B.2 – Cultural Heritage Resource Assessment Report

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

EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

AIRPORT ROAD FROM BRAYDON BOULEVARD/STONECREST DRIVE TO COUNTRYSIDE DRIVE
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

CITY OF BRAMPTON,
REGIONAL MUNICIPALITY OF PEEL, ONTARIO

Prepared for:

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ASI File: 17CH-013

September 2017 (Revised October 2017 and April 2019)

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BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

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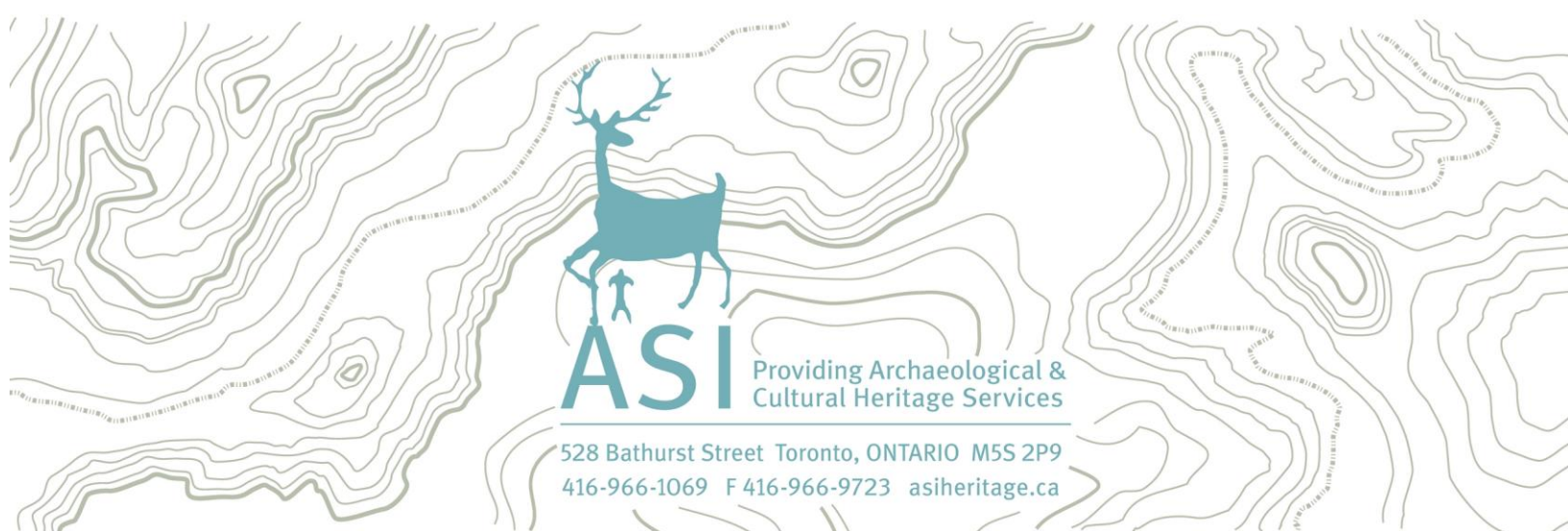**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

CITY OF BRAMPTON,
REGIONAL MUNICIPALITY OF PEEL, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by HDR to conduct a Cultural Heritage Resource Assessment as part of the Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive Municipal Class Environmental Assessment study. The Airport Road study area is centered on Airport Road between Braydon Boulevard/Stonecrest Drive in the south and Countryside Drive in the north. The recommended design consists of roadway widening from four to six lanes, the provision of off-road multi-use path on both sides of Airport Road for shared cycling/pedestrian use, streetscaping, and the relocation of hydro poles and light standards. The study area is generally bounded by residences on the east and west.

The results of background historical 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. A field review was conducted for the entire study area to confirm the location of previously identified cultural heritage resources and to document newly discovered ones.

Background research, data collection, and field review was conducted for the study area and it was determined that one cultural heritage resource (CHL 1, the watercourse and associated treed river valley) is located within or adjacent to the Airport Road EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to the identified cultural heritage resource. In particular, no-go zones should be established adjacent to the identified cultural heritage resource (CHL 1) and instructions to construction crews should be issued in order to prevent impacts.

2. Where feasible, the profile and cross section of the preferred alternative should be planned and executed to ensure there are no impacts to CHL 1.

3. Should avoidance of tree removals and grading within CHL 1 be determined to be infeasible, post-construction landscaping with historically-sympathetic native tree

species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect.

4.   This report should be submitted to Cassandra Jasinski, Heritage Planner at the City of Brampton, and the Ministry of Tourism, Culture, and Sport for review; and

5.   Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources

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1.0   INTRODUCTION

ASI was contracted by HDR to conduct a Cultural Heritage Resource Assessment as part of the Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive Municipal Class Environmental Assessment study. The Airport Road study area is centered on Airport Road between Braydon Boulevard/Stonecrest Drive in the south and Countryside Drive in the north. The recommended design consists of roadway widening from four to six lanes, the provision of off-road multi-use path on both sides of Airport Road for shared cycling/pedestrian use, streetscaping, and the relocation of hydro poles and light standards. The study area is generally bounded by residences on the east and west (Figure 1).

The purpose of this report is to identify existing conditions of the Airport Road study area, present an inventory of cultural heritage resources located within or adjacent to the study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This research was conducted by John Sleath, Associate Archaeologist/Project Manager, under the senior project management of Annie Veilleux, Manager of the Cultural Heritage Division, both of ASI.
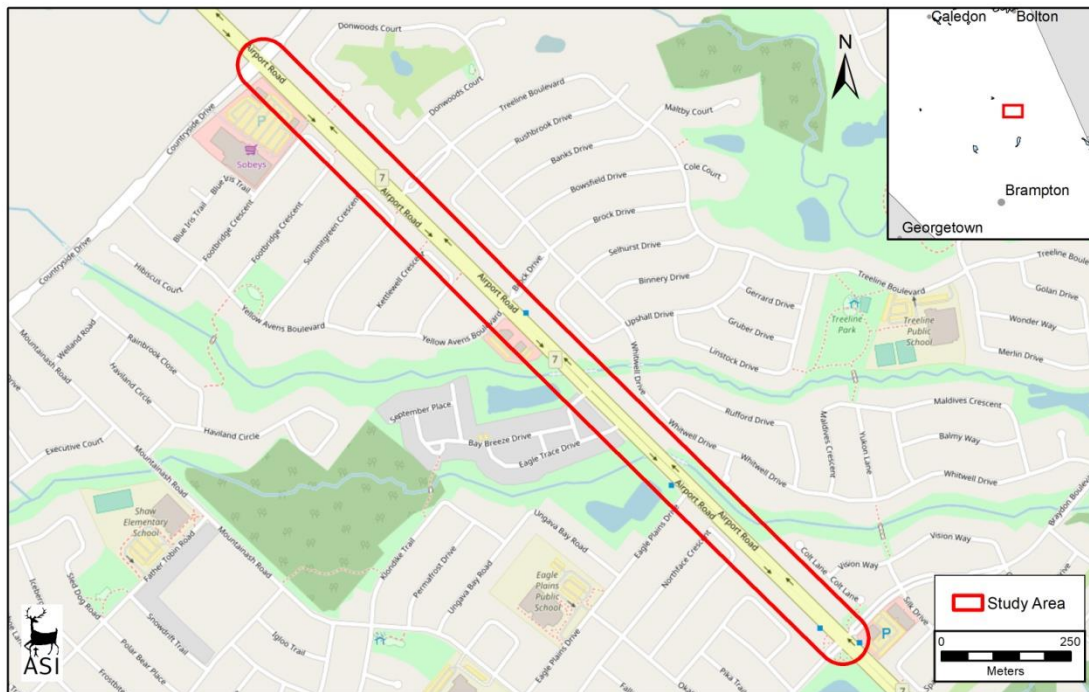

Figure 1: Location of the study area
Base Map:©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

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2.0   BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1   Legislation and Policy Context

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *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 Tourism, Culture and Sport 2016). 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 is used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadscapes and nucleated settlements. Built heritage resources 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* (1980). 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.

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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* (2014; *Standards and Guidelines* hereafter). These *Standards and Guidelines* apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for Ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

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

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

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

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> 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* O. Reg. 10/06 and has been found to have cultural heritage value or interest
> of provincial significance.

A built heritage resource is defined as the following (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*), which was updated
in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of
the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning
decisions. In order to inform all those involved in planning activities of the scope of these matters of
provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of
provincial interest shall be regarded when certain authorities, including the council of a municipality,
carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

> 2.(d)   the conservation of features of significant architectural, cultural, historical, archaeological
> or scientific interest

Part 4.7 of the *PPS* states that:

> The official plan is the most important vehicle for implementation of this Provincial
> Policy Statement. Comprehensive, integrated and long-term planning is best achieved
> through official plans.

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Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

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

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

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

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

A *built heritage resource* is defined as: "a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community" (Ministry of Municipal Affairs and Housing 2014).

A *cultural heritage landscape* is defined as "a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association" (Ministry of Municipal Affairs and Housing 2014). Examples may include, but are not limited to farmscapes, historical settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and 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 (Ministry of Municipal Affairs and Housing 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (Ministry of Municipal Affairs and Housing 2014).

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

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2.2   City of Brampton Municipal Heritage Policies

The City of Brampton provides cultural heritage policies in Section 4.10 of its Official Plan (2015). Cultural heritage policies relevant to this assessment are provided below:

4.10.1 Built Heritage

4.10.1.1   The City shall compile a Cultural Heritage Resources Register to include designated heritage resources as well as those listed as being of significant cultural heritage value or interest including built heritage resources, cultural heritage landscapes, heritage conservation districts, areas with cultural heritage character and heritage cemeteries.

4.10.1.2   The Register shall contain documentation for these resources including legal description, owner information, and description of the heritage attributes for each designated and listed heritage resources to ensure effective protection and to maintain its currency, the Register shall be updated regularly and be accessible to the public.

4.10.1.3   All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the *Ontario Heritage Act* to help ensure effective protection and their continuing maintenance, conservation and restoration.

4.10.1.4   Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a resource for past, present or future generations. The significance of a cultural heritage resource is embodied in its heritage attributes and other character defining elements including: materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:
- Aesthetic, Design or Physical Value;
- Historical or Associative Value; and/or,
- Contextual Value.

4.10.1.8   Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

4.10.1.17   The City shall modify its property standards and by-laws as appropriate to meet the needs of preserving heritage structures.

4.10.2 Cultural Heritage Landscape

4.10.2.1   The City shall identify and maintain an inventory of cultural heritage landscapes as part of the City's Cultural Heritage Register to ensure that they are accorded

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with the same attention and protection as the other types of cultural heritage resources.

4.10.2.2   Significant cultural heritage landscapes shall be designated under either Part IV or Part V of the *Ontario Heritage Act*, or established as Areas of Cultural Heritage Character as appropriate.

4.10.2.3   Owing to the spatial characteristics of some cultural heritage landscapes that they may span across several geographical and political jurisdictions, the City shall cooperate with neighbouring municipalities, other levels of government, conservation authorities and the private sector in managing and conserving these resources.

4.10.4 Areas with Cultural Heritage Character

4.10.4.1   Areas with Cultural Heritage Character shall be established through secondary plan, block plan or zoning by-law.

4.10.4.2   Land use and development design guidelines shall be prepared for each zoned area to ensure that the heritage conservation objectives are met.

4.10.4.3   Cultural Heritage Character Area Impact Assessment shall be required for any development, redevelopment and alteration works proposed within the area.

4.10.5 Heritage Cemeteries

4.10.5.1   All cemeteries of cultural heritage significance shall be designated under Part IV or V of the *Ontario Heritage Act*, including vegetation and landscape of historic, aesthetic and contextual values to ensure effective protection and preservation.

4.10.5.3   Standards and design guidelines for heritage cemetery preservation shall be developed including the design of appropriate fencing, signage and commemorative plaquing.

4.10.5.4   The heritage integrity of cemeteries shall be given careful consideration at all times. Impacts and encroachments shall be assessed and mitigated and the relocation of human remains shall be avoided.

4.10.8 City-owned Heritage Resources

4.10.8.1   The City shall designate all city-owned heritage resources of merits under the *Ontario Heritage Act* and shall prepare strategies for their care, management, and stewardship.

4.10.8.2   The City shall protect and maintain all city-owned heritage resources to a good standard to set a model for high standard heritage conservation.

4.10.8.3   City-owned heritage resources shall be integrated into the community and put to adaptive reuse, where feasible.

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4.10.9 Implementation

4.10.9.4   The City shall acquire heritage easements, and enter into development agreements, as appropriate, for the preservation of heritage resources and landscapes.

4.10.9.5   Landowner cost share agreement should be used wherever possible to spread the cost of heritage preservation over a block plan or a secondary plan area on the basis that such preservation constitutes a community benefit that contributes significantly to the sense of place and recreational and cultural amenities that will be enjoyed by area residents.

4.10.9.11   The relevant public agencies shall be advised of the existing and potential heritage and archaeological resources, Heritage Conservation District Studies and Plans at the early planning stage to ensure that the objectives of heritage conservation are given due consideration in the public work project concerned.

4.10.9.13   Lost historical sites and resources shall be commemorated with the appropriate form of interpretation.

4.10.9.14   The City will undertake to develop a signage and plaquing system for cultural heritage resources in the City.

2.3   Data Collection

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

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

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

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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 Brampton; 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 Brampton; 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 Brampton; 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 historical, 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 historical 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.

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

Results of the desktop data collection and field review are contained in Section 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on the identified cultural heritage resource. A cultural heritage resource inventory is provided in Section 7.0, while location mapping is in Section 8.0.

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3.0   BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking.

3.1   Background Historical Summary

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 physiography, as well as Indigenous and Euro-Canadian land use and settlement.

3.1.1   Physiography

The study area is situated within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984).

The Peel Plain physiographic region is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage (Chapman and Putnam 1984).

The study area is located within the drainage of the West Humber River. The Humber River watershed encompasses and area of 911 square kilometers with a main, east, and west branch, originating on the Niagara Escarpment and the Oak Ridges Moraine and flowing through York and Peel Regions into the City of Toronto where it drains into Lake Ontario (Toronto and Region Conservation Authority 2016). The Humber River was designated as a Canadian Heritage River System in 1999 for its Carolinian forests, farms, and old mills, and as its 10,000 year history of human settlement and significance as the Carrying Place Trail (Canadian Heritage Rivers System 2017).

3.1.2   Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier, approximately 13,500 before present (BP) (Ferris 2013:13). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988), and populations now occupied less extensive territories (Ellis and Deller 1990: 62-63).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines were then submerged. This period produces the earliest evidence of heavy wood working tools and is indicative of greater investment of labour in felling trees for fuel, to build shelter, or to produce tools, and is ultimately indicative of prolonged seasonal residency at sites (Brown 1995:13; Parker Pearson 1999:141). Between approximately

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4,500-3,000 BP, there is evidence for construction of fishing weirs. These structures indicate not only the group sharing of resources, but also the organization of communal labour (Ellis *et al.* 1990; Ellis *et al.* 2009).

Between 3,000-2,500 BP, populations continued with residential mobility harvesting of seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence *et al.* 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence *et al.* 1990:155, 164). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013:13-15). Bands likely retreated to interior camps during the winter.

From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to those described in early historical documents. Populations in the study area would have been Iroquoian speaking though full expression of Iroquoian culture is not recognised archaeologically until the fourteenth century. During the Early Iroquoian phase (1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (1300-1450), this episodic community disintegration was no longer practised, and populations now communally occupied sites throughout the year (Dodd *et al.* 1990:343). In the Late Iroquoian phase (1450-1649), this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the Indigenous Nations was developed, as described historically by the French and English explorers who first visited southern Ontario.

Beginning in the mid-late seventeenth century, the Mississaugas began to replace the Seneca as the controlling Aboriginal group along the north shore of Lake Ontario since the Five Nations Iroquois confederacy had overstretched their territory between the 1650s and 1670s (Williamson 2008). The Five Nations Iroquois could not hold the region and agreed to form an alliance with the Mississauga peoples and share hunting territories with them. The Mississaugas traded with both the British and the French in order to have wider access to European materials at better prices, and they acted as trade intermediaries between the British and tribes in the north.

The eighteenth century saw the ethnogenesis in Ontario of the Métis. Métis people are of mixed First Nations and French ancestry, but also mixed Scottish and Irish ancestry as well. The Métis played a significant role in the economy and socio-political history of the Great Lakes during this time. Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however Métis populations lived throughout Ontario (Métis Nation of Canada [MNC] n.d.; Stone and Chaput 1978:607,608).

3.1.3   *Historical Euro-Canadian Land Use: Township Survey and Settlement*

Historically, the study area is located between the Former Townships of Chinguacousy and Toronto Gore, County of Peel in part of Lots 13-15, Concession 6 East of Centre Road (Township of Chinguacousy) and Lots 13-15, Concession 7 Northern Division (Township of Toronto Gore). 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

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divided into Upper and Lower Canada in 1792, the Province was separated into 19 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 (Armstrong 1985; Walker and Miles 1877).

Township of Chinguacousy

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

The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River meaning "young pine." Other scholars assert that it was named in honour of the Ottawa Chief Shinguacose, which was corrupted to the present spelling of 'Chinguacousy,' "under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812" (Mika 1977:416; Rayburn 1997:68). The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant Survey Diaries indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837:71; Pope 1877:59). Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. Excellent wheat was grown here. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846:32; Smith 1851:279). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851:279).

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

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

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Township of Toronto Gore

The Township of Toronto Gore was established in 1831, and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughan, and Etobicoke. The area that would eventually comprise the Township of Toronto Gore was formally surveyed in 1818, and the first "legal" settlers took up their lands later in that same year. The first landowners in the township were composed of settlers from New Brunswick, the United States, and also some United Empire Loyalists and their children. The Township of Toronto Gore remained a part of the County of Peel until 1973, and in 1974, the Township became a part of the City of Brampton (Mika and Mika 1977:417; Armstrong 1985:142).

City of Brampton

The land of Brampton was originally owned by Samuel Kenny. Kenny sold this land to John Elliot who cleared the land, laid it out into village lots, and named it Brampton. By 1822 Brampton began to be populated but in 1845 the settlement gained a large influx of Irish immigrants leading to its incorporation as a village in 1852. At this point Brampton had spread across Etobicoke Creek with three bridges spanning it, had seven churches, five schools, a distillery, a cooperage, and a potashery. In 1858 Brampton was connected with the Grand Trunk Railway. This allowed the founding of two major industries in Brampton, the Haggert Foundry and the Dale Estate Nurseries; Dale Estate Nurseries remained the largest employer in the city until the 1940s. By the 1860s, Brampton had a population of 1,627 and became the County Town. In 1867 a courthouse was constructed. In 1873 Brampton was incorporated as a town and the population remained fairly static until the 1940s (Mika and Mika 1977:250–251).

In the late 1940s and into the 1950s rapid urban growth in Toronto helped to change the landscape as population rose steadily. New subdivisions developed during this time and, in the 1950s, Bramalea was created. Called "Canada's first satellite city," Bramalea was a planned community built to accommodate 50,000 people by integrating houses, shopping centres, parks, commercial business, and industry. In 1974 the City of Brampton was formed as a result of the amalgamation of Chinguacousy Township, Toronto Gore Township, the Town of Brampton, and part of the Town of Mississauga. In the 1980s and 1990s development spread further with large subdivisions developed on lands formerly used for farming (City of Brampton 2017, Mika and Mika 1977:250-251).

3.1.4   Review of Historical 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). Airport Road is clearly noted in its present location, and serves as the boundary between the townships of Chinguacousy and Toronto Gore.

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. In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historical mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past

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and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Historically, the study area is located in the former Townships of Chinguacousy and Toronto Gore, Peel County. Details of historical property owners and historical features in the study area are listed in Table 1.

Table 1: Airport Road Study Area – Nineteenth-century property owner(s) and historical features(s)

Con.	Lot	*1859 Tremaine's Map of the County of Peel*		*1877 Illustrated Historical Atlas of the County of Peel*	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
6 ECR	13	William Dale (E 1/2) H. Pearen (E portion)	None Residence, Village of Stanley Mills	Wm. Anderson	House (2), mill, orchards, Stanley's Mills town lots
	14	Andy Flemming (E 1/4)	None	Jas Fleming	House, orchards
	15	Arthur Shaw (E 1/2)	None	Arthur Shaw	House (2), orchards
7 Northern Div.	13	John Dale (S 1/2) Geo. Bellieur (N 1/2)	Watercourse, Village of Stanley Mills Watercourse	Miles Fenlon (NR) (S 1/2) Jas Bellieur (N 1/2)	House, Stanley's Mills town lots House (3), orchards (3)
	14	James McGee	Watercourse	Rich Berryman (W 1/2) E lot)	House, orchards
	15	Mary Morrison (S 1/2) J. Morrison (N 1/2)	Watercourse Watercourse	W. Endacott Robt Morrison	House, orchards House

According to the 1859 map, structures associated with the village of Stanley's Mills are illustrated within the Study Area in Lot 13 of both concessions, including an inn, as well as a structure along the creek in Concession 6 and a house on Lot 16, Concession 6. The maps also illustrate the hamlet of Tullamore, and show Airport Road as a historically surveyed road forming the township line between Chinguacousy and Toronto Gore. By 1877, there are 16 structures illustrated along Airport Road, including William Anderson's mill near Stanley's Mills and the school house near Tullamore.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1919, 1954, and 1994. These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The 1919 Topographical Map was examined to determine the extent and nature of development and land uses within the study area (Figure 4). The map illustrates that the study area remained within a rural context east of the Town of Brampton, and that there was little urban expansion beyond the historical town limits. The surrounding rural areas remained relatively undeveloped into the mid-twentieth century. Airport Road and Countryside Drive are depicted as unmettaled roadways, with two watercourses passing

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under Airport Road by means of a masonry culvert and a wooden culvert. Three residences are depicted adjacent to the study area, with one stone or brick residence is illustrated at the southwest limit of the study area, one frame structures located on the west side of Airport Road near the wooden culvert, and one frame structure at the northeast of the study area south of Countryside Drive.

The 1954 aerial photo demonstrates that the study area continued to feature rural, agricultural lands in the mid-twentieth century (Figure 5). Two watercourses are depicted crossing under Airport Road in the southern half of the study area. A total of four farmscapes are depicted adjacent to the study area, with two in the southern half of the study area, on the east and west side of Airport Road, and two in the north, to the southeast and southwest of the intersection with Countryside Drive.

The 1994 topographical maps confirm the study area retained its historical rural agricultural in the second half of the twentieth century (Figure 6). Limited residential development is illustrated, with several additional residences depicted than earlier mapping. Three tributaries of the Humber River are illustrated passing under Airport Road within the study area, in a similar location as observed during the field inspection. A stormwater management pond is also illustrated to the west of Airport Road, in the location of the existing one north of Eagle Plains Drive.
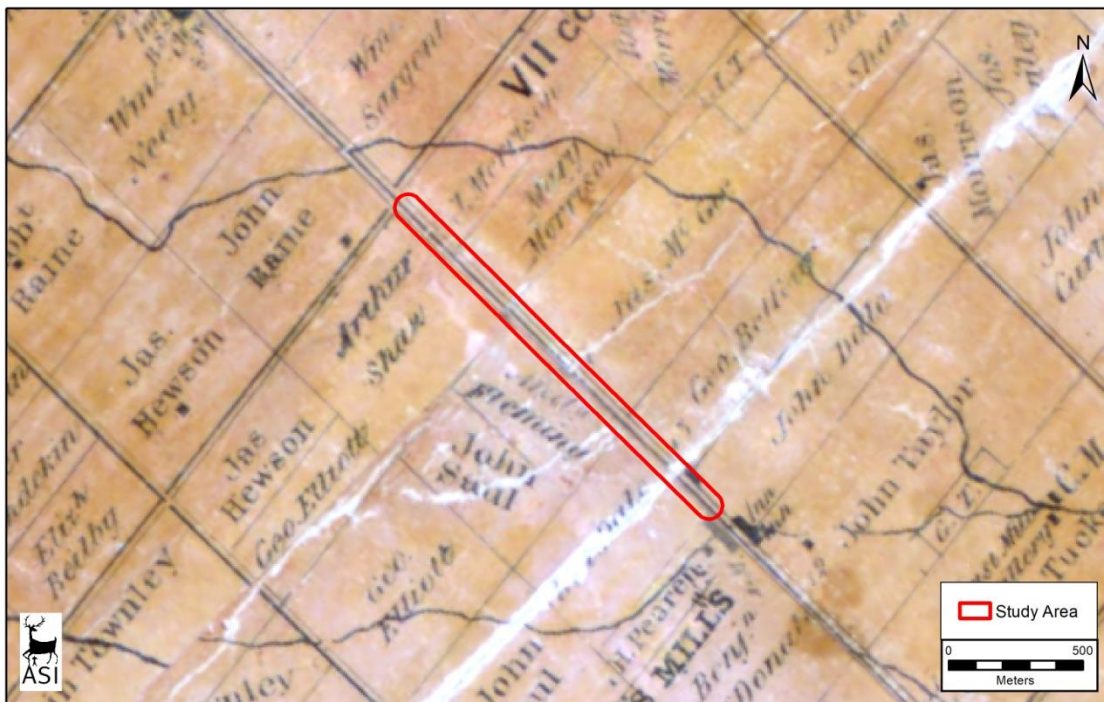
Figure 2: The study area overlaid on the 1859 Tremaine map

Base Map: Tremaine 1859

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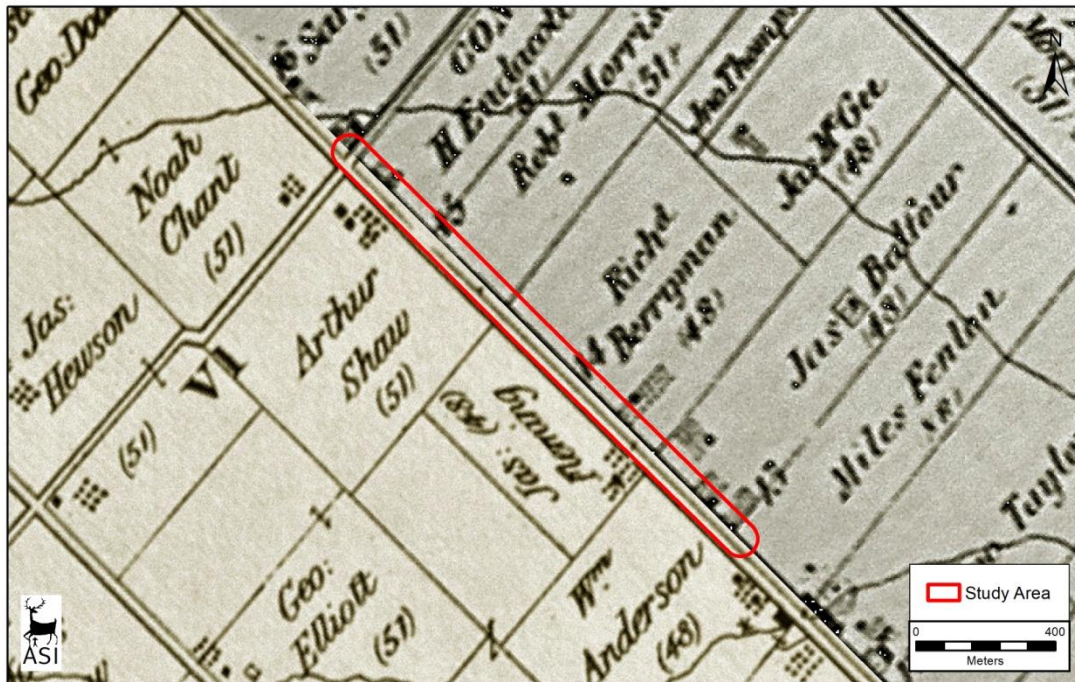
Figure 3: The study area overlaid on the 1877 *Illustrated Historical Atlas*

Base Map: Pope and Co 1877
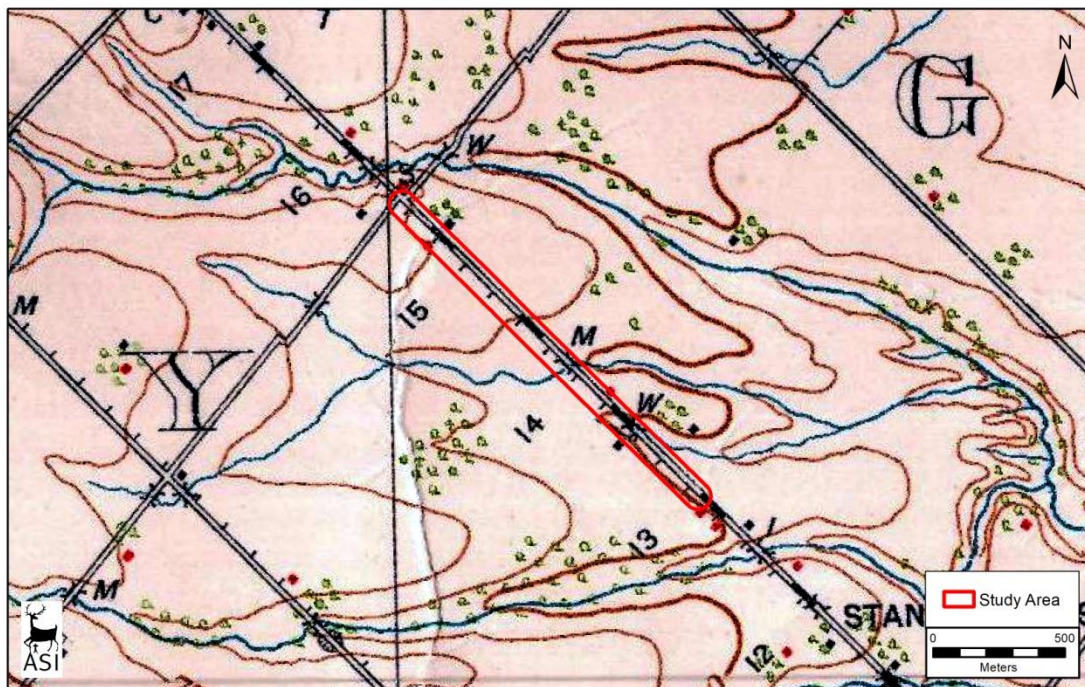
Figure 4: The study area overlaid on the 1919 Bolton NTS map

Base Map: NTS Sheet No. 59 (Department of Militia and Defense 1919)

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Figure 5: The study area overlaid on the 1954 aerial photograph
Reference: Plates 437.793 (Hunting Survey Corporation 1954)
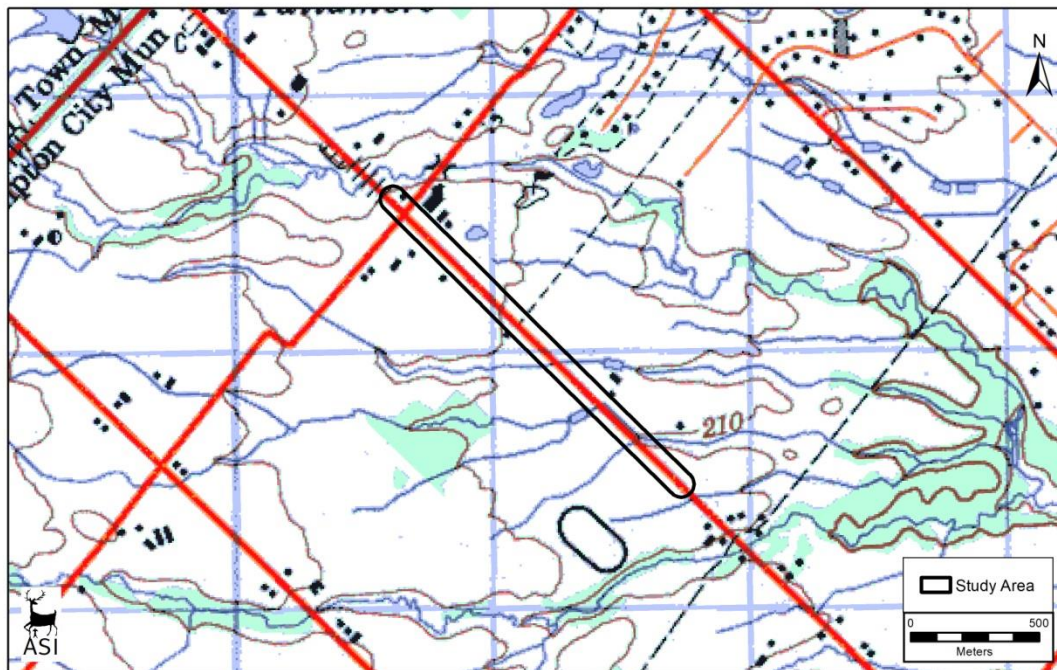
Figure 6: The study area overlaid on the 1994 Bolton NTS map
Base Map: NTS Sheet 30/M-13 (Department of Energy, Mines and Resources 1994)

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3.2   Existing Conditions

3.2.1   *Review of Existing Heritage Inventories*

In order to make an identification of existing cultural heritage resources within the study area, a number of resources were consulted (MTCS 2016). They include:

- City of Brampton's *Municipal Register of Cultural Heritage Resources designated Under the Ontario Heritage Act, Designated Properties,* which includes properties individually designated under Part IV of the *Ontario Heritage Act* and *Municipal Register of Cultural Heritage Resources, 'Listed' Heritage P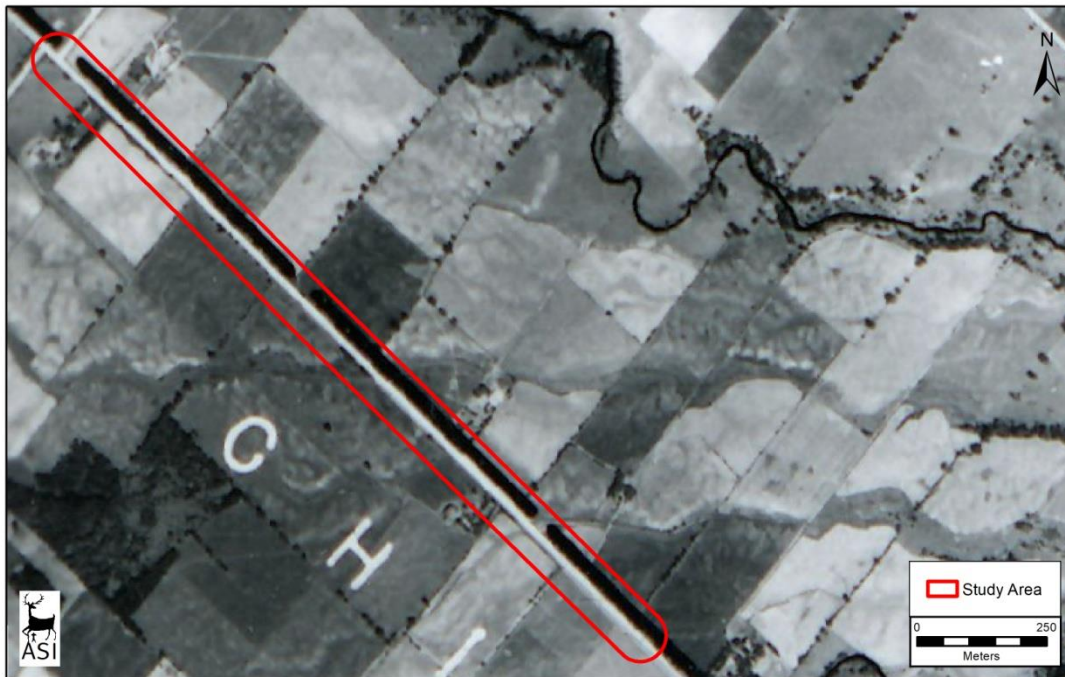roperties,* which included properties which are not designated but believed to be of cultural heritage value or interest (commonly referred to as "listed" properties);[1]
- The inventory of Ontario Heritage Trust easements;[2]
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;[3]
- *Ontario's Historical Plaques* website;[4]
- Inventory of known cemeteries/burial sites in the Ontario Ministry of Government and Consumer Services and the Ontario Geneaological Society's online databases;[5]
- Parks Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels;[6]
- Parks Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses;[7]
- Canadian Heritage River System. The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage;[8] and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.[9]

In addition, the following stakeholders were contacted to gather information on potential cultural heritage resources, active and inactive cemeteries, and areas of identified Indigenous interest within and/or adjacent to the study area:

- Cassandra Jasinski, Heritage Planner, City of Brampton, was contacted to gather any information on potential cultural heritage resources or concerns within and/or adjacent to the study area (email

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[1] Reviewed 10 August, 2017 (http://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/Listed_Register.pdf and
http://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/Designation_Register.pdf)
[2] Reviewed 10 August, 2017 (http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties)
[3] Reviewed 10 August, 2017 (http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx)
[4] Reviewed 10 August, 2017 (www.ontarioplaques.com)
[5] Reviewed 10 August, 2017 (http://vitacollections.ca/ogscollections/2818487/data?grd=3186 and
https://www.consumerbeware.mgs.gov.on.ca/esearch/cemeterySearch.do?eformsId=0)
[6] Reviewed 10 August, 2017 (http://www.historicplaces.ca/en/pages/about-apropos.aspx)
[7] Reviewed 10 August, 2017 (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)
[8] Reviewed 10 August, 2017 (http://chrs.ca/the-rivers/)
[9] Reviewed 10 August, 2017 (http://whc.unesco.org/en/list/)

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communication 10 August 2017 and 11 and 12 April 2019). A response confirmed the location of previously identified cultural heritage resources.

- The Ministry of Tourism, Culture and Sport (email communication 10 August 2017 and 11 and 12 April 2019). A response confirmed that there were no Provincial Heritage Properties within or adjacent to the study area.[10]

Based on the review of available provincial and federal data, there is one previously identified resource within and/or adjacent to the Airport Road study area.

3.2.2   Airport Road Study Area– Field Review

A field review of the study area was undertaken by John Sleath of ASI, on 22 August 2017 to document the existing conditions of the study area. The field review was preceded by a review of available, current and historical, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Identified cultural heritage resources are discussed in Section 3.2.3 and are mapped in Section 8.0 of this report.

The study area is composed of the area 100 metres wide along the current alignment of the Airport Road ROW, and is surrounded by residential development with the exception of the northwest corner, which is bounded by agricultural fields. Airport Road is a four-lane road within the ROW divided by a central median having wide boulevards with sidewalks on both sides of the road between Braydon Boulevard/Stonecrest Drive to the south and Countryside Drive to the north. It intersects with Eagle Plains Drive, Camrose Street, Yellow Avens Boulevard/Brock Drive, and Treeline Boulevard.

In addition to the residences that characterize the majority of the immediate study area vicinity, commercial plazas are located at the southeast corner of Airport Road and Braydon Boulevard, the southwest corner of Airport Road and Yellow Avens Boulevard, and the southwest corner of Airport Road and Countryside Drive. Additionally, a vacant lot zoned for commercial development is located to the northwest of Airport Road and Yellow Avens Boulevard. A small recreational parkette is located to the southwest corner of Airport Road and Stonecrest Drive to the immediate south of the study area.

Two tributaries of the Humber River, a Canadian Heritage River, are carried by means of modern concrete box and pipe culverts under Airport Road within the study area, with one approximately 100 m north of Eagle Plains Drive and one approximately 150 m south of Yellow Avens Boulevard/Brock Road. Stormwater management ponds are located immediately south of the two northernmost watercourses adjacent to the Airport Road ROW. An additional stormwater management pond is located to the southwest of the intersection of Airport Road and Braydon Boulevard/Stonecrest Drive, immediately outside the study area.

The northwest corner of the intersection of Airport Road and Countryside Drive features an active agricultural field, the southwest features a commercial plaza, and the northeast and southeast corners of the intersection are bound by residences (Plates 1-16).

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[10] Contacted 10 August 2017 and 11 April 2019 at registrar@ontario.ca.

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Plate 1: Airport Rd. with center median, looking south towards Braydon Blvd/Stonecrest Dr.

Plate 2: Airport Rd. with center median, looking north from Braydon Blvd/Stonecrest Dr.

Plate 3: Sidewalk and wide grass boulevard on east side of Airport Rd, with residences at left, looking north from Braydon Blvd./Stoncrest Dr.

Plate 4: Wide grass boulevard on east side of Airport Rd., with residences at rear, looking northwest.

Plate 5: Sidewalk and grass boulevard on Airport Rd. adjacent to residences, looking northeast.

Plate 6: Vegetated Humber River tributary valley, looking northeast.

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Plate 7: East headwall of pipe culvert carrying Humber River under Airport Rd., looking west.

Plate 8: Stormwater management pond to southwest of study area, looking northwest to Stonecrest Dr.

Plate 9: Commercial structures on west side of Airport Rd., looking north to Yellow Avens Blvd.

Plate 10: Sidewalk at center with culvert headwall at right on west side of Airport Rd., looking south.

Plate 11: Concrete culvert carrying Humber River under Airport Rd. south of Yellow Avens Blvd, looking east.

Plate 12: Stormwater management pond south of Yellow Avens Blvd, looking southwest.

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Plate 13: Intersection of Airport Rd. and Yellow Avens Blvd., looking northeast.

Plate 14: Wide grass boulevard with ornamental gate leading to residences to the west of Airport Rd., looking west.

Plate 15: Airport Rd. with center median, looking south from Countryside Dr.

Plate 16: Intersection of Airport Rd. and Countryside Dr., looking northeast.

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3.2.3   *Airport Road Study Area– Identified Cultural Heritage Resources*

Based on the results of the background research and field review, one cultural heritage resource (CHR) was identified within and/or adjacent to the Airport Road study area (see Figures 7 and 8). The cultural heritage resource includes one cultural heritage landscape (CHL) (Table 2). A detailed inventory of this cultural heritage resource within the study area is presented in Section 7.0 and mapping of the feature along with photographic plate locations is provided in Section 8.0 of this report.

Table 2: Summary of cultural heritage landscapes (CHL) in the study area

Feature	Location	Type	Recognition
CHL 1	Humber River	River and associated river valley	Canadian Heritage River

3.3   Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the document entitled *Ontario Heritage Tool Kit* (MTC 2006) which include:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- 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;
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

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.

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

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.

3.3.1   Potential Impacts of the Proposed Undertaking

The recommended design for the Airport Road corridor from Braydon Boulevard / Stonecrest Drive to Countryside Drive consists of roadway widening from four to six lanes, the provision of off-road multi-use path on both sides of Airport Road for shared cycling/pedestrian use, streetscaping, and the relocation of hydro poles and light standards. The recommended design will result in improvements to approximately 1.6 kilometres of Airport Road. Additional impacts include grading adjacent to the existing Airport Road ROW and tree removals. Grading limits are depicted along with photographic plate locations and the location of the identified cultural heritage resource in Figure 7 and Figure 8.

Table 3: Preferred Alternative - Potential Impacts to Cultural Heritage Resources

Feature ID	Potential Impact(s)	Proposed Mitigation Measures
CHL 1	• CHL 1 is not anticipated to be impacted by the grading adjacent to the ROW. • The watercourse and associated treed river valley is not anticipated to be impacted as a result of the proposed undertaking.	• Staging and construction activities should be suitably planned to avoid impacts to CHL 1. • Where feasible, grading limits should be planned and executed in order ensure there are no impacts to CHL 1. • If construction is anticipated to result in tree removal and grading impacts to CHL 1, post-construction landscaping with native tree species should be employed to mitigate impacts to the heritage value of the resource.

The recommended design is not anticipated to impact the one identified cultural heritage resource, the Humber River (CHL 1). The proposed undertaking involves the widening of Airport Road under which the Humber River is presently diverted by means of several culverts. These culverts were included as part of this assessment and were determined not to retain potential cultural heritage value. The proposed undertaking is also anticipated to result in the removal of vegetation within the ROW and potentially within the treed river valley associated with CHL 1.

Where feasible, the profile and cross section of the recommended design should be planned and executed to ensure there are no impacts to CHL 1. Should avoidance of tree removals within CHL 1 be determined

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to be infeasible, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect.

4.0   CONCLUSIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating back to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there is one previously identified feature of cultural heritage value within the Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive study area.

Key Findings

- A field review of the study area confirmed that there is one cultural heritage resources consisting of one cultural heritage landscape (CHL) within or immediately adjacent to the study area.

- The identified cultural heritage resource includes two tributaries of the Humber River, a Canadian Heritage River (CHL 1);

- The identified cultural heritage resource is historically and contextually associated with late-nineteenth century land use patterns in the former Townships of Chinguacousy and Toronto Gore.

Impact Assessment

- The recommended design will be primarily confined to the existing Airport Road ROW and there are no significant impacts anticipated for the identified cultural heritage resource (CHL 1).

- Where tree removals are anticipated within CHL 1, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource, where feasible.

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5.0   RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that one cultural heritage resource is located within or adjacent to the Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive Class EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to the identified cultural heritage resource. In particular, no-go zones should be established adjacent to the identified cultural heritage resource (CHL 1) and instructions to construction crews should be issued in order to prevent impacts.

2. Where feasible, the profile and cross section of the preferred alternative should be planned and executed to ensure there are no impacts to CHL 1.

3. Should avoidance of tree removals and grading within CHL 1 be determined to be infeasible, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect.

4. This report should be submitted to Cassandra Jasinski, Heritage Planner at the City of Brampton, and the Ministry of Tourism, Culture, and Sport for review; and

5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.

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7.0   CULTURAL HERITAGE RESOURCE INVENTORY

Table 4: Inventory of cultural heritage resources (CHR) in the study area

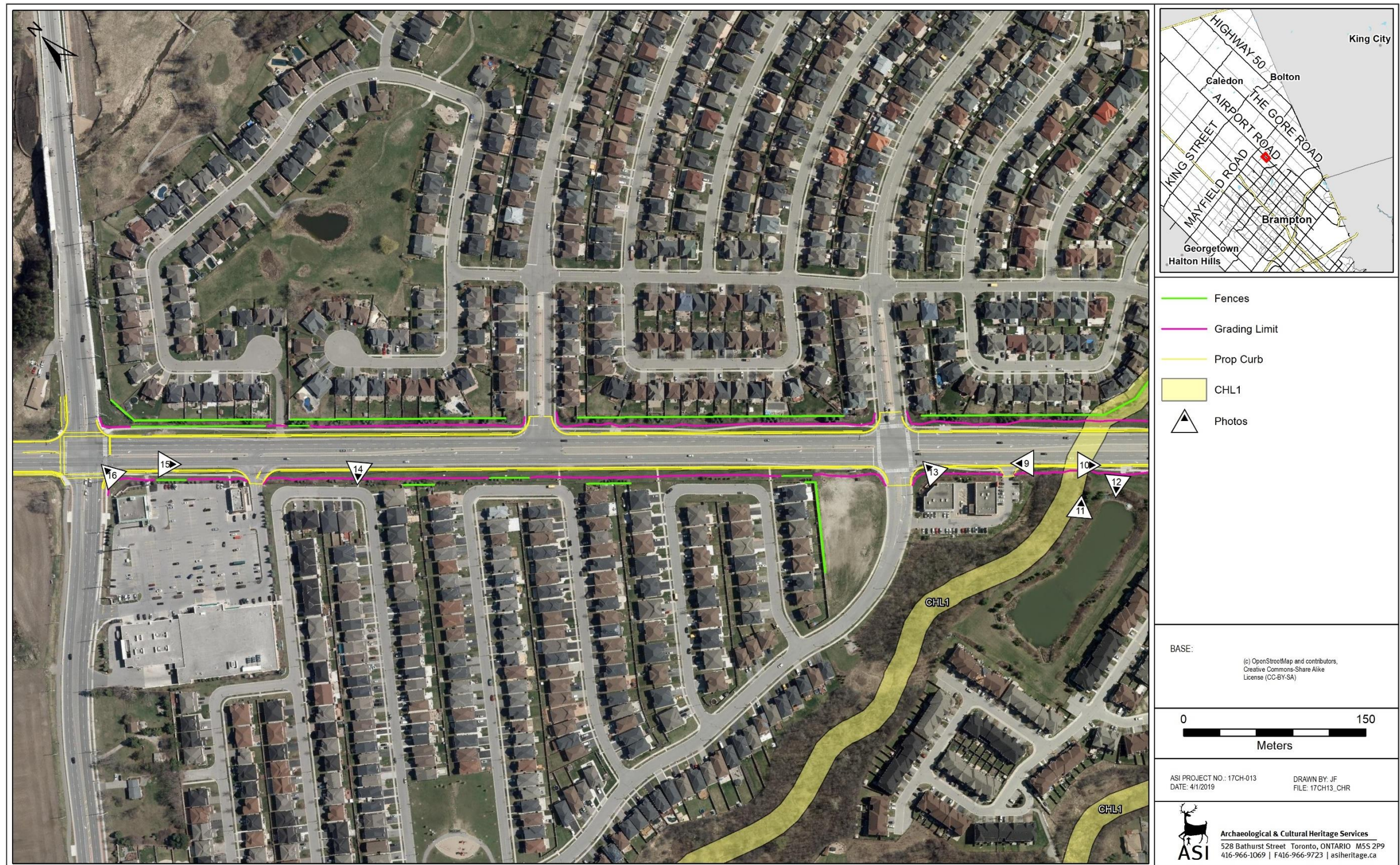| Resource	Type	Address/Location	Recognition	Description	Photos
CHL 1	Watercourse	Humber River	Designated a Canadian Heritage River	Historical: -Settlements have been located on the Humber River since the first inhabitants of the area arrived approximately 10 000 years ago. -The Carrying Place Trail, an Indigenous transportation route linking Lake Ontario with the Upper Great Lakes, was also used by the first European colonists to arrive in the seventeenth century. -Intensive Euro-Canadian settlement of the Humber River watershed began following the end of the War of 1812. Reason For Designation as a Canadian Heritage River (2017): "As a result of its outstanding cultural and recreational values, the Humber River was designated to the Canadian Heritage Rivers System in 1999. It flows through a rich mosaic of Carolinean forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto. A system of greenways along the river's shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people" (http://chrs.ca/the-rivers/humber/designation/)	 Humber River tributary and associated treed river valley east of Airport Road, looking southeast.

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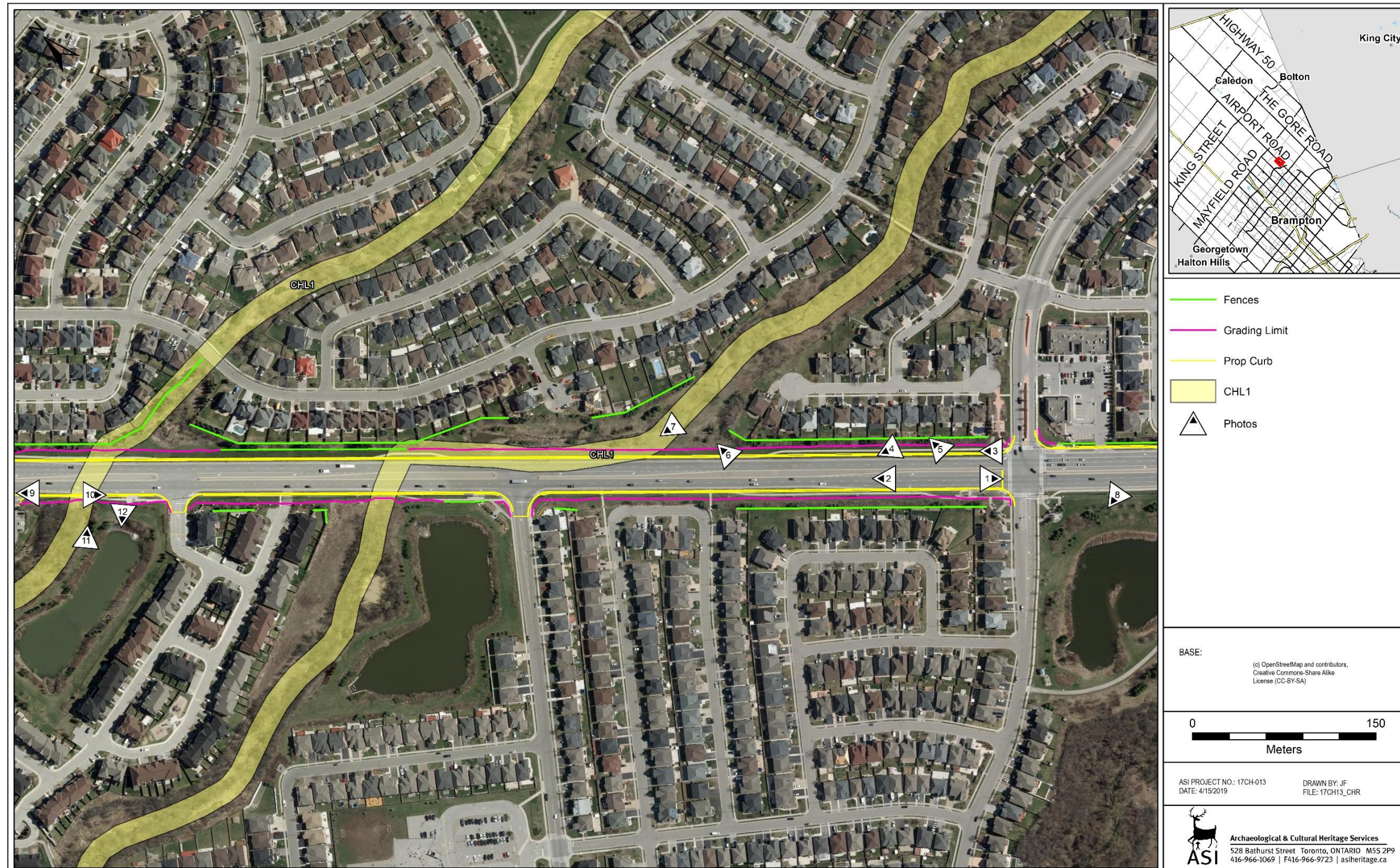
8.0   CULTURAL HERITAGE RESOURCE MAPPING

Figure 7: Location of Cultural Heritage Resources and photographic plates in Airport Road study area

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Figure 8: Location of Cultural Heritage Resources and photographic plates in Airport Road study area.