

**CULTURAL HERITAGE ASSESSMENT REPORT
CULTURAL HERITAGE LANDSCAPES
& BUILT HERITAGE RESOURCES**

**REGION OF PEEL MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT
CAWTHRA ROAD BETWEEN
QUEEN ELIZABETH WAY (QEW)
AND EASTGATE PARKWAY
CITY OF MISSISSAUGA**

October 2018
Revised April 2019
January 2020 & October 2020

Prepared for:
IBI Group

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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& Built Heritage Resources**

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Environmental Assessment
Cawthra Road between
Queen Elizabeth Way (QEW)
and Eastgate Parkway
City of Mississauga**

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1.0 INTRODUCTION

1.1 Project Description

On behalf of the Region of Peel, IBI Group retained Unterman McPhail Associates, Heritage Resource Management Consultants to undertake a Cultural Heritage Assessment Report (CHAR) for built heritage resources and cultural heritage landscapes as defined in the Municipal Class Environmental Assessment (MCEA). The Region of Peel is undertaking a Municipal Class Environmental Assessment (EA) for the Cawthra Road between the Queen Elizabeth Way (QEW) and Eastgate Parkway in the City of Mississauga (**Figure 1**). The Class EA study will examine the needs and opportunities for transportation improvements throughout the length of the Cawthra Road study corridor. The study is being conducted in compliance with Schedule “B” of the MCEA (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act (EAA).

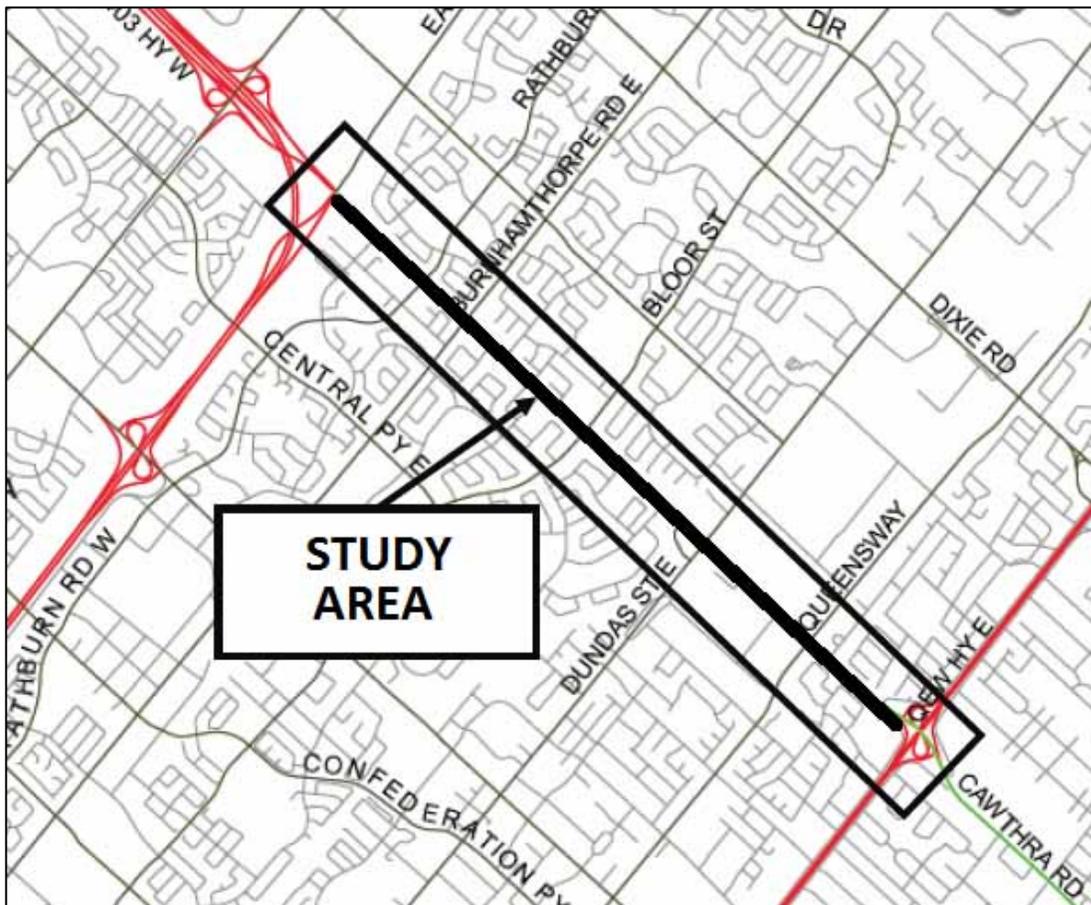


Figure 1. This diagram shows the study corridor for the Municipal Class EA Study for Cawthra Road between the QEW and Eastgate Parkway in the City of Mississauga [Peel Region].

A feasibility study was completed in 2014 that concluded that a widening of Cawthra Road from the QEW to Eastgate Parkway is not warranted. Recommendations include maintaining the existing four lane cross-section (with centre turn-lane in some sections) with intersection improvements, and exploring opportunities to enhance active transportation by providing on-road bicycle and/or boulevard multi-use facilities. The EA study will build upon the findings of the feasibility study.

The Cawthra Road from the South Service Road to Eastgate Parkway Corridor and Intersection Improvements, Class EA Preliminary Design study will review the available background information, identify the problems and opportunities, assess the alternative solutions and generate preliminary design concepts to address the potential environmental effects, and determine the preferred alternative. Public consultation is a key component of the Class EA process and input will be sought throughout this study.

2.0 ENVIRONMENTAL ASSESSMENT

2.1 Introduction

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

For the most part, the analysis of built heritage resources and cultural heritage landscapes in the Cawthra Road study area addresses those aboveground, person-made heritage resources of 40 years old and older in age. The application of this rolling 40-year principle is an accepted federal and provincial practice for the preliminary identification of built heritage resources and cultural heritage landscapes that may be of cultural heritage value or interest. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years old are worthy of the same levels of protection or preservation as heritage resources.

2.2 Environmental Assessment Act (EAA)

An environmental assessment provides a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *Environmental Assessment Act* (EAA). The purpose of the EAA is to provide for the protection, conservation and wise management of Ontario's environment.

The EAA applies to all public activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the EAA are typically infrastructure developments and include such things as public roads and highways, transit facilities, waste management facilities,

electrical generation and transmission facilities as well as flood protection works. Projects with the potential for significant environmental impacts are subject to an Individual EA process that requires formal Ministry of the Environment, Conservation and Parks (MECP) and Ministerial/Cabinet approval.

The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community;*”

as well as,

“*any building, structure, machine or other device or thing made by humans.*”

Infrastructure work and its associated construction activities may potentially affect cultural heritage resources, i.e., built heritage resources and cultural heritage landscapes, in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the built heritage resources and cultural heritage landscapes and, or their setting.

2.2.1 Municipal Class Environmental Assessment (MCEA)

The *Municipal Class Environmental Assessment* (MCEA) (October 2000, as amended 2015) outlines a procedure whereby municipalities can comply with the requirements of the EAA. It identifies potential positive and negative effects of new projects and expanded facilities. The process includes an evaluation of impacts on the natural and social environment including culture. The MCEA applies to municipal infrastructure projects, including water and wastewater projects.

Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule ‘A’ generally includes normal or emergency operational and maintenance activities wherein the environmental effects of these activities are usually minimal, and therefore, these projects are pre-approved. A Schedule ‘A+’ activity is pre-approved by the Ministry of the Environment, Conservation and Parks (MECP), and therefore, work can proceed upon public notification of the project. Schedule ‘B’ generally includes improvements and minor expansions to existing facilities wherein there is the potential for some adverse environmental impacts, and therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected. Lastly, Schedule ‘C’ generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five-phased environmental assessment planning process.

The following definitions for cultural heritage resources, built heritage resources and cultural heritage landscapes are provided in the MCEA (2015) and are applicable to this Class EA project.

Cultural heritage resources include built heritage, cultural heritage landscapes, and marine and other archaeological sites. The Minister of Culture (MCL) is responsible for the administration of the Ontario Heritage Act and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes, built heritage and archaeological resources. MCL has released a series of resource guides on the Ontario Heritage Act, entitled the Ontario Heritage Tool Kit.

Built heritage resources means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easements under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

Cultural heritage landscapes means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements of parts. Examples may include, but are not limited to, neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

The MCEA states significant cultural heritage features should be identified early in the process in order to determine significant features and potential impacts. Significant cultural heritage, i.e., built heritage resources and cultural heritage landscapes, should be avoided, where possible. Where they cannot be avoided, then effects should be minimized where possible, and every effort made to mitigate adverse impacts in accordance with provincial and municipal policies and procedures. The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is responsible for the administration of the *Ontario Heritage Act* (OHA).

2.3 Ontario Heritage Act (OHA)

The OHA provides the framework for provincial and municipal responsibilities and powers in the conservation of cultural heritage resources. Section 2 of the OHA charges the MHTSCI with the responsibility to,

“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”

Designation of heritage resources under Part IV of the OHA publicly recognizes and promotes awareness of heritage properties. It provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value and includes protection from demolition. The OHA allows municipalities to designate individual properties (Part IV) and heritage conservation districts (Part V), to list individual properties of cultural heritage value or interest (Part IV, Section 27), and to protect a heritage property with an easement (Part IV). The Ontario Heritage Trust (OHT) may protect a heritage property with an easement (Part II) and the Minister of MHTSCI, after consultation with the OHT, may designate a property of provincial significance (Part IV, Section 34.5).

Under Subsection 27 (1) of the OHA, a municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated by the municipality under Part IV, all heritage conservation districts under Part V of the OHA, as well as all properties designated by the Minister of MHTSCI. As well the OHA Subsection 27 (1.2) allows a "listed" property to be placed on the register. Once a property or district has been designated and notice has been given to the OHT, the property is listed on the provincial register of heritage properties.

Heritage attributes, in relation to a property, are defined in the OHA as the attributes of the property that cause it to have cultural heritage value or interest. The Provincial Government has established "Criteria for Determining the Cultural Heritage Value or Interest," to evaluate cultural heritage value or interest for all property through 'Ontario Regulation 9/06'. As well, the evaluation of property for provincial significance that may be designated by the Province is addressed through the application of "Criteria for Determining the Cultural Heritage Value or Interest," of properties through 'Ontario Regulation 10/06'.

The alteration process under Section 33 of the OHA helps to ensure the heritage attributes of a designated property, and therefore, its heritage value is conserved. If an owner of a designated property wishes to make alterations to the property that will affect the property's heritage attributes, the owner must obtain written consent from the council. This applies to the alteration of the buildings or structures, as well as to alterations of other aspects of the designated property such as landscape features or natural features that have been identified as heritage attributes. Although, listing non-designated properties does not offer any specific protection under the OHA, Section 27 (3) states if a property is included in the register under Subsection (1.2) has not been designated under Section 29, the owner of the property shall not demolish or remove a building or structure on the property. Additionally, they are not permitted to demolish or remove any of the buildings or structures unless the owner gives the council of the municipality at least 60 days notice, in writing, of the owner's intention to demolish or remove the building or structure, to permit the demolition or removal of the building.

Provincial heritage properties are not subject to designation by municipalities or the Minister. The Province has the responsibility for the care of provincial heritage properties as already exists for private property.

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

The MHTSCI is responsible for the administration of the OHA and is responsible for protecting of Ontario's cultural heritage resources, which includes cultural heritage landscapes, built heritage resources and archaeological resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Early guidelines provided by the predecessors of the current MHTSCI assist in the assessment of cultural heritage resources as part of an environmental assessment. They include, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

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

The guidelines say one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographic area perceived as a collection of individual person-made built heritage resources set into a whole, such as, historical settlements, farm complexes, waterscapes, roadscape, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. There are also ‘associative landscapes’ with religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent.

Built heritage comprises individual, person-made or modified parts of a cultural heritage landscape such as buildings as well as structures of various types such as cemeteries, planting and landscaping structures, etc.

The guidelines provided by MHTSCI for environmental assessment describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes, as well as the attributes necessary for the identification and evaluation of built heritage resources for environmental assessments.

Development and land use on privately owned or municipally owned property in Ontario is subject to the *Planning Act, R.S.O. 1990, c. P.13*. In 2006, the Ministry of Tourism Culture and Sport (MTCS), now MHTSCI, published the *Ontario Heritage Toolkit* as a series of guides to explain different aspects of the OHA, including the *Planning Act*, the *Historic Places Initiative* and other related programs. It states, to conserve a cultural heritage resource a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development. In October 2017, the MTCS circulated a draft document for public consultation, *A Guide to Cultural Heritage Resources in Land Use Planning Process* as a guidebook to assist in the land use planning process and changes to the Provincial Policy Statement (PPS) 2014 cultural heritage policies. It articulates how the conservation, wise use and management of cultural heritage resources are in the provincial interest and a necessary part of land use planning and development and how to apply cultural heritage policies.

With regard to the protection of provincial heritage properties, the MTCS, now MHTSCI, produced the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010), effective as of July 1, 2010, under the OHA. The *Standards and Guidelines* state government ministries and prescribed public bodies shall apply the “Criteria for Determining Cultural Heritage Value”, as set out in the Ontario Regulation 9/06 under the OHA. If the property meets the criteria in Ontario Regulation 9/06, it is a provincial heritage property. If deemed to be a provincial heritage property the “Criteria for Determining Cultural Heritage Value of Provincial Significance”, as set out in Ontario Regulation 10/06, is to be applied. If the property meets the criteria in Ontario Regulation 10/06, it is a provincial heritage property of provincial significance.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

Unterman McPhail Associates undertook a cultural heritage resource survey of the Cawthra Road study corridor in August 2018 to identify built heritage resources and cultural heritage landscapes that may be affected by the road improvements. For the purposes of this CHAR the following tasks were undertaken:

- identification of major historical themes and activities of the study corridor through historical research and a review of topographic and historical mapping;

- identification of associated cultural heritage landscapes and built heritage resources within the study area through major historical themes and activities and historical mapping;
- a survey of lands within and adjacent to the Cawthra Road study corridor to review the existing conditions;
- consultation with the City of Mississauga with regard to heritage issues and the presence within the Cawthra Road study corridor of listed and designated heritage properties under the OHA;
- review of available and relevant information with regard to provincial, federal and international heritage recognition or inventories to heritage issues and the identification of any listed or designated built heritage resources and cultural heritage landscapes;
- identification of sensitivities for changes and impacts to built heritage resources and cultural heritage landscapes identified with the Cawthra Road study corridor through the review of the historical information, the survey results and known cultural heritage recognition by the City of Mississauga and the provincial and federal governments and international organizations;
- assessment of potential impacts resulting from the proposed improvements to Cawthra Road; and
- discussion of conservation options and provision of mitigation recommendations for potential adverse impacts to identified built heritage resources and cultural heritage landscapes.

3.2 Heritage Recognition

City of Mississauga

The City of Mississauga was contacted by email correspondence in September 2018. The City of Mississauga maintains a Heritage Register under the OHA. It also has a Cultural Heritage Landscape Inventory (January 2005).

The following four (4) properties located adjacent to the Cawthra Road study corridor are recognized as cultural heritage resources on the City of Mississauga Heritage Register:

- 707 Dundas Street East, Dixie Union Cemetery and Chapel (Designated);
- 3065 Cawthra Road, Knox Presbyterian Church (Listed);
- 3204 Cawthra Road, Mount Pleasant Cemetery (Listed); and
- 3625 Cawthra Road, St. Mary's Ukrainian Catholic Church (Listed).

The Cawthra Estate located at 1507 Cawthra Road is a municipally designated property for its historical, architectural and contextual value under Bylaw 549-92 and it is identified on the City of Mississauga's landscape inventory (L-RES-1). It is adjacent to the southern limits of the Cawthra Road study corridor. Additionally, Cherry Hill is a

municipally designated property located at 680 Silver Creek Boulevard just north of Dundas Street East and next to the Cawthra Road study corridor.

Additionally, the post-glacial Lake Iroquois Shoreline is recognized as a natural and scenic cultural heritage landscape in the City of Mississauga *Cultural Heritage Landscape Inventory* (January 2005) and identified as F-NA-2 and F-SV-5. *Provincial*

There is one (1) Ontario Heritage Trust commemorative plaque at 707 Dundas Street East, on the northeast corner of the Cawthra Road intersection, but no OHT owned properties, heritage easement or properties are located within or adjacent to the study corridor.

There are no Provincial Heritage Properties or Provincial Heritage Properties of Provincial Significance located within or adjacent to the study corridor.

Federal/International

There are no known National Historic Sites (NHS), or federal plaques commemorating National Historic Persons and National Historic Events, Heritage Railway Stations, Canadian Heritage River or Federal Heritage Buildings within or adjacent to the study corridor.

There are no known World Heritage Sites recognized by the United Nations Educational, Scientific and Cultural Organization (UNESCO) within or adjacent to the study corridor.

4.0 HISTORICAL SUMMARY

4.1 Toronto Township

Toronto Township was divided into three surveys, the Old Survey (1806), the New Survey (1819) and the Credit Reserve and Credit Indian Reserve (1821 and 1843).

Toronto Township was formed on August 2, 1805 when officials from York purchased land, an area extending from Burlington Bay to the Etobicoke Creek, from the Mississauga First Nations. Under this "First Purchase", the Mississaugas retained some fishing rights and one mile of land on either side of the Credit River. Known as the Old Survey, Samuel Wilmot completed the survey work for the southern half of Toronto Township in 1806. The Old Survey eventually included all of the land from the lakeshore north to Eglinton Avenue excluding the Credit Indian Reserve on the Credit River. The survey imposed a grid pattern of 200 acre lots, east to west concession roads and north to south sideroads.

Then the area was opened up for Euro-Canadian settlement, principally United Empire Loyalists who had emigrated from the United States after the American War of Independence and received land grants from the British Government for their service and loyalty. The northern area or the New Survey of Toronto Township was acquired by the British government in 1818 and surveyed in 1819. Administratively Toronto Township was located in the Home District during the early 19th century. It became part of Peel County in 1851.

Cawthra Road was laid out as a sideline road allowance in the Old Survey of Toronto Township between Lots 10 and 11 from Lakeshore Road East to the northern township limits. It originally jogged at Dundas Street to follow the lot line. Dundas Street was opened in east to west through Toronto Township in the early 19th century as part of a principal military route between York and London. It became the principal transportation road in the township in the first part of the 19th century and was referred to as the Governor's Road. Lakeshore Road, also opened in the early 19th century, was a principal transportation route along the northern shore of Lake Ontario linking York (Toronto) and settlements to its west. Hurontario Street, which divided the Toronto Township into east and west parts, was opened soon after the township survey in 1819.

As settlement progressed, other township roads including Eglinton Avenue, known as the Base Line because it was the boundary line between the old and new surveys, Burnhamthorpe Road and Middle Road were opened. Cawthra Road was surveyed as a north to south sideroad between Concessions 2 and 3, East of Hurontario Street (EHS) in the Old Survey in the early 19th century. The First Concession Road South of Dundas Street (SDS) opened in 1806; it was improved as a gravel road in 1836 and became the Upper Middle Road, now The Queensway.

Smith's Canadian Gazetteer (1846) describes Toronto Township as follows:

This is one of the best settled townships in the Home District: it contains a large portion of very excellent land, and a number of well cultivated farms. For from two to three miles from the lake the land is light and sandy, and the timber principally pine; afterwards, it becomes rolling, and the timber the best kinds of hardwood. The Rivers, Credit and Etobicoke both run through the township. The village of Cooksville is situated in the township on the Dundas Street; and the villages of Springfield, Streetsville, Churchville, and Port Credit, on the River Credit—the first is situated on Dundas Street, and the last at the mouth of the River Credit. There are four grist and twenty-one saw mills in the township. Population in 1842: 5,377.¹

The intersection of Cawthra Road and Dundas Street East was historically part of the early 19th century community of Dixie, also known as Fountain Hill, Fonthill, Onion Town, Irish Town, Cork Town and Sydenham, centred to the east at Tomken Road.

¹ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 192-193.

Phillip Cody, a United Empire Loyalist from Massachusetts, arrived about 1806 to become the first settler in the Dixie area. He obtained the lot on the south side of Dundas Street, near the intersection of Cawthra Road and opened Cody's Tavern. A hotel, store, carpentry shop and the Union Chapel were established along Dundas Street, between present-day Cawthra and Tomken Roads as the community centre. The community was renamed "Dixie" in 1865 after Dr. Beaumont Wilson Bowen Dixie, who served much of Toronto Township. Due to its proximity to Cooksville, Dixie did not develop commercially and was not incorporated as a village. By 1877, it described as a small "village" on Dundas Street with a population of about 150 people with a first class general store, post office, carpenters shops, a blacksmith shop, three churches, a brick schoolhouse and a hotel.²

Joseph and Jane Silverthorn, United Empire Loyalists and one of Toronto Township's earliest and most prominent families, established their house, known as Cherry Hill House, on the northwest corner of Dundas Street and Cawthra Road, on a rise of land that dominated the surrounding area. Joseph Silverthorn received a Crown grant of 200 acres on Lot 11 in Concession 1 on November 6, 1807, and purchased an additional neighbouring 500 acres. The stone wing of the house is said to date to 1811, and the main structure to 1822. It remained in the Silverthorn family until 1951. In 1975, to make way for a housing development and road widening, the house was moved north from the old Silverthorn Estate to its present location at 680 Silver Creek Boulevard.³

Tremaine's map (1859) shows an established agricultural landscape from the shoreline of Lake Ontario north to Eglinton Road in the south part of Toronto Township and from Eglinton Avenue north to the northern township boundary (*Appendix A*). With the advancement of settlement, hamlets and villages emerged, often established generally along the waterways and land routes leading to York. Tremaine's map (1859) shows a hamlet named Sydenham (Dixie) stretched along Dundas Street.

Railway development began in the 1850s with the construction of the Hamilton Toronto Railway along the lakefront north of the road along the lakeshore. This railway became part of Great Western Railway before the Grand Trunk Railway acquired it. The Credit Valley Railway (CVR) was incorporated in February 1871 to construct a line from Toronto north to Orangeville via Streetsville as competition to the Toronto, Grey and Bruce Railway. Surveys were undertaken in 1873, and construction began in 1874. However, due to financial problems, the first section of the line from Parkdale (Toronto) to Milton was not opened until 1877. The company was sold to Canadian Pacific Railway in 1882.

² *Illustrated Historical Atlas of County of Peel* (Toronto: Walker & Miles, 1877) 61.

³ Ron Duquette "How Cherry Hill was saved from the wrecking ball", *Modern Mississauga* (June 27, 2016) 9. Access: --<<https://www.modernmississauga.com/main/2016/6/27/how-cherry-hill-was-saved-from-the-wrecking-ball>> (August 2018).

By the 1870s, most of present-day Mississauga comprised agricultural land outside of the villages, including fruit growing orchards. The north and south maps of Toronto Township contained in the *Illustrated Historical Atlas* (1877) show a well-developed agricultural landscape with numerous farmsteads, a local road system and hamlets and villages (**Appendix A**). The Atlas describes Toronto Township as follows:

Where were dense wildernesses and howling of the wild beasts are now beautifully cultivated farms and almost palatial residences. Toronto Township contains a large portion of arable land, the greater portion of which is rolling. The soil varies in quality, some portions of it being sandy loam, while others are stiff loam and clay....The River Credit runs through the western portion of the Township, and has proved a great source of wealth to its inhabitants, as it is not only a good watering stream, but there are endless mill privileges the whole length of the river, which has been largely utilized in this Township....The principal and only incorporated village in the Township of Toronto is Streetsville.

4.2 Twentieth Century Development

In the early 20th century, topographic maps show several railway lines crossing through the southern part of Toronto Township including the Grand Trunk just north of Lakeshore Road, the Canadian Pacific Railway from Toronto with stations at Dixie and the Cooksville on Dundas Street East and the Guelph Suburban Branch Electric Railway at the Cooksville CPR Station.

The Ramsay family donated land on Lot 11, Concession 1 in the geographic Township of Toronto for a cemetery. The Ramsays owned a fruit and market garden farm on the east side of Cawthra Road across from the entrance gate. The Mount Pleasant Catholic Cemetery was opened in 1900 and is registered to Catholic Cemeteries-Archdiocese of Toronto.⁴ The existing Dixie Knox Presbyterian Church was built in 1910 on the north boundary of the Dixie Union Cemetery on Dundas Street and Cawthra Road.

A topographical map (1922) of Toronto Township shows the steady, continued rural environment along Cawthra Road between the Queensway and Burnhamthorpe Road. Lakeshore Road and Dundas Street, which had been improved and paved by the early 1920s, were defining elements in a developing township landscape. In 1922, many township roads remained unpaved including part of the north-south Cawthra Road. A topographical map (1942) shows the presence of interspersed residences were located on both the east and west sides of Cawthra Road from the Lakeshore Road to Burnhamthorpe Road East, with a concentration from Dundas Street East to Burnhamthorpe Road. Some residences were shown on Cawthra Road to the north of

⁴ Catholic Cemeteries & Funeral Services, Archdiocese of Toronto, About Mount Hope Catholic Cemetery. Access: --<<http://www.catholic-cemeteries.com/cemeteries/mount-hope-catholic-cemetery-toronto/>> (August 2018).

Burnhamthorpe Road East, principally on the west side. By the end of the 20th century both sides of Cawthra Road within the study corridor limits had been developed.

In 1920, Dundas Street within Toronto Township became Provincial Highway No. 5, part of a new provincial highway system. Lakeshore Road, the principal route from Toronto to Oakville, Burlington and Hamilton in the early 20th century, became known as the Hamilton Highway. In 1917, it became Provincial Highway No. 2 in the new provincial highway system and was referred to as the Toronto to Hamilton Highway. The opening of the QEW through the southern part of Toronto Township in 1939 supplanted it as the main route between Toronto and Hamilton.

The Cawthra Estate located at the southeast corner of the QEW and Cawthra Road was established in 1926 for Grace Cawthra-Elliot and her husband, Colonel Harry Cawthra-Elliot on a portion of the original 200-acre Crown grant offered to Joseph Cawthra in 1808. In 1974, the City of Mississauga bought the estate and it is operated as a community meeting facility.

The QEW, one of the first controlled access highways in the world, was opened from Highway 27 in Toronto to Port Credit in 1935, and extended to Hamilton and Niagara in 1939. The first prototypical suburban developments occurred in Toronto Township around the same time in the area of the Dixie Road and the QEW. In general, development in the township moved north and west and around established towns in the 20th century. Until the mid-1950s Cawthra Road crossed the QEW at-grade. As part of its long-term strategy to convert the QEW into a controlled-access facility, the Department of Highways constructed a grade separation at Cawthra Road in 1955. Small ramps built along the service roads provided access between Cawthra Road and the Queen Elizabeth Way. The ramps proved to be too short to meet the suburban growth that occurred in Mississauga during the 1970s and it was quickly overrun by the rapidly growing traffic demands along the QEW. By the mid-1970s, the interchange was functionally obsolete, and planning was underway to rebuild it. In 1979, a larger overpass and a high-capacity partial cloverleaf interchange replaced the 1955 interchange.⁵

As well the topographical map (1922) shows early hydroelectric transmission lines had been built through the township. The Niagara Power Electric Power Line traversed east to west to the north of Middle Road between Cawthra Road and Dixie Road. The Hydro Electric Power Commission also owned a power line to the north of the Niagara Power Line.

For the most part, Toronto Township remained a rural agricultural landscape in the first part of the 20th century. Following the Second World War, urban development accelerated in the 1950s. In 1951, Harold Shipp of Shipp Corp. built the residential

⁵ Cameron Bevers, *Photographic History of the Queen Elizabeth Way*, 4.
Access: --<<http://www.thekingshighway.ca/PHOTOS/QEWphotos4.htm>> (August 2018).

subdivision of Applewood Acres south of the QEW between Dixie Road and Cawthra Road. The company then moved north of the QEW to continue its residential development of the township. Applewood Village shopping centre was completed in 1954.⁶

In the mid 1950s, the west side of Cawthra Road in the predominately rural area of Mississauga Valleys between Dundas Street and Burnhamthorpe Road East was developed with interspersed single houses. This rural character began its transformation to the current area of urban residential. In the late 1960s, the residential development known as Mississauga Valleys, which was historically part of Cooksville, on the west side of Cawthra Road between Dundas Street East and Burnhamthorpe Road East was undertaken by landowner and developer S.B. McLaughlin Associates Limited with most of the housing stock being built in the 1970s.⁷

Meanwhile, on the east side of Cawthra Road between Dundas Street East and Burnhamthorpe Road, G.S. Shipp & Sons Ltd., began to develop the Applewood Heights subdivision on that Dundas Street and Tomken Road. At the same time the Dixie Industrial Area south of Dundas Street West and east and west of Cawthra Road was being advanced for industrial development.

Just south of Burnhamthorpe Road, the Mizun family donated land on the east side of Cawthra Road to the Ukrainian Catholic community in 1953 to build a church. As the congregation grew, the church elders decided that a larger church should be built. Architect R. Dumyn designed the new church. The groundbreaking occurred in August 1968, the community centre was built first and the first service was held there in March of 1970. Work on the upper church began in 1975 and was not completed until 1977. On Sunday, June 10, 2003, St. Mary's Ukrainian Catholic Church celebrated its 50th anniversary of the church's founding.⁸

In 1953, the Official Plan for the Township of Toronto Planning Area approved the development of the Rathwood area north of Burnhamthorpe Road East. It included the designation of the east and west sides of Cawthra Road for agricultural, residential, park and open space and commercial uses. From the 1950s to the 1970s, residential and retail commercial expansion and parks development occurred in the Rathburn area.⁹

⁶ Dave LeBlanc, The Archtourist, "Showman Shipp: master house marketer", *The Globe and Mail*, Real Estate (July 29, 2005) G2.

⁷ City of Mississauga, Planning and Building Department, "Mississauga Valleys, Community Profile" (February 2004). Access: --<<http://www.mississauga.ca/file/COM/2001MississaugaValleys.pdf>> (August 2018).

⁸ Dormition of the Mother of God Ukrainian Catholic Church, About Us, A Short History of St. Mary's Ukrainian Catholic Church, Mississauga, Ontario. Access: --<<http://www.stmaryscawthra.com/about-us.php>> (August 2018).

⁹ City of Mississauga, Planning and Building Department, "Rathwood, Community Profile" (February 2004). Access: --<<http://www.mississauga.ca/file/COM/2001Rathwood.pdf>> (August 2018).

A great many families of Polish origin moved into the rapidly growing city of Mississauga in the 1970s and a movement to establish a new Polish parish began. In 1979, a new Polish parish of Blessed Maximilian Kolbe was established; the church site was blessed on August 27, 1981 and a building committee worked on constructing a church on the west side of Cawthra Road north of Rathburn Road and Meadows Boulevard. In late 1982 the Maximilian Kolbe Foundation bought an additional 3.2 acres at the church site. Ground breaking was held in March 1983 and a cornerstone was laid in May 1983. The church was completed later in 1983. Pope Paul blessed the church in 1984.¹⁰

By the late 1970s suburban development had engulfed all of the land along Cawthra Road from the QEW north to beyond Rathburn Road.

With the exception of Port Credit and Streetsville, Toronto Township with its numerous settlements was amalgamated in 1968 to form the Town of Mississauga. In 1974, Port Credit and Streetsville were annexed by Mississauga when it became a city. The Queensway was extended from the western boundary of present day Toronto to Cawthra Road in the existing hydroelectric corridor north of the QEW in the 1970s and to Hurontario Street at a later date. Silverthorn Park at 3377 Cawthra Road, just north of Bloor Street East, is named after the Silverthorn Family who owned considerable property in the area from the early 1800s to the mid 20th century.

4.2.1 Cawthra Road

Cawthra Road was surveyed as a north to south running sideroad in the early 19th century between Concessions 2 and 3, E.H.S. in the Old Survey. In the early 1970s, the City of Mississauga planned a road re-alignment at the corner of Dundas Street East and Cawthra Road and land was expropriated for this purpose including the Silverthorne property with the new road running right next to the Silverthorne house known as Cherry Hill. Plans for the new road were completed in late June of 1973, and the house was moved to the corner of Silvercreek Boulevard and Lolita Gardens in a small convenience plaza.

Associated with the road improvements at Dundas Street and Cawthra Road, Cherry Hill, the former Silverthorn house now located at 680 Silver Creek Boulevard was moved from the northwest corner of Dundas Street and Cawthra Road in 1975. The Region of Peel widened and improved Cawthra Road, known as Regional Road 17, in the late 1970s and early 1980s from the Queensway East to Burnhamthorpe Road East. In late 1977, Peel Region approved By-law 192-77 authorizing the expenditure for the acquisition of land and engineering costs in connection with the widening and reconstruction of

¹⁰ St. Maximilian Kolbe Parish, St. Mammalian Kolbe Parish Milestone.
Access: --<<http://kolbe.ca/about/our-history/>> (August 2018).

Cawthra Road from the Queen Elizabeth Way to Dundas Street in the City of Mississauga.¹¹

The Council of the Regional Municipality of Peel passed By-law Number 100-78 in 1978 to authorize expenditures for the construction of the Cawthra Road-Canadian Pacific Railway Grade Separation, including engineering costs and the acquisition of land (Project Number 90423-750691, 92, 93). The Cawthra Road Grade Separation also included a new bridge on Dundas Street East at Cawthra Road. The improvement of Cawthra Road from Dundas Street to Burnhamthorpe Road East was included in the 1980 capital programme budget. In 1981, the intersection at Cawthra Road and Rathburn Road was reconstructed.¹² The Region of Peel approved the expenditure for the Cawthra Road - Silvercreek Boulevard to Burnhamthorpe Road East (Project 80411) in February 1982 that would design the road to accommodate four lanes of traffic.¹³

The City of Mississauga experienced its greatest growth in the 1980s and 1990s. The 400-series Highway 401 was introduced into the landscape in the early 1960s; the Mississauga section of Highway 403 was opened in 1982. Development north of Burnhamthorpe Road East between Cawthra and Dixie Roads occurred in the 1980s onwards with residential subdivision south of the hydro corridor and industrial lands above the hydro corridor to Britannia Road area. The area south of Dundas Street East and north of the Queensway between Dixie Road and Cawthra Road was developed as industrial land. The Province of Ontario formally decommissioned Highway 5 (Dundas Street) in Mississauga in 1997, and Highway 2 (Lakeshore Road) in 1998, to become municipal roads within Mississauga.

¹¹ The Council of The Regional Municipality of Peel Held in Brampton, November 10, 1977, By-law 192-77. Access: --<https://www.peelregion.ca/council/council_minutes/1970s/1977/rcmin19771110.htm> (August 2018).

¹² The Council of The Regional Municipality of Peel Held in Brampton, February 11, 1982, Report PW-82-2 – Public Works Meeting held February 2, 1982
Access: --<https://www.peelregion.ca/council/council_minutes/1980s/1982/rcmin19820211.htm> (August 2018).

¹³ The Council of The Regional Municipality of Peel Held in Brampton (August 13, 1981).
Access: --<https://www.peelregion.ca/council/council_minutes/1980s/1981/rcmin19810813.htm> (August 2018).

5.0 IDENTIFICATION OF BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

5.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study corridor for the Cawthra Road Class EA Study from the QEW in the south to Eastgate Parkway in the north.

5.2 Description of the Existing Environment

The City of Mississauga is located in the Peel Plain, a level to undulating tract of clay soils with a gradual and fairly uniform slope towards Lake Ontario. The underlying material of the Plan is a till of large amounts of shale and limestone, although a veneer of clay has modified much of the Plain. Two principal river valleys flow to Lake Ontario, namely, the Credit River on the west side and the Etobicoke Creek on the east border. The post-glacial Iroquois Shoreline, recognized as a natural cultural heritage landscape by the City of Mississauga, runs through Mississauga, generally following the east to west alignment of Dundas Street. Included in the City of Mississauga *Cultural Heritage Landscape Inventory* (January 2005) and identified as F-NA-2 and F-SV-5, it is one of the most prominent physiographic features in Mississauga and provides a clear view of downtown Toronto and Lake Ontario to the south. The land generally slopes gradually downward from the north to Lake Ontario.

The former Toronto Township, with Lake Ontario as its southern boundary, was developed as agricultural land in the 19th century with small hamlets, crossroad settlements and villages and a grid-like local road system of concession and sideroads. Several railways were built through the township in the 19th century including the Great Western that was absorbed by the Grand Trunk Railway and then by the Canadian National Railway.

Cawthra Road, a regional road, runs from Lakeshore Road East to Eastgate Parkway where it links with Highway 403. It is four lanes wide along its length with left turn lanes at the main intersections and signalized lights at numerous cross streets. The principal intersecting roads include South Service Road and North Service Road at the QEW, the Queensway East (RR 20), Dundas Street East, Bloor Street, Burnhamthorpe Road East (originally known as the Back Line), Rathburn Road East and Eastgate Parkway.

A wooded section of the Cawthra Estate is located on the southeast corner of the QEW and Cawthra Road just outside the study corridor. Between the North Service Road and the Queensway the east and west sides of Cawthra are characterized by later 20th century housing. The Queensway (RR 20) is a major east to west road in Mississauga. From the Queensway East north to Dundas Street East Cawthra Road is characterized by industrial

land. The CP rail line crosses Cawthra Road in an east to west direction just south of Dundas Street East.

Dundas Street became part of the provincial highway system as Highway No. 5 in 1920; it was extended eastward from Cooksville to Toronto in 1921. Today it is a major east to west transportation corridor through Mississauga. The intersection of Cawthra Road and Dundas Street East was historically part of the early 19th century community of Dixie. It contains the Dixie Union Cemetery and Chapel on the northeast corner. Cawthra Road at Dundas Street East is grade separated and Cawthra Road is lined with high concrete retaining walls on the east and west sides both north and south of Dundas Street East. The Knox Presbyterian Church, built in 1910, is situated on the north boundary of the Dixie Union Cemetery. On the west side of Cawthra Road and adjacent to the study corridor is Cherry Hill, the former Silverthorn house, located at 680 Silver Creek Boulevard. The Mount Pleasant Catholic Cemetery is located on the east side of Cawthra Road.

From Dundas Street East north to just south of Eastgate Parkway housing subdivision, with some commercial at major intersections, from the latter part of the 20th century characterize Cawthra Road. Bloor Street links the neighbouring residential communities and terminates at Central Parkway just west of Cawthra Road. Burnhamthorpe Road was opened as a road between Concession I NDS and Concession II, North of Dundas Street (NDS) in the 19th century; it is now a major arterial road running east to west through Mississauga. The St. Mary's Ukrainian Catholic Church, a municipally listed heritage property, is situated on the east side of Cawthra Road to the south of Burnhamthorpe Road East at 3625 Cawthra Road. The current building dominates this section of the streetscape with its large central dome and four smaller domes.

Rathburn Road also crosses Cawthra Road between Burnhamthorpe Road East and Eastgate Parkway.

To the north side of Rathburn Road East, Cawthra Road is characterized by the 1970s residential subdivision of the Rathwood development that spanned Cawthra Road north of Burnhamthorpe Road East to Eastgate Parkway. Built in 1983, the St. Maximilian Kolbe Church, including the John Paul II Polish Cultural Centre, is located on the northwest corner of the intersection at Meadows Boulevard and Cawthra Road. The area at Eastgate Parkway and Cawthra Road is under transition.

Eastgate Parkway was built in the early 1990s, as an arterial extension of the east-west leg of Highway 403 just south of Highway 401. It runs east to Fieldgate Drive, where it curves north to end at Eglinton Avenue. A portion of the Mississauga Transitway runs parallel to the road for its entire length.

5.3 Description of Identified Built Heritage Resources and Cultural Heritage Landscapes

Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) located within or adjacent to the Cawthra Road Study Corridor from the QEW and Eastgate Parkway, City of Mississauga includes a site number, resource category, resource type, location, description and digital photograph for each identified heritage resource. The following explanatory notes provide background material on the information contained in **Table 1**.

- Sites are numbered generally north from the south limit of the study corridor at South Service Road at the QEW and Eastgate Parkway at the north limit of the study corridor.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type.
- The municipal address locates the identified cultural heritage resources.
- A brief description of each identified BHR or CHL, e.g., notable landscape features, structures, construction period(s) and architectural style or influence, is based upon information gained from the public roadway and a professional assessment of the potential for cultural heritage value or interest.
- Digital photographs taken from the public roadway (2016), aerial photographs (2018) or sections of historical maps are supplied to illustrate each resource.

Cultural heritage landscapes (CHL) can be separated into three types, namely, designed landscapes, evolved landscapes and associative landscapes. These types were identified by the UNESCO World Heritage Committee in 1992 and have been adopted by Parks Canada and the MHTSCI for evaluation. Three (3) sections of Cawthra Road, i.e., the QEW to The Queensway and from north of Dundas Street to Bloor Street East and from Bloor Street East to Burnhamthorpe Road East, are identified as “evolved” or 20th century residential streetscapes that are continuing to change.

Three (3) discrete streetscapes on Cawthra Road comprising of suburban housing development with commercial development at major intersections dating to the latter part of the 20th century are included as Sites 1, 9 and 12 in **Table 1**. The streetscapes also contain a few examples of dispersed residences pre-dating the 1970s development.

For the most part, the individual buildings within the identified residential streetscape of Cawthra Road to the north of Dundas Street East are not recognized on the City of Mississauga Heritage Register and are not 40 years or older in age. Five (5) built heritage resources that may be 40 years and older in age and of some heritage value or interest, but not recognized as heritage properties by the City, within the discrete streetscape areas, are included in **Table 1**, namely:

- Site 5 (BHR): 3105 Cawthra Road;
- Site 6 (BHR): 3107 Cawthra Road;
- Site 7 (BHR): 3123 Cawthra Road;
- Site 11 (BHR): 3317 Cawthra Road; and
- Site 13 (BHR): 3569 Cawthra Road.

A property located at 3447 Cawthra Road, which includes a building that appears to be substantially altered to accommodate its current commercial use, was not included in **Table 1** although it may be 40 years of age or older.

Table 1 includes four (4) properties on the City of Mississauga Heritage Register:

- Site 3 (CHL): 707 Dundas Street East, Dixie Union Cemetery and Chapel;
- Site 4 (BHR): 3065 Cawthra Road, Knox Presbyterian Church;
- Site 10 (CHL): Cawthra Road, Mount Pleasant Cemetery; and
- Site 14 (BHR): 3625 Cawthra Road, St. Mary's Ukrainian Catholic Church.

The Cawthra Estate, a municipally designated property at 1507 Cawthra Road and identified on the City of Mississauga's landscape inventory (L-RES-1) and Cherry Hill, another municipally designated property, located at 680 Silver Creek Boulevard are not considered to be abutting the study corridor and are not included in **Table 1**.



Figure 2. This aerial photograph shows the location of the identified cultural heritage resources sites within the Cawthra Road study corridor Municipal Class EA Study between the QEW and Eastgate Parkway, City of Mississauga [Google 2018].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

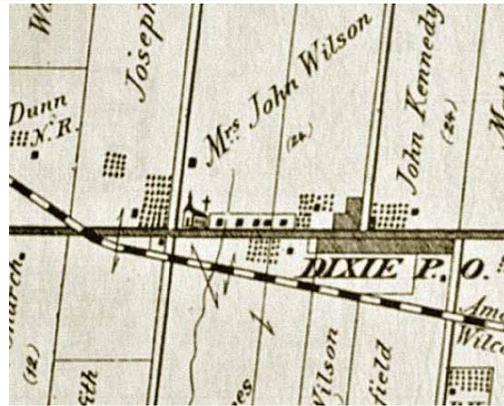
Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
1.	CHL	Residential: Streetscape	Cawthra Road North of QEW to The Queensway	At this point, Cawthra Road is characterized by its 20 th century residential streetscape facing onto the street and including examples of the popular residential design of the time. The streetscape typifies the suburban housing development with commercial development at major intersections that transformed the City in the latter part of the 20 th century.	No individual listed or designated properties within the streetscape on the Mississauga Heritage Register. The streetscape is not included on the <i>Cultural Heritage Landscape Inventory</i> .	 Aerial view showing the streetscape pattern [Google 2018].
2.	CHL	Transportation- Railscape	South of Dundas Street East at Cawthra Road.	Canadian Pacific (CP) / Former Credit Valley Railway Incorporated in 1871, the CVR built a line north from Toronto to Orangeville via Streetsville to compete with the Toronto, Grey and Bruce Railway. Surveys were done in 1873, construction began in 1874, and the line was opened in 1877. The Canadian Pacific Railway (CPR) bought the CVR in 1882.	Not included on the Mississauga Heritage Register or on the <i>Cultural Heritage Landscape Inventory</i> .	 Section of the <i>Illustrated Historical Atlas</i> (1877) showing the CVR line crossing Dundas Street to the west of Dixie.

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Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
3.	CHL	Funerary / Religious	707 Dundas Street East on east side of Cawthra Road	<p>Dixie Union Cemetery and Chapel</p> <p>The cemetery was established in 1812, a church was completed in 1816 and the present stone masonry building of “river stone” from Etobicoke Creek in 1837. Presbyterians, Methodists and Episcopalians initially used the cemetery. Dixie Union Chapel was named after Dr. Beaumont Dixie, a local doctor who donated land for the church. Sir William Gage gave the memorial, surrounding fence and gateway to the Chapel and cemetery in 1931.</p>	<p>The Dixie Union Chapel is municipally designated under OHA and included on the Mississauga Heritage Register (Inv.#73). A City of Mississauga plaque on the chapel notes the designation under the OHA, a provincial OHT plaque is located on Dundas Street frontage and there are other interpretive plaques on-site.</p>	 <p>South on the Cawthra Road, showing the retaining wall and Dixie Union Cemetery.</p>  <p>North on Cawthra Road showing the retaining wall, and Dixie Union Cemetery.</p>  <p>Dixie Union Chapel at 707 Dundas Street East.</p>

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Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
4.	BHR	Religious	3065 Cawthra Road, east side	Dixie Knox Presbyterian Church This congregation was established in 1878, reorganized with Streetsville in 1879 and services were held in the Dixie Union Chapel. The current red brick church building, built in 1910, displays elements of the Gothic style with its steep pitched gable roof, window openings, a large, 3 storey squared tower, stone sills and accents on the buttresses. There is a 1910 cornerstone date.	It is a listed property on the Mississauga Heritage Register (Inv. #487).	 The Dixie Knox Presbyterian Church is located at 3065 Cawthra Street.
5.	BHR	Residential	3105 Cawthra Road, east side	Single family detached residence, bungalow style, hip roof, 1½ storey, stucco cladding. The site has development proposal. (There is potential for the building to be demolished.)	Not included on the Mississauga Heritage Register. The property has been reviewed for its heritage value or interest as part of a redevelopment application to the City of Mississauga.	 View of 3105 Cawthra Road.

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Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
6.	BHR	Residential	3111 (3107) Cawthra Road, east side	Single detached residence, bungalow style, hip roof, 1½ storey, stucco cladding, vacant and derelict. The site is part of a development proposal with 3123 Cawthra Road (Site 7).	Not included on the Mississauga Heritage Register. The property has been reviewed for its heritage value or interest as part of a redevelopment application to the City of Mississauga.	 View of 3111 Cawthra Road, now vacant.
7.	BHR	Residential	3123 Cawthra Road, east side	This c1970s residence is vacant and the site is part of a development proposal with 3111 Cawthra Road (Site 6).	Not included on the Mississauga Heritage Register. The property has been reviewed for its heritage value or interest as part of a redevelopment application to the City of Mississauga.	 View of 3111 Cawthra Road, now vacant.

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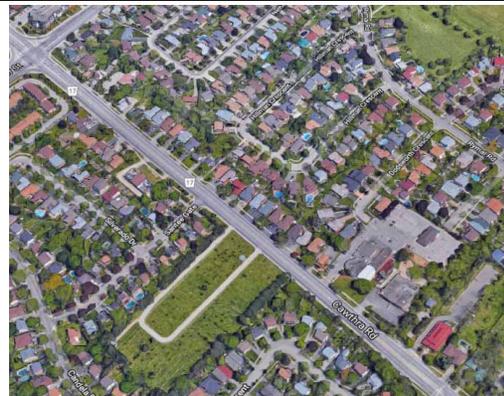
Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
8.	BHR	Residential	3141 Cawthra Road	This 2 storey brick, former house, built c. 1900s, is now used as an apartment building. Set back from the road and altered in its exterior appearance, it still exhibits its original form and massing.	Not included on the Mississauga Heritage Register.	 <p>View of 3141 Cawthra Road.</p>
9.	CHL	Residential: Streetscape	Cawthra Road Both sides of the road from the Mount Peace Catholic Cemetery to Bloor Street East	At this point, Cawthra Road is characterized by later 20 th century residential development that faces onto the road and includes examples of the popular residential design of the time with a few pre and post Second World War II houses. This area typifies the suburban housing development with commercial development at major intersections that transformed the City in the latter part of the 20 th century.	No residential properties are included on the Mississauga Heritage Register. Site 10 (Mount Peace Catholic Cemetery) and Site 14 (St. Mary's Ukrainian Catholic Church) are listed municipal properties on the Register. No sites are included in the <i>Cultural Heritage Landscape Inventory</i> .	 <p>Aerial view showing the streetscape pattern [Google 2018].</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
10.	CHL	Funerary - Cemetery	3204 Cawthra Road	<p>Mount Peace Catholic Cemetery</p> <p>Owned by the Catholic Cemeteries-Archdiocese of Toronto, the land, originally a fruit and market garden was donated by the Ramsay family in 1900. Today, stone entrance gates front onto Cawthra Road. A small brick building is located inside gates as well as a U-shaped drive through the site and the older headstones are found to rear of property with in-ground markers at the front. The site is considered to be an important element in the Cawthra Road streetscape.</p>	It is a listed property on the Mississauga Heritage Register (Inv. #581)	 <p>View to the northwest showing the Mount Pleasant Cemetery at 3204 of Cawthra Road.</p>
11.	BHR	Residential	3317 Cawthra Road	<p>This one storey mid 20th century brick house with a hip roof and a small decorative gable on the front is set on a rock-faced concrete block foundation. There is a front entry portico and the window openings are segmental.</p>	Not listed on the Mississauga Heritage Register.	 <p>View of 3317 Cawthra Road.</p>

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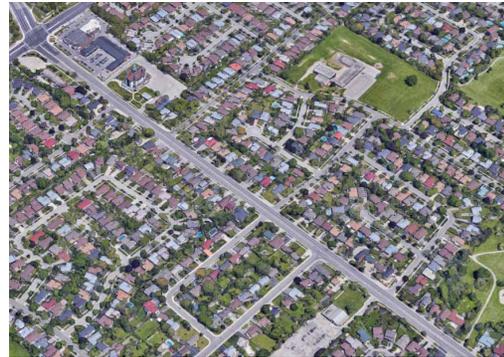
Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
12.	CHL	Streetscape - Residential	Cawthra Road north of Bloor St. E. to Burnhamthorpe Road East	At this point, Cawthra Road is characterized by later 20 th century residential that faces on the road and includes examples of the popular residential design of the time with a few pre and post Second World War II houses. This area typifies the suburban housing development with commercial development at major intersections that transformed the City in the latter part of the 20 th century.	No residential properties are included on the Mississauga Heritage Register. Site 10 (Mount Peace Catholic Cemetery) and Site 14 (St. Mary's Ukrainian Catholic Church) are listed municipal properties on the Register. No sites are included in the <i>Cultural Heritage Landscape Inventory</i> .	 <p>Aerial view showing the streetscape pattern [Google 2018].</p>
13.	BHR	Residential / Commercial	3569 Cawthra Road	Early to mid 20 th century, vernacular, 1 ½ storey brick house with a front gable roof, now in commercial use.	Not listed on the Mississauga Heritage Register.	 <p>View of 3569 Cawthra Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image/Aerial
14.	BHR	Religious - Church	3625 Cawthra Road, east side	<p>St. Mary's Ukrainian Catholic Church</p> <p>This monumental 3 storey building, referred to as a unique blend of traditional Byzantine and Ukrainian Church architecture with modern aesthetics, materials and techniques, is distinguished by a greenish white Ontario marble foundation, its flat roof with a large central dome and four smaller copper turret domes, each holding a gold cross. This structure is considered to be a City landmark.</p>	It is a listed proeprty on the City Heritage Register (Inv. #116)	 <p>View of church building with an associated residential building in the foreground.</p>

6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides a preliminary assessment of the potential adverse effects to identified built heritage resources and cultural heritage landscapes due to the proposed improvements to the study corridor identified for the Class EA Study for Cawthra Road from the QEW at the southern limits to Eastgate Parkway on the northern limits of the study corridor.

This study is being undertaken in accordance with the planning and design process for Schedule “B” of the Municipal Class Environmental Assessment (MCEA) (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act (EAA).

The potential direct impacts (displacement) and indirect impacts (disruption) of this project are principally associated with the improvements to Cawthra Road within the right-of-way and at major intersections.

The conservation of cultural heritage resources in planning is considered to be a matter of public interest. Generally, road improvement projects such as the widening and realignment of existing roadways have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, as well as after construction.

Cultural heritage landscapes and/or built heritage resources may experience displacement or direct impacts, i.e., demolition or removal, if they are located within the rights-of-way of the undertaking or an area of property acquisition for the undertaking, and/or they occupy sites or locations that are required for temporary construction purposes, ancillary services or secondary functions, e.g. temporary site construction offices, lay-down area and storage areas, etc. Land severance as part of the undertaking may result in the isolation of built heritage resources due to lack of access and the potential for demolition or removal.

As well cultural heritage landscapes and/or built heritage resources may experience disruption, or indirect impacts, by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. These indirect impacts may be temporary during construction, such as vibration impacts and dust particles, or permanent such as the introduction of new infrastructure. Other indirect impacts of a temporary or permanent nature may include, but are not limited to, changes in grading, alterations to built heritage resource setting and fabric as a result of visual, audible or atmospheric elements, and the removal of heritage attributes or elements from

cultural heritage landscapes such as buildings and structures, tree lines, hedgerows, field patterns, etc.

6.2 Description of Proposed Infrastructure Work

Preliminary design plates (May 2018) contained in the Class EA document were prepared by IBI Group to assess potential impacts to the identified built heritage resources and cultural heritage landscapes.

A description of the anticipated improvements and roadway widening needs along Cawthra Road to extend from the South Service Road to Eastgate Parkway and the following roadway widening needs are described below:

- Southbound right turn lane at South Service Road;
- Northbound right turn lane at North Service Road;
- Centreline shift and widening on the east side between North Service Road and Queensway;
- Smart Channel in Southwest quadrant of Cawthra Road – Queensway intersection;
- Centreline shift and widening on the east side between Silver Creek Boulevard Santee Gate;
- Northbound right turn lane at Bloor Street;
- Southbound right turn lane at Rathburn Road East; and
- Northbound right turn lane at Eastgate Parkway.

6.3 Potential Impacts to Built Heritage Resources and/or Cultural Heritage Landscapes

From a review of the Preliminary design plates (May 2018) and the anticipated improvements and roadway widening needs along Cawthra Road, the following impacts to identified built cultural heritage resources and cultural heritage landscapes are described below under a direct or indirect impacts. **Figures 3 to 10** provide the Preliminary Design (2018) used to identify potential impacts to built heritage resources and cultural heritage landscapes listed in **Table 1**.

Direct Impacts

To accommodate a NB right turn lane at Bloor Street the residence at Site 11 (BHR): 3317 Cawthra Road will be directly impacted. The residence, built circa 1960s, is considered to contribute to the overall 1960/70s character of the Cawthra Road streetscape.

Indirect Impacts

Curb, boulevard, and sidewalk modifications will be required throughout the corridor to accommodate active transportation needs. Cawthra Road north of Dundas Street East to just south of Eastgate Parkway is a principally 1960s and 1970s residential streetscape.

Work for the project will be undertaken in proximity to the following three (3) cultural heritage sites identified in **Table 1**:

- Site 3 (CHL): Dixie Union Cemetery and Chapel, 707 Dundas Street East;
- Site 4 (BHR): the Knox Presbyterian Church, 3065 Cawthra Road; and,
- Site 10 (CHL): Mount Peace Cemetery, 3204 Cawthra Road.

As well, four (4) sites identified in **Table 1**, which are considered to be of some potential cultural heritage value or interest, may be affected by the proposed project. The sites include:

- Site 5 (BHR): 3105 Cawthra Road
- Site 6 (BHR): 3111 (3107) Cawthra Road;
- Site 7 (BHR): 3123 Cawthra Road; and
- Site 13 (BHR): 3569 Cawthra Road.

Three of the sites, namely, Site 5 (BHR): 3105 Cawthra Road, Site 6 (BHR): 3111 (3107) Cawthra Road and Site 7 (BHR): 3123 Cawthra Road were subject to separate redevelopment proposals in 2018 and the houses were to be demolished as part of the three separate proposal. The City communicated the redevelopment proposals had been reviewed in 2018 and that it had decided there were no heritage impacts and no further heritage actions required as part of this Class EA project.

Table 2: Potential Impacts and Mitigation Recommendations: Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) Located Within or Adjacent to the Cawthra Road Study Corridor between the QEW and Eastgate Parkway, City of Mississauga includes a description of the potential impacts for the identified cultural heritage resources with mitigation recommendations.

Figures 3 to 10 include the proposed Cawthra Road Preliminary Design on aerial photographs annotated to show the location of the identified built heritage resources and cultural heritage landscapes.

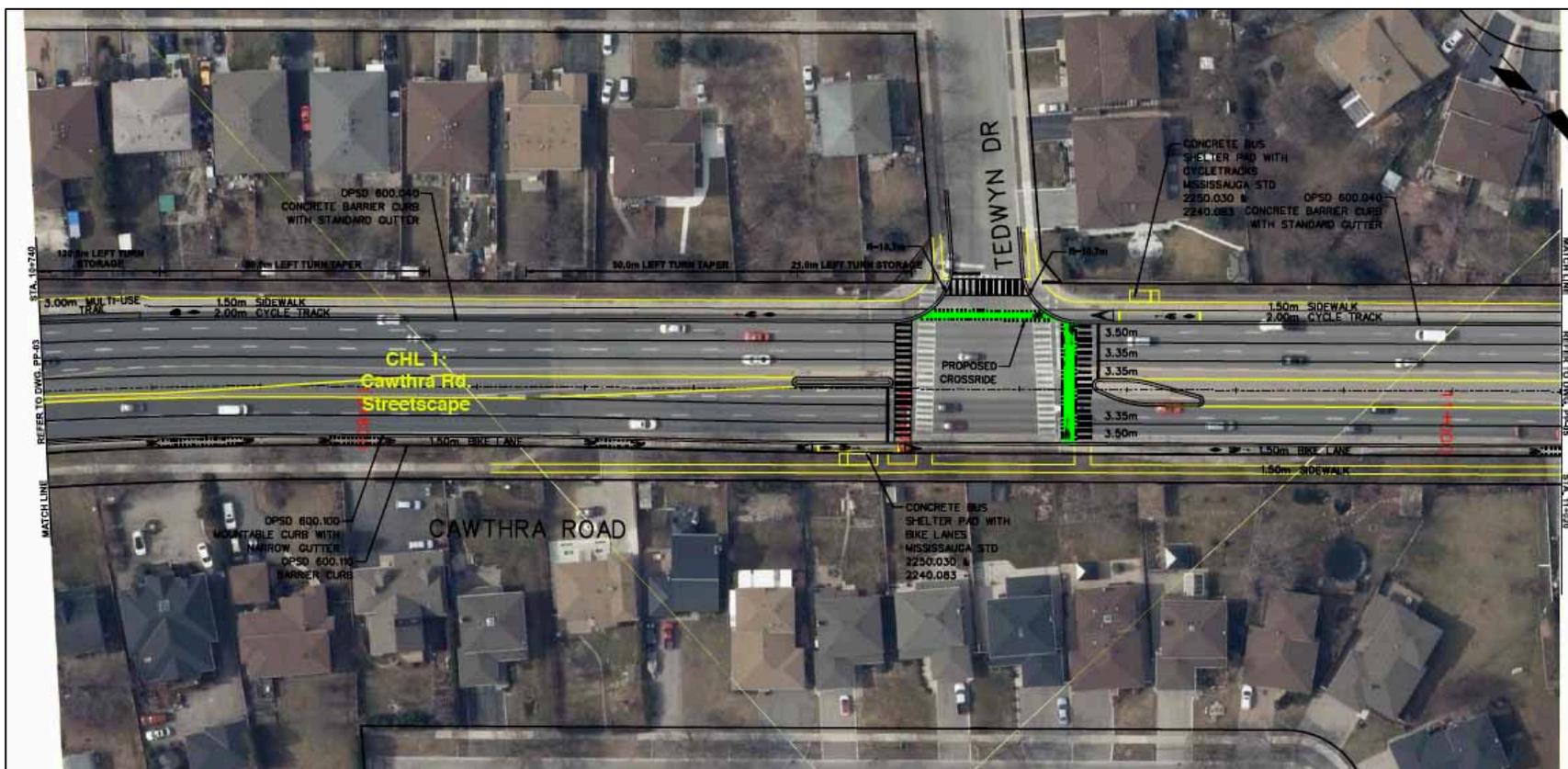


Figure 3. Aerial photograph showing Preliminary Design at the CHL1 (Cawthra Road Streetscape) [2018].



Figure 4. Aerial photograph showing Preliminary Design at the location of CHL2 (CPR crossing at Cawthra Road) [2018].



Figure 5. Aerial photograph showing Preliminary Design at the location CHL 3 (707 Dundas St. E.) and BHR 4 (3065 Cawthra Road) [2018].

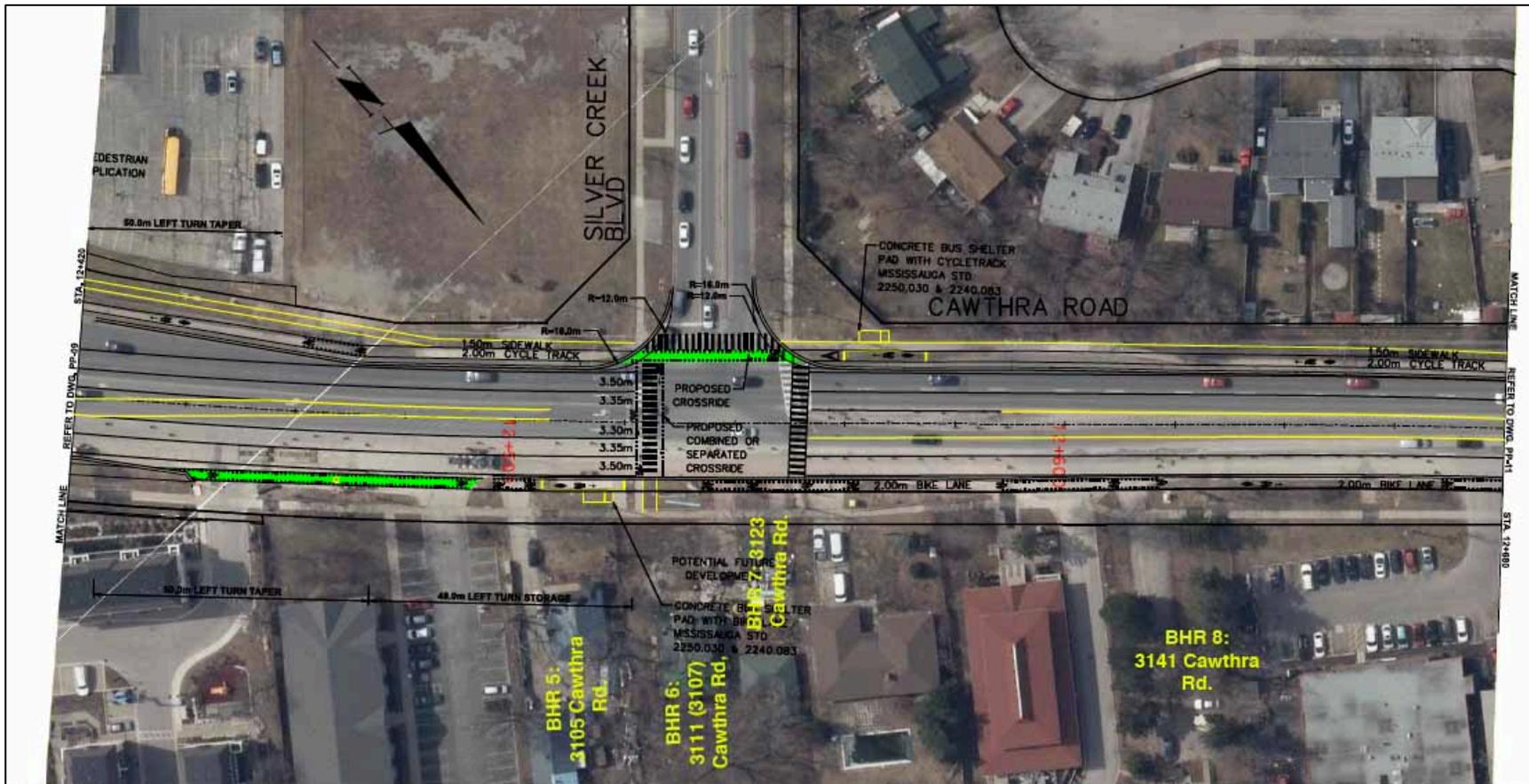


Figure 6. Aerial photograph showing Preliminary Design at the location CHL 5 (3105 Cawthra Road), BHR 6 (3111, 3107) Cawthra Road) and BHR 8 (3141 Cawthra Road) [2018].



Figure 7. Aerial photograph showing Preliminary Design at the location of CHL 9 (Cawthra Road streetscape) and CHL 10 (3204 Cawthra Road, Mount Peace Catholic Cemetery) [2018].



Figure 8. Aerial photograph showing Preliminary Design at the location of CHL 11 (3317 Cawthra Road) and CHL 12 (Cawthra Road Streetscape [2018]).



Figure 9. Aerial photograph showing Preliminary Design at the location of CHL 12 (Cawthra Streetscape) and BHR 13 (3569 Cawthra Road) [2018].

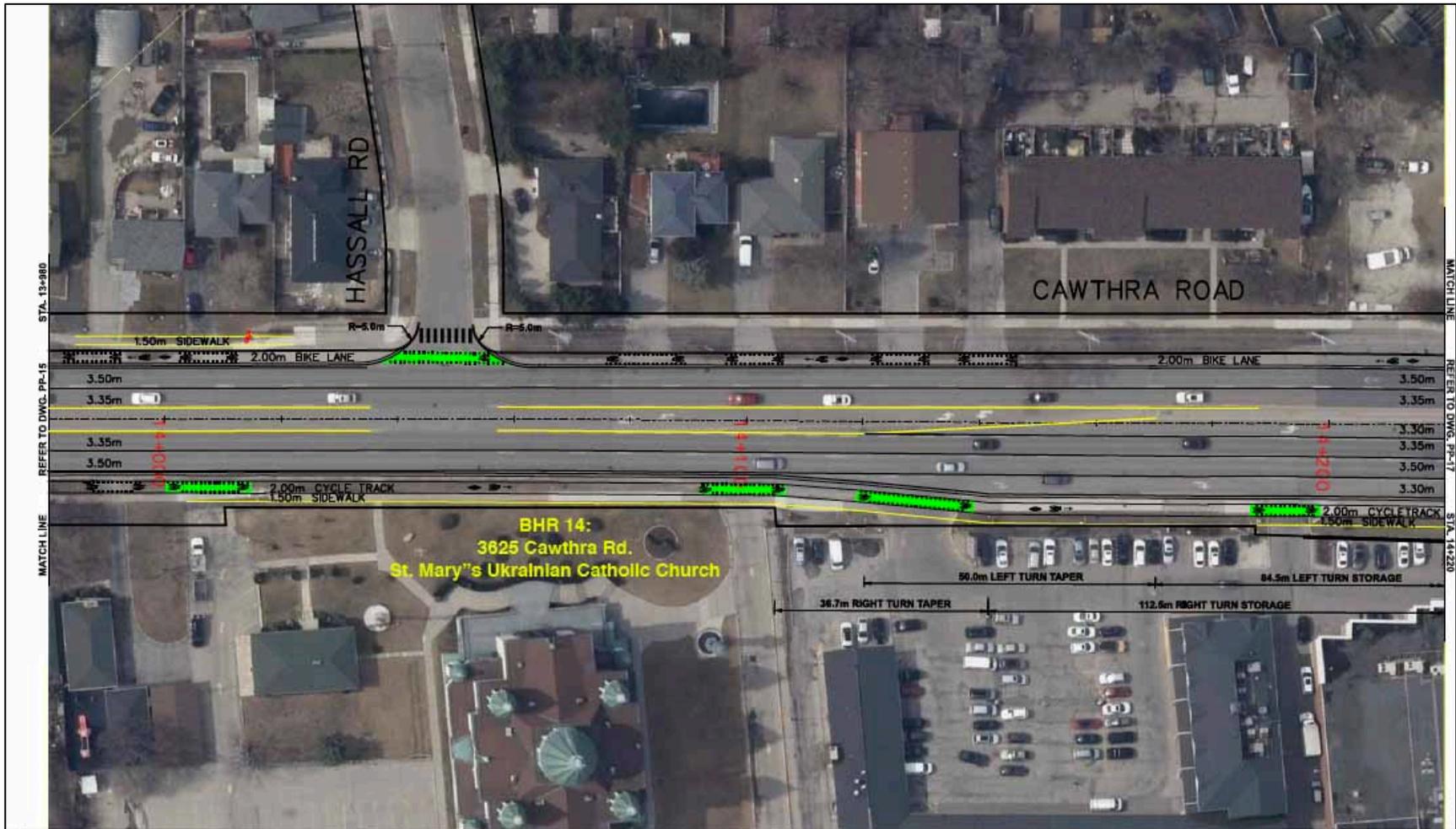


Figure 10. Aerial photograph showing Preliminary Design at the location of BHR 14 (3625 Cawthra Road, St. Mary's Ukrainian Catholic Church) [2-18].

7.0 MITIGATION RECOMMENDATIONS

7.1 Introduction

A proposed undertaking should not adversely affect the two types of cultural heritage resource defined as built heritage resources and cultural heritage landscapes. Intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation is the process of causing the lessening or negating of anticipated adverse impacts to cultural heritage resources. It may include, but is not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape, documentation of the built heritage resource if to be demolished or relocated, and the salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Mitigation strategies will be carried out through the detailed design phase and prior and post construction work, as applicable. Refinements and enhancements to the mitigation recommendations will be made, as warranted, throughout all phases of the project.

Depending on the severity of the potential impact, typical mitigation actions for properties identified with having the potential for cultural heritage value or interest and properties recognized municipally as a listed or designated property under the OHA for its cultural heritage value or interest, may include the following:

- a Cultural Heritage Evaluation Report (CHER);
- a Heritage Impact Assessment (HIA);
- a Cultural Heritage Documentation Report (CHDR); and/or
- a salvage list.

Other mitigation recommendations may include the following actions:

- avoidance of the cultural heritage resources;
- avoidance of the isolation of cultural heritage resources;
- avoidance of locating construction laydown construction office sites on or adjacent to a cultural heritage resource;
- sympathetic design if a built heritage resource is to be demolished/replaced; and,
- appropriate landscaping design with regard to the setting of affected cultural heritage resources.

7.2 Recommended Mitigation Actions

Table 2: Potential Impacts and Mitigation Recommendations: Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) and Located Within or Adjacent to the Cawthra Road Study Corridor between the QEW and Eastgate Parkway, City of Mississauga includes recommended mitigation actions with regard to potential impacts to identified cultural heritage landscapes and built heritage resources within or adjacent to the Cawthra Road study corridor for Region of Peel Municipal Class EA, Cawthra Road between the Queen Elizabeth Way (QEW) and Eastgate Parkway in the City of Mississauga. The mitigation recommendations in **Table 2** are based on the Preliminary Design (May 2018) provided by IBI Group.

In summary, the following eight (8) built heritage resources and cultural heritage landscapes have recommended mitigation actions described in **Table 2** and are shown on **Figures 3 to 10**.

- CHL 1: Cawthra Road;
- CHL 3: 707 Dundas Street East;
- BHR 4: 3065 Cawthra Road;
- CHL 9: Cawthra Road;
- BHR 11: 3317 Cawthra Road;
- CHL 12: Cawthra Road;
- BHR 13: 3569 Cawthra Road; and
- BHR 14: 3625 Cawthra Road.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Description / Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
1.	CHL	Residential: Streetscape	Cawthra Road North of QEW to The Queensway	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	No individual properties listed on the City of Mississauga Heritage Register and the streetscape is not included on the City Cultural Heritage Landscape Inventory.	Peel Region shall provide and implement an appropriate landscaping for the frontage of the properties on the Cawthra Road.
2.	BHR	Transportation - Railscape	Canadian Pacific (CP) / Former Credit Valley Railway, south of Dundas Street East at Cawthra Road.	No anticipated impacts.	None	No mitigation actions are recommended.
3.	CHL	Funerary / Religious	Dixie Union Cemetery and Chapel, 707 Dundas Street East	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Municipally designated property under OHA and included on the City of Mississauga Heritage Register (Inv.#73). A OHT plaque on Dundas Street frontage commemorates the Dixie Union Chapel, a City of Mississauga plaque also notes the designation under the OHA and there are other interpretive plaques on-site.	If proposed infrastructure work on the retaining wall on the east side of Cawthra Road north of Dundas Street East has the potential to impact the Dixie Union Cemetery, Peel Region shall consult the City of Mississauga heritage staff to determine if there is a requirement for the completion of a Heritage Impact Assessment (HIA) using the City's HIA guidelines.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Description / Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
4.	BHR	Religious	Dixie Presbyterian Church 3065 Cawthra Road	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Listed on the City of Mississauga Heritage Register (Inv. #487).	Peel Region shall consult the City of Mississauga heritage staff to determine if there is a requirement for the completion of a Heritage Impact Assessment (HIA) using the City's HIA guidelines. The application of the Criteria for Determining Cultural Heritage Significance or Value under O. Reg. 9/06 of the OHA will be included in the HIA to evaluate the property and determine if it is a candidate for heritage designation under Part IV of the OHA.
5.	BHR	Residential	3105 Cawthra Road, east side	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Not listed on the City of Mississauga Heritage Register.	No mitigation actions are recommended. The residence is located on development site (OZ 17/011 W3 and T-M17003 W3). The City has indicated the redevelopment proposal has been evaluated by the City and it was determined there were no impacts to the heritage resource and no further action is required. The house was to be demolished. A Stage 3 Archaeological Assessment (AA) has been recommended as part of the redevelopment project.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Description / Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
6.	BHR	Residential	3111 (3107) Cawthra Road, east side	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Not listed on the City of Mississauga Heritage Register.	No mitigation actions are recommended. The residence at 3111 Cawthra Road is part of a development project (OZ 16/001 W3 and T-M16001 W3). The City has indicated the redevelopment proposal has been evaluated by the City and it was determined there were no impacts to the heritage resource and no further action is required. The house was to be demolished
7.	BHR	Residential	3123 Cawthra Road, east side	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Not listed on the City of Mississauga Heritage Register.	No mitigation actions are recommended. The residence at 3123 Cawthra Road is part of a development project (OZ 16/001 W3 and T-M16001 W3). The City has indicated the redevelopment proposal has been evaluated by the City and it was determined there were no impacts to the heritage resource and no further action is required. The house was to be demolished
8.	BHR	Residential	3141 Cawthra Road	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Not listed on the City of Mississauga Heritage Register.	No mitigation actions are recommended. The built heritage resource on the property is set back from Cawthra Road and will not be affected by the infrastructure work at its street entrance, which is already changed.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Description / Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
9.	CHL	Residential: Streetscape	Cawthra Road Both sides of the road from Mount Peace Catholic Cemetery to Bloor Street East	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to allow for active transportation needs.	No individual properties listed on the City of Mississauga Heritage Register	Peel Region shall provide and implement an appropriate landscaping for the frontage of the properties on the Cawthra Road.
10.	CHL	Funerary - Cemetery	3204 Cawthra Road	Indirect Impact Potential for indirect impacts due to curb, boulevard and sidewalk modifications to allow for active transportation needs.	Not listed on the City of Mississauga Heritage Register.	Peel Region shall provide and implement an appropriate landscaping for the frontage of the properties on the Cawthra Road.
11.	BHR	Residential	3317 Cawthra Road, east side	Indirect Impact Potential for indirect impacts encroachment onto the front yard to the existing entrance stairs to the building as well as new curb, boulevard and sidewalk to accommodate active transportation needs. It is unknown at this time if it will be necessary for the Peel Region to buy the property in its entirety as an outcome of the EA Study. If the property is acquired the house on-site will probably be removed/ demolished (See mitigation actions column).	Not included on the City of Mississauga Heritage Register.	Peel Region will consult with the City of Mississauga heritage staff to determine if it requires the completion of a Heritage Impact Assessment (HAI) that includes the application of the Criteria for Determining Cultural Heritage Significance or Value under O. Reg. 9/06 of the OHA as a mitigation action for the property. If Peel Region does not acquire the property and the house is to remain in-situ an appropriate landscaping plan for the property frontage on Cawthra Road will be provided and implemented. If Peel Region acquires the property and it intends to demolish the house, the Region shall consult with the City heritage staff with regard to requirement the completion of an HIA

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) LOCATED WITHIN OR ADJACENT TO THE CAWTHRA ROAD STUDY CORRIDOR BETWEEN THE QEW AND EASTGATE PARKWAY, CITY OF MISSISSAUGA

Site #	Resource Category	Resource Type	Description / Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
12.	CHL	Streetscape - Residential	Cawthra Road north of Bloor St. E. to Burnhamthorpe Road East	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	No properties included on the City of Mississauga Heritage Register.	Peel Region shall provide and implement an appropriate landscaping for the frontage of the properties on the Cawthra Road.
13.	BHR	Residential / Commercial	3569 Cawthra Road	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	Not included on the City of Mississauga Heritage Register.	Peel Region shall provide and implement an appropriate landscaping for the frontage of the properties on the Cawthra Road.
14.	BHR	Religious - Church	3625 Cawthra Road St. Mary's Ukrainian Catholic Church	Indirect Impact Potential for indirect impacts due to curb, boulevard, and sidewalk modifications to accommodate active transportation needs.	This site is included as a listed heritage property on the City Heritage Register (Inv. #116)	Peel Region will consult with the City of Mississauga heritage staff to determine if it requires the completion of a Heritage Impact Assessment (HIA). The application of the Criteria for Determining Cultural Heritage Significance or Value under O. Reg. 9/06 of the OHA will be included in the HIA to evaluate the property and determine if it is a candidate for heritage designation under Part IV of the OHA.

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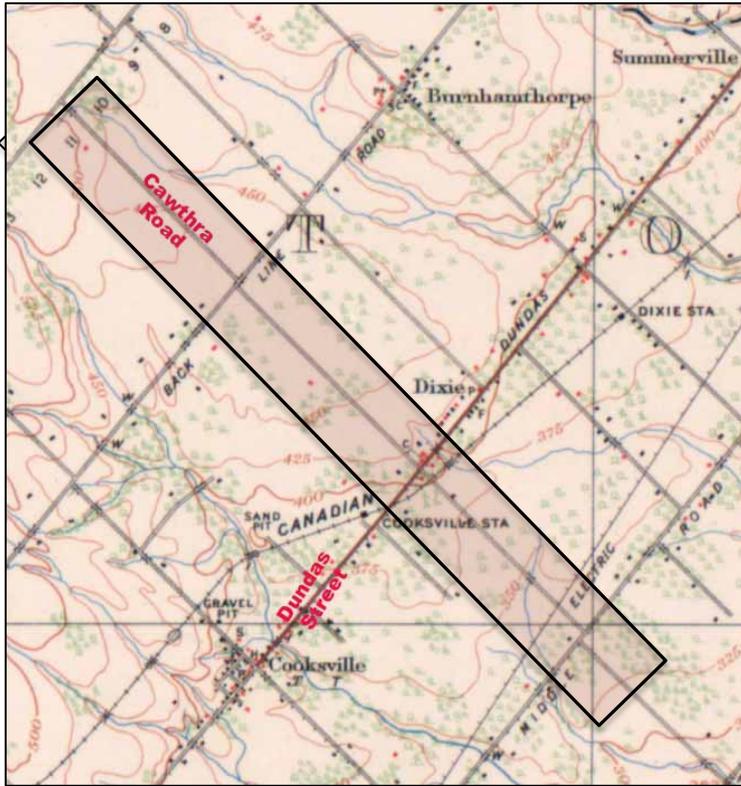
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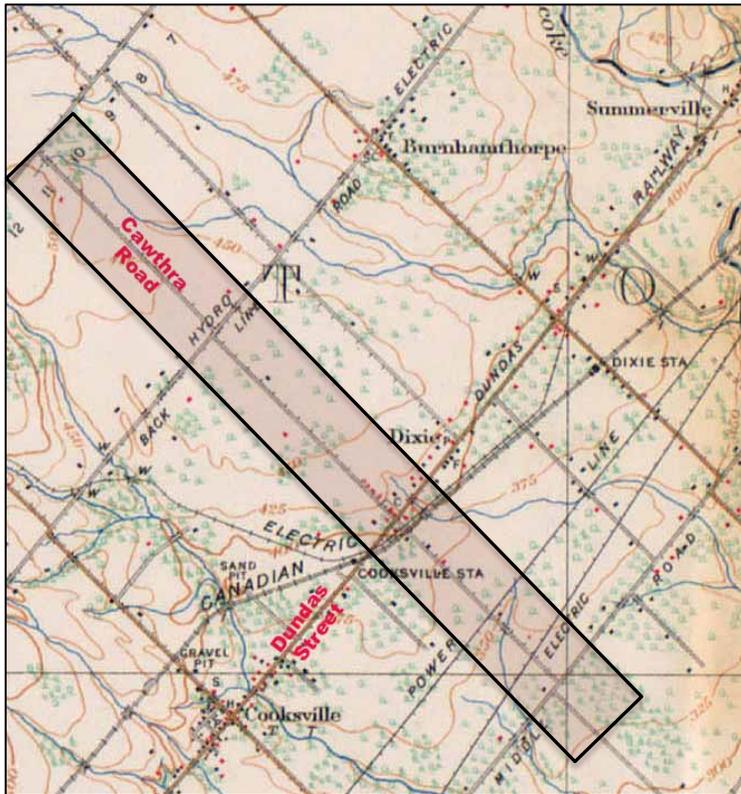
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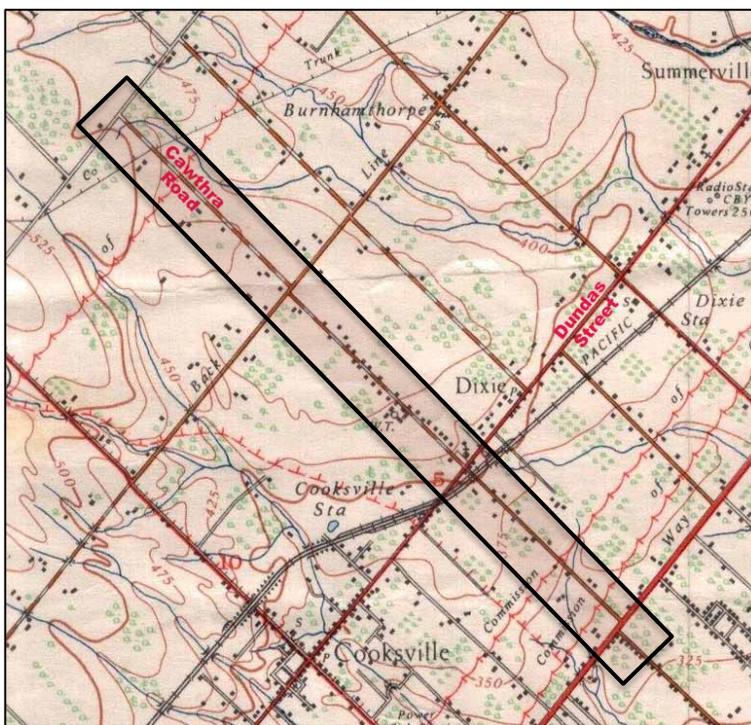
**APPENDIX:
HISTORICAL MAPS**



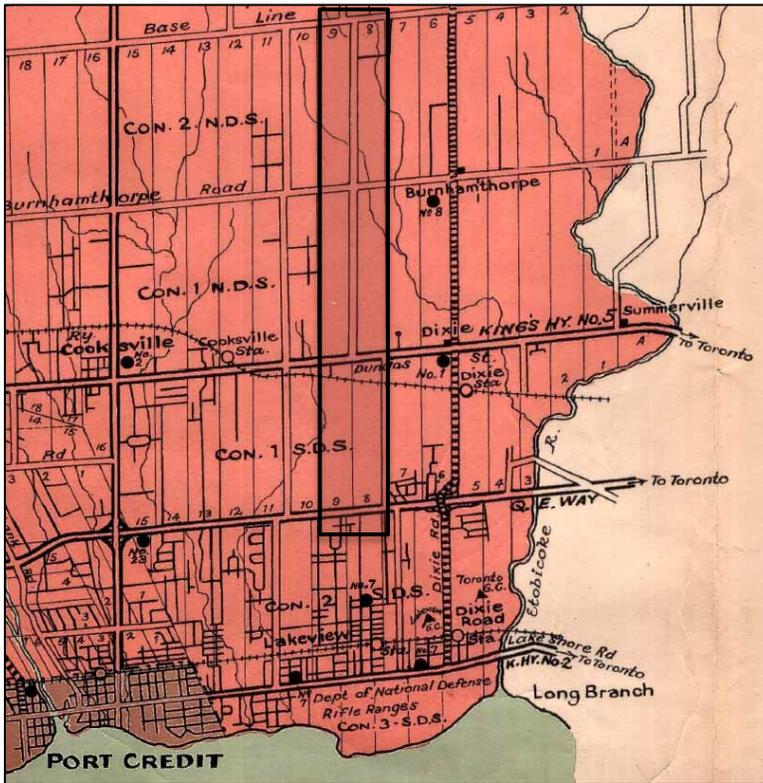
**Topographic map showing
Cawthra Road [NTS, 30 M/12
Brampton, 1909].**



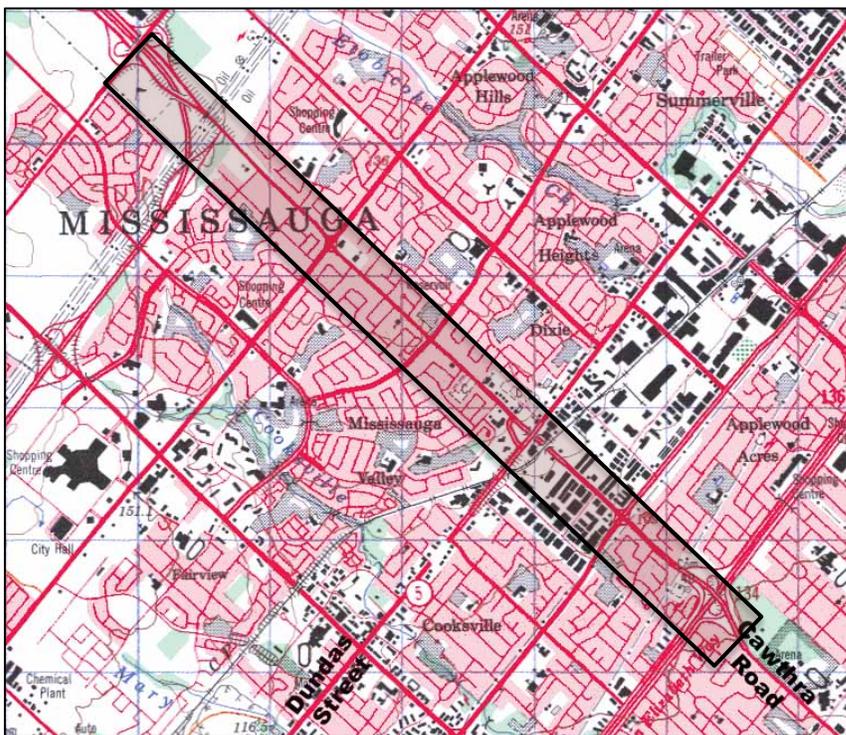
Topographic map showing
Cawthra Road [NTS, 30 M/12
Brampton. 1922].



Topographic map showing
Cawthra Road [NTS, 30 M/12
Brampton. 1922].



Map of the County of Peel
 Map [Source, University of
 Toronto Map Library. Peel
 County Council, Brampton,
 Ont., 1953].



Topographic map
 showing Cawthra Road
 [NTS, 30 M/12
 Brampton. 1994].