

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

Existing Conditions – Impact Assessment

**Mayfield Road Class Environmental Assessment
Chinguacousy Road to Heart Lake Road
Regional Municipality of Peel, Ontario**

Prepared for:

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EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by GENIVAR, Markham, on behalf of the Regional Municipality of Peel, to conduct a cultural heritage assessment as part of the Mayfield Road Class Environmental Assessment study. The study corridor extends from Chinguacousy Road to Heart Lake Road in the City of Brampton and the Town of Caledon, Regional Municipality of Peel, Ontario. The purpose of the study is to evaluate the current and future levels of service on Mayfield Road, identify long-term improvements for the horizon year of 2031, provide reasonable alternatives, and recommend a solution through a comprehensive and environmentally sound planning process with public participation. This assessment is being conducted as a Schedule ‘C’ project under the Municipal Class Environmental Assessment process.

Historical research revealed a study corridor with roots in nineteenth-century agricultural land use. Based on a review of available national and municipal heritage inventories along with a site visit, a total of eight cultural heritage landscapes (CHL) have been identified along the Mayfield Road study corridor. Of the seven CHLs, two are listed on the City of Brampton’s heritage inventory (CHL 2 and CHL 3); two are listed on the Town of Caledon’s heritage inventory (CHL 1 and CHL 5); one has been identified by Heritage Caledon and is being recommended for listing in the Town’s heritage inventory (CHL 7); and two were identified during the field review (CHL 4 and CHL 6). None of the identified resources are designated under the *Ontario Heritage Act*.

Following analysis of potential impacts of the preferred alternative, the following is recommended:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources;
2. CHL 1 and CHL 5 are expected to be impacted through encroachment and the potential removal of trees and/or vegetation to accommodate the addition of a sidewalk within the existing property limits. Tree protection zones should be implemented, where feasible, to retain existing trees on the properties. A cultural heritage landscape documentation report should be prepared for these properties by a qualified heritage professional prior to any landscape alteration.
3. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with appropriate/sympathetic historic plant materials is recommended, and fence rows should be preserved where extant; and,
4. 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.



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

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1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by GENIVAR, Markham, on behalf of the Regional Municipality of Peel, to conduct a cultural heritage assessment as part of the Mayfield Road Class Environmental Assessment (EA) study. The study corridor extends from Chinguacousy Road to Heart Lake Road in the City of Brampton and the Town of Caledon, Regional Municipality of Peel, Ontario (Figure 1). The purpose of the study EA is to evaluate the current and future levels of service on Mayfield Road, identify long-term improvements for the horizon year of 2031, provide reasonable alternatives, and recommend a solution through a comprehensive and environmentally sound planning process with public participation. This assessment is being conducted as a Schedule 'C' project under the Municipal Class Environmental Assessment process.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources in the study corridor, identify general impacts to identified cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the project direction of Rebecca A. Sciarra, Cultural Heritage Specialist.

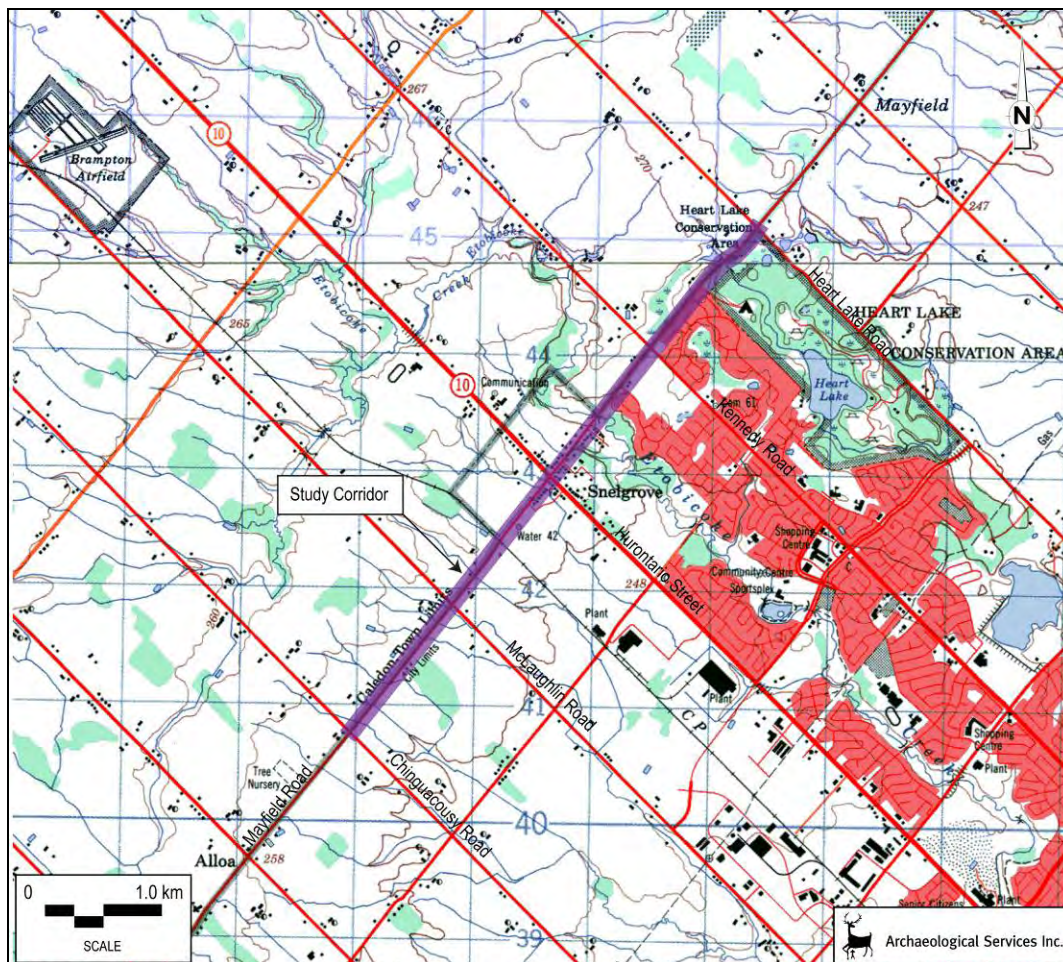


Figure 1: Location of the study corridor in the City of Brampton and the Town of Caledon.
Base Map: NTS Sheets 30 M/12 (Brampton) and 30 M/13 (Bolton)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Approach and Methodology

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

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

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

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

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

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

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

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



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

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

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

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



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

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

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act 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)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

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

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out



appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

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

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

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

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

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

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

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

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

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

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

2.2 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of



research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study corridor. 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 utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized 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 older¹, 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 Town of Caledon; 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 Town of Caledon; 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 Town of Caledon; the City of Brampton; the Province of Ontario; or Canada.

¹ Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.



- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

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

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

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

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
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 data collection, field review, and impact assessment 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 identified cultural heritage resources.

2.3 Municipal Policies

The Mayfield Road study area falls within the City of Brampton and the Town of Caledon. The municipal policies for these municipalities were reviewed to gather direction regarding cultural heritage resources.

City of Brampton

In the City of Brampton's *Official Plan* (2006), Section 4.9 (Cultural Heritage) provides policy direction regarding built heritage and cultural heritage landscapes. The City of Brampton sets out the following objectives in relation to cultural heritage resources:

- a) Conserve the cultural heritage resources of the City for the enjoyment of existing and future generations;
- b) Preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance; and, preserve cultural heritage landscapes; including significant public views; and,
- c) Promote public awareness of Brampton's heritage and involve the public in heritage resources decisions affecting the municipality.

Numerous policies related to built heritage, cultural heritage landscapes, heritage conservation districts, areas with cultural heritage character, and heritage cemeteries are provided in Sections 4.9.1 to 4.9.5 of the City of Brampton's *Official Plan*.

Town of Caledon

In the Town of Caledon's *Official Plan* (2008), Section 3.2 (Cultural Heritage Conservation) provides policy direction regarding archaeological, built heritage, and cultural heritage landscapes. The Town of Caledon sets out the following objectives related to cultural heritage resources:

- 3.2.2.1 To identify and conserve the Town's cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies



and programs including public and private stewardship and partnering with other heritage organizations in the community.

- 3.2.2.2 To promote the continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage through educational activities and by providing guidance on sound conservation practices.
- 3.2.2.3 To develop partnerships between various agencies and organizations to conserve and promote cultural heritage resources.
- 3.2.2.4 To use as appropriate all relevant Provincial legislation that reference the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Cemeteries Act, and the Niagara Escarpment Planning and Development Act in order to conserve Caledon's cultural heritage.

Numerous policies related to built heritage resources, cultural heritage landscapes, and areas with cultural heritage character are provided in Sections 3.2.3.3 to 3.2.3.5 of the Town of Caledon's *Official Plan*.

3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historic research and a description of previously identified above ground cultural heritage resources that may be affected by improvements to Mayfield Road. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land use. Historically, the study corridor consists of the road allowance between Lots 17 and 18, in Concessions I to III West and Concession I to III East, in the Township of Chinguacousy, County of Peel.

3.2 Township Survey and Settlement

The land within Chinguacousy Township was acquired by the British from the Mississaugas in 1805. The first township survey was undertaken in 1818, and the first legal settlers occupied their land holdings in the same year. The township was first named after a Mississauga word meaning "young pine," which may have been used to denote the Credit River. 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).

Chinguacousy was initially settled by the children of Loyalists, soldiers who had served during the War of 1812, and by immigrants from England, Scotland and Ireland. The township was originally 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. A provisional council for Peel was not established until 1865, and the first official meeting of the Peel County council did not occur until 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 (Smith 1846:32; Pope 1877:59; Mika 1977:417-418; Armstrong 1985: 142, 152; Rayburn 1997:68).

Due to the small population of the newly acquired tract, Chinguacousy was initially united 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 (Pope 1877:59).

The township was the largest in Peel County. Chinguacousy 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 rivalled Chinguacousy in terms of wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese and butter (Smith 1851:279).

In 1877, it was described as a “first class agricultural township and the farmers as a general thing have been very successful in their undertakings, many of them having amassed quite a fortune. The township is noted for its beautiful and substantial farm residences and commodious barns. The farms also are generally in the highest state of cultivation, while the grounds in front of the residences are for the most part tastefully arranged with beautiful flowers and shade trees, giving each place and the country generally a handsome appearance” (Pope 1877:65).

The historical settlement of Edmonton developed at the intersection of what is now Mayfield Road and Hurontario Street, on part Lots 17 and 18, Concessions 1 East and West. The post office was opened in July 1851, with Thomas Watson appointed as the first postmaster. This office was merged with the Snelgrove office in November 1895 (the area is now known as Snelgrove). The community contained churches, one school, two halls, a post office, stores, a carriage factory, blacksmith shops, a harness maker, boot and shoe makers, and one hotel. Edmonton also contained the township hall. The population numbered about 150 in 1873 (Crossby 1873:109)

3.3 Review of Historic Mapping

The 1859 Tremaine Map of the County of Peel and the 1877 Illustrated Historical Atlas of the Country of Peel were reviewed to determine the potential for the presence of cultural heritage resources within the study corridor during the nineteenth century (Figures 3 and 4). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

Historically, the study corridor formed part of the road allowance between Lot 17 and 18, in Concessions I to III East and I to III West. The available data regarding property owners and historical features gathered from the historic mapping is summarized in Table 1.



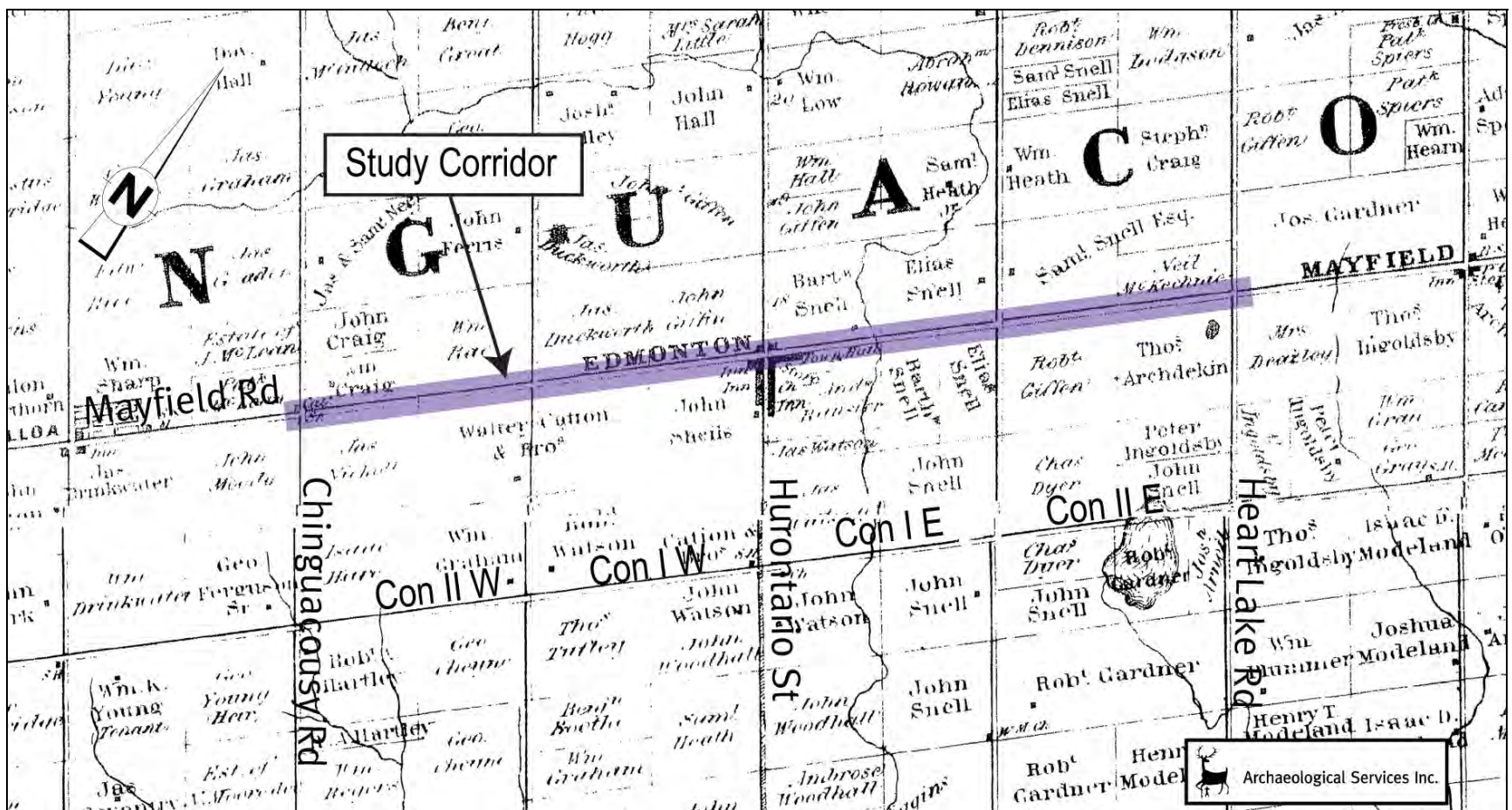


Figure 2: Approximate location of the study corridor in the Township of Chinguacousy, 1859

Base Map: Tremaine Map of the County of Peel, 1859

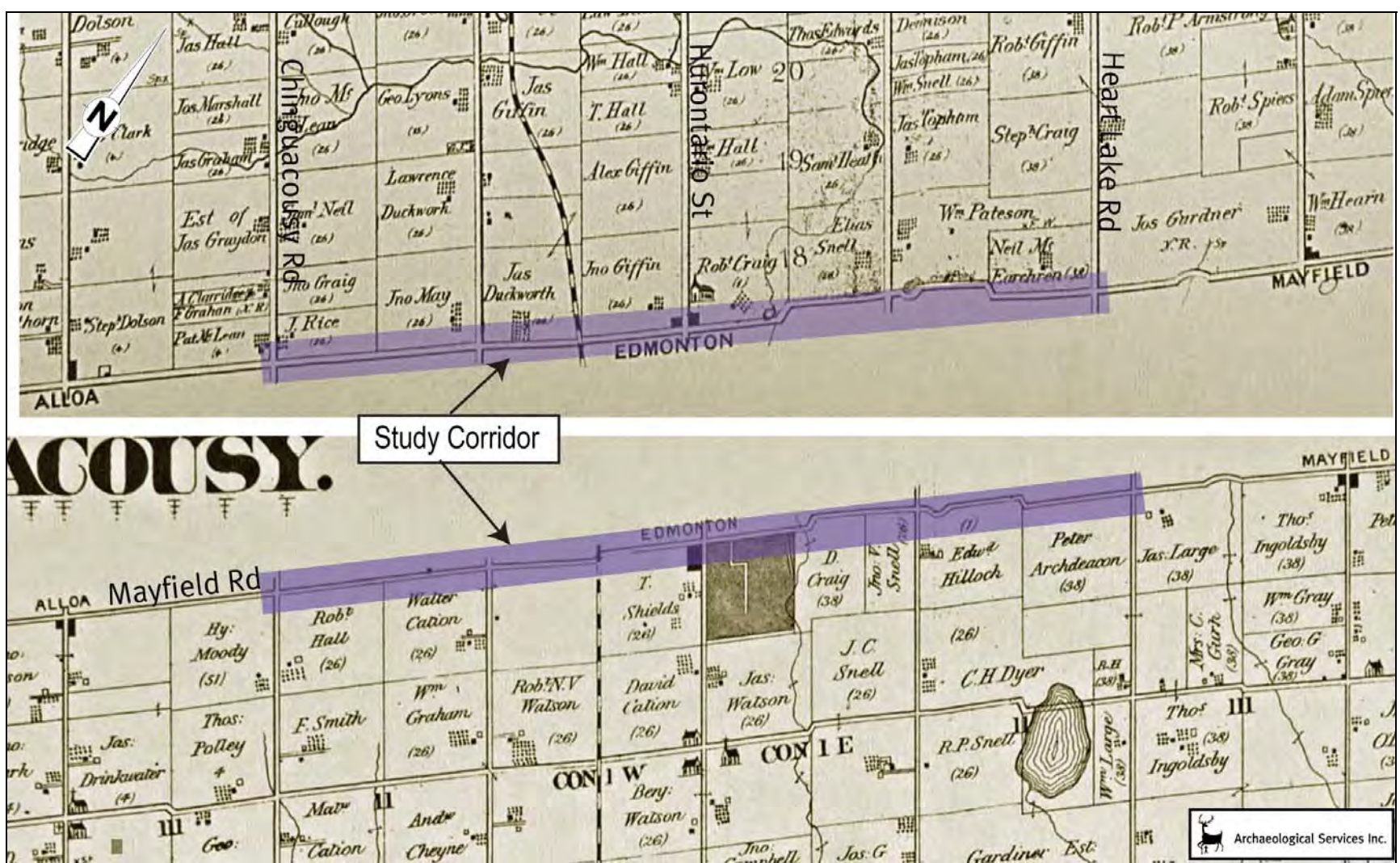


Figure 3: Approximate location of the study corridor in the Township of Chinguacousy, 1877

Base Map: Illustrated Historical Atlas of the County of Peel, 1877

Table 1: Mayfield Road – Nineteenth century property owners and historical features

Lot #	Con #	1859		1877	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
17	III West	John Moody	---	Hy Moody	---
	II West	Jas. Nicholl	---	Robert Hall	---
		Walter Cation & Bros	---	Walter Cation	---
	I West	Walter Cation & Bros	---	Walter Cation	---
		John Sheils	---	T. Shields	Railroad
	I East	Edmonton	Two Inns	Edmonton	n/a
		Edmonton	Town Hall; Store; Church; Inn	Edmonton	n/a
		Andrew Ransier	---		
		Barth Snell	---	D. Craig	Creek
		Elias Snell	---	Jno. Snell	---
	II East	Robert Giffen	---	Edward Hillock	---
		Thomas Archdekin	---	Peter Archdeacon	---
	III East	Mrs. Deazley	---	Jas. Large	---
18	III West	Pat McLean	“Cat. Sh.”	Pat McLean	Two residences; orchard
	II West	Wm Craig	Residence	J. Rice	Residence; orchard
		Wm Rae	---	Jno. May	Residence; orchard
	I West	Jas Duckworth	---	Jas Duckworth	Residence; orchard
		John Giffin	---	Jno Giffin	Residence; orchard
	I East	Edmonton	n/a	Edmonton	n/a
		Edmonton	n/a	Edmonton	Church
		Bart Snell	Residence; Creek	Robt Craig	Residence; orchard; Creek; Pond
	II East	Elias Snell	---	Elias Snell	---
		Sam Snell Esq	---	Wm Pateson	Pond
		Neil McKechnie	---	Neil Ms Earchren	Residence; orchard
	III East	Jos. Gardner	---	Jos. Gardner	---

Transportation and communication networks are important because they serve to integrate social and economic activities between disparate settlement centres. As these settlements grew, and traffic increased between them, toll gates, taverns, hotels and other services for travellers were established where major transportation routes were crossed. Early overland routes followed the natural topography, avoiding swamps or rocky outcrops. The historic thoroughfares within the study corridor, however, were opened along the straight survey lines, creating the familiar grid system of lots and concessions. Historic north-south thoroughfares located along the study corridor include Mayfield Road, Chincagousy Road, McLaughlin Road, Hurontario Street, Kennedy Road, and Heart Lake Road.

A series of topographic maps dating from 1909 to 1973 illustrates the development of the study corridor in the course of the twentieth century (Figure 4). In 1909 a wooden bridge carried Mayfield Road over Etobicoke Creek and between 1909 and 1933 the number of structures along the study corridor seems to have remained constant. Mayfield Road itself, however, had been “improved” by 1933 and Hurontario Street had been “paved”. The other thoroughfares intersecting the study corridor remained unimproved dirt roads until 1951 to 1963. By 1963, Mayfield Road west of Snelgrove had been paved and the crossroads community continued to develop. The entire study corridor was paved by 1973.



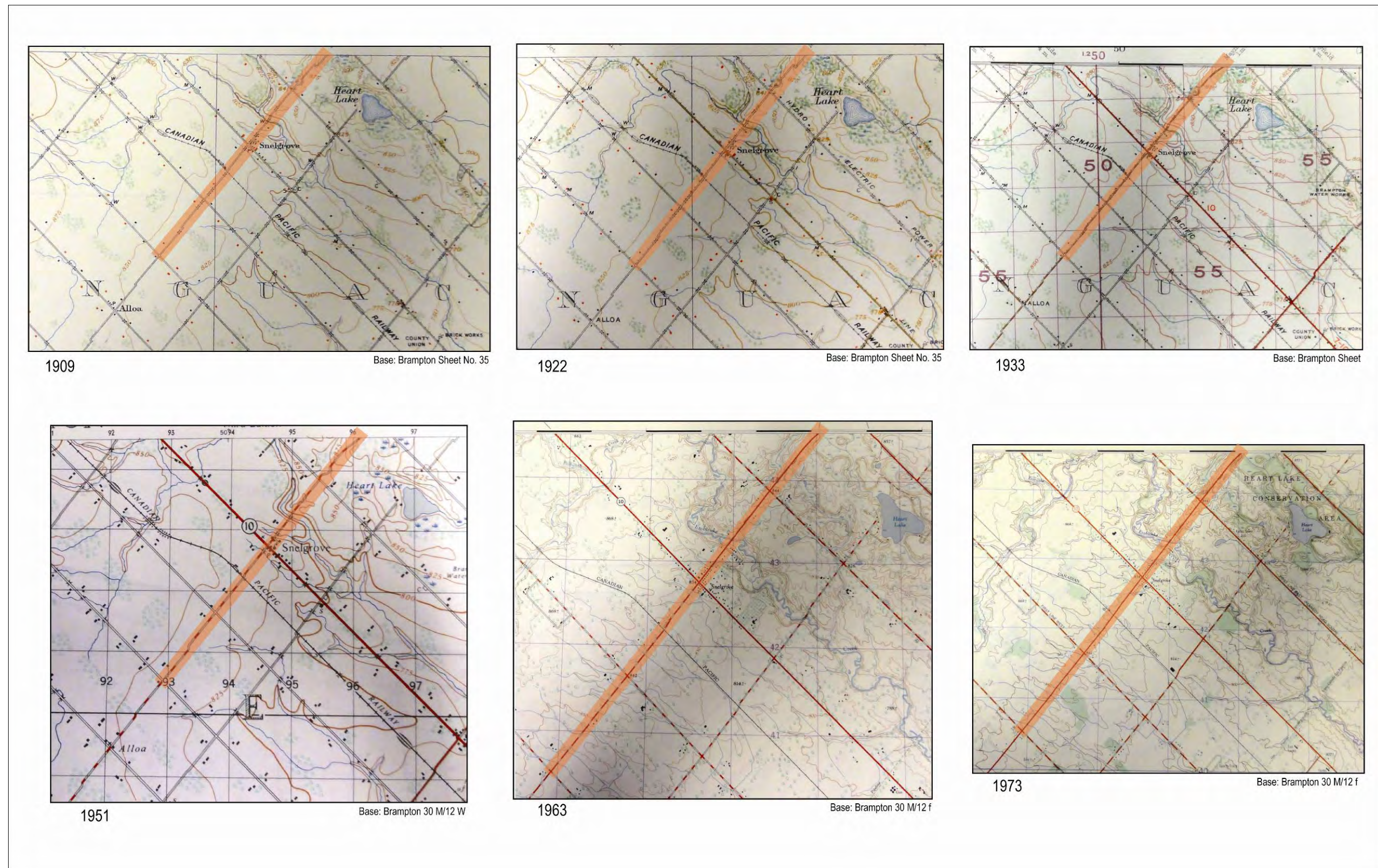


Figure 4: Location of the Mayfield Road study corridor on a series of topographic maps.

3.4 Existing Conditions

A number of resources were consulted for the preliminary identification of built heritage resources and cultural heritage landscapes within and adjacent to the Mayfield Road study corridor, including: the Canadian Register of Historic Places,² the City of Brampton's Heritage Inventory layer on their Interactive Maps website (which consists of properties designated under the Ontario Heritage Act in addition to properties listed by the City),³ and the Built Heritage Resources and Cultural Heritage Landscapes Assessment for the Mayfield West Phase 2 Secondary Plan, Town of Caledon.⁴ The Heritage Coordinator at the City of Brampton⁵ and the Heritage Resource Officer at the Town of Caledon⁶ were also contacted for information concerning properties of cultural heritage interest.

A field review was undertaken by Rebecca Sciarra, ASI, on June 17 2011 to document the existing conditions of the study corridor (Plates 1 to 8). **It is important to note that the information contained in the property descriptions below is current as of June 17 2011.** Mayfield Road between Chinguacousy Road and Heart Lake Road varies from a two-lane to a four-lane paved road with narrow shoulders. The right-of-way widens considerably near Hurontario Street. At the time of the field review, the Mayfield Road right-of-way between Kennedy Road and Hurontario Street was under improvement.

The landscape on either side of Mayfield Road features a combination of highly altered sections that are occupied by dense residential subdivisions and commercial development, interspersed with pockets of generally unaltered and mostly active agricultural properties. The study corridor also features a handful of residences dating to the 1950s, 1960s, and 1970s that occupy small residential lots that were severed from larger agricultural properties prior to the construction of the more recent subdivisions. Unaltered areas that are still evocative of the area's agricultural roots include, from west to east:⁷ both sides of Mayfield Road from Chinguacousy Road to McLaughlin Road; the north side of Mayfield Road from McLaughlin Road to the CN railway; and the north side of Mayfield Road from Etobicoke Creek to Heart Lake Road. Other generally unaltered areas along the study corridor include the Heart Lake Conservation Area located in the southwest corner of the Mayfield Road and Heart Lake Road intersection and the Etobicoke Creek valley between Kennedy Avenue and Hurontario Street. The tablelands, however, are either occupied by dense residential development or currently under construction. A modern bridge carries Mayfield Road over the creek.

The field review confirmed that the intersection of Mayfield Road and Hurontario Street, the location of the historical settlement of Edmonton/Snelgrove, is now occupied by modern commercial and residential development. The only evidence that a historic community developed around this intersection seems to be

² The Canadian Register contains information about recognized places of local, provincial, territorial and national significance. To be included in the Register, a place must be formally recognized under the *Ontario Heritage Act* through municipal designation by-law, ownership by the Ontario Heritage Trust, or a heritage conservation easement. It must also meet eligibility criteria and documentation standards. The searchable database is available online: <http://www.historicplaces.ca/en/pages/register-repertoire.aspx> (accessed June 7, 2011).

³ <http://www.brampton.ca/en/Info-Centre/Pages/InteractiveMaps.aspx> (accessed June 7, 2011).

⁴ The study was conducted by André Scheinman Heritage Preservation Consultant / ENVision, The Hugh Group. A summary of the findings can be found on the Town of Caledon website: http://www.town.caledon.on.ca/content/townhall/departments/planningdevelopment/MWP2_PD-2010-050_FINAL.pdf (accessed July 7, 2011).

⁵ Email communication, Heritage Coordinator, City of Brampton, June 9, 2011.

⁶ Email communication, Heritage Resource Officer, Town of Caledon, June 16, 2011.

⁷ For ease of description, Mayfield Road is described as an east-west thoroughfare for the purposes of this report. In reality, the road follows a more northeast-southwest direction.



the Snelgrove Baptist Church and the St. John's Snelgrove Cemetery, both located on the east side of Hurontario Street, north and south of Mayfield Road respectively.

Based on the background research and field review, a total of eight cultural heritage resources were identified along the Mayfield Road study corridor. Table 2 below lists the cultural heritage resources identified along the Mayfield Road study corridor while Section 6.0 provides feature mapping of these resources.



Plate 1: View west along Mayfield Road between Chinguacousy Road and McLaughlin Road.



Plate 2: Example of mid- to late-twentieth century housing stock found along the study corridor.



Plate 3: The CN railroad intersects Mayfield Road east of McLaughlin Road.



Plate 4: View east along Mayfield Road approaching Hurontario Street.





Plate 5: View of Snelgrove Baptist Church located on Hurontario Street north of Mayfield Road.



Plate 6: View of the bridge that carries Mayfield Road across Etobicoke Creek and of ongoing construction.

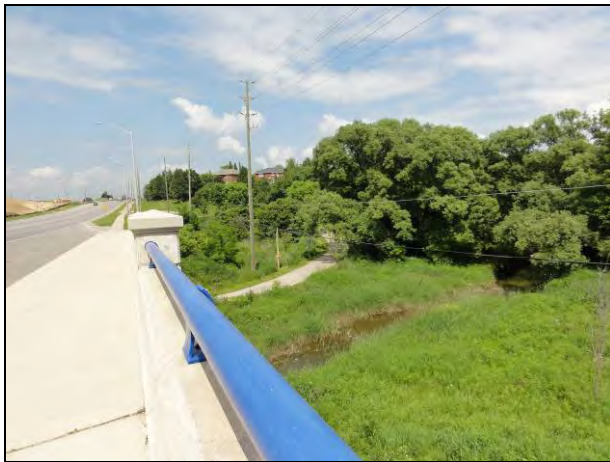


Plate 7: View of Etobicoke creek from the bridge.



Plate 8: View of Heart Lake Conservation Area.



3.5 Identified Cultural Heritage Resources

Based on the results of the background research and field review, two built heritage resources (BHR) and fifteen cultural heritage landscapes (CHL) were identified within the Mayfield Road study area. Table 2 below lists the cultural heritage resources identified in the study area while Section 6.0 provides feature mapping of these resources

Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)



Feature	Inventory Description	Photograph(s)
CHL 1	<p>The farmscape features a one-and-a-half storey residence with a gable roof, an internal brick chimney, and synthetic siding. Agricultural structures include a gambrel barn that sits on a red brick foundation as well as a smaller gable roof outbuilding. Mature vegetation surrounds the residence, which is accessed via Chinguacousy Road. Younger vegetation is found along Mayfield Road. Part of the property along Mayfield Road has been severed by a Hydro One easement.</p> <p>A farmhouse with orchard associated with Pat. McLean is illustrated at this location on the 1877 atlas map.</p>	 <p>View of the farmstead property from Chinguacousy Road.</p>  <p>View of the gambrel barn and the Hydro One easement along Mayfield Road.</p>
	Location: 12016 Chinguacousy Road	
	Feature Type: Farmscape	
	Recognition: Heritage Inventory, Town of Caledon	



Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)


Feature	Inventory Description	Photograph(s)
CHL 2	<p>The farmscape, better known as Beechwood Farm, features a two storey brick residence with a hipped roof and a number of agricultural outbuildings. The structures are located over 300 metres south of Mayfield Road. The residence, which faces Chinguacousy Road, is characterized by a gable dormer on its front façade, a one-storey rear accretion, an external brick chimney, brackets underneath overhanging eaves, and buff-brick flat arches over the windows. Agricultural buildings include one silo, at least two nineteenth-century barns, as well as a number of more modern outbuildings.</p> <p>A farmhouse with orchard associated with Hy. Moody is illustrated at this location on the 1877 atlas map.</p>	 <p>View of the farm property from Mayfield Road.</p>  <p>Close-up view of the farmhouse.</p>
	Location: 11687 Chinguacousy Road	
	Feature Type: Farmstead	
	Recognition: Heritage Inventory, City of Brampton (Heritage Rating 'A')	



Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)


Feature	Inventory Description	Photograph(s)
CHL 3	<p>This farmscape features a two-storey residence and a number of agricultural outbuildings. The farmhouse is effectively screened by trees but it appears that it features a gable roof, faces Mayfield Road, and sits on stone foundations. A modern brick addition is visible and it appears that the exterior of the original portion of the house is also brick. The structures are situated over 300 metres south of Mayfield Road.</p> <p>A farmhouse with orchard associated with Robert Hall is illustrated at this location on the 1877 atlas map.</p>	 <p>View of the farm property from Mayfield Road.</p>  <p>View of the farm house (through the trees) and some of the outbuildings.</p>
	Location: 11690 Chinguacousy Road	
	Feature Type: Farmscape	
	Recognition: Heritage Inventory, City of Brampton (Heritage Rating 'B')	



Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)



Feature	Inventory Description	Photograph(s)
CHL 4	Historically, Chinguacousy Road forms the road allowance between Concession II West and Concession III West in the Township of Chinguacousy. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders. It is framed by active farms both north and south of Mayfield Road.	 <p data-bbox="820 779 1425 835">Looking north along Chinguacousy Road, north of Mayfield Road.</p>  <p data-bbox="820 1323 1425 1379">Looking north along Chinguacousy Road, south of Mayfield Road.</p>
	Location: Chinguacousy Road	
	Feature Type: Roadscape	
	Recognition: Identified during the field review	

Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)

Feature	Inventory Description	Photograph(s)
CHL 5	<p>This farmscape features a one-and-a-half storey residence of the late-nineteenth Ontario Gothic style. The frame residence faces McLaughlin Road and is characterized by a centre gable with a pointed window on its symmetrical front façade. The active farm complex features an early twentieth century gambrel-roof barn, multiple modern silos, greenhouses, and a number of more recent, gable-roofed outbuildings. The property is accessed by a long tree-lined drive which is also bordered by a post and rail fence.</p> <p>A farmhouse with orchards associated with Jno. May is illustrated at this location on the 1877 atlas map.</p>	 <p>View of the agricultural outbuildings.</p>  <p>View of the farmhouse.</p>
	Location: 2412 Mayfield Road	
	Feature Type: Farmscape	
	Recognition: Heritage Inventory, Town of Caledon	



Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)



Feature	Inventory Description	Photograph(s)
CHL 6	<p>Historically, McLaughlin Road forms the road allowance between Concession I West and Concession II West in the Township of Chinguacousy. North of Mayfield Road, the roadscape is characterized by a narrow, two-lane paved road with narrow gravel shoulders and shallow ditches. It is framed on both sides by active farms. South of Mayfield Road, however, McLaughlin Road is bordered to the east by a recent subdivision (does not appear on the aerial mapping provided in this report) and as such, it is no longer evocative of its historical agricultural roots.</p>	 <p>McLaughlin Road, north of Mayfield Road.</p>
	Location: McLaughlin Road, north of Mayfield Road	
	Feature Type: Roadscape	
	Recognition: Identified during the field review	 <p>McLaughlin Road, south of Mayfield Road.</p>



Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)





Feature	Inventory Description	Photograph(s)
CHL 7	<p>This farmscape features a modified brick residence, a gambrel roofed barn on repaired stone foundations, and a number of additional modern agricultural outbuildings. Heritage Caledon describes the residence as a Neo-classical farmhouse dating to c. 1840s. The residence is accessible by a gravel driveway leading from Kennedy Road. An older post and rail fence marks the western boundary of the property which is currently for sale. The structures are located over 225 metres north of Mayfield Road.</p> <p>The scenic landscape between the buildings and Mayfield Road retains much of its natural, gently-rolling topography (with the exception of a storm water management pond in the northeast corner of the Mayfield Road and Kennedy Road intersection).</p> <p>A farmhouse associated with Sam Snell is illustrated at this location on the 1859 Tremaine map and a a farmhouse with orchards associated with William Patterson is illustrated on the 1877 atlas map.</p>	 <p>View of the agricultural outbuildings.</p>  <p>View of the gently rolling topography just north of Mayfield Road. The storm water management pond is located to the right of this view.</p>
	Location: 12097 Kennedy Road	
	Feature Type: Farmscape	
	Recognition: Identified by Heritage Caledon	



Table 2: Mayfield Road – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)

Feature	Inventory Description	Photograph(s)
CHL 8	<p>The former Credit Valley Railway, now CP rail, intersects Mayfield Road approximately halfway between McLaughlin Road and Hurontario Street and consists of a single track. The rail line is illustrated on the 1877 historic atlas map.</p> <p>The Scheinman study determined that the Credit Valley Railway “manifest sufficient cultural value to warrant ongoing consideration for preservation in any future urban boundary expansion or development scheme which might be proposed for the area.” (cited in Town of Caledon 2010: 15-16)</p>	 <p>View south along the CP rail line</p>  <p>View east along Mayfield Road at the CP Rail line crossing.</p>
	Location: CP rail	
	Feature Type: Railscape	
	Recognition: Identified as part of the Mayfield West Secondary Plan (Phase 2) study	

3.5 Impact Assessment

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

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).

- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

Where any identified, above ground, cultural heritage resources 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.

3.5.1 Potential Impacts of Preferred Alternative

Following the identification of cultural heritage resources located within and adjacent to the study area, a preferred alternative was selected for the Mayfield Road Class EA. Figures 14 and 15 show the identified cultural heritage resources in relation to the preferred alternative. Table 3 identifies the potential impacts of the preferred alternative to cultural heritage resources within and/or adjacent to the study area and proposed mitigation measures.

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

Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
CHL 1	Alteration (III.2) due to encroachment on frontage, and potential removal of trees and vegetation for the construction of a sidewalk within the existing property limits.	<ul style="list-style-type: none"> • Implement tree protection zones to retain existing trees on the property, as feasible; • Landscape documentation should be carried out prior to construction; • Post-construction landscaping to re-establish pre-construction conditions.
CHL 2	No negative impacts anticipated since all heritage attributes are located outside of the affected area.	<ul style="list-style-type: none"> • None
CHL 3	No negative impacts anticipated since all heritage attributes are located outside of the affected area.	<ul style="list-style-type: none"> • None
CHL 4	No negative impacts anticipated	<ul style="list-style-type: none"> • None
CHL 5	Alteration (III.2) due to encroachment on frontage, and potential removal of trees and vegetation for the construction of a sidewalk within the existing property limits.	<ul style="list-style-type: none"> • Implement tree protection zones to retain existing trees on the property, as feasible; • Landscape documentation should be carried out prior to construction; • Post-construction landscaping to re-establish pre-construction conditions.



CHL 6	No negative impacts anticipated	• None
CHL 7	No negative impacts anticipated	• None
CHL 8	No negative impacts anticipated	• None

4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study corridor with roots in nineteenth-century agricultural land use. A review of available national and municipal heritage inventories along with the field assessment revealed that there is a total of eight resources of cultural heritage interest along the Mayfield Road study corridor. The following provides a summary of field review and data collection findings:

Key Findings

- A total of eight cultural heritage landscapes (CHL) were identified along the study corridor. No individual built heritage features were identified;
- Two are listed on the City of Brampton's heritage inventory (CHL 2 and CHL 3); two are listed on the Town of Caledon's heritage inventory (CHL 1 and CHL 5); one has been identified by Heritage Caledon and is being recommended for listing in the heritage inventory (CHL 7); one was identified as part of the Mayfield West Secondary Plan (Phase II) study (CHL 8); and two were identified during the field review (CHL 4 and CHL 6);
- None of the identified cultural heritage landscapes are designated under the *Ontario Heritage Act*; and
- The eight cultural heritage landscapes include five farmscapes (CHL 1 to CHL 3, CHL 5, and CHL 7), two roadscares (CHL 4 and CHL 6), and one railscape (CHL 8).

Impact Assessment

- Proposed road improvements will alter CHL 1 and CHL 5 through encroachment and the potential removal of trees and/or vegetation to accommodate the addition of a sidewalk within the existing property limits.
- No negative impacts are anticipated to CHL 2, CHL 3, CHL 4, CHL 6, CHL 7, or CHL 8. Accordingly, no mitigation measures are recommended.



5.0 RECOMMENDATIONS

Based upon the results of background data collection and the field review, eight cultural heritage resources were identified along the Mayfield Road study corridor. Based on the results of the assessment the following is recommended:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources;
2. CHL 1 and CHL 5 are expected to be impacted through encroachment and the potential removal of trees and/or vegetation to accommodate the addition of a sidewalk within the existing property limits. Tree protection zones should be implemented, where feasible, to retain existing trees on the properties. A cultural heritage landscape documentation report should be prepared for these properties by a qualified heritage professional prior to any landscape alteration.
3. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with appropriate/sympathetic historic plant materials is recommended, and fence rows should be preserved where extant; and,
4. 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.



6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING



Figure 5: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 1).



Figure 6: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 2).



Figure 7: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 3).



Figure 8: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 4).



Figure 9: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 5).



Figure 10: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 6).



Figure 11: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 7).

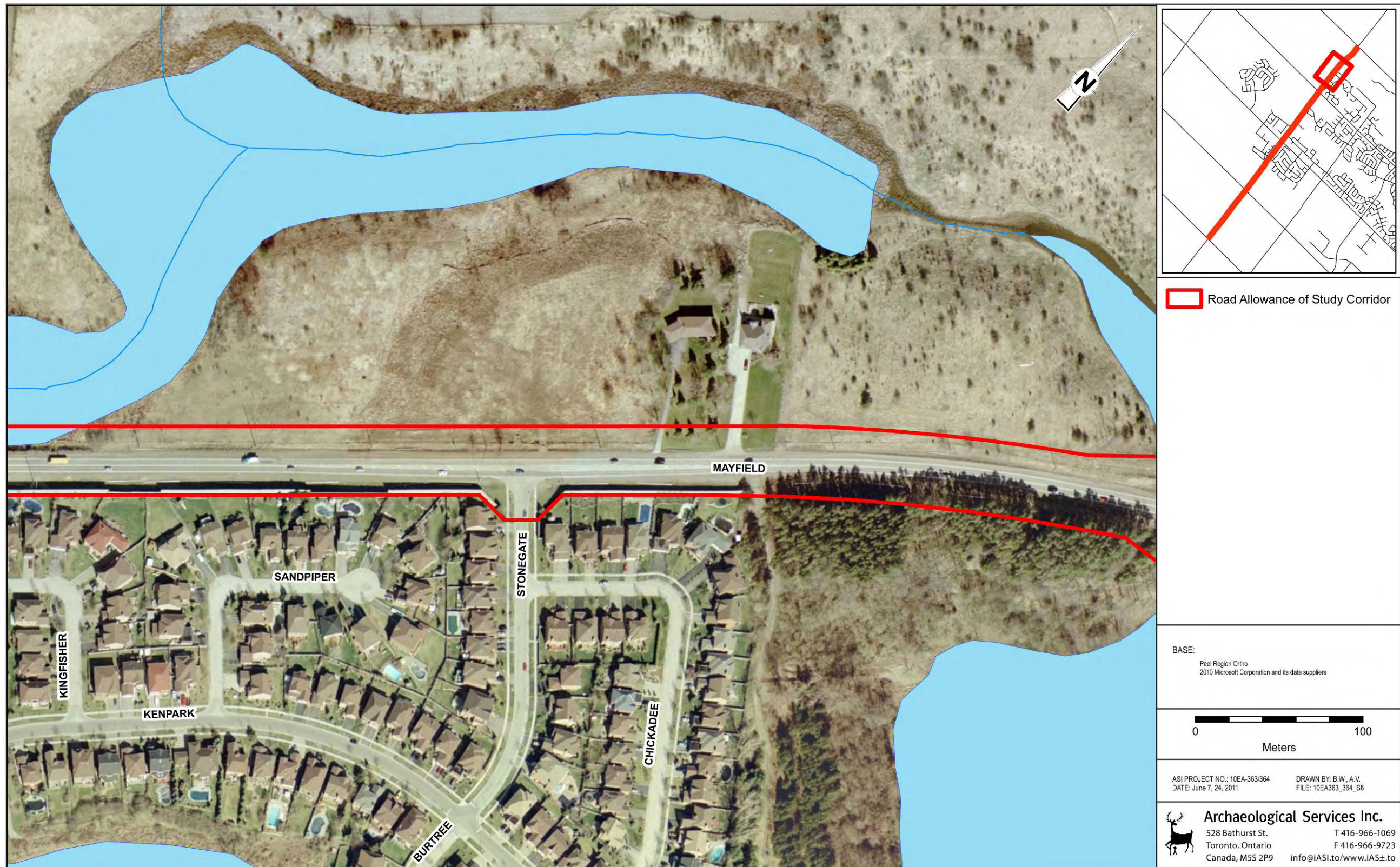
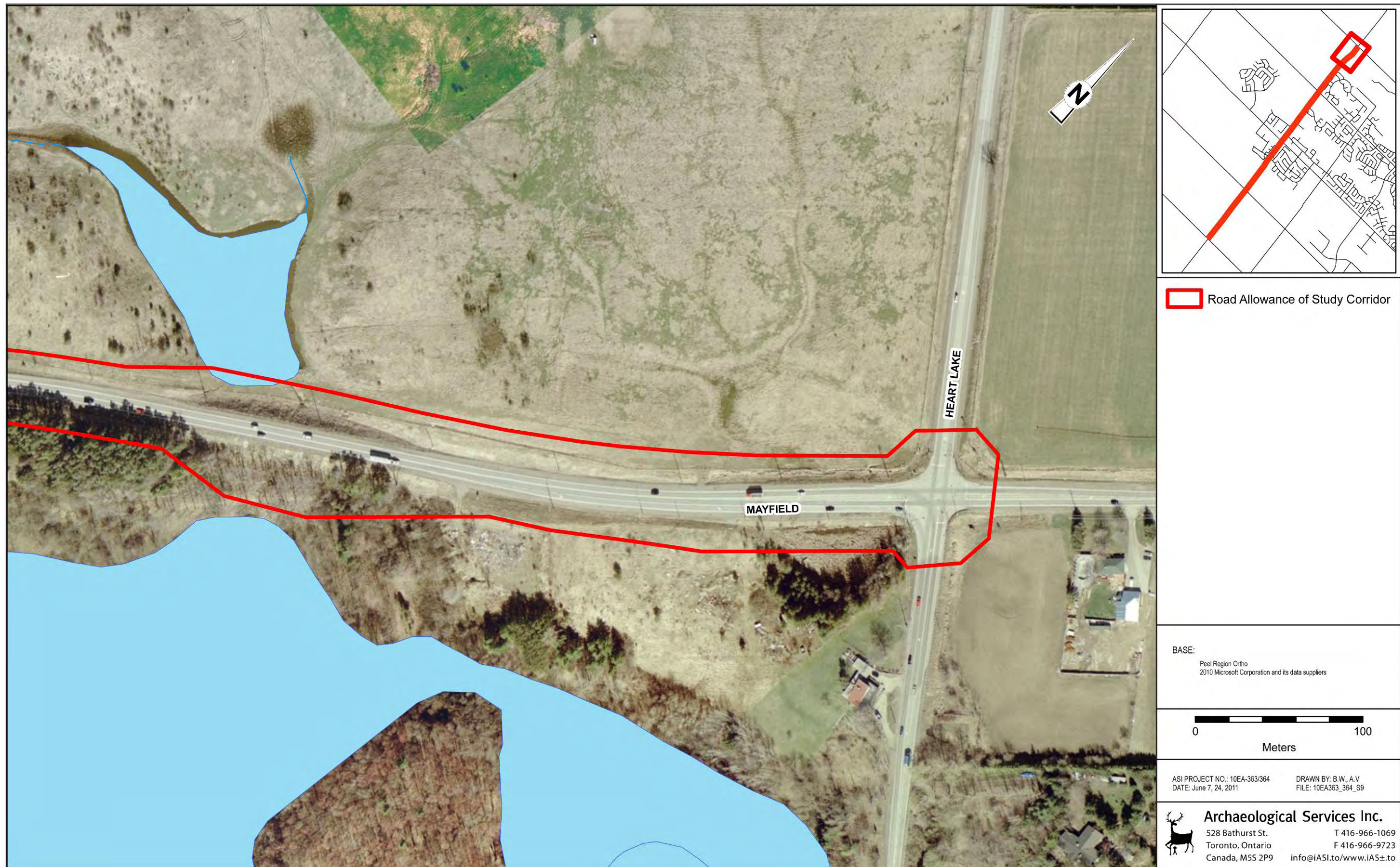


Figure 12: Mayfield Road EA – Location of identified cultural heritage landscapes (Sheet 8).



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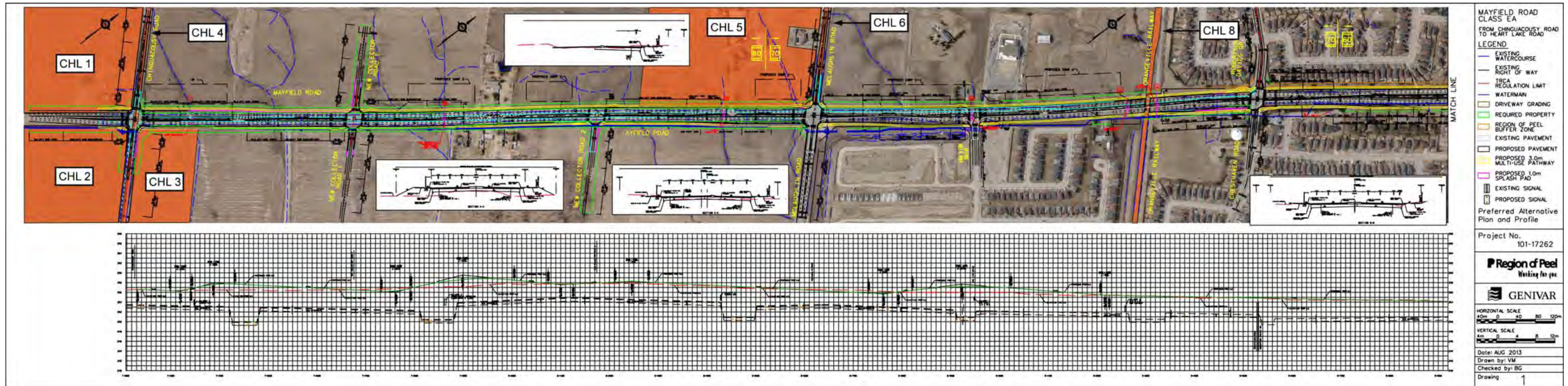


Figure 14: Cultural Heritage Resources in relation to Mayfield Road Preferred Alternative (south half)

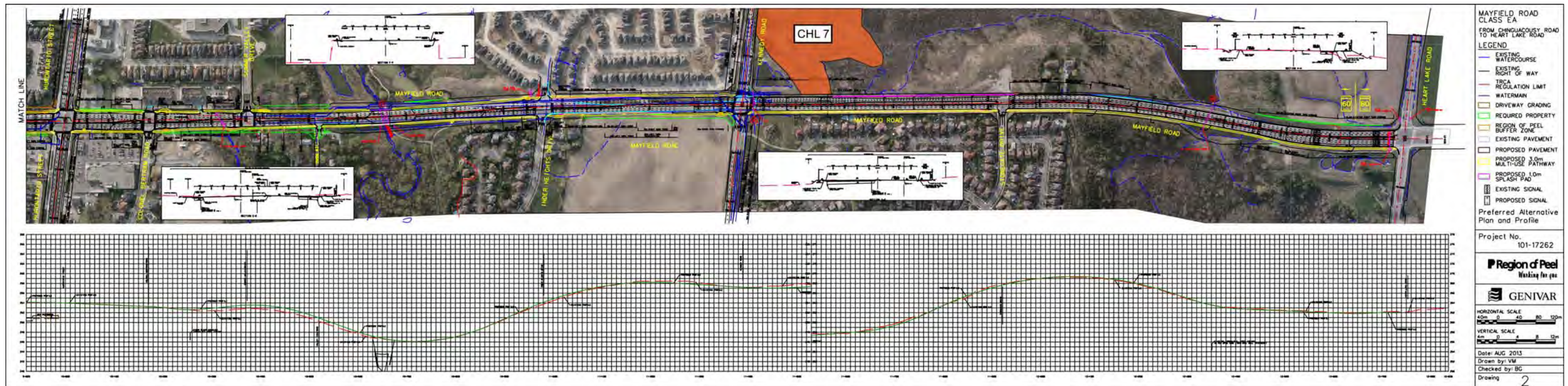


Figure 15: Cultural Heritage Resources in relation to Mayfield Road Preferred Alternative (north half)

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