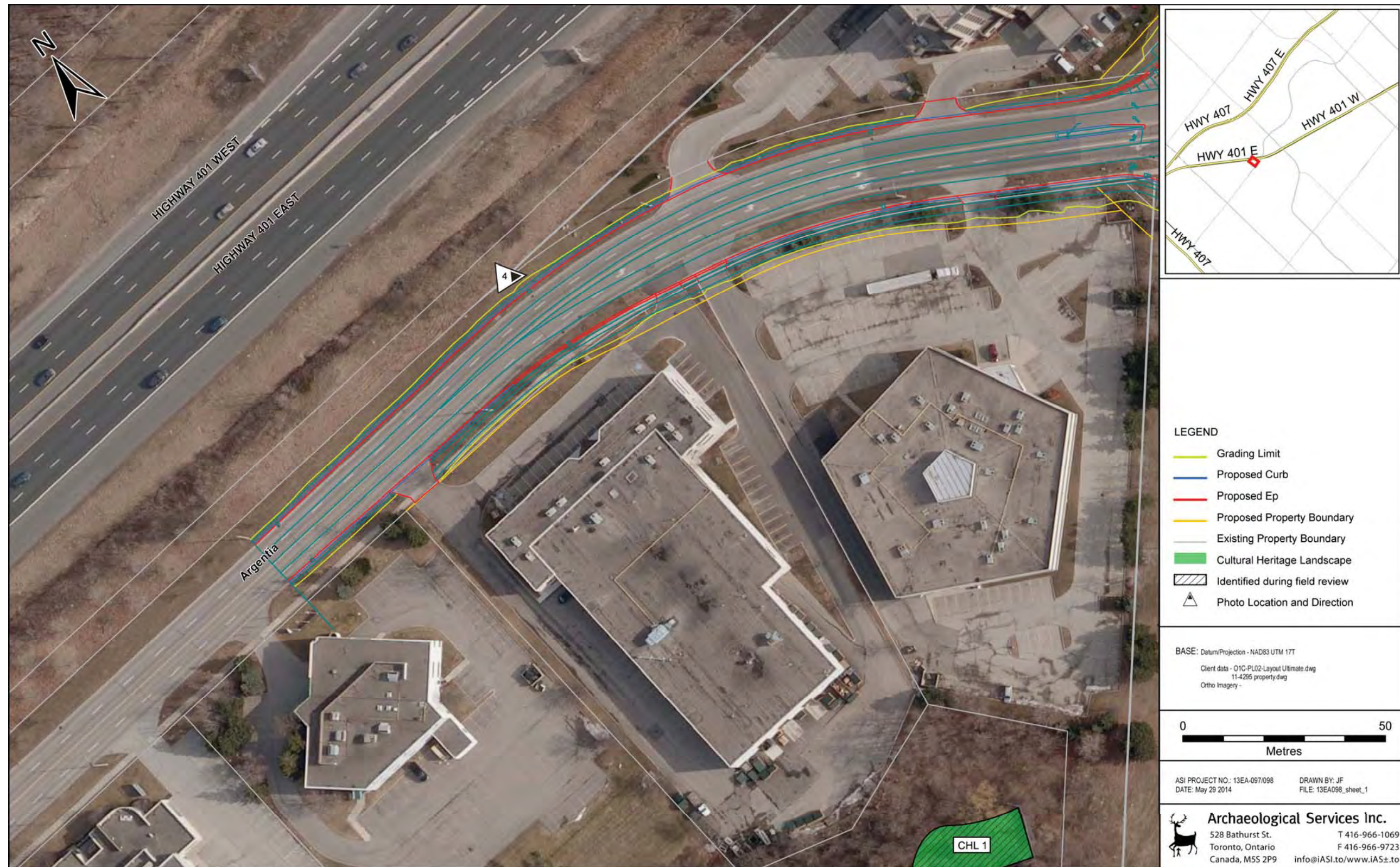


Figure 8: Intersection of Derry Road and Argentia Road Class EA – Location of Identified Cultural Heritage Resources (Sheet 1)



Figure 9: Intersection of Derry Road and Argentia Road Class EA – Location of Identified Cultural Heritage Resources (Sheet 2)

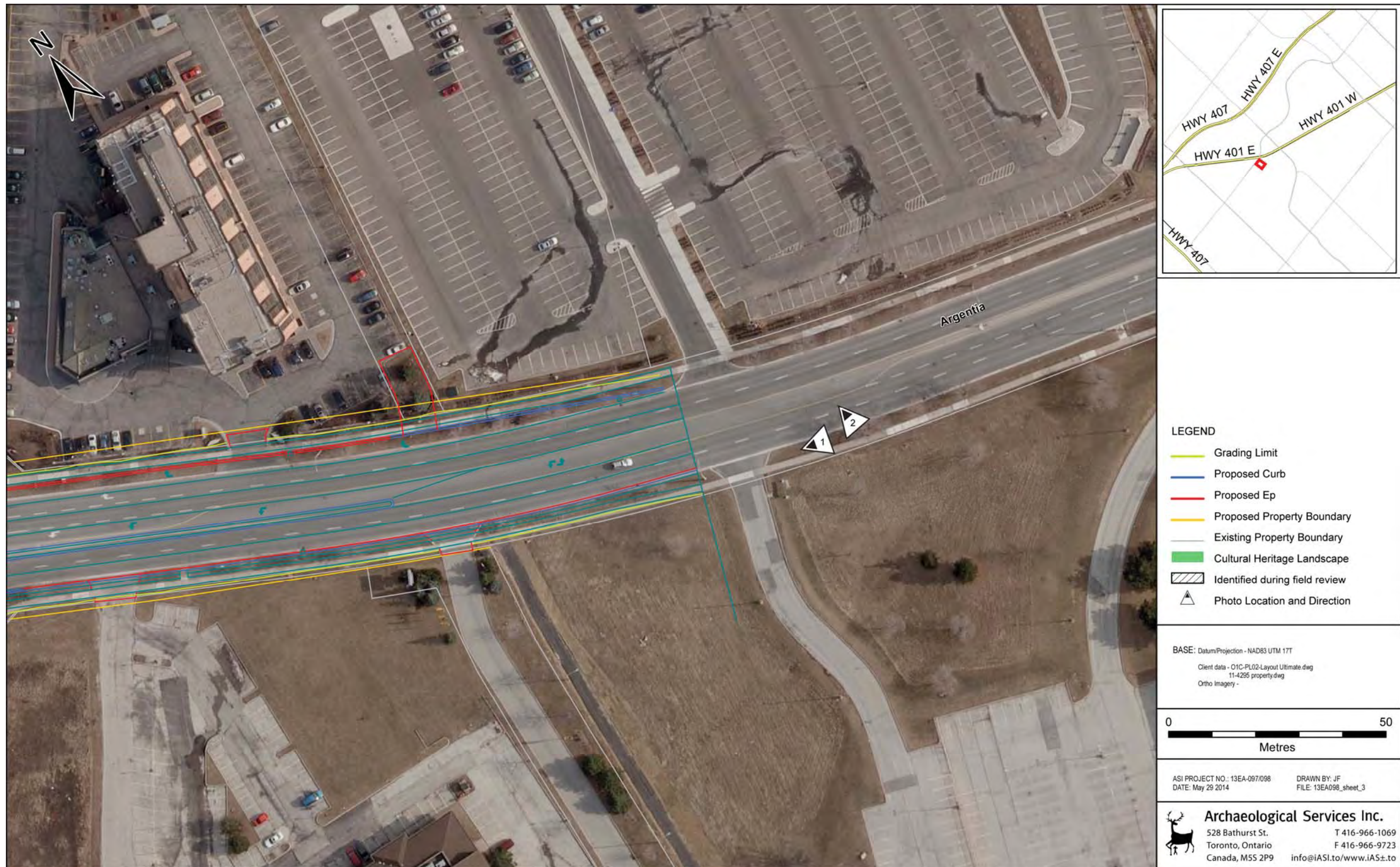


Figure 10: Intersection of Derry Road and Argentia Road Class EA – Location of Identified Cultural Heritage Resources (Sheet 3)

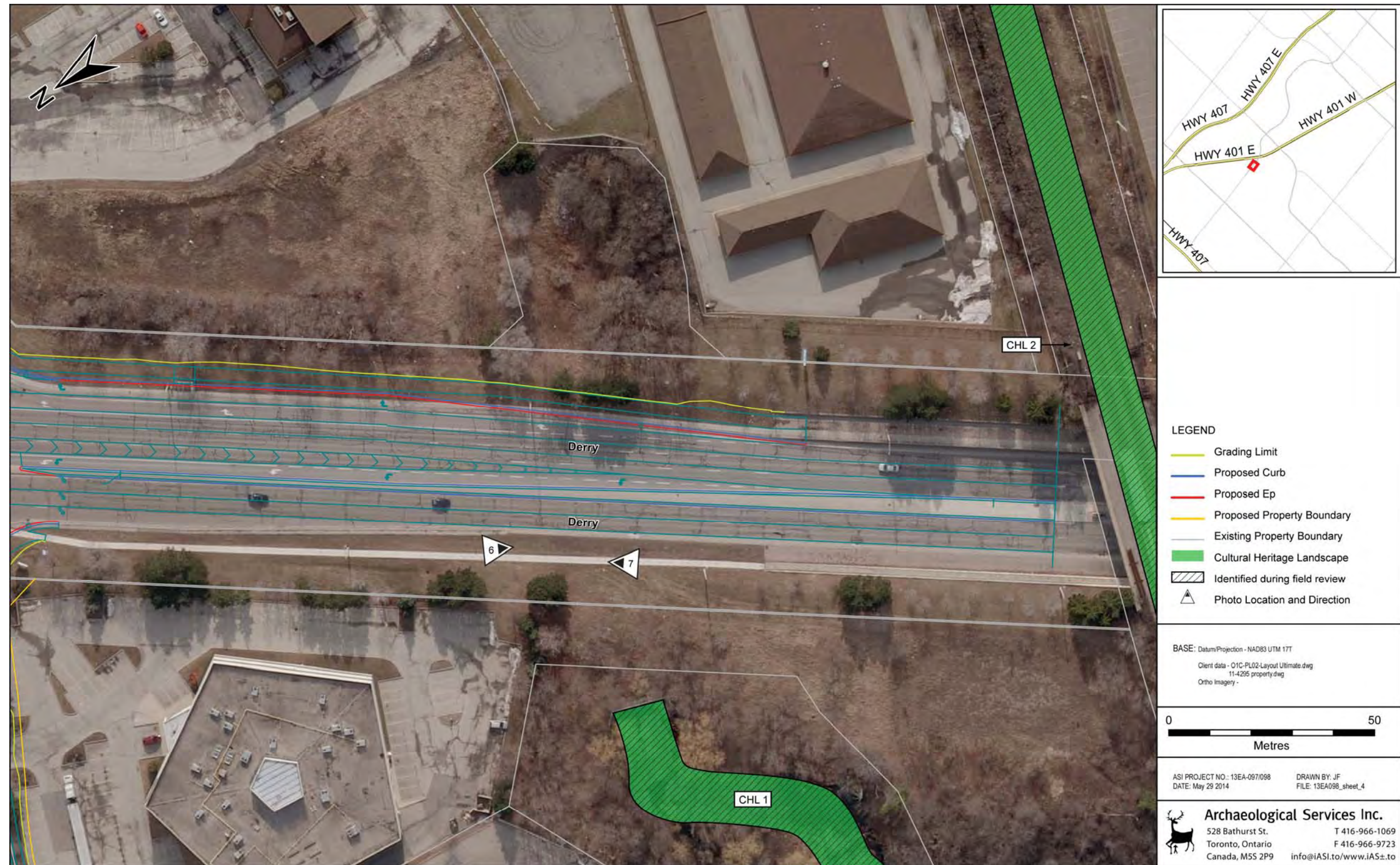


Figure 11: Intersection of Derry Road and Argentia Road Class EA – Location of Identified Cultural Heritage Resources (Sheet 4)

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