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Mayfield Road Improvements

Airport Road to Coleraine Drive –
Class Environmental Assessment



ENVIRONMENTAL STUDY REPORT

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Appendix J - M

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 **Region of Peel**
Working for you

APPENDIX J

GEO TECHNICAL REPORT



**Preliminary Geotechnical
Investigation Report**
Mayfield Road
Airport Road to Coleraine Drive,
Brampton and Caledon, Ontario

Submitted by:

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July 10, 2008

**Preliminary Geotechnical Investigation Report
Mayfield Road, from Airport Road easterly to Coleraine Drive**

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1.0 INTRODUCTION

A class environmental assessment study is underway for Mayfield Road, from Airport Road to Coleraine Drive, in the Region of Peel. The project limits are presented in Figure 1.1. It is understood that the environmental assessment (EA) will review alternatives to accommodate future traffic on Mayfield Road. Alternatives to be evaluated include widening of the road from two lanes to four lanes, as well as other traffic management provisions.



Figure 1.1: Mayfield Road Class EA Project Location and Limits

As a component of the EA project, Stantec was retained to undertake a preliminary geotechnical investigation to assess the existing pavement structure and the subsurface conditions in the area of potential pavement widening. In addition, preliminary comments were to be provided on the suitability of the existing pavement structure to accommodate future traffic volumes and a preliminary design for pavement widening.

This report presents the results of the preliminary geotechnical investigation carried out at the site, along with a preliminary pavement design for the study area. The work was completed in accordance with Stantec's proposal dated in May 2007.

2.0 BACKGROUND

Two recent geotechnical investigations and pavement evaluations were prepared for Mayfield Road, from Airport Road to Coleraine Drive. The reports were prepared by John Emery Geotechnical Engineering Limited (JEGEL) and were titled *Pavement Evaluation, Mayfield Road from Airport Road to Coleraine Drive, Brampton*, dated January 27, 2006, and *Pavement Evaluation, Mayfield Road Coleraine Drive to Airport Road, Region of Peel Ontario*, dated May 15, 2007.

The January 27, 2006 investigation report included 23 probe holes at representative locations. The probe holes were advanced to approximate depths of 1.5 m below the existing ground surface and included coring through the asphalt surface. The reported subsurface conditions included asphalt at the ground surface of the roadway and topsoil at the ground surface in the ditches, which was underlain by a silty clay to a sandy silt material. Silt contents varied from 23% to 26%. FWD testing was also carried out and it was found that the pavement was generally in poor to very poor structural condition with a back-calculated subgrade resilient modulus of 27 MPa.

The report presented a number of rehabilitation options that were evaluated using technical criteria and life cycle costing. The following options were recommended for the site:

Full reconstruction; excavate to accommodate:

150 mm	Hot Mix Asphalt
200 mm	Granular A (100% Crushed)
475 mm	Granular B Type II

Full Depth Reclamation (FDR)

250 mm	Pulverization of the existing pavement
50 mm	Removal of pulverized material
200 mm	Foamed asphalt stabilization of the pulverized materials
150 mm	Hot Mix Asphalt on the foamed asphalt

The JEGEL report of May 15, 2007 investigated construction deficiencies that arose following implementation of the recommended full depth reconstruction and reclamation program, outlined in the January 27, 2006 report. The report indicated Mayfield Road was reconstructed from McVean Drive to Airport Road with the recommended full depth reconstruction option, as detailed above, with the exception of a revised thickness of 450 mm of Granular B. The report further indicated that Mayfield Road, from Coleraine Drive to McVean Drive, was rehabilitated by full depth reclamation as detailed above, with the exception of a revised asphalt thickness of 100 mm of hot mix asphalt and 120 mm of foamed asphalt stabilization of the pulverized materials.

The investigation as documented in the JEGEL report of May 15, 2007, consisted of 20 core and auger probes advanced within the paved lanes of Mayfield Road, from Airport Road to Coleraine Drive. The extracted cores revealed that the asphalt layer on Mayfield Road, within the project limits, is comprised of an HL-1 surface lift generally 50 mm thick, underlain by either two HL-8 lifts or a single HL-8 lift and FDR material, for an average total asphalt layer thickness of 140 mm.

3.0 SITE DESCRIPTION AND PHYSIOGRAPHY

Mayfield Road is a two lane undivided road constructed with a rural cross section. Generally, left turn lanes are provided at major intersections. There are a number of culvert crossings within the project limits and there are large grade differentials at a number of these culvert locations. As noted previously, Mayfield Road was reconstructed from McVean Drive to Airport Road and rehabilitated from Coleraine Drive to McVean Drive, between January 27, 2006 and May 15, 2007. The pavements were identified to have been rehabilitated or reconstructed using the pavement structures noted above, as presented in the JEGEL report of May 15, 2007:

It is understood that the existing 2008 AADT, as presented in the Mayfield Road EA Traffic Study (May 2008), is approximately 12,600 vpd with 12% truck traffic. The projected traffic growth rate on Mayfield Road is approximately 3% up to 2032.

The site is located within the physiographic region defined as the Peel Plain, by Chapman and Putnam, in the *Physiography of Southern Ontario, 1984*. The Peel Plain is characterized by level to undulating clay soils of varying depth. The clay can be seen to be varied in locations where it is thicker, and is underlain by clay till.

4.0 INVESTIGATION PROCEDURES

The preliminary field investigation program consisted of auger probes using a truck mounted drill rig and a skid steer with a mounted auger drill. In addition, Falling Weight Deflectometer (FWD) testing was completed on the existing asphalt pavement to assess the structural capacity of the pavement structure.

4.1 Field Program

The fieldwork for the subsurface investigation was carried out from April 29/30, 2008, and the FWD testing was completed on May 4, 2008. Auger probes were advanced in the area of potential widening, generally to depths of 1.5 m below the existing ground surface. Two auger probes were advanced near culverts to a depth of 3.5 m below the existing ground surface adjacent to the inlets/outlets. The approximate locations of the boreholes are presented on the Borehole Logs, found in Appendix B.

The auger probes advanced on the road shoulder were completed using a truck mounted auger equipped with 100 mm diameter augers. The auger probes in the ditch were advanced using a skid-steer mounted-auger equipped with 200 mm diameter solid stem augers. Grab samples were collected from the auger to delineate soil stratigraphy and for laboratory testing. Soil

samples were characterized in the field, placed in labeled containers and transported to the Stantec office.

Approximately thirty-one auger probes were advanced on the site. This is consistent with the investigation program that was presented in the proposal

4.2 Falling Weight Deflectometer (FWD)

Falling Weight Deflectometer (FWD) testing was performed using Stantec's LTPP-SHRP calibrated FWD to determine the in-situ structural capacity of the pavement structure (and subgrade soil conditions) located within the project limits. Deflection testing was carried out in accordance with the Falling Weight Deflectometer (FWD) Testing Guidelines by the Ontario Ministry of Transportation (MERO-019). For general project level work, this procedure recommends testing every 50 m to 200 m or a minimum of 15 test points per uniform pavement section.

For this project, testing was completed on Mayfield Road at approximate 150 m intervals in each direction, with the test points being staggered between directions to ensure maximum coverage, as depicted in Figure 4.1. Stations were measured from the intersections at both ends of the project with station zero being the middle of the Mayfield Road and Airport Road intersection and the middle of the Mayfield Road and Coleraine Drive intersection, for the east and westbound lanes respectively.

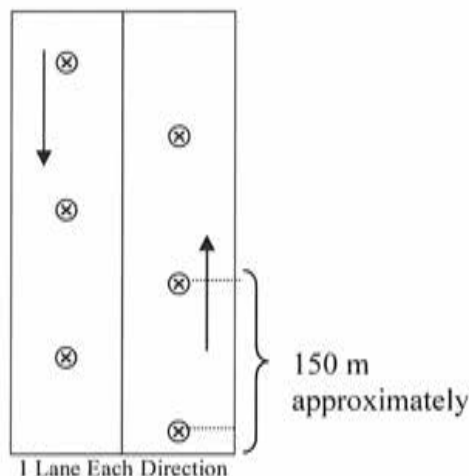


Figure 4.1: FWD Testing Protocol for Flexible Pavements

At each test location, a series of four load applications were applied to the pavement surface. The first load application consists of a "seating" drop of 40 kN (9,000 lbf) to ensure that the FWD loading plate is firmly resting on the surface of the pavement. The next three load applications consist of three drops applied at approximately 30 kN, 45 kN, and 55 kN at each test location. Pavement deflections at each load were measured by nine sensors (geophones) placed at the following fixed distances (see Table 4.1.) from the center of the approximately 12 inch (300 mm) diameter load plate. Both pavement surface and air temperature readings were automatically

and continuously recorded during FWD testing. A summary of the collected FWD data is presented in Appendix A.

Table 4.1: FWD Sensor Configuration

Sensor Number	1	2	3	4	5	6	7	8	9
Offset from Center of the Load Plate (mm)	0	300	450	600	900	1,200	1,500	1,800	-300

4.3 Laboratory Review and Testing

All samples were returned to the office for detailed visual classification by a geotechnical engineer. Four samples were submitted to Chung & Vander Doelen Engineering Ltd. for testing; the results of the laboratory review and testing are presented in Appendix C for reference. The soil samples will be retained for a period of two months from the date of the investigation.

5.0 SOIL AND PAVEMENT DATA

Thirty-one auger probes were advanced on the site. A visual review of the pavement surface was also completed. The results of the investigation are summarized as follows.

5.1 Asphalt

No auger probes were advanced through the asphalt surface for purposes of the present investigation; however, the pavement was cored and reported on in the report by JEGEL dated May 15, 2007. The asphalt was reported to vary in thickness from 100 mm to 150 mm.

In the reconstructed portion of Mayfield Road, from Airport Road to McVean, the asphalt was cored and the measured cores varied in thickness from 100 mm to 150 mm with an average thickness of approximately 140 mm. In the rehabilitated portion of Mayfield Road, from McVean Drive to Coleraine Drive, the asphalt was cored and the measured cores varied in thickness from 120 mm to 160 mm with an average thickness of approximately 150 mm.

A visual assessment of the asphalt surface was completed as a component of this investigation. No distresses were identified on the pavement surface at the time of the survey. Mayfield Road, within the vicinity of Coleraine Drive, was under construction at the time of the visual survey. Overall the existing asphalt pavement was in excellent condition based on visual assessment.

5.2 Gravel (Granular Base)

In the JEGEL report dated May 15, 2007, the granular base in the reconstructed portion of Mayfield Road, from Airport Road to McVean Drive, was specified to be a minimum of 200 mm of crushed gravel material, meeting OPSS Granular A specifications.

According to the JEGEL report dated January 27, 2006, the granular base in the rehabilitated portion of Mayfield Road, from McVean Drive to Coleraine Drive, was found to have an average layer thickness of approximately 180 mm, meeting OPSS Granular A specifications.

5.3 Gravel and sand (Granular Subbase)

In the JEGEL report dated May 15, 2007, the granular subbase in the reconstructed portion of Mayfield Road, from Airport Road to McVean Drive, was specified to be a minimum of 450 mm of crushed gravel material, meeting OPSS Granular B specifications.

According to the JEGEL report dated January 27, 2006, the granular subbase in the rehabilitated portion of Mayfield Road, from McVean Drive to Coleraine Drive, was found to have an average layer thickness of approximately 360 mm, meeting OPSS Granular B specifications.

5.4 Topsoil

Topsoil was encountered at the ground surface in the auger probes advanced in the areas of proposed widening. The topsoil extended to depths varying from 80 mm to 325 mm with an average depth of 175 mm below the ground surface.

5.5 Organic Silty Clay and Black Peat

A dark brown organic silty clay stratum was encountered below the topsoil in AP11, AP12, AP15, AP18, and AP19, between stations 12+700 and 14+160. The organic silty clay material was generally found underlying topsoil or gravel and sand in a few locations. The organic silty clay generally extended to the termination depth of the auger probes at an approximate depth of 1.5 m below the existing ground surface. In AP18, the organic silty clay extended to a depth of approximately 700 mm below the ground surface.

Black peat containing fibrous material was encountered in AP10 and AP14. The black peat material was underlying the topsoil in AP10 and at the ground surface in AP14, and extended to depths of 600 mm and 400 mm below the ground surface respectively.

The dark brown organic silty clay and the black peat were generally moist based on visual assessment.

Atterberg Limits testing was completed on two representative samples and the tests yielded the following results:

<u>Liquid Limits:</u>	<u>39 to 42</u>
<u>Plastic Limits:</u>	<u>28</u>
<u>Atterberg Limits:</u>	<u>11 to 13</u>

The results are presented graphically on Figures 1 in Appendix C.

5.6 Sandy Silty Clay

Brown sandy silty clay, with varying amounts of gravel and sand, was typically encountered directly beneath the topsoil in the boreholes advanced in the areas of proposed widening. However, in auger probes AP1, AP11, AP13, AP15, AP25, AP26 and AP27, the sandy silty clay was also encountered beneath the gravel and sand layer.

The sandy silty clay extended to the termination depth of all boreholes (1.5 m below the existing ground surface). The sandy silty clay was generally moist, based on visual assessment.

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Grain size analysis testing was completed on two representative samples; the tests yielded the following results:

<u>5% to 9%</u>	<u>Gravel</u>
<u>28% to 31%</u>	<u>Sand</u>
<u>61% to 67%</u>	<u>Silt/Clay (passing the 75 μm sieve)</u>

The results are presented graphically on Figure 2 in Appendix C.

5.7 Gravel and Sand

Crushed gravel and coarse sand was encountered either at the surface, or underlying the topsoil, in the seven auger probes, as noted in Section 5.6. The exception was at AP15 where the topsoil was found underlying the gravel and sand. The gravel and sand typically extended to depths of 100 mm to as much as 650 mm below the ground surface. The gravel and sand was generally moist, based on visual assessment.

5.8 Groundwater

Groundwater was not encountered in any of the boreholes.

6.0 FWD ANALYSIS RESULTS

6.1 Results Summary

The results of the FWD analyses are summarized in Tables 6.1 and 6.2, and are graphically presented in Figures 1 to 6 in Appendix A. Deflection values from the first sensor located at the load plate were normalized to a load of 40 kN and a temperature of 21 °C.

Stantec's FWD testing resulted in normalized deflections (D_o) ranging from 0.18 mm to 0.48 mm with average deflections of 0.28 mm for both lanes, indicating a general homogenous pavement structure across both lanes. Deflection results from the reconstructed portion of Mayfield Road were similar to the rehabilitated portion. These deflections are comparatively lower than the FWD deflections noted in JEGEL's report, dated January 27, 2006; the average deflections were approximately 0.52 mm and 0.47 mm for the east and westbound lanes respectively with a deflection range of 0.17 mm to 1.01 mm. The significantly lower deflection values are indicative of improved pavement performance after rehabilitation and reconstruction of this section of Mayfield Road.

The pavement modulus (E_p) values were back-calculated from the FWD deflection data, according to the AASHTO 1993 Pavement Design Guide. The analysis of the deflection data, from Stantec's FWD testing, resulted in E_p values ranging from 372 MPa to 1039 MPa, where the average E_p for the east and westbound lanes were 645 MPa and 656 MPa respectively. In the JEGEL report dated January 27, 2006, the typical pavement surface modulus encountered from their FWD testing and analysis were 315 and 351 MPa, for the east and westbound lanes respectively, with a range of 148 to 893 MPa. These values are significantly lower than the results obtained from the most recent round of FWD testing, indicating an overall improvement in the pavement performance after the rehabilitation and reconstruction of Mayfield Road.

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The subgrade resilient modulus (M_R) values were also back-calculated from the FWD deflection data, according to the AASHTO 1993 Pavement Design Guide. Stantec's analysis resulted in M_R values ranging from 35 MPa to 139 MPa, where the average M_R for the east and westbound lanes were 70 MPa and 75 MPa respectively. According to the JEGEL report dated January 27, 2006, the selected layer modulus from the back-calculation analysis was 27 MPa, after adjustments as per AASHTO 93. It should be noted that this value is significantly smaller than obtained from the analysis of Stantec's FWD data.

Table 6.1: Summary of Normalized Deflections and Back-Calculated E_p

Direction	Normalized Deflection [mm]			Pavement Modulus [MPa]		
	Average	Standard Deviation	Range	Average	Standard Deviation	Range
Eastbound	0.28	0.05	0.18 to 0.42	645	125	403 to 1039
Westbound	0.28	0.48	0.20 to 0.48	656	121	372 to 845

Table 6.2: Summary of Back-Calculated M_R

Direction	Subgrade Resilient Modulus [MPa]		
	Average	Standard Deviation	Range
Eastbound	70	17	35 to 111
Westbound	75	21	42 to 139

7.0 DISCUSSION AND PRELIMINARY RECOMMENDATIONS

The reconstructed and rehabilitated pavement structure is approximately 1 year old and is performing well. No significant distresses were observed.

The 2008 AADT on Mayfield Road, as presented in the Mayfield Road EA Traffic Study, is approximately 12,600 with 12% trucks, and a 3% annual traffic growth rate has been identified for the road to 2032. Based on this traffic data it is estimated that the pavement will be subjected to 9.0 million Equivalent Single Axle Loads (ESAL)'s over a 20 year design period. An ESAL is the conversion of wheel loads of various magnitudes into an equivalent number of single axles with a standard load of 18,000 lbs.

7.1 Pavements

Based on the above traffic data and design parameters presented in Table 7.1, the existing pavement structure was assessed using the AASHTO 1993 *Design Guide for Pavement Structures*. It is concluded that the existing pavement structure is adequate to carry the projected traffic levels over an approximate 20 year period. In areas of potential pavement widening, a pavement design of similar structure to the existing pavement was assumed for preliminary design. This design will also match the total thickness of the existing pavement structure to ensure lateral drainage of the existing pavement.

Table 7.1: Pavement Design Parameters, Mayfield Road

Traffic	2008 AADT: 12,600 12% Commercial 3 % Growth 9.0 MESALS over 20 year design life
Design Life	20 years
Reliability	80%
Serviceability	Initial: 4.4 Terminal 2.2
Subgrade and Drainage	Sandy Silty Clay; M_R : 30 MPa

The adequacy of the pavement structure proposed for pavement widening (similar to the existing pavement) was checked using the AASHTO 1993 design procedure and the parameters noted above. The Flexible Pavement Design Utility, developed by Washington State University, was used for the AASHTO 93 analysis, which indicated a design structural number of 125 is required to provide a service life of 20 years. The preliminary pavement structure, as presented below provides an SN of 126, and is recommended in areas of future widening:

- 50 mm HL-1 Surface Course
- 50 mm HL-8 Upper Binder
- 50 mm HL-8 Lower Binder
- 150 mm OPSS Granular A
- 500 mm OPSS Granular B
- 800 mm Total Thickness

7.2 Stripping and Grading

In areas of the proposed pavement widening, it will be necessary to strip the existing topsoil, which varies between 80 mm and 325 mm.

Based on the grades and culverts observed at the site, there will be requirements for fill material before the road can be widened. The native silty clay and clayey silt materials encountered in the auger probes will be suitable for reuse as earth fill.

As noted above, organic materials including Peat and Organic Silty Clay were encountered in the area of The Gore Road, from approximate station 12+700 to station 14+160. The organic soils are beneath the topsoil or sand and gravel encountered at the ground surface. The organic silty clay materials encountered in the ditches generally extended to the termination depth of the auger probes, at 1.5 m below the existing ground surface. The black Peat encountered in two auger probes (AP10 and AP14) extended to depths of up to 700 mm below the ground surface.

The organic deposits encountered in the auger probes were located within areas of potential widening, from approximately 300 m west of McVean Drive to The Gore Road. The presence of

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Further investigation of the organic silty clay and peat should be completed during detail design to confirm limits and design implications.

8.0 CLOSURE

This report presents the results of a preliminary subsurface investigation completed by Stantec for the Region of Peel. A subsurface investigation is a limited sampling of the site and the information presented is representative of the findings at the specific borehole locations. This information can only be extrapolated to an undefined area around the location, and the extent of the limited area depends on the soil and groundwater conditions as well as the history of the site. The analyses and preliminary recommendations submitted are based upon the field explorations performed at the locations shown in this report. This report provides preliminary recommendations and these recommendations should be confirmed during detail design. Additional investigation activities will also be required at all culvert and bridge locations which are to be extended or reconstructed.

This preliminary report was prepared by Stantec Consulting. The material in it reflects Stantec Consulting's best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Stantec Consulting accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

We trust the information presented herein meets your present requirements. Should you have any questions for comments please call:

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APPENDIX A: FWD ANALYSIS RESULTS

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Appendix A: Falling Weight Deflectometer Data

May 2008

Table 1: Normalized and Temperature Corrected Falling Weight Deflectometer (FWD) Results

Route	Station [km]	Load [kN]	D1 [mm]	D2 [mm]	D3 [mm]	D4 [mm]	D5 [mm]	D6 [mm]	D7 [mm]	D8 [mm]	D9 [mm]	M _R [MPa]	E _p [MPa]	SN _{LR}
Mayfield Road EB	0.15	41.86	0.22	0.17	0.14	0.12	0.07	0.05	0.03	0.03	0.18	60.74	762	5.96
Mayfield Road EB	0.30	42.12	0.35	0.26	0.21	0.16	0.09	0.06	0.04	0.03	0.27	49.87	462	5.04
Mayfield Road EB	0.45	41.81	0.25	0.19	0.16	0.13	0.08	0.05	0.03	0.03	0.20	57.27	702	5.80
Mayfield Road EB	0.60	41.89	0.27	0.21	0.17	0.13	0.08	0.05	0.03	0.03	0.21	57.23	665	6.41
Mayfield Road EB	0.75	41.60	0.27	0.20	0.16	0.13	0.08	0.05	0.04	0.03	0.21	54.18	670	6.42
Mayfield Road EB	0.90	42.14	0.18	0.14	0.12	0.10	0.06	0.04	0.03	0.02	0.14	72.88	1,021	7.39
Mayfield Road EB	1.05	42.14	0.29	0.20	0.15	0.11	0.06	0.03	0.02	0.01	0.20	111.38	527	5.86
Mayfield Road EB	1.20	40.85	0.38	0.27	0.20	0.15	0.08	0.04	0.02	0.01	0.28	82.10	403	5.36
Mayfield Road EB	1.35	42.40	0.24	0.17	0.13	0.11	0.06	0.03	0.02	0.02	0.17	87.95	748	6.58
Mayfield Road EB	1.50	41.89	0.18	0.13	0.11	0.09	0.06	0.04	0.03	0.02	0.14	70.32	1,039	7.34
Mayfield Road EB	1.65	41.44	0.28	0.19	0.15	0.11	0.06	0.04	0.02	0.02	0.19	78.44	592	5.91
Mayfield Road EB	1.65	41.30	0.27	0.19	0.15	0.11	0.06	0.04	0.02	0.02	0.19	79.16	589	5.90
Mayfield Road EB	1.80	42.12	0.24	0.17	0.14	0.10	0.06	0.04	0.03	0.02	0.18	77.44	715	6.29
Mayfield Road EB	1.95	41.51	0.23	0.17	0.13	0.11	0.06	0.04	0.02	0.02	0.17	78.88	759	6.42
Mayfield Road EB	2.10	41.51	0.28	0.19	0.15	0.11	0.06	0.03	0.02	0.02	0.20	84.75	623	6.27
Mayfield Road EB	2.25	40.97	0.32	0.23	0.18	0.13	0.08	0.05	0.03	0.03	0.23	60.66	542	5.99
Mayfield Road EB	2.40	40.64	0.35	0.27	0.22	0.18	0.12	0.08	0.06	0.04	0.28	35.48	565	6.07
Mayfield Road EB	2.55	40.52	0.34	0.25	0.20	0.15	0.09	0.05	0.03	0.03	0.26	58.18	496	5.81
Mayfield Road EB	2.70	41.25	0.26	0.20	0.16	0.14	0.09	0.07	0.05	0.05	0.20	38.24	857	6.98
Mayfield Road EB	2.85	40.36	0.39	0.28	0.22	0.17	0.11	0.07	0.05	0.04	0.28	41.66	514	6.22
Mayfield Road EB	3.00	40.92	0.27	0.19	0.15	0.12	0.07	0.04	0.03	0.03	0.19	60.93	683	6.84
Mayfield Road EB	3.15	40.47	0.27	0.19	0.15	0.12	0.07	0.05	0.03	0.03	0.19	57.20	663	6.38
Mayfield Road EB	3.30	40.24	0.32	0.22	0.17	0.14	0.08	0.05	0.04	0.03	0.22	54.78	542	5.97
Mayfield Road EB	3.45	40.66	0.29	0.20	0.16	0.12	0.07	0.05	0.03	0.03	0.20	58.35	608	6.20
Mayfield Road EB	3.60	40.15	0.32	0.21	0.16	0.12	0.07	0.05	0.03	0.03	0.22	59.45	533	5.93
Mayfield Road EB	3.75	40.62	0.27	0.17	0.13	0.10	0.06	0.04	0.02	0.02	0.17	78.44	617	6.23
Mayfield Road EB	3.90	40.38	0.27	0.17	0.13	0.10	0.06	0.04	0.02	0.02	0.17	78.78	615	6.22
Mayfield Road EB	4.05	40.57	0.29	0.20	0.16	0.12	0.07	0.05	0.03	0.02	0.20	64.18	624	6.26
Mayfield Road EB	4.20	40.45	0.30	0.20	0.16	0.13	0.08	0.05	0.04	0.03	0.21	55.75	632	6.44
Mayfield Road EB	4.38	40.92	0.25	0.18	0.14	0.11	0.07	0.05	0.03	0.03	0.18	58.82	736	6.78

Route	Station [km]	Load [kN]	D1 [mm]	D2 [mm]	D3 [mm]	D4 [mm]	D5 [mm]	D6 [mm]	D7 [mm]	D8 [mm]	D9 [mm]	M _R [MPa]	E _p [MPa]	SN _{ER}
Mayfield Road EB	4.50	41.34	0.24	0.16	0.12	0.09	0.05	0.03	0.02	0.01	0.16	108.82	692	6.64
Mayfield Road EB	4.65	39.98	0.42	0.28	0.22	0.16	0.10	0.06	0.04	0.03	0.28	46.94	422	5.63
Mayfield Road EB	4.80	40.85	0.29	0.19	0.15	0.11	0.06	0.04	0.03	0.02	0.19	71.46	615	6.38
Mayfield Road EB	4.95	40.55	0.31	0.21	0.17	0.13	0.07	0.04	0.02	0.02	0.22	74.00	566	6.32
Mayfield Road EB	5.10	40.22	0.28	0.18	0.14	0.11	0.07	0.04	0.03	0.02	0.19	64.28	681	6.73
Mayfield Road EB	5.25	40.57	0.26	0.16	0.12	0.09	0.05	0.03	0.02	0.01	0.17	101.28	631	6.56
Mayfield Road EB	5.40	40.52	0.25	0.16	0.12	0.10	0.06	0.04	0.03	0.02	0.16	75.70	745	6.93
Mayfield Road EB	5.55	40.90	0.24	0.16	0.12	0.09	0.05	0.03	0.02	0.02	0.16	89.10	748	6.94
Mayfield Road EB	5.70	40.33	0.28	0.17	0.13	0.10	0.06	0.03	0.02	0.02	0.17	85.29	612	6.49
Mayfield Road EB	5.85	40.38	0.27	0.18	0.14	0.10	0.06	0.03	0.02	0.02	0.18	88.66	680	6.72
Mayfield Road EB	6.00	40.26	0.28	0.19	0.15	0.12	0.07	0.04	0.02	0.02	0.19	81.34	619	6.76
Mayfield Road EB	6.15	40.15	0.27	0.19	0.14	0.11	0.06	0.04	0.03	0.02	0.19	74.26	648	6.86
Mayfield Road EB	6.30	40.00	0.30	0.21	0.16	0.13	0.07	0.04	0.03	0.02	0.21	66.37	594	6.67
Mayfield Road EB	6.45	40.19	0.29	0.19	0.15	0.11	0.06	0.04	0.02	0.02	0.19	77.11	627	6.79
Mayfield Road EB	6.60	40.83	0.23	0.15	0.12	0.09	0.06	0.03	0.02	0.02	0.16	85.72	751	7.21
Mayfield Road EB	6.75	40.33	0.30	0.21	0.17	0.13	0.07	0.04	0.03	0.02	0.22	72.17	556	6.52
Mayfield Road WB	0.25	40.87	0.25	0.16	0.13	0.10	0.06	0.04	0.02	0.02	0.17	79.35	649	6.40
Mayfield Road WB	0.40	40.52	0.31	0.21	0.16	0.12	0.07	0.04	0.02	0.02	0.21	75.05	504	5.88
Mayfield Road WB	0.55	41.18	0.22	0.14	0.10	0.08	0.04	0.03	0.02	0.02	0.14	105.44	702	6.57
Mayfield Road WB	0.70	41.25	0.25	0.17	0.13	0.10	0.06	0.03	0.02	0.01	0.17	91.78	656	6.43
Mayfield Road WB	0.85	40.45	0.34	0.22	0.16	0.12	0.06	0.03	0.02	0.02	0.22	87.79	465	5.73
Mayfield Road WB	1.00	40.69	0.27	0.18	0.15	0.11	0.07	0.04	0.03	0.02	0.19	67.81	680	6.51
Mayfield Road WB	1.15	41.04	0.24	0.16	0.12	0.10	0.06	0.03	0.02	0.01	0.16	96.32	686	6.53
Mayfield Road WB	1.30	41.02	0.20	0.13	0.10	0.08	0.05	0.03	0.02	0.01	0.13	112.34	828	6.88
Mayfield Road WB	1.45	40.83	0.22	0.15	0.12	0.09	0.05	0.03	0.02	0.02	0.15	94.26	766	6.71
Mayfield Road WB	1.60	40.80	0.23	0.16	0.13	0.10	0.06	0.04	0.02	0.02	0.16	85.15	750	6.66
Mayfield Road WB	1.75	40.52	0.31	0.23	0.18	0.15	0.09	0.05	0.03	0.02	0.23	56.22	579	6.29
Mayfield Road WB	1.90	40.31	0.28	0.20	0.16	0.13	0.08	0.05	0.03	0.02	0.20	60.87	648	6.53
Mayfield Road WB	2.05	40.73	0.28	0.20	0.16	0.13	0.08	0.05	0.03	0.02	0.20	59.63	700	6.70
Mayfield Road WB	2.20	40.64	0.29	0.19	0.15	0.12	0.07	0.04	0.03	0.02	0.19	71.21	609	6.31
Mayfield Road WB	2.35	40.40	0.32	0.21	0.16	0.12	0.07	0.04	0.02	0.02	0.21	80.63	534	6.04
Mayfield Road WB	2.50	40.10	0.32	0.23	0.19	0.16	0.10	0.07	0.05	0.04	0.23	41.71	669	6.51

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Geotechnical Investigation Report
Mayfield Road, from Airport Rd Easterly to Coleraine Drive
 Appendix A: Falling Weight Deflectometer Data
 May 2008

Route	Station [km]	Load [kN]	D1 [mm]	D2 [mm]	D3 [mm]	D4 [mm]	D5 [mm]	D6 [mm]	D7 [mm]	D8 [mm]	D9 [mm]	M _R [MPa]	E _P [MPa]	SN _{FR}
Mayfield Road WB	2.65	40.59	0.24	0.16	0.12	0.09	0.05	0.03	0.02	0.01	0.16	115.63	695	6.59
Mayfield Road WB	2.81	41.16	0.23	0.16	0.12	0.09	0.05	0.02	0.01	0.01	0.16	138.85	703	6.62
Mayfield Road WB	2.95	40.76	0.21	0.14	0.11	0.08	0.05	0.03	0.02	0.02	0.14	93.09	845	7.03
Mayfield Road WB	3.10	40.71	0.22	0.15	0.11	0.09	0.06	0.04	0.02	0.02	0.15	79.89	821	6.82
Mayfield Road WB	3.25	40.26	0.28	0.19	0.15	0.12	0.07	0.04	0.03	0.02	0.19	67.83	624	6.22
Mayfield Road WB	3.44	39.84	0.33	0.24	0.20	0.16	0.10	0.07	0.05	0.04	0.25	42.65	581	6.08
Mayfield Road WB	3.55	40.52	0.27	0.18	0.14	0.11	0.06	0.04	0.03	0.03	0.18	67.44	683	6.41
Mayfield Road WB	3.70	40.12	0.31	0.21	0.16	0.12	0.07	0.05	0.04	0.03	0.21	54.59	587	6.10
Mayfield Road WB	3.85	40.03	0.31	0.21	0.16	0.12	0.07	0.04	0.03	0.02	0.21	64.75	537	5.28
Mayfield Road WB	4.00	45.62	0.35	0.22	0.16	0.12	0.07	0.04	0.03	0.03	0.22	68.14	455	5.00
Mayfield Road WB	4.15	39.98	0.44	0.27	0.20	0.16	0.09	0.05	0.04	0.03	0.28	50.91	372	4.67
Mayfield Road WB	4.30	39.91	0.37	0.25	0.19	0.14	0.08	0.05	0.04	0.03	0.25	53.32	445	4.96
Mayfield Road WB	4.45	39.98	0.32	0.22	0.17	0.13	0.07	0.04	0.03	0.03	0.22	65.65	516	5.21
Mayfield Road WB	4.60	40.00	0.29	0.22	0.18	0.14	0.09	0.06	0.04	0.04	0.22	44.70	697	6.65
Mayfield Road WB	4.75	40.40	0.25	0.17	0.13	0.10	0.06	0.03	0.02	0.02	0.17	79.23	727	6.75
Mayfield Road WB	4.90	40.52	0.23	0.16	0.12	0.10	0.06	0.03	0.02	0.02	0.16	83.22	832	7.06
Mayfield Road WB	5.05	40.36	0.27	0.19	0.15	0.11	0.07	0.04	0.03	0.02	0.19	63.48	752	6.82
Mayfield Road WB	5.20	40.10	0.22	0.15	0.12	0.09	0.05	0.03	0.02	0.01	0.15	105.22	831	7.05
Mayfield Road WB	5.35	40.12	0.28	0.19	0.15	0.11	0.06	0.04	0.03	0.02	0.19	75.08	649	6.50
Mayfield Road WB	5.55	40.38	0.25	0.18	0.14	0.11	0.07	0.04	0.03	0.02	0.18	72.94	707	6.68
Mayfield Road WB	5.65	40.38	0.23	0.15	0.11	0.08	0.05	0.03	0.02	0.01	0.15	100.67	779	6.90
Mayfield Road WB	5.80	39.49	0.48	0.29	0.21	0.15	0.08	0.06	0.04	0.03	0.30	48.57	381	5.44
Mayfield Road WB	5.95	39.86	0.25	0.17	0.14	0.11	0.07	0.04	0.03	0.02	0.18	64.91	790	6.94
Mayfield Road WB	6.10	40.38	0.30	0.21	0.16	0.13	0.07	0.05	0.03	0.03	0.21	60.27	651	6.50
Mayfield Road WB	6.25	40.12	0.31	0.21	0.16	0.13	0.07	0.04	0.03	0.02	0.22	73.58	548	6.14
Mayfield Road WB	6.40	40.15	0.24	0.16	0.12	0.09	0.05	0.04	0.03	0.02	0.16	74.69	770	6.74
Mayfield Road WB	6.55	40.33	0.28	0.20	0.15	0.12	0.07	0.04	0.03	0.03	0.20	62.75	699	6.52
Mayfield Road WB	6.70	39.56	0.28	0.19	0.15	0.12	0.07	0.04	0.03	0.03	0.20	63.22	676	6.45
Mayfield Road WB	6.85	39.72	0.27	0.21	0.17	0.14	0.09	0.06	0.04	0.03	0.21	51.47	736	6.63

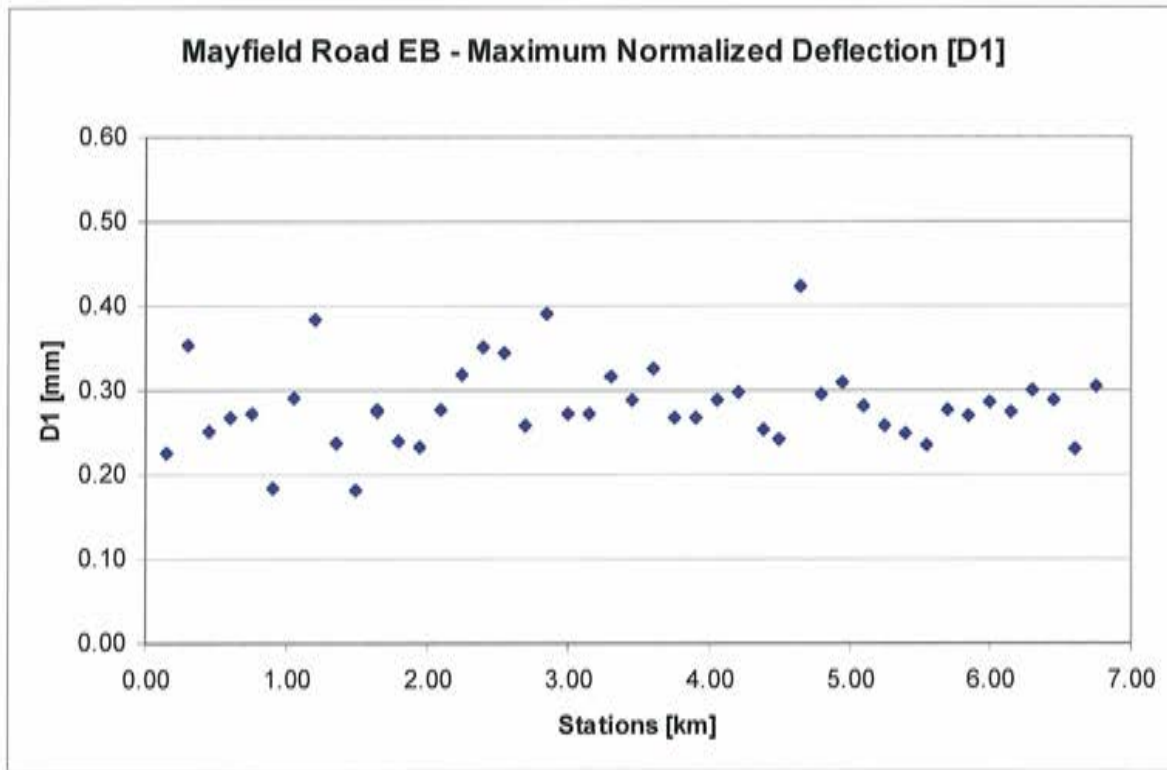


Figure 1 Maximum Normalized Deflection along the Eastbound Direction

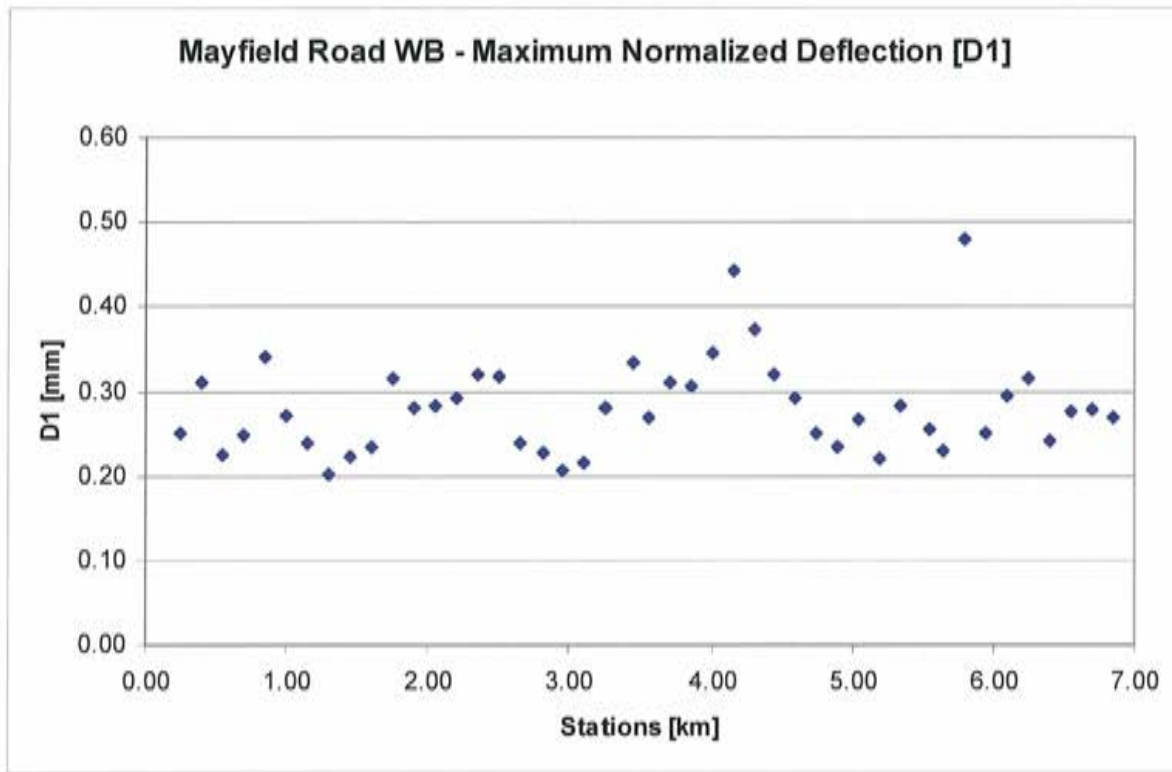


Figure 2 Maximum Normalized Deflection along the Westbound Direction

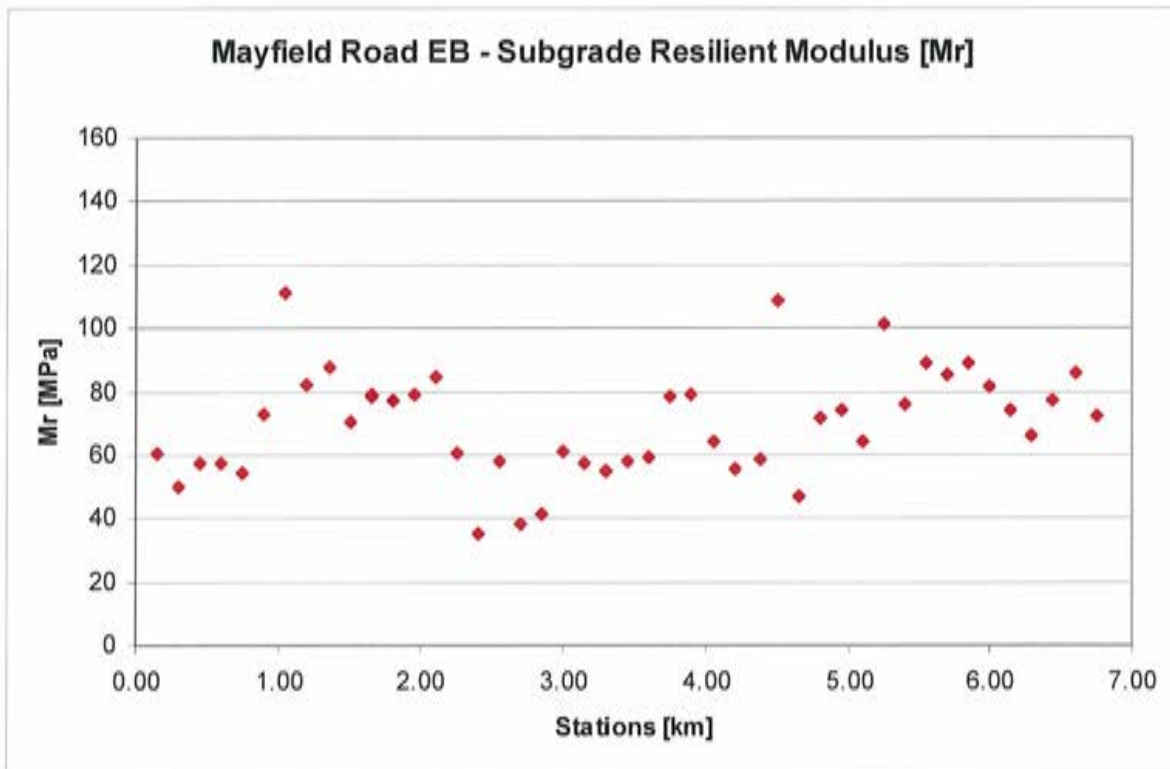


Figure 3 Subgrade Resilient Modulus along the Eastbound Direction

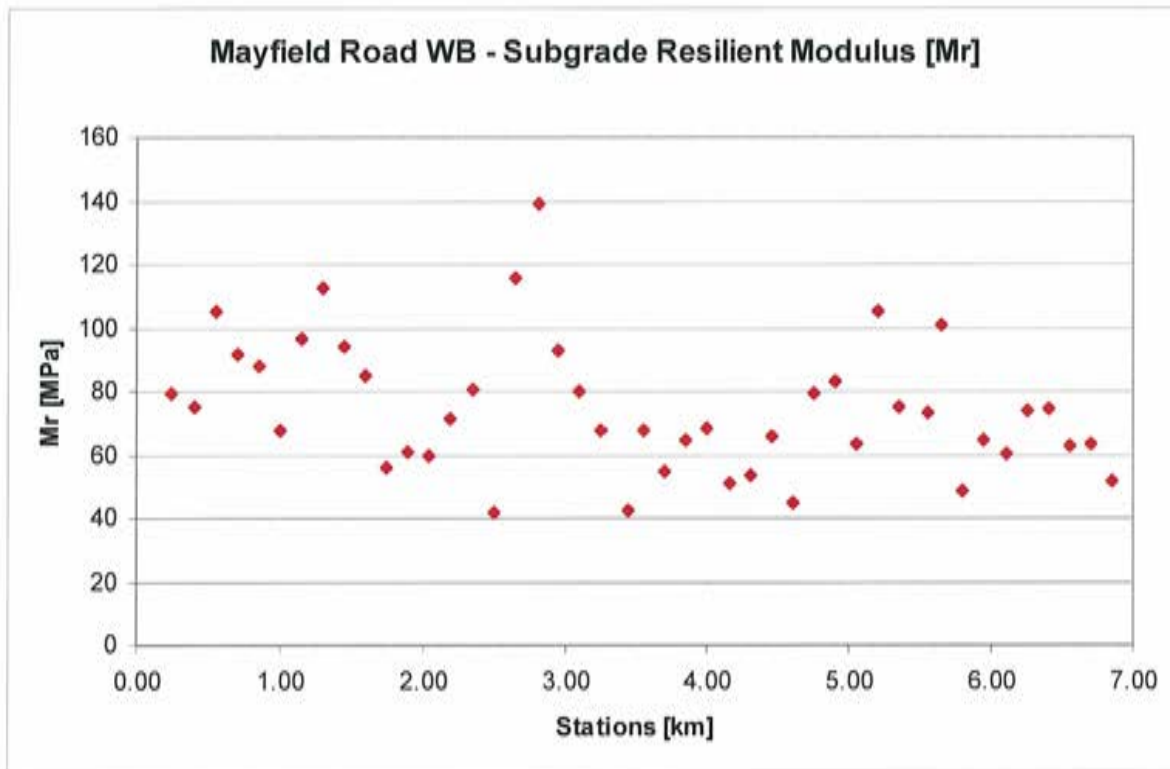


Figure 4 Subgrade Resilient Modulus along the Westbound Direction

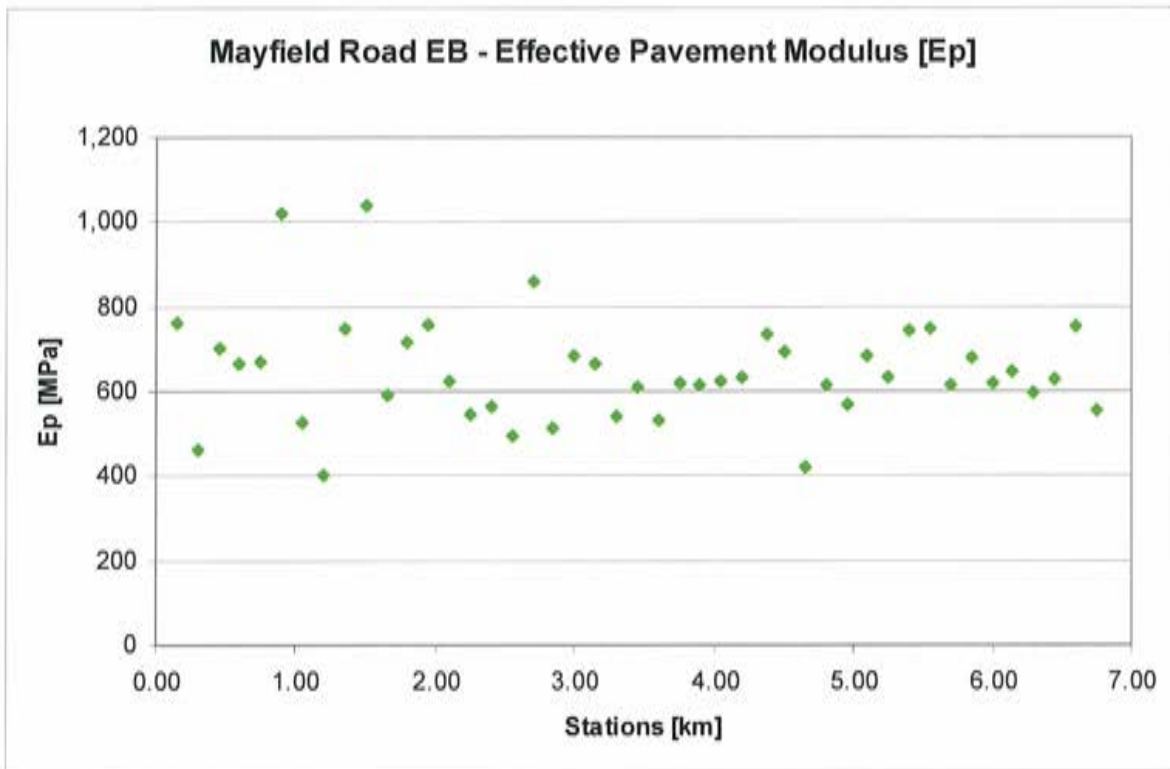


Figure 5 Effective Pavement Modulus along the Eastbound Direction

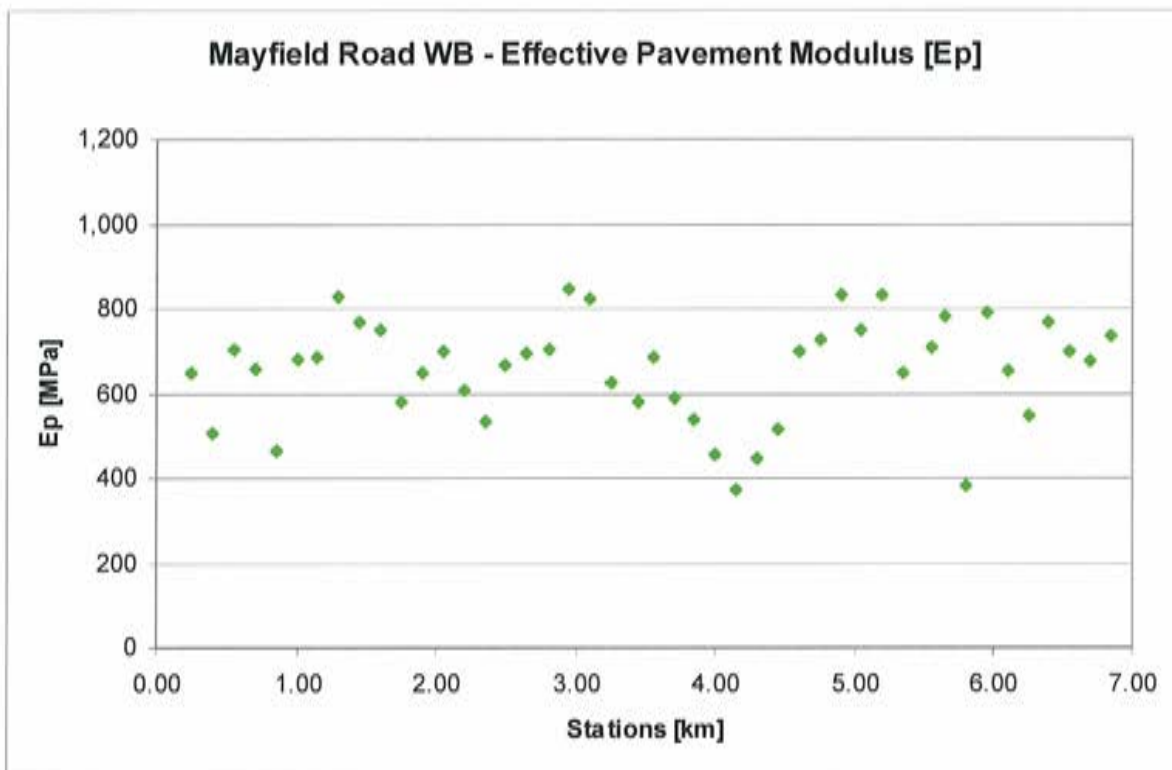


Figure 6 Effective Pavement Modulus along the Westbound Direction

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**Preliminary Geotechnical Investigation Report
Mayfield Road, from Airport Road easterly to Coleraine Drive**

APPENDIX B: AUGER PROBE RECORDS

Mayfield Rd**Auger Probe Records**

Offset (O/S) References are from the Centreline of the Road.

Depths are in millimeters unless marked otherwise.

AP1, Station 10+080 o/s 11 m, Lt D -1.5m

0	-	150	Topsoil
150	-	350	Gravel and coarse Sand, Moist
350	-	1.5m	Light Brown Sandy Silty Clay, Stiff, Dry

AP2, Station 10+580 o/s 12 m Lt D -0.7

0	-	250	Topsoil
250	-	1.5 m	Light Brown Sandy Silty Clay, Hard, Moist

AP3, Station 10+720 o/s 15 m Rt D -2.8

0	-	220	Topsoil
220	-	500	Brown Silty Clay, Hard, Moist
500	-	1.5 m	Light Brown Sandy Silt, Moist

AP4, Station 10+980 o/s 12 m Lt D -1.5

0	-	100	Topsoil
100	-	500	Brown Sandy Silty Clay, Hard, Moist
500	-	1.5 m	Brown Sandy Silty Clay and Gravel, Hard, Moist

AP5, Station 11+220 o/s 12 m Lt D -0.5

0	-	120	Topsoil
120	-	550	Brown Silty Clay trace Sand and Gravel, Moist, Hard
550	-	1.5 m	Brown Silty Clay, Stiff, Dry

AP6, Station 11+680 o/s 13 m Rt D -2.0

0	-	100	Topsoil
100	-	600	Dark Brown Sandy Silty Clay and Gravel, Hard, Moist
600	-	1.5 m	Light Brown Sandy Silty Clay, Stiff, Moist

AP7, Station 11+760 o/s 14 m Lt D -0.3

0	-	100	Topsoil
100	-	600	Dark Brown Sandy Silty Clay and Gravel, Hard, Moist
600	-	1.5 m	Light Brown Sandy Silty Clay, Stiff, Moist

AP8, Station 12+050 o/s 8.5 m Rt D -1.5

0	-	100	Topsoil
100	-	600	Brown Sandy Silty Clay trace Gravel, Hard, Moist
600	-	1.5m	Dark Brown Silty Clay trace Sand and Gravel, Hard, Moist

AP9, Station 12+350 o/s 11 m Lt D -1.0

0	-	200	Topsoil
200	-	1.3	Brown Sandy Silty Clay and Gravel, Hard, Moist
1.3	-	1.5 m	Light Brown Sandy Silty Clay and Gravel, Stiff, Moist

AP10, Station 12+400 o/s 17 m Lt D -4.8

0	-	100	Topsoil
100	-	580	Black Peat with Grey Silty Clay, Moist
580	-	1.5 m	Light Brown Silty Clay, Hard, Moist

AP11, Station 12+700 o/s 8 m Lt D -1.7

0	-	100	Coarse Sand and Crushed Gravel
100	-	900	Dark Brown Organic Silty Clay and Gravel, Moist, Hard
900	-	1.5 m	Dark Brown Organic Silty Clay trace Sand and Gravel, Moist

AP12, Station 12+720 o/s 13 m Rt D +0.3

0	-	100	Topsoil
100	-	1.5 m	Dark Brown Organic Silty Clay and Gravel, Hard, Moist

AP13, Station 13+060 o/s 8 m Rt D -0.5

0	-	200	Topsoil
200	-	550	Brown coarse Sand and Gravel, Moist
550	-	1.5 m	Brown Silty Clay, Hard, Moist

Clay, Hard, Moist

AP14, Station 13+140 o/s 8 m Lt D -0.5

0	-	400	Black Peat with Silty Clay Sand and Gravel, Wet
400	-	1.5 m	Brown Silty Clay, Hard, Moist

AP15, Station 13+480 o/s 7.5 m Lt D -0.3

0	-	100	Coarse Sand and Gravel some Silt, Moist
100	-	250	Topsoil
250	-	500	Dark Brown Organic Silty Clay and Gravel, Moist
500	-	1.5 m	Grey Silty Clay, Hard, Moist

AP17, Station 13+880 o/s 9 m Rt D -0.7

0	-	100	Topsoil
100	-	800	Brown Sandy Silty Clay and Gravel, Hard, Moist
800	-	1.5m	Light Brown Silty Clay, Hard, Moist

AP18, Station 13+960 o/s 15 m Lt D -2.5

0	-	80	Topsoil
80	-	680	Brown Organic Silty Clay and Gravel, Wet
680	-	1.5 m	Light Brown Sandy Silty Clay, Hard, Moist

AP19, Station 14+160 o/s 18 m Lt D -4.5

0	-	200	Topsoil
200	-	400	Dark Brown Organic Silty Clay trace Sand and Gravel, Hard, Moist
400	-	1.5 m	Brown Sandy Silty Clay, Firm, Wet

AP20, Station 14+390 o/s 15 m Rt D -3.5

0	-	240	Topsoil
240	-	1.5m	Grey Silty Clay trace Sand and Gravel, Stiff, Dry

AP21, Station 14+760 o/s 12 m Lt D -0.3

0	-	200	Topsoil
200	-	1.5m	Light Brown Silty Clay, Hard, Moist

AP22, Station 15+120 o/s 15 m Rt D -1.5

0	-	200	Topsoil
200	-	400	Brown Sandy Silty Clay and Gravel, Hard, Moist
400	-	1.5 m	Light Brown Sandy Silty

AP23, Station 15+150 o/s 12 m Lt D -1.0

0	-	200	Topsoil
200	-	1.5 m	Brown Sandy Silty Clay and Gravel, Hard, Moist

AP24, Station 15+550 o/s 9 m Lt D -0.5

0	-	200	Topsoil
200	-	500	Brown Sandy Silty Clay and Gravel, Hard, Moist
500	-	1.5 m	Light Brown Silty Clay, Stiff, Dry

AP25, Station 15+860 o/s 10 m Rt D -1.3

0	-	80	Topsoil
80	-	200	Brown Coarse Sand and Gravel, Moist
200	-	1.5 m	Light Brown Silty Clay trace Sand and Gravel, Hard, Moist

AP26, Station 16+050 o/s 12 m Lt D -1.5

0	-	250	Topsoil
250	-	500	Brown Sandy Silty Clay, Wet
500	-	700	Coarse Sand and Gravel, Moist
700	-	1.5 m	Brown Sandy Silty Clay some Gravel, Wet

AP27, Station 16+450 o/s 7.5 m Light D 0.8

0	-	200	Topsoil
200	-	650	Sand and Gravel, Moist
500	-	1.5 m	Light Brown Sandy Silty Clay and Gravel, Moist

AP28, Station 16+700 o/s 10 m Rt D -1.5

0	-	200	Topsoil
200	-	380	Brown Sandy Silty Clay and Gravel, Hard, Moist
380	-	1.5 m	Light Brown Silty Clay trace Sand and Gravel, Moist

AP29, Station 16+850 o/s 13 m Lt D -0.3

0	-	300	Topsoil
300	-	800	Brown Silty Clay trace Sand and Gravel, Hard, Moist
800	-	1.5 m	Light Brown Silty Clay, Hard, Moist

AP30 Station 11+ 050 o/s 16 m Rt D -0.3

0	-	280	Topsoil
280	-	1.8 m	Grey Silty Clay trace Sand and Gravel, Hard, Moist
1.8	-	2.5 m	Grey Silty Clay trace Sand and Gravel, Wet
2.5	-	3.5 m	Grey Sandy Silty Clay and Gravel, Numerous Cobbles, Wet
		2.4 m	Water in Open Borehole

AP31, Station 14+ 480 o/s 7 m Rt D -0.7

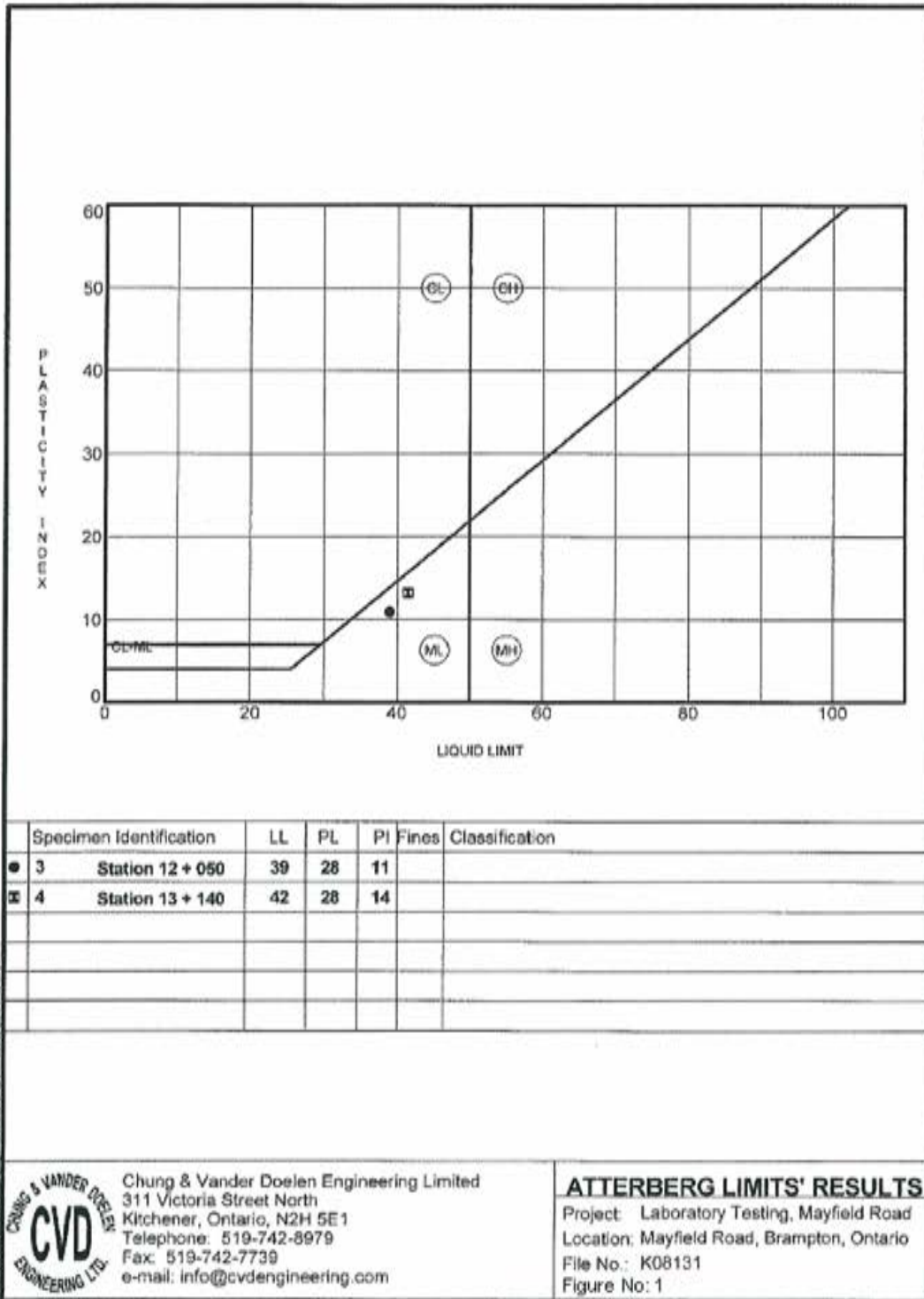
0	-	200	Topsoil
200	-	1.5 m	Brown Sandy Silty Clay and Gravel, Hard, Moist
1.5	-	1.8 m	Grey Silty Clay, Moist
1.8	-	2.8 m	Grey Sandy Silty Clay and Gravel, Hard, Moist
2.8	-	3.5 m	Grey Sandy Silty Clay and Gravel Numerous Cobbles, Hard, Moist
		2.4 m	Water in Open Borehole

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Preliminary Geotechnical Investigation Report

Mayfield Road, from Steeles Ave northerly to north of Major William Sharpe Drive

APPENDIX C: LABORATORY TEST RESULTS

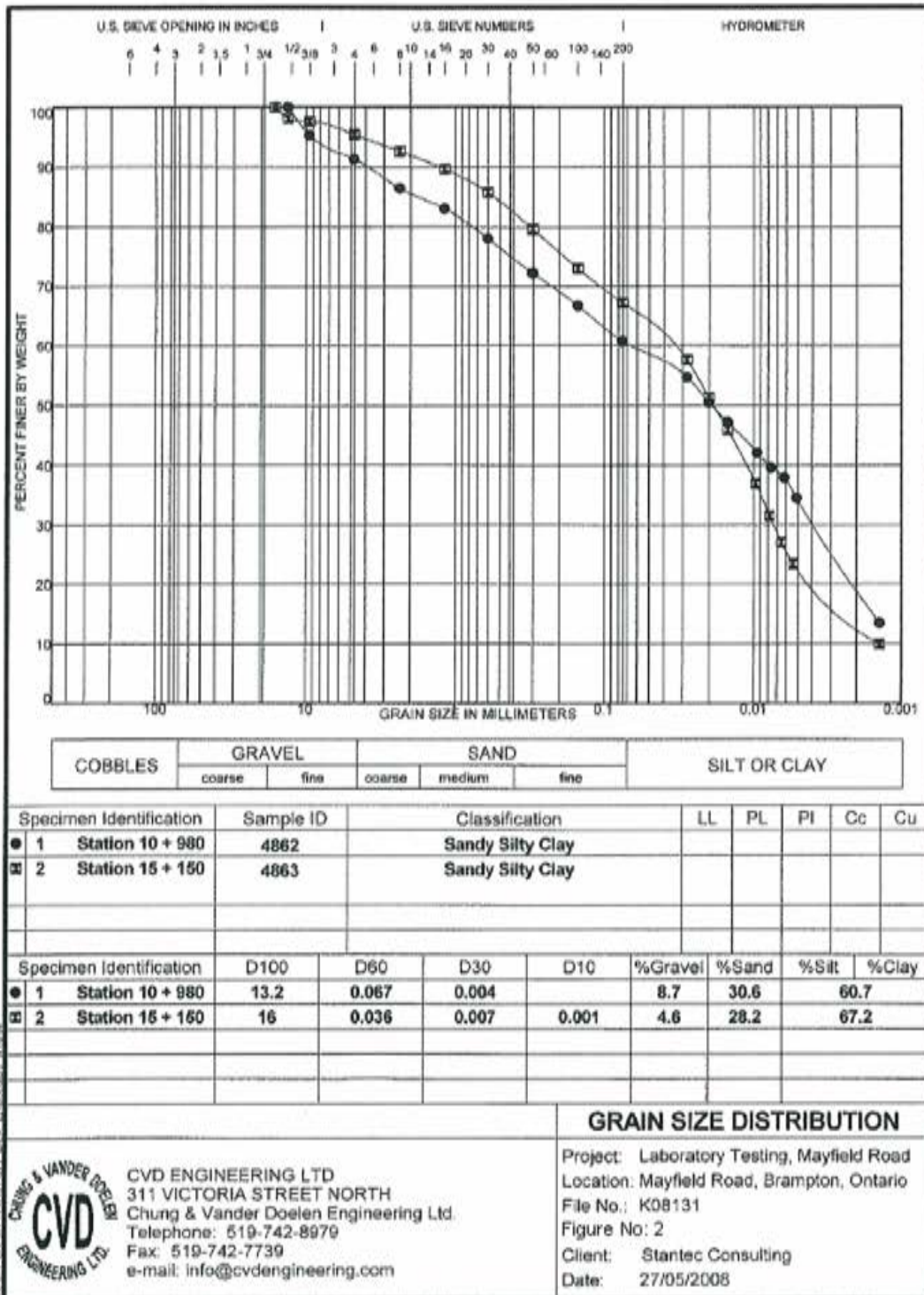


CAN. ATTERBERG LIMITS, ASSESSMENT, LAW, INSPECTION, DESIGN



Chung & Vander Doelen Engineering Limited
311 Victoria Street North
Kitchener, Ontario, N2H 5E1
Telephone: 519-742-8979
Fax: 519-742-7739
e-mail: info@cvdengineering.com

ATTERBERG LIMITS' RESULTS
Project: Laboratory Testing, Mayfield Road
Location: Mayfield Road, Brampton, Ontario
File No.: K08131
Figure No: 1



APPENDIX K

ARCHAEOLOGICAL REPORTS
STAGE 1 & STAGE 2

Ministry of Tourism and Culture

Culture Programs Unit
Programs and Services Branch
400 University Avenue, 4th floor
Toronto, ON, M7A 2R9
Telephone: (416)-314-7691
Facsimile: (416)-314-7175
Email: lan.Hember@ontario.ca

Ministère du Tourisme et de la Culture

Unité des programmes culturels
Direction des programmes et des services
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Toronto, ON, M7A 2R9
Téléphone: (416)-314-7691
Télécopieur: 416-314-7175
Email: lan.Hember@ontario.ca



February 9, 2010

Robert Pihl
Archaeological Services, Inc.
528 Bathurst Street
Toronto, ON
M5S 2P9

RE: Review and Acceptance into the Provincial Register of Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment Mayfield Road Class Environment Assessment From East of Airport Road to Coleraine Drive, Regional Municipality of Peel, Ontario," Dated April 2008, Received December 22 2008, MCL Project Information Form Number P057-408-2007, MCL RIMS Number 21RD106

Dear Mr Pihl,

This office has reviewed the above-mentioned report, which has been submitted to this Ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review is to ensure that the licensed professional consultant archaeologist has met the terms and conditions of their archaeological licence, that archaeological sites have been identified and documented according to the 1993 technical guidelines set by the Ministry and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario.

This report has been addressed as part of the backlog project, and was subjected to a review that focused specifically on concerns for archaeological resources and/or sites in relation to the outcomes and recommendations of the report. This focused review does not alter or effect your obligation as the licensee to ensure that all reports submitted meet the Ministry technical guidelines and terms and conditions of licence.

As the result of our review, this Ministry accepts the above titled report into the Provincial register of archaeological reports. The report indicates that the subject property (or portions thereof) has archaeological potential and, consequently, should be subject to a Stage 2 archaeological assessment. This Ministry concurs with this recommendation.

Ministry of Tourism and Culture

Culture Programs Unit
Programs and Services Branch
400 University Avenue, 4th floor
Toronto, ON, M7A 2R9
Telephone: (416)-314-7691
Facsimile: (416)-314-7175
Email : Ian.Hember@ontario.ca

Ministère du Tourisme et de la Culture

Unité des programmes culturels
Direction des programmes et des services
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Toronto, ON, M7A 2R9
Téléphone: (416)-314-7691
Télécopieur: 416-314-7175
Email : Ian.Hember@ontario.ca



I trust this information is of assistance. Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Ian Hember".

Ian Hember
Archaeology Review Officer

cc. Archaeological Licensing Office
Stantec
Regional Municipality of Peel

Stage 1 Archaeological Assessment

**Mayfield Road Class Environmental Assessment
From East of Airport Road to Coleraine Drive,
Regional Municipality of Peel, Ontario**

Submitted to

Stantec

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ENVIRONMENTAL ASSESSMENT DIVISION**

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Stage 1 Archaeological Assessment

Mayfield Road Class Environmental Assessment From East of Airport Road to Coleraine Drive, Regional Municipality of Peel, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Stantec, Kitchener, to conduct a Stage 1 Archaeological Assessment for the Mayfield Road Class Environmental Assessment from East of Airport Road to Coleraine Drive, Regional Municipality of Peel, Ontario (Figure 1). The Region of Peel intends to undertake a Schedule "C" Class Environmental Assessment for the proposed road improvements to Mayfield Road. Within the study corridor, Mayfield Road generally consists of a rural two lane road, carrying traffic between the eastern and western portions of the Regional Municipality of Peel.

Permission to access the study corridor and to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by Stantec on October 15, 2007.

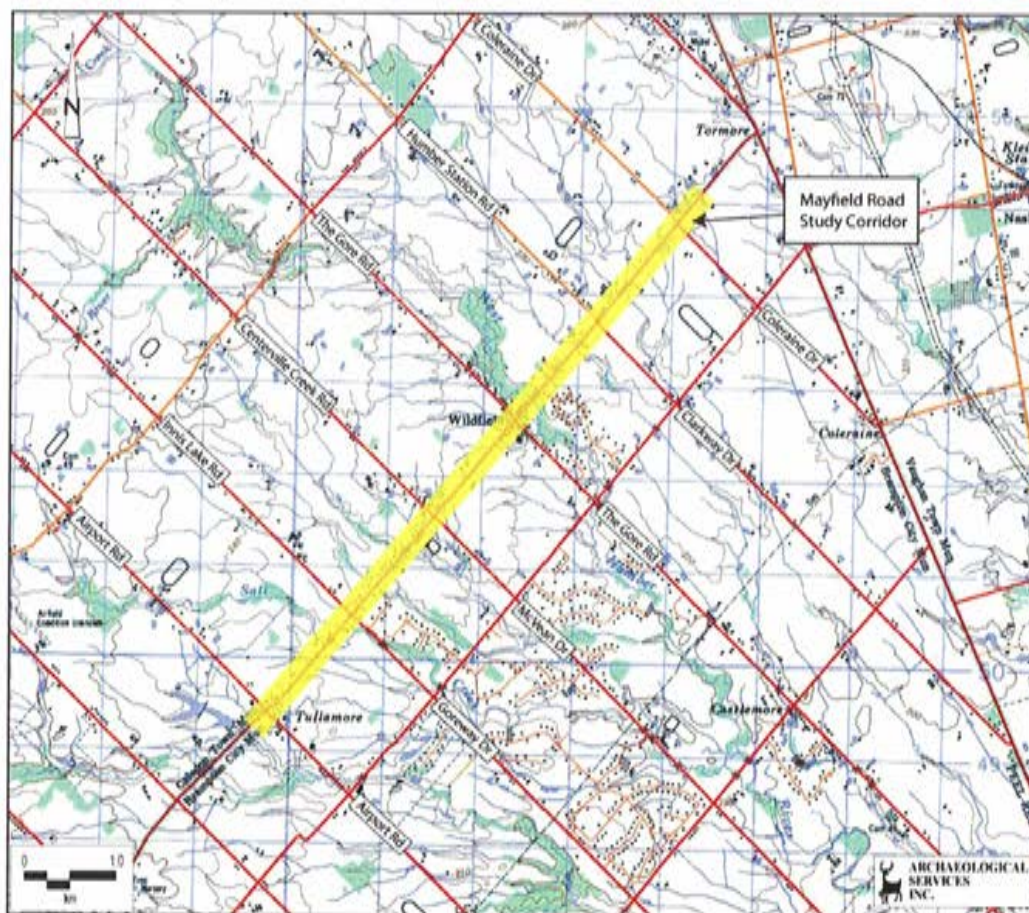


Figure 1: Location of the study corridor. (NTS Map Bolton; 30 M/13)



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This report presents the results of the Stage 1 background research and field review and makes several recommendations.

2.0 BACKGROUND RESEARCH

The Stage 1 archaeological assessment of the study areas was conducted in accordance with the Ontario Heritage Act (2005) and the Ontario Ministry of Culture's (MCL) draft *Standards and Guidelines for Consultant Archaeologists* (2006). A Stage 1 archaeological assessment involves research to describe the known and potential archaeological resources within the vicinity of a study area. Such an assessment incorporates a review of previous archaeological research, physiography, and land use history. Background research was completed to identify any archaeological sites in the study areas and to assess their archaeological potential.

2.1 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study corridor, three sources of information were consulted: the site record forms for registered sites housed at the Ontario Ministry of Culture; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the Ontario Ministry of Culture. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study corridor under review is located in the Borden blocks *AlGw* & *AkGw*.

According to the OASD (email communication, Megan Kevill on behalf of Robert von Bitter, MCL Data Coordinator, August 29, 2007), no archaeological sites have been registered within the study corridor. A total of 27 sites have been registered within a two kilometre radius of the study corridor limits (Table 1).

Table 1: List of registered sites within a two kilometer radius of the study corridor

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher ¹
AkGw-66	John Laughlin	Historic Euro-Canadian	Homestead	D.R. Poulton, 1993
AkGw-143	Shaw II	Historic Euro-Canadian	Homestead	ASI, 2000
AkGw-142	Shaw I	Historic Euro-Canadian	Homestead	ASI, 2000
AkGw-154		Undetermined Aboriginal	Findspot	Archaeworks, 2001
AkGw-157		Undetermined Aboriginal	Lithic Scatter	Archaeworks, 2001
AkGw-163		Late Archaic	Findspot	Archaeworks, 2001
AkGw-164		Undetermined Aboriginal	Findspot	Archaeworks, 2001
AkGw-185		Late Archaic	Findspot	ASI, 2001
AkGw-186		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-187	Flying Lady Site	Undetermined Aboriginal	Lithic Scatter	ASI, 2001
AkGw-188		Undetermined Aboriginal	Findspot	ASI, 2002
AkGw-189		Undetermined Aboriginal	Findspot	ASI, 2001



Table 1: List of registered sites within a two kilometer radius of the study corridor

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher ¹
AkGw-190		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-191		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-192		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-193		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-205		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-206		Early Woodland	Findspot	ASI, 2001
AkGw-207		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-279		Undetermined Aboriginal	Findspot	Archaeoworks, 2005
AkGw-282		Undetermined Aboriginal	Findspot	Archaeoworks, 2005
AlGw-40		Early Woodland	Findspot	MIA, 1989
AlGw-41		Historic Euro-Canadian	Homestead	MIA, 1989
AlGw-65		Undetermined Aboriginal	Findspot	A.A. Theriault, 2000
AlGw-66		Undetermined Aboriginal	Findspot	A.A. Theriault, 2000
AlGw-80	Graham	Historic Euro-Canadian	Homestead	ASI, 2005
AlGw-81		Early Archaic	Findspot	ASI, 2005

2.2 Physiography and Assessment of Aboriginal Archaeological Potential

The study corridor is situated within the till plains of the South Slope physiographic region. The physiographic region spans an area of approximately 2300 square kilometres extending from the Oak Ridges Moraine south to Lake Ontario, and from the Niagara Escarpment east to the Trent River. The South Slope overlies the limestones of the Verulam and Lindsay Formations, the grey shale of the Georgian Bay Formation, and the red shale of the Queenston Formation. The till soils of this physiographic region are more sandy in the east and filled with clay in the west (Chapman and Putnam 1984:173).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in southcentral Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. The study corridor is located within the Humber River watersheds, and the West Humber River and Salt River bisect the study corridor.

The Ministry of Culture's draft *Standards and Guidelines for Consultant Archaeologists* (2006: Unit 1c 5-7, 10) stipulates that undisturbed land within 300 metres of a primary water source (lakeshore, river, large creek, etc.), undisturbed land within 200 metres of a secondary water source (stream, spring, marsh, swamp, etc.), as well as undisturbed land within 300 metres of an ancient water source (as indicated by remnant beaches, shorecliffs, terraces, abandoned river channel features, etc.), are considered to have archaeological potential.

Therefore, due to the proximity of the West Humber River and Salt River, it may be concluded that there is potential for the recovery of Aboriginal archaeological remains within the study corridor depending on the degree of previous land disturbance

2.3 Historical Land Use Summary

The land now encompassed by the former Townships of Albion and Toronto Gore has a cultural history which begins approximately 10,000 years ago and continues to the present. This section provides the results of historical research of the general study area for the Mayfield Road Improvements Class EA. A brief review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure.

2.3.1 Historical Land Use Summary

The Township of Albion was surveyed in 1818-1819 and opened for European-American settlement in 1820. Eleven concessions comprised the township and were laid out west to east. Early settlement and development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. In 1821, the population of the entire township totalled 110 and by 1848, the population had increased to 3,567. The census of 1871 records that the population of the Township of Albion had reached 4,857.

Within the Township of Albion, Bolton's Mills became a major population centre in the mid-nineteenth century. Bolton's Mill was located between Concession 6 and 7 in the Township of Albion. Construction of a grist mill in Bolton's Mills encouraged population growth and inspired the emergence of associated businesses, which included a cooperage, blacksmith, and homes for mill employees. By the 1840s, the village known as Bolton's Mills had grown quickly, featuring a store, distillery, and hotel. In 1842, the first school in the area was established, with the first church established one year later. By 1872, Bolton's Mills had grown considerably, causing the village to sever its connection with the Township of Albion and become a separate municipality.

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, Vaughn, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. Part of the land which encompasses Chinguacousy Township was alienated by the British from the native Mississaugas through a provisional treaty dated October 28, 1818 (Indian Treaties 1891: #19 p. 47).

The Chinguacousy Township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, and which signified "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 Michilimacinae was captured from the Americans in the War of 1812" (Mika 1977:416; Rayburn 1997: 68).

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 extant Survey Diaries indicated that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock and pine. The survey crew working in the township in the summer of 1819 suffered under extreme conditions. One of the complaints noted by the surveyor was that of "musketoes miserable thick." Due to heavy rain part of the crew became separated from the rest of the party, and they



spent a wet, uncomfortable night alone in the woods. One of the men, named Montgomery, badly cut his foot and had to be sent home. The work within this township was summed up by the surveyor as “pretty tuff times.”

It was recorded that the first landowners in Chinguacousy were composed of settlers from New Brunswick, the United States, and also some United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the 19th century, however most of these villages were situated on boundary lines of the adjacent townships. The village of Tullamore, located in the former Township of Chinguacousy, abuts the western limit of the study corridor. Additionally, based on historical atlas maps, there appears to be evidence of a crossroads settlement, located on the road allowance between the 9th and 10th Concessions, Lot 17, which is now known as the hamlet of Wildfield.

Both the Township of Albion and the Township of Toronto Gore remained a part of the County of Peel until 1973. In 1974, the Township of Albion became a part of the Town of Caledon, and the Township of Toronto Gore became a part of the City of Brampton.

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

2.3.2 The Historic Hamlet of Wildfield

The Mayfield Road study corridor passes through the historic community of Wildfield. Centered at the intersection of Mayfield Road and The Gore Road (Figure 2), Wildfield is home to a number of historic structures, including St. Patrick’s Church and cemetery (Plate 24). The church was the first Ontario church to be named St. Patrick and the second parish to be established in the Archdiocese of Toronto. The existing red brick structure was constructed in 1894 on the footprint of an original wood frame structure, which was probably built in the 1830s. A historic plaque was placed on site at the sesquicentennial anniversary of the founding of the parish on June 26, 1983.

Another structure of particular historic significance is St. Patrick’s School, the first Catholic school in the Region. The school opened in 1907 and served the needs of the



Figure 2: Historic Hamlet of Wildfield.

community until 1950 when the first wing of the existing St. Patrick's School was built (SPRC 1985). The school is celebrating its 100th anniversary this year.

2.3.3 The Historic Village of Tullamore

The village of Tullamore abuts the western limit of the study corridor and was first settled in the 1820s, experiencing growth up until the 1850s. Increasing affluence in Tullamore during the mid-19th century was attributed to large tracts of surrounding land that were ideal for grain crop production (Kavanagh, Roy, and Williams, 1982). However, as industrialization increased through the 19th century and railway transportation and proximity to it became a motivator of population growth and economic development, growth in Tullamore became limited as it was a village by-passed by the Grand Trunk Railway that was laid in Brampton in 1856. Despite this rupture in development, remnants of the village of Tullamore are still visible at the Mayfield Road and Airport Road intersection. The village was named by the first settler, Abraham Odlum, who was born in Tullamore, Ireland (Kavanagh, Roy, and Williams, 1982). Historical research conducted by the Town of Caledon's Heritage Committee documents that this once-thriving village contained a large school house, Anglican Church, Orange Hall, a parish hall, two hotels, a Church of England, several stores and a cabinet/furniture factory, a blacksmith shop and stables, wagon shop and a harness shop. The Anglican Church is no longer present but its accompanying cemetery is still extant, complete with gravestones. Research confirms that the Orange Hall and parish hall have been relocated (Caledon Heritage Committee, no date).

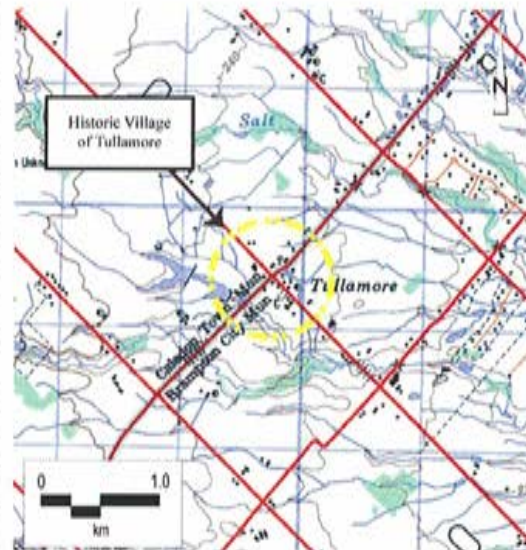


Figure 3: Historic Village of Tullamore.

2.4 Assessment of Historic Archaeological Potential

The 1878 *Illustrated Historical Atlas of Peel County, Ontario* was reviewed to determine the potential for the presence of historical archaeological remains within the study corridor during the nineteenth century (Figure 3).

The study corridor is located on Lot 17, Concessions VII to XII, in the former Township of Toronto Gore and Lot 1, Concessions I to VI, in the former Township of Albion. A number of property owners and historic features are illustrated within or adjacent to the study corridor. Table 2 presents a summary of property owners and historic features found within or adjacent to roads within the study corridor. The features mostly consist of farmhouses and orchards. Two churches, a cemetery, the Gribbin Post Office and the Tormore Post Office are also illustrated within the Mayfield Road study corridor. 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

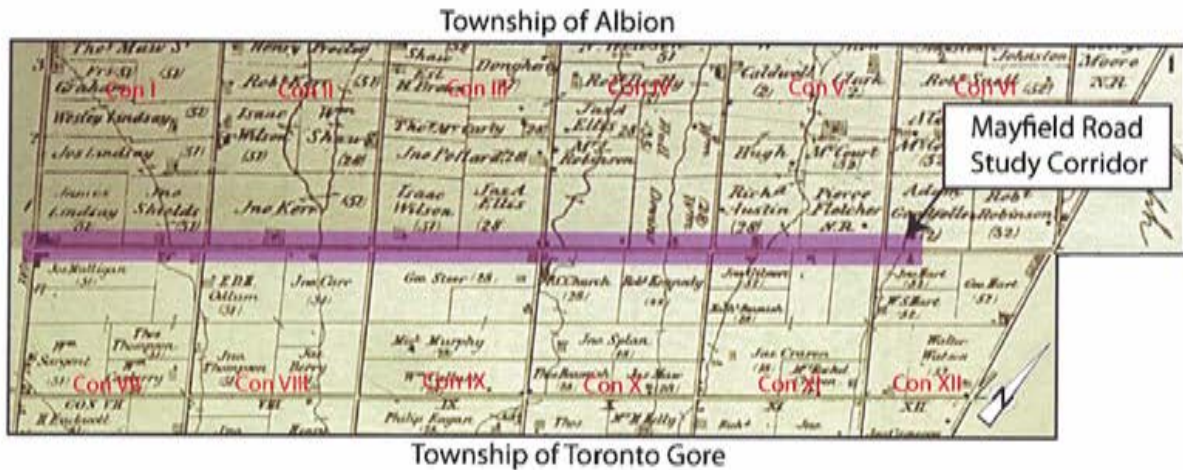


Figure 4: The study area overlaid on the historic maps of the Township of Albion and Township of Gore, 1877 *Illustrated Historical Atlas of the County of Peel, Ontario.*

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 1876 *Atlas*.

Table 2: Summary of Property Owners and Historic Features			
Lot	Conc.	Owner	Illustrated Feature(s)
Township of Toronto Gore			
17	VII	Josh Mulligan Thomas Thompson	Homestead Homestead, Orchard, Church
	VIII	EDH Odium John Carr	Homestead, Orchard 2 Homesteads, Orchard,
	IX	George Steer	Homestead, Orchard
	X	R.C. Church Robert Kennedy	Homestead, Orchard, Church, Cemetery, Post Office
	XI	John Gilmore Jason Craven	Homestead, Orchard Homestead, Orchard
	XII	John Hart George Hart	Homestead, Orchard Homestead, Orchard, Post Office
Township of Albion			
1	I	James Lindsay John Shields	Homestead, Orchard Homestead, Orchard
	II	John Kerr	Homestead, Orchard
	III	Isaac Wilson Jason A. Ellis	Homestead, Orchard Homestead
	IV	William Davis	2 Homesteads Homestead, Orchard

Table 2 con't: Summary of Property Owners and Historic Features

Lot	Conc.	Owner	Illustrated Feature(s)
1	V	Richard Austin Pierce Fletcher	2 Homesteads, Orchard Homestead
	VI	Adam Goodfellow Robert Robinson	Homestead Homestead

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to water model outlined above, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads. Accordingly, undisturbed lands within 100 metres of an early settlement road, such as Mayfield Road, are also considered to have potential for the presence of Euro-Canadian archaeological sites.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of historic cultural material within the study corridor.

3.0 FIELD REVIEW

A field review of the study corridor was conducted by Mr. Peter Carruthers (P163), ASI, on January 8 and 9, 2008, in order to confirm the assessment of archaeological site potential and to determine the degree to which development and landscape alteration may have affected that potential. Weather conditions during the field assessment were mainly overcast and 4°, with occasional rainfall. Field observations and photographs have been compiled onto maps of the study area (Figures 5-1 to 5-3). Associated photographs can be found in section 7.0.

Typically, rights-of-way (ROW) can be divided into two areas: the disturbed ROW, and ROW lands beyond the disturbed ROW. The typically disturbed ROW extends outwards from either side of the centerline of the traveled lanes. The disturbed ROW includes the traveled lanes and shoulders, and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centerline. Subsurface disturbance within these lands may be considered extreme and pervasive, negating any archaeological potential for such lands.

ROW construction disturbance may be found to extend beyond the typical disturbed ROW area. Such ROW disturbances generally include additional grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed ROW generally require archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

Within the study area, Mayfield Road generally consists of two lanes, predominantly rural in character, carrying traffic between the eastern and western portions of the Region of Peel with a posted speed limit of 80 km/h. Road improvements for Mayfield Road could include a combination of road widening, rehabilitation and expansion or replacement of watercourse crossing structures, improvements at the various intersections, and improvements to the vertical and horizontal alignments, where necessary. The field review of the study corridor proceeded from southwest to northeast, starting at Airport Road.

The Mayfield Road ROW has been heavily disturbed by typical road construction, exhibiting ditching, grading and landscaping (Plates 1-3, 16, 25-26, 31, 38; Figures 5-1 to 5-3, areas marked in yellow). Due to the extent of previous disturbance, the Mayfield Road ROW does not exhibit archaeological site potential.

Recent residential developments have also disturbed the rural character of the study corridor (Plates 8, 9, 11, 27, 34; Figures 5-1 to 5-3, areas marked in yellow). Due to the extent of previous disturbances throughout these portions of the study corridor, archaeological site potential is also negated, and no further archaeological assessment is required.

The West Humber River, Salt Creek, and numerous other tributaries bisect the study corridor. For the most part, the land around these areas can be characterized as being low and wet (Plates 21-22, 29; Figures 5-1 to 5-3, areas marked in blue). These portions of the study corridor do not have archaeological potential, and no further archaeological assessment is required.

Beyond the disturbed ROW, the surrounding landscape tends to level out and traverses a level to gently undulating landscape (Plates 6, 12, 14-15, 17-19, 20, 23, 28, 30, 32-33, 36-37; Figures 5-1 to 5-3, areas marked in green). These areas have remained relatively undisturbed and exhibit archaeological site potential. Should road improvements encroach upon undisturbed land beyond the disturbed ROW, a Stage 2 assessment should be conducted.

Historic structures are present at a number of locations along Mayfield Road, including the St. Patrick Church and cemetery (Plates 4-5, 7, 10, 13, 24). As a result, the undisturbed areas around the heritage structures, exhibit archaeological site potential and should be subjected to a Stage 2 archaeological assessment.

4.0 GROUND PENETRATING RADAR STUDY

A report was prepared by Geophysics GPR International Inc. (Appendix A) which examined two areas of the St. Patrick's Cemetery property: the north and south blocks (Geophysics 2004). The data collected revealed that the north block contained 13 possible profiles and the south block has 19 possible profiles. The report concluded that the "buried stones were easily identified but the actual cemetery plots were difficult probably due to the heavy clay that is native to the area" (Geophysics 2004: 2).

While ground penetrating radar can be an efficient way to delineate the actual limits of a cemetery, the results of this study are not clearly defined and further work is required to document the exact limits of St. Patrick's Cemetery (personal communication, John Dunlop, Staff Archaeologist and GPR Specialist, ASI, April 8, 2008).

5.0 CONCLUSIONS AND RECOMMENDATIONS

The Stage 1 archaeological assessment was conducted for the Mayfield Road Class Environmental Assessment. It was determined that 27 archaeological sites have been registered within two kilometres of the study corridor. Additionally, a review of the general physiography and local nineteenth century land uses of the study corridor suggested that it exhibits archaeological site potential.



The field review determined that although portions of the study corridor have been previously disturbed by construction activities or is low and wet, there are several areas adjacent to the ROW that remain undisturbed and contain archaeological potential.

The actual limits of the St. Patrick's Cemetery plots were difficult to determined during the ground penetrating radar survey due to the heavy clay that is native to the area. Further investigations will be required to confirm the presence or absence of unmarked graves beyond the known cemetery limits.

In light of these results, the following recommendations are made:

1. The Mayfield Road ROW does not retain archaeological site potential due to previous road and residential disturbances (Figures 5-1 to 5-3: areas marked in yellow). Additional archaeological assessment is not required, and that portion of the study corridor can be cleared of further archaeological concern;
2. A Stage 2 archaeological assessment should be conducted on lands beyond the Mayfield Road ROW determined to have archaeological potential (Figures 5-1 to 5-3: areas marked in green), if the proposed project is to impact these lands. This work should be done in accordance with the Ministry of Culture's draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006), in order to identify any archaeological remains that may be present; and
3. If proposed construction activities impact the Mayfield Road ROW adjacent to the St. Patrick Cemetery, a Stage 3 archaeological assessment will be required, in accordance with the Ministry of Culture's draft *Standards and Guidelines for Consultant Archaeologists* (2006), to confirm the presence or absence of unmarked graves beyond the cemetery limits. This work should involve the removal of the topsoil with a Gradall followed by the shovel shining of the exposed surfaces and subsequent inspection for grave shafts.

The above recommendations are subject to Ministry of Culture approval, and it is an offence to alter any archaeological site without Ministry of Culture concurrence. No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of Ministry of Culture approval has been received.

The following Ministry of Culture conditions also apply:

- Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ontario Ministry of Culture should be notified immediately.
- In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government Services, Consumer Protection Branch at (416) 326-8404 or toll-free at 1-800-889-9768.

The documentation and artifacts related to the archaeological assessment of this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the property owner, the Ontario Ministry of Culture, and any other legitimate interest groups.



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7.0 OVERSIZED GRAPHICS

Figure 5-1: Mayfield Road Class EA - Results of the Stage 1 Archaeological Assessment

Figure 5-2: Mayfield Road Class EA - Results of the Stage 1 Archaeological Assessment

Figure 5-3: Mayfield Road Class EA - Results of the Stage 1 Archaeological Assessment

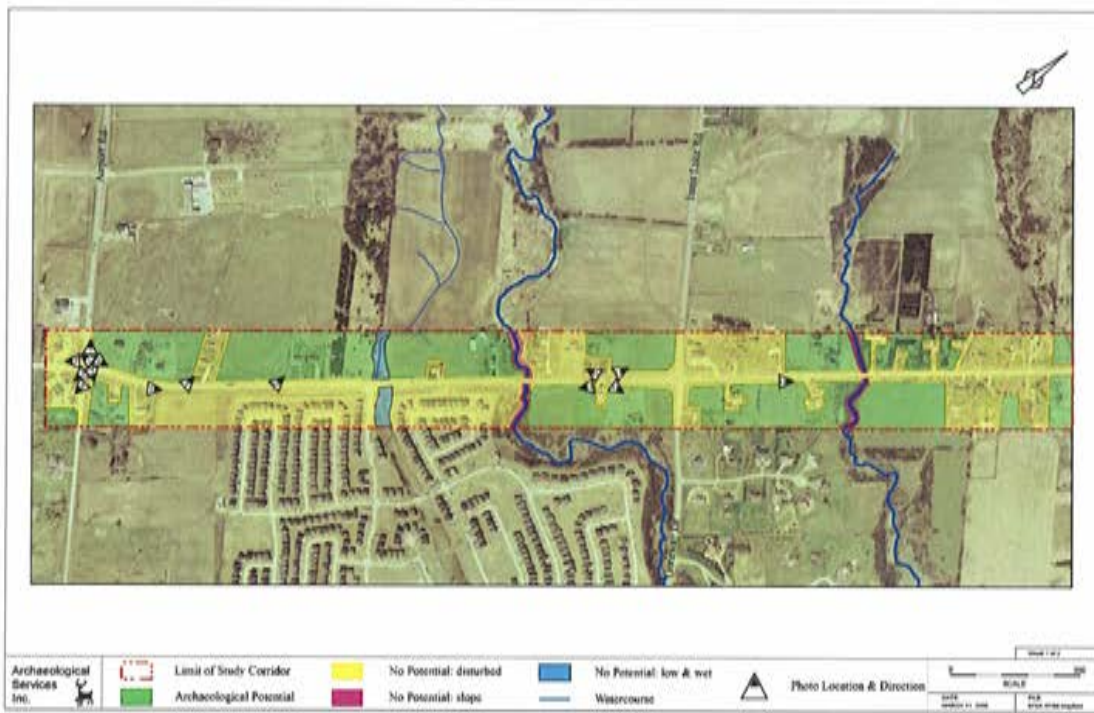


Figure 8-1: Mayfield Road Class EA - Results of the Stage 1 Archaeological Assessment

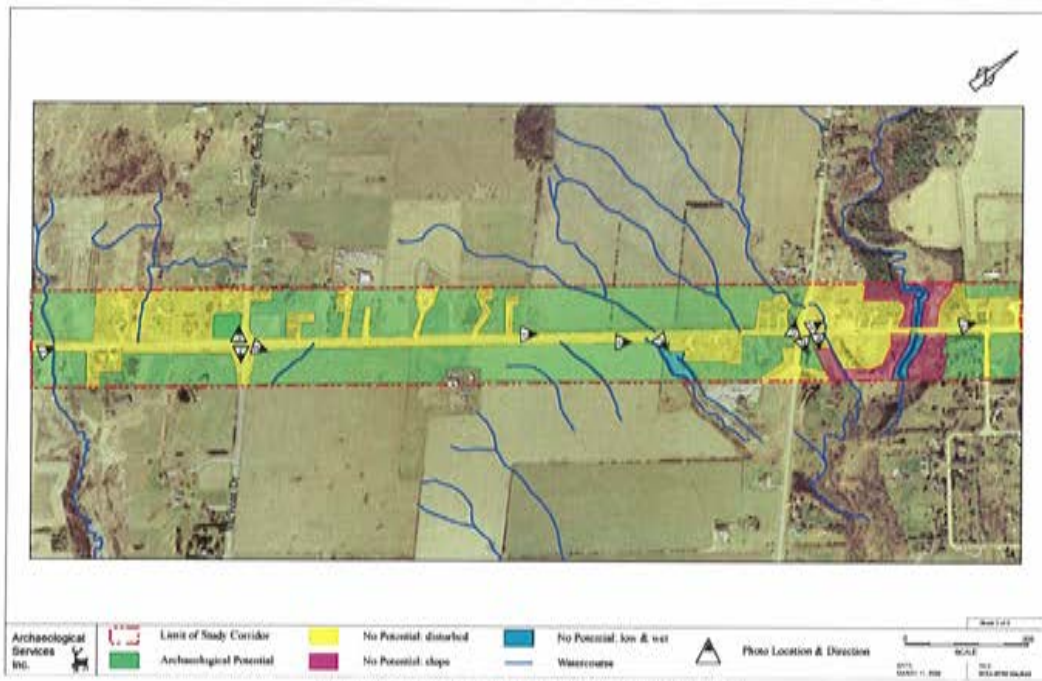


Figure 5-2: Mayfield Road Class EA - Results of the Stage 1 Archaeological Assessment

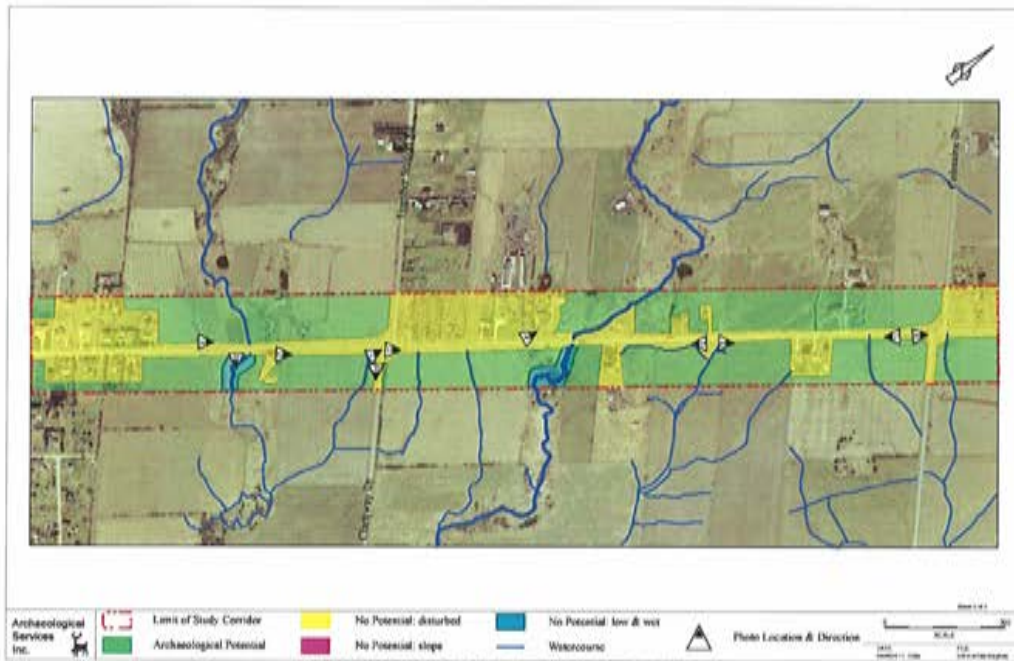


Figure 5-3: Mayfield Road Class EA - Results of the Stage 1 Archaeological Assessment

8.0 PHOTOGRAPHY



Plate 1: View to west across Airport Rd from Mayfield Rd. Area has been disturbed by construction activities.



Plate 2: View to southwest from NW corner of Mayfield Rd and Airport Rd. Note disturbances from construction activities.



Plate 3: View to south from NW corner of Mayfield Rd and Airport Rd. Note disturbances from construction activities.



Plate 4: View to south-southeast along Airport Rd looking at former Blacksmith Shop.



Plate 5: View to east across SE corner of Mayfield Rd and Airport Rd. Potential exists around historic building



Plate 6: View to east-northeast along Mayfield Rd. Potential exists beyond disturbed ROW.





Plate 7: View to north-northwest along Airport Rd. Potential exists beyond disturbed ROW.



Plate 8: View to northeast along Mayfield Rd. Note housing disturbance beyond ROW.



Plate 9: View to north across Mayfield Rd at modern houses.



Plate 10: View to north across Mayfield Rd at 19th century Edwardian farmhouse. Potential exists around the buildings.



Plate 11: View to west-southwest along Mayfield Rd at disturbed land around farmhouses.



Plate 12: View to south-southwest along Mayfield Rd. Potential exists beyond ditch.





Plate 13: View to east across open fields. Note stone farmhouse in distance.



Plate 14: View to north toward Innis Lake Rd across ploughed field.



Plate 15: View to northeast across creek with modern house in distance. Road grade has been built up, but potential exists in open field.



Plate 16: View to north along Mayfield Rd toward creek.



Plate 17: View to southeast along McVean Dr. Potential exists beyond graded shoulder.



Plate 18: View to northwest along Centreville Creek Dr. Potential exists on both sides.





Plate 19: View to northeast along Mayfield Rd across open field. Note 19th century farmstead in distance.



Plate 20: View to north-northeast along Mayfield Rd toward village of Wildfield across ploughed field.



Plate 21: View to north-northeast along Mayfield Rd toward creek. Note modern development in distance.



Plate 22: View to southeast from Mayfield Rd toward valley of West Humber tributary. Land is low and wet.



Plate 23: View to northwest along The Gore Road across Mayfield Rd. Potential exists beyond the disturbed ROW.



Plate 24: View to southeast along east side of The Gore Rd toward St. Patrick church and cemetery.





Plate 25: View to north across Mayfield Rd. Land on either side of creek has been disturbed by landscaping and construction activities.



Plate 26: View to southeast at area that has been graded and filled. No potential exists.



Plate 27: View to north along Mayfield Rd at modern houses with landscape properties.



Plate 28: View to northeast along Mayfield Rd through open field.



Plate 29: View to north into wet land. No potential on either side of creek.



Plate 30: View to northeast along Mayfield Rd across open field. Road bed is slightly raise, but potential exists beyond ROW.



Plate 31: View to north across Mayfield Rd toward Humber Station Rd. No potential on NE corner of intersection.



Plate 32: View to southeast along Clarkway Dr towards open fields. Potential exists beyond disturbed ROW.



Plate 33: View to northeast along Mayfield Rd towards open fields. Potential exists beyond disturbed ROW.



Plate 34: View to north across Mayfield Rd at modern housing development.



Plate 35: View to southwest along Mayfield Rd toward historic cluster of buildings. Alterations due to grading negate potential.



Plate 36: View to northeast toward Coleraine Dr. Potential exists beyond fence line on both sides of Mayfield Rd.



Plate 37: View to southwest along Mayfield Rd. Potential exists beyond the disturbed shoulder and ditch.



Plate 38: View to northeast along Mayfield Rd toward Coleraine Dr. Potential exists beyond the disturbed shoulder and ditch.

APPENDIX A

**Ground Penetrating Radar Study:
St. Patrick's Cemetery**





GEOPHYSICS GPR INTERNATIONAL INC.

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September 22, 2004

Our File: T04652

Jeff Boyd, P.Eng.
Project Manager
R.J.Burnside & Associates Ltd.
170 Steelwell Rd., Suite 200
Brampton, Ontario
L6T 5C6



RE: Ground penetrating radar surveys at St. Patricks cemetery, Brampton, Ontario

Dear Mr. Boyd:

Geophysics GPR International Inc. was requested by R.J.Burnside and the Region of Peel to conduct a ground penetrating radar survey on a small portion of St. Patrick's church cemetery property located at the southeast corner of Mayfield Rd. and Gore Rd. in Brampton, Ontario.

The field work was conducted on August 31, 2004. The scope of work consisted of two areas near the intersection. The location of the blocks are shown on the enclosed Figure 1. The are referred to as the north and south blocks and have dimensions of 40m X 6m and 50m X 9m respectively.

1.0 Ground Penetrating Radar

Ground penetrating radar is a technology that has been in commercial use since the late 1970s. The method operates by generating an electromagnetic pulse, which broadcasts in all directions. The pulse reflects off of material of differing dielectric constants. Examples of contacts include water/earth (bathymetry surveys or water table mapping), earth/metal (utility mapping), earth/air (void mapping) and earth/earth (stratigraphy mapping). The reflected pulse is detected by a receiving antenna. Pulses can be transmitted very quickly so in order to profile the subsurface the antennas must move over a surface.

The 400 MHz antenna was employed for this project as it is the most appropriate for depths of less than 3 meters. The depth of penetration for an antenna is controlled by the central frequency of the antenna and the conductivity of the material. The conductivity is controlled by many factors including chemistry, moisture content and material type. This particular site is extremely high in clay as judged from the radar response.



ARCHAEOLOGICAL
SERVICES
INC.

2.0 Interpretation and Results

The data was collected in one direction along profiles 0.5 meters apart. The north block therefore has 13 profiles and the south block has 19 profiles.

The interpretation process is carried out by looking at the radar images in two different formats. The first is reviewing the individual profiles and simultaneously looking at the combined 3-D plot. The 3-D plot is created by combining all the individual profiles into one 'cube' of data. The data can then be observed from different perspectives so that one profile can be related to another. For example the reflections can be observed in plan view as shown in Figures 4 and 5 for the north and south blocks respectively.

The reflectors still require interpretation. Depending upon the depth, shape, strength of the reflection and texture or pattern of the reflectors each individual target or area can be identified. Figures 2 and 3 are the resultant anomaly maps for north and south blocks respectively. The items in the legend are self explanatory with the exception of one item. "Additional Fill Material" refers to the fact that there is 0.5 to 1.5 meters of fill material in the north block in the area identified. The south block has about 1.0 meter of fill material which is likely mostly sand and gravel in the paved area near the road. The area on the most northerly 10 meter segment of the south block is also about 2.0 meters of fill material but mostly clay fill.

3.0 Conclusions

Ground penetrating radar can be an extremely quick way of resolving buried features. The buried stones were easily identified but the actual cemetery plots were difficult probably due to the heavy clay that is native to the area.

A total of four (4) buried markers may have been found and a total of 18 potential burial plots may be present in the north block.

A total of one (1) buried marker may have been found and a total of 9 potential burial plots may be present in the south block. Given the orientation of the burial plots only a portion of them have been identified. As well, although there is seven (7) grave anomalies it is likely there is more than one burial in each anomaly.

If you have any questions please do not hesitate to call.
Sincerely,



Milan Situm, P. Geo.

Manager

Attached: Figures #1, #2, #3, #4 and #5



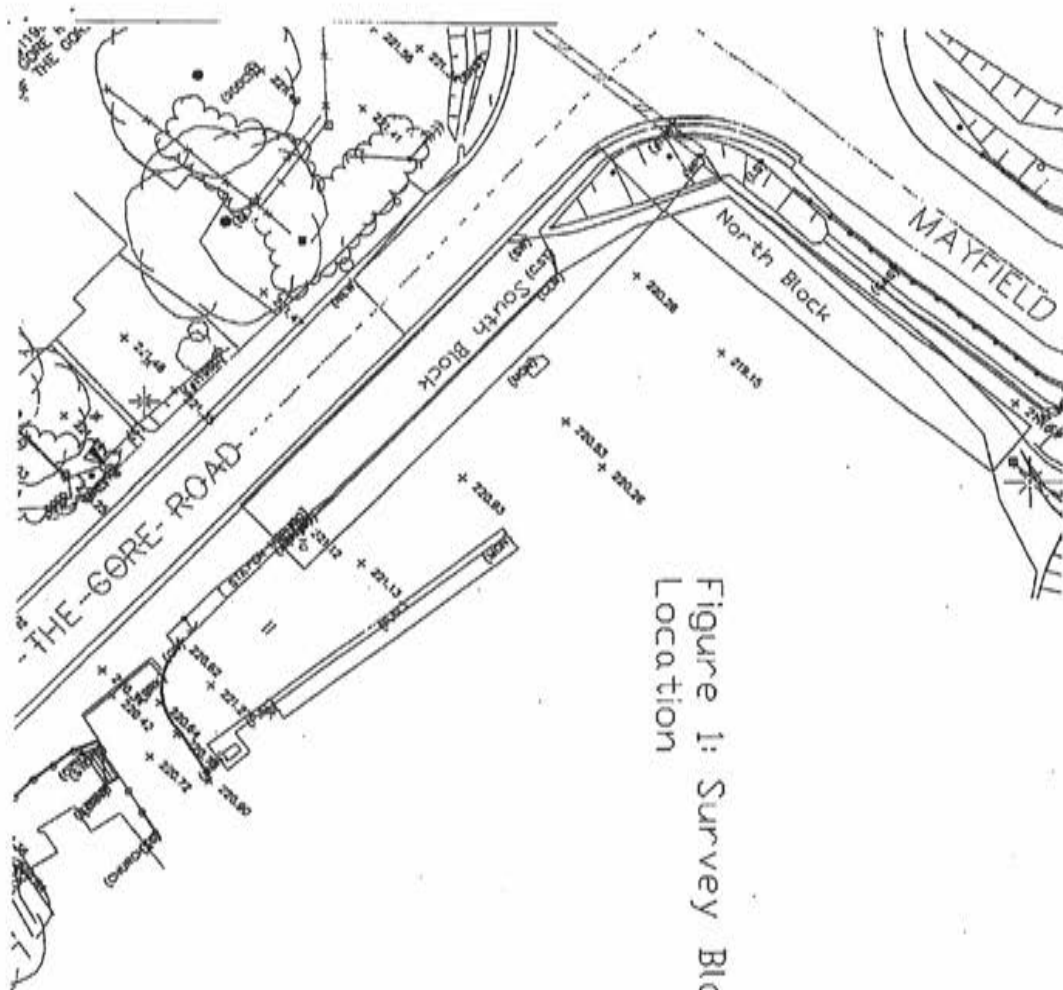
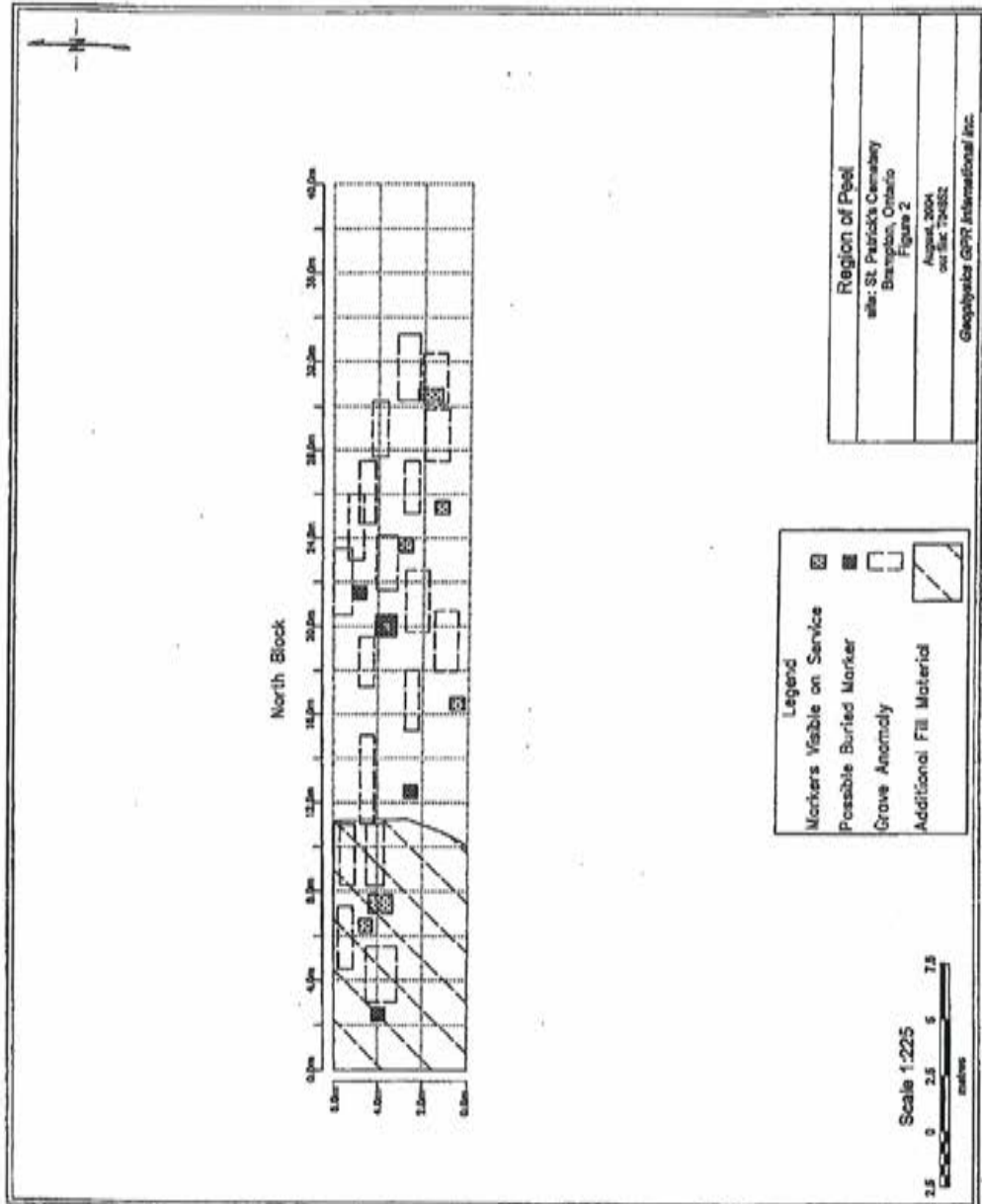
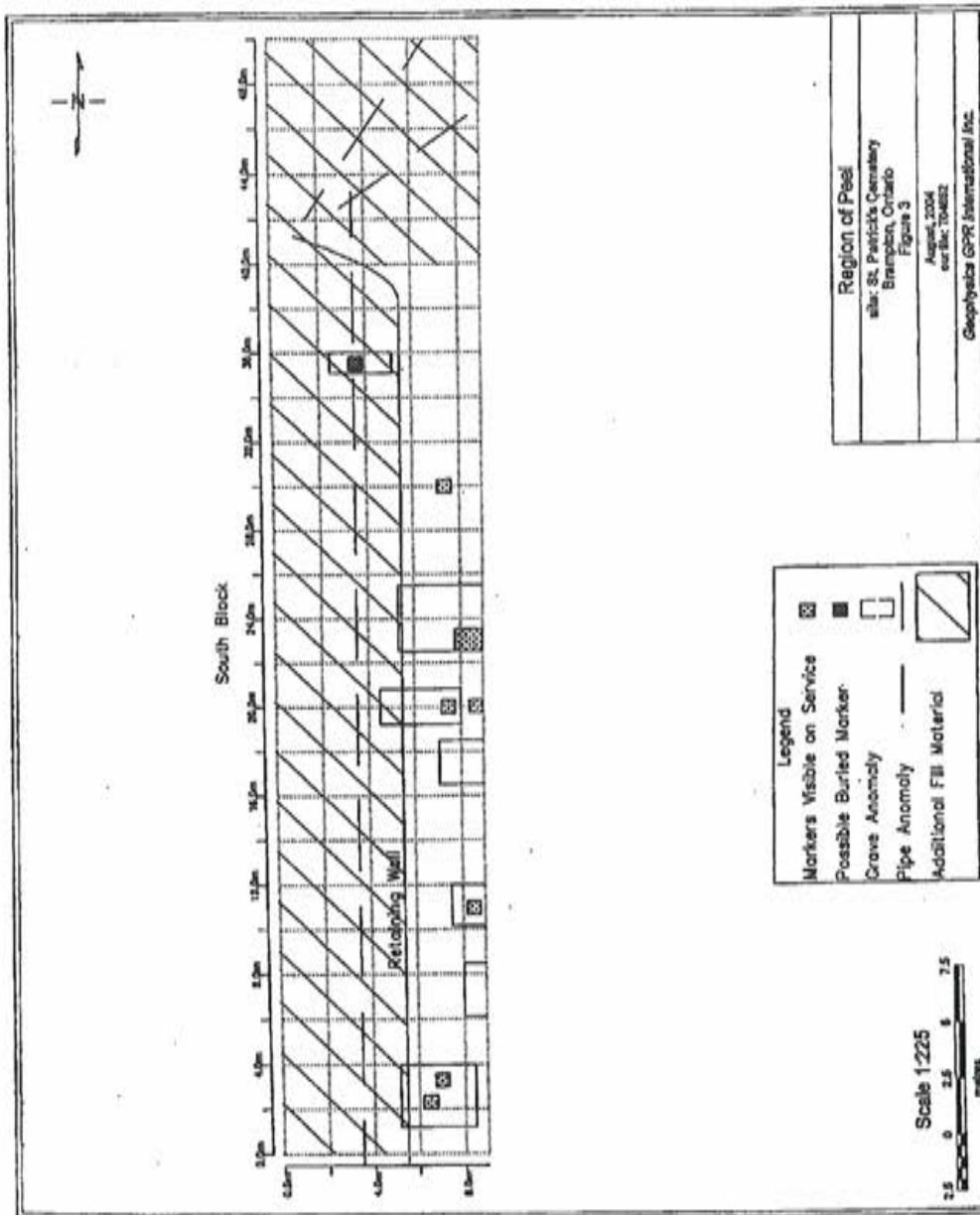


Figure 1: Survey Block Location





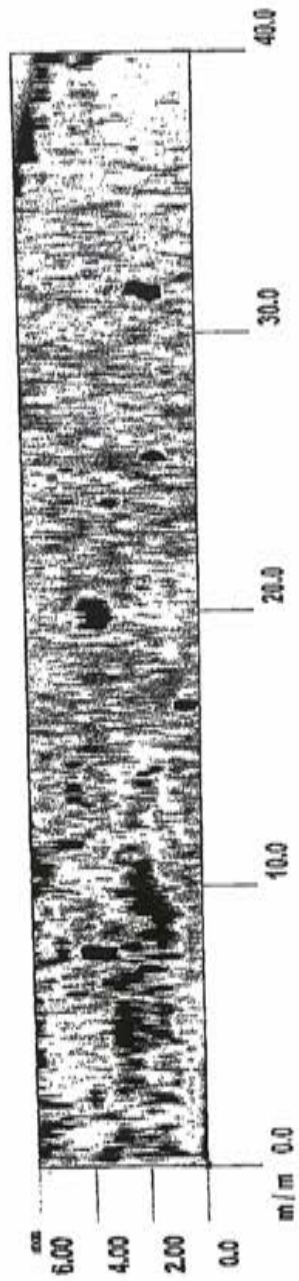


Figure 4. Example Geonadar Time Slice - North Block



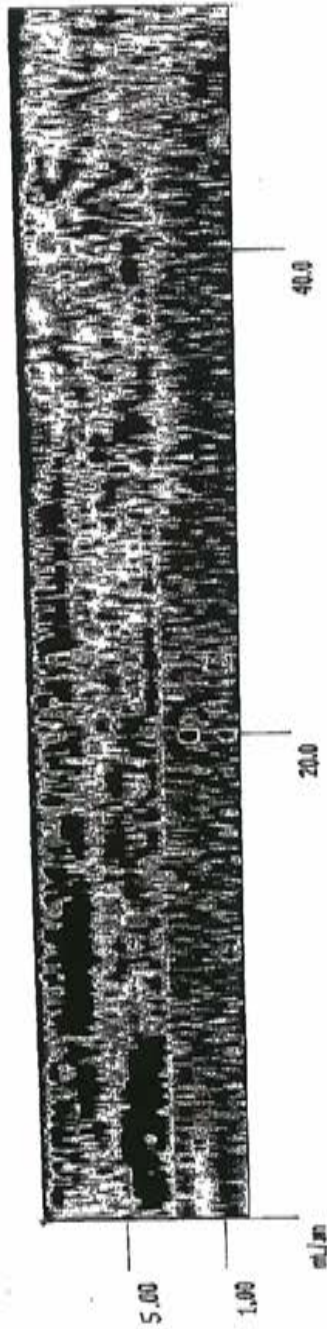


Figure 5: Example Georadar Time Slice - South Block



**Archaeological Assessment
Stage 2 Property Assessment
Mayfield Road Class EA Study
Airport Road to Coleraine Drive
Regional Municipality of Peel, Ontario**

DRAFT

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Archaeological Assessment
Stage 2 Property Assessment
Mayfield Road Class EA Study
Airport Road to Coleraine Drive
Regional Municipality of Peel, Ontario

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by Stantec, Kitchener to conduct a Stage 2 Archaeological assessment for the Mayfield Road Class EA from Airport Road to Coleraine Drive, in the Regional Municipality of Peel, Ontario. This assessment was performed as required by the Environmental Assessment Act as follow up to the Mayfield Road Class Environmental Assessment Study, as part of the Detailed Design submission.

A Stage 1 background study and property inspection was previously completed by ASI in 2008. The results were summarized in a report submitted to the Ontario Ministry of Tourism and Culture. The report determined that much of the study corridor retained archaeological potential for both Euro-Canadian and Aboriginal sites.

The Stage 2 property assessment was conducted in accordance with the Ontario Heritage Act and the 2011 *Standards and Guidelines for Consultant Archaeologists (S & G)*. A systematic Stage 2 pedestrian survey and test pit survey were completed on all lands with archaeological potential where permission to enter was granted. One Euro-Canadian site, AkGw-454, was identified. Artifact analysis and archival research suggests that this locality may represent the remains of a late 19th/early 20th century Euro-Canadian site.

In light of these results the following three recommendations are made:

1. One archaeological site, AkGw-454, was identified within the Mayfield Road study area that has further cultural heritage value. A Stage 3 site specific archaeological assessment is recommended for AkGw-454 in accordance with the *S & G* in order to clarify the nature and extent of the cultural deposits.
 - AkGw-454 must be excavated by hand, placing 1 m square units in a 5 m grid across the site with additional units amounting to 20% of the grid total placed in areas of



interest. Based on the size of the study area, we estimate a total of eight units must be excavated.

2. Stage 2 must be undertaken on properties identified as having archaeological potential that were not available to be assessed for this project due to lack of permission to enter.
3. If the lands adjacent to the St. Patrick's Cemetery are to be impacted by the project then these lands require a Stage 3 Cemetery Investigation in advance of construction to confirm the boundary of the cemetery and presence or absence of burials in the ROW lands. A Gradall will remove the topsoil in order that a licensed archaeologist can examine the exposed surfaces for grave shafts.
4. Should changes to the project design or temporary workspace requirements result in the inclusion of previously unassessed lands, these lands should be subject to a Stage 2 property assessment



**ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION**

PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lisa Merritt, MSc (MTCS Licence P094) <i>Senior Archaeologist, Assistant Manager, EA Division</i>
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<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist</i>
<i>Field Directors:</i>	Kathryn Bryant, MA [MTCS Licence P264] <i>Senior Archaeologist</i> Lisa Merritt Bruce Welsh, PhD [MTCS Licence P047] <i>Senior Archaeologist</i>
<i>Field Archaeologists:</i>	Jenna Down, BA [MTCS Licence R430] John Dunlop, BA [MTCS Licence R261] Sarah Jagelewski Hillary Schwering, (BA pending) Thanos Webb, MA [MTCS Licence R400] Sarah Backa, Hon. BA Stacey Franklin, MA Lisa Mazzulle, BA Paul Richtie, MA [MTCS Licence R426]
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<i>Artifact Processing</i>	Caitlin Coleman
<i>Report Writer:</i>	Thanos Webb
<i>Graphics:</i>	Blake Williams, MLitt [MTCS Licence R344]
<i>Report Reviewer:</i>	Lisa Merritt



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1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by Stantec, Kitchener to conduct a Stage 2 Archaeological Assessment (Property Assessment) as part of the Mayfield Road Project (Regional Municipality of Peel) which is proposing to widen and reconstruct Mayfield Road from Airport Road to Coleraine Drive (Figure 1). The study corridor is primarily located within agricultural fields and right-of-ways (ROW) and is approximately 6.9 km long.

This assessment was conducted under the project direction of Lisa Merritt (MTCS licence P094), ASI. All activities carried out during this assessment were completed in accordance with the terms of the Ontario Heritage Act and the Ministry of Tourism, Culture and Sport's (MTCS) 2011 *Standards and Guidelines for Consultant Archaeologists (S&G)*.

1.1 Project Objectives

Section 2 of the *S&G* lists the objectives of a Stage 2 assessment as follows:

- To document all archaeological resources in the study area;
- To determine whether the study area contains archaeological resources with cultural heritage value or interest that would require further assessment; and
- To recommend appropriate Stage 3 assessment strategies for archaeological sites identified.

This report addresses these objectives in terms of the Project as follows: Section 1.2 first identifies the development context for the Project, then summarizes the historical and archaeological context represented by the Stage 1 background study and property inspection that was conducted by ASI (2008: PIF# P057-408-2007); Section 2.0 first outlines the field methods employed to conduct the Stage 2 fieldwork, then summarizes the survey results; Section 3.0 details a single historical site that was discovered during Stage 2 assessment; Section 4.0 establishes that the project study area contains one site with cultural heritage value or interest; Section 5.0 provides four recommendations for the next assessment steps; and the remaining sections contain other report information that is required by the MTCS' *S&G*, such as advice on compliance with legislation, works cited, photo-documentation, mapping and appendices.

1.2 Development Context

This assessment was performed under the Municipal Class Environmental Assessment process as a Schedule C Class EA.

Permission to carry out the activities necessary for the completion of the Stage 2 assessment, including permission to access properties, was granted to ASI by Stantec on behalf of Peel Region on June 28, 2011 and continued until April 2, 2012. At the time of the Stage 2 assessment, the licence holder was Kathryn Bryant (MTCS P264; PIF# P264-130-2011). On March 30, 2012, the project was transferred to the licence of Lisa Merritt (MTCS P094; PIF# P094-126-2011).



1.3 Historical Context

The following summarizes the background research undertaken for ASI's 2004 and 2008 Stage 1 assessment for the study area where it is applicable to the current Stage 2 study area.

1.3.1 Contact Period

The contact period for the north shore of Lake Ontario begins in the early 17th century with the arrival of French explorers, traders and missionaries. The ancestral Huron-Wendat are thought to have been the main group who controlled the region and the presence of European trade goods is first evident in the mid-16th century where European artifacts start to make an appearance at some ancestral Huron-Wendat sites. The Huron were eventually dispersed by the Five Nations Iroquois in 1649 at which point the Seneca mainly took over control of the region (Ramsden 1990).

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Aboriginal pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls for Great Lakes traffic and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Aboriginal trails, both along the lakeshore and adjacent to various creeks and rivers with the primary North-South route being the Carrying Place Trail, which connected Lake Ontario, via the Humber River and other waterways and trails, to Georgian Bay (ASI 2006).

In the late 1690s, the Mississaugas established their settlement of Teiaiagon on the Humber River, which sat astride the most important route of the Toronto Passage. This route connected Lake Ontario with waterways and trails to Georgian Bay and the north and gave the Mississaugas a strategic trading position (Williamson 2008). The Mississaugas traded with both the British and the French in order to have wider access to European materials at better prices, and used their strategic position on the Humber to act as trade intermediaries between the British and tribes in the north.

1.3.2 Post-Contact Period

The study area is located in the Townships of Albion and Toronto Gore. The Township of Albion was surveyed in 1818-1819 and opened for European-American settlement in 1820. Eleven concessions comprised the township and early development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. Population increased dramatically from 110 inhabitants in 1821 to 3,567 inhabitants by 1848.

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. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. 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.



Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the 19th century, however most of these villages were situated on boundary lines of the adjacent townships. The village of Tullamore, located in the former Township of Chinguacousy, abuts the western limit of the study corridor. Additionally, based on historical atlas maps, there appears to be evidence of a crossroads settlement, located on the road allowance between the 9th and 10th Concessions, Lot 17, which is now known as the hamlet of Wildfield, which was home to a number of historic structures (The Grady Store and the Loretto Covent) and is the current home to a number of historic structures, including St. Patrick's Church and cemetery (ASI 2008).

Both the Township of Albion and the Township of Toronto Gore remained a part of the County of Peel until 1973. In 1974, the Township of Albion became a part of the Town of Caledon, and the Township of Toronto Gore became a part of the City of Brampton.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads would be situated close to water. An added factor is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road, such as Mayfield Road, are also considered to have high potential for the presence of Euro-Canadian archaeological sites.

1.3.3 Summary

The Stage 1 Archaeological Assessment (ASI 2008) concluded that there is potential for the recovery of historic cultural material within the study corridor, depending on the degree of previous land disturbance. The background study conducted for the Stage 1 Archaeological Assessment included information from previous archaeological research and relevant geographic information (ASI 2004 & 2008).

1.4 Archaeological Context

The Stage 2 property survey was conducted by Kathryn Bryant (ASI, MTCS licence P264) on October 24, November 2, November 22-23, December 16, 2011. Stage 2 was continued by Lisa Merritt (ASI, MTCS licence P094) on December 9, 2011 and completed by Bruce Welsh (ASI, MTCS licence P047) on March 28 and April 2, 2012. The Stage 2 property survey strictly focused on lands within the study corridor determined to have archaeological potential in Stage 1 inspection (ASI 2008).

1.4.1 Current Conditions

The Stage 2 property survey assessed approximately 5 ha of land on both sides of Mayfield Road from Airport Road west to Coleraine Drive in the east. Mayfield Road is currently a paved and serviced two lane road. The ROW consists of asphalt, gravel shoulders and drainage ditches. Beyond the disturbed ROW, there is a mixture of agricultural fields, both high and low density residential developments, and undeveloped mixed forests. The study corridor is located within the Humber River watersheds and is bisected by the West Humber River and Salt River.



1.4.2 Physiography

The study corridor is situated within the till plains of the South Slope physiographic region. The physiographic region spans an area of approximately 2300 square kilometres extending from the Oak Ridges Moraine south to Lake Ontario, and from the Niagara Escarpment east to the Trent River. The South Slope overlies the limestones of the Verulam and Lindsay Formations, the grey shale of the Georgian Bay Formation, and the red shale of the Queenston Formation. The till soils of this physiographic region are more sandy in the east and filled with clay in the west (Chapman and Putnam 1984:173).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. The study corridor is located within the Humber River watersheds, and the West Humber River and Salt River bisect the study corridor. These would have been an important focus for Aboriginal peoples.

Therefore, due to the proximity of the West Humber River and Salt River, the Stage 1 Archaeological Assessment (ASI 2008) concluded that there is potential for the recovery of Aboriginal archaeological remains within the study corridor, depending on the degree of previous land disturbance.

1.4.3 Registered Archaeological Sites

According to a review of the Ontario Archaeological Sites Database (OASD) conducted by Robert von Bitter (Data Coordinator for the MTCS) on February 27, 2012, 27 archaeological have been registered within a 1 km radius of the study corridor. Details of the registered sites are summarized in Table 1.

Of the 26 known archaeological sites registered within 1 km of the Mayfield Road, seven are located within 50 m of the study area. These sites are briefly discussed below.

The following four sites were discovered during a previous ASI property assessment (ASI 2004). All four sites are located on the south side of Mayfield Road near Airport Road and were discovered in agricultural fields during pedestrian survey (Figure 1). This previously assessed area abuts the Mayfield Road study area.

AkGw-264 (Tullamore Tenant) yielded 80 Euro-Canadian artifacts including ceramics, glass, and metal (ASI 2004). Examination of the various artifact classes resulted in a ministry approved recommendation that no further work was required.

AkGw-265 (Farley) is a homestead site. It yielded 108 artifacts (ceramic, glass, and metal) suggesting it was occupied from the early to mid 19th century. ASI made a tentative recommendation that further Stage 2 archaeological assessment was needed in the surrounding area in order to determine whether or not further work at AkGw-265 was necessary (ASI 2004). The Farley site area will not be impacted by the present study.



AkGw-266 was discovered by ASI during a pedestrian survey of an agricultural field (2004). A single, non-diagnostic, biface fragment of Onondga chert was found. ASI made a ministry approved recommendation that no further work was required due to the isolated nature of the find.

AkGw-273 denotes the findspot of a single side-notched projectile point of Kettle Point chert. The point resembles the Early Woodland Meadowood type that dates, ca. 1000-500 B.C. ASI made the ministry approved recommendation that no further archaeological assessment was necessary due to the isolated nature of the find.

AkGw-279 represents a findspot where a single projectile point tip of unknown chert type was discovered. This lithic artifact was discovered during a pedestrian survey of an agricultural field. Archeoworks recommended that no further work was necessary (Slocki 2005).

AlGw-125 (Solmar H1) is located on the north side of Mayfield Road and the southwest side of Coleraine Drive and was discovered during a pedestrian survey. It is a mid 19th century homestead site that was recommended for Stage 3 assessment. This site is not located in the Stage 2 study corridor and will not be impacted by the current project.

AlGw-151 (Hart) is located at the southwest corner of Mayfield Road and County Road 50 and is a mid 19th century homestead site. Researchers recommend that if the site cannot be protected from disturbance, further archaeological work is necessary.

Table 1: List of registered sites with a two kilometer radius of the study corridor

Borden # (Bold entries indicate sites less than 50m from study area)	Site Name	Cultural Affiliation	Site Type	Researcher¹
AkGw-185		Late Archaic	Findspot	ASI, 2001
AkGw-186		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-187	Flying Lady Site	Undetermined Aboriginal	Lithic Scatter	ASI, 2001
AkGw-188		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-189		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-190		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-191		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-192		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-193		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-205		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-206		Early Woodland	Findspot	ASI, 2001
AkGw-207		Undetermined Aboriginal	Findspot	ASI, 2001
AkGw-264	Tullamore Tenant	Historic Euro-Canadian	Homestead	ASI 2004
AkGw-265	Farley	Historic Euro-Canadian	Homestead	ASI 2004
AkGw-266		Undetermined Aboriginal	Findspot	ASI 2004
AkGw-273		Early Woodland	Findspot	ASI 2005
AkGw-279		Undetermined Aboriginal	Findspot	Slocki 2005
AlGw-41		Historic Euro-Canadian	Homestead	MIA, 1989
AlGw-80	Graham	Historic Euro-Canadian	Homestead	ASI, 2005
AlGw-81		Early Archaic	Findspot	ASI, 2005
AlGw-124	Solmar P2	Undetermined Aboriginal	Findspot	Slocki 2007
AlGw-125	Solmar H1	Historic Euro-Canadian	Homestead	Slocki 2007
AlGw 126	Solmar H2	Historic Euro-Canadian	Homestead	Slocki 2007



Table 1: List of registered sites with a two kilometer radius of the study corridor

Borden # (Bold entries indicate sites less than 50m from study area)	Site Name	Cultural Affiliation	Site Type	Researcher¹
AlGw-127	Solmar H3	Historic Euro-Canadian	Homestead	Slocki 2007
AlGw-128	Solmar H4	Historic Euro-Canadian	Homestead	Slocki 2007
AlGw-151	Hart	Historic 1850s-1870's	Homestead	Slocki n/a

1.4.4 Previous Archaeological Assessments

The background study conducted for the Stage 1 Archaeological Assessment included information from previous archaeological research and relevant geographic information (ASI 2004 & 2008). Also, portions of the study area were previously assessed by D. R. Poulton & Associates Inc (D. R. Poulton & Associates Inc 2008a, 2008b, and 2010). Areas where previous archaeological assessments of the Project took place have been clearly mapped in Figures 2-11.

1.4.5 Summary

A review of the archaeological context for the Project shows that potential for the recovery of both pre-contact and historic cultural material within the study corridor depends only on the degree of previous land disturbance.

2.0 FIELD METHODS

The current study corridor is comprised of approximately 5 ha of land, where 10.5% of the land area studied was identified as disturbed and 14% was identified as wet and slope. These areas were deemed to have little to no archaeological potential according to Standard 2.1 2.a. in the *S&G*. A portion of the project lands was deemed ploughable (46%) and were subject to pedestrian survey. This survey was conducted on lands with acceptable survey conditions and ground surface visibility of 80% or greater after thorough weathering. A smaller portion of the project land was either unploughable, within woodlots or was less than 10 m wide and required test pit (28.8%) survey at 5 m intervals according to *S&G* Section 2.1.2.

Test pit survey involves the excavation by hand of test pits at 30 cm in diameter into the first 5 cm of subsoil. Test pits are then examined for stratigraphy, cultural features and evidence of fill. All test pit fill was screened through 6 mm mesh to facilitate artifact recovery. Afterwards, all test pits were backfilled and their locations were recorded on field maps. Any factors that precluded the excavation of test pits (e.g. excessive slope, drainage, exposed bedrock, previous disturbance) were noted, and the areas were mapped and photographed (Figures 2-11 and Plates 1-46). Where necessary, areas of disturbance were confirmed by the excavation of judgmental test pits. The Stage 2 survey took place over many months with varying weather conditions including one day where test pits were dug into snowy but unfrozen ground (Figure 20).



Approximately 1.4 ha (28.8%) of the study corridor was subject to test pit survey (Figures 2-10; Plates 2, 3, 4, 6, 10, 12, 13, 14, 15, 16, 19, 20, 22, 23, 26, 27, 28, 30, 31, 34, and 42). Undisturbed test pits varied in depth, typically 25-30 cm, and consisted of medium brown clayey loam topsoil underlain by yellow-brown clayey subsoil (see Plate 17, 45 and 46 for an example of soils). Test pit stratigraphy and soil composition indicated that several of properties had been previously disturbed by residential, utility and infrastructure construction .5 ha; or 10.5% (see Fig 2-10 and Plates 24, 25, 41, and 43).

During the course of the test pit survey, historical archaeological resources with cultural heritage significance were found in the study area. When these archaeological resources were uncovered, test pit intervals were intensified to a maximum of 2.5 m around the positive test pits to define site boundaries. Along with intensifying test pit strategy, one 1 metre test unit was excavated (*S & G: 2.1.3*).

3.0 RECORD OF FINDS

During the course of the Stage 2 test pit survey, one historic site, AkGw-454, was discovered. This site has been registered with a Borden number in accordance with Standard 1 of section 7.12 of the *S&G* (MTC 2011).

GPS coordinates for AkGw-454 were recorded for the test unit. All GPS readings were done using a Garmin Oregon 450 handheld GPS receiver unit, using NAD 83. Locational information and GPS coordinates are located in the Supplementary Documentation associated with this report (ASI 2012).

3.1 Archaeological Sites within the Mayfield Road Project Area

3.1.1 AkGw-454

Archaeologists discovered AkGw-454 while digging test pits on a landscaped lawn on the south side of Mayfield Road. Once historic artifacts were discovered in Test Pit 1 (TP 1) 10 more test pits were dug to subsoil at a distance of 2.5 metres from TP 1. All 11 of these test pits were positive (TP 1-11). A one metre test unit was then excavated over the location of TP 1 (Plate 45). Constrained by the boundaries of the study area, no attempt was made to define the site limits of AkGw-454 (ASI 2012: Figure 1). Based on the historic record and a commemorative historic plaque (ASI 2012: Plate 1), it was evident that we were digging on a site with a terminus post quem of the late 19th century.

General Site location: The site is located on the south side of Mayfield Road and the northeast side of The Gore Road. (ASI 2012: Plate 2). For detailed location information including GPS coordinates and detailed mapping see this report's separate Supplementary Documentation (ASI 2012).

Topography: The site was found on a raised, landscaped area adjacent to Mayfield Road and The Gore Road.

Soil Type: Medium brown clayey loam topsoil overlying yellow brown clayey subsoil.



Features of Archaeological Potential: Historical evidence showing the site has been occupied since the late 19th century and may represent remains of the Grady General Store.

Site Type: Historical Euro-Canadian.

Field Conditions: Flat, landscaped lawn.

Site Size (approximate): 10 m x 10 m.

Assessment Method: Test pit survey at 5 m intervals.

Density & Distribution: 69 artifacts were found in 11 test pits. The one metre test unit yielded 134 artifacts.

Content Summary: 127 metal artifacts, 23 faunal remains, 19 glass, 15 slag, 11 ceramics, six misc., and two bricks (Plate 47-48 and Appendix B).

Sample Collected: 203 artifacts were collected (100%)

Sample Description: A mix of late 19th and early 20th century artifacts.

Site Interpretation: Based on the decorative styles of the ceramics and other diagnostic artifacts, the site appears to have multiple phases dating to the late 19th and early 20th century.

Has the cultural heritage value or interest been sufficiently assessed and documented in Stage 2: No

Recommendations: Stage 3 assessment is necessary for AkGw-454.

Justification: Meets the requirements of Section 2.2 (Standard 1.c.) of the *S&G*.

3.2 St. Patrick's Cemetery

While no artifacts were recovered in this location, the test pit survey along the northern edge of St. Patrick's Cemetery resulted in the discovery of a single buried footstone within cemetery grounds (Figure 7 and Plate 29). This footstone was likely covered with fill during previous construction of the adjacent overpass and may indicate that the cemetery boundaries have been encroached upon over time.



4.0 ANALYSIS AND CONCLUSIONS

4.1 Analysis of Stage 2 Property Survey Results

During the course of the test pit survey a late 19th/early 20th century site was recovered. Preliminary analysis suggests that the site may be the remains of the Grady Store built during the 1880s. This store would have serviced the hamlet of Wildfield and served as a hub for the small community until 1946 when it was purchased by the Roman Catholic Episcopal Corporation for the Diocese of Toronto. The store subsequently became a Convent and was occupied by the Loretto and Felician Sisters. The Grady store was torn down in 1969 during the widening of Mayfield Road. Since the cultural heritage value is yet to be determined, further Stage 3 assessment is necessary.

The property survey results also indicate that the St. Patrick's Cemetery boundaries may require further investigation. If the project proposes to impact the lands adjacent to the cemetery, these lands will require a Stage 3 Cemetery Investigation. The purpose of this investigation is to confirm the boundaries of the cemetery to ensure that the cemetery does not extend into the study area (S & G Section 2.2, Guideline 4).

4.2 Conclusions

Archaeological Services Inc. (ASI) was contracted by Stantec to conduct a Stage 2 Property Assessment as part of the Mayfield Road Schedule C Class EA Study. The proposed widening and reconstruction of portions of Mayfield Road from Airport Road to Coleraine Drive required Stage 2 assessment survey. The study corridor covers approximately 5 ha.

A Stage 1 archaeological assessment (background study and property inspection) was previously conducted by ASI in 2008 for the Mayfield Road Class EA Study. This study recommended that while a large portion of the study corridor was disturbed, several parcels retained archaeological potential that would require a Stage 2 assessment. These recommendations were concurred with by the Ministry of Tourism, Culture and Sport (MTCS) in February 2010.

The results of the property survey indicate that one archaeological site of cultural heritage value has been recorded. This survey was also unable to complete a property survey on several parcels where permission to enter was denied. Further assessment may also be required on the ROW lands adjacent to St. Patrick's cemetery if they are to be impacted by this project.

5.0 RECOMMENDATIONS

In light of these results, the following recommendations are made:

1. One archaeological site, AkGw-454, was identified within the Mayfield Road study area that has further cultural heritage value. A Stage 3 site specific archaeological assessment is recommended for AkGw-454 in accordance with the S & G in order to clarify the nature and extent of the cultural deposits.



- AkGw-454 must be excavated by hand, placing 1 m square units in a 5 m grid across the site with additional units amounting to 20% of the grid total placed in areas of interest. Based on the size of the study area, we estimate a total of eight units must be excavated.
2. Stage 2 must be undertaken on properties identified as having archaeological potential that were not available to be assessed for this project due to lack of permission to enter.
 3. If the lands adjacent to the St. Patrick's Cemetery are to be impacted by the project then these lands require a Stage 3 Cemetery Investigation in advance of construction to confirm the boundary of the cemetery and presence or absence of burials in the ROW lands. A Gradall will remove the topsoil in order that a licensed archaeologist can examine the exposed surfaces for grave shafts.
 4. Should changes to the project design or temporary workspace requirements result in the inclusion of previously unassessed lands, these lands should be subject to a Stage 2 property assessment

Notwithstanding the results and recommendations presented in this study, Archaeological Services Inc. notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the Ministry of Tourism, Culture and Sport should be immediately notified.



6.0 ADVICE ON COMPLIANCE WITH LEGISLATION

In addition, the following advice on compliance is provided:

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.
- The Cemeteries Act, R.S.O 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002. c.33 (when proclaimed in force) require that any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Consumer Services.
- The documentation related to this archaeological assessment will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Tourism and Culture, and any other legitimate interest groups.
- Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.



7.0 BIBLIOGRAPHY

Archaeological Services Inc. (ASI)

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8.0 MAPPING

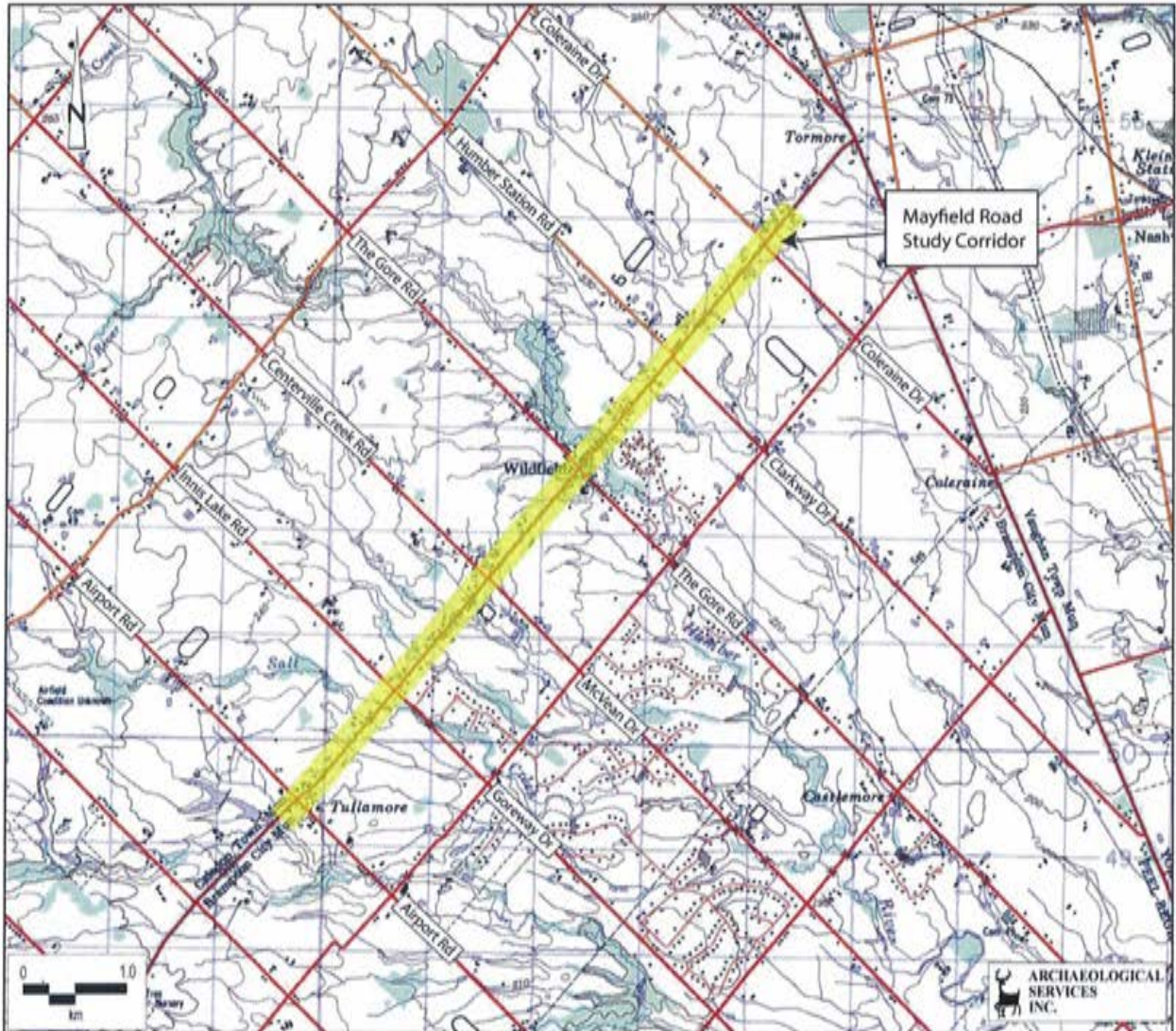


Figure 1: Location of the study corridor (NTS Sheet 30 M/13, Bolton)




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Previously Assessed: Poulton 2009
 Stage 1 Results: No Potential
 Stage 2: Slope/Wet

No PTE: To Be Assessed
 Stage 2: Pedestrian Survey

Stage 2: Test Pit Survey
 Stage 2: Disturbed



Photo Direction

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 AS PROJECT NO. 10EA-161 DRAWN BY: BN
 DATE: JUN 18, 2012 FILE: 10EA161.D




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 Previously Assessed: Poulton 2009
 Stage 1 Results: No Potential

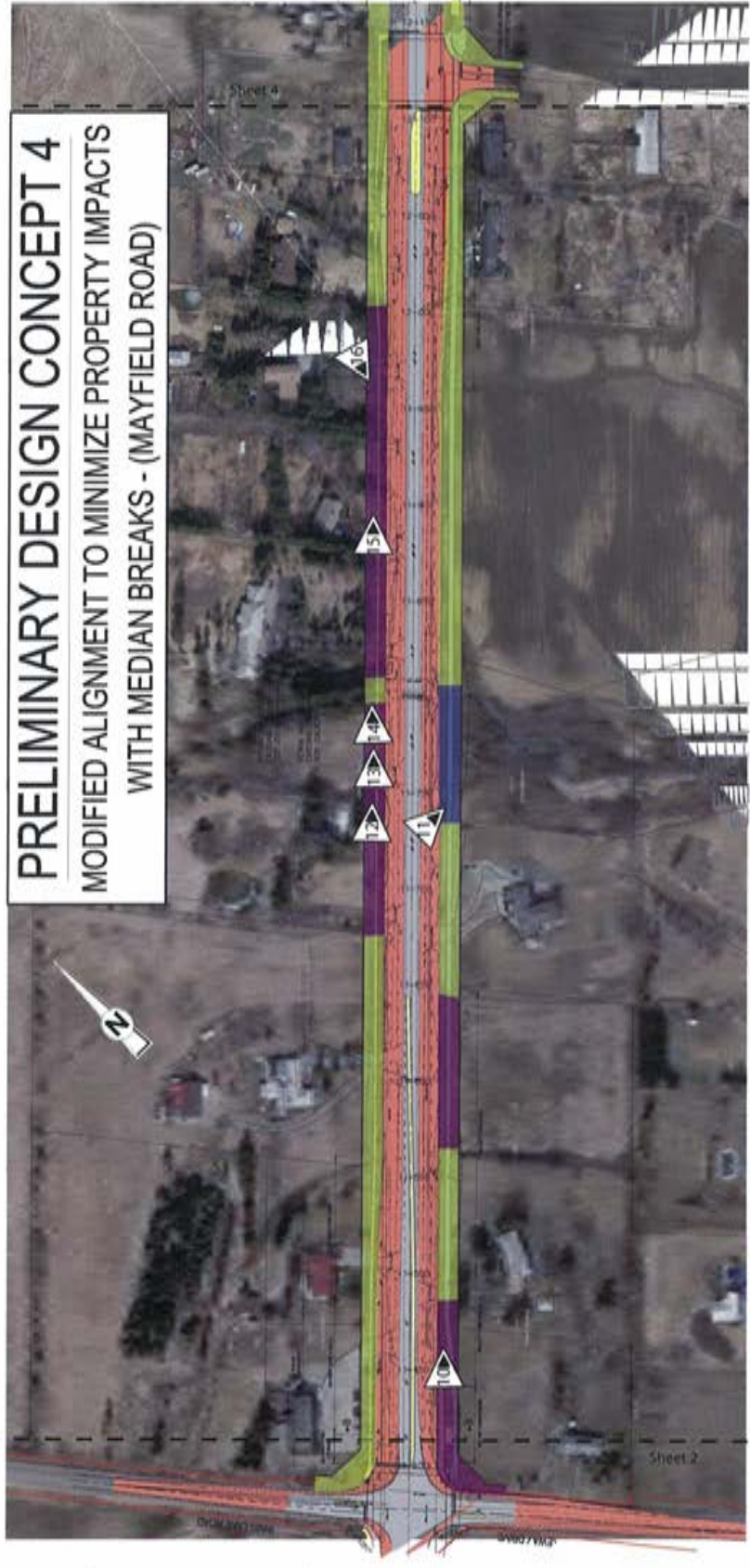
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 Stage 2: Slope/Wet

 Stage 2: Test Pit Survey
 Stage 2: Pedestrian Survey

 Stage 2: Disturbed
 Photo Direction

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 PROJECT NO. 100A-161
 DATE: June 18, 2012
 DRAWN BY: BM
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PRELIMINARY DESIGN CONCEPT 4
MODIFIED ALIGNMENT TO MINIMIZE PROPERTY IMPACTS
WITH MEDIAN BREAKS - (MAYFIELD ROAD)



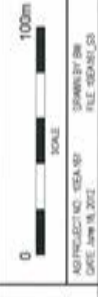
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Previously Assessed: Poulton 2009
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No PTE: To Be Assessed
 Stage 2: Slope/Wet

Stage 2: Test Pit Survey
 Stage 2: Pedestrian Survey

Stage 2: Disturbed
 Photo Direction





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 Stage 1 Results: No Potential
 No PTE: To Be Assessed
 Stage 2: Disturbed
 Stage 2: Test Pit Survey
 Stage 2: Slope/Wet
 Stage 2: Pedestrian Survey
 Photo Direction

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 DATE: June 18, 2012 FILE: 10EA-161

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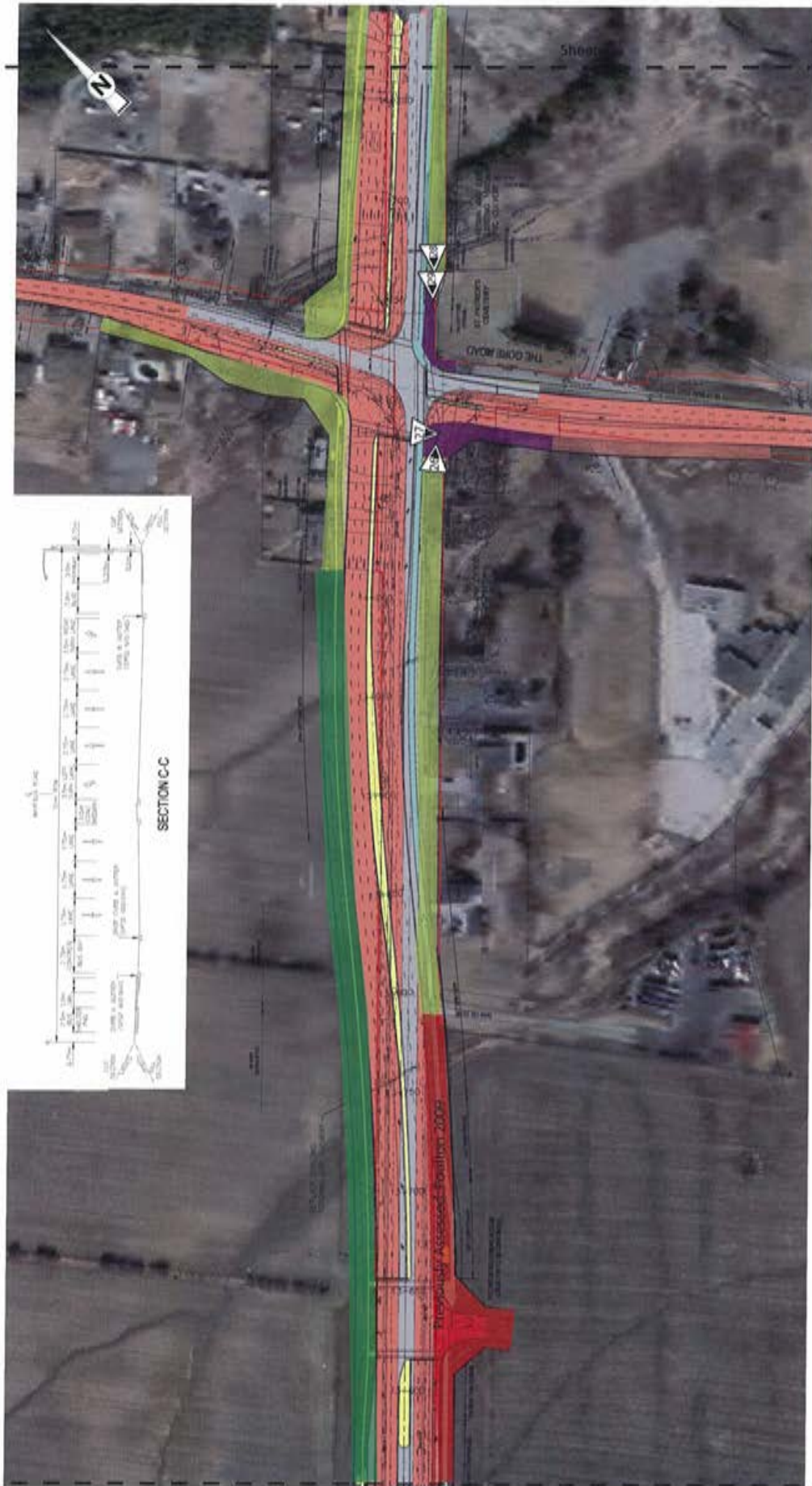


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- Previously Assessed: Poulton 2009
- No PTE: To Be Assessed
- Stage 2: Test Pit Survey
- Stage 2: Slope/Wlet
- Stage 1 Results: No Potential
- Stage 2: Pedestrian Survey
- Stage 2: Disturbed
- Photo Direction

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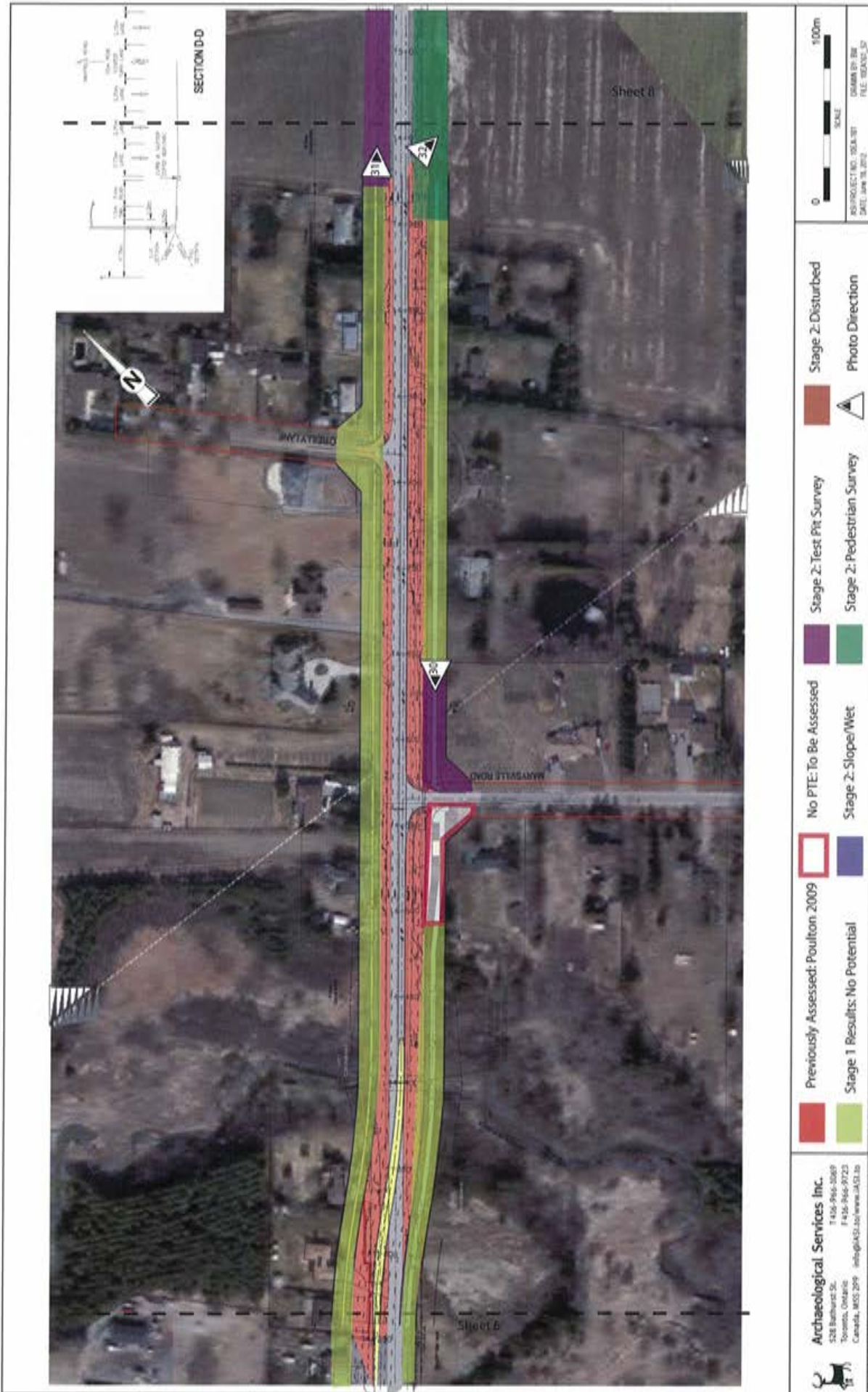


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DATE: JAN 18, 2012 FILE: 105A-161_38

- Previously Assessed: Poulton 2009
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- No PTE: To Be Assessed
- Stage 2: Disturbed
- Stage 1 Results: No Potential
- Stage 2: Slope/Wet
- Stage 2: Test Pit Survey
- Stage 2: Pedestrian Survey
- Photo Direction

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105A-161: Mayfield Rd -- Stage 2 Archaeological Assessment Results (Sheet 6)




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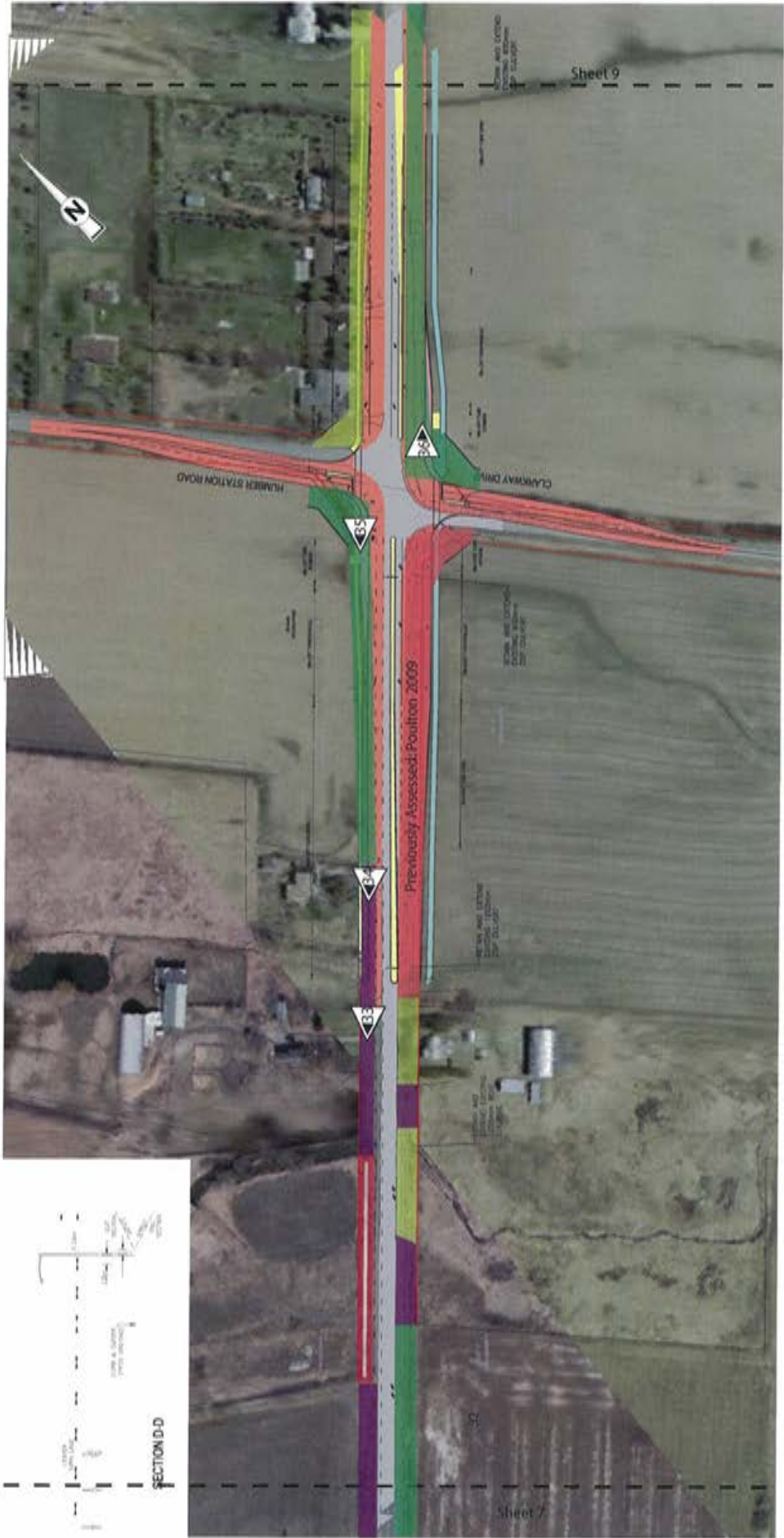
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■ Stage 2: Slope/Wet

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■ Stage 2: Pedestrian Survey
 Stage 2: Slope/Wet
■ Stage 2: Slope/Wet

■ Stage 2: Disturbed
■ Photo Direction
▲ Photo Direction

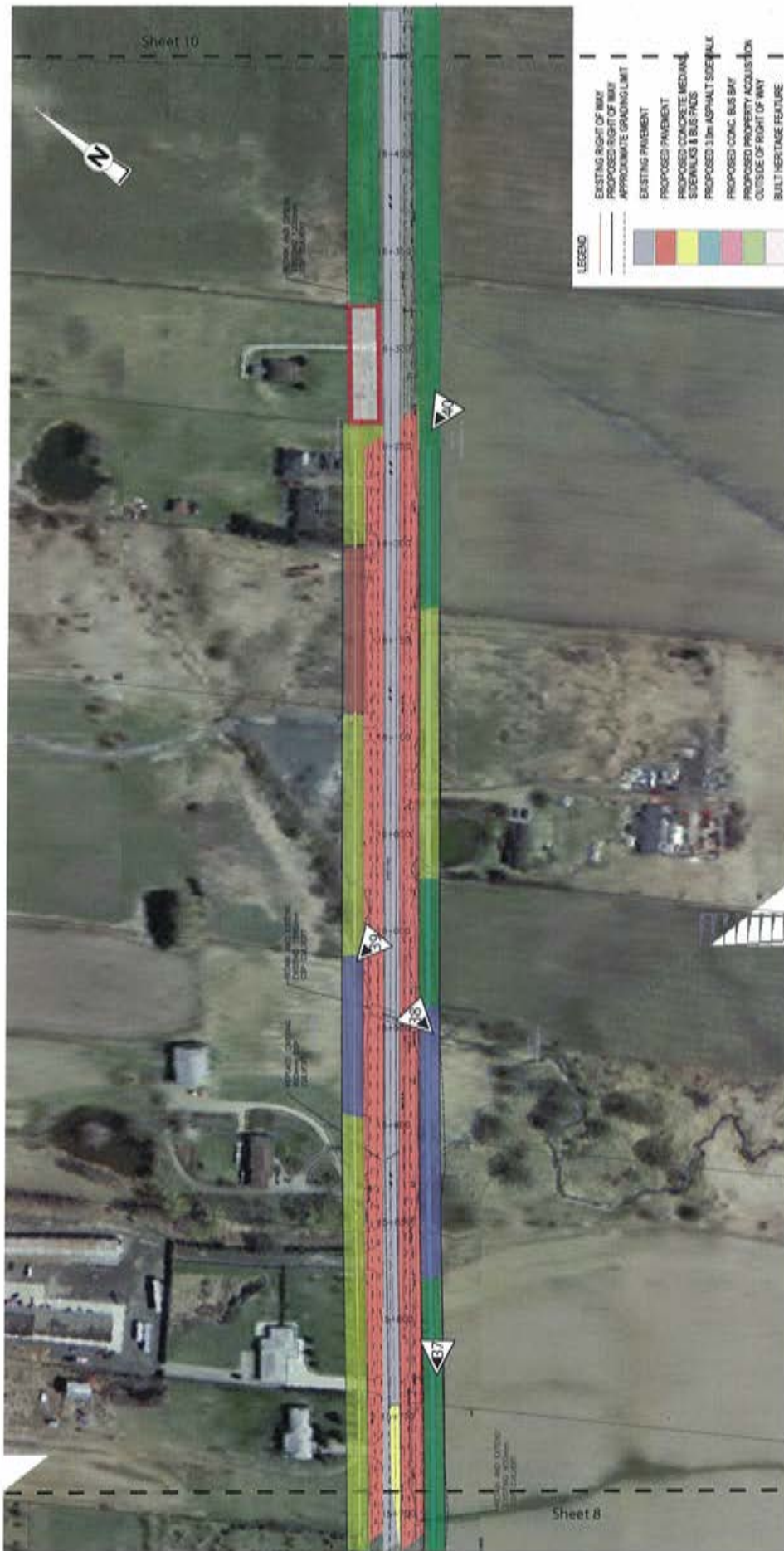
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 PROJECT NO. 100A-161
 DATE: JAN 18, 2012
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 FILE: 100A-161

100A-161: Mayfield Rd -- Stage 2 Archaeological Assessment Results (Sheet 7)



- Previously Assessed: Poulton 2009
- No PTE: To Be Assessed
- Stage 1 Results: No Potential
- Slope/Wet
- Stage 2: Disturbed
- Stage 2: Test Pit Survey
- Stage 2: Pedestrian Survey
- Photo Direction

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- LEGEND**
- EXISTING RIGHT OF WAY
 - PROPOSED RIGHT OF WAY
 - APPROXIMATE GRADING LIMIT
 - EXISTING PAVEMENT
 - PROPOSED PAVEMENT
 - PROPOSED CONCRETE MEDIAN
 - PROPOSED CONCRETE SIDEWALKS & BUS FACES
 - PROPOSED 1.5m ASPHALT SHOULDER
 - PROPOSED CONC. BUS SHY
 - PROPOSED PROPERTY ACQUISITION
 - OUTSIDE OF RIGHT OF WAY
 - BUILT HERITAGE FEATURE

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SCALE

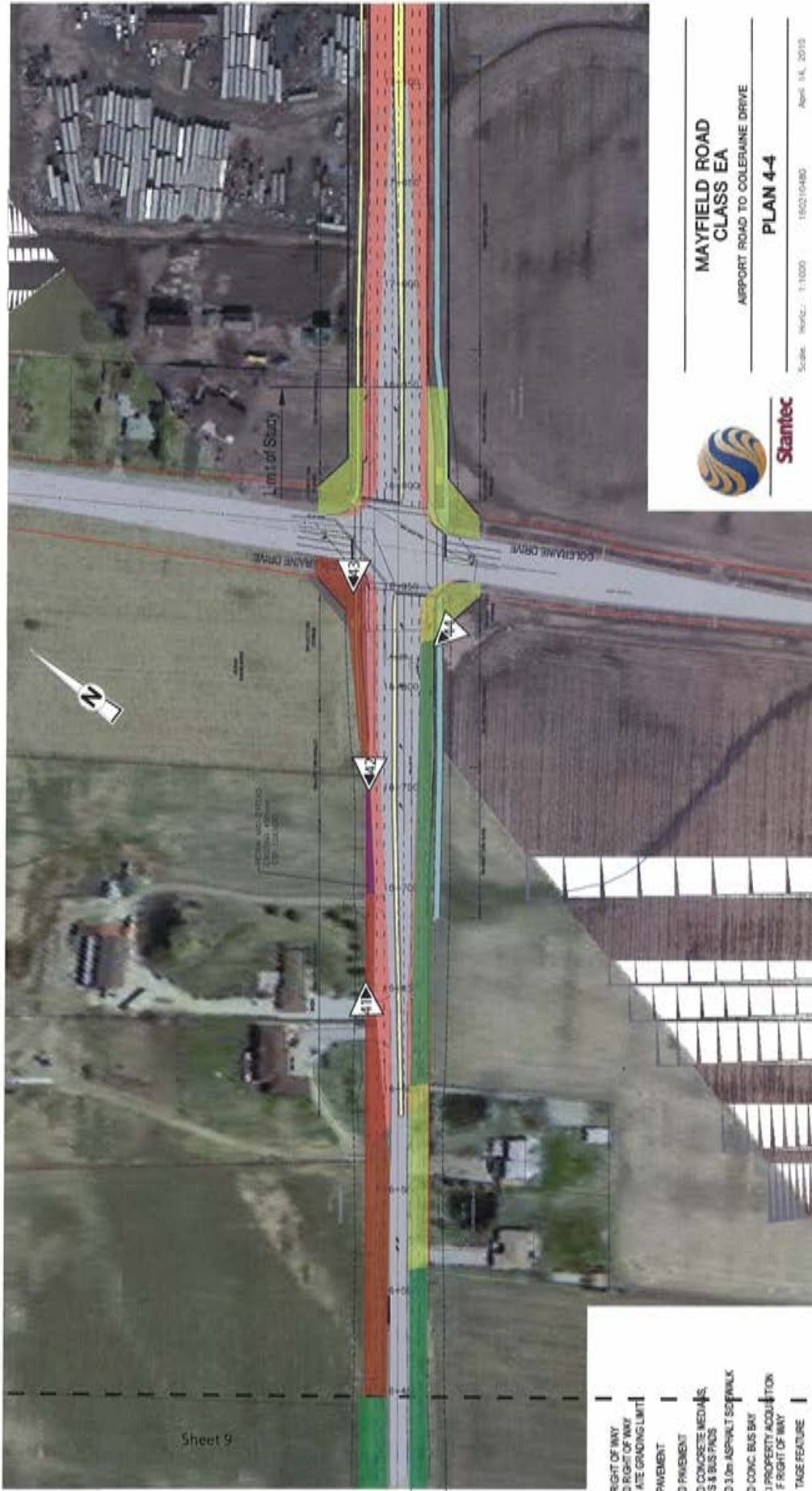
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■ Stage 2: Slope/Wet
■ Stage 2: Disturbed
■ Stage 2: Test Pit Survey
■ Stage 2: Pedestrian Survey

▲ Photo Direction
▲ Photo Direction
▲ Photo Direction
▲ Photo Direction

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10EA-161: Mayfield Rd -- Stage 2 Archaeological Assessment Results (Sheet 9)



Sheet 9

- RIGHT OF WAY
- D RIGHT OF WAY
- A/E GRADING LIMIT
- PAVEMENT
- D PAVEMENT
- D CONCRETE MEDIAN
- S & B BUS FACES
- D 3.0m ASPHALT SIDEWALK
- D CONC. BUS BAY
- J PROPERTY ACQUISITION
- F RIGHT OF WAY
- TAGGE FEATURE

**MAYFIELD ROAD
CLASS EA**
AIRPORT ROAD TO COLEUANE DRIVE
PLAN 4-4



Scale: Horiz: 1:1000 150210480 April 14, 2010

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Toronto, Ontario
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- Previously Assessed: Poulton 2009
- Stage 1 Results: No Potential
- No PTE: To Be Assessed
- Stage 2: Slope/Wet
- Stage 2: Test Pit Survey
- Stage 2: Pedestrian Survey
- Stage 2: Disturbed
- ▲ Photo Direction

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SCALE
AS PROJECT NO. 100A-161
DATE: JAN 18, 2010
DRAWN BY: BM
FILE: 100A-161_502

9.0 IMAGES



Plate 1: View west towards Airport Rd in the background. North side of Mayfield Road (MR)



Plate 2: View northeast from the north side of MR with test pit survey in progress.



Plate 3: View northeast from the north side of MR with test pit survey in progress.



Plate 4: View southwest from the north side of MR with test pit survey in progress in corridor less than 10 m.



Plate 5: View north from the north side of MR showing a low and wet area.



Plate 6: View north of the north side of MR showing slope and low/wet adjacent to banks of Humber River tributary (Google Earth).





Plate 7: View east of the south side of MR showing low/wet (Google Earth).



Plate 8: View northeast from the south side of MR showing test pit survey in progress



Plate 9: View northeast from the north side of MR showing pedestrian survey in progress



Plate 10: View northeast from the south side of MR showing test pit survey in progress.



Plate 11: View east of the south side of MR showing low/wet.



Plate 12: View northeast from the north side of MR showing test pit survey in progress.





Plate 13: View northeast from the north side of MR showing test pit survey in progress.



Plate 14: View northeast from the north side of MR showing creek in the background.



Plate 15: View northeast from the north side of MR showing test pit survey in progress.



Plate 16: View south from the north side of MR showing test pit survey in progress.



Plate 17: Close up of clayey soil from location seen in Plate 16.



Plate 18: View southwest from the south side of MR showing previously assessed area.





Plate 19: View northeast from the south side of MR showing test pit survey in progress.



Plate 20: View southwest from the north side of MR showing test pit survey in progress.



Plate 21: View southwest from the north side of MR showing pedestrian survey.



Plate 22: View southwest from the north side of MR showing test pit survey in progress.



Plate 23: View northeast from the north side of MR showing test pit survey in progress.



Plate 24: View west showing disturbed area on the north side of MR.





Plate 25: View north showing disturbed area on the north side of MR.



Plate 26: View northeast from the south side of MR showing test pit survey in progress.



Plate 27: View southeast from the south side of MR showing test pit area.



Plate 28: View southwest from the southeast side test pits on the edge of St. Patrick's Cemetery.



Plate 29: Footstone uncovered during test pit survey on the edge of St. Patrick's Cemetery.



Plate 30: View northeast from the south side of MR showing test pit survey in progress





Plate 31: View northeast from the north side of MR showing test pit survey in progress.



Plate 32: View west from the south side of MR showing pedestrian survey in progress.



Plate 33: View northeast from the north side of MR showing test pit survey in progress.



Plate 34: View northeast from the north side of MR showing test pit survey in progress.



Plate 35: View northeast from the north side of MR showing pedestrian survey.



Plate 36: View southwest from the south side of MR showing pedestrian survey





Plate 37: View southeast from the south side of MR showing pedestrian survey.



Plate 38: View south from the south side of MR showing low/wet area and a tributary of the Humber River.



Plate 39: View west from the north side of MR showing low/wet area.



Plate 40: View west from the south side of MR showing pedestrian survey.



Plate 41: View northeast from the north side of MR showing disturbed area.



Plate 42: View southwest from the north side of MR showing test pit survey in progress.





Plate 43: Close up of topsoil on the north side of MR showing disturbed area.



Plate 44: View west from the south side of MR showing pedestrian survey



Plate 45: View south of the test unit from site AkGw-454 showing possible feature in the southern part of the unit.



Plate 46: Detail of possible feature in Plate 45.



Plate 47: Representative ceramic artifacts from site AkGw-454.



Plate 48: Representative glass artifacts from site AkGw-454.



APPENDIX A: INVENTORY OF DOCUMENTARY AND MATERIAL RECORD

Project:	Stage 2 Archaeological Assessment, Mayfield Road Class EA	
ASI File:	10EA-161	MTCS PIF: P094-126-2011
Document/Material	Location	Comments
Written Field Notes, Annotated Field Maps, GPS Logs, etc.	Archaeological Services Inc., 528 Bathurst Street, Toronto, ON M5S 2P9	
Field Photography (Digital)	Archaeological Services Inc., 528 Bathurst Street, Toronto, ON M5S 2P9	Stored on ASI network servers and/or CD-ROM
Research/Analysis/Reporting Materials (Various Formats)	Archaeological Services Inc., 528 Bathurst Street, Toronto, ON M5S 2P9	Hard copy and/or digital files stored on ASI network servers and/or CD-ROM
Artifacts	Archaeological Services Inc., 528 Bathurst Street, Toronto, ON M5S 2P9	

The documentation and materials related to this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Tourism, Culture and Sport and any other legitimate interest groups.



APPENDIX B: ARTIFACT CATALOGUE



Stage 2 Property Assessment DRAFT
 Mayfield Road Class EA, Airport Road to Coleraine Drive
 Regional Municipality of Peel, Ontario

Appendix B

Cat #	Sub-Operation	Test Pit #	Qty	Class	Sub-Class	Type	Material	Ware	Motif	Form	Comments
F01	Test pit	10	12	Mammal		Small					
F02	One metre unit over/assoc. w positive Test pit	11	11	Mammal		Medium					
H05	Test pit	3	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	Ironstone	Undecorated	Holloware	
H09	Test pit	4	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	RWE	Unidentified	Flatware	upper surface exfoliated
H15	Test pit	6	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	Semi-porcelain	Unidentified	Unidentifiable	
H16	Test pit	6	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	Ironstone	Undecorated	Unidentifiable	
H38	One metre unit over/assoc. w positive Test pit	11	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	Red earthenware - refined	Rockingham	Holloware	exterior exfoliated, dark brown glaze in interior
H39	One metre unit over/assoc. w positive Test pit	11	2	Kitchen/Food	Indeterminate	Tableware	Ceramic	Ironstone	Undecorated	Holloware	
H40	One metre unit over/assoc. w positive Test pit	11	2	Kitchen/Food	Indeterminate	Kitchenware	Ceramic	Stoneware	Salt-glazed	Holloware	tan salt glaze on exterior, dark brown glaze on interior
H41	One metre unit over/assoc. w positive Test pit	11	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	Unidentifiable	Unidentified	Flatware	white ware with possible fern transfer motif
H42	One metre unit over/assoc. w positive Test pit	11	1	Kitchen/Food	Indeterminate	Tableware	Ceramic	RWE	Transfer print - blue chinoiserie	Flatware	
H28	Test pit	10	1	Architectural	Building component	Brick	Clay				red clay brick fragment
H37	Test pit	11	1	Architectural	Building component	Brick	Clay				
H12	Test pit	5	1	Architectural	Building component	Window Glass	Glass				
H17	Test pit	6	1	Indeterminate	Indeterminate	Unidentified	Glass				colourless press moulded glass, possible goblet or cover
H33	Test pit	11	1	Indeterminate	Indeterminate	Container - Unidentifiable	Glass				solarized
H34	Test pit	11	1	Indeterminate	Indeterminate	Container - Unidentifiable	Glass				light green

Stage 2 Property Assessment DRAFT
 Mayfield Road Class EA, Airport Road to Coleraine Drive
 Regional Municipality of Peel, Ontario

Appendix B

Cat #	Sub-Operation	Test Pit #	Qty	Class	Sub-Class	Type	Material	Ware	Motif	Form	Comments
H35	Test pit	11	1	Kitchen/Food	Beverage consumption	Tumbler	Glass				colourless fire polished lip
H43	One metre unit over/assoc. w positive Test pit	11	7	Architectural	Building component	Window Glass	Glass				
H44	One metre unit over/assoc. w positive Test pit	11	1	Indeterminate	Indeterminate	Container - Unidentifiable	Glass				amber
H45	One metre unit over/assoc. w positive Test pit	11	2	Indeterminate	Indeterminate	Container - Unidentifiable	Glass				light aqua
H46	One metre unit over/assoc. w positive Test pit	11	1	Indeterminate	Indeterminate	Container - Unidentifiable	Glass				light aqua
H47	One metre unit over/assoc. w positive Test pit	11	2	Indeterminate	Indeterminate	Container - Unidentifiable	Glass				colourless, embossing on base "03"
H48	One metre unit over/assoc. w positive Test pit	11	1	Indeterminate	Indeterminate	Unidentified	Glass				colourless, fire polished rim
H01	Test pit	1	1	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H02	Test pit	2	1	Tools/Equipment	Animal Husbandry	Buckle	Metal - Ferrous				double bar halter buckle
H03	Test pit	2	1	1	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H04	Test pit	2	2	Indeterminate	Indeterminate	Scrap	Metal - Ferrous				
H07	Test pit	3	1	Architectural	Building component	Nail - Machine Cut	Metal - Ferrous				
H08	Test pit	3	1	Indeterminate	Indeterminate	Scrap	Metal - Ferrous				
H10	Test pit	4	1	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H11	Test pit	4	1	Tools/Equipment	Hardware	Bolt	Metal - Ferrous				
H13	Test pit	5	2	Architectural	Building component	Nail - Machine Cut	Metal - Ferrous				
H14	Test pit	5	1	Architectural	Building component	Nail - Wire	Metal - Ferrous				
H19	Test pit	6	2	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H21	Test pit	7	1	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H22	Test pit	8	3	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H23	Test pit	8	1	Architectural	Building component	Nail - Wire	Metal - Ferrous				
H24	Test pit	8	1	Indeterminate	Indeterminate	Other	Metal - Ferrous				thin tapered metal piece, could be a type of blade
H29	Test pit	10	3	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				

Stage 2 Property Assessment DRAFT
 Mayfield Road Class EA, Airport Road to Coleraine Drive
 Regional Municipality of Peel, Ontario

Appendix B

Cat #	Sub-Operation	Test Pit #	Qty	Class	Sub-Class	Type	Material	Ware	Motif	Form	Comments
H30	Test pit	10	4	Architectural	Building component	Nail - Wire	Metal - Ferrous				
H31	Test pit	10	1	Kitchen/Food	Beverage storage	Bottle Cap	Metal - Ferrous				
H32	Test pit	10	1	Architectural	Building component	Nail - Machine Cut	Metal - Ferrous				
H50	One metre unit over/assoc. w positive Test pit	11	19	Tools/Equipment	Animal Husbandry	Horseshoe Nail	Metal - Ferrous				
H51	One metre unit over/assoc. w positive Test pit	11	4	Architectural	Building component	Nail - Machine Cut	Metal - Ferrous				
H52	One metre unit over/assoc. w positive Test pit	11	7	Architectural	Building component	Nail - Wire	Metal - Ferrous				
H53	One metre unit over/assoc. w positive Test pit	11	12	Architectural	Building component	Nail - Machine Cut	Metal - Ferrous				
H54	One metre unit over/assoc. w positive Test pit	11	39	Architectural	Building component	Nail - Wire	Metal - Ferrous				
H55	One metre unit over/assoc. w positive Test pit	11	2	Tools/Equipment	Hardware	Spike	Metal - Ferrous				flat thin pieces
H56	One metre unit over/assoc. w positive Test pit	11	6	Indeterminate	Indeterminate	Scrap	Metal - Ferrous				
H57	One metre unit over/assoc. w positive Test pit	11	2	Indeterminate	Indeterminate	Unidentified	Metal - Ferrous				cylindrical, possible bolts
H58	One metre unit over/assoc. w positive Test pit	11	2	Indeterminate	Indeterminate	Unidentified	Metal - Ferrous				flat round discs
H59	One metre unit over/assoc. w positive Test pit	11	1	Indeterminate	Indeterminate	Unidentified	Metal - Ferrous				elongated rectangle
H60	One metre unit over/assoc. w positive Test pit	11	4	Indeterminate	Indeterminate	Scrap	Metal - White				thin, wavy, corrugated
H18	Test pit	6	3	Architectural	Building component	Other	Other				insulbrick shingle fragments

Appendix B

Stage 2 Property Assessment DRAFT
 Mayfield Road Class EA, Airport Road to Coleraine Drive
 Regional Municipality of Peel, Ontario

Cat #	Sub-Operation	Test Pit #	Qty	Class	Sub-Class	Type	Material	Ware	Motif	Form	Comments
H20	Test pit	7	2	Architectural	Building component	Other	Other				insulbrick roofing shingles
H27	Test pit	10	1	Indeterminate	Indeterminate	Unidentified	Other				gray mortar or cement fragment
H06	Test pit	3	2	Indeterminate	Indeterminate	Other	Slag				
H25	Test pit	9	2	Indeterminate	Indeterminate	Other	Slag				
H26	Test pit	10	6	Indeterminate	Indeterminate	Other	Slag				
H36	Test pit	11	1	Indeterminate	Indeterminate	Other	Slag				
H49	One metre unit over/assoc. w positive Test pit	11	4	Indeterminate	Indeterminate	Unidentified	Slag				

APPENDIX L
BUILT HERITAGE
&
CULTURAL LANDSCAPE ASSESSMENT

Built Heritage and Cultural Landscape Assessment
Mayfield Road Class Environmental Assessment
from East of Airport Road to Coleraine Drive (Project #07-4350),
Town of Caledon and City of Brampton,
Region of Peel, Ontario

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ASI File 07EA-098

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(Revised June 2008; July 2011)

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Built Heritage and Cultural Landscape Assessment

Mayfield Road Class Environmental Assessment from East of Airport Road to Coleraine Drive (Project #07-4350), Town of Caledon and City of Brampton, Region of Peel, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Stantec, Kitchener, to conduct a Built Heritage and Cultural Landscape assessment for the Mayfield Road Class Environmental Assessment, from east of Airport Road to Coleraine Drive, Region of Peel, Ontario (Figure 1). The study area, which consists of the road allowance between the Town of Caledon to the north and the City of Brampton to the south, extends for a distance of approximately seven kilometres and includes the intersection of Mayfield Road with Coleraine Drive.

Research was completed to identify any built heritage features and cultural landscapes within the study area and to assess the impact of proposed activities on above ground cultural heritage resources. This research was conducted under the project direction of Rebecca A. Sciarra, MA, Heritage Planner at ASI.

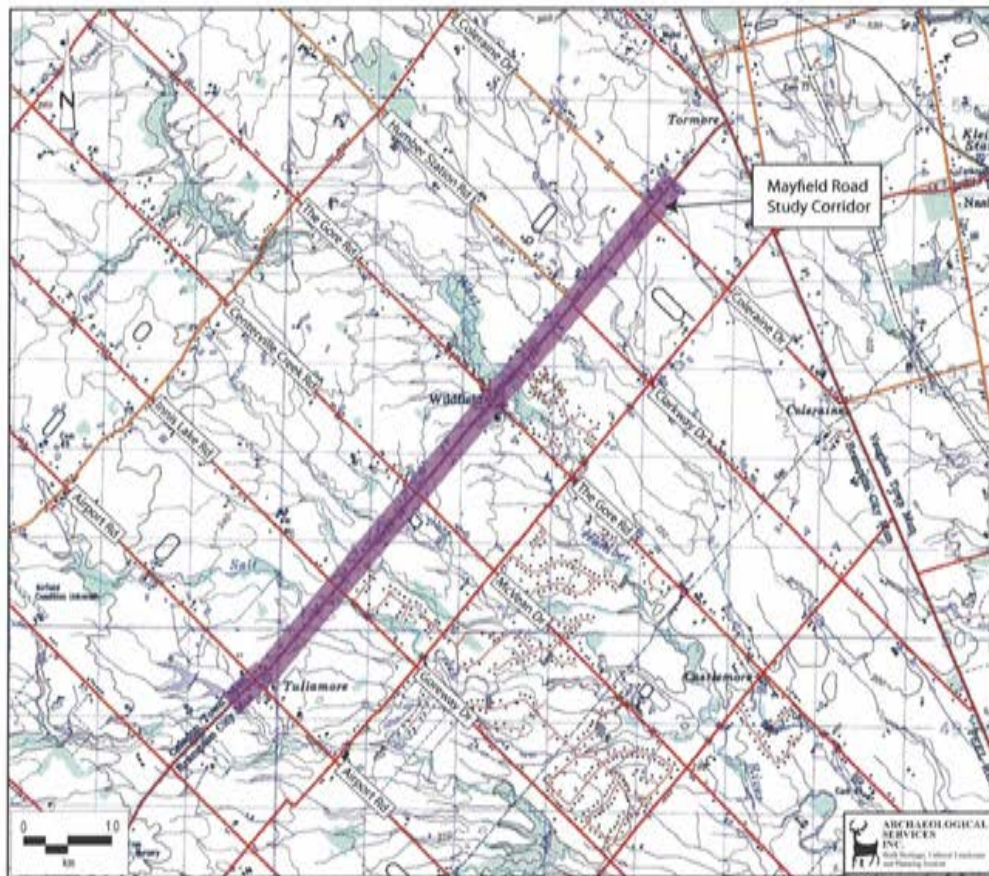


Figure 1: Mayfield Road study area highlighted on a segment of a 1:50,000 NTS map (sheet 30 M/13, Bolton).

2.0 BUILT HERITAGE AND CULTURAL 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 50 years old.

The proposed improvements to Mayfield Road have the potential to affect cultural heritage resources in a variety of ways. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

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, roadsides and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* 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* (1980). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* 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:

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:

...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.

Additionally, the *Planning Act* and related Provincial Policy Statement 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;...

This provides the context not only for discrete planning activities detailed in the *Act* but also for the foundation of policy statements issued under Section 3 of the *Act*.

In Part IV of the Policy Statement it is mandated that:

These policies are to be applied in dealing with planning matters. Official Plans will integrate all applicable provincial policies and apply appropriate land use designations and policies. Since the policies focus on end results, the official plan is the most important vehicle for the implementation of the Policy Statement.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Resources, wherein Subsection 2.5- Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.5.1 Significant built heritage resources and cultural heritage landscapes will 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.

In addition, the term “significant” 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. As cultural heritage landscapes and built heritage resources may be considered another matter, the following definition of significant applies:

...in regard to other matters, important in terms of amount, content, representation or effect.

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage analysis for the assessment of the proposed road improvements in the study area.

2.2 Data Collection

For the purposes of the cultural heritage assessment of the proposed Mayfield Road improvements, all potentially affected cultural heritage resources within the study area were subject to inventory. A short form name was applied to each resource type (e.g. barn, residence), and the locations were plotted on area maps. Building interiors were not subject to survey. Historical research was also conducted for the purposes of identifying broad agents or themes of historical change in the area, while historic mapping was consulted to reveal cultural landscape development in the area. The results of historical research are contained in Section 3.0.

Built heritage features and cultural landscapes were inventoried according to a consistent typology of units based upon Ministry of Culture guidelines and past experience (see Table 1).

The following definitions describe typical cultural landscape units, which may or may not be present within the present study area:

Farm complex: 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.

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.

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.

Railsapes: 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.

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 and structures

Cemeteries: land used for the burial of human remains.

Results of the field survey are contained in Section 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to all identified heritage resources.

3.0 BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides the results of historical research and a description of above ground cultural heritage resources that may be affected by the proposed improvements to Mayfield Road, Region of Peel, Ontario. A brief review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use, and the development of transportation infrastructure. In order to make a preliminary identification of existing built heritage features and cultural landscape units within the study area, the Ministry of Culture's Ontario Heritage Properties Database was consulted. The Heritage Resource Officer at the Town of Caledon and the Heritage Coordinator at the City of Brampton were also consulted in order to gather information on features of heritage interest identified by both municipalities. A field review was then undertaken to identify and photograph individual built heritage features and cultural landscapes within or surrounding the study area.

3.2 Township Survey and Settlement and Historical Land Use Summary

The study area consists of part of the road allowance between the former Township of Albion and the former Township of Toronto Gore, both in the County of Peel. In the Township of Albion, the study area is located within part of Lot 1, from Concession I to Concession VI, and in the Township of Toronto Gore, the study area is located within part of Lot 17, Concession VII to Concession XII (Figure 2).

The Township of Albion was surveyed in 1818-1819 and opened for European-American settlement in 1820. Eleven concessions comprised the township and were laid out west to east. Early settlement and development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. In 1821, the population of the entire township

totalled 110, and, by 1848, the population had increased to 3,567. The census of 1871 records that the population of the Township of Albion had reached 4,857.

Within the Township of Albion, Bolton's Mills became a major population centre in the mid-nineteenth century. Bolton's Mill was located between Concession 6 and 7 in the Township of Albion. Construction of a grist mill in Bolton's Mills encouraged population growth and inspired the emergence of associated businesses, which included a cooperage, blacksmith, and homes for mill employees. By the 1840s, the village known as Bolton's Mills had grown quickly, featuring a store, distillery, and hotel. In 1842, the first school in the area was established, with the first church established one year later. By 1872, Bolton's Mills had grown considerably, causing the village to sever its connection with the Township of Albion and become a separate municipality.

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, Vaughn, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. Part of the land which encompasses Chinguacousy Township was alienated by the British from the native Mississaugas through a provisional treaty dated October 28, 1818¹ (*Indian Treaties 1891*: #19 p. 47).

The Chinguacousy Township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, which signified "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 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 extant *Survey Diaries* indicated that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock and pine. The survey crew working in the township in the summer of 1819 suffered under extreme conditions. One of the complaints noted by the surveyor was that of "musquitoes miserable thick." Due to heavy rain part of the crew became separated from the rest of the party, and they spent a wet, uncomfortable night alone in the woods. One of the men, named Montgomery, badly cut his

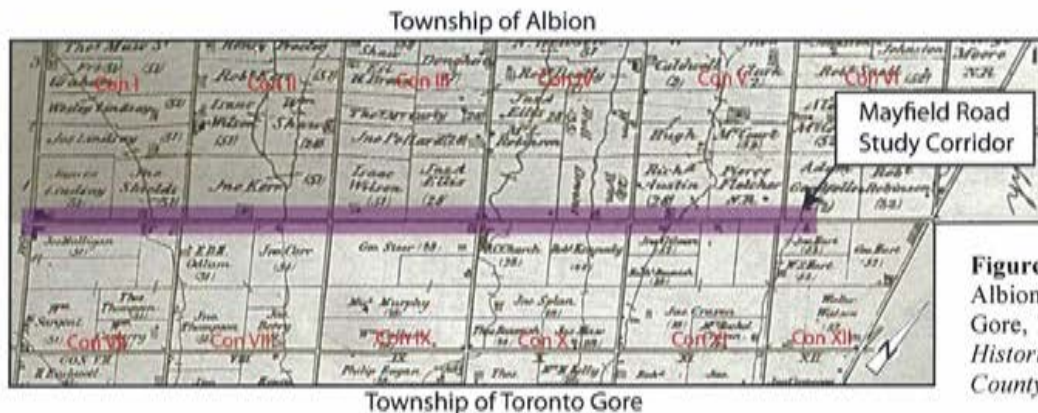


Figure 2: Township of Albion and Township of Gore, 1877 *Illustrated Historical Atlas of the County of Peel, Ontario*.

¹ Note that Armstrong appears to be in error when he stated in his *Handbook* that part of this township was acquired through the "Mississauga Purchase" of 1805-6 (Armstrong 1985:142).

foot and had to be sent home. The work within this township was summed up by the surveyor as “pretty tuff times.”

It was recorded that the first landowners in Chinguacousy were composed of settlers from New Brunswick, the United States and also some United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the nineteenth century, however most of these villages were situated on boundary lines of the adjacent townships. The village of Tullamore, located in the former Township of Chinguacousy, abuts the western limit of the study area.

The village of Tullamore was first settled in the 1820s and experienced growth up until the 1850s. Increasing affluence in Tullamore during the mid-nineteenth century was attributed to large tracts of surrounding land that were ideal for grain crop production (Kavanagh, Roy, and Williams, 1982). However, as industrialization increased through the nineteenth century and railway transportation and proximity to it became a motivator of population growth and economic development, growth in Tullamore became limited as it was a village by-passed by the Grand Trunk Railway that was laid in Brampton in 1856. Despite this rupture in development, remnants of the village of Tullamore are still visible at the Mayfield Road and Airport Road intersection. The village was named by the first settler, Abraham Odum, who was born in Tullamore, Ireland (Kavanagh, Roy, and Williams, 1982). Historical research conducted by the Town of Caledon’s Heritage Committee documents that this once-thriving village contained a large school house, Anglican Church, Organeville hall, a parish hall, two hotels, a Church of England, several stores and a cabinet/furniture factory, a blacksmith shop and stables, wagon shop and a harness shop. The Anglican Church is no longer present, but its accompanying cemetery is still extant, complete with gravestones. Research confirms that the Orange hall and parish hall have been relocated (Caledon Heritage Committee, no date).

Additionally, based on historical atlas maps, there appears to be evidence of a crossroads settlement, located on the road allowance between the 9th and 10th Concessions, Lot 17, which is now known as the hamlet of Wildfield. Information retrieved from the Town of Caledon confirms that this hamlet was first established as a church community in 1828-1829. The hamlet was originally known as Grantville and was later known as Gooseville, Gribbin, the parish of St. Patrick’s and eventually Wildfield (Caledon Heritage Committee, no date).

Development in the Hamlet of Wildfield is specifically attributed to the construction of St. Patrick’s Catholic Church, a feature that continues to dominant this crossroads community. However, its development patterns are more broadly and expressly linked to the former Township of Albion’s early wave of Roman Catholic Irish emigration. Towards the end of the 1820s, the first Catholics from Ireland settled in the former Township of Albion. This influx of immigration to Canada was a result of the British government’s inadequate provision of religious freedom rights to Irish Catholics and due to broader political and socio-economic conditions marked by the *Act of Union* of 1801, economic depressions, and low standards of living.

As Irish Catholics began to settle in increasing numbers in the former Township of Albion, a need for a local parish and Catholic church became increasingly apparent. During the late summer of 1829, a Reverend from York travelled to Albion, after which, he sent a letter to a Catholic Bishop noting:

In Albion, too, our poor people are making an exertion to erect a church... and I hope in the Lord they will be able to succeed... I have assured them in the different townships, with a view to excite their emulation in this matter, that the first frame church got up, of twenty-eight feet by forty feet should be the parish church for the townships (Heyes, 1961, p. 115).

By 1831, a petition was sent to the Lieutenant Governor of Upper Canada, from Irish Catholics living in the former Township of Albion. The petition stated:

The petition of the undersigned inhabitants of the Township of Albion in the Home District humbly sheweth that your Excellency's petitioners are resident Roman Catholics of the Township of Albion, their numbers have been increased in the last two years to an unexpected degree... they most respectfully solicit your Excellency may be graciously pleased to make them a grant of lot No. 25 in Concession 3 of Albion for the benefit of spiritual and temporal education" (Heyes, 1961, 114).

Three years later, a small mission church was erected on Lot 25, Concession 3 (Heyes, 1961). However, it was soon followed by construction of another small log church in 1837 at the town line between Albion Township and Toronto Gore and in between Concession 9 and 10 (Caledon Heritage Committee, no date). This log church would be named St. Patrick's Church and would initiate the hamlet of Wildfield's development as a parish community. The brick church that stands today at the crossroads community was constructed in 1894 and replaced the small 1830's structure.

While both the village of Tullamore and the hamlet of Wildfield were settled during the 1820s and 1830s and continued to experience development patterns tied to locally-specific conditions, their ultimate prosperity was influenced by broader settlement and infrastructure developments in the County of Peel. In the case of Wildfield, its location at the top of the Township of Toronto Gore and at the bottom of the Township of Albion resulted in a relatively late survey and establishment of road allowances. As such, this crossroads community was not a well-traveled route and its prosperity and development was relatively limited.

In the case of Tullamore, development of the Grand Trunk Railway influenced its development patterns in the later half of the nineteenth century. In 1856, the Grand Trunk Railway was laid and centred around the Town of Brampton, located in the southern portion of the former Township of Chinguacousy. An early settler and politician, Mayor George Wright, sold 11.6 acres of his land on the north side of Church Street West for the rail line (Loverseed, 1987). Growth centred around the line (Figures 3-4) and villages like Tullamore declined as they were geographically isolated from the rail line and the prosperity it generated (Figure 5)..

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

Both the Township of Albion and the Township of Toronto Gore remained a part of the County of Peel until 1973. In 1974, the Township of Albion became a part of the Town of Caledon, and the Township of Toronto Gore became a part of the City of Brampton

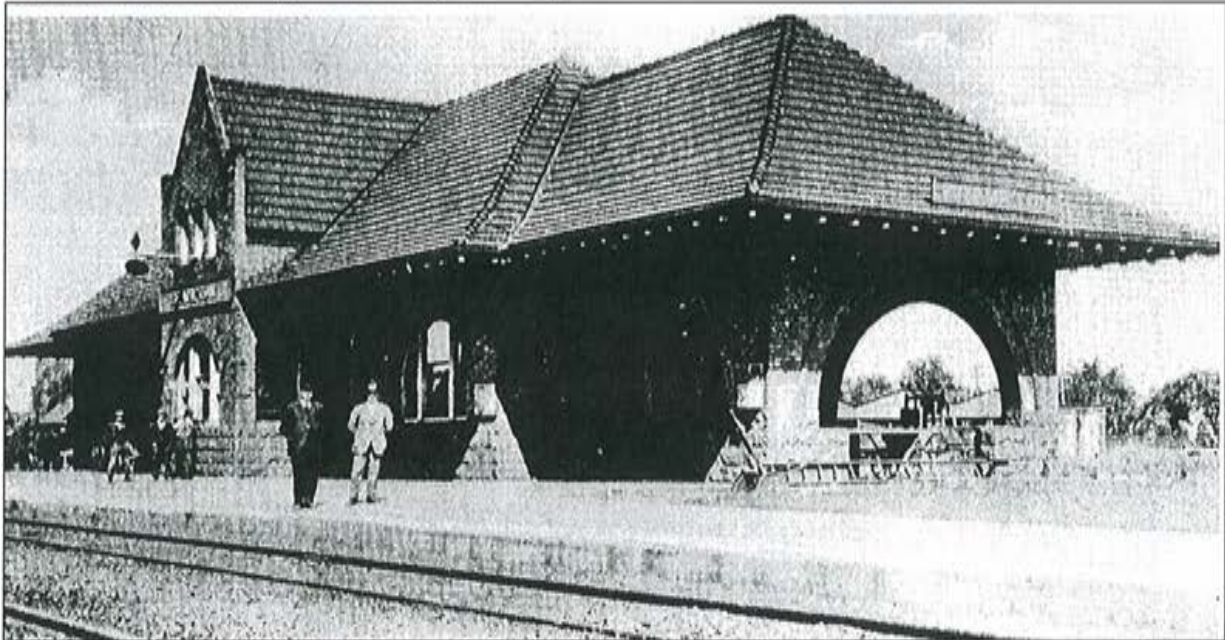


Figure 3: Photo of the Canada National Railway in the Town of Brampton, previously the Grand Trunk Railway, in 1890.



Figure 4: View of Town of Brampton showing Grand Trunk Railway and network of road patterns as of 1877.



Figure 5: View of Tullamore Main Street (Airport Road) in 1925, showing comparatively limited development.

3.3 Existing Conditions

In order to make a preliminary identification of existing built heritage features and cultural landscape units within the study area, the Ministry of Culture's Ontario Heritage Properties Database and Park's Canada's National Historical Sites Database were consulted for any heritage features designated under the *Ontario Heritage Act* or protected as National Historic Sites. The Heritage Resource Officer at the Town of Caledon and the Heritage Coordinator at the City of Brampton were also consulted in January 2008 order to gather information on features of heritage interest identified by both municipalities. The municipalities were contacted in July 2011 to confirm accuracy of information gathered in 2008. One property is designated under the *Ontario Heritage Act* while one designation is pending. Additionally, the Town of Caledon has identified seven properties of heritage interest, and the City of Brampton has identified seven properties of heritage interest.

A field review was undertaken by Rebecca Sciarra on January 29, 2008 to identify, photograph, and confirm the location of the properties of heritage interest identified by the Town of Caledon and the City of Brampton, as well as to identify and photograph any further individual built heritage features and cultural landscapes in the vicinity of the study area.

Table 1 lists all of the identified features located in the study area. A complete inventory with photographs and defining details of the identified built heritage features and cultural landscape units can be found in Appendix A, while Appendix B provides study area mapping illustrating their general location (Figures 6-1 to 6-12).

Feature	Location	Feature Type	Designation*	Comments	Map
BHF 1	11903 Airport Rd	Residence	Identified		6-1
BHF 2	11850 Airport Rd	Blacksmith Shop	Listed - Brampton	Tullamore Blacksmith Shop	6-1
BHF 3	no address; NE corner Airport Rd/Mayfield Rd	Barn	Identified		6-1
BHF 4	no address; Mayfield Rd	Residence	Identified		6-1
BHF 5	no address; Mayfield Rd	Barn	Identified		6-1
BHF 6	6461 Mayfield Rd	Residence	Listed – Brampton	Field Stone Farmhouse	6-3
BHF 7	6791 Mayfield Rd.	Residence	Listed – Brampton		6-5
BHF 8	No Address; Located on the northwest side of Mayfield Rd and just northeast of Centreville Creek Rd.	Residence	Identified/Included on the Town of Caledon's Built Heritage Resources Inventory	It is possible that this structure corresponds to 7072 Mayfield Road, which has been listed by the Town of Caledon.	6-6
BHF 9	11962 Gore Road	Residence	Listed – Brampton		6-8
BHF 10	6340 Mayfield Rd	Residence	Identified/Included on the Town of Caledon's Built Heritage Resources Inventory		6-2
BHF 11	12031 the Gore Road	Residence	Identified		6-8
CLU 1	Airport Rd	Cemetery	Listed – Brampton	St. Mary's Anglican Cemetery (1833)	6-1
CLU 2	6034 Mayfield Rd	Farmscape	Listed – Caledon	Includes vacant	6-1

				residence, barn and shed	
CLU 3	11873 Gore Road	St. Patrick's Church and Cemetery	Designated under the Ontario Heritage Act.		6-8
CLU 4	6600 Mayfield Rd	Farmscape	Identified/Included on the Town of Caledon's Built Heritage Resources Inventory	Includes residence and outbuildings	6-4
CLU 5	7205 Mayfield Rd.	Farmscape	Identified	Includes residence and barn	6-6
CLU 6	7905 Mayfield Rd.	Farmscape	Listed – Brampton; Pending Ontario Heritage Act designation in 2008; Review of 2011 aerial mapping confirms that buildings have been removed.	Includes residence and barns	6-9
CLU 7	7904 Mayfield Rd	Farmscape	Identified/Included on the Town of Caledon's Built Heritage Resources Inventory	Includes residence, barns, and silo	6-9
CLU 8	No Address; Located on the southeast side of Mayfield Rd and northeast of Humber Station Rd.	Remnant Farmscape	Identified	Includes barn, fence line, and entrance lane.	6-11
CLU 9	8410 Mayfield Rd	Farmscape	Identified/Included on the Town of Caledon's Built Heritage Resources Inventory	Includes barn and outbuilding	6-12
CLU 10	8522 Mayfield Rd	Farmscape	Identified/Included on the Town of Caledon's Built Heritage Resources Inventory	Includes residence and barns	6-12
CLU 11	Mayfield Road; Segments approaching Hamlet of Wildfield	Roadscape	Identified		6-7/6-8
CLU 12	Innis Lake Road	Roadscape	Identified		6-3
CLU 13	Centreville Creek Road/McVean Drive	Roadscape	Identified		6-5
CLU 14	Clarkway Drive	Roadscape	Identified		6-10
CLU 15	Coleraine Drive	Roadscape	Identified		6-12
CLU 16	Salt Creek	Waterscape	Identified		6-2
CLU 17	Remnants of Village of Tullamore	Historic Settlement	Identified	Includes blacksmith's shop, residence, cemetery, and farmscapes northeast of the Mayfield Road and Airport Road intersection	6-1
CLU 18	Hamlet of Wildfield	Historic Settlement	Identified	Includes St. Patrick's Church and cemetery,	6-8

				west Humber river tributary, site of former school and convent, two residences, and the Gore Road	
CLU 19	The Gore Road	Roadscape	Identified		6-8

* *Designated:* Designated under Part IV of the Ontario Heritage Act
Listed: Listed by the City of Brampton or the Town of Caledon as heritage properties
Identified: Identified during review of historic mapping and/or during field review

3.4 IMPACT ASSESSMENT

The field review confirmed that the study area is located within a transitional area that is characterized by intact and remnant nineteenth century complexes, historic settlement centres and transportation routes, as well as relatively new residential subdivision development. A total of 11 built heritage resources and 19 cultural heritage landscapes were identified in the study area. Widening of Mayfield Road to accommodate a six-lane cross section within a 50 m right-of-way (See Appendix C) has the potential to significantly affect cultural heritage resources in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

To assess the potential impacts of the undertaking, identified cultural heritage resources were 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)

All cultural heritage resources identified within and adjacent to the study area were evaluated against the above criteria and the following table provides a summary of impact screening results:

Table 2: Screening of Impacts: Identified Built Heritage Features (BHF) and Cultural Landscape Units (CLU) within the Mayfield Road Study Area				
Feature	Location	Designation*	Map	Impact of Preferred Alternative 4B
BHF 1	11903 Airport Rd	Identified	6-1	<ul style="list-style-type: none"> No impact; outside of affected area.
BHF 2	11850 Airport Rd	Listed - Brampton	6-1	<ul style="list-style-type: none"> No impact; outside of affected area.
BHF 3	no address; NE corner Airport Rd/Mayfield Rd	Identified	6-1	<ul style="list-style-type: none"> Reduced buffer between resource and road; alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six-lane road (III.2).
BHF 4	no address; Mayfield Rd	Identified	6-1	<ul style="list-style-type: none"> Reduced buffer between resource and road; alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six-lane road and introduction of a proposed bus bay (III.2).
BHF 5	no address; Mayfield Rd	Identified	6-1	<ul style="list-style-type: none"> Reduced buffer between resource and road; alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six-lane road (III.2).
BHF 6	6461 Mayfield Rd	Listed - Brampton	6-3	<ul style="list-style-type: none"> Reduced buffer between resource and road; alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six-lane road (III.2).
BHF 7	6791 Mayfield Rd	Identified	6-3	<ul style="list-style-type: none"> Reduced buffer between resource and road; alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six-lane road and potential removal of vegetative screening along the property's northern elevation and which contributes to the nineteenth-century setting of the resource (III.1 and III.2).
BHF 8	No Address; Located on the northwest side of Mayfield Rd and just northeast of Centreville Creek Rd	Identified/Listed - Caledon	6-6	<ul style="list-style-type: none"> Reduced buffer between resource and road; alteration to surrounding setting through introduction of a historic thoroughfare from a two-lane road to a six-lane road (III.2).
BHF 9	11962 Gore Road	Listed - Brampton	6-8	<ul style="list-style-type: none"> Removal of residential resource at 11962 The Gore Road and alteration to the setting of the Hamlet of Wildfield through removal of the subject residential resources and modification of Mayfield Road and the Gore Road to six-lane and four-lane roads respectively (III.1 and III.2).
BHF 10	6340 Mayfield Rd	Listed - Caledon	6-2	<ul style="list-style-type: none"> Significant encroachment and reduction of buffer between resource and road resulting in potential removal of a nineteenth-century residential resource (III.1 and III.2).
BHF 11	12031 the Gore Road	Identified	6-8	<ul style="list-style-type: none"> Significant encroachment and reduction of buffer between resource and road resulting in potential removal of a nineteenth-century residential resource and alteration to the setting of the Hamlet of Wildfield through removal of the subject residential resource and modification of Mayfield Road and the Gore Road to six-lane and four-lane roads respectively (III.1 and III.2).
CLU 1	Airport Rd	Listed - Brampton	6-1	<ul style="list-style-type: none"> No impact; outside of affected area.

Table 2: Screening of Impacts: Identified Built Heritage Features (BHF) and Cultural Landscape Units (CLU) within the Mayfield Road Study Area				
Feature	Location	Designation*	Map	Impact of Preferred Alternative 4B
CLU 2	6034 Mayfield Rd.	Listed – Caledon	6-1	<ul style="list-style-type: none"> Reduced buffer between resource and road, alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six lane road (III.2).
CLU 3	11873 Gore Road	Designated under the Ontario Heritage Act	6-8	<ul style="list-style-type: none"> Alteration to surrounding setting through conversion of Mayfield Road and Gore Road to six-lane and four-lane roads respectively as well as due to potential removals of 11962 the Gore Road (BHF 9) and 12031 Gore Road (BHF 11) (III.1 and III.2).
CLU 4	6600 Mayfield Rd.	Listed – Caledon	6-4	<ul style="list-style-type: none"> Reduced buffer between resource and road, alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six lane road and potential removal of notable vegetative screening and post and rail fencing along the property's southern elevation and which contributes to and expresses the nineteenth-century setting of the resource (III.1 and III.2).
CLU 5	7205 Mayfield Rd.	Identified	6-6	<ul style="list-style-type: none"> Reduced buffer between resource and road, alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six lane road (III.2).
CLU 6	7905 Mayfield Rd.	Listed – Brampton, Pending Ontario Heritage Act designation in 2008; Review of 2011 aerial mapping confirms that buildings have been removed.	6-9	<ul style="list-style-type: none"> No impacts, residential resource identified in 2008 has since been demolished.
CLU 7	7904 Mayfield Rd.	Listed – Caledon	6-9	<ul style="list-style-type: none"> Reduced buffer between resource and road, alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six lane road and potential removal of mature vegetative screening along the property's southern elevation and which contributes to and expresses the nineteenth-century setting of the resource (III.1 and III.2).
CLU 8	No Address, Located on the southeast side of Mayfield Rd and northeast of Humber Station Rd.	Identified	6-11	<ul style="list-style-type: none"> Reduced buffer between resource and road, alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six lane road (III.2).
CLU 9	8410 Mayfield Rd.	Listed – Caledon	6-12	<ul style="list-style-type: none"> Reduced buffer between resource and road, alteration to surrounding setting through conversion of a historic thoroughfare from a two-lane road to a six lane road (III.2).
CLU 10	8522 Mayfield Rd.	Listed – Caledon	6-12	<ul style="list-style-type: none"> No impact, outside of affected area.
CLU 11	Mayfield Road, Segments approaching Hamlet of Wildfield	Identified	6-7/6-8	<ul style="list-style-type: none"> Alteration to historic thoroughfare through expansion from a two-lane to six-lane road and introduction of associated infrastructure, resulting in alteration to the surrounding setting (III.2).
CLU 12	Innis Lake Road	Identified	6-3	<ul style="list-style-type: none"> Alteration to historic thoroughfare through introduction of a multi-use pathway and concrete median, resulting in alteration to the surrounding setting (III.2).
CLU 13	Centreville Creek Road/McVern Drive	Identified	6-3	<ul style="list-style-type: none"> Alteration to historic thoroughfare through introduction of concrete medians and turning lanes and signalized intersection, resulting in alteration to the surrounding setting (III.2).

Table 2: Screening of Impacts: Identified Built Heritage Features (BHF) and Cultural Landscape Units (CLU) within the Mayfield Road Study Area				
Feature	Location	Designation*	Map	Impact of Preferred Alternative 4B
CLU 14	Clarkway Drive	Identified	6-10	<ul style="list-style-type: none"> Alteration to historic thoroughfare through realignment of the right-of-way, introduction of concrete medians, a signalized intersection and turning lanes, and removal of adjacent vegetative screening, resulting in alteration to the surrounding setting (III.2).
CLU 15	Coleraine Drive	Identified	6-12	<ul style="list-style-type: none"> No impacts expected.
CLU 16	Salt Creek	Identified	6-2	<ul style="list-style-type: none"> Salt Creek is expected to be realigned along portions of the study area to accommodate expansions to existing culverts (III.2).
CLU 17	Remnants of Village of Tullamore	Identified	6-1	<ul style="list-style-type: none"> Continued alteration to setting through reduction of buffers between nineteenth century structures and the road, introduction of a widened road and loss of a narrow, two-lane cross section (III.2).
CLU 18	Hamlet of Wickfield	Identified	6-8	<ul style="list-style-type: none"> Significant alteration to setting of the Hamlet of Wickfield through introduction of a six-lane east-west road and a four-lane north-south road, removal of a significant residential resource at the southwest corner of the intersection, potential removal of another residential resource located at 12031 the Gore Road, and realignment of the Humber River (III.1 and III.2).
CLU 19	The Gore Road	Identified	6-8	<ul style="list-style-type: none"> Alteration to historic thoroughfare through expansion from a two-lane to a four-lane road and introduction of turning lanes and concrete medians, resulting in alteration to the surrounding setting (III.2).

4.0 CONCLUSIONS

Historic research revealed that the study area has origins in nineteenth century survey and settlement. The former Townships of Albion and Toronto Gore comprise the study area and were both surveyed circa 1818, after which concession roads and early settlement patterns emerged. During the mid-nineteenth century, development was concentrated at the approximate southwest and northeast boundaries of the study area. During this time period, the Village of Tullamore was established and flourished around the Mayfield Road and Airport Road intersection, while the Hamlet of Wildfield spread around St. Patrick's Church and Cemetery, located at the Mayfield Road and the Gore Road intersection. Vestiges of and tangible resources associated with these historic settlements can still be found in the study area, with several above ground cultural heritage resources still extant along Mayfield Road and dispersed between Airport Road and Coleraine Drive. The following is a summary of field review findings:

- Field survey conducted in January 2008 confirmed that the study area can be described as an altered, nineteenth century, agricultural landscape. A number of farmhouses, barns, and agricultural lands are still extant and illustrate early agricultural economies that were predominant in the former Townships of Albion and Toronto Gore;
- A total of thirty cultural heritage resources were identified during the field review, which include eight residences (BHF 1, BHF 4, BHF6 - BHF 8 – BHF 11), one blacksmith's shop (BHF 2), two barns (BHF 3 and BHF 5), one church (CLU3), two cemeteries (CLU 1 and CLU 3), eight farmscapes (CLU 2, CLU 4 – CLU 10), six roadscares (CLU 11 – CLU 15, CLU 19), one waterscape (CLU 16), and two historic settlements (CLU 17 – CLU 18);
- Communications with the City of Brampton's Heritage Coordinator confirmed that six above-ground cultural heritage resources have been listed on the City's *Municipal Register of Cultural Heritage Resources* (BHF 2, BHF 6, BHF 9, CLU 1, CLU 3, and CLU 6);
- A review of the City's of Brampton's *Register of Designated Heritage Properties under the Ontario Heritage Act*, confirmed that two resources located in the study area have pending Ontario Heritage Act designations (CLU 3 and CLU 6);
- Communications with the Town of Caledon's Heritage Resources Officer confirmed that seven above-ground cultural heritage resources have been identified as being of heritage interest (BHF 8, BHF 10, CLU 2, CLU 4, CLU 7, CLU 9 – CLU 10);
- No above-ground cultural heritage resources located in the study area are currently designated under the *Ontario Heritage Act*, although background data collection did confirm that there are two *Ontario Heritage Act* designations pending (CLU 3 and CLU 6); and
- The results of impact screening confirmed that several identified cultural heritage resources are expected to be impacted through either alteration or removal:
 - The following resources are expected to be impacted through alteration to their setting due to: minimal encroachment resulting in a reduced buffer between the resource and the road; and introduction of a six-lane road: BHF 3, BHF 4, BHF 5, BHF 6, BHF 8, CLU 2, CLU 5, CLU 8, CLU 9, CLU 11, CLU 12, CLU 13, CLU 14, CLU 17, and CLU 19.

- The following resources are expected to be impacted through alteration to their setting due to: encroachment resulting in a reduced buffer between the cultural heritage resources and the road and removal of landscape features such as vegetative screening and/or fencing; and introduction of a six-lane road: BHF 7, CLU 4, and CLU 7.
- The following resource is expected to be impacted through removal of buildings to accommodate an increased road right-of-way along the Gore Road south of Mayfield Road: BHF 9.
- The following resources have the potential to be removed due to significant encroachment which has the potential to compromise the long-term viability of the resource: BHF 10 and BHF 11.
- The following resources are expected to be impacted through alteration to their setting due to: removal buildings that contribute to the cultural heritage landscape's heritage significance; encroachment resulting in a reduced buffer between other cultural heritage resources and the road; and introduction of a six-lane cross-section along Mayfield Road and a four-lane cross-section along the Gore Road: CLU 3 and CLU 18.
- The following resource is expected to be altered through realignment in order to accommodate widening of associated culverts: CLU 16.

5.0 RECOMMENDATIONS

Road projects can have a variety of impacts upon built heritage resources and cultural heritage landscapes. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

Cultural heritage resources may also be directly affected where the study routes intersect adjoining road rights-of-way that form roadsides (these are landscapes that are historically associated with the original township surveys, agricultural settlement and transportation). Typically these adjoining roadsides are two lane, paved surfaces, with gravel shoulders, flanked by grassed ditches, fences and/or tree lines. Any adverse effects are usually limited to intersection improvements such as vegetation removal for sight lines and daylight triangles, and installing concrete curbs and portions of sidewalks.

In summary, it is recommended that:

1. Any proposed road projects and preferred alternative designs within the study area should be suitably planned in a manner that avoids any identified, above ground, cultural heritage resources.
2. Encroachment of lands close to built heritage features and cultural landscape units should be avoided wherever possible. Where encroachment is expected, appropriate vehicular access to the resources and appropriate setbacks between structures and the road should be ensured to promote their long-term viability. Appropriate landscape screening and noise abatement measures should be developed for these resources as part of the detailed design phase. Resources that are recommended for these measures include: BHF 3, BHF 4, BHF 5, BHF 6,

BHF 7, BHF 8, BHF 10, BHF 11, CLU 2, CLU 3, CLU 4, CLU 5, CLU 7, CLU 8, CLU 9, CLU 17, and CLU 18.

3. Wherever possible, landscaping with historic plant materials for berms or vegetative screens is recommended, and fence rows and hedge rows should be preserved where extant.
4. Where resources are expected to be impacted through alteration to their setting due to: minimal encroachment resulting in a reduced buffer between the resource and the road; and introduction of a six-lane road, a cultural heritage landscape documentation report should be prepared in advance of construction activities to serve as a final record of each of the resources and the study area in general. Access to enter properties should be secured to conduct photographic documentation of privately-owned resources. The results of photographic documentation activities should be compiled into a stand alone report which should also include a review of historic maps from the nineteenth and twentieth centuries for the purposes of identifying changes to the resources over time and land use histories for resources included in the documentation report. It is recommended that the following resources be subject to heritage documentation activities, the results of which are compiled into one report and which is archived with local repositories and filed with the City of Brampton and Town of Caledon: BHF 3, BHF 4, BHF 5, BHF 6, BHF 8, CLU 2, CLU 3, CLU 5, CLU 8, CLU 9, CLU 11, CLU 12, CLU 13, CLU 14, CLU 16, CLU 17, CLU 18 and CLU 19.
5. Where resources are expected to be impacted through alteration to their setting due to: encroachment resulting in a reduced buffer between the cultural heritage resources and the road and removal of landscape features such as vegetative screening and/or fencing; and introduction of a six-lane road, resource-specific heritage impact assessments should be conducted in advance, or at the earliest possible stages of the detailed design phase to identify landscape features that should be retained. The result of these studies should be used to inform post-construction landscaping plans, potential tree-boarding activities during construction, and finalization of grading limits. The following resources are expected to be subject to these impacts BHF 7, CLU 4, and CLU 7 and as result should be subject to the preparation of resource specific heritage impact assessments.
6. Where resources have the potential to be removed due to significant encroachment potentially resulting in removal, resource-specific heritage impact assessments should be completed in advance, or at the earliest possible stage of the detailed design stage. Resources recommended for completion of a heritage impact assessment within this context include: BHF 10 and BHF 11.
7. Cultural heritage resources located at 11962 the Gore Road (BHF 9) are expected to be removed. A separate, resource-specific heritage impact assessment has been prepared to evaluate the heritage significance of this resource and to evaluate impacts of the undertaking and to propose appropriate conservation and/or mitigation measures (See Appendix D). Recommendations contained therein should be considered as part of the finalization of the preferred alternative and to inform the detailed designed phase.
8. Given that a resource associated with St. Patrick's Church and Cemetery (CLU 3) is expected to be removed, it is recommended that a resource-specific heritage impact assessment be completed in relation to St. Patrick's Church and Cemetery to evaluate impacts of that removal on the cultural heritage resource and to develop a range of appropriate mitigation

measures, particularly if the resource located at 11962 Gore Road will be removed.

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APPENDIX A:

**BUILT HERITAGE AND CULTURAL LANDSCAPE INVENTORY
MAYFIELD ROAD CLASS EA
TOWN OF CALEDON AND CITY OF BRAMPTON,
REGION OF PEEL, ONTARIO**



Built Heritage Feature:	BHF 1
Location:	11903 Airport Road
Construction Period:	Pre-1900
Construction Materials:	Frame construction on an unknown foundation
Description:	This one and a half storey Vernacular Farmhouse features a stucco or lathe plaster exterior, a construction material found among other structures located in the vicinity. The residence features a centrally-located gabled dormer, aluminum roof, an older wooden portico adorning the front entrance, and addition on the rear of the building. The two brick chimneys and massing of this structure suggest that it may not have originally been used as a residence. Historical research suggests that this structure may have been one of the two original hotels that were located in the Village of Tullamore in the mid-nineteenth century.
Comments:	Associated with the Village of Tullamore



- Built Heritage Feature:** BHF 2
- Location:** 11850 Airport Road
- Construction Period:** Mid-nineteenth century
- Construction Materials:** Vertical plank exterior
- Description:** This two storey structure features a front-facing gabled roof-line. Given the lay-out and location of this structure, it is very likely that this building stands as the original blacksmith's shop that was located in the Village of Tullamore. Wooden window openings, brick chimney, and the double-door located on the second storey are evocative of this structure's original function.
- Comments:** Associated with development in the Village of Tullamore



Built Heritage Feature:	BHF 3
Location:	no address; northeast corner of Airport Road and Mayfield Road
Construction Period:	Mid-nineteenth century
Construction Materials:	Vertical plank exterior and aluminium siding on stone foundation
Description:	This barn features an aluminium-clad gambrel roof with a vertical plank exterior on a stone foundation. The location of this structure at the northeast intersection of the Mayfield Road and Airport Road intersection and its scale and massing provides contextual value of the area's productive agricultural past.
Comments:	This structure forms part of the Village of Tullamore cultural landscape.



Built Heritage Feature:	BHF 4
Location:	no address; south side of Mayfield Road, east of Airport Road
Construction Period:	Late nineteenth century/early twentieth century
Construction Materials:	Brick exterior on block concrete foundation
Description:	This simple and modest one and a half storey residence features an asphalt gabled roof-line, symmetrical façade, wooden windows opening and a brick chimney.
Comments:	The date of this structure is difficult to ascertain. However, given its simple detailing and centre-hall floor plan it may date back to the early twentieth century.



- Built Heritage Feature:** BHF 5
- Location:** no address; north side of Mayfield Road
- Construction Period:** Pre-1900
- Construction Materials:** Block concrete exterior and some aluminium siding
- Description:** This structure features a recently rehabilitated roof that is set into a combination gable-gambrel pitched roof. Brick lug sills sit beneath the window openings and a brick chimney is situated on the northwest elevation.
- Comments:**



- Built Heritage Feature:** BHF 6
- Location:** 6461 Mayfield Road
- Construction Period:** Mid-nineteenth Century
- Construction Materials:** Fieldstone exterior on stone foundation
- Description:** This one and a half storey residence features an aluminium, gabled roof-line and T-shaped floor plan. The windows on the front façade appear to be newer additions. A long drive leads off of Mayfield Road to this structure.
- Comments:**



- Built Heritage Feature:** BHF 7
- Location:** 6791 Mayfield Road
- Construction Period:** Nineteenth-century
- Construction Materials:** Brick exterior on an unknown foundation
- Description:** This one and a half storey residence features an asphalt, gabled roof-line and brick exterior. A centrally-placed gabled, dormer with inset window adorns the front façade. The wrap-around veranda appears to be an original feature and is supported by wood posts set into a tapered shape, which sit on brick piers, capped with concrete.
- Comments:**



- Built Heritage Feature:** BHF 8
- Location:** No Address; Located on the northwest side of Mayfield Road, northeast of Centreville Creek Road.
- Construction Period:** Pre-1900
- Construction Materials:** Frame construction on an unknown foundation
- Description:** This residence features a medium-pitched, asphalt gabled-roof line and has been relatively altered. The exterior appears to be laid with stucco and newer gabled dormers have been added, along with a sizeable addition on the rear.
- Comments:** Sight lines of this structure were obstructed during the field review. The property appears to be used for commercial purposes currently. No address could be located, however it is likely that this structure corresponds to 7072 Mayfield Road, which has been identified by the Town of Caledon as being of cultural heritage interest.



Built Heritage Feature:	BHF 9
Location:	11962 Gore Road
Construction Period:	Mid nineteenth century
Construction Materials:	Brick exterior on an unknown foundation
Description:	This one and a half storey residence features an asphalt, gabled roof-line. The centrally placed dormer, pointed inset window, covered entrance, and wooden door opening contribute to the resource's character.
Comments:	Associated with the Hamlet of Wildfield



Built Heritage Feature: BHF 10

Location: 6340 Mayfield Road

Construction Period: Pre-1900

Construction Materials: Brick exterior on concrete foundations with remnants of a stone foundation visible

Description: This residence is a two and a half storey structure with an asphalt, hipped roof, featuring a hipped roof dormer. The symmetrical façade is adorned with a portico entrance, supported by tapered wood posts on concrete-capped, stone piers. Outbuildings are located southwest of the residence.

Comments:



- Built Heritage Feature:** BHF 11
- Location:** 12031 The Gore Road
- Construction Period:** Mid-nineteenth century
- Construction Materials:** Brick exterior on stone foundation
- Description:** This two storey residence features a mildly hipped, asphalt roof with project eaves. Additional design features that contribute to the resource's character include: a square floor plan and enclosed veranda with a mildly shaped bell cast roof.
- Comments:**



Cultural Landscape Unit: CLU 1

Location: West side of Airport Road, south of Mayfield Road

Description: The St. Mary's Anglican Cemetery was established in 1833 and survives as an early burial ground associated with the Village of Tullamore. The oldest grave stone dates to 1831, and there are more than 80 existing grave stones on the site. An accompanying church once stood at this site.

Comments:



Cultural Landscape Unit: CLU 2

Location: 6034 Mayfield Road

Description: This landscape consists of a residence, shed, and large gambrel-roofed barn. The residence has been abandoned but appears to have undergone relatively recent rehabilitation efforts. A steeply-pitched, centrally-located gabled dormer is featured on the front façade of the residence and is set into an aluminium gabled roof. A double-hung window is set into the dormer and appears to be flanked by original wooden window frames. Tree cover obstructed sufficient road-side view of the shed and barn structures, however, a combination of vertical plank and plywood materials appeared to be evident.

Comments:



Cultural Landscape Unit: CLU 3

Location: 11873 Gore Road

Description:

This landscape consists of the St. Patrick's Catholic Church and Cemetery situated in the historic settlement of Wildfield. The church was constructed in 1894, as evidenced by a date stone and historical research. Romanesque design elements punctuate the exterior of the church with rounded and slightly pointed windows adorning the sides of the church and tower situated on the front façade. Brick voussoirs fan above the windows, which appear to be contained within original wood frames. Fanning brick voussoirs are also visible atop the above-grade basement windows. A red sandstone forms the foundation. Brick buttresses provide support for the structure. The altar is situated at the rear of the church, along with a likely rectory. The tower peak is sheathed in aluminium. St. Patrick's Cemetery, established in 1830, is located northwest of the church and fronts on to the Gore Road and slopes downward into the West Humber River Valley. A concrete wall with old gravestones inset, is situated on the northwest elevation of the property.

Comments:



Cultural Landscape Unit: CLU 4

Location: 6600 Mayfield Road

Description: This landscape consists of an Ontario Vernacular residence and outbuildings. The one and a half storey residence features a gabled roof line, three chimneys, returned eaves, brick voussoirs above windows, and a L-shaped floor plan. Evidence of polychrome brick work is visible suggesting that this house may have been constructed between the 1860s-1880s. There also appear to be additional outbuildings situated on the northwest elevation.

Comments: Sight lines of the structures were obscured during the field review due to the graded road, thick tree cover, and fencing on the southeast elevation.



Cultural Landscape Unit: CLU 5

Location: 7205 Mayfield Road

Description: This landscape consists of two barns and a residence. The larger barn features an aluminium, gambrel roof line and is constructed with vertical plank on a concrete foundation. The smaller barn features a gabled roof line and is constructed with vertical plank on an unknown foundation. The residence that is located on the north east elevation has been significantly altered and would appear to be a modern construction, however, its relationship to the barn complex and undeveloped lands and obvious original brick exterior suggests that this structure may have been a late nineteenth century/early twentieth century residence.

Comments:



Cultural Landscape Unit: CLU 6

Location: 7905 Mayfield Road

Description: This landscape consists of a barn, outbuildings, and farmstead. The barn features an aluminium gabled roof line and vertical plank exterior construction on a stone foundation. The outbuildings are constructed with vertical plank and feature gabled roof lines. The farmstead residence appears to date to the mid-nineteenth century given its use of polychrome brick work and the Ontario Gothic Farmhouse design. Palladian windows set into steeply-pitched gabled dormers, brick quoins, bay window, brick voussoirs, and remnants of a veranda contribute to the structure's heritage attributes.

Comments:



Cultural Landscape Unit: CLU 7

Location: 7904 Mayfield Road

Description:

This landscape consists of a residence, barns, outbuildings, and silo. The largest barn is constructed with vertical plank on a stone foundation and features a gabled roof line. A concrete silo is situated to the rear of the barn and outbuildings. The residence features a stucco or lathe plaster exterior on an unknown foundation and an asphalt hipped roof. A post and rail fence line runs along the perimeter of the property, affording Mayfield Road.

Comments:



Cultural Landscape Unit: CLU 8

Location: No Address; Located on the southeast side of Mayfield Road and northeast of Humber Station Road.

Description: This remnant landscape consists of a gambrel roofed barn, long entrance avenue, and vestiges of post and rail fencing. While gaining a sufficient view of the barn was difficult during the field review, this barn appears to feature a concrete exterior, suggesting a possible rehabilitation effort.

Comments:



Cultural Landscape Unit: CLU 9

Location: 8410 Mayfield Road

Description: This landscape consists of a barn and outbuildings. This gabled roof barn is possibly constructed with vertical plank or corrugated metal. A smaller barn constructed with vertical plank is located adjacent to the larger barn. A modern residence is located on the southeast elevation of the property.

Comments:



Cultural Landscape Unit: CLU 10

Location: 8522 Mayfield Road

Description: This landscape consists of a residence, barn and outbuildings. The residence features a brick exterior on concrete foundation, however, it is likely that the concrete covers an original stone foundation. The multiple, steeply-pitched gabled dormers with palladian windows, bay window, and off-set veranda contribute to the structure's character defining elements. The gabled roof barns situated on the northwest elevation appear to sit on stone foundations and feature a combination of vertical plank and corrugated metal construction materials.

Comments:



Cultural Landscape Unit: CLU 11

Location: Mayfield Road; Segments approaching the Hamlet of Wildfield

Description: Mayfield Road follows historic road allowances as indicated on historic mapping. As Mayfield Road approaches the historic Hamlet of Wildfield, the roadscape is evocative of early settlement patterns, with wide ditches present along the road right-of-way, agricultural lands fanning out in northwest and southeast directions, and remnant fence lines framing the roadside.



Cultural Landscape Unit: CLU 12

Location: Innis Lake Road

Description: While Innis Lake Road features recent road improvements, historic mapping revealed that this road follows an original road allowance. Segments of this road are evocative of early settlement patterns.



Cultural Landscape Unit: CLU 13

Location: Centreville Creek Road/McVean Drive

Description: This roadscape follows original road allowances as indicated on historic mapping. While the Centreville Creek/McVean Drive roadscape has experienced modern road improvements and feature ca. 1960s/1970s in-fill development, portions of McVean Drive are particularly evocative of early settlement patterns and agricultural economies, as the narrow two lane road is framed by agricultural lands, narrow shoulders, and tree-lines.



Cultural Landscape Unit: CLU 14

Location: Clarkway Drive

Description: This roadscape follows original road allowances as indicated on historic mapping and is evocative of early settlement patterns and previously agriculturally-based economies that were once dominant in the surrounding area. This road provides two narrow lanes of traffic and is framed by undeveloped farm land on both sides.



Cultural Landscape Unit: CLU 15

Location: Coleraine Drive

Description: This roadscape follows original road allowances as indicated on historic mapping. While this road features modern residential development, its narrow road way, absence of ditches, and adjacent cornfields are evocative of early settlement patterns.



Cultural Landscape Unit: CLU 16

Location: Salt Creek

Description: Salt Creek is historically associated with early settlement patterns in former Township of Albion and Township of Toronto Gore. As indicated on historic mapping, settlement patterns and structures were concentrated in proximity to this water source.



Cultural Landscape Unit: CLU 17

Location: Remnants of Village of Tullamore (Mayfield Road and Airport Road)

Description: This landscape consists of the cultural heritage resources associated with the mid-nineteenth century Village of Tullamore, and which are presently located at the Mayfield Road and Airport Road intersection. While this intersection has become a major thoroughfare and modern infill development dominates Mayfield Road, southwest of Airport Road, strong vestiges of the Village of Tullamore are still extant and which include: a blacksmith's shop located southeast of Airport Road, a nineteenth century residence which may have originally been used as a hotel, St. Mary's Anglican Cemetery (1833), and a series of farmsteads located northeast of Airport Road on the northwest side of Mayfield Road.



Cultural Landscape Unit: CLU 18

Location: Hamlet of Wildfield

Description: This landscape consists of the Hamlet of Wildfield, which includes the cultural heritage resources concentrated around the Mayfield Road and the Gore Road intersection. Readily visible tangible resource associated with the Hamlet of Wildfield include St. Patrick's Church and Cemetery, the West Humber River which flows northeast of the church, two nineteenth century residences located southeast and northwest of Mayfield Road, and the Gore Road itself. In addition to these tangible reminders of early settlement patterns in the former Township of Albion and Township of Toronto Gore, efforts have been made to mark the loss of important cultural landmarks that once stood in the vicinity of this intersection. Plaques commemorate the Loretto Wildfield Convent, which once stood at the southwest corner of the Mayfield Road and Gore Road intersection, and St. John's Agricultural College (1862 – 1875) and the first St. Patrick's School (1907 – 1950). These resources were demolished in 1969.



Cultural Landscape Unit: CLU 19

Location: The Gore Road

Description: This roadscape follows original road allowances as indicated on historic mapping. While this roadscape features modern modifications in parts, its relationship to the Hamlet of Wildfield and early settlement patterns is still clearly visible despite its altered physical characteristics.

APPENDIX B:

LOCATION OF BUILT HERITAGE FEATURES AND CULTURAL LANDSCAPE UNITS

**MAYFIELD ROAD CLASS EA
TOWN OF CALEDON AND CITY OF BRAMPTON,
REGION OF PEEL, ONTARIO**



Figure 6-1: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

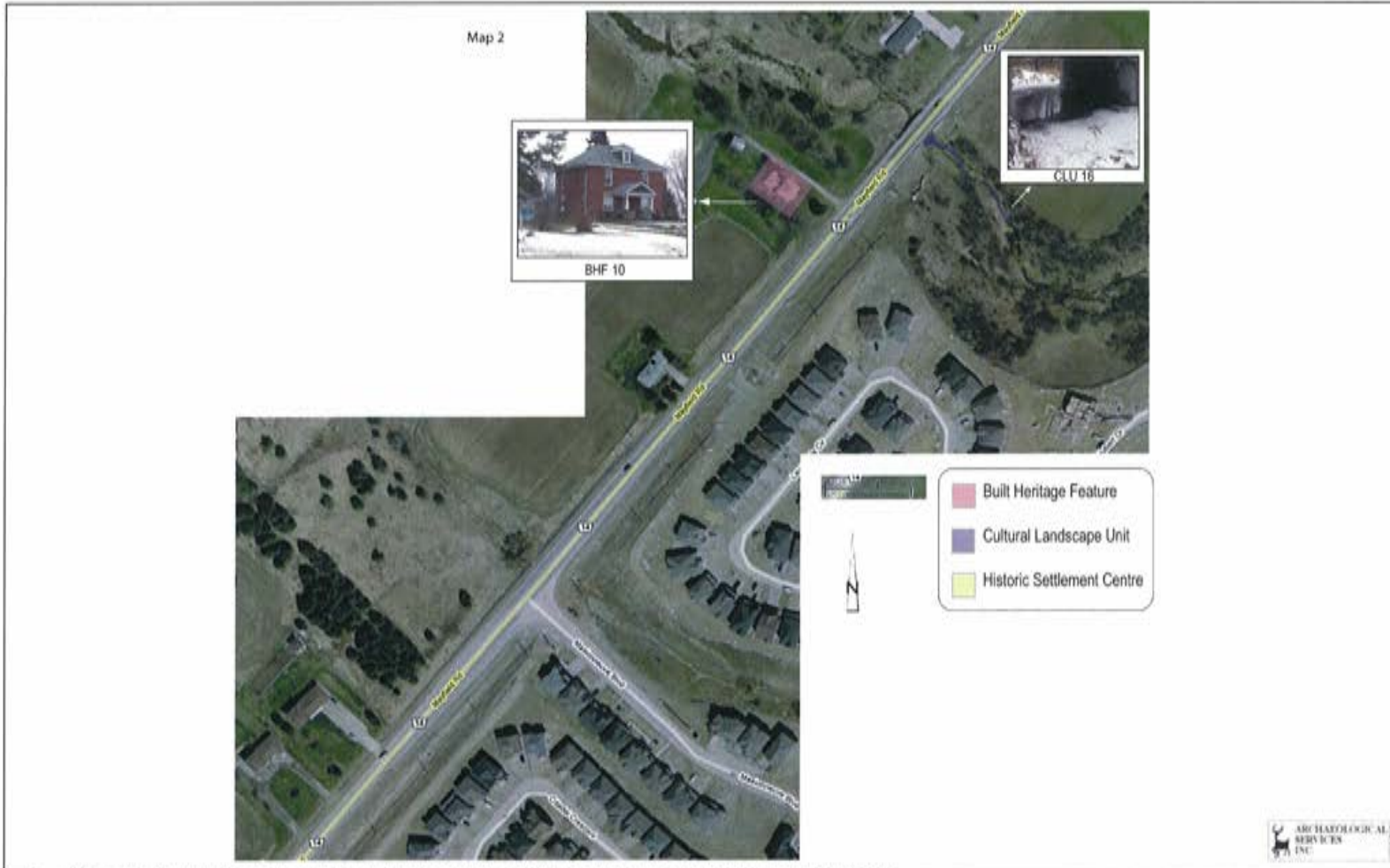


Figure 6-2: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor



Figure 6-3: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 4

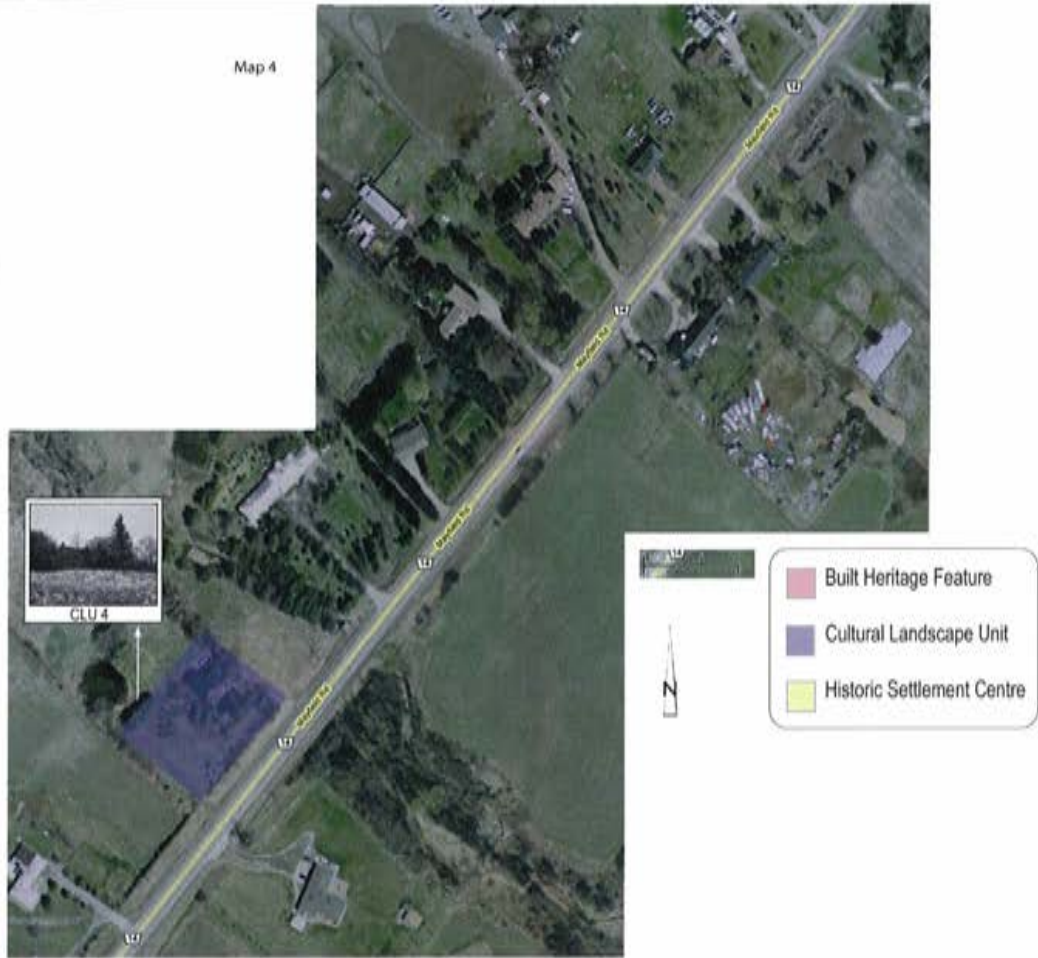


Figure 6-4: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 5



Figure 6-5: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 6



Figure 6-6: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 7



Figure 6-7: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor



Figure 6-8: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 9



Figure 6-9: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 10



Figure 6-10: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 11



Figure 6-11: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

Map 12

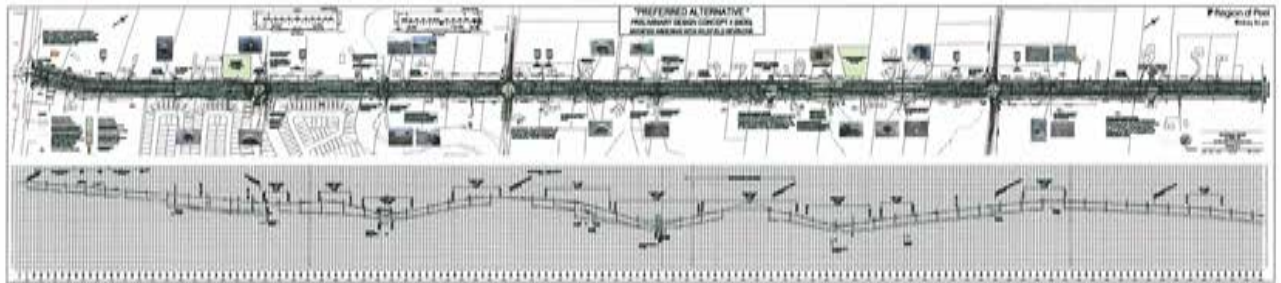


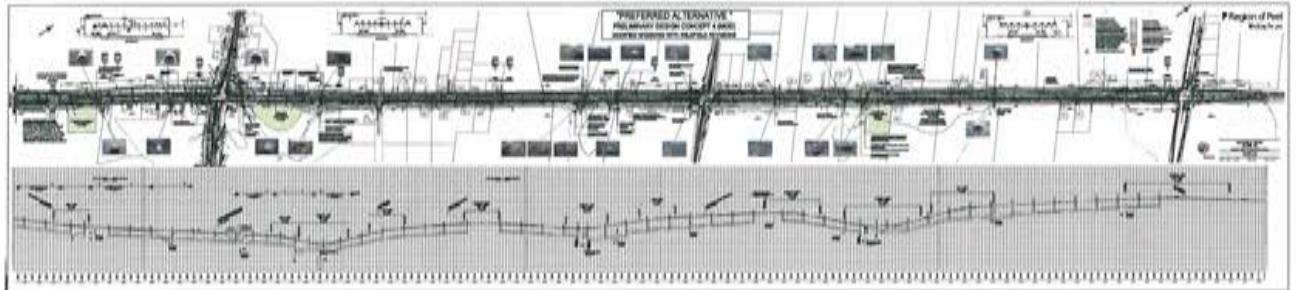
Figure 6-12: Location of Built Heritage Features and Cultural Landscape Units in the Mayfield Road Environmental Assessment Study Corridor

APPENDIX C:

PREFERRED ALTERNATIVE 4B

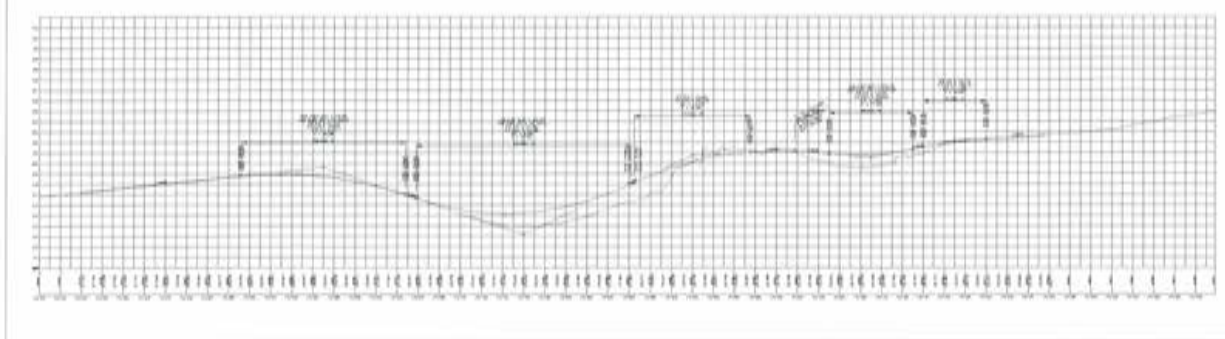
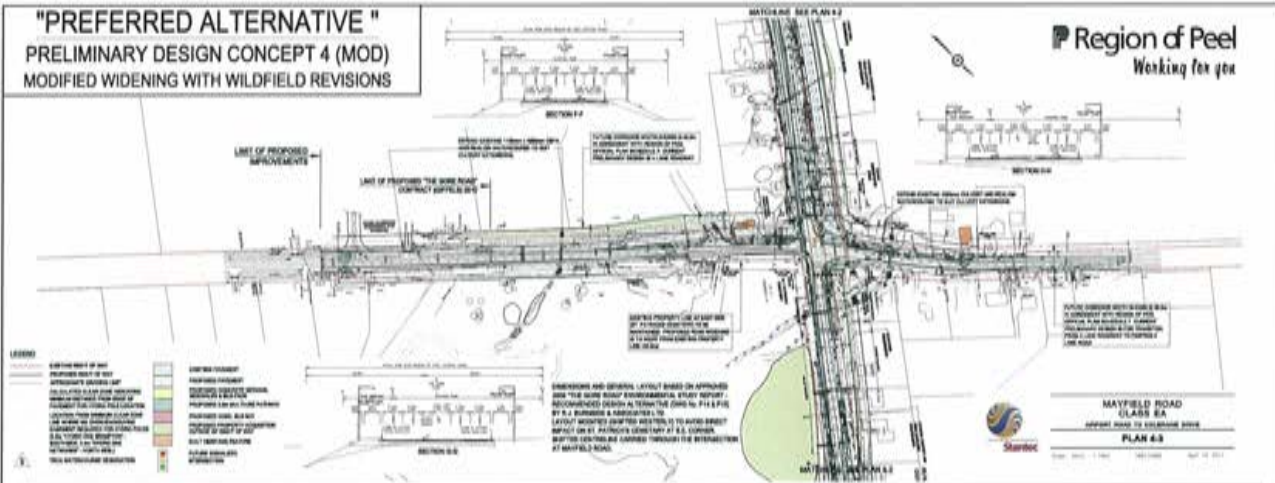
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REGION OF PEEL, ONTARIO**





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APPENDIX D:

CULTURAL HERITAGE IMPACT ASSESSMENT REPORT

**11962 THE GORE ROAD, CITY OF BRAMPTON
PART OF LOT 17, CONCESSION 9, FORMER TOWNSHIP OF TORONTO GORE
REGION OF PEEL, ONTARIO**

**MAYFIELD ROAD CLASS EA
TOWN OF CALEDON AND CITY OF BRAMPTON,
REGION OF PEEL, ONTARIO**

Cultural Heritage Impact Assessment Report

**11962 The Gore Road, City of Brampton
Part of Lot 17, Concession 9, former Township of Toronto Gore
Region of Peel, Ontario**

DRAFT

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ASI File 10SP-60 [Formerly 07SP-68]

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2009, February 2010, October
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Cultural Heritage Impact Assessment Report

11962 The Gore Road, City of Brampton
Part of Lot 17, Concession 9, former Township of Toronto Gore
Region of Peel, Ontario

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by Stantec Consulting Ltd. to update a Cultural Heritage Impact Assessment Report previously prepared for 11962 The Gore Road in the City of Brampton (ASI February 2010). The cultural heritage impact assessment report examining 11962 The Gore Road was prepared by ASI for Giffels Associates Limited/IBI Group in 2009 as part of the detailed design process for proposed road and sanitary improvements for The Gore Road, from 300m north of Castlemore Road to 1km north of Mayfield Road. This original impact study of 11962 The Gore Road was undertaken in accordance with recommendations contained in the *Class Environmental Study Report: The Gore Road Widening from north of Castlemore Road to north of Mayfield Road, Regional Municipality of Peel* (Unterman McPhail Associates 2006).

Results of background research, field survey, and application of heritage evaluation criteria confirmed that the subject has high heritage value. The residence that stands on this lot was constructed during the 1870s and is a good example of the Gothic Revival inspired architectural style that dominated rural, agricultural-based settlement activities during the mid to late nineteenth century. The structure has been generally well maintained and although some alterations have been undertaken, these are mostly reversible and have been sympathetic. In this sense, the subject structure is of heritage value as it serves as documentary evidence of historic construction materials, methods, and design trends that were popular in mid to late nineteenth century rural Ontario. The subject property's historical associations with the O'Leary Family, Thomas Splan, Michael Galvin, Nicholas Harrison, Andrew O'Grady and Denis Tighe were also found to be highly significant. Finally, the subject structure strongly contributes to the character of the surrounding area and therefore retains strong contextual values. Its classic, Gothic Revival-inspired architectural design roots it in the mid to late nineteenth century, indefinitely linking it to early development in Wildfield. The structure continues to actively maintain the nineteenth century character of the intersection through its prominent physical location and proximity to the road way. The residence is visible when approaching the community from all directions.

The preferred alternative for proposed intersection improvements at Mayfield Road and The Gore Road will result in the removal of the residence located at 11962 The Gore Road. Based on its historical, architectural, and contextual values and given that the results of heritage evaluation confirmed that the subject residence is a significant heritage resource and worthy of designation under the *Ontario Heritage Act*, the following recommendations, conservation measures and mitigation strategies have been developed:

1. The proposed intersection improvements should be designed to avoid impacts to both the St. Patrick's Church and Cemetery and the residence located at 11962 The Gore Road. St. Patrick's Church and Cemetery is designated under the *Ontario Heritage Act* and is a significant cultural heritage resource requiring conservation. While conservation of resources located within the limits of this property is a high priority, part of its heritage value is associated with the Hamlet of Wildfield and landmark position at the nexus of this historic settlement centre (See Appendix C – Schedule B of designation by-law). As a result, removal of the residence located at 11962 The Gore Road has the potential to not only result in a



permanent, loss of its individual architectural, historical, and contextual values, but to also compromise the setting of the St. Patrick's Church and Cemetery by removing one of the only other tangible reminders of the former Hamlet of Wildfield located in the both the City of Brampton. In this regard, it is recommended that if the preferred alternative is to remove the resource located at 11962 The Gore Road, a heritage impact assessment of this undertaking on the St. Patrick's Catholic Church and Cemetery be undertaken to confirm that the removal of this resource does not negatively compromise the heritage values of the St. Patrick's Catholic Church and Cemetery. Furthermore, efforts should be made to retain the residence located at 11962 The Gore Road in situ given its high heritage values in its own right and given that it is a strong candidate for designation under the *Ontario Heritage Act*.

2. As part of developing a design alternative that avoids both these heritage resources, the limits of St. Patrick's cemetery and location of unmarked grave shafts should be determined. The confirmation of graves within the existing right-of-way has implications for interim opportunities to conserve the associated and significant cultural heritage resource located at 11962 The Gore Road. A review of the proposed alternatives (as described in Table 4) illustrates that if graves are not located within the existing right-of-way, there is an opportunity to develop an interim alternative that could maintain the subject resource at 11962 The Gore Road in situ. Drawing CS5 illustrates a potential interim 4 lane alternative within a built right-of-way of 30.62 m. It is recommended that utility, snow clearance requirements, and roadside safety zones within this alternative be minimized to the fullest extent possible, as illustrated in the original 4 lane alternative illustrated in CS1 and showing a built right-of-way of 25.5 m. If the 4 lane interim option is pursued in a manner that conserves both resources, an occupancy plan for the structure at 11962 The Gore Road should be developed.
3. Develop an appropriate conservation strategy for the cultural heritage resource located at 11962 The Gore Road that acknowledges and considers the impacts of a protected future right-of-way of 45 m for the Gore Road. The Regional Official Plan includes provisions to protect additional right-of-ways, as shown on Schedule F of the Plan, to accommodate future road widening and improvements (Policy 5.9.4.2.5; Official Plan Consolidation November 2008). However, the Plan also includes provisions to "retain and protect the unique features of the road section [which can include] scenic, environmental, cultural heritage or archaeological resources" (Policy 5.9.4.2.7; Official Plan Consolidation November 2008). Based on the results of the heritage evaluation contained herein regarding 11962 The Gore Road, the Gore Road retains significant cultural heritage resources that warrant retention and protection. As such, it is recommended that the interim 4 lane alternative described in recommendation 2 above be considered for the purposes of retaining and protecting both resources located on the southeast and southwest corners of the Mayfield Road and the Gore Road intersection. It should be noted that recommendation 2 above assumes that there are no grave shafts located within the existing right-of-way.
4. If it is determined that that the subject structure located at 11962 The Gore Road cannot be preserved in situ due to heritage constraints associated with the St. Patrick's Roman Catholic Church and Cemetery and that removal of the structure would not negatively impact the heritage values of the St. Patrick's Roman Catholic Church and Cemetery, it is recommended that the subject structure be located within its current property limits and as shown in Appendix B-2. Part of the resource's heritage value is highly associated with its original location at the Mayfield Road and The Gore Road intersection, associations with the Wildfield community, and its historic and current physical and visual relationship with the adjacent St. Patrick's Cemetery and Church. Given that the structure's heritage values are



predominantly linked with its location and setting, a relocation strategy to an alternative site would not represent an appropriate conservation strategy. If all other conservation strategies are exhausted, and it is determined that the only viable option is to relocate the subject structure to a new location outside its current property limits, a relocation strategy should be developed that at a minimum would include: identification and assessment of an appropriate and sympathetic new site for the subject structure to ensure that the resource's heritage values are conserved; assessment of the building's structural integrity to confirm the technical viability of relocating the building including development of a specific relocation strategy designed to conserve the resource's heritage values; documentation of the building in advance of relocation; and securing of the structure during periods of vacancy in accordance with City of Brampton guidelines.

- a. Should it be determined that the subject structure located at 11962 The Gore Road can be preserved in situ or relocated on site, encroachments on to the property should be undertaken in a manner sensitive to the site's setting and which preserves vehicular access to the property. Road improvements within this context should also be undertaken to mitigate introduction of new visual and audible elements associated with a four lane road way. Recommendations put forward as part of the original heritage impact assessment (ASI 2010), which considered a preferred alternative that would result in encroachment on to the property (Drawing CS1), should be adopted. These recommendations included: (1) installation of a retaining wall to buffer visual and audible elements of the proposed undertaking; (2) introduction of a retaining wall that is sympathetically scaled and designed with appropriate materials to retain important viewsheds between the subject residence and St. Patrick's Church and Cemetery, which may include viewsheds of: (a) the residence from the south of the lot looking east towards the church (Plate 26); St. Patrick's Church and Cemetery and the residence when approaching from the east (Plate 29); and of the residence and St. Patrick's Church and Cemetery from the south (Plate 28). Property acquisitions required to support such a strategy should be undertaken to support and maintain retention of the subject structure within its current lot, which may include security and stabilization and development of an occupancy strategy.
- b. Should it be determined that the subject residence at 11962 The Gore Road will be relocated to a new site, it is recommended that it be relocated within the immediate area and preferably to the northeast corner of the subject intersection to help maintain its contextual and historical values. A relocation strategy should be undertaken in this regard to develop an appropriate conservation plan that addresses conservation of its heritage values.
- c. Should it be determined that the subject resource at 11962 The Gore Road cannot be preserved in situ, relocated on site, or relocated to an alternative site, a commemoration strategy should be developed for the southwest corner of the intersection which interprets the property's lost heritage values and any heritage attributes identified herein be subject to salvage activities.

5. This report should be submitted and reviewed with the City of Brampton's Heritage Coordinator.



ARCHAEOLOGICAL SERVICES INC.

PROJECT PERSONNEL

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<i>Graphics Preparation:</i>	Lindsay Popert
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1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Stantec Consulting Ltd. to update a Cultural Heritage Impact Assessment Report previously prepared for 11962 The Gore Road in the City of Brampton (Figure 1) (ASI February 2010). The cultural heritage impact assessment report examining 11962 The Gore Road was prepared by ASI for Giffels Associates Limited/IBI Group in 2009 as part of the detailed design process for proposed road and sanitary improvements for The Gore Road, from 300m north of Castlemore Road to 1km north of Mayfield Road. This original impact study of 11962 The Gore Road was undertaken in accordance with recommendations contained in the *Class Environmental Study Report: The Gore Road Widening from north of Castlemore Road to north of Mayfield Road, Regional Municipality of Peel* (Unterman McPhail Associates 2006) which recommended the following:

The road widening in front of the nineteenth century residence located at No. 11962 The Gore Road in the City of Brampton area of Wildfield will disrupt the character and setting of this cultural heritage resource by encroaching onto the frontage of the residence thus reducing the buffer area between the residence and the road traffic and by the proposed introduction of a knee-high retaining wall (...) A separate Heritage Impact Assessment should be undertaken for the residence located in Wildfield at No. 11962 The Gore Road, which is included on the City of Brampton Heritage Inventory. A copy of the report should be provided to the City of Brampton and the Region of Peel Archives.

Following draft submission of the original cultural heritage impact assessment report for 11962 The Gore Road (ASI 2010), Giffels Associates Limited/IBI Group confirmed that the subject report was no longer required and/or relevant given that the limits of The Gore Road and sanitary sewer improvements were curtailed to have a northerly limit south of the subject property located at 11962 The Gore Road. Following this confirmation, ASI finalized the original impact assessment report and submitted a copy to the City of Brampton for reference purposes only.

In April 2010, Stantec Consulting Ltd. contracted ASI to reinitiate work on the original Cultural Heritage Impact Assessment Report for 11962 The Gore Road on the basis that the Mayfield Road Environmental Assessment had been expanded to cover The Gore Road approximately 470m south of Mayfield Road to 200m north of the intersection. Specifically, the update was to be undertaken to address impacts of intersection improvements at Mayfield Road and The Gore Road on 11962 The Gore Road.

This research was conducted under the project direction of Rebecca A. Sciarra, Manager and Cultural Heritage Specialist at ASI. The study follows the Terms of Reference for carrying out a Heritage Impact Assessment as provided by the Planning, Design and Development Department at the City of Brampton. Research was completed to investigate, document and evaluate the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource(s), including location, a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially accepted criteria for established cultural heritage significance;
- an assessment of other unique attributes of the site and surrounding area that may contribute to the cultural heritage value of the subject property;
- an analysis of the proposed undertaking and its potential impact on the evaluated cultural heritage resource;



- appropriate mitigation measures that will minimize negative impacts, including short-term and long-term conservation strategies; and
- heritage recording outputs to serve as final documentation of the resource should it require removal, including generation of interior floors of the residential structure located on the property showing photographic locations overall measurements of rooms and structural openings.

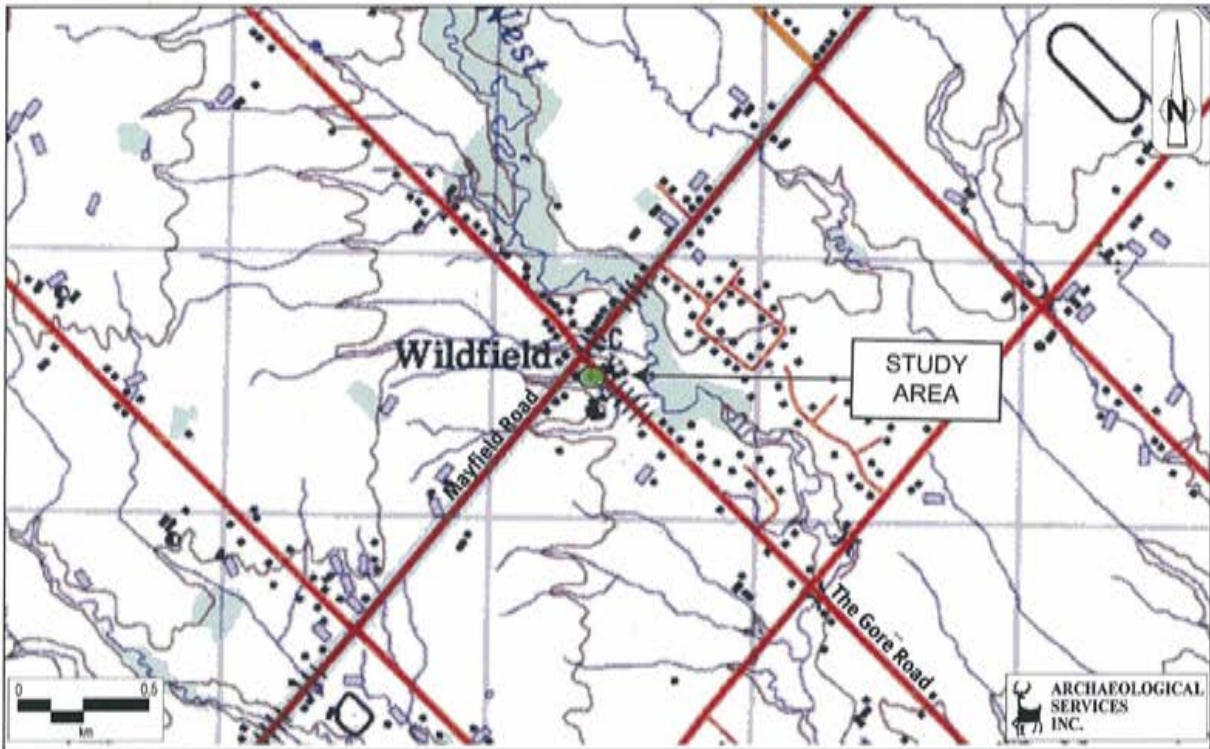


Figure 1: Location of 11962 The Gore Road in the City of Brampton [NTS Sheet: Bolton 30-M-13]

For ease of description in this report, Mayfield Road is described as travelling in an east-west direction while The Gore Road is described as travelling in a north-south direction.

2.0 CULTURAL HERITAGE IMPACT ASSESSMENT CONTEXT

2.1 Provincial Policy Context

When considering cultural heritage resources in the context of improvements to or development in specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. 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 cultural heritage resource assessments, the term cultural heritage resource describes both cultural 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, roadsides and nucleated settlements. Cultural landscapes also include natural environments that may not contain individual structures but reflect indelible impressions of human activity and planning. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as local and provincial historical themes, patterns of architectural development, and which contribute to the contextual aspects that constitute a particular community, neighbourhood, landscape, or intersection.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines.

The *Planning Act* and related Provincial Policy Statement 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...;

This provides the context not only for discrete planning activities detailed in the *Act* but also for the foundation of policy statements issued under Section 3 of the *Act*.

The *Provincial Policy Statement (PPS 2005)* indicates in IV. Implementation/Interpretation that:

- 4.5 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 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.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that "Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits."

Accordingly, in 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*).

2.2 Municipal Policy Context

The objective of the City of Brampton's heritage policy is described in the *Official Plan* (2008), which reads in part:

It is the objective of the cultural heritage resource policies to:

- 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 resource decisions affecting the municipality.

A Heritage Impact Assessment is required by the City of Brampton when it is determined that a development application will impact a heritage resource.

Policy 4.9.1.10 states that:

A Heritage Impact Assessment, prepared by a qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes.



Policy 4.9.1.11 states that:

A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

Policy 4.9.1.12 states that:

All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.

Furthermore, policy 4.9.9.2 (ii) states:

The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District.

3.0 LAND USE SUMMARY

3.1 Introduction

Heritage attributes are constituted by and linked to historical associations, architectural or engineering qualities and contextual values. Inevitably many, if not all heritage resources, are inherently tied to “place”, geographical space, within which they are uniquely linked to local themes of historical activity and from which many of their heritage attributes are directly distinguished today. In certain cases, however, heritage features may also be viewed within a much broader context. Section 3 of this report details a brief historical background regarding the settlement of the surrounding area. A description is also provided of the construction of the farmhouse within its historical context.

3.2 Location



The property at 11962 The Gore Road is located in the northeast part of the City of Brampton, in the Region of Peel, formerly the Township of Toronto Gore in the County of Peel. More specifically, the study area is located on part of the northeast half of Lot 17, Concession 9, Township of Toronto Gore, at the nexus of the Hamlet of Wildfield. The property is bounded by vacant land to the northwest and the southwest, a residential property to the west, property owned by the Dufferin-Peel Catholic District School Board to the south and southeast, and The Gore Road to the north and northeast. St. Patrick's Catholic Church and Cemetery is located across from the subject property at 11873 The Gore Road.

3.3 Township Survey and Settlement

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, Albion, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the nineteenth century. Most of these villages were situated on boundary lines of the adjacent townships.

3.3.1 Hamlet of Wildfield

Wildfield was first established as a church community in the late 1820s. The Hamlet was originally known as St. Patrick's, named after the local parish. Development in the Hamlet of Wildfield is specifically attributed to the construction of St. Patrick's Catholic Church, a feature that continues to dominate this crossroads community. However, its development patterns are more broadly linked to the early wave of Roman Catholic Irish emigration in the area. Towards the end of the 1820s, the first Catholics from Ireland settled in this part of the County of Peel. This influx of immigration to Canada was a result of the British government's inadequate provision of religious freedom rights to Irish Catholics and due to broader political and socio-economic conditions marked by the *Act of Union* of 1801, economic depressions, and low standards of living.

By 1859, a general store appeared on the northwest corner of the intersection, as indicated on the 1859 *Tremaine's Map of the County of Peel* (Figure 2).¹ In 1873, a post office operating out of the general store was established by Father Gribbon, who became the first postmaster. The name of the settlement was changed at this point to the Hamlet of Gribbon. By 1877, the population of Gribbon was seventy-five, and the Hamlet was said to contain a blacksmith shop, a general store that sold liquor and also served as a post office, a church and a school (Perkin's Bull, Box 87). The 1877 *Illustrated Historical Atlas of the County of Peel* shows that there were buildings on all four corners of The Gore Road and Mayfield Road intersection (Figure 3). The Hamlet was renamed Wildfield in 1891, after a name change from Gribbon was petitioned by the local magistrate. Wildfield continued to serve as a post office until 1915 (Tavender 1967:61).

While the Hamlet of Wildfield was settled during the 1820s and 1830s and would continue to experience development patterns tied to locally-specific conditions, its ultimate prosperity was influenced by broader

¹ There are a number of copies of the 1859 *Tremaine* map in circulation, and there are some small differences between them. One of these occurs at this particular cross-roads community. The original *Tremaine* map, on display behind glass at the Region of Peel Archives, shows that the community was called St. Patrick's. The copy made available for general reproduction, and included in this report as Figure 2, shows that the community was called Wildfield. This is understood to be a misinformed alteration to the original 1859 *Tremaine* map.



settlement and infrastructure developments in the County of Peel. In the case of Wildfield, its location at the top of the Township of Toronto Gore and at the bottom of the Township of Albion resulted in a relatively late survey and establishment of road allowances. As such, this crossroads community was not a well-traveled route and its prosperity and development was relatively limited.

3.3.2 St. Patrick's Church and School

St. Patrick's Church is located east of 11962 The Gore Road, on part of Lot 17, Concession 10 in the former Township of Toronto Gore. The land was granted by the Crown in 1829 for the purposes of building a Roman Catholic Church and Cemetery. This site was chosen for its central location between the Townships of Chinguacousy, Toronto Gore, Albion and Toronto Township (Tavender 1967:46-7). After receiving the land grant, local parishioners began to clear land to be used as a cemetery. A frame church was built on the site to the south of the cemetery circa 1833, becoming the first church in Ontario to carry the name St. Patrick's ([.....] 2002).

The frame church was expanded in 1837 by Father Eugene O'Reilly. He was also responsible for constructing a large, three storey, frame school for boys south of the church, which was completed in 1859. This school was the first separate school to be built in Peel County (Tavender 1967:61). The new building contained classrooms, a dining hall and dormitories (St. Patrick's Research Committee 1985:3-4). The school later became St. John's Agricultural College, for orphaned boys, and by 1875 it had moved to Toronto (Tavender 1967:56). The frame school was replaced by a brick school in 1907 (Plate 1), which was subsequently replaced by the present St. Patrick School constructed across the road in 1950 ([.....] 2002).

Additional buildings on this property included a brick building constructed in 1860 to house a refectory, which was built directly behind the church (Plate 1). The refectory served as the residence of the Parish Priest until the late 1970s, after which it became a private home until it was demolished in 1994 ([.....] 2002).

In 1894, the present brick church was constructed to replace the 1833/1837 frame church (St. Patrick's Research Committee 1985:12). The church was designed by Post and Holmes Architects and constructed with local materials: the bricks were fired at a brick works near Castlemore; the foundation is made of stones quarried from Salt Creek near Tullamore; and the stained glass windows were donated by some of the areas founding families ([.....] 2002).





Plate 1: Looking east across The Gore Road at St. Patrick's Church, refectory, driving shed, horse barn and school. Photo dates from between 1907 and 1916, (Courtesy of the Region of Peel Archives).

3.3.3 General Stores of Wildfield

A general store was formerly located north of 11962 The Gore Road at the southwest corner of the Mayfield Road and The Gore Road intersection. It was likely built in the early 1890s, at which time the property was owned by Thomas Splan, although occupied by Dennis Tighe. The Abstract Index indicates that the store was purchased by Andrew O'Grady in 1914 (Plate 2). The store was operated by O'Grady until 1946 when it was purchased by the Roman Catholic Episcopal Corporation for Diocese of Toronto. The store subsequently became a Convent and was occupied by the Loretto and Felician Sisters. The front room of the old store was converted into three classrooms and was attended by five high school students until the present St. Patrick School was built across The Gore Road opposite of the church ([.....] 2002).



Plate 2: "Loretto Convent and High School, formerly the Grady Store located across from the cemetery"; circa 1920s-30s, ([.....] 2002).



In addition to the O'Grady store, there was also a store on the northwest corner of the Mayfield Road and The Gore Road intersection. This store was operated by noted Wildfield resident and general merchant, "Squire" James Ellis. Ellis lived in Wildfield in the mid to late nineteenth century. He was also a schoolmaster, and the secretary of the Vestry Committee at St. John's Church. In 1875, he became "Overseer of Highways" in Albion Township for Concession 4, Lots 1 to 6. In 1881, he became the Justice of the Peace and held court in Wildfield, then known as Gribbons Corners. James Ellis is also recognized for playing a major part in changing the name of this settlement from Gribbon's Corners to Wildfield. The Perkins Bull files documented that "he was an ardently Orange magistrate who was distressed at having to hold court at Gribbon's Corners, named after a Catholic Priest, and arranged to have the place renamed Wildfield." (Perkins Bull: Ellis Family Files).

Both the Ellis and O'Grady stores are no longer present at the crossroads of Wildfield. The O'Grady store was demolished in 1969 and it is unknown when the Ellis' store was removed.

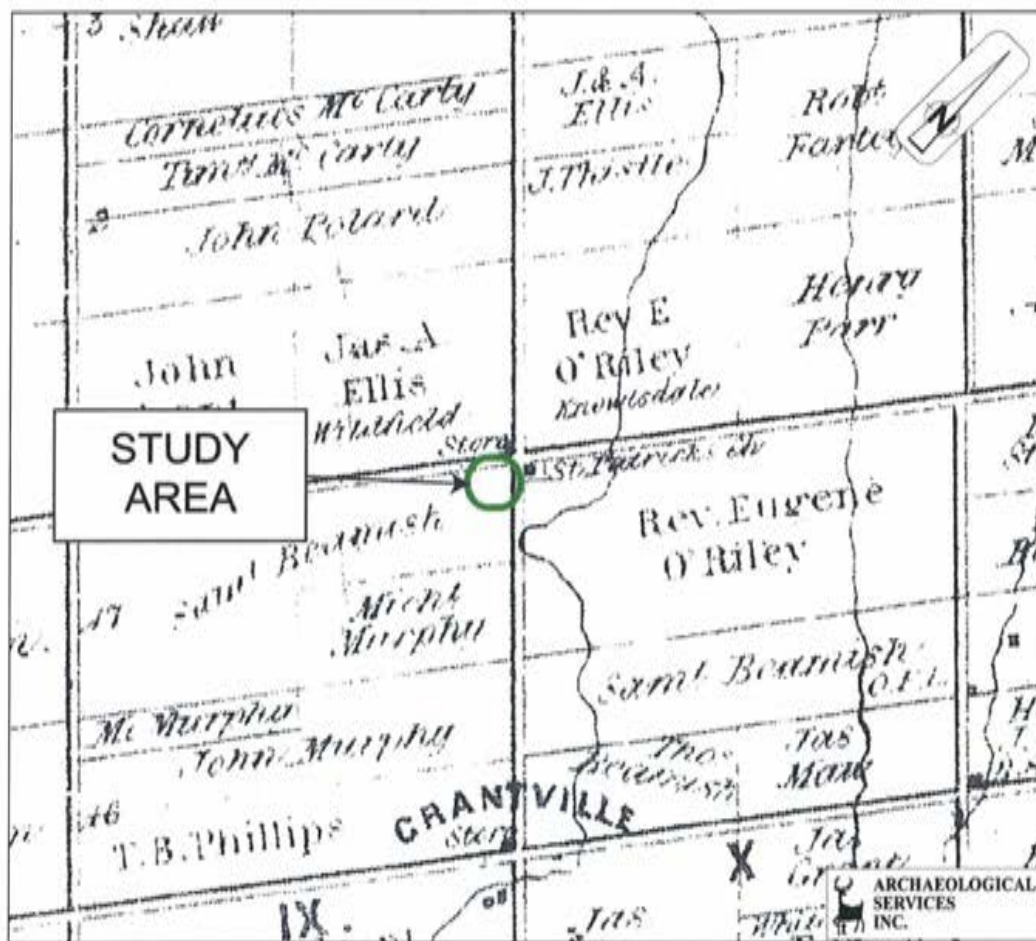


Figure 2: Location of study area on the 1859 Tremaine's Map of the County of Peel.



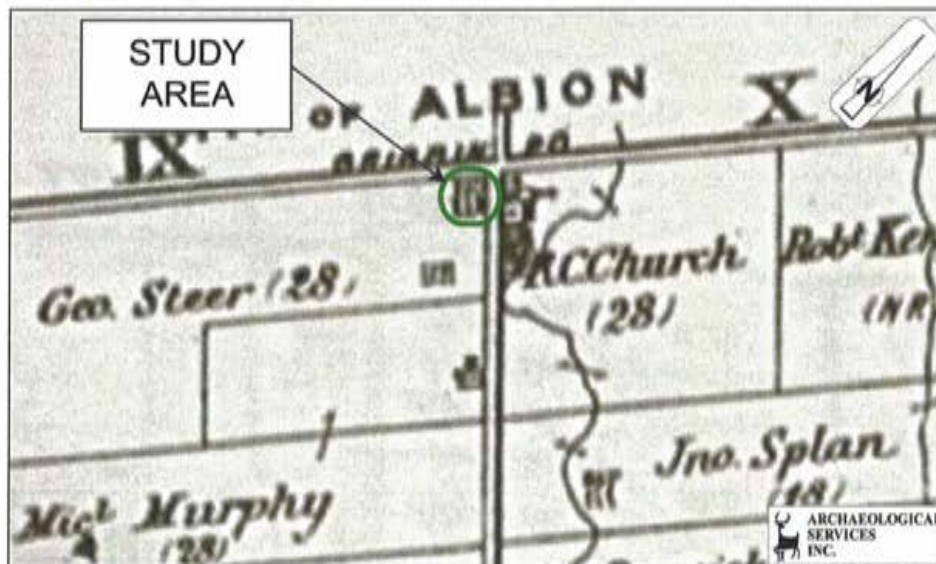


Figure 3: Location of study area on part of the 1877 *Illustrated Historical Atlas of the County of Peel*

3.4 Historic Land Use Summary

A history of land use in the study area has been summarized into four time periods based on ownership of the subject property. The first section (1832 - 1870) describes land ownership of the parcel prior to the severing of the subject property from Lot 17; the second section (1870 - 1886) is associated with the O'Leary family, the first family to occupy the recently severed one acre lot and presumably responsible for building the subject dwelling; the third period (1886 - 1904) is associated with Thomas Splan; and the fourth period (1904 - present) covers the many owners who resided at this property during the twentieth and 21st centuries. The following is based primarily on land registry records, and supplemented by historic mapping, census returns and tax assessment rolls. Tax assessment rolls/collectors rolls are available for the Township of Toronto Gore for 1874, and 1878 through to 1899. Historical land use information contained in the *Cultural heritage Resource Report: Built Heritage and Cultural Heritage Landscapes - The Values of the Humber Estate Lands (Secondary Plan Area 50)*, City of Brampton (UMA 2008) has also been included where appropriate.

3.4.1 1832 - 1870

The study area is located on the northeast half of Lot 17, Concession 9 in the Township of Toronto Gore. Both the east and west halves of Lot 17, a total of 200 acres, were first granted by the Crown to George Vaughan in 1832. A year later, it was sold to John Henry Dunn for £250. In 1837, the Honourable John Dunn sold all of Lot 17 to John McKenzie (sometimes MacKenzie), also for £250. The 200 acre farm was divided into halves in 1840; the southwestern half was transferred to Alexander McKenzie and the northeastern part to Sarah McKenzie. Alexander later sold his half to Sarah McKenzie.

The southeast quarter, a 50 acre parcel, was sold to John Murphy in 1850 for £350. In 1856, the northeast quarter was sold to Samuel Beamish for \$2000. Later that same year, Sarah McKenzie sold the remaining 100 acres to Samuel Beamish for \$1000. Beamish took out a \$1500 mortgage for his 150 acre property also in 1856, and an additional \$1000 mortgage from James Michie in 1861. Historic mapping from 1860

(Figure 2) supports these records, indicating that Samuel Beamish occupied 150 acres of Lot 17, with Murphy located on the remaining 50 acres. It is interesting to note that Beamish also owned 100 acres of Lot 16, Concession 10, across the road from the subject lot. No farmsteads are indicated on any of the lots.

The Abstract Index to the Deeds indicates that the 150 acre farm was sold by Michie to Robert Brocklebank for \$1680 in 1868. The entry showing the transfer of ownership from Beamish to Michie is not shown; however, it may be presumed that he forfeited on his mortgage, thus transferring the property to Michie.

The 1851 Census Returns indicate that Sarah McKenzie, a 48 year old widow, was a farmer who lived in a log house with her four children. The eldest of her children, 20 year old George, is listed as a wagon maker. The Census also indicates that Samuel Beamish, a 40 year old farmer, lived with his family in a log house, on his 100 acre farm on Lot 16, Concession 10.

Census Records and Agricultural Returns from 1861 indicate that Samuel Beamish and his family continued to live in a log house on Lot 16, Concession 10, and his total farmland equaled 250 acres, which included land in both Lot 16, Concession 10 and Lot 17, Concession 9.

3.4.2 1870 – 1886

In 1870, Brocklebank sold a one acre parcel to Michael O'Leary (sometimes O'Lary), for \$125. No other transactions for O'Leary are shown in the Abstract Index to the Deeds. This one acre lot was located in the northeastern portion of Lot 17, and as historic mapping from 1877 indicates (see Figure 3), is the site of the subject property at 11962 The Gore Road. The 1877 map indicates that there was a farmhouse and orchard in the southern quadrant of The Gore Road and Mayfield Road intersection, with the farmhouse being located on the west side of The Gore Road, slightly south of Mayfield Road. The orchard occupied the rest of the property, from the house back up to Mayfield Road. The 1877 map also illustrates that George Steer now occupied the 149 acre farm on Lot 17, which also had a farmhouse and orchard fronting on to The Gore Road, although well set back from the road and to the south of the study area. A farmhouse and orchard are also indicated on the 50 acre Murphy farm to the south of the study area; on the Jno. Splan farm to the east of the study area, across The Gore Road; and a Roman Catholic Church and Cemetery is located across the road from the subject property.

The 1871 Census Returns indicate that Michael O'Leary was a 33 year old Irish blacksmith. He lived with his wife, Mary, and their four children: John, Catherine, Patrick and Bridget. The Agricultural Returns show that O'Leary lived on a one acre lot, most of which was gardens. The Public Institutions, Real Estate and Implements/Vehicle Returns indicated that O'Leary owned one Town/Village building lot, one dwelling house, one warehouse/store, and one barn/stable.

The 1881 Census Returns do not provide any detailed information regarding his one acre property in Wildfield or other real estate. However, they confirm that Michael O'Leary continued to work as a blacksmith, and that his family had expanded to seven children. His eldest son, now 17, is listed as a peddler. His second eldest son, is also listed as a blacksmith.

The assessment rolls indicate that the real property value of Michael O'Leary's property was estimated at \$200 from 1874 through to 1886. He is listed as a freeholder owner of a 1 acre property on part of Lot 17, Concession 9. The records do not indicate that O'Leary owned any livestock in 1874. However, in the



following years, the number and type of livestock increased as follows: 1878 – 1 cattle; 1879 – 1 cattle, 2 sheep and 2 hogs; 1880 – 1 cattle and 1 horse; 1881 – 1 cattle, 2 hogs and 1 horse; 1882 & 1883 – 1 cattle and 1 horse; 1884 – O’Leary’s record could not be located; 1885-6 – O’Leary’s record was illegible.

Further information on Michael O’Leary and his blacksmith shop could not be located within the Perkins Bull family files, or in any other sources, at the Region of Peel Archives. However, the 1901 Census Return notes for the first time that a house, store, and blacksmith shop stood at the north corner of Lot 17, Concession 9 ND. As such, it is possible that the O’Leary’s blacksmith shop was constructed and operated on the subject lot. The 1891 Census Returns indicate that by this time Michael O’Leary had moved with his family into the Town of Brampton, and it might be presumed that they moved on to their town/village lot that was indicated in the 1871 Census Return.

Based on the above information, the subject dwelling at 11962 was built between 1870 and 1877, at which time it is shown on historic mapping. Given that Michael O’Leary purchased the newly severed one acre parcel in 1870, vacant given its low purchase price, and a year later is indicated by census records as residing at this location in a dwelling house, the house was most likely built immediately after his purchase of the land from Robert Brocklebank.

3.4.3 1886 – 1904

In 1886, O’Leary sold the 1 acre property to Thomas Splan for \$1000. No mortgage acquisitions are shown during his occupation of this property. In 1904, Charlotte R. Fieldhouse, executer of the Thomas Splan estate, sold the property to Patrick Trainor for \$520.

Thomas Splan, a merchant, is listed on the tax assessment records as a ‘non-resident’. Splan instead resided in Toronto. Postal records also indicate that Thomas Splan served as the postmaster of Gribben, later known as Wildfield, from 1886 to 1897, however not in the subject residence. The person renting the premises was Dennis Tighe, also a merchant. By 1897, Postmaster Michael Galvin was listed as a tenant of a store and house on one half acre of land on Lot 17, Concession 9 ND owned by Splan. It is undetermined if this entry applies to the half acre that is the subject of the report or the other half acre owned by Thomas Splan in the subject lot. The assessment rolls indicate that the real property value of Thomas Splan’s property was estimated at \$200 in 1887, dropping to \$100 in 1888, at which time the records show that his property was a half acre instead of one acre. The transaction showing this sale of a half acre of land is not shown on the land registry records. The half acre parcel increases in real property value to \$250 in 1891, and by 1894 it increased to \$400. The value of the property remained as such until the final available tax assessment record, in 1899.

The increase in real property value by 1891 corresponds with the addition of a ‘store’ to the description of the property. Thus, by 1891 the property had a house and store, and later assessment records clarify that Dennis Tighe was the storekeeper.

Further information on Thomas Splan, Dennis Tighe, and the store associated with this property in the late nineteenth century could not be located in the Perkins Bull family files, or within any other sources, at the Region of Peel Archives.



3.4.4 1904 – Present

The property at 11962 The Gore Road changed ownership a number of times over the course of the twentieth century. In 1912, Patrick Trainor, who also served as the Postmaster for Wildfield between 1906 and 1915, sold the portion of the property containing the house to Edward Daum for \$1000. In 1914, the portion of the property at the very northeast corner of the lot, which contained the store, was sold to Andrew O’Grady. In 1919, the house was purchased by Nicholas Harrison for \$1500. Harrison was a noteworthy resident of Toronto Gore Township having served as Township Clerk from 1875 to 1925 and as a Justice of the Peace in the Township (UMA 2008; Tavender 1984). Nicholas resided at this property until 1934, at which time Charles O’Hara, his executor, sold the property to Hilda M. Tighe. In 1945, Tighe sold half of the 1 acre parcel, the part that included the dwelling, to Henry Horan for \$1800. In 1951, Horan sold this property to Zoe A. and Martin Doyle for \$5500. Eight years later, the half acre parcel was sold to Jacqueline and Ralph Hodsdon, for \$7500. The Hodson’s resided at 11962 The Gore Road until 1978, at which time it was purchased by Alan and Diane Summeryhayes. Subsequent owners include John and Arlene Ten Hove in 1983; Paul Fitzpatrick and Kimberly Riedler in 1993; and the present owner, Alan Hunter Payne.

Additional Research

Background research was conducted at the Region of Peel Archives, Peel Land Registry Office and the Archives of Ontario. No historic photographs of this property were located. As mentioned above, there were no files in the Perkins Bull collection containing information on the O’Leary or Splan families. As such, no additional information regarding the construction of the subject dwelling was found.

3.5 Construction/Architecture

The residence located at 11962 The Gore Road features one-and-a-half storey massing and a symmetrical façade. The structure is of frame construction and is supported by a field stone foundations. The exterior of the main portion of the structure retains a brick veneer, as indicated by a lack of header components. The northern elevation of the structure retains a relatively modern addition that is constructed with wooden siding, set in a board and batten design. This addition is supported by modern, poured concrete posts. The western elevation retains an enclosed porch, which is sheathed in clapboard materials.

The layout and aesthetic features of the subject residence were clearly influenced by standard designs for Gothic Revival-inspired Ontario farmhouses that were popular during the mid to late nineteenth century. The central dormer on the eastern façade, with its inset pointed arch window is a typical design feature of this style. The symmetrical façade, exterior materials, and former front porch are also indicative of the Gothic-Revival architectural style.

The Gothic-Revival architectural style for houses originated in England and was transferred to both Canada and the United States in the early to mid nineteenth century. In the United States, the first Gothic house was constructed in 1832 and the first house plan book for the style was published in 1837. Through the 1850s and into the late nineteenth century, the Gothic-Revival farmhouse became a part of rural landscapes as its rectangular footprint and accretion potential was unsuitable for smaller, subdivided urban lots (Paradis n.d).



The structure's massing and use of architectural detailing associated with the Gothic-Revival style supports the findings of archival research that suggest the subject dwelling was constructed between 1870 and 1877. In 1870, Michael O'Leary purchased the subject lot from Robert Brocklebank for a low selling price, which suggests that the land was vacant. Construction of a modest residence in the latter half of the nineteenth century would have employed a frame construction method and employed brick and field stone building materials (McIlwraith 1997).

Construction of a Gothic-Revival farmhouse during the early 1870s would have been fairly typical in rural areas. Based on the simple rectangular layout of the structure and its lack of rear kitchen accretion, it can be presumed that this structure was constructed as a relatively modest farmhouse that followed popular and simple design plans of the time. Given that the O'Grady's property value was listed at \$200 from 1874 to 1886, and the original purchase price of the vacant lot had been \$125, extensive development of the property during the O'Grady's occupancy was likely limited.

4.0 EXISTING CONDITIONS

A field review was conducted within the subject study area in January 2009 by Rebecca Sciarra, Cultural Heritage Specialist, ASI. The 2009 field review was undertaken to collect data relevant for confirming the heritage significance of cultural heritage resources located at 11962 The Gore Road. A pedestrian survey was carried out to review the subject property and to record extant landscape features and the exterior of standing buildings on the property. Access to building interiors was not part of the project scope in 2009. A windshield survey was also conducted of the adjacent St. Patrick's Cemetery and Church, north, south, east, and west approaches towards the Hamlet of Wildfield, and nineteenth century residences located on the east and west sides of The Gore Road, north of Mayfield Road. The results of this windshield survey can be found in a compendium to the subject study entitled *Cultural Heritage Landscape Photographic Documentation Report, Historic Settlement of Wildfield, City of Brampton and Town of Caledon, Mayfield Road and The Gore Road Crossroads, Region of Peel, Ontario* (ASI February 2010). In May 2011, a second field review was undertaken to examine the interior of the residence located at 11962 The Gore Road. This second field review was undertaken to collect textual data and photographic documentation to consider as part of the evaluation process. Hand measurements of the building exterior and interior was also undertaken for the purposes of a generating floor plans of the subject dwelling to serve as documentation of the structure should it be removed. The results of the field review and archival research were then used to describe the existing conditions of the property located at 11962 The Gore Road. The following section provides a general description of the property, including extant structures and associated landscape elements. Photographic documentation of the property is provided in Appendix A-1 while photographic key plans and interior floor plans are found in Appendix A-2.

4.1 11962 The Gore Road

4.1.1 Residential Exterior

The exterior of the subject residence located at 11962 The Gore Road is a minimally altered example of a mid to late nineteenth century frame farmhouse, designed in the Gothic-Revival style (Plate 3). The dwelling's exterior brick veneer was originally composed of red brick masonry, however these materials have been painted yellow in colour (Plate 4). The eastern elevation of the structure has undergone modest design and updating alterations. A prominent structural line, located approximately four to five feet above the first floor windows suggests that a veranda or porch was previously extant in this location (Plate 5).



The height of the front doorway, situated one to two feet above ground, further confirms that a front porch was an original design feature, which would have been in keeping with the Gothic-Revival architectural style. In January 2009, the primary point of entry to the residence was accessed via an axial pathway leading from The Gore Road, which terminated at a new wooden deck providing access to the front door. As of May 2011, the wooden deck had been removed and its poured concrete base exposed (Plates 30 and 31). In May 2011 all structural openings had been secured with plywood.

The rectangular and pointed arch windows have been updated on the eastern elevation with new materials in a double-hung style. It is highly probable that double-hung windows would have been originally used; however, they would have featured a segmental layout. The pointed arch window has been replaced with a rectangular, modern window. Retention of the original wooden opening and a double-line of voussoirs has helped maintain the original shape of this structural opening (Plate 6). The dressed concrete lug sills and lintels found on the first floor windows also appear to be later additions that were possibly added when the exterior was painted (Plate 7). It is possible that the dressed concrete lintels were installed to replace deteriorating wooden hood mouldings, which could have been an original design feature. The trim that surrounds the front entrance appears to have been altered in two stages. Currently, a moulded wooden lintel is supported by detailed pilasters. The wooden lintel conceals a dressed concrete lintel that is identical to those found above the rectangular windows (Plate 8). Presumably, the concrete lintels were installed above the first floor windows and front entrance to replace deteriorated structural components. The front entrance was further modified by erecting a pediment, at which point the currently extant wooden lintel and pilasters were likely added (Plate 9). The roof appears to have been recently replaced, featuring aluminum projecting eaves and verges. Wooden, decorative verge board possibly once decorated the fascia of the gabled dormer; however, this material is no longer extant.

The northern elevation of the dwelling has been extended by adding a 1 storey structure that presumably once functioned as a garage, but is now used as living space (Plate 10). A review of aerial mapping dating to 1994 confirms that this addition was in place at this time. This extension conceals the majority of the original northern façade of the dwelling; however, an original window opening is extant on this façade and is framed by brick voussoirs (Plate 11). The extension was constructed with wooden materials and using a board and batten construction method (Plate 12). Traditional board and batten siding features vertically applied boards, which are covered by a raised strip of wood to conceal joints between wooden boards. This structure also features a series of single-paned windows which are capped by wooden lintels. On the northern elevation of the addition, a garage door is extant, as well as an upper storey opening (Plate 13). Both of these structural openings, combined with the structure's use of board and batten siding, are reminiscent of detailing used on blacksmith shops. The garage door imitates the large horse doors that are typically found at the ground level of nineteenth century blacksmith shops, while the door that is nestled in the gabled end is congruent with structural openings found in the upper storey of blacksmith shops, which provide access to storage spaces. A small horse shoe ornament is installed on the northern elevation of the extension (Plate 14). The chimney of an internal wood burning stove is visible from the western elevation of the extension (Plate 15). This association with architectural detailing found amongst blacksmith shops is interesting given that Michael O'Leary was documented to have been a blacksmith.

The western elevation of the original dwelling reveals layers of structural adaptations. On the northern half of the western elevation, remnants of an original side veranda appear to be extant, topped with a corrugated metal roof and supported by a wooden pillar (Plate 16). A small extension is located adjacent to the remnant veranda (Plate 17). This extension appears to have resulted by enclosing a portion of the former veranda and increasing its original height. On the southern half of the western elevation, a gabled dormer has been added. This dormer features two doors (Plate 18). Curiously, there do not appear to be



any traces of a former walk-out associated with this entrance. It is possible that the sliding door addition and accompanying alterations were never completed. A review of aerial mapping confirms that the dormer was not present in 1994 but had been added by 2001. The window that is located on the ground floor on the southern half of the western elevation is likely a new structural opening that was incorporated following internal renovations (Plate 19). The narrow rectangular window likely serves as a bathroom window, which would have been a later addition. This window is double hung and features a wooden sash; the storm window is constructed of fiberglass materials. Wide wooden trim adorns the sides of this window, while a shaped wooden lintel surrounds the top. Painted bricks serve as the lug sill. A wide rectangular window is located on the northern half of this elevation and features identical wood trim and a shaped lintel (Plate 20).

The southern elevation of the dwelling is relatively unaltered (Plate 21). Three windows are located on this façade and likely mark original structural openings. All three windows have been recently replaced. The two upper storey windows have maintained their structural openings and brick voussoirs (Plate 22). The window on the eastern half of this façade retains a concrete lug sill. The window located on the ground floor lacks original brick voussoirs and lug sill (Plate 23). It appears that brick work located immediately above this window has required rehabilitation (Plate 23).

4.1.2 Residential Interior

The interior of the subject residence was investigated on May 16 2011. At this time, electricity had been discontinued to the property as part of the Region's strategy for securing the structure against vandalism. As such, flashlights and portable lighting were used to collect textual data and complete photographic documentation and hand measurements. The first floor, upper half storey, and basement were investigated during the interior site visit. The addition on the north elevation of the structure was unable to be accessed.

The primary point of entry to the interior of the structure is provided on the eastern elevation of the building. As previously mentioned, a veranda originally framed this entrance, of which a structural marking for its roof line is still extant. As of May 2011, a previous wooden deck that had been constructed beneath the front entrance had been removed. The primary entrance consists of a modern storm door and solid wood door (Plates 32 and 33). Both are recent introductions and are of modern fabrication. The wooden door is detailed in a sympathetic manner, consisting of two recessed panels with a single pane of glass located within the upper panel.

The first floor layout of the residence is typical of mid nineteenth century floor plans with a central staircase flanked by two rooms and with a kitchen located behind the staircase and to the north. A bathroom is located behind the staircase on the south side. These four rooms comprise the original footprint of the residence with overall dimensional measurements of 8.94 m by 6.5 m. Generally, the first floor is characterized by open-concept circulation and illustrates evidence of removal of original partition walls. The living room is located north of the primary entrance and is accessed through an opening measuring approximately 1.2 m (Plate 34). It is highly probable that a standard doorway would have been originally constructed to provide access to a sitting area in this location. The living room features one window which is in its original location, situated approximately 1.6 m north of the primary entrance and equidistant between the northern edge of the primary entrance way and the northern elevation of the residence (Plate 35). This room features modern baseboards and crown moulding, as well as updated window trim and door trim (Plate 36). The window sill is likely original to construction of the house (Plate 37). The flooring in this room consists of narrow hardwood boards (4.5 cm) that appear to date to at



least the mid twentieth century, if not earlier (Plate 38). In this room examination of an area in the floor that previously had an air circulation vent revealed that there is potential for original floor boards to survive beneath the narrow floor boards that are extant (Plates 39 and 40). Electric baseboard heaters and existing baseboards, including quarter round, is secured on top of extant floor boards. A kitchen is located to the rear of the living room (Plate 41). The kitchen is accessed through an open doorway from the living room and appears to have been remodelled in the mid twentieth century. The primary kitchen area is located on the northern side of the rear portion of the house while a staircase to the basement and a bathroom are located on the southern side. Cabinetry in the kitchen appears to date to the mid twentieth century as well and features solid wood doors that are recessed (Plate 42). Modern appliances are extant. A window is located on the western side of the kitchen area and on the original exterior wall. This window has a horizontal sliding opening mechanism and features modern wooden trim. The sill on this window features a notable depth of 25 cm which illustrates the width of the exterior walls of this structure (Plate 43). Flooring in the primary area of the kitchen consists of narrow floor boards, similar to those located in the living room. Floor boards in the kitchen measure approximately 4 cm.

A bathroom and spiral staircase is located directly opposite the kitchen area. The staircase is located directly behind the primary central staircase and based on its materials and design is a relatively recent addition. The staircase is extremely narrow and steep and is constructed of oak materials (Plates 44 and 45). Flooring surrounding the staircase is parquet and not found elsewhere in the house. The bathroom is located west of the staircase. It features modernized, twentieth century building materials and appliances (Plate 46). The window located in this room features frosted glass, older trim, and a wooden sash (Plate 47). Similarly the doorway in this room features older wooden trim. West and north of the bathroom, an eating area is extant. This area has been constructed by making a structural addition to the structure. This area was likely created by enclosing a portion of a veranda located on the building's western elevation and increasing the height of this area. This enclosure/addition features two windows and a rear point of entry to the residence. A simple, modern, double hung window is located on the southern elevation of the addition and features simple wooden trim and sill constructed of knotty pine (Plate 48). The window located on the western elevation of the addition features a pivoted opening mechanism and wooden sashes (Plate 49). The door located on the northern elevation of the addition is constructed of wood and features two vertical panels in the lower section and a single pane of glass in the upper section (Plate 50). This door is framed by trim fabricated of knotty pine. Flooring in the eating area is ceramic tile.

The remainder of the first floor is comprised of the family room, situated south of the central staircase and primary point of entry. Similar to the living room, this area is accessed through an opening measuring approximately 1.7 m (Plate 51). A standard doorway may have been originally located in this area for the purposes of establishing a completely separate room on the south side of the stairs. The family room features two double-hung windows, both of which are of relatively new fabrication. They are both surrounded by identical new wooden trim and sills (Plates 52 and 53). The flooring in this room consists of ceramic tile which may have been laid over older or original floor boards. There is an uneven transition between the ceramic tile located in the family room and the hardwood flooring located in the living room, suggesting that there may be older or original materials extant beneath the ceramic materials. The staircase which provides access to the upper half storey appears to have been partially modified when an interior partition wall between the family room and front foyer was removed (Plate 54). The tread, nosing, and risers are all constructed of solid wood and appear to date to construction of the house (Plate 55). Similarly, the wall string is constructed of identical materials and appears to also serve as an example of original materials. The staircase lacks any railing or balusters on the first floor.

The upper half storey functions fully as a master bedroom; a layout that was most certainly added more recently and which was not part of the original layout of the house. This room is characterized by cedar



strip siding that has been applied to the walls and which also matches replaced roof joists (Plate 56). This room features four windows: a pointed arch window opening is located on the east wall and has been updated with a double-hung window, new trim and sills; two double-hung windows are located on the southern wall and both feature new trim but may retain original sills; and one double-hung window is located on the west wall and also features new trim and lacks sills (Plates 57 – 60). ‘His and Hers’ closets are located on the east wall and are accessed by louvered doors. Wall to wall carpeting fully covers the floor, extending into both closets. Inspections revealed that the wall to wall carpeting has been installed directly over subfloor; no original or older floor materials appear to be extant beneath. Other additions include two doors on the south half of the west elevation, one of which is fixed, and a skylight on the north half (Plate 61). This upper half storey would have originally functioned as a space comprised of multiple bedrooms, however, has since been updated to respond to modern living conditions. It is probable that there would have been a wall originally extant immediately south of the staircase, running in an east-west direction, providing space for two bedrooms; each with one window. A hallway would have been present along the north, east, and west sides of the staircase. Two additional rooms would have been located on the north side of the staircase with an interior partition wall likely running east-west roughly at the southern terminus of the closet located on the north half of the east wall. One of these previous rooms would have functioned as a bedroom and it is likely that this would have been situated towards the front of the house and would have contained a window. It is possible that a washroom would have been located behind (west) of this room.

As previously discussed the basement is accessed off of the kitchen area, behind the central staircase, via a newly added spiral staircase. Exterior access to the basement is also provided on the building’s western elevation. The basement is divided into three areas: the largest space measures approximately 5 m by 5m and is located below the living room and kitchen areas (Plate 62). This area has been fully updated and modernized and most likely functioned as a sitting room or den up until recently. Although having suffered some vandalism, this area features wall to wall carpeting, modern cabinetry and shelving and wooden bench seating along the north and east walls. This room has had dry walling erected and likely featured a drop ceiling, prior to acts of vandalism. The bench seating along the north and east walls was probably a functional and aesthetic design scheme chosen to pleasantly conceal concrete shoring that may be extant along these walls. South of this area, a bathroom (Area 2) and laundry room (Area 3) are extant. The bathroom is accessed via a doorway off the main area and features a stand-up shower, sink and vanity (Plate 63). The laundry room is accessed from the bathroom and continues to retain modern appliances (Plate 64). Dry wall has been removed in this area, revealing wall studs and structural foundations. The foundations of the structure appear to have been parged with extensive concrete as part of rehabilitation and stabilization strategies for the original stone foundations. Investigation of this area revealed extant stone foundations and original sill plate (Plate 65).

4.1.3 Context and Landscape

The property located at 11962 The Gore Road is located on a height of land located at the southwest corner of two historic thoroughfares, the intersection of which formed the centre of the Hamlet of Wildfield. The property occupies approximately 0.39 acres and is generally framed by natural boundary lines rather than man-made features. The northern property line is marked by a combination of deciduous and coniferous trees as well as chain link fencing. In contrast, the western and southern limits of the property line are defined by top of bank associated with the tributary of the Humber River that runs in an approximate northwest-southeast direction to the rear of the property. Accordingly, the western and southern property lines are strongly defined by the natural topography associated with the creek.



The remainder of the lot retains two greenhouse structures and an aluminum shed. These structures are relatively recent additions (Plates 24 - 25). On the south and west sides of the property, the terrain is steeply sloped (Plate 26). Currently, the subject dwelling is situated in close proximity to the current Gore Road right-of-way (Plate 27). An asphalt pedestrian pathway is located between the road bed and the small grassed area situated in front of the dwelling. Relatively young vegetation is located on the eastern elevation of the property.

The residence located at 11962 The Gore Road is geographically situated at the nexus of the community of Wildfield. Its crossroads location at the southwest corner of Mayfield Road and The Gore Road intersections is significant, as the community developed outward from this location. It occupies an important role in the broad cultural heritage landscape of Wildfield, as it contributes to the mid to late nineteenth century setting of the area. Its location across from St. Patrick’s Church and Cemetery helps to significantly visually commemorate this former crossroads community (Plates 28 – 29). Vehicular and pedestrian approaches from the south and east offer significant vistas of the nexus of the Hamlet of Wildfield, expressed through visual experiences of both St. Patrick’s Church and Cemetery and the residence sited prominently on the tablelands of the West Humber creek system.

5.0 HERITAGE EVALUATION OF 11962 THE GORE ROAD

5.1 City of Brampton Heritage Evaluation Criteria

The subject property located at 11962 The Gore Road has been previously identified through listing on the City of Brampton’s Municipal Register of Cultural Heritage Resources. It has been listed a Category B resource which indicates that it is “significant; Distinct importance; worthy of preservation; High Priority for Listing and Municipal Designation under the Ontario Heritage Act”. Although the property has been determined to be a significant cultural heritage resource, its specific cultural heritage value has not been established, supported by a clear identification of associated heritage attributes.

The City of Brampton has issued a document entitled *Criteria for Determining Cultural Heritage Value or Interest*. The basis for development of these criteria is found in the Official Plan (2006), which recommends the development of criteria for assessing the heritage significance of cultural heritage resources (Section 4.9.1.4).

As specified in the City of Brampton’s *Criteria for Determining Cultural Heritage Value or Interest* (Draft 2007) document, an overall category grade is assigned to a heritage resource in order to set priorities for future heritage conservation decisions. A resource is assessed in terms of its historical value or associative value, its design value or physical value, and its contextual value. Each broad category is accompanied by various sub-criteria. The evaluator is asked to consider each of the eleven sub-criteria elements within each of the three broad criteria categories and to assign a qualitative grade between excellent and poor for each sub-criterion (Table 1). Corresponding numerical values are then circled and a sub-score is totalled. A sub-grade from A to D is also assigned.

Table 1: City of Brampton's Heritage Evaluation Form

HISTORICAL/ASSOCIATIVE VALUE	E	VG	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
1. Has direct association with a person, organization or institution that is significant to the community;	20	16	10	6	0	0-100	A, B, C, or D
2. Has direct association with an event or	20	16	10	6	0		



Table 1: City of Brampton's Heritage Evaluation Form

activity that is significant to the community;							
3. Has direct associations with a theme or belief that is significant to the community;	20	16	10	6	0		
4. Yields, or has the potential to yield, information that contributes to an understanding of a community;	20	16	10	6	0		
5. Demonstrates or reflects the work or ideas of an architect, builder, artist, designer, or theorist	20	16	10	6	0		
DESIGN/PHYSICAL VALUE	E	Vg	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
6. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;	33.3	26.64	16.65	9.98	0	0-100	A, B, C, or D
7. Displays a high degree of craftsmanship or artistic merit;	33.3	26.64	16.65	9.98	0		
8. Demonstrates a high degree of technical or scientific achievement;	33.3	26.64	16.65	9.98	0		
CONTEXTUAL VALUE	E	VG	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
9. Is important in defining, maintaining or supporting the character of an area;	33.3	26.64	16.65	9.98	0	0-100	A, B, C, or D
10. Is physically, functionally, visually, or historically linked to its surroundings;	33.3	26.64	16.65	9.98	0		
11. Is a landmark.	33.3	26.64	16.65	9.98	0		

The guideline also provides instructions for determining the overall grade assigned to a built heritage resource or cultural heritage landscape:

“If an A is sub-scored in any of three broad criteria categories, the overall category grade for the property will always be Category A. If no A is sub-scored, but at least one B is, in any of three broad criteria categories, the overall category grade for the property will always be Category B. If a C is sub-scored in all three, broad criteria categories, the overall category for property will always be a Category C. If the sub-scores in all three broad criteria categories total 25 points or less, the property is a Category D.”

The overall category grade provides guidance for future heritage conservation decisions such as designation. The following provides a summary of overall grade category definitions and implications:

Table 2: Overall Category Grades

Points	Class	Significance/Implications
70+ Points	Category A	Most significant, individually outstanding; highest priority for listing and municipal designation under the Ontario Heritage Act
40 – 69 Points	Category B	Significant; Distinct importance; worthy of preservation; High Priority for Listing and Municipal Designation under the Ontario Heritage Act
26-39 Points	Category C	Contributing value; some noteworthiness; Municipal Listing and Designation may be considered on a case by case basis only.
26 – 39 Points	Category D	No heritage value.

These criteria have been used in the current study to confirm the subject property's specific cultural heritage value and associated heritage attributes.



5.2 Application of Heritage Evaluation Criteria

As part of ASI's background research, the City of Brampton was contacted to receive any additional information on the subject property. No former evaluations of the property using the City's heritage evaluation framework were located. The following provides the results of ASI's evaluation of the subject property using the City of Brampton's heritage evaluation criteria.



HISTORICAL/ASSOCIATIVE VALUE	E	VG	G	F	P	Reasons	Sub Score	Sub Grade
	100%	80%	50%	30%	0%			
1. Has direct association with a person, organization or institution that is significant to the community;	20	16	10	6	0	The subject property is associated with a range of individuals significant to the local community of Wildfield and the wider Township of Toronto Gore, including Michael O'Leary (local Blacksmith), Thomas Splan and Michael Galvin (local Postmasters), Denis Tighe (Merchant), Andrew O'Grady (store keeper), and Nicholas Harrison (Township Clerk and Justice of the Peace).	76	A
2. Has direct association with an event or activity that is significant to the community;	20	16	10	6	0	Given that this property is highly associated with the crossroads community of Wildfield, of which remnants continue to exist, it contributes to a general understanding of mid to late nineteenth century settlement patterns in the former Township of Toronto Gore. The property is also known to have been occupied by various individuals who opened general store and blacksmith shops, services that would have been crucial for development in the small community of Wildfield. This property's association with the O'Leary family is also locally significant as it commemorates the influx of Irish immigrants to this area during the mid to late nineteenth century.		
3. Has direct associations with a theme or belief that is significant to the community;	20	16	10	6	0	The property's associations with commercial development and evolution of local institutions and infrastructure, including postmaster and blacksmith services are significant to the local community.		
4. Yields, or has the potential to yield, information that contributes to an understanding of a community;	20	16	10	6	0	The property's retention of the nineteenth century residence built by Michael O'Leary and lived in by various influential individuals who contributed to local and township-wide development helps evidence and commemorate nineteenth and twentieth century development of the Wildfield Hamlet. The presence of intact archaeological resources may also provide information that contributes to an understanding of the local community.		
5. Demonstrates or reflects the work or ideas of an architect, builder, artist, designer, or theorist	20	16	10	6	0	The subject residence is a common example of late nineteenth century residential design and was not found to directly reflect unique works or ideas of an architect, builder, artist, designer, or theorist. It should be noted that Michael O'Leary built the subject residence and		

Table 3: Heritage Evaluation: 11962 The Gore Road

DESIGN/PHYSICAL VALUE	E	Vg	G	F	P	Reasons	Sub Score	Sub Grade
	100%	80%	50%	30%	0%			
6. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;	33.3	26.64	16.65	9.98	0	<p>therefore the structure can be considered to minimally reflect the works and/or ideas of a specific builder.</p> <p>The exterior of the subject house located at 11962 The Gore Road has undergone alterations on the exterior and interior. The exterior may be considered to be minimally altered given that the original footprint, exterior cladding, and scale of the house have remained intact. A dormer has been added on the southern half of the west elevation, as well as a small kitchen addition. The kitchen addition was likely created by enclosing and expanding a previous veranda that may have been in place previously on the building's western elevation, and of which portions are still visible. Additionally, a sizeable addition has been made on the structure's northern elevation although it appears the original northern exterior wall was not removed as part of this addition as there is no internal access between the addition and original portions of the house. Generally, these additions have not significantly compromised the integrity of the house and have the potential to be removed and the original portion of the structure restored to its original appearance.</p> <p>The interior of the house has been significantly altered to accommodate modern residential living needs within a relatively small dimensional footprint of 6.5 m by 8.94 m. Numerous interior partition walls have been removed on the first floor and in the upper storey. Additionally, all original windows, aside from the pointed window, baseboards, crown moulding, window and door trim have been updated with new materials.</p> <p>Although alterations have been made to the structure and it may be considered to have a reduced level of design integrity, its retention of original cladding, stone foundations, wooden sill plates, original window openings, pointed window opening including wooden trim, and original interior staircase providing access to the upper storey serve to illustrate this structure's function as a moderately representative example of the</p>	33.3	C

						Ontario Gothic architectural style. Loss of interior material and alterations to the exterior diminish the extent to which this resource serves as an excellent or outstanding example of a particular style.		
7. Displays a high degree of craftsmanship or artistic merit;	33.3	26.64	16.65	9.98	0	The subject house retains original exterior cladding materials, field stone foundations, and structural openings and therefore serves as documentary evidence of ca. 1870s building materials and construction methods. On this basis, the house may be considered to express a moderate degree of craftsmanship.		
8. Demonstrates a high degree of technical or scientific achievement;	33.3	26.64	16.65	9.98	0	The subject residence was not found to demonstrate a high degree of technical or scientific achievement.		
CONTEXTUAL VALUE	E	VG	G	F	P	Reasons	Sub Score	Sub Grade
	100%	80%	50%	30%	0%			
9. Is important in defining, maintaining or supporting the character of an area;	33.3	26.64	16.65	9.98	0	The subject structure strongly contributes to and constitutes the character of the surrounding area. Its ca. 1870s vintage, and relatively unaltered exterior, compliments the aesthetic of the adjacent, mid nineteenth century church.		
10. Is physically, functionally, visually, or historically linked to its surroundings;	33.3	26.64	16.65	9.98	0	The structure's crossroads position helps maintain the geography of original settlement patterns. The structure stands as one of the last reminders of the Hamlet of Wildfield. Numerous demolitions have taken place over the years including the former O'Grady General Store, which also served as a school and housed used by the Sisters of the Loretto Convent. It should also be noted that the subject residence, together with St. Patrick's Church and Cemetery comprise significant viewsheds of the Hamlet of Wildfield.	76.59	A
11. Is a landmark.	33.3	26.64	16.65	9.98	0	The subject property was not determined to serve as a landmark independently, but in combination with the adjacent St. Patrick's church serves as a prominent physical symbol of the Hamlet of Wildfield.		
Overall Category Grade: A								

The results of heritage evaluation using the City of Brampton's updated criteria for evaluating cultural heritage resources confirmed that the subject property is considered a Category A resource. Category A resources are defined as those considered to be "Most significant, individually outstanding; highest priority for listing and municipal designation under the Ontario Heritage Act".

5.3 Conclusions Respecting Heritage Attributes

Results of background research, field survey, and application of heritage evaluation criteria confirmed that the subject property has high heritage value. The residence that stands on this lot was constructed during the 1870s and is a good example of the Gothic Revival inspired architectural style that dominated rural, agricultural-based settlement activities during the mid to late nineteenth century. The structure has been generally well maintained and cared for over the past 150 years and retains original cladding, window openings, stone foundations, sill plates, and original staircase materials (providing access to the upper storey). However, the structure has been adapted to accommodate modern residential living needs within a relatively small dimensional footprint and therefore has a diminished level of design integrity. Additions and alterations have been made to the exterior of the house and a great deal of interior fabric, such as trim, moulding, and windows have been replaced. However, there is the potential to restore the exterior of the house to its original condition. In this sense, the subject structure is of heritage value as it serves as documentary evidence of historic construction materials, methods, and design trends that were popular in mid to late nineteenth century rural Ontario.

The subject property's historical associations with the O'Leary Family, Thomas Splan, Michael Galvin, Nicholas Harrison, Andrew O'Grady and Denis Tighe were also found to be highly significant. Michael O'Leary built the subject structure during the 1870s and was noted to be an Irish blacksmith. His profession undoubtedly made him a well-known individual who contributed to the development of the local community. Additionally, his Irish heritage helps trace the role that Irish immigrants played in establishing this community. Denis Tighe, who lived in the subject residence, is also a notable figure in the development of Wildfield as he operated a general store north of the subject residence likely during the 1890s. This store would serve the Wildfield community until 1946 when the store was then converted into a convent, to be occupied by the Loretto and Felician sisters. Andrew O'Grady would also serve as the storekeeper in the early twentieth century. Thomas Splan, although not directly associated with the lot, and Michael Galvin were local Postmasters and Nicholas Harrison was a Township Clerk and later a Justice of the Peace. In this sense, the subject property's retention of the house helps evidence associations with these various individuals who greatly contributed to the local community and wider Township. It should also be noted that the results of archaeological investigations might help evidence the precise location and structural materials of the former stores and a blacksmith shops that were previously located north of the residence.

The residence located at 11962 The Gore Road strongly contributes to the character of the surrounding area and therefore retains strong contextual values. Its classic, Gothic Revival-inspired architectural design roots it in the mid to late nineteenth century, indefinitely linking it to early development in Wildfield. The structure continues to actively maintain the nineteenth century character of the intersection through its prominent physical location and proximity to the road way. The residence is visible when approaching the community from the south and east.



The following provides a list of heritage attributes associated with the property that express its associative, design, and contextual values which include, but may not be limited to:

- Stone foundations and original sill plate;
- Exterior brick cladding
- Original window openings, aside from window opening on northern elevation which has been altered;
- Original door opening on front façade;
- Brick voussoirs surmounting windows in upper half storey on northern and southern elevations;
- Original wooden trim surrounding pointed window opening on the eastern elevation, including wood sill and brick voussoirs and pointed brick label;
- One-and-a-half storey massing;
- Side-facing gable roof line;
- Central gable dormer on front façade;
- Rectangular footprint of original portion of house measuring 6.5 m by 8.94m;
- Symmetrical front façade;
- Staircase to upper half storey including tread, nosing, risers, and wall string;
- Potential original floorboards beneath mid-twentieth century floor boards on the main floor;
- Location of the residential structure at the southwest corner of Mayfield Road and The Gore Road;
- Orientation of structure fronting on to The Gore Road;
- Steeply sloped terrain on southern and western limits of the property;
- Views of St. Patrick's Church and Cemetery from the rear of the property; and
- Vistas of the residence at 11962 The Gore Road and St. Patrick's Church and Cemetery southerly from The Gore north of Mayfield Road, and easterly along Mayfield Road from west of The Gore Road; and westerly along Mayfield Road from east of The Gore Road.

6.0 DESCRIPTION OF PROPOSED UNDERTAKING

The property located at 11962 The Gore Road is currently expected to be fully removed as a result of the recommended design alternative for the Mayfield Road and the Gore Road intersection (See Appendix B). The Gore Road widening improvements propose to widen the existing road right-of-way to accommodate two lanes in either direction with a left turning lane provided for vehicular traffic travelling north bound on The Gore Road. The existing preferred alternative proposes to widen the existing Gore Road right-of-way exclusively to the west to accommodate these road improvements in a manner that maintains the existing eastern limit of The Gore Road right-of-way and an approximate 5.72 m buffer between the proposed east curb and a retaining wall located on the western property limit of 11873 The Gore Road, also known as St. Patrick's Church and Cemetery and also in consideration of an ultimate proposed right-of-way of 45 m along The Gore Road at this intersection. Widening The Gore Road right-of-way to the west will directly impact the subject residence located at 11962 The Gore Road through removal.

A range of additional alternatives have also been considered as part of the Environmental Assessment and development of conceptual and preliminary designs (See Appendix B). The



following table provides a summary of these alternatives and impacts on adjacent cultural heritage resources.

Alternative	Description	Potential Impacts on 11962 The Gore Road	Potential Impacts on St. Patrick's Church and Cemetery	Drawing Reference No. (See Appendix B)
2006 The Gore Road Class EA Recommended Alternative	Proposed 28.5 m right-of-way; Four lane road with left turning lane;	Encroachment on to property and reduced buffer between road and residence. The 28.5 m proposed road right-of-way would have a westerly limit located approximately 1.49 m east of the residence at 11962 The Gore Road. However, the westerly edge of proposed sidewalks on the west side of the road would provide for an approximate 4.6 m set back between the residence and the edge of the sidewalk. As part of the Gore Road EA, a retaining wall was proposed adjacent to the sidewalk, in front of the residence, to serve as a buffer resulting in a 4.5 setback between the retaining wall and the residence. Presently, the residence is set back approximately 13 m from the existing sidewalk.	The easterly limits of the proposed 28.5 m right-of-way would match the existing right-of-way which is currently aligned with the retaining wall located along the westerly property line of the resource. Presently, there is approximately 5 m between the existing curb on the east side of the road and the subject retaining wall which is predominantly used for church parking. As a result of the proposed right-of-way, there would be a reduced buffer between the proposed curb and existing retaining wall, measuring an approximate distance of 2 m which would be used to install a sidewalk. This impact would result in a loss of parking and could impact potential graves in right-of-way.	CS1
Mayfield Road Class EA Preferred Alternative	Proposed 45 m right-of-way as per Regional Official Plan; 4 Lane road with turning lane shifted to the west	Removal of the existing residence at 11962 the Gore Road.	Retention of existing parking at the church. The easterly limits of the proposed right-of-way would match the existing right-of-way limits and would maintain an approximate 5.72 m buffer between the curb and the retaining	CS2



			wall, resulting in maintenance of existing parking spots.	
Mayfield Road Class EA Alternative Design # 1	Proposed 45 m right-of-way as per Regional Official; 4 Lane road with turning lane	Removal of the existing residence at 11962 the Gore Road.	Easterly limits of the proposed right-of-way would match existing east limits of right-of-way. Sidewalks and some other identified infrastructure (measuring 1 m on the west side of the sidewalk and 2 m on the east side of the sidewalk) would result in loss of parking and potential impacts to graves that may be located in the right-of-way.	CS3
Ultimate 6 Lane Road Right-of-way	Proposed 45 m right-of-way as per Regional Official Plan; 6 Lane road with left turning lane.	Removal of the existing residence at 11962 The Gore Road.	Easterly limits of the proposed right-of-way would match existing east limits of right-of-way. Sidewalks, utility, and snow storage areas would result in loss of parking and potential impacts to grave located in right-of-way.	CS4
Short-term interim design alternatives with 4 lane road with reduced lane widths.	Proposed 45 m right-of-way as per Regional Official Plan; 4 Lane road with left turning lane.	Extremely high disruption resulting in probable displacement/demolition to residence at 11962 the Gore Road given that the westerly edge of the sidewalk would be located less than a meter east of the subject residence.	Easterly limits of the proposed right-of-way would match existing east limits of right-of-way. Sidewalks, utility and snow storage areas would result in loss of parking and potential impacts to graves located in right-of-way.	CS5



7.0 CONSERVATION AND MITIGATION RECOMMENDATIONS

The preferred alternative for proposed intersection improvements at Mayfield Road and The Gore Road will result in the removal of the residence located at 11962 The Gore Road. Based on its historical, architectural, and contextual values and given that the results of heritage evaluation confirmed that the subject residence is a significant heritage resource and worthy of designation under the *Ontario Heritage Act*, the following recommendations, conservation measures and mitigation strategies have been developed:

1. The proposed intersection improvements should be designed to avoid impacts to both the St. Patrick's Church and Cemetery and the residence located at 11962 The Gore Road. St. Patrick's Church and Cemetery is designated under the *Ontario Heritage Act* and is a significant cultural heritage resource requiring conservation. While conservation of resources located within the limits of this property is a high priority, part of its heritage value is associated with the Hamlet of Wildfield and landmark position at the nexus of this historic settlement centre (See Appendix C – Schedule B of designation by-law). As a result, removal of the residence located at 11962 The Gore Road has the potential to not only result in a permanent loss of its individual architectural, historical, and contextual values, but to also compromise the setting of the St. Patrick's Church and Cemetery by removing one of the only other tangible reminders of the former Hamlet of Wildfield located in the both the City of Brampton. In this regard, it is recommended that if the preferred alternative is to remove the resource located at 11962 The Gore Road, a heritage impact assessment of this undertaking on the St. Patrick's Catholic Church and Cemetery be undertaken to confirm that the removal of this resource does not negatively compromise the heritage values of the St. Patrick's Catholic Church and Cemetery. Furthermore, efforts should be made to retain the residence located at 11962 The Gore Road in situ given its high heritage values in its own right and given that it is a strong candidate for designation under the *Ontario Heritage Act*.
2. As part of developing a design alternative that avoids both these heritage resources, the limits of St. Patrick's cemetery and location of unmarked grave shafts should be determined. The confirmation of graves within the existing right-of-way has implications for interim opportunities to conserve the associated and significant cultural heritage resource located at 11962 The Gore Road. A review of the proposed alternatives (as described in Table 4) illustrates that if graves are not located within the existing right-of-way, there is an opportunity to develop an interim alternative that could maintain the subject resource at 11962 The Gore Road in situ. Drawing CS5 illustrates a potential interim 4 lane alternative within a built right-of-way of 30.62 m. It is recommended that utility, snow clearance requirements, and roadside safety zones within this alternative be minimized to the fullest extent possible, as illustrated in the original 4 lane alternative illustrated in CS1 and showing a built right-of-way of 25.5 m. If the 4 lane interim option is pursued in a manner that conserves both resources, an occupancy plan for the structure at 11962 The Gore Road should be developed.
3. Develop an appropriate conservation strategy for the cultural heritage resource located at 11962 The Gore Road that acknowledges and considers the impacts of a protected future right-of-way of 45 m for the Gore Road. The Regional Official Plan includes provisions to protect additional right-of-ways, as shown on Schedule F of the Plan, to accommodate future road widening and improvements (Policy 5.9.4.2.5; Official Plan Consolidation November 2008). However, the Plan also includes provisions to "retain and protect the unique features of the road section [which can include] scenic, environmental, cultural heritage or archaeological resources" (Policy 5.9.4.2.7;



Official Plan Consolidation November 2008). Based on the results of the heritage evaluation contained herein regarding 11962 The Gore Road, the Gore Road retains significant cultural heritage resources that warrant retention and protection. As such, it is recommended that the interim 4 lane alternative described in recommendation 2 above be considered for the purposes of retaining and protecting both resources located on the southeast and southwest corners of the Mayfield Road and the Gore Road intersection. It should be noted that recommendation 2 above assumes that there are no grave shafts located within the existing right-of-way.

4. If it is determined that that the subject structure located at 11962 The Gore Road cannot be preserved in situ due to heritage constraints associated with the St. Patrick's Roman Catholic Church and Cemetery and that removal of the structure would not negatively impact the heritage values of the St. Patrick's Roman Catholic Church and Cemetery, it is recommended that the subject structure be located within its current property limits and as shown in Appendix B-2. Part of the resource's heritage value is highly associated with its original location at the Mayfield Road and The Gore Road intersection, associations with the Wildfield community, and its historic and current physical and visual relationship with the adjacent St. Patrick's Cemetery and Church. Given that the structure's heritage values are predominantly linked with its location and setting, a relocation strategy to an alternative site would not represent an appropriate conservation strategy. If all other conservation strategies are exhausted, and it is determined that the only viable option is to relocate the subject structure to a new location outside its current property limits, a relocation strategy should be developed that at a minimum would include: identification and assessment of an appropriate and sympathetic new site for the subject structure to ensure that the resource's heritage values are conserved; assessment of the building's structural integrity to confirm the technical viability of relocating the building including development of a specific relocation strategy designed to conserve the resource's heritage values; documentation of the building in advance of relocation; and securing of the structure during periods of vacancy in accordance with City of Brampton guidelines.
 - a. Should it be determined that the subject structure located at 11962 The Gore Road can be preserved in situ or relocated on site, encroachments on to the property should be undertaken in a manner sensitive to the site's setting and which preserves vehicular access to the property. Road improvements within this context should also be undertaken to mitigate introduction of new visual and audible elements associated with a four lane road way. Recommendations put forward as part of the original heritage impact assessment (ASI 2010), which considered a preferred alternative that would result in encroachment on to the property (Drawing CS1), should be adopted. These recommendations included: (1) installation of a retaining wall to buffer visual and audible elements of the proposed undertaking; (2) introduction of a retaining wall that is sympathetically scaled and designed with appropriate materials to retain important viewsheds between the subject residence and St. Patrick's Church and Cemetery, which may include viewsheds of: (a) the residence from the south of the lot looking east towards the church (Plate 26); St. Patrick's Church and Cemetery and the residence when approaching from the east (Plate 29); and of the residence and St. Patrick's Church and Cemetery from the south (Plate 28). Property acquisitions required to support such a strategy should be undertaken to support and maintain retention of the subject structure within its current lot, which may include security and stabilization and development of an occupancy strategy.



- b. Should it be determined that the subject residence at 11962 The Gore Road will be relocated to a new site, it is recommended that it be relocated within the immediate area and preferably to the northeast corner of the subject intersection to help maintain its contextual and historical values. A relocation strategy should be undertaken in this regard to develop an appropriate conservation plan that addresses conservation of its heritage values.
 - c. Should it be determined that the subject resource at 11962 The Gore Road cannot be preserved in situ, relocated on site, or relocated to an alternative site, a commemoration strategy should be developed for the southwest corner of the intersection which interprets the property's lost heritage values and any heritage attributes identified herein be subject to salvage activities.
5. This report should be submitted and reviewed with the City of Brampton's Heritage Coordinator.



8.0 REFERENCES

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[.....]

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**Appendix A - 1:
Photographic Documentation**





Plate 3: Eastern elevation of residence



Plate 4: Peeling paint on eastern elevation, exposing original red brickwork





Plate 5: Dressed concrete lintels above windows on eastern elevation



Plate 6: Inset, arched window and brick voussoirs, eastern elevation.





Plate 7: Window detail, eastern elevation



Plate 8: Front entrance, eastern elevation, showing dressed concrete lintel





Plate 9: Front entrance detail



Plate 10: Extension on northern elevation





Plate 11: Full view of northern elevation



Plate 12: Board and batten detail on extension





Plate 13: View of extension and upper storey opening



Plate 14: Ornamental horse shoe located on northern elevation





Plate 15: Western elevation of extension



Plate 16: Western elevation of original portion of residence, showing remnant veranda





Plate 17: View of small extension on western elevation.



Plate 18: View of addition and alteration, showing gabled dormer and sliding, glass door.



Plate 19: View of structural opening, featuring brick sills.



Plate 20: Rectangular window located on northern half of western elevation



Plate 21: View of unaltered southern elevation.





Plate 22: View of upper storey windows on southern elevation, showing new windows and retention of original structural opening and brick voussoirs in the upper storey.



Plate 23: Ground floor window on southern elevation, lacking original voussoirs and sill.





Plate 24: View of greenhouse and aluminum shed.



Plate 25: View of gambrel-roofed shed.





Plate 26: View of steeply sloped terrain on southern and western elevations of property.



Plate 27: View of proximity between residence and The Gore Road right-of-way.





Plate 28: View of 11962 The Gore Road, St. Patrick's Church and Cemetery, and Wildfield community, approaching from the south



Plate 29: View of Mayfield Road and The Gore Road intersection from the northeast.





Plate 30: View of eastern elevation of residence in May 2011.



Plate 31: Detail of primary entrance to residence in May 2011 showing location of previous wooden deck and detail of poured concrete base.





Plate 32: View of modern storm door located on the eastern elevation of the residence. View of tree line and wall containing grave stones at St. Patrick's Cemetery in the background.



Plate 33: View of modern wood door located on eastern elevation, showing recessing panels and single pane of glass.





Plate 34: View from living room, look south, showing open concept layout on first floor; front entrance door in background.



Plate 35: View of original window opening in Living Room on first floor.





Plate 36: Detail of baseboards in Living Room showing example of typical new baseboards that have been installed in the house.



Plate 37: Detail of wooden sill found in the Living Room.





Plate 38: Detail of narrow hardwood flooring found in the living room.



Plate 39: Cross section of flooring in Living Room showing extant narrow floor boards on top of older flooring.





Plate 40: View from basement of location illustrated in Plate 39 showing floor joists, subfloor and hardwood boards on top of the subfloor, running in a direction opposite to the extant narrow hard wood flooring found in the Living Room.



Plate 41: View towards Kitchen from Living Room.





Plate 42: Detail of kitchen cabinetry.



Plate 43: Detail of horizontal window (new structural opening) in the Kitchen.





Plate 44: Location context of spiral staircase behind original central staircase, showing railing and balusters. This staircase is a recent addition.



Plate 45: Detail of spiral staircase.





Plate 46: View of bathroom from Kitchen.



Plate 47: View of window in bathroom showing wooden sashes and older wooden trim.





Plate 48: View of new structural opening and window located on the southern elevation of the rear addition..



Plate 49: View of window located on western elevation of addition.





Plate 50: View of wooden door located on northern elevation of rear addition.



Plate 51: View from south of main entrance looking west showing Family Room and location of previous partition wall adjacent to staircase.





Plate 52: View of original structural opening on east wall of Family Room showing new window, trim and sill.



Plate 53: View of original structural opening on south wall of Family Room showing new window, trim and sill.





Plate 54: View of central staircase on first floor showing removed partition wall (left) and overall arrangement and materials.



Plate 55: Detail of central staircase showing solid wood wall string, nosing, tread, and risers that appear to date to construction of the house.





Plate 56: View of upper story that has been converted into a master bedroom looking south.



Plate 57: View of pointed window on east wall showing rectangular window and pointed structural opening.





Plate 58: View of original structural opening and new window on south wall (east half).



Plate 59: View of original structural opening and new window on south wall (west half).





Plate 60: View of double-hung window on north wall of upper floor; the size of this structural opening has been altered through filling in of brick on the east side.



Plate 61: New French doors added on the west wall (south half) in the upper storey.





Plate 62: View of Area 1 looking northeast from spiral staircase.



Plate 63: View of Area 2 (bathroom) showing shower in foreground and Area 3 in background.





Plate 64: View of Area 3 (laundry room) showing removed drywall, wall studs, and concrete parging in background.



Plate 65: Detail of original sill plate sitting on top of parged concrete which conceals original stone foundations.



**Appendix A-2:
Photographic Key Plans and Interior Floor Plans**





Figure 4: Photographic key plan showing exterior photo locations, cultural heritage landscape features, and site context.

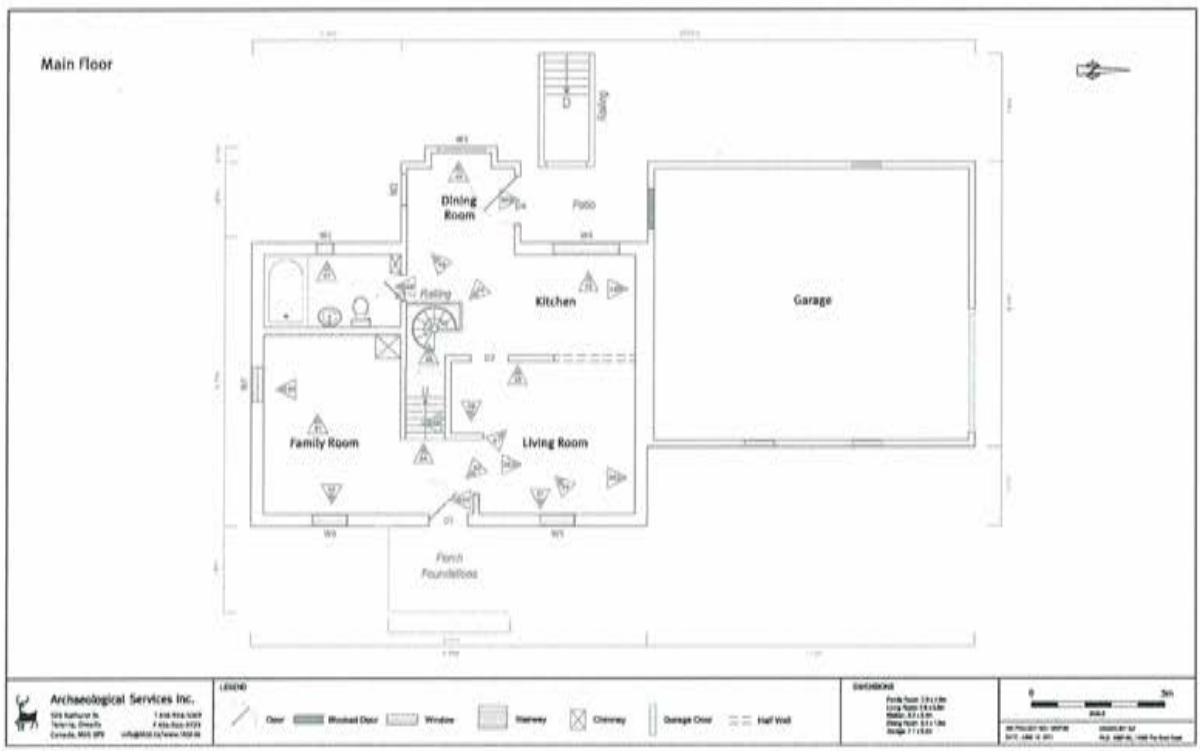


Figure 5: Interior floor plan of first floor showing overall dimensional measurements of residential exterior and internal rooms.

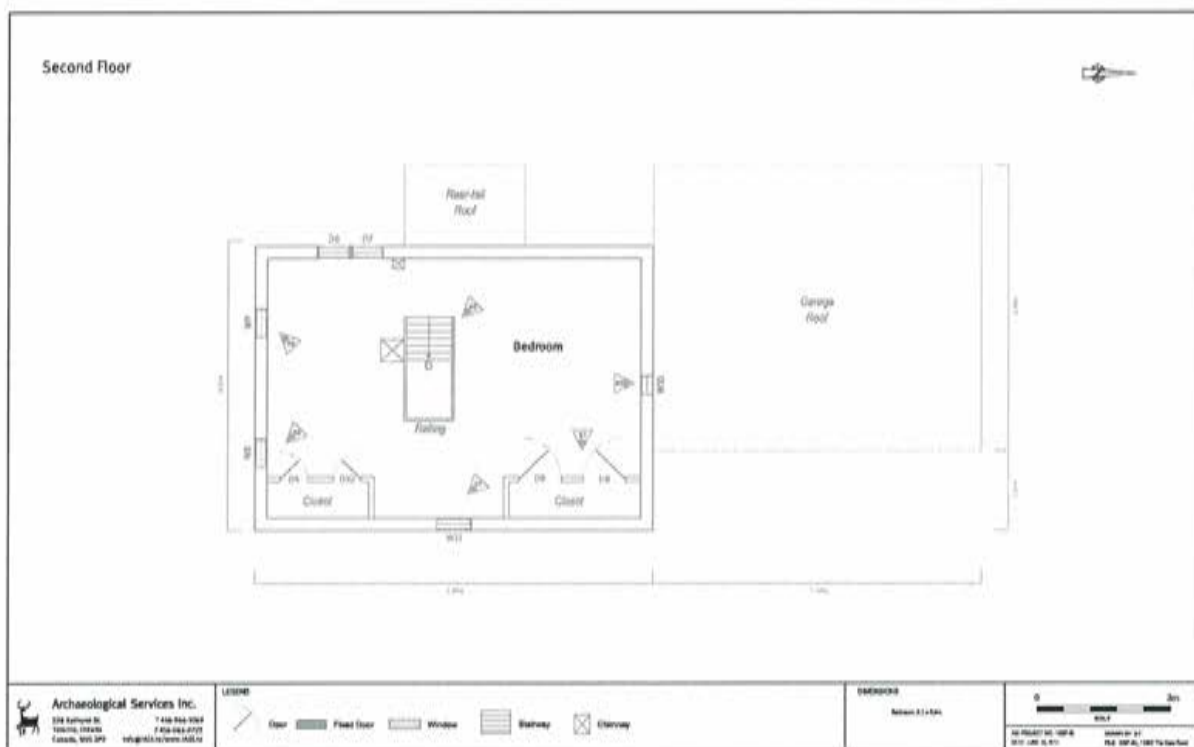


Figure 6: Interior floor plan of upper storey showing overall dimensional measurements of residential exterior and internal rooms.

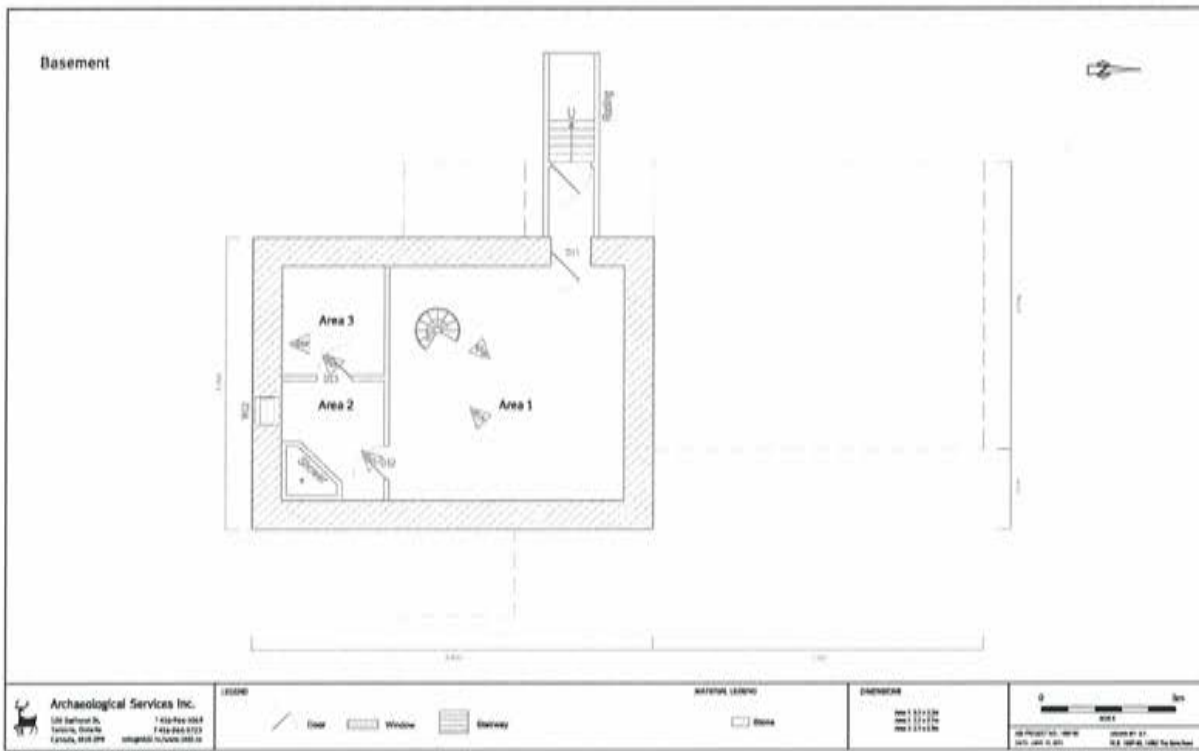


Figure 7: Interior floor plan of basement showing overall dimensional measurements of residential exterior and internal rooms.

**Appendix A-3:
11962 The Gore Road, City of Brampton:
Measurements of Structural Openings**



Table 5: Measurements of Structural Openings of Built Heritage Resource – 11962 The Gore Road

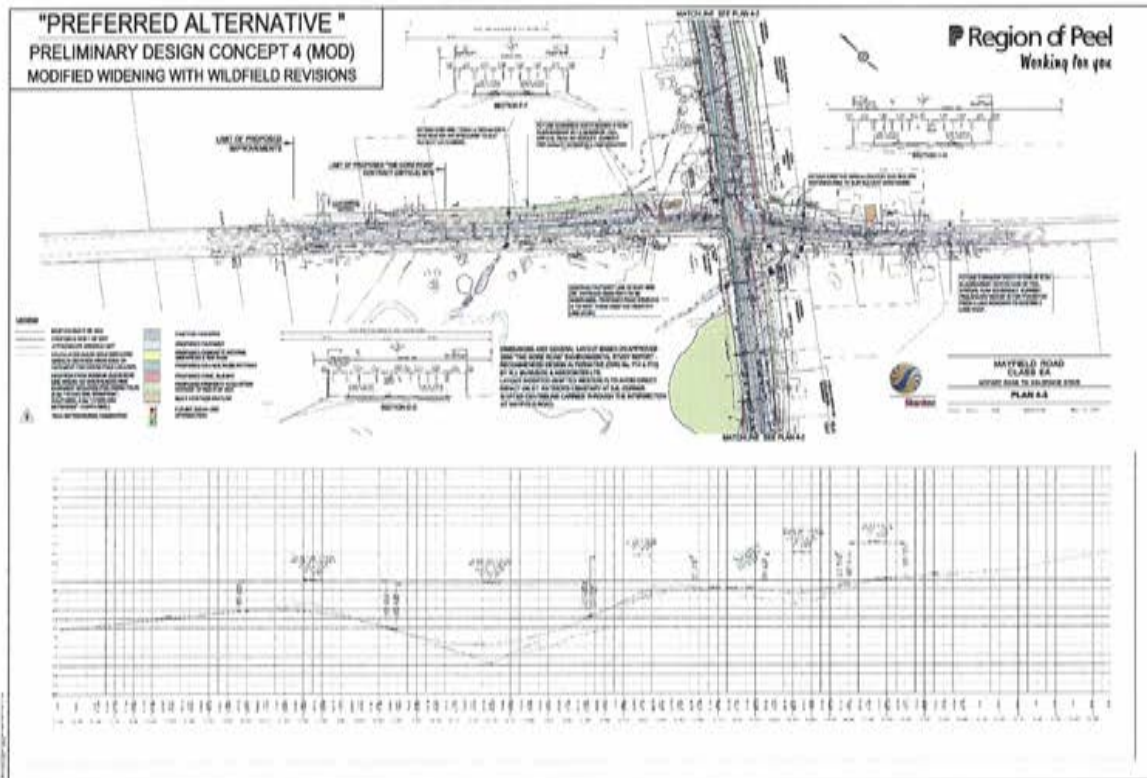
Feature Type	Feature Identifier ²	Description and Location	Measurements
Main Floor			
Windows	W 1	Washroom, west wall	Width of opening=40 cm
	W 2	Dining Room; south wall	Width of opening=76 cm
	W 3	Dining Room, west wall	Width of opening=110 cm
	W 4	Kitchen, west wall	Width of opening=152 cm
	W 5	Living Room, east wall	Width of opening=81 cm
	W 6	Family Room, east wall	Width of opening=81 cm
	W 7	Family Room, south wall	Width of opening=81 cm
Doors	D 1	Main entrance	Width of opening=87.5 cm
	D 2	Kitchen	Width of opening=86 cm
	D 3	Washroom	Width of opening=61 cm
	D 4	Dining Room	Width of opening=85 cm
Residential Built Heritage Resource: Second Floor			
Windows	W 8	Bedroom, south wall (east half)	Width of opening= 67 cm
	W 9	Bedroom, south wall (west half)	Width of opening=67 cm
	W 10	Bedroom, north wall	Width of opening=46 cm
	W 11	Bedroom, east wall	Width of opening=80 cm
Doors	D 5	Bedroom, east wall (south side of southern closet)	Width of opening=62 cm
	D 6	Bedroom, west wall (south side)	Width of opening= 71 cm
	D 7	Bedroom, west wall (north side; fixed door)	Width of opening= 71 cm
	D 8	Bedroom, east wall (north side of northern closet)	Width of opening=96 cm
	D 9	Bedroom, east wall (south side of northern closet)	Width of opening= 96 cm
	D 10	Bedroom, east wall (north side of southern closet)	Width of opening= 62 cm
Residential Built Heritage Resource: Basement			
Windows	W 12	Area 2 (washroom), south wall	Width of opening=65 cm
Doors	D 11	Area 1, west wall	Width of opening=91 cm
	D 12	Area 2, north wall	Width of opening=76 cm
	D 13	Area 3, east wall	Width of opening= 77 cm

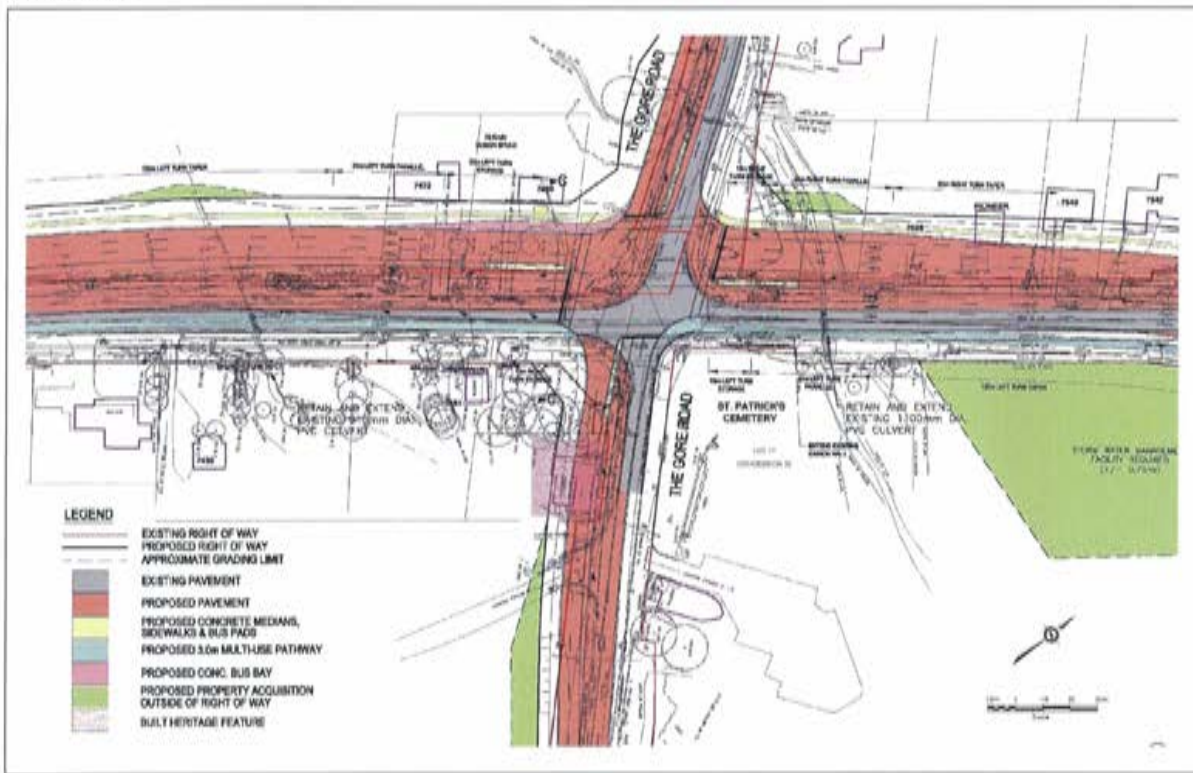
² Please refer to the floor plans for the exact location of each window and door identifier.

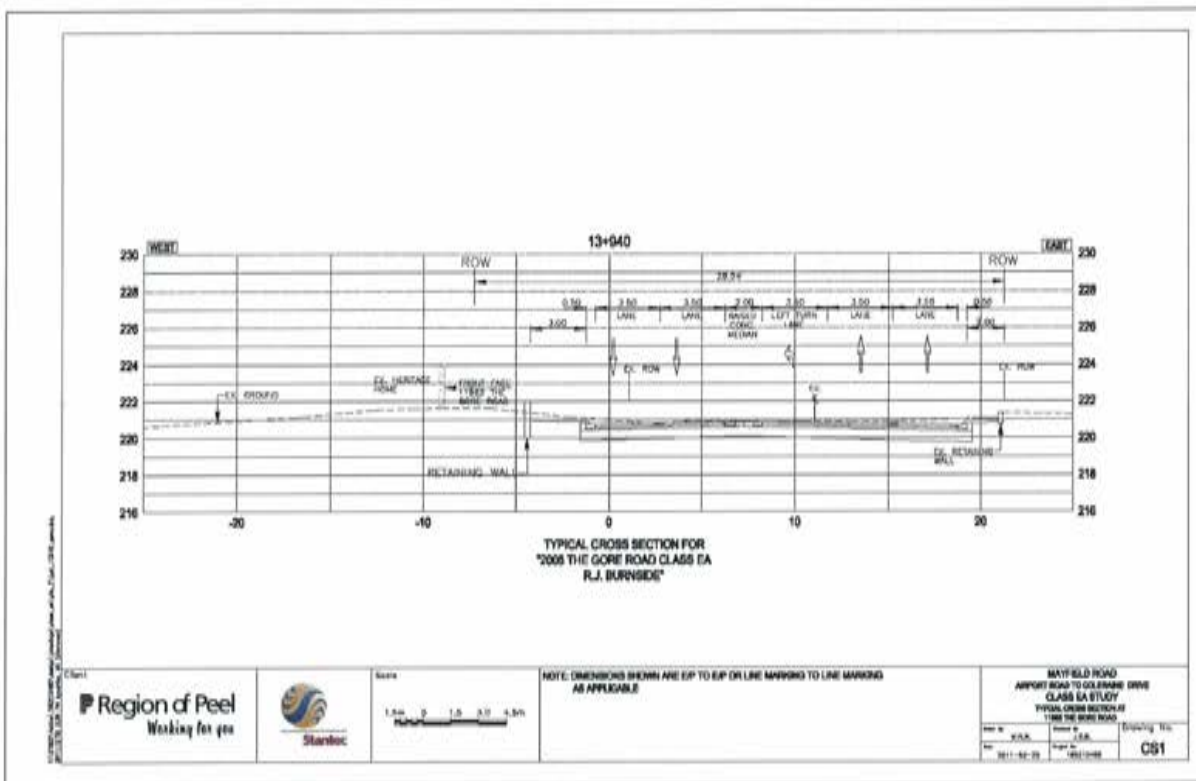


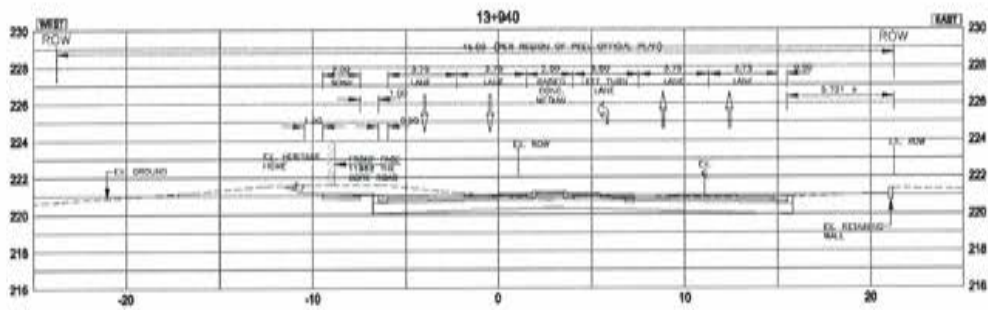
Appendix B-1:
Mayfield Road: Airport Road to Coleraine Drive Class Environmental Assessment
Preferred and Alternative Designs











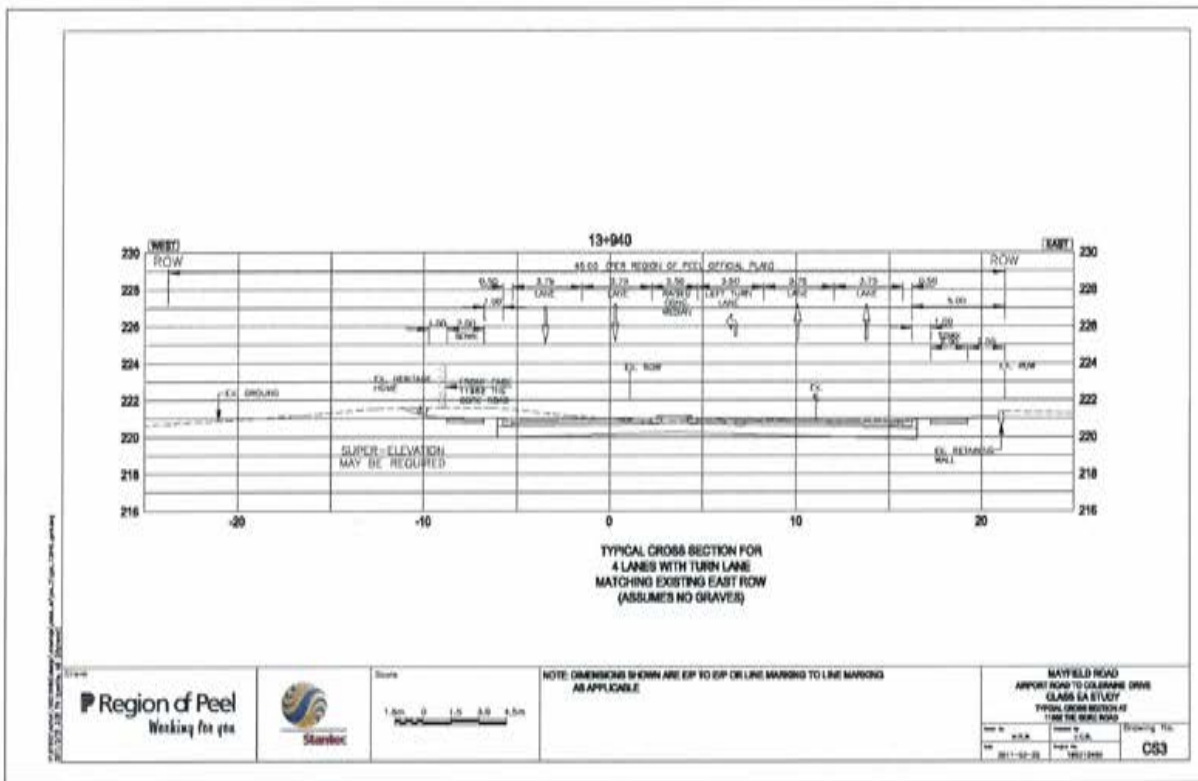
TYPICAL CROSS SECTION FOR
 4 LANES WITH TURN LANE
 SHIFTED TO WEST
 MATCHING EXISTING EAST CURB
 (AVOIDS POSSIBLE GRAVES)

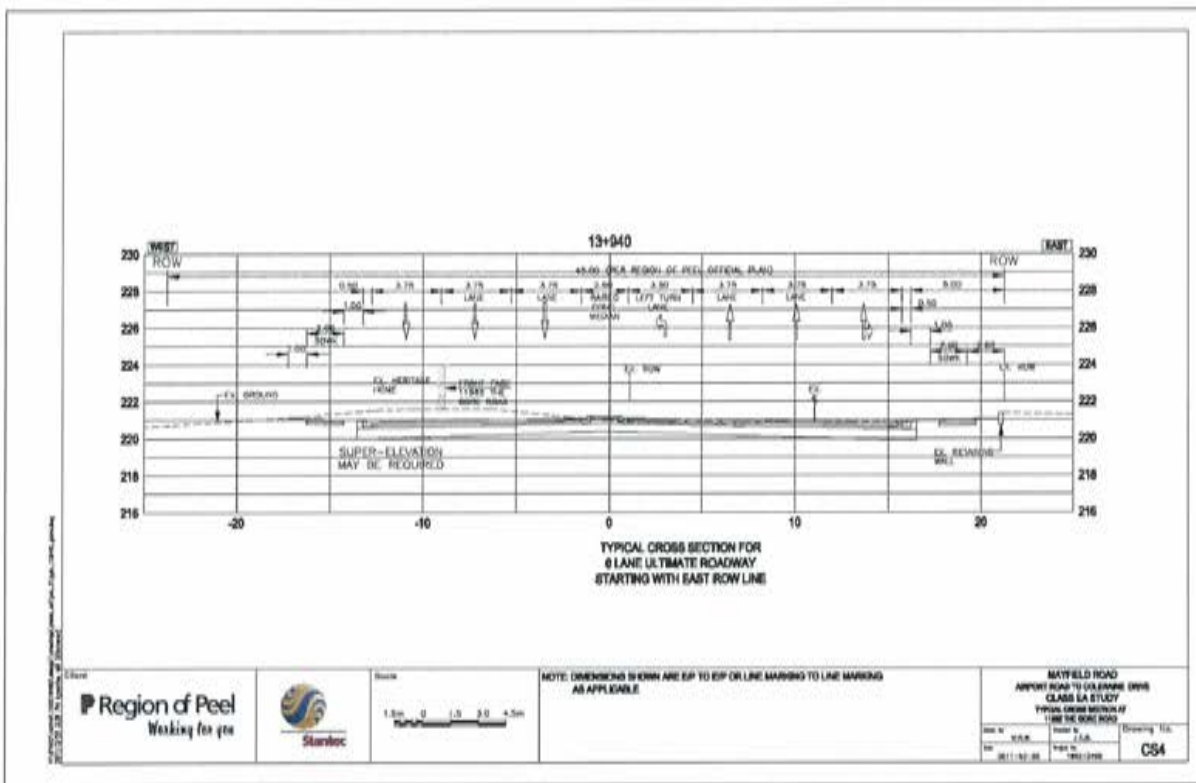
DATE: 2011-03-09

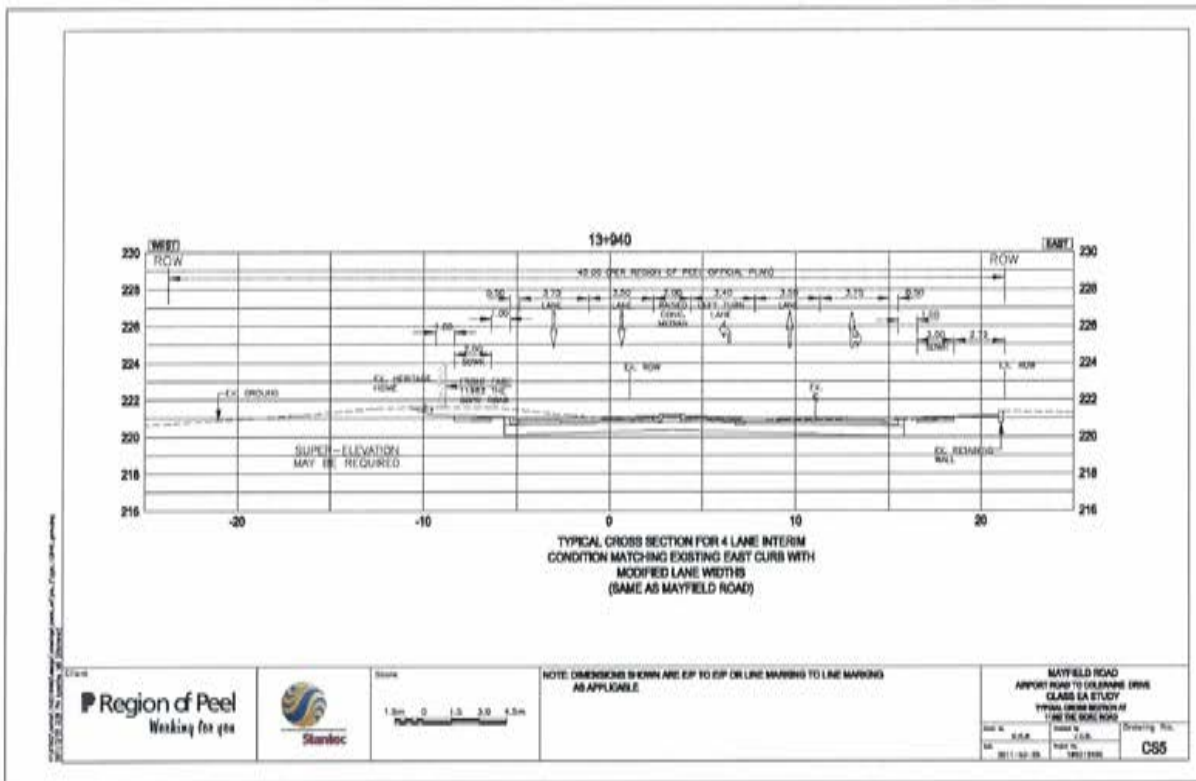


NOTE: DIMENSIONS SHOWN ARE EP TO EP OR LINE MARKING TO LINE MARKING
 AS APPLICABLE

MAYFIELD ROAD IMPROVEMENT TO COLLEGE DRIVE CLASS EA STUDY TYPICAL CROSS SECTION OF 4-LANE ROAD		
Scale	Sheet	Drawing No.
1:50	158	CS2
DATE: 2011-03-09	DATE: 2011-03-09	

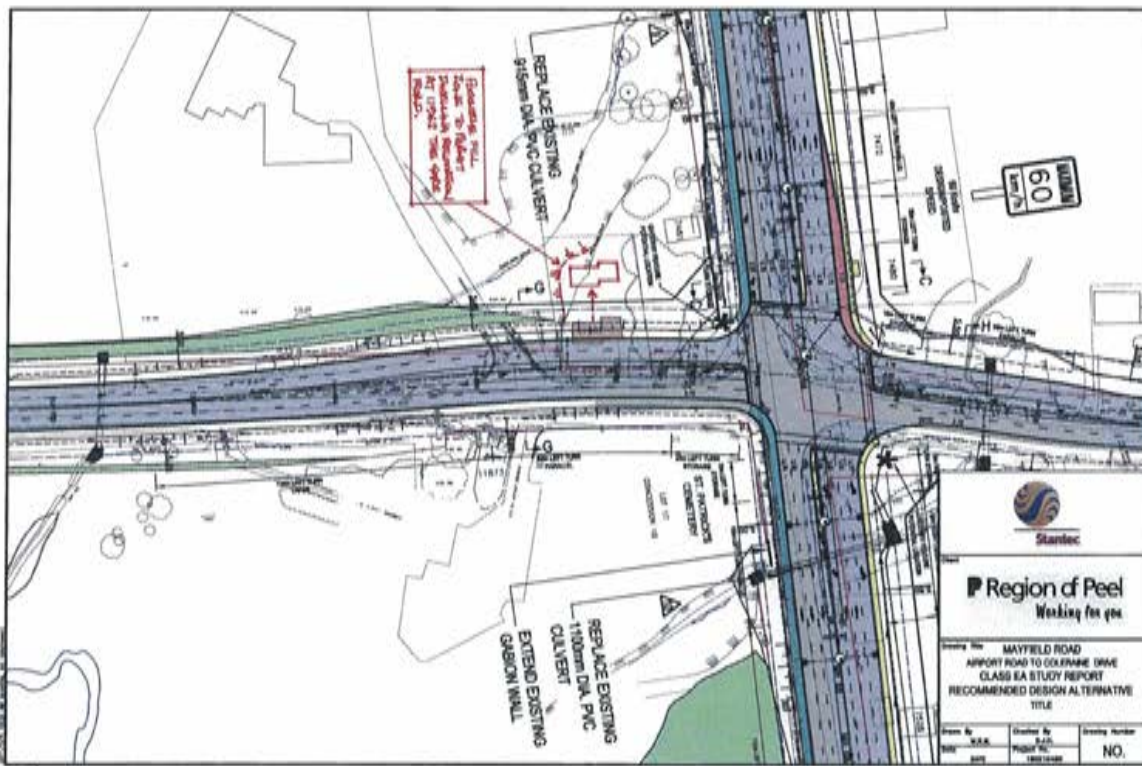






Appendix B-2:
11962 The Gore Road, City of Brampton:
Potential On-Site Relocation of Residential Resource





Appendix C:
Schedule B for Designation of St. Patrick's Catholic Church and Cemetery under the *Ontario Heritage Act*



SCHEDULE "B" TO BY-LAW

STATEMENT OF THE REASON FOR THE DESIGNATION OF ST. PATRICK'S ROMAN CATHOLIC CHURCH AND CEMETERY, 11873 THE GORE ROAD

St Patrick's Roman Catholic Church and Cemetery at 11873 The Gore Road is worthy of designation under Part IV of the Ontario Heritage Act for its cultural heritage value. The property meets the criteria for designation prescribed by the Province of Ontario (regulation 9/06) under the three categories of design or physical value, historical or associative value and contextual value.

STATEMENT EXPLAINING THE CULTURAL HERITAGE VALUE OR INTEREST OF THE PROPERTY

The cultural heritage value of St. Patrick's Roman Catholic Church is related to its design or physical value as a good example of late 19th century church architecture. The church was constructed in 1894 and is a representative example of Romanesque Revival design reflecting a high degree of craftsmanship with a prominent, square bell tower with a steep, pyramidal, metal clad roof, unpainted red brick walls; masonry buttresses and other brick detailing, along with pointed arched window openings with leaded stained glass windows and a dated cornerstone on the north-east wall. The red brick for the church was fired on a brick works near Castlemore and the foundation stones came from Salt Creek near Tullamore. The metal bell in the tower was forged in France. Churches of this scale are less typical in a rural hamlet. They are more likely to be found in a more urban area.

The church was built in 1894 replacing a smaller frame structure constructed in the 1830s. The church is the design of the noted Toronto architectural firm of Arthur W. Holmes (1863-1944) and Albert Asa Post (1850-1926). The firm of Post and Holmes designed a great many buildings for Roman Catholic dioceses across southern Ontario, including St. Michael's College in Toronto (1891), St. Michael's Hospital (1894) and St Gregory's Catholic Church in Oshawa (1893).

The interior of St. Patrick's is noteworthy for its arched ceiling with heavy, decorative wooden trusses, also the substantial wood choir loft (the base of which served as the scaffolding platform for the construction of the bell tower). Also of note is the wood paneled ceiling in the entrance vestibule.

The property also holds compelling historical or associative value. St. Patrick's is the second oldest parish in the Archdiocese of Toronto and the first church in the diocese to bear the name of St. Patrick. The property was the location of Wildfield's first school and the first Catholic school in Peel County (built 1907). It was also the site of St. John's Agricultural College (1862-1875), which was a school for local children and orphans from Toronto. The site is connected with the site of the former Loretto Convent (established in 1946), which was situated directly across the road in the former Grady General Store.



The site also honours the historical legacy and many contributions made by the Roman Catholic Church. St. Patrick's was originally referred to as the "Gore Mission". It served the many farmstead and hamlets in the surrounding areas. Wildfield was chosen as the site for a Catholic church because it was deemed to be a central geographic point between the surrounding townships. The local clergy acquired a 200-acre land grant in 1834 and a frame church was built. The present St. Patrick's church was built on the site of this original frame structure. The priests of St. Patrick's served mission churches over a large area for several decades and today St. Patrick's is still known as the "Mother Church" for all Catholic parishes in Peel Region. In the mid 19th century Fr. O'Reilly is known to have married nearly 400 couples and baptized close to 2000 people, including 71 adult converts to Catholicism. Fr. O'Reilly was also instrumental in ensuring that concession and sideroads roads were cleared. He also coordinated the establishment of the separate school, rectory and St. John's Agricultural College.

Another religious leader who left a tremendous impact on Wildfield was Father Francis McSpirtt (1830-1895). He was the parish priest from 1887 to 1895. McSpirtt was well known as a miracle worker. According to local legend, he was able to cure the sick. There are several accounts of him curing people of epilepsy, blindness, tremors, nervous disorders and other afflictions. Large groups of pilgrims traveled to Wildfield from all over Ontario, parts of the United States and even Europe seeking his cures.

Due to the popularity of Fr. McSpirtt and the growth of the Wildfield community, the current church was built. McSpirtt oversaw the construction. People contributed generously to the project and the new church was completed without incurring debt. For years after his death in August 1895, visitors to Fr. McSpirtt's grave in St. Patrick's cemetery would scoop up handfuls of soil in the belief that it held curative powers. The bell in the St. Patrick's bell tower rang the first time at Father McSpirtt's funeral.

The property is associated with the history of the crossroads hamlet of Wildfield and the Gore Road area, which grew up around St Patrick's. Irish Catholic immigrants were instrumental in the settling of the area beginning in the early 1830s. St Patrick's Church was the focal point of Roman Catholic settlers from the local community and the outlying communities too.

The Euro-Canadian cemetery reflect the legacy of the Irish settlers to Canada as most of the 19th century burials are for people of Irish descent. The property, and the many burials its contains, also holds significant spiritual importance as the 'final resting place' of several settlers from Wildfield and Toronto-Gore township. The many early tombstones and grave markers (most inset in a concrete cairn) reflect a high degree of craftsmanship as exhibited by ornately carved motifs and symbols. The first burial in St. Patrick's Cemetery was for Thomas Russel, who was working on the area land survey team in the 1830s.

The landscaping characteristics of the Cemetery and grounds in general are also significant. Trees are planted intermittently with single trees and small groupings of



shrubs and other plantings. The main exception to this pattern is the row of mature conifers planted formally as a backdrop to the cairn. Other characteristics of the grounds include expansive open lawns and gently contoured and mostly naturalized valley lands flanking the rear portion of the property along a north-south axis, all of which contribute to a rural, pastoral character.

The cultural heritage value of the property is also deeply connected to its contextual value as the long established focal point of the former crossroads hamlet of Wildfield. The overall site is a very significant cultural heritage landscape. The church spire dominates the landscape. It is easily the tallest and most prominent built feature in the general area and is visible for several kilometers in every direction. The church property is situated on the crest of a rolling hill where The Gore Road and Mayfield Road meet. The subject property is the most recognizable and single most prominent feature remaining of the original hamlet of Wildfield. The village itself grew up around this significant landmark. The cemetery, valley containing a tributary of the West Humber watershed and the considerable amount of open green space, along with some dense woodlots that surrounds the church, maintain the pastoral, rural character of the area.

DESCRIPTION OF HERITAGE ATTRIBUTES

Unless otherwise indicated, the reason for designation apply generally to all exterior elevations, facades, foundation, roof and roof trim, all doors, windows, other structural openings and associated trim, all architectural detailing, construction materials of wood, stone, brick, plaster parging, metal and glazing and related building techniques and the pastoral characteristics of the grounds.

To ensure that the cultural heritage value of this property is conserved, certain heritage attributes that contribute to its value have been identified specifically and they include:

Design / Physical Value:

- St. Patrick's Church (built in 1894) is a good example of vernacular Romanesque Revival architecture;
- The Church reflects a high degree of craftsmanship with prominent square belltower with steep pyramidal roof profile and metal cladding; unpainted red masonry walls; prominent masonry buttresses and other brick detailing; slender pointed arched window openings; leaded stained glass windows; heavy metal bell in tower; wooden double leaf doors.
- Cornerstone (1894);
- Metal cross at pinnacle of belltower;
- Steeply pitched roof.
- Tall masonry chimney stack on south elevation;
- Certain interior architectural heritage fabric of the Church comprising: arched ceiling with heavy wood trusses; substantial wood choir loft; wood paneled ceiling in entrance vestibule and label detailing over statuary built-ins that flank the main altar;



- Cemetery elements include: beautifully carved gravestones inset in a long concrete cairn; other grave markers in the cemetery; marker for Fr. Francis McSpirtt; monument to Fr. Eugene O'Reilly; historical plaques.

Historical / Associative Value:

- St. Patrick's Church is a good example of work of noted Toronto architectural firm, Post and Holmes;
- St. Patrick's Cemetery reflects the legacy of the many Irish settlers who arrived in the Toronto-Gore area starting in the early 19th century;
- First church in Toronto Archdiocese to bear the name of St. Patrick.
- Second oldest parish in the Toronto Archdiocese;
- First separate school in Peel was located on the subject property (1907);
- Wildfield's first school was located on the subject property;
- St. John's Agricultural School in operation from 1862 to 1875 was located on the subject property;
- Associated with the Loretto Convent (est. 1946) once located across the road;
- The site has been the historical focal point of the cross-roads hamlet of Wildfield since the 1830s;
- Subject property honours the legacy of the Roman Catholic Church in Ontario;
- Associated with prominent local clergyman, Father Eugene O'Reilly (1796-1861) who is buried in the cemetery;
- Associated with prominent clergyman and reputed faith healer, Father Francis McSpirtt (1830-1895) who is buried in the cemetery;
- Cemetery is 'final resting place' of many early settlers to Toronto-Gore.

Contextual Value:

- Site is a significant cultural heritage landscape;
- Church is a prominent landmark particularly in rural setting such as Wildfield;
- St. Patrick's spire is the tallest and most prominent built feature in the general area and is visible for several kilometers in every direction;
- Subject property is single most tangible element associated with the historic hamlet of Wildfield; Hamlet of Wildfield developed around the subject property;
- Cemetery, valley, contoured landscape, trees, shrubs, expansive open green space and lawns, help to maintain the pastoral, rural character of the area;
- Some dense woodlots and other vegetation mostly in and flanking the valley lands;
- Valley containing a tributary as part of the West Humber watershed.



Cultural Heritage Impact Assessment Report

**11962 The Gore Road, City of Brampton
Part of Lot 17, Concession 9, former Township of Toronto Gore
Region of Peel, Ontario**

DRAFT

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ASI File 10SP-60 [Formerly 07SP-68]

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Cultural Heritage Impact Assessment Report

11962 The Gore Road, City of Brampton
Part of Lot 17, Concession 9, former Township of Toronto Gore
Region of Peel, Ontario

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by Stantec Consulting Ltd. to update a Cultural Heritage Impact Assessment Report previously prepared for 11962 The Gore Road in the City of Brampton (ASI February 2010). The cultural heritage impact assessment report examining 11962 The Gore Road was prepared by ASI for Giffels Associates Limited/IBI Group in 2009 as part of the detailed design process for proposed road and sanitary improvements for The Gore Road, from 300m north of Castlemore Road to 1km north of Mayfield Road. This original impact study of 11962 The Gore Road was undertaken in accordance with recommendations contained in the *Class Environmental Study Report: The Gore Road Widening from north of Castlemore Road to north of Mayfield Road, Regional Municipality of Peel* (Unterman McPhail Associates 2006).

Results of background research, field survey, and application of heritage evaluation criteria confirmed that the subject has high heritage value. The residence that stands on this lot was constructed during the 1870s and is a good example of the Gothic Revival inspired architectural style that dominated rural, agricultural-based settlement activities during the mid to late nineteenth century. The structure has been generally well maintained and although some alterations have been undertaken, these are mostly reversible and have been sympathetic. In this sense, the subject structure is of heritage value as it serves as documentary evidence of historic construction materials, methods, and design trends that were popular in mid to late nineteenth century rural Ontario. The subject property's historical associations with the O'Leary Family, Thomas Splan, Michael Galvin, Nicholas Harrison, Andrew O'Grady and Denis Tighe were also found to be highly significant. Finally, the subject structure strongly contributes to the character of the surrounding area and therefore retains strong contextual values. Its classic, Gothic Revival-inspired architectural design roots it in the mid to late nineteenth century, indefinitely linking it to early development in Wildfield. The structure continues to actively maintain the nineteenth century character of the intersection through its prominent physical location and proximity to the road way. The residence is visible when approaching the community from all directions.

The preferred alternative for proposed intersection improvements at Mayfield Road and The Gore Road will result in the removal of the residence located at 11962 The Gore Road. Based on its historical, architectural, and contextual values and given that the results of heritage evaluation confirmed that the subject residence is a significant heritage resource and worthy of designation under the *Ontario Heritage Act*, the following recommendations, conservation measures and mitigation strategies have been developed:

1. The proposed intersection improvements should be designed to avoid impacts to both the St. Patrick's Church and Cemetery and the residence located at 11962 The Gore Road. St. Patrick's Church and Cemetery is designated under the *Ontario Heritage Act* and is a significant cultural heritage resource requiring conservation. While conservation of resources located within the limits of this property is a high priority, part of its heritage value is associated with the Hamlet of Wildfield and landmark position at the nexus of this historic settlement centre (See Appendix C – Schedule B of designation by-law). As a result, removal of the residence located at 11962 The Gore Road has the potential to not only result in a



permanent, loss of its individual architectural, historical, and contextual values, but to also compromise the setting of the St. Patrick's Church and Cemetery by removing one of the only other tangible reminders of the former Hamlet of Wildfield located in the both the City of Brampton. In this regard, it is recommended that if the preferred alternative is to remove the resource located at 11962 The Gore Road, a heritage impact assessment of this undertaking on the St. Patrick's Catholic Church and Cemetery be undertaken to confirm that the removal of this resource does not negatively compromise the heritage values of the St. Patrick's Catholic Church and Cemetery. Furthermore, efforts should be made to retain the residence located at 11962 The Gore Road in situ given its high heritage values in its own right and given that it is a strong candidate for designation under the *Ontario Heritage Act*.

2. As part of developing a design alternative that avoids both these heritage resources, the limits of St. Patrick's cemetery and location of unmarked grave shafts should be determined. The confirmation of graves within the existing right-of-way has implications for interim opportunities to conserve the associated and significant cultural heritage resource located at 11962 The Gore Road. A review of the proposed alternatives (as described in Table 4) illustrates that if graves are not located within the existing right-of-way, there is an opportunity to develop an interim alternative that could maintain the subject resource at 11962 The Gore Road in situ. Drawing CS5 illustrates a potential interim 4 lane alternative within a built right-of-way of 30.62 m. It is recommended that utility, snow clearance requirements, and roadside safety zones within this alternative be minimized to the fullest extent possible, as illustrated in the original 4 lane alternative illustrated in CS1 and showing a built right-of-way of 25.5 m. If the 4 lane interim option is pursued in a manner that conserves both resources, an occupancy plan for the structure at 11962 The Gore Road should be developed.
3. Develop an appropriate conservation strategy for the cultural heritage resource located at 11962 The Gore Road that acknowledges and considers the impacts of a protected future right-of-way of 45 m for the Gore Road. The Regional Official Plan includes provisions to protect additional right-of-ways, as shown on Schedule F of the Plan, to accommodate future road widening and improvements (Policy 5.9.4.2.5; Official Plan Consolidation November 2008). However, the Plan also includes provisions to "retain and protect the unique features of the road section [which can include] scenic, environmental, cultural heritage or archaeological resources" (Policy 5.9.4.2.7; Official Plan Consolidation November 2008). Based on the results of the heritage evaluation contained herein regarding 11962 The Gore Road, the Gore Road retains significant cultural heritage resources that warrant retention and protection. As such, it is recommended that the interim 4 lane alternative described in recommendation 2 above be considered for the purposes of retaining and protecting both resources located on the southeast and southwest corners of the Mayfield Road and the Gore Road intersection. It should be noted that recommendation 2 above assumes that there are no grave shafts located within the existing right-of-way.
4. If it is determined that that the subject structure located at 11962 The Gore Road cannot be preserved in situ due to heritage constraints associated with the St. Patrick's Roman Catholic Church and Cemetery and that removal of the structure would not negatively impact the heritage values of the St. Patrick's Roman Catholic Church and Cemetery, it is recommended that the subject structure be located within its current property limits and as shown in Appendix B-2. Part of the resource's heritage value is highly associated with its original location at the Mayfield Road and The Gore Road intersection, associations with the Wildfield community, and its historic and current physical and visual relationship with the adjacent St. Patrick's Cemetery and Church. Given that the structure's heritage values are



predominantly linked with its location and setting, a relocation strategy to an alternative site would not represent an appropriate conservation strategy. If all other conservation strategies are exhausted, and it is determined that the only viable option is to relocate the subject structure to a new location outside its current property limits, a relocation strategy should be developed that at a minimum would include: identification and assessment of an appropriate and sympathetic new site for the subject structure to ensure that the resource's heritage values are conserved; assessment of the building's structural integrity to confirm the technical viability of relocating the building including development of a specific relocation strategy designed to conserve the resource's heritage values; documentation of the building in advance of relocation; and securing of the structure during periods of vacancy in accordance with City of Brampton guidelines.

- a. Should it be determined that the subject structure located at 11962 The Gore Road can be preserved in situ or relocated on site, encroachments on to the property should be undertaken in a manner sensitive to the site's setting and which preserves vehicular access to the property. Road improvements within this context should also be undertaken to mitigate introduction of new visual and audible elements associated with a four lane road way. Recommendations put forward as part of the original heritage impact assessment (ASI 2010), which considered a preferred alternative that would result in encroachment on to the property (Drawing CS1), should be adopted. These recommendations included: (1) installation of a retaining wall to buffer visual and audible elements of the proposed undertaking; (2) introduction of a retaining wall that is sympathetically scaled and designed with appropriate materials to retain important viewsheds between the subject residence and St. Patrick's Church and Cemetery, which may include viewsheds of: (a) the residence from the south of the lot looking east towards the church (Plate 26); St. Patrick's Church and Cemetery and the residence when approaching from the east (Plate 29); and of the residence and St. Patrick's Church and Cemetery from the south (Plate 28). Property acquisitions required to support such a strategy should be undertaken to support and maintain retention of the subject structure within its current lot, which may include security and stabilization and development of an occupancy strategy.
- b. Should it be determined that the subject residence at 11962 The Gore Road will be relocated to a new site, it is recommended that it be relocated within the immediate area and preferably to the northeast corner of the subject intersection to help maintain its contextual and historical values. A relocation strategy should be undertaken in this regard to develop an appropriate conservation plan that addresses conservation of its heritage values.
- c. Should it be determined that the subject resource at 11962 The Gore Road cannot be preserved in situ, relocated on site, or relocated to an alternative site, a commemoration strategy should be developed for the southwest corner of the intersection which interprets the property's lost heritage values and any heritage attributes identified herein be subject to salvage activities.

5. This report should be submitted and reviewed with the City of Brampton's Heritage Coordinator.



ARCHAEOLOGICAL SERVICES INC.

PROJECT PERSONNEL

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1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Stantec Consulting Ltd. to update a Cultural Heritage Impact Assessment Report previously prepared for 11962 The Gore Road in the City of Brampton (Figure 1) (ASI February 2010). The cultural heritage impact assessment report examining 11962 The Gore Road was prepared by ASI for Giffels Associates Limited/IBI Group in 2009 as part of the detailed design process for proposed road and sanitary improvements for The Gore Road, from 300m north of Castlemore Road to 1km north of Mayfield Road. This original impact study of 11962 The Gore Road was undertaken in accordance with recommendations contained in the *Class Environmental Study Report: The Gore Road Widening from north of Castlemore Road to north of Mayfield Road, Regional Municipality of Peel* (Unterman McPhail Associates 2006) which recommended the following:

The road widening in front of the nineteenth century residence located at No. 11962 The Gore Road in the City of Brampton area of Wildfield will disrupt the character and setting of this cultural heritage resource by encroaching onto the frontage of the residence thus reducing the buffer area between the residence and the road traffic and by the proposed introduction of a knee-high retaining wall (...) A separate Heritage Impact Assessment should be undertaken for the residence located in Wildfield at No. 11962 The Gore Road, which is included on the City of Brampton Heritage Inventory. A copy of the report should be provided to the City of Brampton and the Region of Peel Archives.

Following draft submission of the original cultural heritage impact assessment report for 11962 The Gore Road (ASI 2010), Giffels Associates Limited/IBI Group confirmed that the subject report was no longer required and/or relevant given that the limits of The Gore Road and sanitary sewer improvements were curtailed to have a northerly limit south of the subject property located at 11962 The Gore Road. Following this confirmation, ASI finalized the original impact assessment report and submitted a copy to the City of Brampton for reference purposes only.

In April 2010, Stantec Consulting Ltd. contracted ASI to reinitiate work on the original Cultural Heritage Impact Assessment Report for 11962 The Gore Road on the basis that the Mayfield Road Environmental Assessment had been expanded to cover The Gore Road approximately 470m south of Mayfield Road to 200m north of the intersection. Specifically, the update was to be undertaken to address impacts of intersection improvements at Mayfield Road and The Gore Road on 11962 The Gore Road.

This research was conducted under the project direction of Rebecca A. Sciarra, Manager and Cultural Heritage Specialist at ASI. The study follows the Terms of Reference for carrying out a Heritage Impact Assessment as provided by the Planning, Design and Development Department at the City of Brampton. Research was completed to investigate, document and evaluate the cultural heritage resources within the study area. This document will provide:

- a description of the cultural heritage resource(s), including location, a detailed land use history of the site and photographic documentation;
- a description of the site's cultural heritage value as based on archival research, site analysis, and provincially accepted criteria for established cultural heritage significance;
- an assessment of other unique attributes of the site and surrounding area that may contribute to the cultural heritage value of the subject property;
- an analysis of the proposed undertaking and its potential impact on the evaluated cultural heritage resource;



- appropriate mitigation measures that will minimize negative impacts, including short-term and long-term conservation strategies; and
- heritage recording outputs to serve as final documentation of the resource should it require removal, including generation of interior floors of the residential structure located on the property showing photographic locations overall measurements of rooms and structural openings.

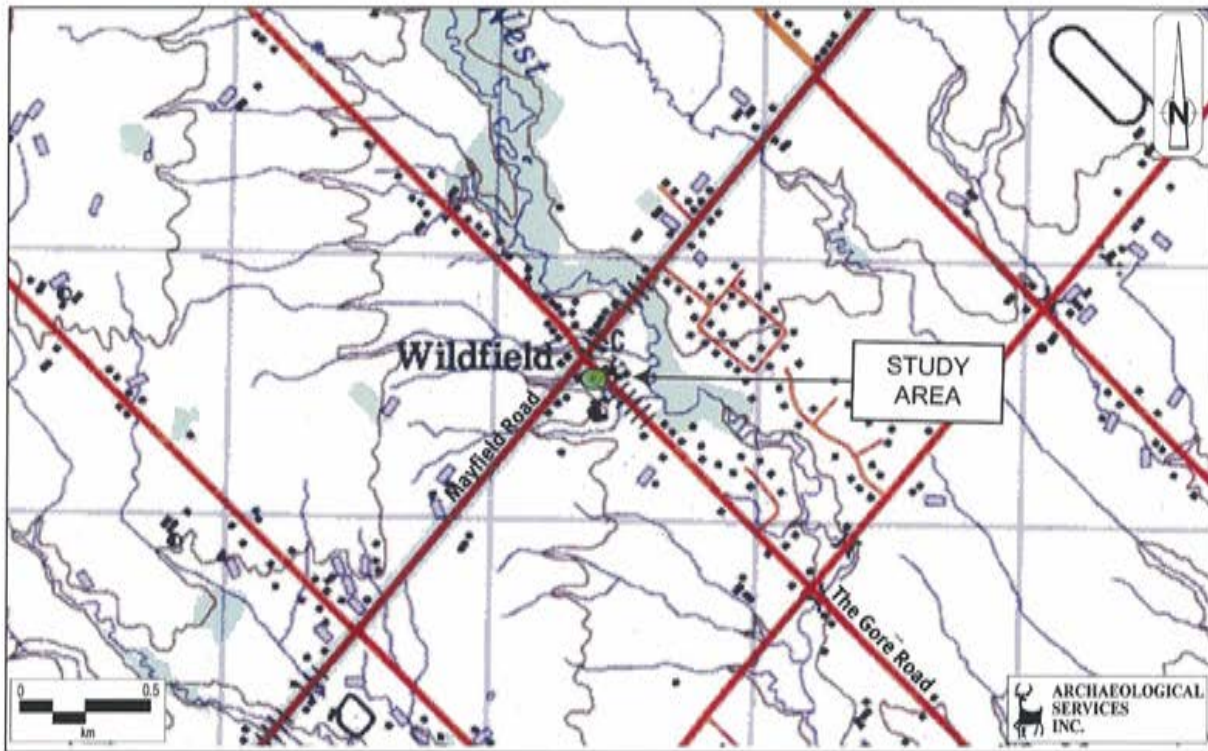


Figure 1: Location of 11962 The Gore Road in the City of Brampton [NTS Sheet: Bolton 30-M-13

For ease of description in this report, Mayfield Road is described as travelling in an east-west direction while The Gore Road is described as travelling in a north-south direction.

2.0 CULTURAL HERITAGE IMPACT ASSESSMENT CONTEXT

2.1 Provincial Policy Context

When considering cultural heritage resources in the context of improvements to or development in specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. 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 cultural heritage resource assessments, the term cultural heritage resource describes both cultural 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, roadsides and nucleated settlements. Cultural landscapes also include natural environments that may not contain individual structures but reflect indelible impressions of human activity and planning. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as local and provincial historical themes, patterns of architectural development, and which contribute to the contextual aspects that constitute a particular community, neighbourhood, landscape, or intersection.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines.

The *Planning Act* and related Provincial Policy Statement 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...;

This provides the context not only for discrete planning activities detailed in the *Act* but also for the foundation of policy statements issued under Section 3 of the *Act*.

The *Provincial Policy Statement (PPS 2005)* indicates in IV. Implementation/Interpretation that:

- 4.5 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 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.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that "Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits."

Accordingly, in 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*).

2.2 Municipal Policy Context

The objective of the City of Brampton's heritage policy is described in the *Official Plan* (2008), which reads in part:

It is the objective of the cultural heritage resource policies to:

- 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 resource decisions affecting the municipality.

A Heritage Impact Assessment is required by the City of Brampton when it is determined that a development application will impact a heritage resource.

Policy 4.9.1.10 states that:

A Heritage Impact Assessment, prepared by a qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes.



Policy 4.9.1.11 states that:

A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

Policy 4.9.1.12 states that:

All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.

Furthermore, policy 4.9.9.2 (ii) states:

The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District.

3.0 LAND USE SUMMARY

3.1 Introduction

Heritage attributes are constituted by and linked to historical associations, architectural or engineering qualities and contextual values. Inevitably many, if not all heritage resources, are inherently tied to "place", geographical space, within which they are uniquely linked to local themes of historical activity and from which many of their heritage attributes are directly distinguished today. In certain cases, however, heritage features may also be viewed within a much broader context. Section 3 of this report details a brief historical background regarding the settlement of the surrounding area. A description is also provided of the construction of the farmhouse within its historical context.

3.2 Location



The property at 11962 The Gore Road is located in the northeast part of the City of Brampton, in the Region of Peel, formerly the Township of Toronto Gore in the County of Peel. More specifically, the study area is located on part of the northeast half of Lot 17, Concession 9, Township of Toronto Gore, at the nexus of the Hamlet of Wildfield. The property is bounded by vacant land to the northwest and the southwest, a residential property to the west, property owned by the Dufferin-Peel Catholic District School Board to the south and southeast, and The Gore Road to the north and northeast. St. Patrick's Catholic Church and Cemetery is located across from the subject property at 11873 The Gore Road.

3.3 Township Survey and Settlement

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, Albion, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the nineteenth century. Most of these villages were situated on boundary lines of the adjacent townships.

3.3.1 Hamlet of Wildfield

Wildfield was first established as a church community in the late 1820s. The Hamlet was originally known as St. Patrick's, named after the local parish. Development in the Hamlet of Wildfield is specifically attributed to the construction of St. Patrick's Catholic Church, a feature that continues to dominate this crossroads community. However, its development patterns are more broadly linked to the early wave of Roman Catholic Irish emigration in the area. Towards the end of the 1820s, the first Catholics from Ireland settled in this part of the County of Peel. This influx of immigration to Canada was a result of the British government's inadequate provision of religious freedom rights to Irish Catholics and due to broader political and socio-economic conditions marked by the *Act of Union* of 1801, economic depressions, and low standards of living.

By 1859, a general store appeared on the northwest corner of the intersection, as indicated on the 1859 *Tremaine's Map of the County of Peel* (Figure 2).¹ In 1873, a post office operating out of the general store was established by Father Gribbon, who became the first postmaster. The name of the settlement was changed at this point to the Hamlet of Gribbon. By 1877, the population of Gribbon was seventy-five, and the Hamlet was said to contain a blacksmith shop, a general store that sold liquor and also served as a post office, a church and a school (Perkin's Bull, Box 87). The 1877 *Illustrated Historical Atlas of the County of Peel* shows that there were buildings on all four corners of The Gore Road and Mayfield Road intersection (Figure 3). The Hamlet was renamed Wildfield in 1891, after a name change from Gribbon was petitioned by the local magistrate. Wildfield continued to serve as a post office until 1915 (Tavender 1967:61).

While the Hamlet of Wildfield was settled during the 1820s and 1830s and would continue to experience development patterns tied to locally-specific conditions, its ultimate prosperity was influenced by broader

¹ There are a number of copies of the 1859 *Tremaine* map in circulation, and there are some small differences between them. One of these occurs at this particular cross-roads community. The original *Tremaine* map, on display behind glass at the Region of Peel Archives, shows that the community was called St. Patrick's. The copy made available for general reproduction, and included in this report as Figure 2, shows that the community was called Wildfield. This is understood to be a misinformed alteration to the original 1859 *Tremaine* map.



settlement and infrastructure developments in the County of Peel. In the case of Wildfield, its location at the top of the Township of Toronto Gore and at the bottom of the Township of Albion resulted in a relatively late survey and establishment of road allowances. As such, this crossroads community was not a well-traveled route and its prosperity and development was relatively limited.

3.3.2 St. Patrick's Church and School

St. Patrick's Church is located east of 11962 The Gore Road, on part of Lot 17, Concession 10 in the former Township of Toronto Gore. The land was granted by the Crown in 1829 for the purposes of building a Roman Catholic Church and Cemetery. This site was chosen for its central location between the Townships of Chinguacousy, Toronto Gore, Albion and Toronto Township (Tavender 1967:46-7). After receiving the land grant, local parishioners began to clear land to be used as a cemetery. A frame church was built on the site to the south of the cemetery circa 1833, becoming the first church in Ontario to carry the name St. Patrick's ([.....] 2002).

The frame church was expanded in 1837 by Father Eugene O'Reilly. He was also responsible for constructing a large, three storey, frame school for boys south of the church, which was completed in 1859. This school was the first separate school to be built in Peel County (Tavender 1967:61). The new building contained classrooms, a dining hall and dormitories (St. Patrick's Research Committee 1985:3-4). The school later became St. John's Agricultural College, for orphaned boys, and by 1875 it had moved to Toronto (Tavender 1967:56). The frame school was replaced by a brick school in 1907 (Plate 1), which was subsequently replaced by the present St. Patrick School constructed across the road in 1950 ([.....] 2002).

Additional buildings on this property included a brick building constructed in 1860 to house a refectory, which was built directly behind the church (Plate 1). The refectory served as the residence of the Parish Priest until the late 1970s, after which it became a private home until it was demolished in 1994 ([.....] 2002).

In 1894, the present brick church was constructed to replace the 1833/1837 frame church (St. Patrick's Research Committee 1985:12). The church was designed by Post and Holmes Architects and constructed with local materials: the bricks were fired at a brick works near Castlemore; the foundation is made of stones quarried from Salt Creek near Tullamore; and the stained glass windows were donated by some of the areas founding families ([.....] 2002).





Plate 1: Looking east across The Gore Road at St. Patrick's Church, refectory, driving shed, horse barn and school. Photo dates from between 1907 and 1916, (Courtesy of the Region of Peel Archives).

3.3.3 General Stores of Wildfield

A general store was formerly located north of 11962 The Gore Road at the southwest corner of the Mayfield Road and The Gore Road intersection. It was likely built in the early 1890s, at which time the property was owned by Thomas Splan, although occupied by Dennis Tighe. The Abstract Index indicates that the store was purchased by Andrew O'Grady in 1914 (Plate 2). The store was operated by O'Grady until 1946 when it was purchased by the Roman Catholic Episcopal Corporation for Diocese of Toronto. The store subsequently became a Convent and was occupied by the Loretto and Felician Sisters. The front room of the old store was converted into three classrooms and was attended by five high school students until the present St. Patrick School was built across The Gore Road opposite of the church ([.....] 2002).



Plate 2: "Loretto Convent and High School, formerly the Grady Store located across from the cemetery"; circa 1920s-30s, ([.....] 2002).



In addition to the O'Grady store, there was also a store on the northwest corner of the Mayfield Road and The Gore Road intersection. This store was operated by noted Wildfield resident and general merchant, "Squire" James Ellis. Ellis lived in Wildfield in the mid to late nineteenth century. He was also a schoolmaster, and the secretary of the Vestry Committee at St. John's Church. In 1875, he became "Overseer of Highways" in Albion Township for Concession 4, Lots 1 to 6. In 1881, he became the Justice of the Peace and held court in Wildfield, then known as Gribbons Corners. James Ellis is also recognized for playing a major part in changing the name of this settlement from Gribbon's Corners to Wildfield. The Perkins Bull files documented that "he was an ardently Orange magistrate who was distressed at having to hold court at Gribbon's Corners, named after a Catholic Priest, and arranged to have the place renamed Wildfield." (Perkins Bull: Ellis Family Files).

Both the Ellis and O'Grady stores are no longer present at the crossroads of Wildfield. The O'Grady store was demolished in 1969 and it is unknown when the Ellis' store was removed.

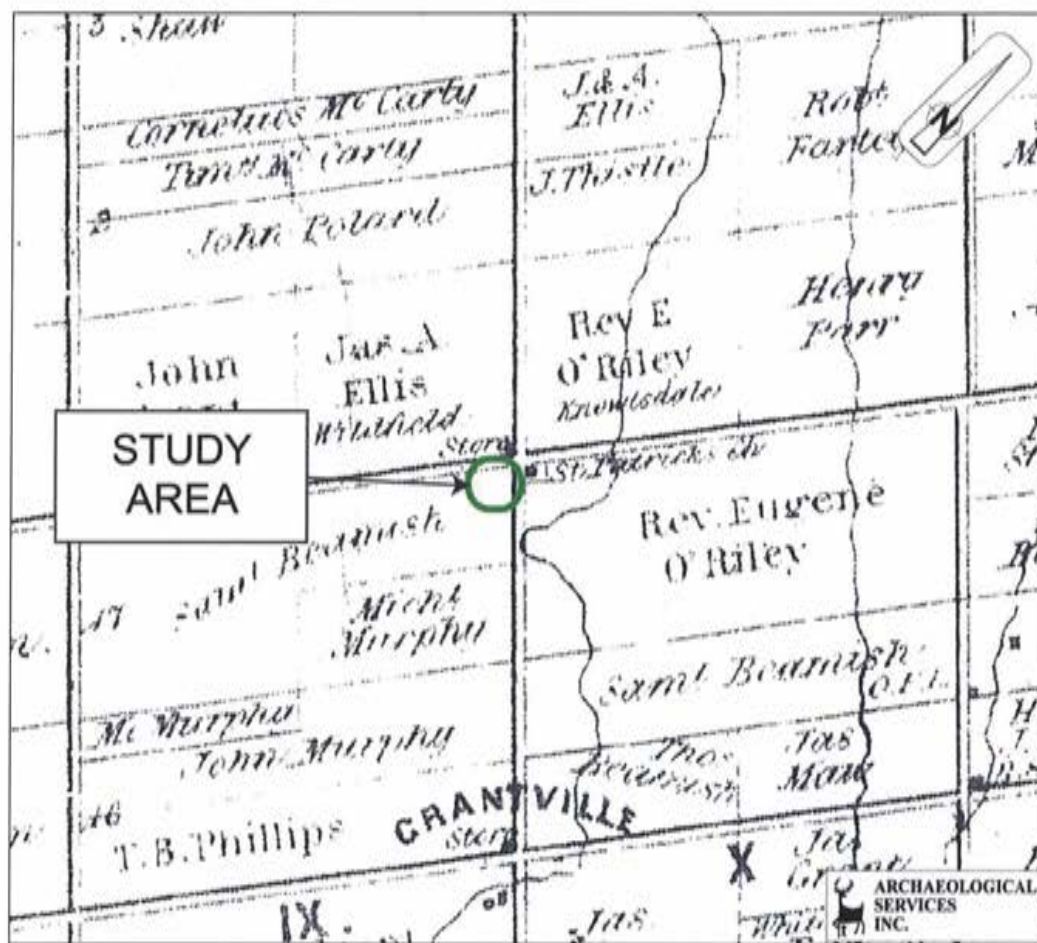


Figure 2: Location of study area on the 1859 Tremaine's Map of the County of Peel.

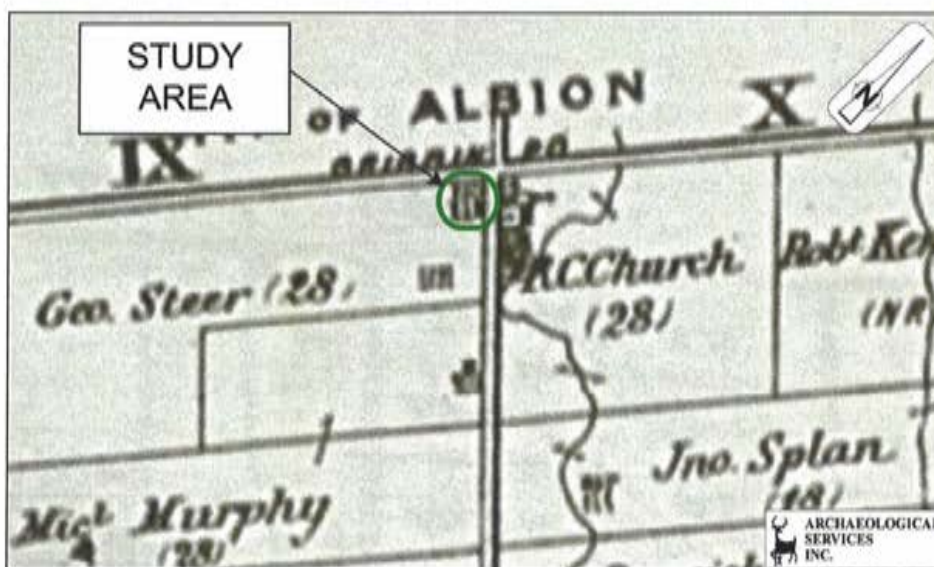


Figure 3: Location of study area on part of the 1877 *Illustrated Historical Atlas of the County of Peel*

3.4 Historic Land Use Summary

A history of land use in the study area has been summarized into four time periods based on ownership of the subject property. The first section (1832 - 1870) describes land ownership of the parcel prior to the severing of the subject property from Lot 17; the second section (1870 - 1886) is associated with the O'Leary family, the first family to occupy the recently severed one acre lot and presumably responsible for building the subject dwelling; the third period (1886 - 1904) is associated with Thomas Splan; and the fourth period (1904 - present) covers the many owners who resided at this property during the twentieth and 21st centuries. The following is based primarily on land registry records, and supplemented by historic mapping, census returns and tax assessment rolls. Tax assessment rolls/collectors rolls are available for the Township of Toronto Gore for 1874, and 1878 through to 1899. Historical land use information contained in the *Cultural heritage Resource Report: Built Heritage and Cultural Heritage Landscapes - The Values of the Humber Estate Lands (Secondary Plan Area 50)*, City of Brampton (UMA 2008) has also been included where appropriate.

3.4.1 1832 - 1870

The study area is located on the northeast half of Lot 17, Concession 9 in the Township of Toronto Gore. Both the east and west halves of Lot 17, a total of 200 acres, were first granted by the Crown to George Vaughan in 1832. A year later, it was sold to John Henry Dunn for £250. In 1837, the Honourable John Dunn sold all of Lot 17 to John McKenzie (sometimes MacKenzie), also for £250. The 200 acre farm was divided into halves in 1840; the southwestern half was transferred to Alexander McKenzie and the northeastern part to Sarah McKenzie. Alexander later sold his half to Sarah McKenzie.

The southeast quarter, a 50 acre parcel, was sold to John Murphy in 1850 for £350. In 1856, the northeast quarter was sold to Samuel Beamish for \$2000. Later that same year, Sarah McKenzie sold the remaining 100 acres to Samuel Beamish for \$1000. Beamish took out a \$1500 mortgage for his 150 acre property also in 1856, and an additional \$1000 mortgage from James Michie in 1861. Historic mapping from 1860

(Figure 2) supports these records, indicating that Samuel Beamish occupied 150 acres of Lot 17, with Murphy located on the remaining 50 acres. It is interesting to note that Beamish also owned 100 acres of Lot 16, Concession 10, across the road from the subject lot. No farmsteads are indicated on any of the lots.

The Abstract Index to the Deeds indicates that the 150 acre farm was sold by Michie to Robert Brocklebank for \$1680 in 1868. The entry showing the transfer of ownership from Beamish to Michie is not shown; however, it may be presumed that he forfeited on his mortgage, thus transferring the property to Michie.

The 1851 Census Returns indicate that Sarah McKenzie, a 48 year old widow, was a farmer who lived in a log house with her four children. The eldest of her children, 20 year old George, is listed as a wagon maker. The Census also indicates that Samuel Beamish, a 40 year old farmer, lived with his family in a log house, on his 100 acre farm on Lot 16, Concession 10.

Census Records and Agricultural Returns from 1861 indicate that Samuel Beamish and his family continued to live in a log house on Lot 16, Concession 10, and his total farmland equaled 250 acres, which included land in both Lot 16, Concession 10 and Lot 17, Concession 9.

3.4.2 1870 – 1886

In 1870, Brocklebank sold a one acre parcel to Michael O'Leary (sometimes O'Lary), for \$125. No other transactions for O'Leary are shown in the Abstract Index to the Deeds. This one acre lot was located in the northeastern portion of Lot 17, and as historic mapping from 1877 indicates (see Figure 3), is the site of the subject property at 11962 The Gore Road. The 1877 map indicates that there was a farmhouse and orchard in the southern quadrant of The Gore Road and Mayfield Road intersection, with the farmhouse being located on the west side of The Gore Road, slightly south of Mayfield Road. The orchard occupied the rest of the property, from the house back up to Mayfield Road. The 1877 map also illustrates that George Steer now occupied the 149 acre farm on Lot 17, which also had a farmhouse and orchard fronting on to The Gore Road, although well set back from the road and to the south of the study area. A farmhouse and orchard are also indicated on the 50 acre Murphy farm to the south of the study area; on the Jno. Splan farm to the east of the study area, across The Gore Road; and a Roman Catholic Church and Cemetery is located across the road from the subject property.

The 1871 Census Returns indicate that Michael O'Leary was a 33 year old Irish blacksmith. He lived with his wife, Mary, and their four children: John, Catherine, Patrick and Bridget. The Agricultural Returns show that O'Leary lived on a one acre lot, most of which was gardens. The Public Institutions, Real Estate and Implements/Vehicle Returns indicated that O'Leary owned one Town/Village building lot, one dwelling house, one warehouse/store, and one barn/stable.

The 1881 Census Returns do not provide any detailed information regarding his one acre property in Wildfield or other real estate. However, they confirm that Michael O'Leary continued to work as a blacksmith, and that his family had expanded to seven children. His eldest son, now 17, is listed as a peddler. His second eldest son, is also listed as a blacksmith.

The assessment rolls indicate that the real property value of Michael O'Leary's property was estimated at \$200 from 1874 through to 1886. He is listed as a freeholder owner of a 1 acre property on part of Lot 17, Concession 9. The records do not indicate that O'Leary owned any livestock in 1874. However, in the



following years, the number and type of livestock increased as follows: 1878 – 1 cattle; 1879 – 1 cattle, 2 sheep and 2 hogs; 1880 – 1 cattle and 1 horse; 1881 – 1 cattle, 2 hogs and 1 horse; 1882 & 1883 – 1 cattle and 1 horse; 1884 – O’Leary’s record could not be located; 1885-6 – O’Leary’s record was illegible.

Further information on Michael O’Leary and his blacksmith shop could not be located within the Perkins Bull family files, or in any other sources, at the Region of Peel Archives. However, the 1901 Census Return notes for the first time that a house, store, and blacksmith shop stood at the north corner of Lot 17, Concession 9 ND. As such, it is possible that the O’Leary’s blacksmith shop was constructed and operated on the subject lot. The 1891 Census Returns indicate that by this time Michael O’Leary had moved with his family into the Town of Brampton, and it might be presumed that they moved on to their town/village lot that was indicated in the 1871 Census Return.

Based on the above information, the subject dwelling at 11962 was built between 1870 and 1877, at which time it is shown on historic mapping. Given that Michael O’Leary purchased the newly severed one acre parcel in 1870, vacant given its low purchase price, and a year later is indicated by census records as residing at this location in a dwelling house, the house was most likely built immediately after his purchase of the land from Robert Brocklebank.

3.4.3 1886 – 1904

In 1886, O’Leary sold the 1 acre property to Thomas Splan for \$1000. No mortgage acquisitions are shown during his occupation of this property. In 1904, Charlotte R. Fieldhouse, executer of the Thomas Splan estate, sold the property to Patrick Trainor for \$520.

Thomas Splan, a merchant, is listed on the tax assessment records as a ‘non-resident’. Splan instead resided in Toronto. Postal records also indicate that Thomas Splan served as the postmaster of Gribben, later known as Wildfield, from 1886 to 1897, however not in the subject residence. The person renting the premises was Dennis Tighe, also a merchant. By 1897, Postmaster Michael Galvin was listed as a tenant of a store and house on one half acre of land on Lot 17, Concession 9 ND owned by Splan. It is undetermined if this entry applies to the half acre that is the subject of the report or the other half acre owned by Thomas Splan in the subject lot. The assessment rolls indicate that the real property value of Thomas Splan’s property was estimated at \$200 in 1887, dropping to \$100 in 1888, at which time the records show that his property was a half acre instead of one acre. The transaction showing this sale of a half acre of land is not shown on the land registry records. The half acre parcel increases in real property value to \$250 in 1891, and by 1894 it increased to \$400. The value of the property remained as such until the final available tax assessment record, in 1899.

The increase in real property value by 1891 corresponds with the addition of a ‘store’ to the description of the property. Thus, by 1891 the property had a house and store, and later assessment records clarify that Dennis Tighe was the storekeeper.

Further information on Thomas Splan, Dennis Tighe, and the store associated with this property in the late nineteenth century could not be located in the Perkins Bull family files, or within any other sources, at the Region of Peel Archives.



3.4.4 1904 – Present

The property at 11962 The Gore Road changed ownership a number of times over the course of the twentieth century. In 1912, Patrick Trainor, who also served as the Postmaster for Wildfield between 1906 and 1915, sold the portion of the property containing the house to Edward Daum for \$1000. In 1914, the portion of the property at the very northeast corner of the lot, which contained the store, was sold to Andrew O’Grady. In 1919, the house was purchased by Nicholas Harrison for \$1500. Harrison was a noteworthy resident of Toronto Gore Township having served as Township Clerk from 1875 to 1925 and as a Justice of the Peace in the Township (UMA 2008; Tavender 1984). Nicholas resided at this property until 1934, at which time Charles O’Hara, his executor, sold the property to Hilda M. Tighe. In 1945, Tighe sold half of the 1 acre parcel, the part that included the dwelling, to Henry Horan for \$1800. In 1951, Horan sold this property to Zoe A. and Martin Doyle for \$5500. Eight years later, the half acre parcel was sold to Jacqueline and Ralph Hodsdon, for \$7500. The Hodson’s resided at 11962 The Gore Road until 1978, at which time it was purchased by Alan and Diane Summeryhayes. Subsequent owners include John and Arlene Ten Hove in 1983; Paul Fitzpatrick and Kimberly Riedler in 1993; and the present owner, Alan Hunter Payne.

Additional Research

Background research was conducted at the Region of Peel Archives, Peel Land Registry Office and the Archives of Ontario. No historic photographs of this property were located. As mentioned above, there were no files in the Perkins Bull collection containing information on the O’Leary or Splan families. As such, no additional information regarding the construction of the subject dwelling was found.

3.5 Construction/Architecture

The residence located at 11962 The Gore Road features one-and-a-half storey massing and a symmetrical façade. The structure is of frame construction and is supported by a field stone foundations. The exterior of the main portion of the structure retains a brick veneer, as indicated by a lack of header components. The northern elevation of the structure retains a relatively modern addition that is constructed with wooden siding, set in a board and batten design. This addition is supported by modern, poured concrete posts. The western elevation retains an enclosed porch, which is sheathed in clapboard materials.

The layout and aesthetic features of the subject residence were clearly influenced by standard designs for Gothic Revival-inspired Ontario farmhouses that were popular during the mid to late nineteenth century. The central dormer on the eastern façade, with its inset pointed arch window is a typical design feature of this style. The symmetrical façade, exterior materials, and former front porch are also indicative of the Gothic-Revival architectural style.

The Gothic-Revival architectural style for houses originated in England and was transferred to both Canada and the United States in the early to mid nineteenth century. In the United States, the first Gothic house was constructed in 1832 and the first house plan book for the style was published in 1837. Through the 1850s and into the late nineteenth century, the Gothic-Revival farmhouse became a part of rural landscapes as its rectangular footprint and accretion potential was unsuitable for smaller, subdivided urban lots (Paradis n.d).



The structure's massing and use of architectural detailing associated with the Gothic-Revival style supports the findings of archival research that suggest the subject dwelling was constructed between 1870 and 1877. In 1870, Michael O'Leary purchased the subject lot from Robert Brocklebank for a low selling price, which suggests that the land was vacant. Construction of a modest residence in the latter half of the nineteenth century would have employed a frame construction method and employed brick and field stone building materials (McIlwraith 1997).

Construction of a Gothic-Revival farmhouse during the early 1870s would have been fairly typical in rural areas. Based on the simple rectangular layout of the structure and its lack of rear kitchen accretion, it can be presumed that this structure was constructed as a relatively modest farmhouse that followed popular and simple design plans of the time. Given that the O'Grady's property value was listed at \$200 from 1874 to 1886, and the original purchase price of the vacant lot had been \$125, extensive development of the property during the O'Grady's occupancy was likely limited.

4.0 EXISTING CONDITIONS

A field review was conducted within the subject study area in January 2009 by Rebecca Sciarra, Cultural Heritage Specialist, ASI. The 2009 field review was undertaken to collect data relevant for confirming the heritage significance of cultural heritage resources located at 11962 The Gore Road. A pedestrian survey was carried out to review the subject property and to record extant landscape features and the exterior of standing buildings on the property. Access to building interiors was not part of the project scope in 2009. A windshield survey was also conducted of the adjacent St. Patrick's Cemetery and Church, north, south, east, and west approaches towards the Hamlet of Wildfield, and nineteenth century residences located on the east and west sides of The Gore Road, north of Mayfield Road. The results of this windshield survey can be found in a compendium to the subject study entitled *Cultural Heritage Landscape Photographic Documentation Report, Historic Settlement of Wildfield, City of Brampton and Town of Caledon, Mayfield Road and The Gore Road Crossroads, Region of Peel, Ontario* (ASI February 2010). In May 2011, a second field review was undertaken to examine the interior of the residence located at 11962 The Gore Road. This second field review was undertaken to collect textual data and photographic documentation to consider as part of the evaluation process. Hand measurements of the building exterior and interior was also undertaken for the purposes of a generating floor plans of the subject dwelling to serve as documentation of the structure should it be removed. The results of the field review and archival research were then used to describe the existing conditions of the property located at 11962 The Gore Road. The following section provides a general description of the property, including extant structures and associated landscape elements. Photographic documentation of the property is provided in Appendix A-1 while photographic key plans and interior floor plans are found in Appendix A-2.

4.1 11962 The Gore Road

4.1.1 Residential Exterior

The exterior of the subject residence located at 11962 The Gore Road is a minimally altered example of a mid to late nineteenth century frame farmhouse, designed in the Gothic-Revival style (Plate 3). The dwelling's exterior brick veneer was originally composed of red brick masonry, however these materials have been painted yellow in colour (Plate 4). The eastern elevation of the structure has undergone modest design and updating alterations. A prominent structural line, located approximately four to five feet above the first floor windows suggests that a veranda or porch was previously extant in this location (Plate 5).



The height of the front doorway, situated one to two feet above ground, further confirms that a front porch was an original design feature, which would have been in keeping with the Gothic-Revival architectural style. In January 2009, the primary point of entry to the residence was accessed via an axial pathway leading from The Gore Road, which terminated at a new wooden deck providing access to the front door. As of May 2011, the wooden deck had been removed and its poured concrete base exposed (Plates 30 and 31). In May 2011 all structural openings had been secured with plywood.

The rectangular and pointed arch windows have been updated on the eastern elevation with new materials in a double-hung style. It is highly probable that double-hung windows would have been originally used; however, they would have featured a segmental layout. The pointed arch window has been replaced with a rectangular, modern window. Retention of the original wooden opening and a double-line of voussoirs has helped maintain the original shape of this structural opening (Plate 6). The dressed concrete lug sills and lintels found on the first floor windows also appear to be later additions that were possibly added when the exterior was painted (Plate 7). It is possible that the dressed concrete lintels were installed to replace deteriorating wooden hood mouldings, which could have been an original design feature. The trim that surrounds the front entrance appears to have been altered in two stages. Currently, a moulded wooden lintel is supported by detailed pilasters. The wooden lintel conceals a dressed concrete lintel that is identical to those found above the rectangular windows (Plate 8). Presumably, the concrete lintels were installed above the first floor windows and front entrance to replace deteriorated structural components. The front entrance was further modified by erecting a pediment, at which point the currently extant wooden lintel and pilasters were likely added (Plate 9). The roof appears to have been recently replaced, featuring aluminum projecting eaves and verges. Wooden, decorative verge board possibly once decorated the fascia of the gabled dormer; however, this material is no longer extant.

The northern elevation of the dwelling has been extended by adding a 1 storey structure that presumably once functioned as a garage, but is now used as living space (Plate 10). A review of aerial mapping dating to 1994 confirms that this addition was in place at this time. This extension conceals the majority of the original northern façade of the dwelling; however, an original window opening is extant on this façade and is framed by brick voussoirs (Plate 11). The extension was constructed with wooden materials and using a board and batten construction method (Plate 12). Traditional board and batten siding features vertically applied boards, which are covered by a raised strip of wood to conceal joints between wooden boards. This structure also features a series of single-paned windows which are capped by wooden lintels. On the northern elevation of the addition, a garage door is extant, as well as an upper storey opening (Plate 13). Both of these structural openings, combined with the structure's use of board and batten siding, are reminiscent of detailing used on blacksmith shops. The garage door imitates the large horse doors that are typically found at the ground level of nineteenth century blacksmith shops, while the door that is nestled in the gabled end is congruent with structural openings found in the upper storey of blacksmith shops, which provide access to storage spaces. A small horse shoe ornament is installed on the northern elevation of the extension (Plate 14). The chimney of an internal wood burning stove is visible from the western elevation of the extension (Plate 15). This association with architectural detailing found amongst blacksmith shops is interesting given that Michael O'Leary was documented to have been a blacksmith.

The western elevation of the original dwelling reveals layers of structural adaptations. On the northern half of the western elevation, remnants of an original side veranda appear to be extant, topped with a corrugated metal roof and supported by a wooden pillar (Plate 16). A small extension is located adjacent to the remnant veranda (Plate 17). This extension appears to have resulted by enclosing a portion of the former veranda and increasing its original height. On the southern half of the western elevation, a gabled dormer has been added. This dormer features two doors (Plate 18). Curiously, there do not appear to be



any traces of a former walk-out associated with this entrance. It is possible that the sliding door addition and accompanying alterations were never completed. A review of aerial mapping confirms that the dormer was not present in 1994 but had been added by 2001. The window that is located on the ground floor on the southern half of the western elevation is likely a new structural opening that was incorporated following internal renovations (Plate 19). The narrow rectangular window likely serves as a bathroom window, which would have been a later addition. This window is double hung and features a wooden sash; the storm window is constructed of fiberglass materials. Wide wooden trim adorns the sides of this window, while a shaped wooden lintel surrounds the top. Painted bricks serve as the lug sill. A wide rectangular window is located on the northern half of this elevation and features identical wood trim and a shaped lintel (Plate 20).

The southern elevation of the dwelling is relatively unaltered (Plate 21). Three windows are located on this façade and likely mark original structural openings. All three windows have been recently replaced. The two upper storey windows have maintained their structural openings and brick voussoirs (Plate 22). The window on the eastern half of this façade retains a concrete lug sill. The window located on the ground floor lacks original brick voussoirs and lug sill (Plate 23). It appears that brick work located immediately above this window has required rehabilitation (Plate 23).

4.1.2 Residential Interior

The interior of the subject residence was investigated on May 16 2011. At this time, electricity had been discontinued to the property as part of the Region's strategy for securing the structure against vandalism. As such, flashlights and portable lighting were used to collect textual data and complete photographic documentation and hand measurements. The first floor, upper half storey, and basement were investigated during the interior site visit. The addition on the north elevation of the structure was unable to be accessed.

The primary point of entry to the interior of the structure is provided on the eastern elevation of the building. As previously mentioned, a veranda originally framed this entrance, of which a structural marking for its roof line is still extant. As of May 2011, a previous wooden deck that had been constructed beneath the front entrance had been removed. The primary entrance consists of a modern storm door and solid wood door (Plates 32 and 33). Both are recent introductions and are of modern fabrication. The wooden door is detailed in a sympathetic manner, consisting of two recessed panels with a single pane of glass located within the upper panel.

The first floor layout of the residence is typical of mid nineteenth century floor plans with a central staircase flanked by two rooms and with a kitchen located behind the staircase and to the north. A bathroom is located behind the staircase on the south side. These four rooms comprise the original footprint of the residence with overall dimensional measurements of 8.94 m by 6.5 m. Generally, the first floor is characterized by open-concept circulation and illustrates evidence of removal of original partition walls. The living room is located north of the primary entrance and is accessed through an opening measuring approximately 1.2 m (Plate 34). It is highly probable that a standard doorway would have been originally constructed to provide access to a sitting area in this location. The living room features one window which is in its original location, situated approximately 1.6 m north of the primary entrance and equidistant between the northern edge of the primary entrance way and the northern elevation of the residence (Plate 35). This room features modern baseboards and crown moulding, as well as updated window trim and door trim (Plate 36). The window sill is likely original to construction of the house (Plate 37). The flooring in this room consists of narrow hardwood boards (4.5 cm) that appear to date to at



least the mid twentieth century, if not earlier (Plate 38). In this room examination of an area in the floor that previously had an air circulation vent revealed that there is potential for original floor boards to survive beneath the narrow floor boards that are extant (Plates 39 and 40). Electric baseboard heaters and existing baseboards, including quarter round, is secured on top of extant floor boards. A kitchen is located to the rear of the living room (Plate 41). The kitchen is accessed through an open doorway from the living room and appears to have been remodelled in the mid twentieth century. The primary kitchen area is located on the northern side of the rear portion of the house while a staircase to the basement and a bathroom are located on the southern side. Cabinetry in the kitchen appears to date to the mid twentieth century as well and features solid wood doors that are recessed (Plate 42). Modern appliances are extant. A window is located on the western side of the kitchen area and on the original exterior wall. This window has a horizontal sliding opening mechanism and features modern wooden trim. The sill on this window features a notable depth of 25 cm which illustrates the width of the exterior walls of this structure (Plate 43). Flooring in the primary area of the kitchen consists of narrow floor boards, similar to those located in the living room. Floor boards in the kitchen measure approximately 4 cm.

A bathroom and spiral staircase is located directly opposite the kitchen area. The staircase is located directly behind the primary central staircase and based on its materials and design is a relatively recent addition. The staircase is extremely narrow and steep and is constructed of oak materials (Plates 44 and 45). Flooring surrounding the staircase is parquet and not found elsewhere in the house. The bathroom is located west of the staircase. It features modernized, twentieth century building materials and appliances (Plate 46). The window located in this room features frosted glass, older trim, and a wooden sash (Plate 47). Similarly the doorway in this room features older wooden trim. West and north of the bathroom, an eating area is extant. This area has been constructed by making a structural addition to the structure. This area was likely created by enclosing a portion of a veranda located on the building's western elevation and increasing the height of this area. This enclosure/addition features two windows and a rear point of entry to the residence. A simple, modern, double hung window is located on the southern elevation of the addition and features simple wooden trim and sill constructed of knotty pine (Plate 48). The window located on the western elevation of the addition features a pivoted opening mechanism and wooden sashes (Plate 49). The door located on the northern elevation of the addition is constructed of wood and features two vertical panels in the lower section and a single pane of glass in the upper section (Plate 50). This door is framed by trim fabricated of knotty pine. Flooring in the eating area is ceramic tile.

The remainder of the first floor is comprised of the family room, situated south of the central staircase and primary point of entry. Similar to the living room, this area is accessed through an opening measuring approximately 1.7 m (Plate 51). A standard doorway may have been originally located in this area for the purposes of establishing a completely separate room on the south side of the stairs. The family room features two double-hung windows, both of which are of relatively new fabrication. They are both surrounded by identical new wooden trim and sills (Plates 52 and 53). The flooring in this room consists of ceramic tile which may have been laid over older or original floor boards. There is an uneven transition between the ceramic tile located in the family room and the hardwood flooring located in the living room, suggesting that there may be older or original materials extant beneath the ceramic materials. The staircase which provides access to the upper half storey appears to have been partially modified when an interior partition wall between the family room and front foyer was removed (Plate 54). The tread, nosing, and risers are all constructed of solid wood and appear to date to construction of the house (Plate 55). Similarly, the wall string is constructed of identical materials and appears to also serve as an example of original materials. The staircase lacks any railing or balusters on the first floor.

The upper half storey functions fully as a master bedroom; a layout that was most certainly added more recently and which was not part of the original layout of the house. This room is characterized by cedar



strip siding that has been applied to the walls and which also matches replaced roof joists (Plate 56). This room features four windows: a pointed arch window opening is located on the east wall and has been updated with a double-hung window, new trim and sills; two double-hung windows are located on the southern wall and both feature new trim but may retain original sills; and one double-hung window is located on the west wall and also features new trim and lacks sills (Plates 57 – 60). ‘His and Hers’ closets are located on the east wall and are accessed by louvered doors. Wall to wall carpeting fully covers the floor, extending into both closets. Inspections revealed that the wall to wall carpeting has been installed directly over subfloor; no original or older floor materials appear to be extant beneath. Other additions include two doors on the south half of the west elevation, one of which is fixed, and a skylight on the north half (Plate 61). This upper half storey would have originally functioned as a space comprised of multiple bedrooms, however, has since been updated to respond to modern living conditions. It is probable that there would have been a wall originally extant immediately south of the staircase, running in an east-west direction, providing space for two bedrooms; each with one window. A hallway would have been present along the north, east, and west sides of the staircase. Two additional rooms would have been located on the north side of the staircase with an interior partition wall likely running east-west roughly at the southern terminus of the closet located on the north half of the east wall. One of these previous rooms would have functioned as a bedroom and it is likely that this would have been situated towards the front of the house and would have contained a window. It is possible that a washroom would have been located behind (west) of this room.

As previously discussed the basement is accessed off of the kitchen area, behind the central staircase, via a newly added spiral staircase. Exterior access to the basement is also provided on the building’s western elevation. The basement is divided into three areas: the largest space measures approximately 5 m by 5m and is located below the living room and kitchen areas (Plate 62). This area has been fully updated and modernized and most likely functioned as a sitting room or den up until recently. Although having suffered some vandalism, this area features wall to wall carpeting, modern cabinetry and shelving and wooden bench seating along the north and east walls. This room has had dry walling erected and likely featured a drop ceiling, prior to acts of vandalism. The bench seating along the north and east walls was probably a functional and aesthetic design scheme chosen to pleasantly conceal concrete shoring that may be extant along these walls. South of this area, a bathroom (Area 2) and laundry room (Area 3) are extant. The bathroom is accessed via a doorway off the main area and features a stand-up shower, sink and vanity (Plate 63). The laundry room is accessed from the bathroom and continues to retain modern appliances (Plate 64). Dry wall has been removed in this area, revealing wall studs and structural foundations. The foundations of the structure appear to have been parged with extensive concrete as part of rehabilitation and stabilization strategies for the original stone foundations. Investigation of this area revealed extant stone foundations and original sill plate (Plate 65).

4.1.3 Context and Landscape

The property located at 11962 The Gore Road is located on a height of land located at the southwest corner of two historic thoroughfares, the intersection of which formed the centre of the Hamlet of Wildfield. The property occupies approximately 0.39 acres and is generally framed by natural boundary lines rather than man-made features. The northern property line is marked by a combination of deciduous and coniferous trees as well as chain link fencing. In contrast, the western and southern limits of the property line are defined by top of bank associated with the tributary of the Humber River that runs in an approximate northwest-southeast direction to the rear of the property. Accordingly, the western and southern property lines are strongly defined by the natural topography associated with the creek.



The remainder of the lot retains two greenhouse structures and an aluminum shed. These structures are relatively recent additions (Plates 24 - 25). On the south and west sides of the property, the terrain is steeply sloped (Plate 26). Currently, the subject dwelling is situated in close proximity to the current Gore Road right-of-way (Plate 27). An asphalt pedestrian pathway is located between the road bed and the small grassed area situated in front of the dwelling. Relatively young vegetation is located on the eastern elevation of the property.

The residence located at 11962 The Gore Road is geographically situated at the nexus of the community of Wildfield. Its crossroads location at the southwest corner of Mayfield Road and The Gore Road intersections is significant, as the community developed outward from this location. It occupies an important role in the broad cultural heritage landscape of Wildfield, as it contributes to the mid to late nineteenth century setting of the area. Its location across from St. Patrick's Church and Cemetery helps to significantly visually commemorate this former crossroads community (Plates 28 – 29). Vehicular and pedestrian approaches from the south and east offer significant vistas of the nexus of the Hamlet of Wildfield, expressed through visual experiences of both St. Patrick's Church and Cemetery and the residence sited prominently on the tablelands of the West Humber creek system.

5.0 HERITAGE EVALUATION OF 11962 THE GORE ROAD

5.1 City of Brampton Heritage Evaluation Criteria

The subject property located at 11962 The Gore Road has been previously identified through listing on the City of Brampton's Municipal Register of Cultural Heritage Resources. It has been listed a Category B resource which indicates that it is "significant; Distinct importance; worthy of preservation; High Priority for Listing and Municipal Designation under the Ontario Heritage Act". Although the property has been determined to be a significant cultural heritage resource, its specific cultural heritage value has not been established, supported by a clear identification of associated heritage attributes.

The City of Brampton has issued a document entitled *Criteria for Determining Cultural Heritage Value or Interest*. The basis for development of these criteria is found in the Official Plan (2006), which recommends the development of criteria for assessing the heritage significance of cultural heritage resources (Section 4.9.1.4).

As specified in the City of Brampton's *Criteria for Determining Cultural Heritage Value or Interest* (Draft 2007) document, an overall category grade is assigned to a heritage resource in order to set priorities for future heritage conservation decisions. A resource is assessed in terms of its historical value or associative value, its design value or physical value, and its contextual value. Each broad category is accompanied by various sub-criteria. The evaluator is asked to consider each of the eleven sub-criteria elements within each of the three broad criteria categories and to assign a qualitative grade between excellent and poor for each sub-criterion (Table 1). Corresponding numerical values are then circled and a sub-score is totalled. A sub-grade from A to D is also assigned.

Table 1: City of Brampton's Heritage Evaluation Form

HISTORICAL/ASSOCIATIVE VALUE	E	VG	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
1. Has direct association with a person, organization or institution that is significant to the community;	20	16	10	6	0	0-100	A, B, C, or D
2. Has direct association with an event or	20	16	10	6	0		



Table 1: City of Brampton’s Heritage Evaluation Form

activity that is significant to the community;							
3. Has direct associations with a theme or belief that is significant to the community;	20	16	10	6	0		
4. Yields, or has the potential to yield, information that contributes to an understanding of a community;	20	16	10	6	0		
5. Demonstrates or reflects the work or ideas of an architect, builder, artist, designer, or theorist	20	16	10	6	0		
DESIGN/PHYSICAL VALUE	E	Vg	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
6. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;	33.3	26.64	16.65	9.98	0	0-100	A, B, C, or D
7. Displays a high degree of craftsmanship or artistic merit;	33.3	26.64	16.65	9.98	0		
8. Demonstrates a high degree of technical or scientific achievement;	33.3	26.64	16.65	9.98	0		
CONTEXTUAL VALUE	E	VG	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
9. Is important in defining, maintaining or supporting the character of an area;	33.3	26.64	16.65	9.98	0	0-100	A, B, C, or D
10. Is physically, functionally, visually, or historically linked to its surroundings;	33.3	26.64	16.65	9.98	0		
11. Is a landmark.	33.3	26.64	16.65	9.98	0		

The guideline also provides instructions for determining the overall grade assigned to a built heritage resource or cultural heritage landscape:

“If an A is sub-scored in any of three broad criteria categories, the overall category grade for the property will always be Category A. If no A is sub-scored, but at least one B is, in any of three broad criteria categories, the overall category grade for the property will always be Category B. If a C is sub-scored in all three, broad criteria categories, the overall category for property will always be a Category C. If the sub-scores in all three broad criteria categories total 25 points or less, the property is a Category D.”

The overall category grade provides guidance for future heritage conservation decisions such as designation. The following provides a summary of overall grade category definitions and implications:

Table 2: Overall Category Grades

Points	Class	Significance/Implications
70+ Points	Category A	Most significant, individually outstanding; highest priority for listing and municipal designation under the Ontario Heritage Act
40 – 69 Points	Category B	Significant; Distinct importance; worthy of preservation; High Priority for Listing and Municipal Designation under the Ontario Heritage Act
26-39 Points	Category C	Contributing value; some noteworthiness; Municipal Listing and Designation may be considered on a case by case basis only.
26 – 39 Points	Category D	No heritage value.

These criteria have been used in the current study to confirm the subject property’s specific cultural heritage value and associated heritage attributes.



5.2 Application of Heritage Evaluation Criteria

As part of ASI's background research, the City of Brampton was contacted to receive any additional information on the subject property. No former evaluations of the property using the City's heritage evaluation framework were located. The following provides the results of ASI's evaluation of the subject property using the City of Brampton's heritage evaluation criteria.



Table 3: Heritage Evaluation: 11962 The Gore Road									
HISTORICAL/ASSOCIATIVE VALUE	E	VG	G	F	P	Reasons	Sub Score	Sub Grade	
	100%	80%	50%	30%	0%				
1. Has direct association with a person, organization or institution that is significant to the community;	20	16	10	6	0	The subject property is associated with a range of individuals significant to the local community of Wildfield and the wider Township of Toronto Gore, including Michael O'Leary (local Blacksmith), Thomas Splan and Michael Galvin (local Postmasters), Denis Tighe (Merchant), Andrew O'Grady (store keeper), and Nicholas Harrison (Township Clerk and Justice of the Peace).			
2. Has direct association with an event or activity that is significant to the community;	20	16	10	6	0	Given that this property is highly associated with the crossroads community of Wildfield, of which remnants continue to exist, it contributes to a general understanding of mid to late nineteenth century settlement patterns in the former Township of Toronto Gore. The property is also known to have been occupied by various individuals who opened general store and blacksmith shops, services that would have been crucial for development in the small community of Wildfield. This property's association with the O'Leary family is also locally significant as it commemorates the influx of Irish immigrants to this area during the mid to late nineteenth century.	76	A	
3. Has direct associations with a theme or belief that is significant to the community;	20	16	10	6	0	The property's associations with commercial development and evolution of local institutions and infrastructure, including postmaster and blacksmith services are significant to the local community.			
4. Yields, or has the potential to yield, information that contributes to an understanding of a community;	20	16	10	6	0	The property's retention of the nineteenth century residence built by Michael O'Leary and lived in by various influential individuals who contributed to local and township-wide development helps evidence and commemorate nineteenth and twentieth century development of the Wildfield Hamlet. The presence of intact archaeological resources may also provide information that contributes to an understanding of the local community.			
5. Demonstrates or reflects the work or ideas of an architect, builder, artist, designer, or theorist	20	16	10	6	0	The subject residence is a common example of late nineteenth century residential design and was not found to directly reflect unique works or ideas of an architect, builder, artist, designer, or theorist. It should be noted that Michael O'Leary built the subject residence and			

Table 3: Heritage Evaluation: 11962 The Gore Road

DESIGN/PHYSICAL VALUE	E	Vg	G	F	P	Sub Score	Sub Grade
	100%	80%	50%	30%	0%		
6. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;	33.3	26.64	16.65	9.98	0	33.3	C

therefore the structure can be considered to minimally reflect the works and/or ideas of a specific builder.

Reasons

The exterior of the subject house located at 11962 The Gore Road has undergone alterations on the exterior and interior. The exterior may be considered to be minimally altered given that the original footprint, exterior cladding, and scale of the house have remained intact. A dormer has been added on the southern half of the west elevation, as well as a small kitchen addition. The kitchen addition was likely created by enclosing and expanding a previous veranda that may have been in place previously on the building's western elevation, and of which portions are still visible. Additionally, a sizeable addition has been made on the structure's northern elevation although it appears the original northern exterior wall was not removed as part of this addition as there is no internal access between the addition and original portions of the house. Generally, these additions have not significantly compromised the integrity of the house and have the potential to be removed and the original portion of the structure restored to its original appearance.

The interior of the house has been significantly altered to accommodate modern residential living needs within a relatively small dimensional footprint of 6.5 m by 8.94 m. Numerous interior partition walls have been removed on the first floor and in the upper storey. Additionally, all original windows, aside from the pointed window, baseboards, crown moulding, window and door trim have been updated with new materials.

Although alterations have been made to the structure and it may be considered to have a reduced level of design integrity, its retention of original cladding, stone foundations, wooden sill plates, original window openings, pointed window opening including wooden trim, and original interior staircase providing access to the upper storey serve to illustrate this structure's function as a moderately representative example of the

Table 3: Heritage Evaluation: 11962 The Gore Road

Contextual Value	E 100%	VG 80%	G 50%	F 30%	P 0%	Reasons	Sub Score	Sub Grade
7. Displays a high degree of craftsmanship or artistic merit;	33.3	26.64	16.65	9.98	0	<p>Ontario Gothic architectural style. Loss of interior material and alterations to the exterior diminish the extent to which this resource serves as an excellent or outstanding example of a particular style.</p> <p>The subject house retains original exterior cladding materials, field stone foundations, and structural openings and therefore serves as documentary evidence of ca. 1870s building materials and construction methods. On this basis, the house may be considered to express a moderate degree of craftsmanship.</p> <p>The subject residence was not found to demonstrate a high degree of technical or scientific achievement.</p>	76.59	A
8. Demonstrates a high degree of technical or scientific achievement;	33.3	26.64	16.65	9.98	0	<p>The subject structure strongly contributes to and constitutes the character of the surrounding area. Its ca. 1870s vintage, and relatively unaltered exterior, complements the aesthetic of the adjacent, mid nineteenth century church.</p> <p>The structure's crossroads position helps maintain the geography of original settlement patterns. The structure stands as one of the last reminders of the Hamlet of Wildfield. Numerous demolitions have taken place over the years including the former O'Grady General Store, which also served as a school and housed used by the Sisters of the Loretto Convent. It should also be noted that the subject residence, together with St. Patrick's Church and Cemetery comprise significant viewsheds of the Hamlet of Wildfield.</p>		
9. Is important in defining, maintaining or supporting the character of an area;	33.3	26.64	16.65	9.98	0	<p>The subject property was not determined to serve as a landmark independently, but in combination with the adjacent St. Patrick's church serves as a prominent physical symbol of the Hamlet of Wildfield.</p>		
10. Is physically, functionally, visually, or historically linked to its surroundings;	33.3	26.64	16.65	9.98	0			
11. Is a landmark.	33.3	26.64	16.65	9.98	0			
Overall Category Grade: A								

The results of heritage evaluation using the City of Brampton's updated criteria for evaluating cultural heritage resources confirmed that the subject property is considered a Category A resource. Category A resources are defined as those considered to be "Most significant, individually outstanding; highest priority for listing and municipal designation under the Ontario Heritage Act".

5.3 Conclusions Respecting Heritage Attributes

Results of background research, field survey, and application of heritage evaluation criteria confirmed that the subject property has high heritage value. The residence that stands on this lot was constructed during the 1870s and is a good example of the Gothic Revival inspired architectural style that dominated rural, agricultural-based settlement activities during the mid to late nineteenth century. The structure has been generally well maintained and cared for over the past 150 years and retains original cladding, window openings, stone foundations, sill plates, and original staircase materials (providing access to the upper storey). However, the structure has been adapted to accommodate modern residential living needs within a relatively small dimensional footprint and therefore has a diminished level of design integrity. Additions and alterations have been made to the exterior of the house and a great deal of interior fabric, such as trim, moulding, and windows have been replaced. However, there is the potential to restore the exterior of the house to its original condition. In this sense, the subject structure is of heritage value as it serves as documentary evidence of historic construction materials, methods, and design trends that were popular in mid to late nineteenth century rural Ontario.

The subject property's historical associations with the O'Leary Family, Thomas Splan, Michael Galvin, Nicholas Harrison, Andrew O'Grady and Denis Tighe were also found to be highly significant. Michael O'Leary built the subject structure during the 1870s and was noted to be an Irish blacksmith. His profession undoubtedly made him a well-known individual who contributed to the development of the local community. Additionally, his Irish heritage helps trace the role that Irish immigrants played in establishing this community. Denis Tighe, who lived in the subject residence, is also a notable figure in the development of Wildfield as he operated a general store north of the subject residence likely during the 1890s. This store would serve the Wildfield community until 1946 when the store was then converted into a convent, to be occupied by the Loretto and Felician sisters. Andrew O'Grady would also serve as the storekeeper in the early twentieth century. Thomas Splan, although not directly associated with the lot, and Michael Galvin were local Postmasters and Nicholas Harrison was a Township Clerk and later a Justice of the Peace. In this sense, the subject property's retention of the house helps evidence associations with these various individuals who greatly contributed to the local community and wider Township. It should also be noted that the results of archaeological investigations might help evidence the precise location and structural materials of the former stores and a blacksmith shops that were previously located north of the residence.

The residence located at 11962 The Gore Road strongly contributes to the character of the surrounding area and therefore retains strong contextual values. Its classic, Gothic Revival-inspired architectural design roots it in the mid to late nineteenth century, indefinitely linking it to early development in Wildfield. The structure continues to actively maintain the nineteenth century character of the intersection through its prominent physical location and proximity to the road way. The residence is visible when approaching the community from the south and east.



The following provides a list of heritage attributes associated with the property that express its associative, design, and contextual values which include, but may not be limited to:

- Stone foundations and original sill plate;
- Exterior brick cladding
- Original window openings, aside from window opening on northern elevation which has been altered;
- Original door opening on front façade;
- Brick voussoirs surmounting windows in upper half storey on northern and southern elevations;
- Original wooden trim surrounding pointed window opening on the eastern elevation, including wood sill and brick voussoirs and pointed brick label;
- One-and-a-half storey massing;
- Side-facing gable roof line;
- Central gable dormer on front façade;
- Rectangular footprint of original portion of house measuring 6.5 m by 8.94m;
- Symmetrical front façade;
- Staircase to upper half storey including tread, nosing, risers, and wall string;
- Potential original floorboards beneath mid-twentieth century floor boards on the main floor;
- Location of the residential structure at the southwest corner of Mayfield Road and The Gore Road;
- Orientation of structure fronting on to The Gore Road;
- Steeply sloped terrain on southern and western limits of the property;
- Views of St. Patrick's Church and Cemetery from the rear of the property; and
- Vistas of the residence at 11962 The Gore Road and St. Patrick's Church and Cemetery southerly from The Gore north of Mayfield Road, and easterly along Mayfield Road from west of The Gore Road; and westerly along Mayfield Road from east of The Gore Road.

6.0 DESCRIPTION OF PROPOSED UNDERTAKING

The property located at 11962 The Gore Road is currently expected to be fully removed as a result of the recommended design alternative for the Mayfield Road and the Gore Road intersection (See Appendix B). The Gore Road widening improvements propose to widen the existing road right-of-way to accommodate two lanes in either direction with a left turning lane provided for vehicular traffic travelling north bound on The Gore Road. The existing preferred alternative proposes to widen the existing Gore Road right-of-way exclusively to the west to accommodate these road improvements in a manner that maintains the existing eastern limit of The Gore Road right-of-way and an approximate 5.72 m buffer between the proposed east curb and a retaining wall located on the western property limit of 11873 The Gore Road, also known as St. Patrick's Church and Cemetery and also in consideration of an ultimate proposed right-of-way of 45 m along The Gore Road at this intersection. Widening The Gore Road right-of-way to the west will directly impact the subject residence located at 11962 The Gore Road through removal.

A range of additional alternatives have also been considered as part of the Environmental Assessment and development of conceptual and preliminary designs (See Appendix B). The



following table provides a summary of these alternatives and impacts on adjacent cultural heritage resources.

Alternative	Description	Potential Impacts on 11962 The Gore Road	Potential Impacts on St. Patrick's Church and Cemetery	Drawing Reference No. (See Appendix B)
2006 The Gore Road Class EA Recommended Alternative	Proposed 28.5 m right-of-way; Four lane road with left turning lane;	Encroachment on to property and reduced buffer between road and residence. The 28.5 m proposed road right-of-way would have a westerly limit located approximately 1.49 m east of the residence at 11962 The Gore Road. However, the westerly edge of proposed sidewalks on the west side of the road would provide for an approximate 4.6 m set back between the residence and the edge of the sidewalk. As part of the Gore Road EA, a retaining wall was proposed adjacent to the sidewalk, in front of the residence, to serve as a buffer resulting in a 4.5 setback between the retaining wall and the residence. Presently, the residence is set back approximately 13 m from the existing sidewalk.	The easterly limits of the proposed 28.5 m right-of-way would match the existing right-of-way which is currently aligned with the retaining wall located along the westerly property line of the resource. Presently, there is approximately 5 m between the existing curb on the east side of the road and the subject retaining wall which is predominantly used for church parking. As a result of the proposed right-of-way, there would be a reduced buffer between the proposed curb and existing retaining wall, measuring an approximate distance of 2 m which would be used to install a sidewalk. This impact would result in a loss of parking and could impact potential graves in right-of-way.	CS1
Mayfield Road Class EA Preferred Alternative	Proposed 45 m right-of-way as per Regional Official Plan; 4 Lane road with turning lane shifted to the west	Removal of the existing residence at 11962 the Gore Road.	Retention of existing parking at the church. The easterly limits of the proposed right-of-way would match the existing right-of-way limits and would maintain an approximate 5.72 m buffer between the curb and the retaining	CS2



			wall, resulting in maintenance of existing parking spots.	
Mayfield Road Class EA Alternative Design # 1	Proposed 45 m right-of-way as per Regional Official; 4 Lane road with turning lane	Removal of the existing residence at 11962 the Gore Road.	Easterly limits of the proposed right-of-way would match existing east limits of right-of-way. Sidewalks and some other identified infrastructure (measuring 1 m on the west side of the sidewalk and 2 m on the east side of the sidewalk) would result in loss of parking and potential impacts to graves that may be located in the right-of-way.	CS3
Ultimate 6 Lane Road Right-of-way	Proposed 45 m right-of-way as per Regional Official Plan; 6 Lane road with left turning lane.	Removal of the existing residence at 11962 The Gore Road.	Easterly limits of the proposed right-of-way would match existing east limits of right-of-way. Sidewalks, utility, and snow storage areas would result in loss of parking and potential impacts to grave located in right-of-way.	CS4
Short-term interim design alternatives with 4 lane road with reduced lane widths.	Proposed 45 m right-of-way as per Regional Official Plan; 4 Lane road with left turning lane.	Extremely high disruption resulting in probable displacement/demolition to residence at 11962 the Gore Road given that the westerly edge of the sidewalk would be located less than a meter east of the subject residence.	Easterly limits of the proposed right-of-way would match existing east limits of right-of-way. Sidewalks, utility and snow storage areas would result in loss of parking and potential impacts to graves located in right-of-way.	CS5



7.0 CONSERVATION AND MITIGATION RECOMMENDATIONS

The preferred alternative for proposed intersection improvements at Mayfield Road and The Gore Road will result in the removal of the residence located at 11962 The Gore Road. Based on its historical, architectural, and contextual values and given that the results of heritage evaluation confirmed that the subject residence is a significant heritage resource and worthy of designation under the *Ontario Heritage Act*, the following recommendations, conservation measures and mitigation strategies have been developed:

1. The proposed intersection improvements should be designed to avoid impacts to both the St. Patrick's Church and Cemetery and the residence located at 11962 The Gore Road. St. Patrick's Church and Cemetery is designated under the *Ontario Heritage Act* and is a significant cultural heritage resource requiring conservation. While conservation of resources located within the limits of this property is a high priority, part of its heritage value is associated with the Hamlet of Wildfield and landmark position at the nexus of this historic settlement centre (See Appendix C – Schedule B of designation by-law). As a result, removal of the residence located at 11962 The Gore Road has the potential to not only result in a permanent, loss of its individual architectural, historical, and contextual values, but to also compromise the setting of the St. Patrick's Church and Cemetery by removing one of the only other tangible reminders of the former Hamlet of Wildfield located in the both the City of Brampton. In this regard, it is recommended that if the preferred alternative is to remove the resource located at 11962 The Gore Road, a heritage impact assessment of this undertaking on the St. Patrick's Catholic Church and Cemetery be undertaken to confirm that the removal of this resource does not negatively compromise the heritage values of the St. Patrick's Catholic Church and Cemetery. Furthermore, efforts should be made to retain the residence located at 11962 The Gore Road in situ given its high heritage values in its own right and given that it is a strong candidate for designation under the *Ontario Heritage Act*.
2. As part of developing a design alternative that avoids both these heritage resources, the limits of St. Patrick's cemetery and location of unmarked grave shafts should be determined. The confirmation of graves within the existing right-of-way has implications for interim opportunities to conserve the associated and significant cultural heritage resource located at 11962 The Gore Road. A review of the proposed alternatives (as described in Table 4) illustrates that if graves are not located within the existing right-of-way, there is an opportunity to develop an interim alternative that could maintain the subject resource at 11962 The Gore Road in situ. Drawing CS5 illustrates a potential interim 4 lane alternative within a built right-of-way of 30.62 m. It is recommended that utility, snow clearance requirements, and roadside safety zones within this alternative be minimized to the fullest extent possible, as illustrated in the original 4 lane alternative illustrated in CS1 and showing a built right-of-way of 25.5 m. If the 4 lane interim option is pursued in a manner that conserves both resources, an occupancy plan for the structure at 11962 The Gore Road should be developed.
3. Develop an appropriate conservation strategy for the cultural heritage resource located at 11962 The Gore Road that acknowledges and considers the impacts of a protected future right-of-way of 45 m for the Gore Road. The Regional Official Plan includes provisions to protect additional right-of-ways, as shown on Schedule F of the Plan, to accommodate future road widening and improvements (Policy 5.9.4.2.5; Official Plan Consolidation November 2008). However, the Plan also includes provisions to "retain and protect the unique features of the road section [which can include] scenic, environmental, cultural heritage or archaeological resources" (Policy 5.9.4.2.7;



Official Plan Consolidation November 2008). Based on the results of the heritage evaluation contained herein regarding 11962 The Gore Road, the Gore Road retains significant cultural heritage resources that warrant retention and protection. As such, it is recommended that the interim 4 lane alternative described in recommendation 2 above be considered for the purposes of retaining and protecting both resources located on the southeast and southwest corners of the Mayfield Road and the Gore Road intersection. It should be noted that recommendation 2 above assumes that there are no grave shafts located within the existing right-of-way.

4. If it is determined that that the subject structure located at 11962 The Gore Road cannot be preserved in situ due to heritage constraints associated with the St. Patrick's Roman Catholic Church and Cemetery and that removal of the structure would not negatively impact the heritage values of the St. Patrick's Roman Catholic Church and Cemetery, it is recommended that the subject structure be located within its current property limits and as shown in Appendix B-2. Part of the resource's heritage value is highly associated with its original location at the Mayfield Road and The Gore Road intersection, associations with the Wildfield community, and its historic and current physical and visual relationship with the adjacent St. Patrick's Cemetery and Church. Given that the structure's heritage values are predominantly linked with its location and setting, a relocation strategy to an alternative site would not represent an appropriate conservation strategy. If all other conservation strategies are exhausted, and it is determined that the only viable option is to relocate the subject structure to a new location outside its current property limits, a relocation strategy should be developed that at a minimum would include: identification and assessment of an appropriate and sympathetic new site for the subject structure to ensure that the resource's heritage values are conserved; assessment of the building's structural integrity to confirm the technical viability of relocating the building including development of a specific relocation strategy designed to conserve the resource's heritage values; documentation of the building in advance of relocation; and securing of the structure during periods of vacancy in accordance with City of Brampton guidelines.
 - a. Should it be determined that the subject structure located at 11962 The Gore Road can be preserved in situ or relocated on site, encroachments on to the property should be undertaken in a manner sensitive to the site's setting and which preserves vehicular access to the property. Road improvements within this context should also be undertaken to mitigate introduction of new visual and audible elements associated with a four lane road way. Recommendations put forward as part of the original heritage impact assessment (ASI 2010), which considered a preferred alternative that would result in encroachment on to the property (Drawing CS1), should be adopted. These recommendations included: (1) installation of a retaining wall to buffer visual and audible elements of the proposed undertaking; (2) introduction of a retaining wall that is sympathetically scaled and designed with appropriate materials to retain important viewsheds between the subject residence and St. Patrick's Church and Cemetery, which may include viewsheds of: (a) the residence from the south of the lot looking east towards the church (Plate 26); St. Patrick's Church and Cemetery and the residence when approaching from the east (Plate 29); and of the residence and St. Patrick's Church and Cemetery from the south (Plate 28). Property acquisitions required to support such a strategy should be undertaken to support and maintain retention of the subject structure within its current lot, which may include security and stabilization and development of an occupancy strategy.



- b. Should it be determined that the subject residence at 11962 The Gore Road will be relocated to a new site, it is recommended that it be relocated within the immediate area and preferably to the northeast corner of the subject intersection to help maintain its contextual and historical values. A relocation strategy should be undertaken in this regard to develop an appropriate conservation plan that addresses conservation of its heritage values.
 - c. Should it be determined that the subject resource at 11962 The Gore Road cannot be preserved in situ, relocated on site, or relocated to an alternative site, a commemoration strategy should be developed for the southwest corner of the intersection which interprets the property's lost heritage values and any heritage attributes identified herein be subject to salvage activities.
5. This report should be submitted and reviewed with the City of Brampton's Heritage Coordinator.



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[.....]

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**Appendix A - 1:
Photographic Documentation**





Plate 3: Eastern elevation of residence



Plate 4: Peeling paint on eastern elevation, exposing original red brickwork





Plate 5: Dressed concrete lintels above windows on eastern elevation



Plate 6: Inset, arched window and brick voussoirs, eastern elevation.





Plate 7: Window detail, eastern elevation



Plate 8: Front entrance, eastern elevation, showing dressed concrete lintel



Plate 9: Front entrance detail



Plate 10: Extension on northern elevation



Plate 11: Full view of northern elevation



Plate 12: Board and batten detail on extension





Plate 13: View of extension and upper storey opening



Plate 14: Ornamental horse shoe located on northern elevation





Plate 15: Western elevation of extension



Plate 16: Western elevation of original portion of residence, showing remnant veranda





Plate 17: View of small extension on western elevation.



Plate 18: View of addition and alteration, showing gabled dormer and sliding, glass door.



Plate 19: View of structural opening, featuring brick sills.



Plate 20: Rectangular window located on northern half of western elevation



Plate 21: View of unaltered southern elevation.



Plate 22: View of upper storey windows on southern elevation, showing new windows and retention of original structural opening and brick voussoirs in the upper storey.



Plate 23: Ground floor window on southern elevation, lacking original voussoirs and sill.





Plate 24: View of greenhouse and aluminum shed.



Plate 25: View of gambrel-roofed shed.





Plate 26: View of steeply sloped terrain on southern and western elevations of property.



Plate 27: View of proximity between residence and The Gore Road right-of-way.





Plate 28: View of 11962 The Gore Road, St. Patrick's Church and Cemetery, and Wildfield community, approaching from the south



Plate 29: View of Mayfield Road and The Gore Road intersection from the northeast.





Plate 30: View of eastern elevation of residence in May 2011.



Plate 31: Detail of primary entrance to residence in May 2011 showing location of previous wooden deck and detail of poured concrete base.



Plate 32: View of modern storm door located on the eastern elevation of the residence. View of tree line and wall containing grave stones at St. Patrick's Cemetery in the background.



Plate 33: View of modern wood door located on eastern elevation, showing recessing panels and single pane of glass.





Plate 34: View from living room, look south, showing open concept layout on first floor; front entrance door in background.



Plate 35: View of original window opening in Living Room on first floor.





Plate 36: Detail of baseboards in Living Room showing example of typical new baseboards that have been installed in the house.



Plate 37: Detail of wooden sill found in the Living Room.





Plate 38: Detail of narrow hardwood flooring found in the living room.



Plate 39: Cross section of flooring in Living Room showing extant narrow floor boards on top of older flooring.



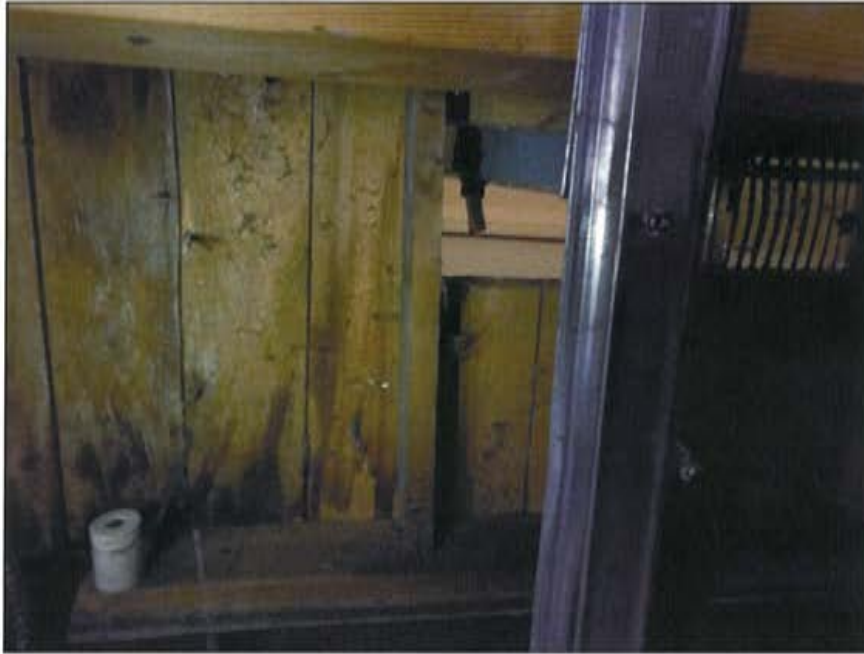


Plate 40: View from basement of location illustrated in Plate 39 showing floor joists, subfloor and hardwood boards on top of the subfloor, running in a direction opposite to the extant narrow hard wood flooring found in the Living Room.



Plate 41: View towards Kitchen from Living Room.





Plate 42: Detail of kitchen cabinetry.



Plate 43: Detail of horizontal window (new structural opening) in the Kitchen.





Plate 44: Location context of spiral staircase behind original central staircase, showing railing and balusters. This staircase is a recent addition.



Plate 45: Detail of spiral staircase.





Plate 46: View of bathroom from Kitchen.



Plate 47: View of window in bathroom showing wooden sashes and older wooden trim.





Plate 48: View of new structural opening and window located on the southern elevation of the rear addition..



Plate 49: View of window located on western elevation of addition.





Plate 50: View of wooden door located on northern elevation of rear addition.



Plate 51: View from south of main entrance looking west showing Family Room and location of previous partition wall adjacent to staircase.





Plate 52: View of original structural opening on east wall of Family Room showing new window, trim and sill.



Plate 53: View of original structural opening on south wall of Family Room showing new window, trim and sill.





Plate 54: View of central staircase on first floor showing removed partition wall (left) and overall arrangement and materials.



Plate 55: Detail of central staircase showing solid wood wall string, nosing, tread, and risers that appear to date to construction of the house.





Plate 56: View of upper story that has been converted into a master bedroom looking south.



Plate 57: View of pointed window on east wall showing rectangular window and pointed structural opening.





Plate 58: View of original structural opening and new window on south wall (east half).



Plate 59: View of original structural opening and new window on south wall (west half).





Plate 60: View of double-hung window on north wall of upper floor; the size of this structural opening has been altered through filling in of brick on the east side.



Plate 61: New French doors added on the west wall (south half) in the upper storey.





Plate 62: View of Area 1 looking northeast from spiral staircase.



Plate 63: View of Area 2 (bathroom) showing shower in foreground and Area 3 in background.





Plate 64: View of Area 3 (laundry room) showing removed drywall, wall studs, and concrete parging in background.



Plate 65: Detail of original sill plate sitting on top of parged concrete which conceals original stone foundations.



Appendix A-2:
Photographic Key Plans and Interior Floor Plans





Figure 4: Photographic key plan showing exterior photo locations, cultural heritage landscape features, and site context.

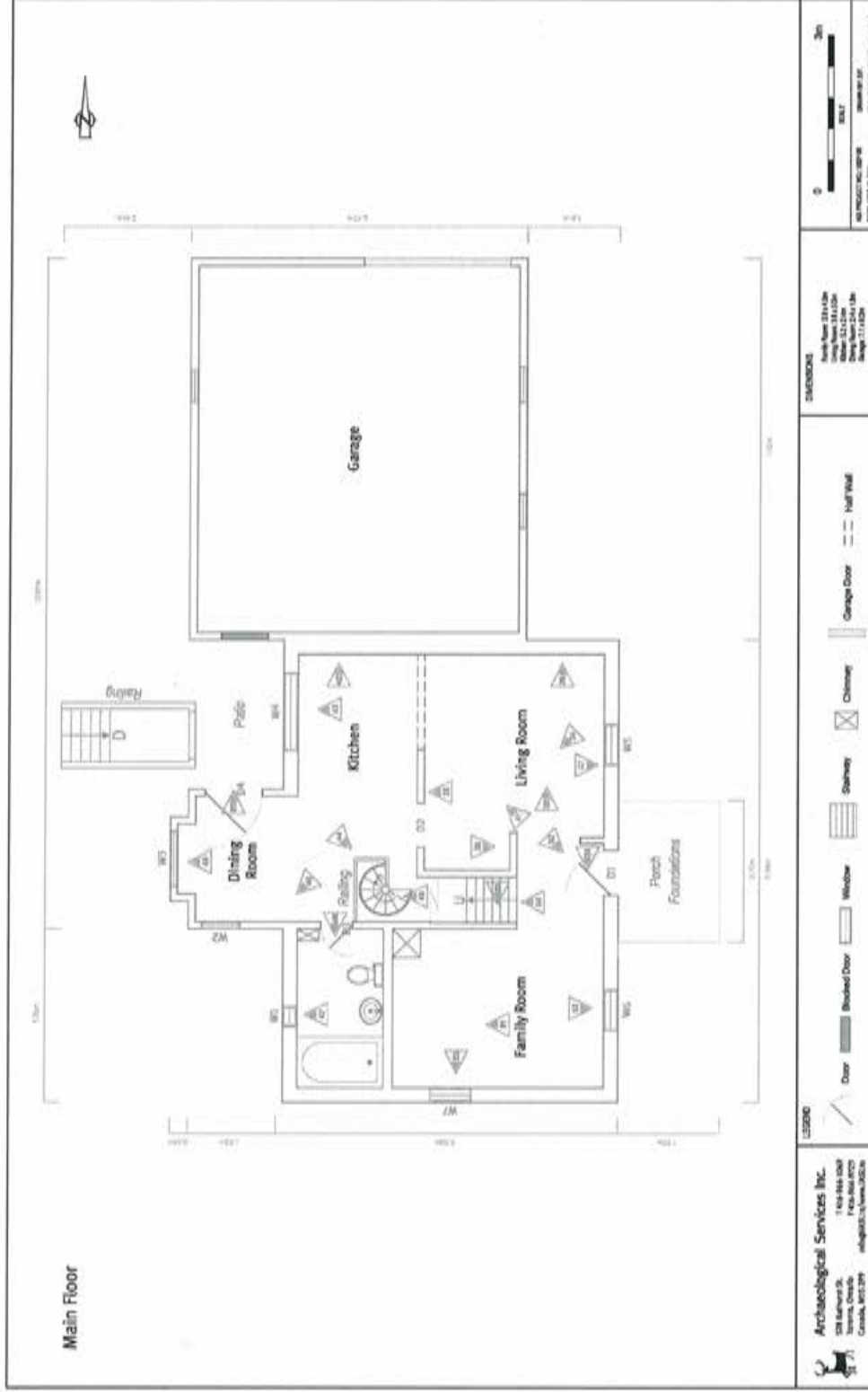


Figure 5: Interior floor plan showing overall dimensional measurements of residential exterior and internal rooms.

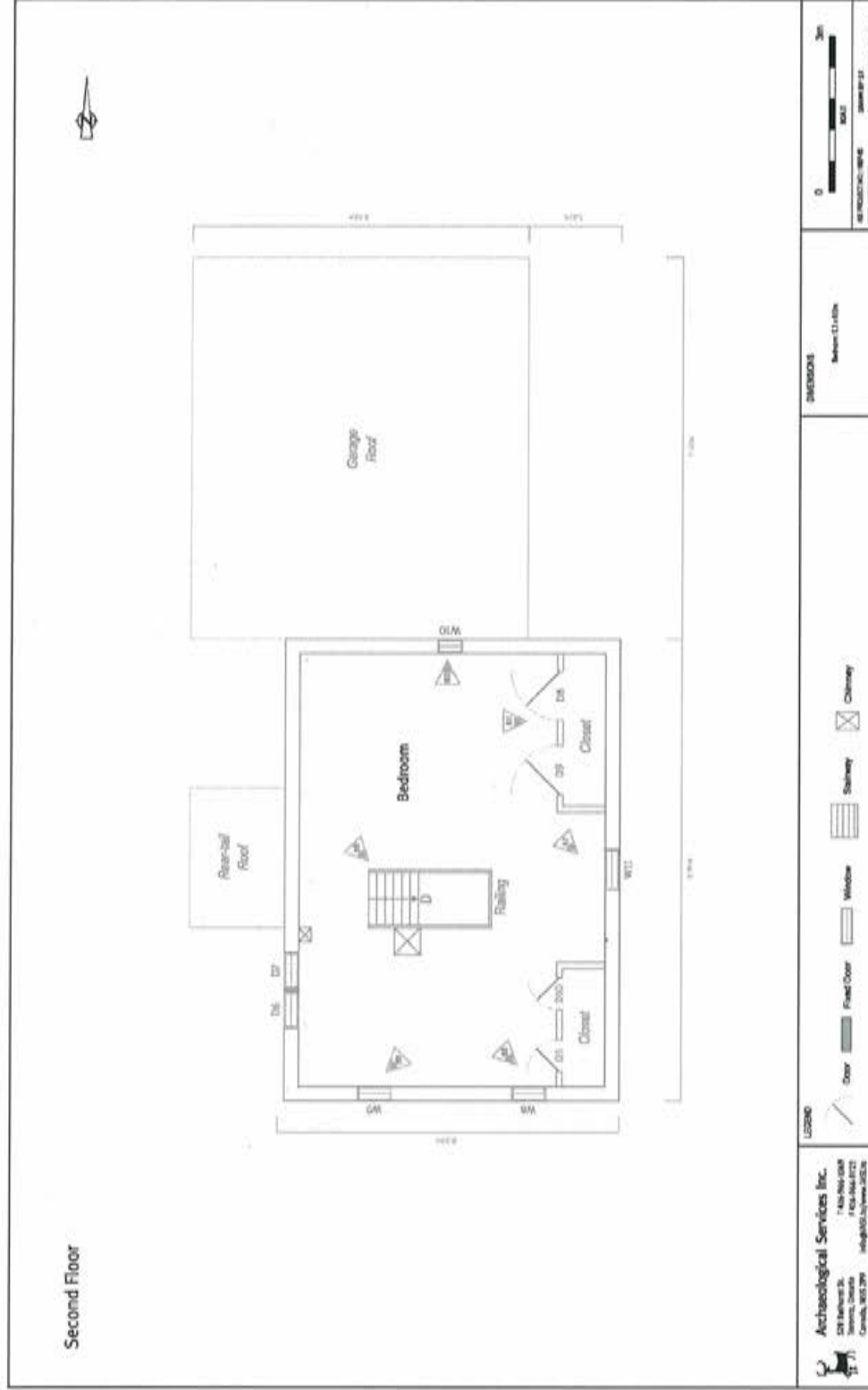


Figure 6: Interior floor plan of upper storey showing overall dimensional measurements of residential exterior and internal rooms.

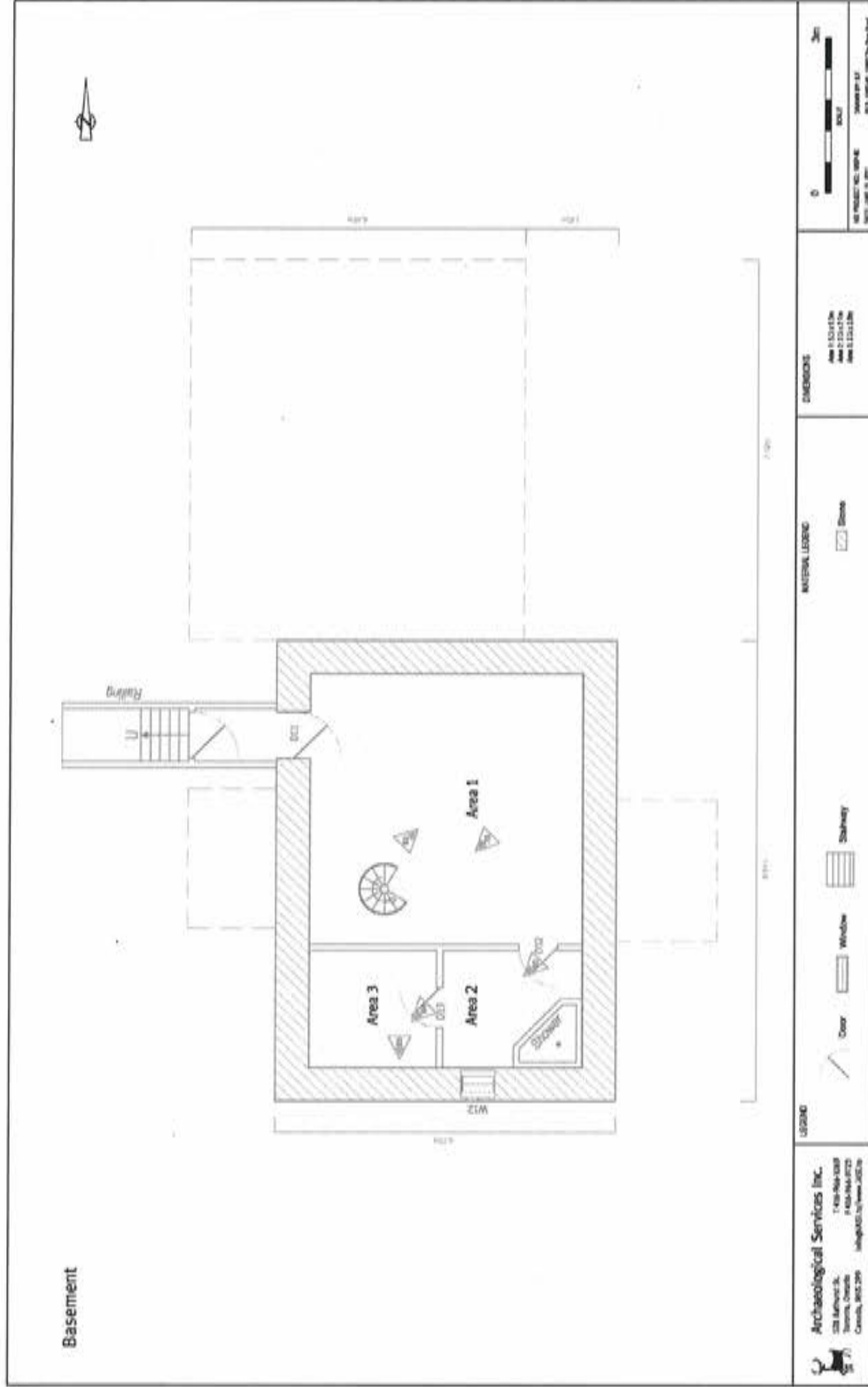


Figure 7: Interior floor plan of basement showing overall dimensional measurements of residential exterior and internal rooms.

**Appendix A-3:
11962 The Gore Road, City of Brampton:
Measurements of Structural Openings**



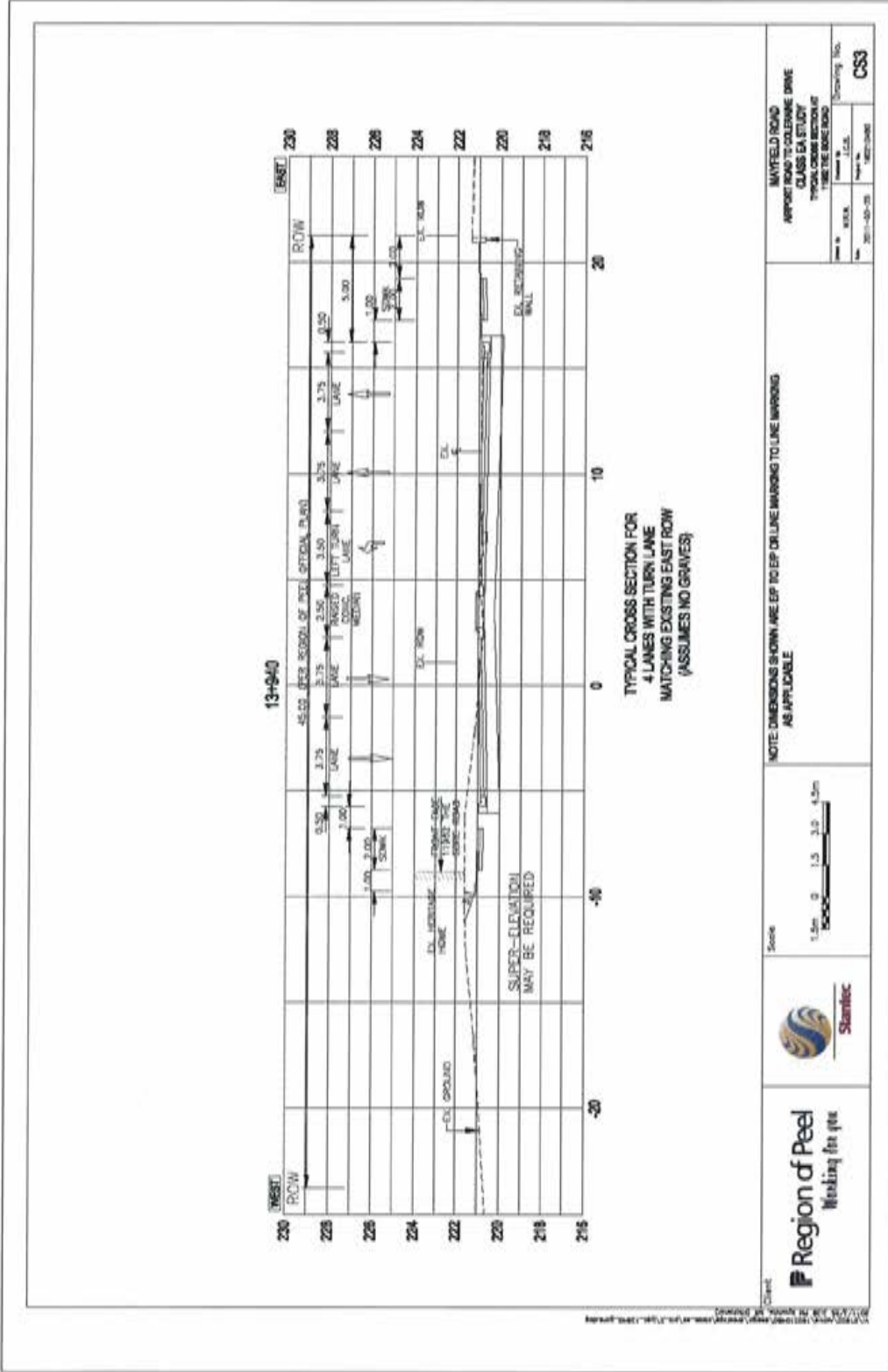
Table 5: Measurements of Structural Openings of Built Heritage Resource – 11962 The Gore Road

Feature Type	Feature Identifier ²	Description and Location	Measurements
Main Floor			
Windows	W 1	Washroom, west wall	Width of opening=40 cm
	W 2	Dining Room; south wall	Width of opening=76 cm
	W 3	Dining Room, west wall	Width of opening=110 cm
	W 4	Kitchen, west wall	Width of opening=152 cm
	W 5	Living Room, east wall	Width of opening=81 cm
	W 6	Family Room, east wall	Width of opening=81 cm
	W 7	Family Room, south wall	Width of opening=81 cm
Doors	D 1	Main entrance	Width of opening=87.5 cm
	D 2	Kitchen	Width of opening=86 cm
	D 3	Washroom	Width of opening=61 cm
	D 4	Dining Room	Width of opening=85 cm
Residential Built Heritage Resource: Second Floor			
Windows	W 8	Bedroom, south wall (east half)	Width of opening= 67 cm
	W 9	Bedroom, south wall (west half)	Width of opening=67 cm
	W 10	Bedroom, north wall	Width of opening=46 cm
	W 11	Bedroom, east wall	Width of opening=80 cm
Doors	D 5	Bedroom, east wall (south side of southern closet)	Width of opening=62 cm
	D 6	Bedroom, west wall (south side)	Width of opening= 71 cm
	D 7	Bedroom, west wall (north side; fixed door)	Width of opening= 71 cm
	D 8	Bedroom, east wall (north side of northern closet)	Width of opening=96 cm
	D 9	Bedroom, east wall (south side of northern closet)	Width of opening= 96 cm
D 10	Bedroom, east wall (north side of southern closet)	Width of opening= 62 cm	
Residential Built Heritage Resource: Basement			
Windows	W 12	Area 2 (washroom), south wall	Width of opening=65 cm
Doors	D 11	Area 1, west wall	Width of opening=91 cm
	D 12	Area 2, north wall	Width of opening=76 cm
	D 13	Area 3, east wall	Width of opening= 77 cm

² Please refer to the floor plans for the exact location of each window and door identifier.

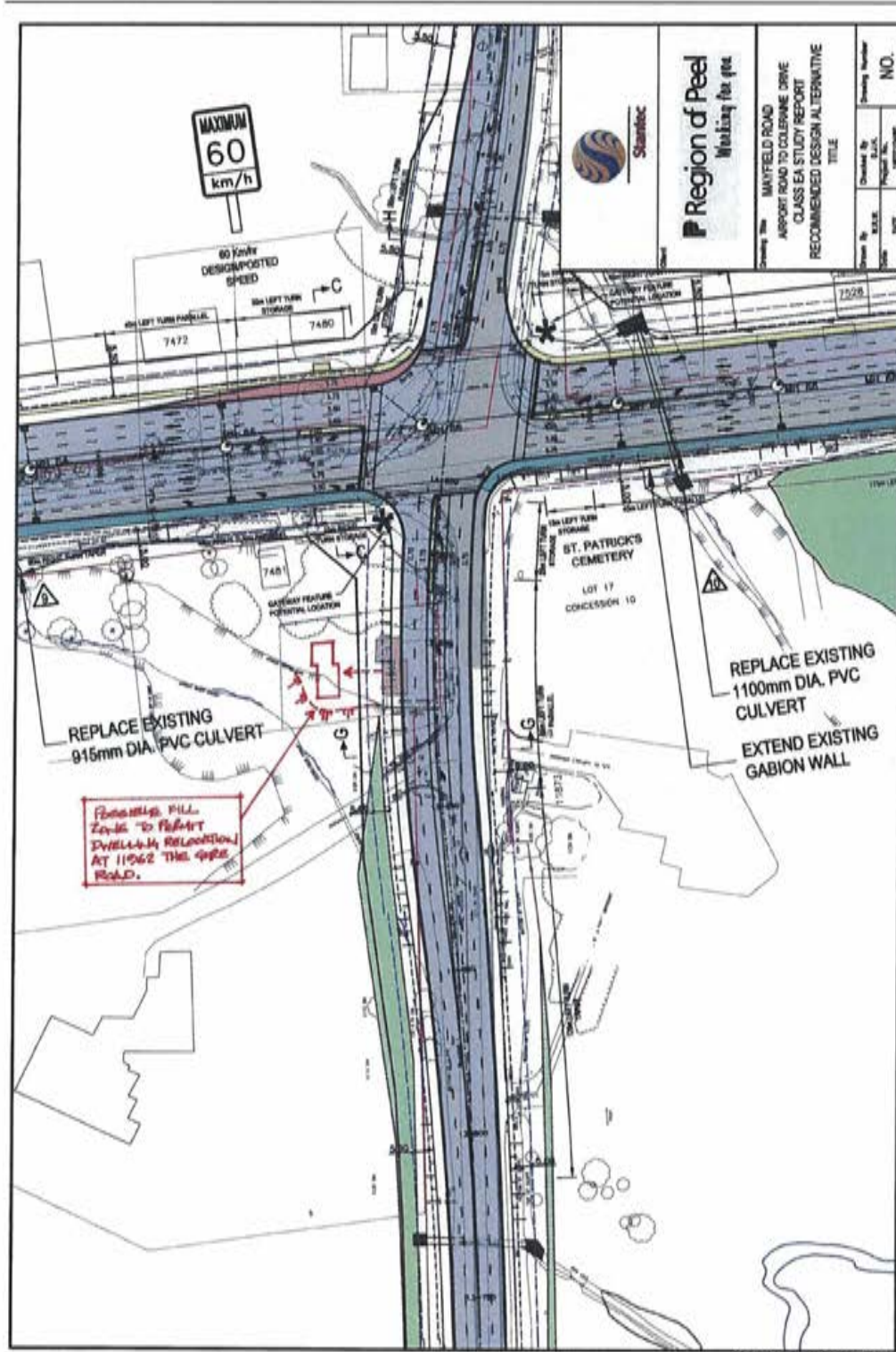
**Appendix B-1:
Mayfield Road: Airport Road to Coleraine Drive Class Environmental Assessment
Preferred and Alternative Designs**





**Appendix B-2:
11962 The Gore Road, City of Brampton:
Potential On-Site Relocation of Residential Resource**





**Appendix C:
Schedule B for Designation of St. Patrick's Catholic Church and Cemetery under the *Ontario Heritage Act***



SCHEDULE "B" TO BY-LAW

STATEMENT OF THE REASON FOR THE DESIGNATION OF ST. PATRICK'S ROMAN CATHOLIC CHURCH AND CEMETERY, 11873 THE GORE ROAD

St Patrick's Roman Catholic Church and Cemetery at 11873 The Gore Road is worthy of designation under Part IV of the Ontario Heritage Act for its cultural heritage value. The property meets the criteria for designation prescribed by the Province of Ontario (regulation 9/06) under the three categories of design or physical value, historical or associative value and contextual value.

STATEMENT EXPLAINING THE CULTURAL HERITAGE VALUE OR INTEREST OF THE PROPERTY

The cultural heritage value of St. Patrick's Roman Catholic Church is related to its design or physical value as a good example of late 19th century church architecture. The church was constructed in 1894 and is a representative example of Romanesque Revival design reflecting a high degree of craftsmanship with a prominent, square bell tower with a steep, pyramidal, metal clad roof, unpainted red brick walls; masonry buttresses and other brick detailing, along with pointed arched window openings with leaded stained glass windows and a dated cornerstone on the north-east wall. The red brick for the church was fired on a brick works near Castlemore and the foundation stones came from Salt Creek near Tullamore. The metal bell in the tower was forged in France. Churches of this scale are less typical in a rural hamlet. They are more likely to be found in a more urban area.

The church was built in 1894 replacing a smaller frame structure constructed in the 1830s. The church is the design of the noted Toronto architectural firm of Arthur W. Holmes (1863-1944) and Albert Asa Post (1850-1926). The firm of Post and Holmes designed a great many buildings for Roman Catholic dioceses across southern Ontario, including St. Michael's College in Toronto (1891), St. Michael's Hospital (1894) and St Gregory's Catholic Church in Oshawa (1893).

The interior of St. Patrick's is noteworthy for its arched ceiling with heavy, decorative wooden trusses, also the substantial wood choir loft (the base of which served as the scaffolding platform for the construction of the bell tower). Also of note is the wood paneled ceiling in the entrance vestibule.

The property also holds compelling historical or associative value. St. Patrick's is the second oldest parish in the Archdiocese of Toronto and the first church in the diocese to bear the name of St. Patrick. The property was the location of Wildfield's first school and the first Catholic school in Peel County (built 1907). It was also the site of St. John's Agricultural College (1862-1875), which was a school for local children and orphans from Toronto. The site is connected with the site of the former Loretto Convent (established in 1946), which was situated directly across the road in the former Grady General Store.



The site also honours the historical legacy and many contributions made by the Roman Catholic Church. St. Patrick's was originally referred to as the "Gore Mission". It served the many farmstead and hamlets in the surrounding areas. Wildfield was chosen as the site for a Catholic church because it was deemed to be a central geographic point between the surrounding townships. The local clergy acquired a 200-acre land grant in 1834 and a frame church was built. The present St. Patrick's church was built on the site of this original frame structure. The priests of St. Patrick's served mission churches over a large area for several decades and today St. Patrick's is still known as the "Mother Church" for all Catholic parishes in Peel Region. In the mid 19th century Fr. O'Reilly is known to have married nearly 400 couples and baptized close to 2000 people, including 71 adult converts to Catholicism. Fr. O'Reilly was also instrumental in ensuring that concession and sideroads roads were cleared. He also coordinated the establishment of the separate school, rectory and St. John's Agricultural College.

Another religious leader who left a tremendous impact on Wildfield was Father Francis McSpiritt (1830-1895). He was the parish priest from 1887 to 1895. McSpiritt was well known as a miracle worker. According to local legend, he was able to cure the sick. There are several accounts of him curing people of epilepsy, blindness, tremors, nervous disorders and other afflictions. Large groups of pilgrims traveled to Wildfield from all over Ontario, parts of the United States and even Europe seeking his cures.

Due to the popularity of Fr. McSpiritt and the growth of the Wildfield community, the current church was built. McSpiritt oversaw the construction. People contributed generously to the project and the new church was completed without incurring debt. For years after his death in August 1895, visitors to Fr. McSpiritt's grave in St. Patrick's cemetery would scoop up handfuls of soil in the belief that it held curative powers. The bell in the St. Patrick's bell tower rang the first time at Father McSpiritt's funeral.

The property is associated with the history of the crossroads hamlet of Wildfield and the Gore Road area, which grew up around St Patrick's. Irish Catholic immigrants were instrumental in the settling of the area beginning in the early 1830s. St Patrick's Church was the focal point of Roman Catholic settlers from the local community and the outlying communities too.

The Euro-Canadian cemetery reflect the legacy of the Irish settlers to Canada as most of the 19th century burials are for people of Irish descent. The property, and the many burials it contains, also holds significant spiritual importance as the 'final resting place' of several settlers from Wildfield and Toronto-Gore township. The many early tombstones and grave markers (most inset in a concrete cairn) reflect a high degree of craftsmanship as exhibited by ornately carved motifs and symbols. The first burial in St. Patrick's Cemetery was for Thomas Russel, who was working on the area land survey team in the 1830s.

The landscaping characteristics of the Cemetery and grounds in general are also significant. Trees are planted intermittently with single trees and small groupings of



shrubs and other plantings. The main exception to this pattern is the row of mature conifers planted formally as a backdrop to the cairn. Other characteristics of the grounds include expansive open lawns and gently contoured and mostly naturalized valley lands flanking the rear portion of the property along a north-south axis, all of which contribute to a rural, pastoral character.

The cultural heritage value of the property is also deeply connected to its contextual value as the long established focal point of the former crossroads hamlet of Wildfield. The overall site is a very significant cultural heritage landscape. The church spire dominates the landscape. It is easily the tallest and most prominent built feature in the general area and is visible for several kilometers in every direction. The church property is situated on the crest of a rolling hill where The Gore Road and Mayfield Road meet. The subject property is the most recognizable and single most prominent feature remaining of the original hamlet of Wildfield. The village itself grew up around this significant landmark. The cemetery, valley containing a tributary of the West Humber watershed and the considerable amount of open green space, along with some dense woodlots that surrounds the church, maintain the pastoral, rural character of the area.

DESCRIPTION OF HERITAGE ATTRIBUTES

Unless otherwise indicated, the reason for designation apply generally to all exterior elevations, facades, foundation, roof and roof trim, all doors, windows, other structural openings and associated trim, all architectural detailing, construction materials of wood, stone, brick, plaster parging, metal and glazing and related building techniques and the pastoral characteristics of the grounds.

To ensure that the cultural heritage value of this property is conserved, certain heritage attributes that contribute to its value have been identified specifically and they include:

Design / Physical Value:

- St. Patrick's Church (built in 1894) is a good example of vernacular Romanesque Revival architecture;
- The Church reflects a high degree of craftsmanship with prominent square belltower with steep pyramidal roof profile and metal cladding; unpainted red masonry walls; prominent masonry buttresses and other brick detailing; slender pointed arched window openings; leaded stained glass windows; heavy metal bell in tower; wooden double leaf doors.
- Cornerstone (1894);
- Metal cross at pinnacle of belltower;
- Steeply pitched roof.
- Tall masonry chimney stack on south elevation;
- Certain interior architectural heritage fabric of the Church comprising: arched ceiling with heavy wood trusses; substantial wood choir loft; wood paneled ceiling in entrance vestibule and label detailing over statuary built-ins that flank the main altar;



- Cemetery elements include: beautifully carved gravestones inset in a long concrete cairn; other grave markers in the cemetery; marker for Fr. Francis McSpirtt; monument to Fr. Eugene O'Reilly; historical plaques.

Historical / Associative Value:

- St. Patrick's Church is a good example of work of noted Toronto architectural firm, Post and Holmes;
- St. Patrick's Cemetery reflects the legacy of the many Irish settlers who arrived in the Toronto-Gore area starting in the early 19th century;
- First church in Toronto Archdiocese to bear the name of St. Patrick.
- Second oldest parish in the Toronto Archdiocese;
- First separate school in Peel was located on the subject property (1907);
- Wildfield's first school was located on the subject property;
- St. John's Agricultural School in operation from 1862 to 1875 was located on the subject property;
- Associated with the Loretto Convent (est. 1946) once located across the road;
- The site has been the historical focal point of the cross-roads hamlet of Wildfield since the 1830s;
- Subject property honours the legacy of the Roman Catholic Church in Ontario;
- Associated with prominent local clergyman, Father Eugene O'Reilly (1796-1861) who is buried in the cemetery;
- Associated with prominent clergyman and reputed faith healer, Father Francis McSpirtt (1830-1895) who is buried in the cemetery;
- Cemetery is 'final resting place' of many early settlers to Toronto-Gore.

Contextual Value:

- Site is a significant cultural heritage landscape;
- Church is a prominent landmark particularly in rural setting such as Wildfield;
- St. Patrick's spire is the tallest and most prominent built feature in the general area and is visible for several kilometers in every direction;
- Subject property is single most tangible element associated with the historic hamlet of Wildfield; Hamlet of Wildfield developed around the subject property;
- Cemetery, valley, contoured landscape, trees, shrubs, expansive open green space and lawns, help to maintain the pastoral, rural character of the area;
- Some dense woodlots and other vegetation mostly in and flanking the valley lands;
- Valley containing a tributary as part of the West Humber watershed.



APPENDIX M

CONTAMINATED SITE SCREENING



Stantec

CONTAMINATED SITE SCREENING

**MAYFIELD ROAD IMPROVEMENTS,
EAST OF AIRPORT ROAD TO EAST
OF COLERAINE DRIVE,
CITY OF BRAMPTON AND THE
TOWN OF CALEDON, ONTARIO**

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EXECUTIVE SUMMARY

Stantec Consulting Ltd. (Stantec) was retained by the Regional Municipality of Peel (Peel Region) to conduct a Contaminated Site Screening (CSS) along Mayfield Road in the City of Brampton and the Town of Caledon, Ontario. It is Stantec's understanding that the CSS is part of a Schedule "C" Class Environmental Assessment Study for proposed road improvements to Mayfield Road. The area of interest included a right of way along Mayfield Road, for the proposed road improvements, and extended from east of Airport Road to east of Coleraine Drive (the Site).

The purpose of the CSS was to provide Peel Region with an evaluation of known and potential environmental contamination issues at the Site. It is important to note that this study deviated from a Phase I Environmental Site Assessment as outlined in Canadian Standards Association document "*Phase I Environmental Site Assessment*", Canadian Standards Association (CSA) standard CSA Z768-01, dated November 2001, in that it did not include comprehensive Site walkovers or interviews as part of the Site reconnaissance.

Based on the findings of the CSS, it is Stantec's opinion that there are potentially significant environmental contamination issues associated with the Site. Stantec bases this opinion on the following:

- A Tru-Valu service station, located at 7536 Mayfield Road and observed to operate as a retail gasoline and diesel service station, has been present immediately adjacent to the north (inferred upgradient) of the Site since at least 1984. Furthermore, based on mapping information provided by Peel Region, it appears that some of the equipment related to the Tru-Value facility may be located within the Site boundaries. The amount of equipment present on the Site, such as dispensing pumps, underground piping, or USTs, could not be determined with the information provided.

In addition, it is Stantec's opinion that there may be limitations in the options available with the relocation of any excess fill material that may be generated during any future construction along the road way. This is primarily related to the use of road salt and the impact it may have to the soil.

In order to address the potential environmental contamination issues, Stantec provides the following recommendations:

- Stantec recommends that the northern Site boundary with the Tru-Valu gasoline station be confirmed, and that the equipment, if any, related to the gas bar but present within the Site boundaries, be determined. In addition, Stantec recommends that the

environmental quality of the soil and groundwater, in the vicinity of the Tru-Valu service station but within the Site boundaries, be assessed.

In order to address best management / regulatory compliance issues, Stantec recommends the following:

- Stantec recommends undertaking chemical testing of any excess fill material generated during the construction project in order to confirm suitable relocation options.
- Stantec recommends that, prior to the completion of any renovations or demolition to Site structures, a designated substances survey should be conducted in accordance with the Occupational Health and Safety Act and Regulations.

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1.0 INTRODUCTION

Stantec Consulting Ltd. (Stantec) was retained by the Regional Municipality of Peel (Peel Region) to conduct a Contaminated Site Screening (CSS) along Mayfield Road in the City of Brampton and the Town of Caledon, Ontario. It is Stantec's understanding that the CSS is part of a Schedule "C" Class Environmental Assessment Study for proposed road improvements of Mayfield Road. The area of interest included a right of way along Mayfield Road, for the proposed road improvements, and extended from east of Airport Road to east of Coleraine Drive (the Site). The Site location is provided on Figure 1, and comprises the Mayfield Road improvement area as shown in Figures 2 through to 7.

The purpose of the CSS was to provide Peel Region with an evaluation of known and potential environmental contamination issues at the Site.

Stantec's CSS involved the following:

- A review of available environmental reports for the Site;
- A historical review of the Site and surrounding lands;
- A review of available regulatory databases pertaining to the Site and surrounding area;
- A windshield survey, which included observation and photographic documentation of the Site from the road;
- Walk-overs of a selected number of publicly accessible areas;
- Observations of activities on properties within 200 metres (660 feet) from the Site; and
- Preparation of a report summarizing Stantec's findings and recommendations.

Topographic mapping and geological reference reports and maps were reviewed to develop a conceptual understanding of Site physiography and hydrogeology.

The scope of work for the Phase I ESA did not include:

- Determining the status of the Site and its associated operations with respect to actual compliance with applicable environmental acts, laws, regulations, by-laws, policies or guidelines;
- Conducting a Chain-of-Title review;
- Conducting any intrusive investigations (including sampling, testing or monitoring) or preparing detailed cost estimates associated with addressing any environmental issues identified during the Phase I ESA;

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- Interviews with available persons knowledgeable about past and present activities at the Site;
- Access onto private properties during the Site reconnaissance; or
- Preparing a scaled Site layout drawing.

Stantec conducted this work according to its standard Phase I Environmental Site Assessment (ESA) procedures, which reflect the requirements of the following document:

- “*Phase I Environmental Site Assessment*”, Canadian Standards Association (CSA) standard CSA Z768-01, dated November 2001.

It is important to note that this study deviated from a Phase I ESA as outlined in CSA Z78-01 in that it did not include comprehensive Site walkovers or interviews as part of the Site reconnaissance.

Stantec’s findings from a review of available historical documentation regarding the historical uses of the Site and surrounding area are provided in Section 3.0. Stantec’s findings from a review of information provided in available regulatory databases are presented in Section 4.0.

Mr. David J. Hutchinson, P.Eng., of Stantec visited the Site on October 22, 2007 to conduct a windshield survey, which included observation and photographic documentation of the Site from the road, and a walk-through of a limited number of areas, to evaluate potential on-Site issues, and evaluate whether any surrounding land uses could impact the environmental condition of the Site. Findings of the Site reconnaissance and correspondence appear in Section 5.0

Findings from the observations of nearby/adjacent properties are presented in Section 6.0. Conclusions and recommendations of the CSS are provided in Section 7.0. The limitations of the CSS are provided in Section 8.0.

Figures and photographs are provided in Appendices 1 and 2, respectively. Appendix 3 contains a report from Environmental Risk Information Service Ltd. (ERIS), which summarizes the findings of an environmental database review covering the Site and surrounding area. The Technical Standards & Safety Authority (TSSA) report is provided in Appendix 4 and Qualifications of Site Assessors are provided in Appendix 5.

2.0 BACKGROUND INFORMATION

2.1 SITE LOCATION AND USE

For the purpose of this report, the portion of Mayfield Road associated with the Site is assumed to be running in an east to west direction, although it is actually running in a southwest to northeast direction.

The Site consists of a right of way, for the proposed Mayfield Road improvements, and extended from east of Airport Road to east of Coleraine Drive (the Site). Based on a review of the road improvement right of way, the Site mainly consists of a roadway but also includes narrow portions of land, which appeared to be under private ownership, along either side of the Mayfield Road. These narrow strips of land were observed to be in use for agricultural, rural-residential, and limited commercial purposes. The Site location is provided on Figure 1 and the Mayfield Road improvement area is shown in Figures 2 through to 7.

2.2 SITE DESCRIPTION

The Site consists of an approximate 7 km section of Mayfield Road. As indicated in Section 2.1, the Site is in use as roadway, but also includes narrow portions of land along either side of Mayfield Road.

Portions of several buildings observed at 6296, 7399, 7481, and 7650 Mayfield Road appeared to be within the Site boundaries. A portion of an additional building, where the municipal address was not displayed, appeared to be within the Site boundaries. This additional building was located at the address of 7905 Mayfield Road (Brampton, 2006). All of these structures appeared to be private residential dwellings. The southern section of a property, located at 7536 Mayfield Road, appeared to be located within the Site boundaries. This southern portion appeared to be occupied by equipment related to a retail gasoline and diesel service station. The encroachment of these structures within the Site boundaries is based on the base mapping provided by Peel Region, as indicated in Figures 2 through to 7.

No legal description for the Site was available for the CSS. The Site is located at the boundary of the Town of Caledon and the City of Brampton, in the Peel Region. Since the Site is mainly comprised of a roadway, it is assumed that the majority of the Site is currently owned by the Town of Caledon and/or the City of Brampton.

2.3 UTILITIES AND MECHANICAL SYSTEMS

Several indications of utilities, including water, sanitary sewer, natural gas, and overhead power and communications lines were observed along Mayfield Road. These services utilize the Site as a utility corridor and, other than the presence of hydrants along the road, there does not

appear to be a connection to these services for use on the Site. Stormwater at the Site either infiltrates into the ground or flows overland to ditches along the roadway, which eventually discharges into the waterways that are in the vicinity of Mayfield Road. No storm sewer services were observed at the Site.

2.4 PHYSICAL SETTING

A review of the bedrock geology indicated that the Site is located in an area of shale, limestone, dolostone, and siltstone (MNDM, 1991a). A review of the quaternary geology indicated that the southwestern portion of the Site is located in an area of Glaciolacustrine deposits of silt and clay with minor sand, and the northeastern portion of the Site is located in the Halton Till area, consisting predominantly of silt and silty clay (MNDM, 1991b). A pavement evaluation report was previously completed for the Site by John Emery Geotechnical Engineering Limited (John Emery Engineering). John Emery Engineering described the stratigraphy as being comprised of a sand and gravel subbase that was overlying subgrade material that consisted of silty clay, clayey silt, or sandy silt. However, the borehole depth was limited to 1.5 m below grade.

A review of topographic mapping (LIO, 2007) indicated that the ground surface in the vicinity of Mayfield Road between Airport Road and Coleraine Drive generally slopes to the south, towards the West Humber River, with a ground surface elevation ranging from 215 to 230 m above mean sea level (LIO, 2007). The West Humber River intersects Mayfield Road just east of The Gore Road, and Salt Creek intersects Mayfield Road just west of Goreway Drive. Both the West Humber River and Salt Creek generally flow in a southerly direction. Regional groundwater flow in the area of the Site is expected to be in a southerly direction towards the West Humber River. However, localized groundwater flow towards various smaller tributaries of the West Humber River and Salt Creek, seventeen of which intersect Mayfield Road, may be expected.

2.5 PREVIOUS ENVIRONMENTAL REPORTS

There were no previous environmental reports for the Site provided to Stantec by Peel Region.

As noted previously, a pavement evaluation report titled, "*Pavement Evaluation, Mayfield Road from Airport Road to Coleraine Drive, Brampton, Region of Peel, Ontario*", dated January 27, 2006, was issued by John Emery Engineering. This report investigated the existing pavement and roadway subgrade along the Site, and included 23 shallow boreholes completed to a depth of 1.5 m below ground surface. The observed borehole geology consisted of a sand and gravel subbase that was overlying subgrade material that consisted of silty clay, clayey silt, or sandy silt. The pavement evaluation report did not include chemical analysis of soil and/or groundwater, or contain any comments regarding whether groundwater was encountered.

3.0 HISTORICAL RECORDS REVIEW

A review of historical records was conducted to evaluate the presence of potential environmental impacts originating from historical operations at the Site and surrounding lands. Stantec completed the historical review by examining information from the following sources:

- Street directories, available at the Mississauga Public Library in Mississauga, Ontario for the years 1968, 1973-74, 1979, 1983, 1992, 1996 and 2001; and
- Aerial photographs from the National Air Photo Library in Ottawa, Ontario for the years 1946, 1969, 1980, and 1988, and aerial photography coverage of the Site available on-line circa 2006.

Fire insurance plans ("FIPs"), Property Underwriters' Reports or Plans were not available for the Site or the immediately surrounding areas from CGI Information Systems and Management Consultants Inc. ("CGI"). If such information were available for the Site, CGI would normally be the source for obtaining such information.

3.1 SITE HISTORY

According to the historical records reviewed, the Site appears to have been utilized as a roadway since prior to 1946. The aerial photographs did not appear to indicate any major changes in the alignment of the roadway since 1946 through to 1988. As indicated in Section 2.2, portions of several residential dwellings observed at 6296, 7399, 7481, 7650, and 7905 Mayfield Road appeared to be within the Site boundaries. Based on the aerial photographs, the construction dates for these dwellings is prior to 1969, and for some of the dwellings, prior to 1946. Based on obvious surficial disturbance, activity has occurred at the southern section of a property, located at 7536 Mayfield Road, that appeared to be located within the Site boundaries, since prior to 1969. However, it is unclear whether the Site activities are directly related to the current use of the Site as a retail gasoline and diesel service station.

3.2 SURROUNDING LAND USE HISTORY

According to the historical records reviewed, the surrounding properties have generally been utilized for agricultural, rural-residential, and limited commercial purposes since prior to 1946. Generally, the earlier aerial photographs indicated that the majority of the surrounding land uses were agricultural with limited rural-residential areas, while the later aerial photographs still indicated the majority of the surrounding land uses were agricultural, but with an increased amount of rural-residential and commercial areas.

The review of the street directories indicated that several businesses have operated along this portion of Mayfield Road. These businesses included Domtech Auto Centre Inc. at 6520 Mayfield Road, NT excavating Grader at 6902 Mayfield Road, Flex-more Industries at 7072 Mayfield

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Road, a Pioneer Gas Station at 7536 Mayfield Road, Cars by A F A and Silvia's Convenience Store at 7538 Mayfield Road, Kando Transport at 7755 Mayfield Road, Forbes Landscaping at 8576 Mayfield Road, and Albion Nursery & Botanix Garden Centre at 8602 Mayfield Road. These businesses appear to have been operating since at least 2001 or 1996 (the earliest directory with coverage for the area).

A review of the aerial photographs indicated that the 7536 and 7538 Mayfield Road properties appeared to be developed sometime prior to 1969. However, it is unclear whether the Site activities are directly related to the current use of the Site as a retail gasoline and diesel service station. The Kando Transport business, located at 7755 Mayfield Road, appeared to be occupied by a residential dwelling since prior to 1969. The Flex-more Industries property, located at 7072 Mayfield Road, appeared to be developed sometime after 1969, while the Domtech Auto Centre Inc. business, located at 6520 Mayfield Road, and the Forbes Landscaping business, located at 8576 Mayfield Road, appeared to be developed sometime after 1980. The Albion Nursery & Botanix Garden Centre business, located at 8602 Mayfield Road, appeared to be developed sometime after 1989.

3.3 HISTORICAL RECORDS REVIEW SUMMARY

Based on the historical review completed, it is Stantec's opinion that there does not appear to be the potential for significant environmental contamination issues at the Site as a result of historical on-Site activities.

Based on the historical review completed, it is Stantec's opinion that there appears to be the potential for significant environmental contamination issues at the Site as a result of the historical surrounding land use activities related to the Pioneer Gas Station listed at 7536 Mayfield Road.

It is also Stantec's opinion that there appears to be a low potential for significant environmental contamination issues at the Site as a result of the remaining historical surrounding land use activities. This opinion is based on the following factors: the small size of the operations, their distance from the Site, and the nature of the operations.

4.0 ENVIRONMENTAL DATABASE REVIEW

A regulatory database review was completed by ERIS, an environmental database and information service company. A total of 50 databases were reviewed by ERIS. The environmental databases reported and the respective years of the databases are provided in Appendix 3.

4.1 SITE REGULATORY REVIEW

According to the environmental databases reviewed, the following listings were noted for the Site.

- A Certificate of Approval (CofA) was issued for municipal water at the Site in 1986 and 1996 in relation to the installation of water service along Mayfield Road at Airport Road, Clarkway Drive, and Coleraine Drive; and
- The Occurrence Reporting Information System provided the following listings within the Site boundaries: A spill of 180 L of diesel fuel and fire foam, from a transportation accident, to the road shoulder from a transport truck at 7904 Mayfield Road on August 28, 1996; and a spill of 227 L of diesel fuel leaked to the ground surface and ditch from the Pioneer Gas Station, located at Mayfield Road and The Gore Road, on March 16, 1994. The cause of this spill was listed as a container overflow.

According to the environmental databases reviewed, there were no additional listings for the Site.

4.2 SURROUNDING LAND REGULATORY REVIEW

According to the environmental databases reviewed, the following listings were noted for the surrounding properties:

- A CofA was issued for municipal water in 1986 for Lucinda Drive, which is located just south of Mayfield Road along The Gore Road;
- A CofA was issued for industrial air in 1995 for 6520 Mayfield Road under the company Domtech Auto Centre Inc. (Domtech) that was described as a waste oil furnace and listed the following contaminants: suspended particulate matter, sulphur dioxide, nitrogen oxides, and zinc;
- Several listings were reported for the Tru Value Gas Bars Corp (Tru Value) at 7538 Mayfield Road in Bolton. Three 22,700 L single wall gasoline underground storage tanks (USTs) and one 45,600 L single wall diesel UST were listed at the property;
- Domtech was listed as a generator of water oils & lubricants for 1995 to 2001. Rossi Quality Services Inc. (Rossi), located at 8216 Mayfield Road, was listed as a generator of waste oils & lubricants;

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- The following occurrences were listed in the vicinity of the Site: a spill of an unknown quantity of hydraulic fluid was leaked to the gravel surface from a transport truck that was southbound on The Gore Road, just north of Mayfield Road, on an unknown date. The cause was listed as a pipe/hose leak due to vandalism. The spill was reported to be abandoned with the Regional Municipality of Peel Works Department to clean; and, 14 large piles of garbage were intentionally burned, with oil nearby, from a private business located at 8100 Mayfield Road on May 20, 2002; and
- The ERIS report identified 75 wells within a 0.25 km search radius of the Site. The wells were identified on the north and south sides of Mayfield Road, and the majority of them appeared to be associated with rural residences. All of the wells listed in the Water Well Information System were identified as for domestic use with the exception of one well listed for stock use and one well listed for public supply.

4.3 ENVIRONMENTAL DATABASE REVIEW SUMMARY

4.3.1 Site

Based on a review of the environmental database information presented in the ERIS report, it is Stantec's opinion that the 180 L and 227 L diesel fuel spills represent a moderate potential to significantly impact the environmental condition of the Site. It is also Stantec's opinion that there is a low potential for the remaining Site listings in the ERIS report to significantly impact the environmental condition of the Site.

4.3.2 Surrounding Land Use

Based on a review of the environmental database information presented in the ERIS report, it is Stantec's opinion that the Tru-Valu gas station represents a potentially significant environmental concern to the Site. This opinion is based on the close proximity of the Tru-Valu gas station to the Site, and that the Site is expected to be downgradient from this property. It is also Stantec's opinion that based on the size, nature, and distance of the remaining listings for the surrounding properties, there is low potential for them to significantly impact the environmental condition of the Site.

5.0 ON-SITE ENVIRONMENTAL ASSESSMENT FINDINGS

5.1 ABOVE AND UNDERGROUND STORAGE TANKS

5.1.1 Aboveground Storage Tanks

Stantec did not observe any ASTs on the Site at the time of the Site reconnaissance.

As indicated in Section 4.0, a review of available environmental databases indicated that the Site is not registered for petroleum storage tanks, although Tru-Value is listed as having fuel storage tanks (i.e., adjacent to the north of the Site). There was no evidence from the historical records review to suggest the former presence of any ASTs at the Site.

5.1.2 Underground Storage Tanks

Stantec did not observe any obvious indication (e.g., fill or vent pipes) of any underground storage tanks (USTs) being present on the Site.

As indicated in Section 4.0, a review of available environmental databases indicated that the Site is not registered for petroleum storage tanks. Tru-Value is registered as having USTs that are adjacent to the north of the Site. As indicated in Section 2.2, based upon the information provided by Peel Region, it appeared that some of the equipment related to the Tru-Value facility is located within the Site boundaries (as shown on Figure 5). The amount of equipment present on the Site, such as dispensing pumps, underground piping, or USTs, could not be determined with the information provided. There was also no evidence from the historical records review to suggest the former presence of any USTs at the Site.

A request was made to the TSSA for relevant files regarding fuel storage tanks at the 7536 Mayfield Road property. The search results indicated that a licensed full service gasoline and diesel station currently operates at this property and that a propane cylinder handling facility formerly operated at this property. According to the search results, the fuel facility operates with one 45,600-L and three 22,600-L single-walled fiberglass USTs under the applicant name of Tru Value Gas Bars Corporation. The three 22,600-L USTs were installed in 1984 and the 45,600-L UST was installed in 1991. The license for the propane cylinder handling facility was created in 1996, under the applicant name of Sylvia's Convenience, and was subsequently cancelled in 2001. No other details regarding the cancelled propane cylinder handling facility was provided in the TSSA report. The TSSA report is included in Appendix 4.

5.2 LEAD BASED PAINTS

As indicated in Section 2.2, portions of several residential dwellings at 6296, 7399, 7481, 7650, and 7905 (Brampton, 2006) Mayfield Road appeared to be within the Site boundaries. Based

on the presumed age range of the buildings of at least 40 years, it is Stantec's opinion that there is a potential for lead-based paints at these specific Site locations.

5.3 ASBESTOS

As indicated in Section 2.2, portions of several residential dwellings at 6296, 7399, 7481, 7650, and 7905 (Brampton, 2006) Mayfield Road appeared to be within the Site boundaries. Based on the presumed age range of the buildings of at least 40 years, it is Stantec's opinion that there is a potential for asbestos-containing materials (ACMs) at these specific Site locations. A detailed inspection, to evaluate the potential for ACMs, was not completed as private property was not accessed as part of the Site reconnaissance.

5.4 SOLID (NON-HAZARDOUS) WASTE

Various amounts of debris, that consisted of plastic and glass bottles, metal, wood, cardboard, and general litter, was observed along the sides of Mayfield Road, with the greatest amount present along the south side of Mayfield Road, towards the western limits of the Site close to Maisonneuve Boulevard. No other evidence of waste generation was observed at the Site. There was no other indication of dumping or other human activities in the remaining areas of the Site.

5.5 HAZARDOUS MATERIALS / HAZARDOUS WASTE

5.5.1 Hazardous Materials

At the time of the Site reconnaissance, an estimated 20 L steel pail containing an unknown dark liquid and a long brush was observed along the southern shoulder of Mayfield Road, just east of Maisonneuve Boulevard. No odour or petroleum sheen was observed in the steel pail. No staining was observed on the ground surface in the vicinity of the steel pail. Several vehicles, in various states of assembly, were observed at the open space of the rural residence located at 7650 Mayfield Road. The presence of these vehicles was typical of an exterior vehicle repair and maintenance facility. The southern portion of this property, where several of the vehicles were present, was located within the Site boundaries. As such, there is a potential of the handling, storage, and spilling of automotive fluids, such as glycol, gasoline, and motor oil, at this specific location. No storage or spillage of automotive fluids were observed during the Site reconnaissance, however, a detailed walk-over of private properties was not included in this investigation. Stantec did not observe any other potentially hazardous chemicals being stored at the Site.

It is Stantec's opinion that there is a potential for environmental impacts to the Site from the use of de-icing salt along Mayfield Road. This may have implications on the management options available for any excess soil generated during future construction activities on the Site.

5.5.2 Hazardous Waste

Stantec did not observe the generation, storage or disposal of hazardous wastes at the Site at the time of Stantec's Site reconnaissance.

5.6 POLYCHLORINATED BIPHENYL-CONTAINING EQUIPMENT

Stantec did not observe any known polychlorinated biphenyl ("PCB")-containing equipment at the Site at the time of Stantec's Site reconnaissance. Approximately forty-two pole-mounted transformers were observed on utility poles, within the Site boundaries, along the sides of the Mayfield Road. No pad mounted transformers were observed within the Site boundaries. The pole-mounted transformers are owned by Hydro One Brampton, who indicated that they range in age from approximately 5 years to 25 years, and have not been tested for PCBs (Mr. Shane Beirnes, Protection, Control and Substation Supervisor, Hydro One Brampton, personal communication). There was no soil staining or stressed vegetation that would suggest leakage of transformer fluids near the utility poles for these transformers, however, this investigation did not include a detailed walk-over of the entire Site area. It is Stantec's opinion that there is a low potential for PCB-containing pole-mounted transformers, if any, to significantly impact the environmental condition of the Site. No other sources of PCBs were observed at the Site.

5.7 WATER AND WASTEWATER / STORMWATER

5.7.1 Water Supply

With the use of the Site as a roadway, there was no supply of water to the Site. However, water valves and fire hydrants, consistent with water supply utilities and servicing the surrounding areas of the Site, was observed along the sides of Mayfield Road.

5.7.2 Sewage and Process Wastewater Discharge

With the use of the Site as a roadway, the Site was not connected to any sanitary sewer or tile bed system. However, manhole covers, typical of wastewater service, was observed along the sides of Mayfield Road. While it is likely that the properties along Mayfield road are supplied with wastewater services, several possible septic systems related to the residences located along Mayfield Road were observed during the Site reconnaissance. It was unclear whether these possible septic systems were currently in use, however, there is a potential for some of them to be located within the Site boundaries.

5.7.3 Stormwater Discharge

As noted in Section 2.3, stormwater at the Site either infiltrates into the ground or flows overland to ditches along the roadway, which eventually discharges into the waterways that are in the vicinity of Mayfield Road. Stantec did not observe raw material piles or areas of chemical staining that could result in the impairment of stormwater runoff from the Site. Stantec does not

anticipate that stormwater quality leaving the Site represents a significant environmental issue for most of the year. However, it is likely that with the use of road salt in the winter months, the quality of stormwater runoff, particularly in the spring run-off period, may be a concern. This is not an issue unique to the Site and is common with all road ways.

5.8 DRINKING WATER

As noted previously, there is no water supply provided for the Site.

5.9 WETLANDS

Based on Stantec's review of available mapping (Brampton, 2006), there are currently no provincial wetlands present on or in the immediate vicinity of the Site.

5.10 RADON

According to a document, entitled "*Health and Environment – Partners for Life*", prepared by Health Canada and dated 1997, Health Canada has recommended that the annual radon exposure limit for the general public is 70 becquerels per cubic metre ("Bq/m³") and the upper limit of the average annual concentration of radon is 800 Bq/m³. Based on the results of a national survey measuring radon concentrations, conducted by Health Canada in the late 1970s, the average indoor radon level for the City of Toronto, located approximately 40 kilometres southeast of the Site (based on City of Toronto centre), is 12 Bq/m³. Results for the City of Brampton and Town of Caledon were not available, however, Stantec anticipates that they would be similar to the City of Toronto given their proximity to one another and the similar soil stratigraphy.

5.11 AIR EMISSIONS

Stantec did not observe any significant issues beyond those normally experienced in similar road ways related to noise, odours and/or air emissions at the Site at the time of Stantec's Site reconnaissance.

5.12 DRY CLEANING OPERATIONS

Stantec did not observe any dry cleaning operations at the Site during Stantec's Site reconnaissance.

5.13 SITE SPECIFIC ENVIRONMENTAL ISSUES

5.13.1 Workplace Hazardous Material Information System

With the use of the Site as a roadway, there is no requirement for the Workplace Hazardous Material Information System.

5.13.2 Pits, Sumps and Lagoons

Pits and Sumps

Stantec did not observe any indication of pits or sumps at the Site at the time of the Site reconnaissance.

Lagoons

Stantec did not observe any lagoons or impoundments associated with the Site during the Site reconnaissance.

5.13.3 Spills, Releases and Emergency Response

Stantec did not observe evidence of spills, accidental releases or widespread staining on the ground surface, which would indicate the occurrence of major environmental events that may significantly impact the environmental quality of the subsurface at the Site.

With the exception of steep slopes related to the side banks of the West Humber River, Salt Creek, and their tributaries, no evidence of stressed vegetation was observed at the Site during the Site reconnaissance.

As indicated in Section 4.0, a review of available environmental databases indicated several listings for the Occurrence Reporting Information System related to spills of diesel fuel (180 L and 227 L), hydraulic fluid (unknown quantity), and the burning of garbage with oil nearby, for the Site and the surrounding properties, listed over a period from 1994 to 2002.

5.13.4 Ozone-Depleting Substances

Stantec did not observe the storage of ozone-depleting substances (“ODSs”) at the Site during the Site reconnaissance. However, as indicated in Section 2.2, detailed inspections of the residential dwellings, which appeared to be partially located within the Site boundaries, were not completed as part of this investigation. Given the main use of the Site as a roadway, Stantec does not anticipate any significant issues related to ODSs at the Site.

5.13.5 Radioactive Materials

Stantec did not observe any radioactive materials or equipment at the Site at the time of Stantec’s Site reconnaissance. However, as indicated in Section 2.2, detailed inspections of the residential dwellings, which appeared to be partially located within the Site boundaries, were not completed as part of this investigation. Given the use of the Site as a roadway, Stantec does not anticipate any significant issues related to radioactive materials or equipment at the Site.

5.13.6 Urea Formaldehyde Foam Insulation

Stantec did not observe any urea formaldehyde foam insulation (“UFFI”) at the Site at the time of Stantec’s Site reconnaissance. However, as indicated in Section 2.2, detailed inspections of the residential dwellings, which appeared to be partially located within the Site boundaries, were not completed as part of this investigation. Given the use of the Site as a roadway, Stantec does not anticipate any significant issues related to UFFI at the Site.

5.13.7 Pesticides and Herbicides

Stantec did not observe the storage of pesticides or herbicides at the Site during the Site reconnaissance. Given the agricultural land use of portions of the Site, it is likely that pesticides or herbicides have been applied but were limited to these specific portions of the Site. Based on the small area of the Site that is in use for agricultural purposes and the typical rapid chemical decomposition of pesticides and herbicides, it is Stantec’s opinion that there is a low potential for significant environmental impacts to the Site from the use of herbicides and pesticides.

5.13.8 Soil Fill

At the time of the Site reconnaissance, a large grassed berm was observed, that appeared to be within the Site boundaries, on the southern side of Mayfield Road, in the vicinity of Maisonneuve Boulevard. The origin and quality of the fill material, used in the berm construction, is unknown. However, the likelihood is that the fill material is excess soil from the residential subdivision to the south, which was recently built on former agricultural lands. It is Stantec’s opinion that there is a low potential for significant environmental impacts to the Site related to the berm fill material.

As indicated in Sections 2.4 and 2.5, a pavement evaluation report was previously completed for the Site by John Emery Engineering. The pavement evaluation report consisted of the advancement of 23 boreholes that were limited to a depth of 1.5 m below grade. John Emery Engineering described the stratigraphy as being comprised of a sand and gravel subbase that was overlying subgrade material consisting of silty clay, clayey silt, or sandy silt. It is Stantec’s opinion that there is a low potential for significant environmental impacts to the Site related to the roadway fill material.

6.0 REVIEW OF NEARBY / ADJACENT PROPERTIES

Stantec reviewed the current land uses of neighbouring properties from publicly accessible locations to assess potential environmental impacts to the Site that may arise from off-Site operations. As noted in Section 2.1, properties in the general area surrounding the Site are mixed agricultural, residential, and limited commercial. There are currently no active dry cleaners within a 200-metre radius of the Site.

Properties surrounding the Site are summarized as follows:

North of the Site (Inferred Upgradient)

Adjacent to the north of the Site are generally agricultural lands, rural-residential land use, and undeveloped forested areas. In addition, several commercial operations are located adjacent to the north of the Site. The commercial operations of significance included:

- Domtech Auto Centre, located at 6520 Mayfield Road, was observed to operate as an automotive maintenance and repair facility;
- Several excavators, located at 6902 Mayfield Road, assumed to be related to a contracting company. Since there was no signage related to this property, the exact nature of the business could not be determined;
- Flex-Mor Industries Limited, located at 7072 Mayfield Road, was observed to operate as a truck and tractor trailer storage, repair, and maintenance facility;
- An automotive scarp yard was observed along the west side of The Gore Road, approximately 100 m north of Mayfield Road. Since there was no signage or displayed municipal address related to this property, the exact nature of the business could not be determined;
- Tru-Value service station, located at 7536 Mayfield Road, was observed to operate as a retail gasoline and diesel service station with associated USTs and pumps;
- Several vehicles, in various states of assembly, typical of an exterior automotive maintenance and repair facility, were observed at the open space of the rural residence located at 7650 Mayfield Road. Since there was no signage related to this property, the exact nature of the business could not be determined;
- R. Gabrielle Builders/Renovators, located at 8216 Mayfield Road, assumed to be related to a contracting company. However, no equipment was observed at the time of the Site reconnaissance;
- Several trucks and tractor trailers were observed to be located at 8410 Mayfield Road and assumed to be related to truck storage, and possibly a truck and trailer repair and/or maintenance. Since there was no signage related to this property, the exact nature of the business could not be determined;

CONTAMINATED SITE SCREENING, MAYFIELD ROAD IMPROVEMENTS, EAST OF AIRPORT ROAD TO EAST OF COLERAINE DRIVE, CITY OF BRAMPTON AND THE TOWN OF CALEDON, ONTARIO

Review of Nearby / Adjacent Properties
December 6, 2007

- An equipment storage facility was observed to be located at 8576 Mayfield Road. However, since there was no signage related to this property, the exact nature of the business could not be determined; and
- A garden centre business, identified as Botanix Albion Nursery and Garden Centre, was observed to be located at 8602 Mayfield Road.

With the exception of the Tru-Valu service station, no fuel pumps or tanks were observed at the commercial operations listed above. However, detailed inspections of these properties were not completed as private property was not accessed as part of the Site reconnaissance.

Stantec did not observe any other properties, from publicly accessible areas, with obvious environmental concerns (such as the presence of storage tanks, drums, waste piles, etc.), north of the Site that would have the potential to significantly impact the environmental quality of the Site.

South of the Site (Inferred Downgradient)

Adjacent to the south of the Site are generally agricultural lands, rural-residential land use, and undeveloped forested areas. In addition, several commercial operations are located adjacent to the south of the Site. The commercial operations or properties of significance included:

- Varcon Construction, located at 8211 Mayfield Road, where miscellaneous contracting equipment and materials were observed; and
- Several fill piles, consisting of soil and concrete debris, and a horizontal, rusted, aboveground storage tank (AST) were observed outside the Site boundaries along the southern side of Mayfield Road, approximately 0.15 km northeast of The Gore Road. A steel AST of this type is usually in use for fuel storage. The capacity and contents of the AST could not be determined as private property was not accessed as part of the Site reconnaissance.

Stantec did not observe any other properties, from publicly accessible areas, with obvious environmental concerns (such as the presence of storage tanks, drums, waste piles, etc.) south of the Site that would have the potential to significantly impact the environmental quality of the Site.

East and West of the Site (Inferred Transgradient)

Mayfield Road continues to the east of the Site, towards Highway 50, and to the west of the Site, towards Airport Road. The surrounding lands, in the vicinity of the Site, were observed to generally be in use for agricultural or rural-residential purposes.

Summary

It is Stantec's opinion that the Tru-Valu service station, located at 7536 Mayfield Road and observed to operate as a retail gasoline and diesel service station, represents the greatest potential environmental concern to the Site. This opinion is based on the close proximity of the Tru-Valu gas station to the Site, and that the Site is expected to be downgradient from this property.

It is also Stantec's opinion that there appears to be a low potential for significant environmental contamination issues at the Site as a result of the remaining historical surrounding land use activities. This opinion is based on the following factors: the small size of the operations, their distance from the Site, the nature of the operations, and/or that any sub-surface contaminants are likely localized to source areas due to the apparent low permeability of the native soils.

Based on observations of the surrounding properties from publicly accessible locations, it is Stantec's opinion that there are no other significant environmental issues at the Site associated with current surrounding land use activities.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of the CSS, it is Stantec's opinion that there are potentially significant environmental contamination issues associated with the Site. Stantec bases this opinion on the following:

- A Tru-Valu service station, located at 7536 Mayfield Road and observed to operate as a retail gasoline and diesel service station, has been present immediately adjacent to the north (inferred upgradient) of the Site since at least 1984. Furthermore, based on mapping information provided by Peel Region, it appears that some of the equipment related to the Tru-Value facility may be located within the Site boundaries. The amount of equipment present on the Site, such as dispensing pumps, underground piping, or USTs, could not be determined with the information provided.

In addition, it is Stantec's opinion that there may be limitations in the options available with the relocation of any excess fill material that may be generated during any future construction along the road way. This is primarily related to the use of road salt and the impact it may have to the soil.

In order to address the potential environmental contamination issues, Stantec provides the following recommendations:

- Stantec recommends that the northern Site boundary with the Tru-Valu gasoline station be confirmed, and that the equipment, if any, related to the gas bar but present within the Site boundaries, be determined. In addition, Stantec recommends that the environmental quality of the soil and groundwater, in the vicinity of the Tru-Valu service station but within the Site boundaries, be assessed.

In order to address best management / regulatory compliance issues, Stantec recommends the following:

- Stantec recommends undertaking chemical testing of any excess fill material generated during the construction project in order to confirm suitable relocation options.
- Stantec recommends that, prior to the completion of any renovations or demolition to Site structures, a designated substances survey should be conducted in accordance with the Occupational Health and Safety Act and Regulations.

8.0 LIMITATIONS

In conducting this environmental site assessment, Stantec confirms that it had access to the experience and capability necessary to perform and did perform in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this assessment has uncovered all potential liabilities associated with the identified property.

This report provides an evaluation of environmental conditions associated with the identified property at the time the assessments were conducted and are based on information obtained by and/or provided to Stantec at that time. There are no assurances regarding the accuracy and completeness of this information. All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

The opinions in this report can only be relied upon as they relate to the condition of the identified property at the time the assessments and/or investigations were conducted. Activities at the property subsequent to Stantec's assessment may have significantly altered the property's condition. Conclusions made within this report are a professional opinion at the time of the writing of this report, not a certification of the property's environmental condition. This report is not a legal opinion regarding compliance with applicable laws.

This report has been prepared for the exclusive use of the Regional Municipality of Peel and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities or claims, howsoever arising, from third party use of this report.

The locations of any utilities illustrated in this report, if any, including pole lines, conduits, water mains, sewers and other surface or sub-surface utilities and structures are not necessarily as described in this report or its appendices, and where shown or described, the accuracy of the position of such utilities and structures is not guaranteed. Before starting work, any individual should confirm the exact location of all such utilities and structures and assume all liability for damage to them.

If Stantec's services include the collection of samples, it should be noted that there are limitations that are inherent in any intrusive work of this nature. Conditions may vary between sample locations and the parameters tested for may be limited by factors such as the areas of greatest risk identified in any previous site assessment, the site conditions (e.g. utility placements) and cost factors. Accordingly, no representations can be made regarding

parameters for which tests were not performed. A potential remains for the presence of unknown, unidentified, or unforeseen surface and subsurface environmental conditions.

Respectfully submitted,

STANTEC CONSULTING LTD.

DRAFT

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9.0 REFERENCES

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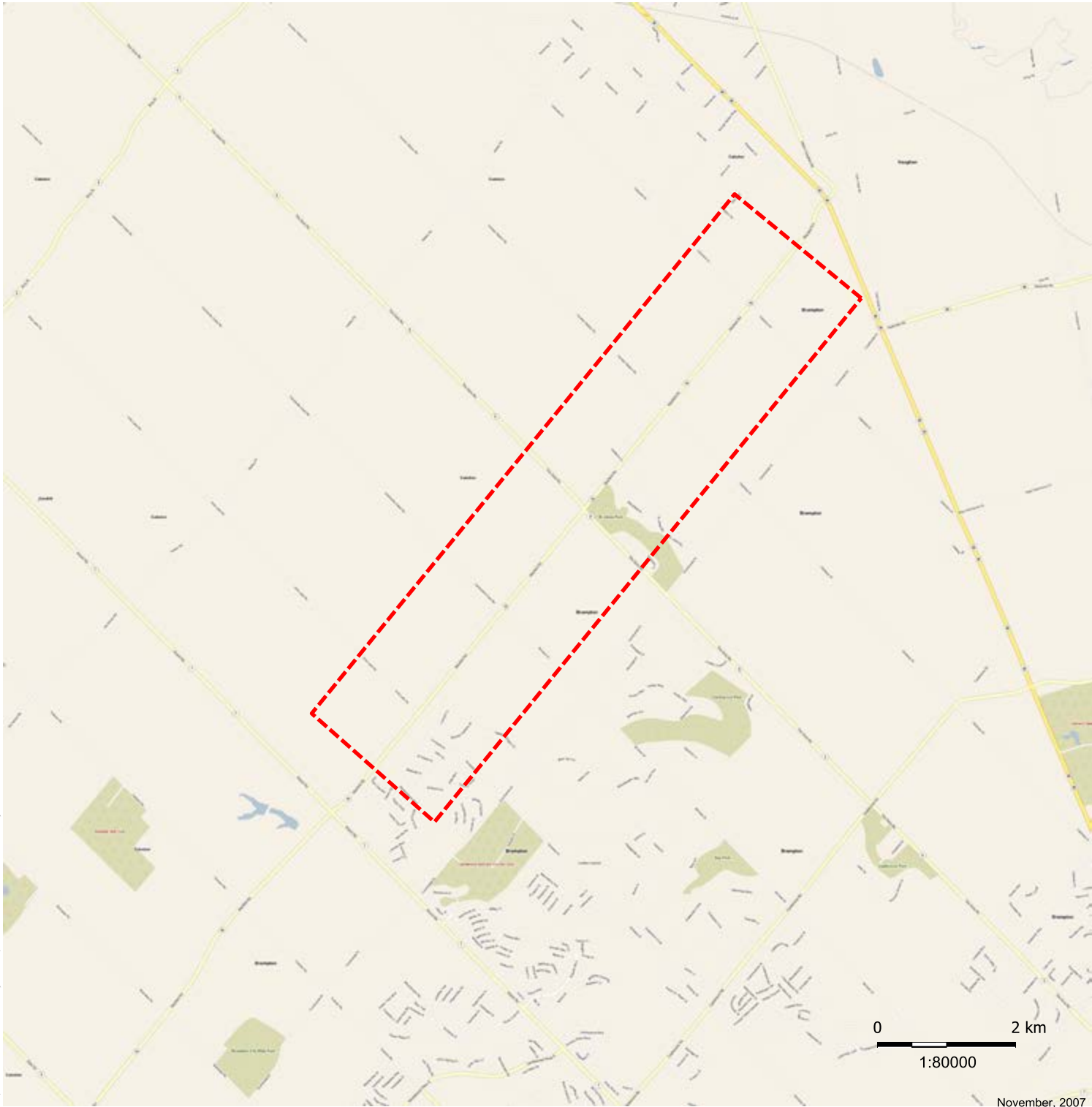
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MNDM, 1991b. Map 2556, Quaternary Geology of Ontario. Scale 1:1 000 000.

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APPENDIX 1

Figures



November, 2007
1602-10480

Legend

 Site Location

Notes

1. Base Map Source:
MS Virtual Earth, 2007.

Client/Project

Regional Municipality of Peel
Contaminated Site Screening, Mayfield Road Improvements
Northeast of Airport Road to Northeast of Coleraine Drive
City of Brampton and Town of Caledon, Ontario

Figure No.

1

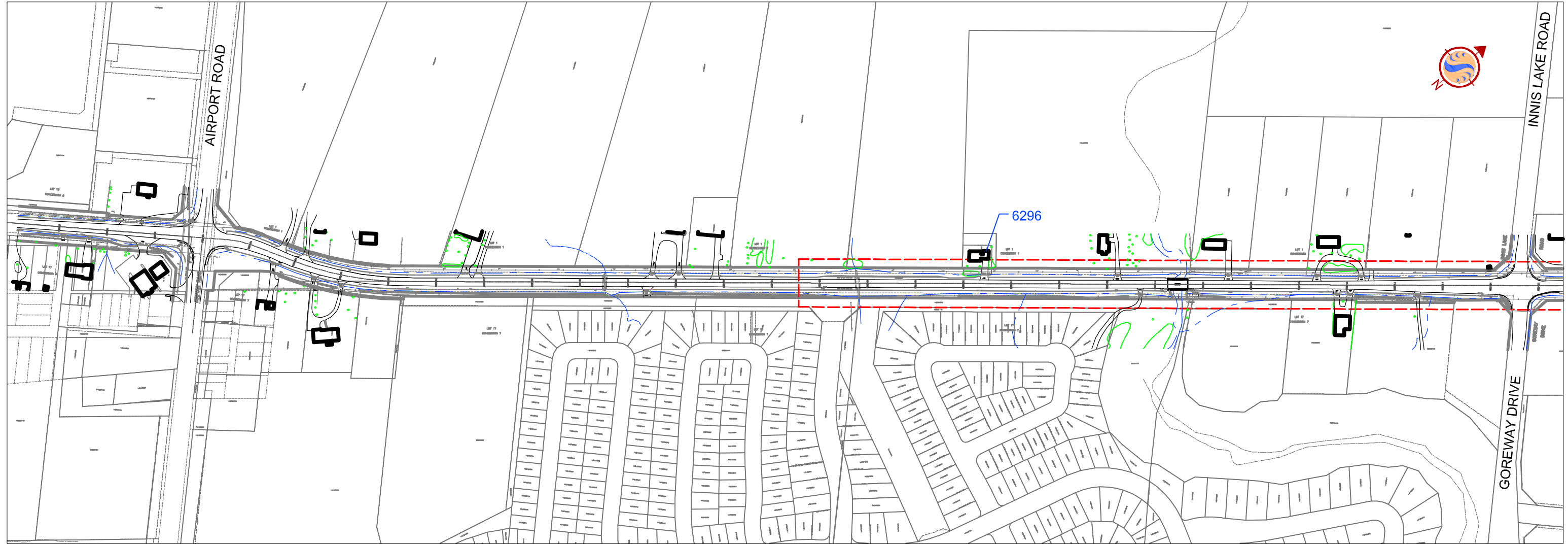
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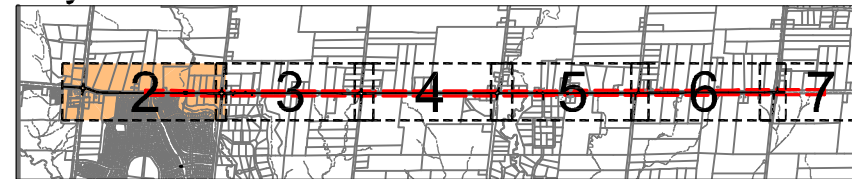


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Key Plan



Legend

-  Extent of Roadway
-  Site Boundary
-  6296
-  Location of Building Partially within Site Boundaries

Notes

1. Base mapping supplied by the Regional Municipality of Peel.



November 2007
1602-10480

Client/Project

Regional Municipality of Peel
Contaminated Site Screening, Mayfield Road Improvements
Northeast of Airport Road to Northeast of Coleraine Drive
City of Brampton and Town of Caledon, Ontario

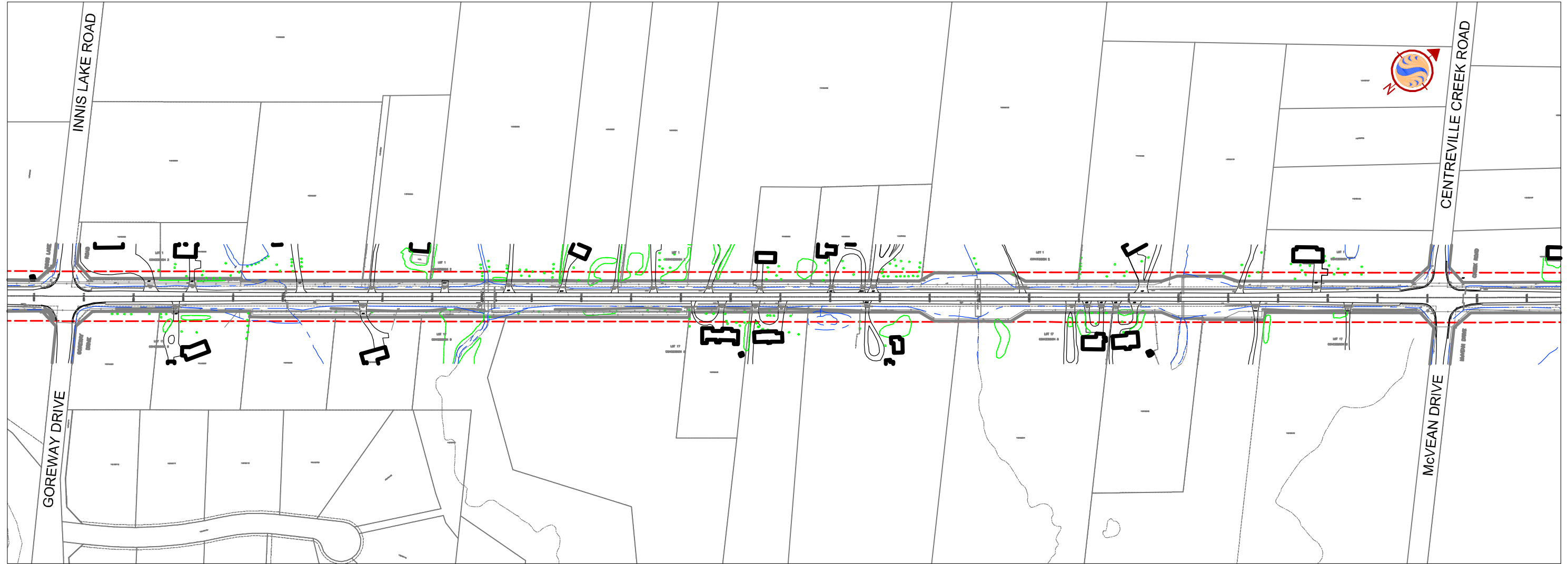
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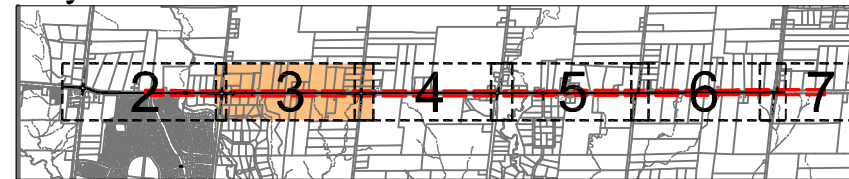
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NORTHEAST OF AIRPORT ROAD TO
GOREWAY DRIVE/INNIS LAKE ROAD




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2005-03-11 10:49AM By: bcowper



Key Plan



Legend

-  Extent of Roadway
-  Site Boundary
-  6296 Location of Building Partially within Site Boundaries

Notes

1. Base mapping supplied by the Regional Municipality of Peel.



November 2007
1602-10480

Client/Project

Regional Municipality of Peel
Contaminated Site Screening, Mayfield Road Improvements
Northeast of Airport Road to Northeast of Coleraine Drive
City of Brampton and Town of Caledon, Ontario

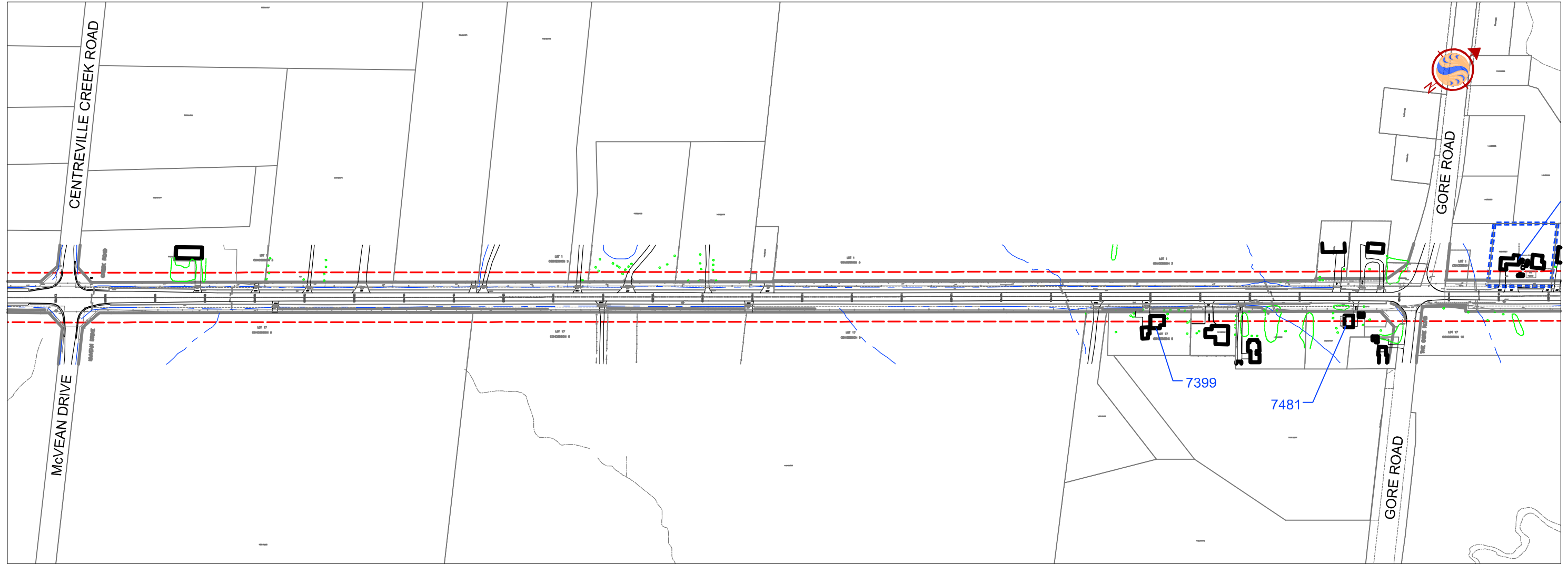
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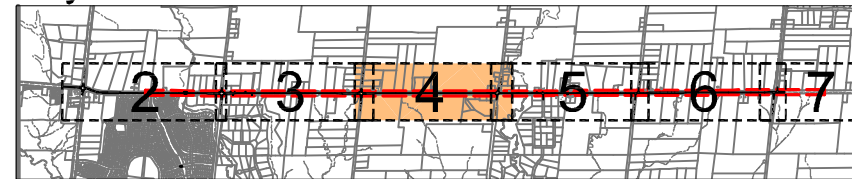
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GOREWAY DRIVE/INNIS LAKE ROAD TO
MCVEAN ROAD/CENTREVILLE CREEK ROAD




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2005-03-11 10:49AM By: bcowper



Key Plan



Legend

-  Extent of Roadway
-  Site Boundary
-  6296 Location of Building Partially within Site Boundaries

Notes

1. Base mapping supplied by the Regional Municipality of Peel.



November 2007
1602-10480

Client/Project

Regional Municipality of Peel
Contaminated Site Screening, Mayfield Road Improvements
Northeast of Airport Road to Northeast of Coleraine Drive
City of Brampton and Town of Caledon, Ontario

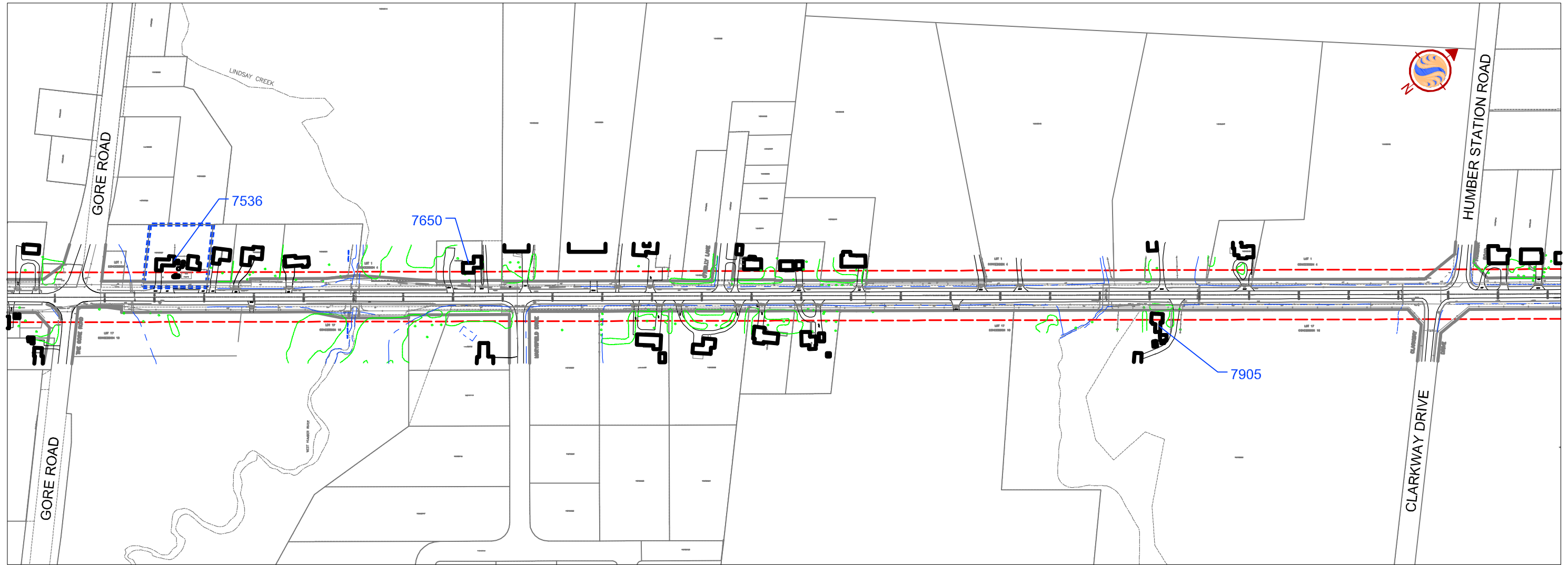
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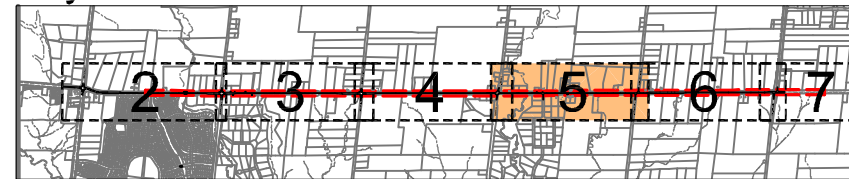
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McVEAN ROAD/CENTREVILLE CREEK ROAD
TO THE GORE ROAD





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Key Plan



Legend

-  Extent of Roadway
-  Site Boundary
-  6296 Location of Building Partially within Site Boundaries
-  Location of Retail Gasoline and Diesel Service Station at 7536 Mayfield Road where Associated underground Equipment May Be Within Site Boundaries

Notes

1. Base mapping supplied by the Regional Municipality of Peel.



November 2007
 1602-10480

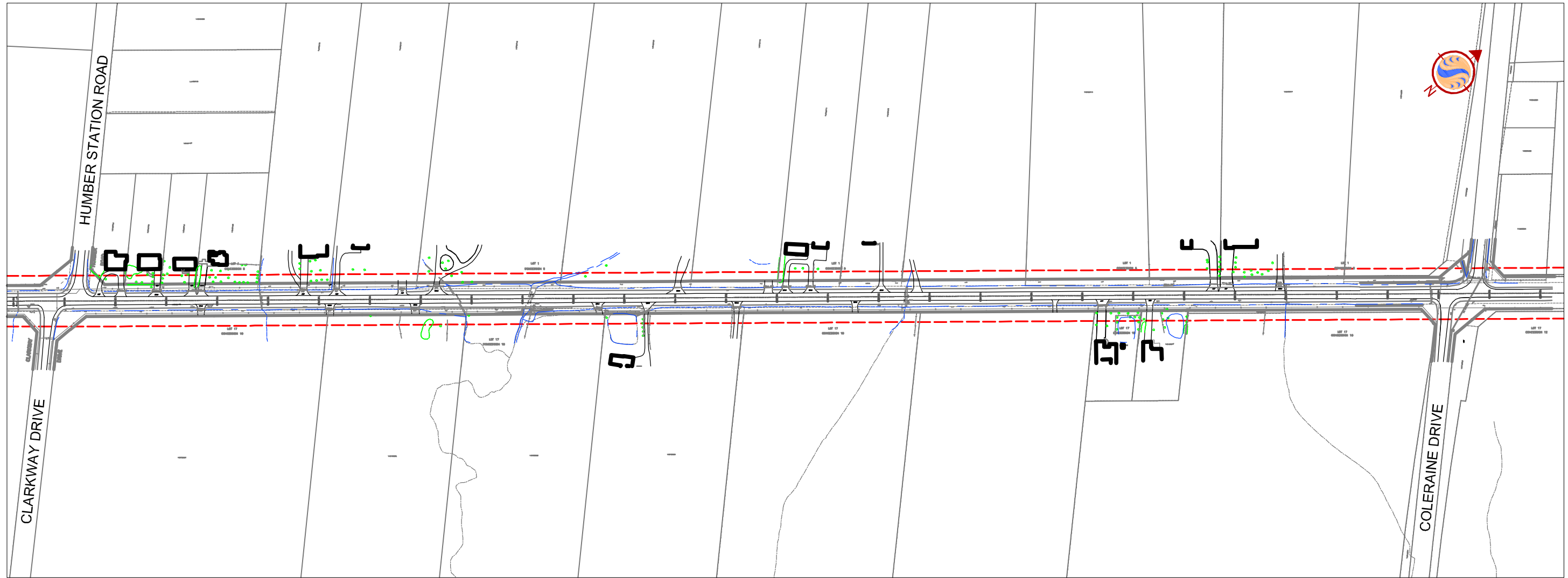
Client/Project
 Regional Municipality of Peel
 Contaminated Site Screening, Mayfield Road Improvements
 Northeast of Airport Road to Northeast of Coleraine Drive
 City of Brampton and Town of Caledon, Ontario

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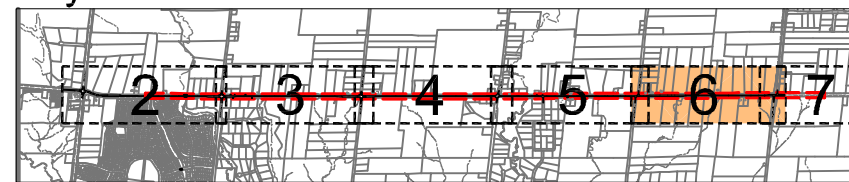
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Title




GORE ROAD TO CLARKWAY DRIVE/
 HUMBER STATION ROAD



Key Plan



Legend

-  Extent of Roadway
-  Site Boundary
-  6296 Location of Building Partially within Site Boundaries

Notes

1. Base mapping supplied by the Regional Municipality of Peel.

Client/Project

Regional Municipality of Peel
 Contaminated Site Screening, Mayfield Road Improvements
 Northeast of Airport Road to Northeast of Coleraine Drive
 City of Brampton and Town of Caledon, Ontario

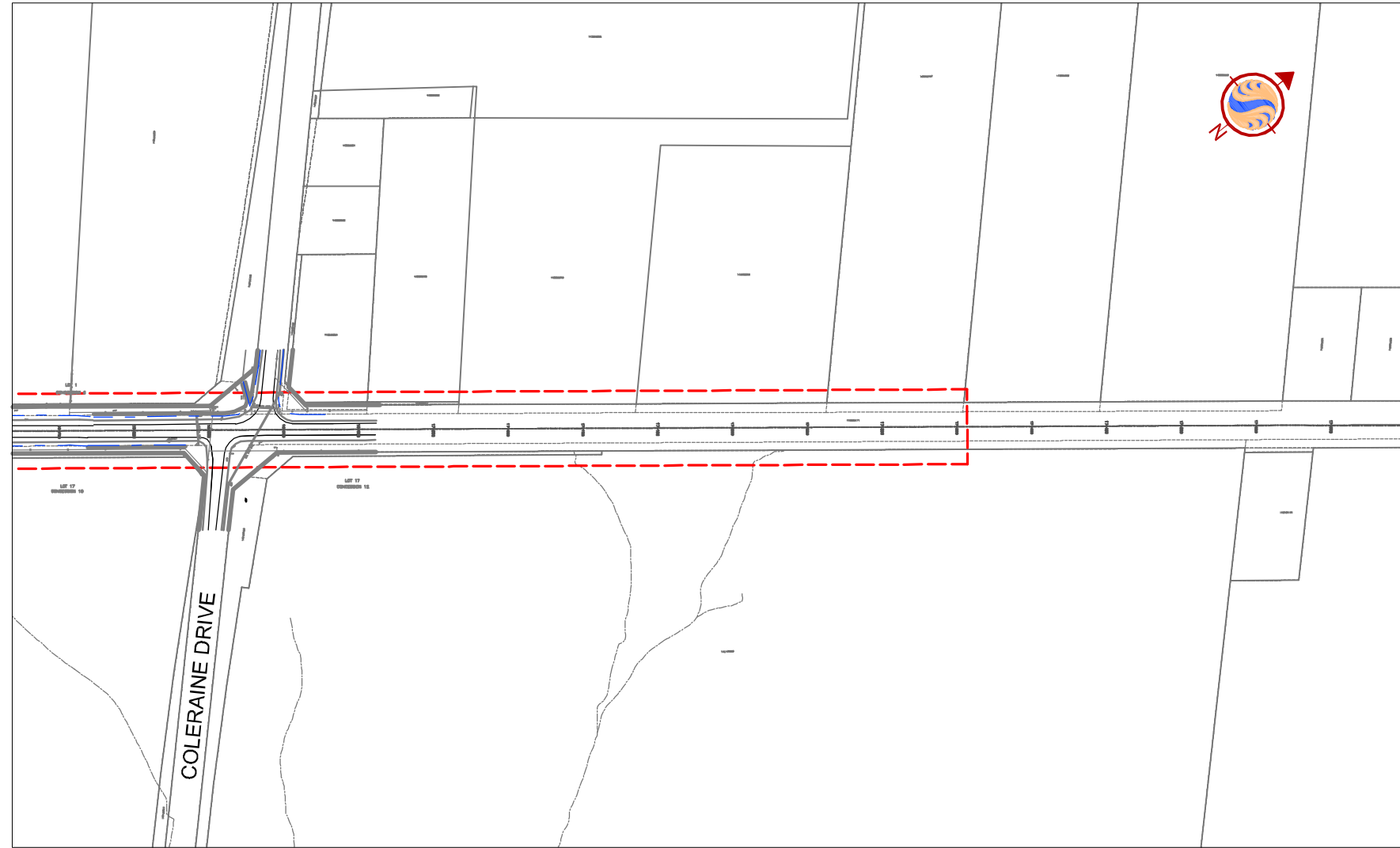
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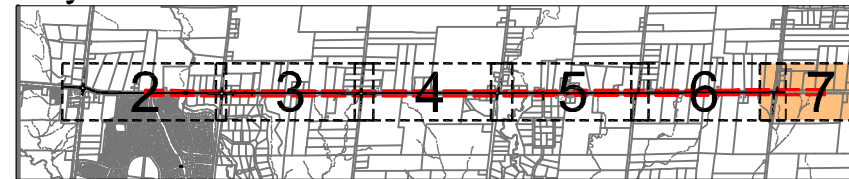
Title

CLARKWAY DRIVE/HUMBER STATION ROAD
 TO COLERAINE DRIVE








Key Plan



Legend

-  Extent of Roadway
-  Site Boundary
-  6296 Location of Building Partially within Site Boundaries

Notes

1. Base mapping supplied by the Regional Municipality of Peel.



Client/Project

Regional Municipality of Peel
 Contaminated Site Screening, Mayfield Road Improvements
 Northeast of Airport Road to Northeast of Coleraine Drive
 City of Brampton and Town of Caledon, Ontario

Figure No.

7

Title

COLERAINE DRIVE TO NORTHEAST
 OF COLERAINE DRIVE

APPENDIX 2

Photographs



Photograph 1 – Estimated 20 L Steel Pail Containing Dark Liquid



Photograph 2 – Possible Septic System at 7481 Mayfield Road



Photograph 3 – Northern View of Gasoline Service Station at 7536 Mayfield Road



Photograph 4 – Northern View of Diesel Pump Island at 7536 Mayfield Road



Photograph 5 – Southern View of AST in Vacant Field (Northeast of The Gore Road)



Photograph 6 – Northern View of Nursery and Garden Centre at 8602 Mayfield Road

APPENDIX 3

Historical Documentation



CGI – Risk Management Services

150 Commerce Valley Drive W
8th Floor
Markham, Ontario
L3T 7Z3
Tel. (905) 882-6300 x 5210
Fax. (905) 695-6543
www.cgi.com

CGI Environmental Services

Historical Environmental Reporting System (HEIRS™)

October 23rd 2007

Tanya Ilavsky
EcologERIS
12 Concorde Place, Suite 800
Toronto, ON
M3C 4J2

Regarding: Airport Road and Mayfield Road, Brampton - 20070426015

As requested, we have searched our records concerning the above site and the following information as listed below is appended hereto:

Information	Date(s)
Fire Insurance Plan(s)	NRF
Property Underwriters' Report(s)	NO
Property Underwriters' Plan(s)	NO

NRF: No Records Found NO: Not Ordered

Our invoice in the amount of \$ 40.00 (+ GST) for the information provided will follow in due course.

Thank you for employing the services of CGI.

Sarah Khan
Environmental Services

New Website – www.cgi-ibs.com/iao

TERMS AND CONDITIONS

Report. The documents (hereinafter referred to as the "Documents") to be released as part of the report (hereinafter referred to as the "Report") to be delivered to the purchaser as set out above are documents in CGI's records relating to the described property (hereinafter referred to as the "Property"). CGI makes no representations or warranties respecting the Documents whatsoever, including, without limitation, with respect to the completeness, accuracy or usefulness of the Documents, and does not represent or warrant that these are the only plans and reports prepared in association with the Property. The Documents are current as of the date(s) indicated on them. Interpretation of the Documents, if any, is by inference based upon the information which is apparent and obvious on the face of the Documents only. CGI does not represent, warrant or guarantee that interpretations other than those referred to do not exist from other sources. The Report will be prepared for use by the purchaser of the services as shown above hereof only.

Disclaimer. CGI disclaims responsibility for any losses or damages of any kind whatsoever, whether consequential or other, however caused, incurred or suffered, arising directly or indirectly as a result of the services (which services include, but are not limited to, the preparation of the Report provided hereunder), including but not limited to, any losses or damages arising directly or indirectly from any breach of contract, fundamental or otherwise, from reliance on CGI Reports or from any tortious acts or omissions of CGI's agents, employees or representatives.

Entire Agreement. The parties hereto acknowledge and agree to be bound by the terms and conditions hereof. The request form constitutes the entire agreement between the parties pertaining to the subject matter hereof and supersedes all prior and contemporaneous agreements, negotiations and discussions, whether oral or written, and there are no representations or warranties, or other agreements between the parties in connection with the subject matter hereof except as specifically set forth herein. No supplement, modification, waiver, or termination of the request shall be binding, unless confirmed in writing by the parties hereto.

Governing Document. In the event of any conflicts or inconsistencies between the provisions hereof and the Reports, the rights and obligations of the parties shall be deemed to be governed by the request form, which shall be the paramount document.

Law. This agreement shall be governed by and construed in accordance with the laws of the Province of * and the laws of Canada applicable therein.



Pinpointing Your Environmental Risks

Environmental Risk Information Service



Project Site: Mayfield Rd
Mayfield Rd & Airport Rd
Mayfield Rd & Colorane Dr
Brampton, ON

Client: David Hutchinson
Stantec Consulting Ltd.
7070 Mississauga Road
Unit 160
Mississauga, ON L5N 7G2

ERIS Project No: 20070426015

Report Type: Custom Report - 0.25km Search Radius

Prepared By: Matt Thompson
mthompson@ecologeris.com

Date: October 23, 2007

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Site Address: Mayfield Rd & Airport Rd Brampton, ON
Report Type: Custom Report, 0.25 km Search Radius

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Site Diagram <i>The records that were found within a specified distance from the project property (the primary search radius) have been plotted on a diagram to provide you with a visual representation of the information available. Sites will be plotted on the diagram if there is sufficient information from the database source to determine accurate geographic coordinates. Each plotted site is marked with an acronym identifying the database in which the record was found (i.e., WDS for Waste Disposal Sites). These are referred to as "Map Keys". A variety of problems are inherent when attempting to associate various government or private source records with locations. EcoLog ERIS has attempted to make the best fit possible between the available data and their positions on the site diagram.</i>	ii
Site Profile <i>This table describes the records that relate directly to the property that is being researched.</i>	iii
Detail Report <i>This section represents information, by database, for the records found within the primary search radius. Listed at the end of each database are the sites that could not be plotted on the locator diagram because of insufficient address information. These records will not have map keys. They have been included because they may be found to be relevant during a more detailed investigation.</i>	iv
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Report Summary

Order Number: 20070426015
 Site Name: Mayfield Rd
 Site Address: Mayfield Rd & Airport Rd Brampton, ON
 Report Type: Custom Report, 0.25 km Search Radius

Number of Mappable Records Surrounding the Site

Database	Selected	On-site	Within 0.25	0.25km to 2.00km	Total
AAGR	Abandoned Aggregate Inventory	Y	0	0	0
AGR	Aggregate Inventory	Y	0	0	0
AMIS	Abandoned Mine Information System	Y	0	0	0
ANDR	Anderson's Waste Disposal Sites	Y	0	0	0
AUWR	Automobile Wrecking & Supplies	Y	0	0	0
CA	Certificates of Approval	Y	0	6	6
CFOT	Commercial Fuel Oil Tanks	Y	0	0	0
CHEM	Chemical Register	Y	0	0	0
COAL	Coal Gasification Plants	Y	0	0	0
CONV	Compliance and Convictions	Y	0	0	0
DRL	Drill Hole Database	Y	0	0	0
EBR	Environmental Registry	Y	0	0	0
EEM	Environmental Effects Monitoring	Y	0	0	0
EHS	ERIS Historical Searches	Y	0	1	1
EIIS	Environmental Issues Information System	Y	0	0	0
FCON	Federal Convictions	Y	0	0	0
FCS	Contaminated Sites on Federal Land	Y	0	0	0
FOFT	Fisheries & Oceans Fuel Storage Tanks	Y	0	0	0
FST	Fuel Storage Tank	Y	0	4	4
GEN	Ontario Regulation 347 Waste Generators Summary	Y	0	5	5
IAFT	Indian & Northern Affairs Fuel Tanks	Y	0	0	0
MINE	Canadian Mine Locations	Y	0	0	0
MNR	Mineral Occurrences	Y	0	0	0
NATE	National Analysis of Trends in Emergencies System (NATES)	Y	0	0	0
NCPL	Non-Compliance Reports	Y	0	0	0
NDFT	National Defence & Canadian Forces Fuel Storage Tanks	Y	0	0	0
NDSP	National Defence & Canadian Forces Spills	Y	0	0	0
NDWD	National Defence & Canadian Forces Waste Disposal Sites	Y	0	0	0
NEES	National Environmental Emergencies System (NEES)	Y	0	0	0
NPCB	National PCB Inventory	Y	0	0	0
NPRI	National Pollutant Release Inventory	Y	0	0	0
OGW	Oil and Gas Wells	Y	0	0	0
OOGW	Ontario Oil and Gas Wells	Y	0	0	0
OPCB	Inventory of PCB Storage Sites	Y	0	0	0
ORD	Orders	Y	0	0	0
ORIS	Occurrence Reporting Information System	Y	0	4	4
PAP	Canadian Pulp and Paper	Y	0	0	0
PCFT	Parks Canada Fuel Storage Tanks	Y	0	0	0
PES	Pesticide Register	Y	0	0	0
PRT	Private and Retail Fuel Storage Tanks	Y	0	2	2
REC	Ontario Regulation 347 Waste Receivers Summary	Y	0	0	0
RSC	Record of Site Condition	Y	0	0	0

Report Summary

Order Number: 20070426015
Site Name: Mayfield Rd
Site Address: Mayfield Rd & Airport Rd Brampton, ON
Report Type: Custom Report, 0.25 km Search Radius

Database	Selected	On-site	Within 0.25	0.25km to 2.00km	Total	
RST	Retail Fuel Storage Tanks	Y	0	2	0	2
SCT	Scott's Manufacturing Directory	Y	0	0	0	0
SRDS	Wastewater Discharger Registration Database	Y	0	0	0	0
TANK	Anderson's Storage Tanks	Y	0	0	0	0
TCFT	Transport Canada Fuel Storage Tanks	Y	0	0	0	0
WDS	Waste Disposal Sites - MOE CA Inventory	Y	0	0	0	0
WDSH	Waste Disposal Sites - MOE 1991 Historical Approval Inventory	Y	0	0	0	0
WWIS	Water Well Information System	Y	0	75	0	75
TOTAL			0	99	0	99

The databases chosen by the client as per the submitted order form are denoted in the 'Selected' column in the above table. Counts have been provided outside the primary buffer area for cursory examination only. These records have not been examined or verified, therefore, they are subject to change.



Pinpointing Your Environmental Risks

12 Concorde Pl, Suite 800 North York, ON M3C 4J2
416-510-5204

Project Property: Mayfield Rd
Mayfield Rd & Airport Rd
Brampton, ON

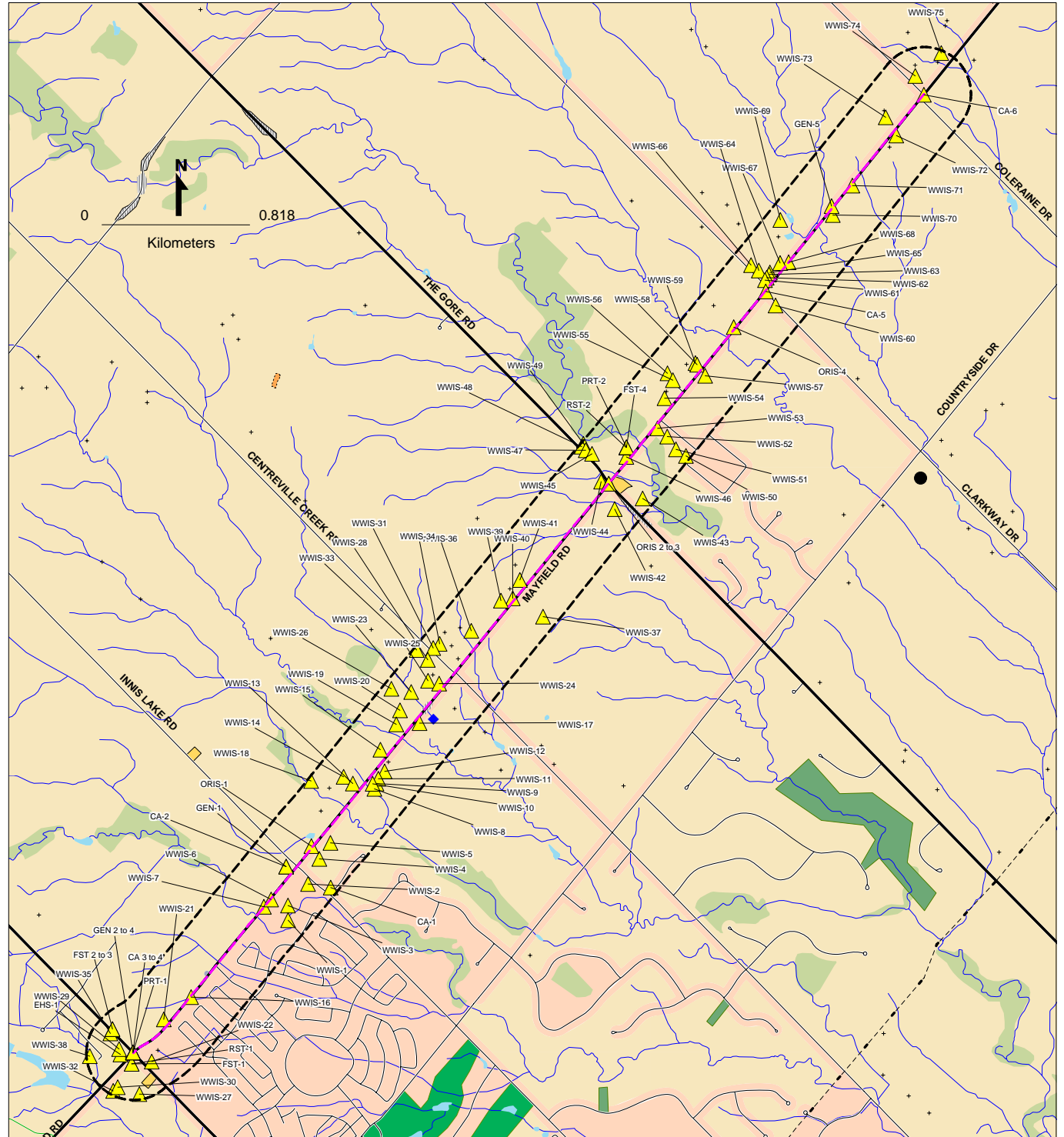
ERIS Project #: 20070426015

Date: OCT-23-2007

LEGEND

	Project Property	Landuse Classifications
	Database Location	Open Area
Points of Interest		Residential
	Chimney	Commercial
	Silo	Resource and Industrial
Pipe & Transmission Lines		Government and Institutional
	Pipeline	Parks and Recreational
	Transmission Line	Waterbody
	Transmission Tower	Recreation
	Transformer Station	Golf Course/Driving Range
Rail		Park/Sports Field
	Railway - Main	Other Recreation Area
	Railway - Sidetrack	Sports/Race Track
	Railway - Abandoned	Cemetery
	Bridge	Campground
	Tunnel	Vegetation
Transportation - Other		Wooded Area
	Embankment	Orchard
	Trail	Vineyard
	Runway	Industrial Resources
Hydrographic Features		Conveyor
	Permanent Waterway	Crane: Moveable
	Intermittent Waterway	Crane: Stationary
	Open Reservoir	Tank
	Dyke/Levee	Rock Cut
	Dam	Auto Wrecker
	Breakwall	Lumber Yard
	Wetland	Pit

SITE DIAGRAM



This diagram is to be used solely for relative street location purposes.
It may not accurately portray street or site positions.

Site Report

Order Number: 20070426015

Site Name: Mayfield Rd

Site Address: Mayfield Rd & Airport Rd Brampton, ON

Report Type: Custom Report, 0.25 km Search Radius

FOR COMPLETE INFORMATION, REFER TO DETAIL REPORT

A search has been conducted for this site (address) and company name. No records were found, within the database(s) selected, that meet either of these criteria.

Detail Report

Order Number: 20070426015

Site Name: Mayfield Rd

Site Address: Mayfield Rd & Airport Rd Brampton ON

Report Type: Custom Report, 0.25 km Search Radius

If information is required for sites located beyond the selected address, please contact your ERIS representative.

Certificates of Approval

ERIS Historical Searches

Fuel Storage Tank

Ontario Regulation 347 Waste Generators Summary

Occurrence Reporting Information System

Private and Retail Fuel Storage Tanks

Retail Fuel Storage Tanks

Water Well Information System

Certificates of Approval

Map Key	Company	Address	Certificate #	Application Year	Issue Date	Approval Type	Status	Application Type
CA-1	ENTRANCE DIVERSIFIED	LUCINDA DRIVE BRAMPTON CITY	7-0008-86-	86	1/10/1986	Municipal water	Approved	
			Client Name: Client Address: Client City: Client Postal Code: Project Description: Contaminants: Emission Control:					
CA-2	DOMTECH AUTO CENTRE INC.	6520 MAYFIELD ROAD, RR #5 CALEDON TOWN	8-3064-95-	95	3/14/1995	Industrial air	Approved	
			Client Name: Client Address: Client City: Client Postal Code: Project Description: WASTE OIL FURNACE MODEL CB-2000 Contaminants: Suspended Particulate Matter, Sulphur Dioxide, Nitrogen Oxides, Zinc Emission Control: No Controls					
CA-3	PENNY GAS BARS (151742 CANADA INC.)	MAYFIELD RD. AND AIRPORT RD. BRAMPTON CITY	8-3275-89-	89	9/14/1990	Industrial air	Approved in 1990	
			Client Name: Client Address: Client City: Client Postal Code: Project Description: VOC REMOVAL FROM SOIL (BENZENE SOURCE) Contaminants: Benzene (Carcinogen Requires Bact), Toluene(Pentyl Methane)(Methyl Benzene), Ethyl Benzene, Xylene Emission Control: No Controls					
CA-4	R.M. OF PEEL	AIRPORT RD./MAYFIELD RD. CALEDON TOWN	7-0022-96-	96	1/26/1996	Municipal water	Approved	
			Client Name: Client Address: Client City: Client Postal Code: Project Description: Contaminants: Emission Control:					

Certificates of Approval

Map Key	Company	Address	Certificate #	Application Year	Issue Date	Approval Type	Status	Application Type
CA-5	R.M. OF PEEL	CLARKWAY DR./MAYFIELD RD. BRAMPTON CITY	7-0589-90-	90	4/30/1990	Municipal water	Approved	
			Client Name: Client Address: Client City: Client Postal Code: Project Description: Contaminants: Emission Control:					
CA-6	Mayfield Road (Brampton) Coleraine Dr (Caledon)	Mayfield Rd. & Coleraine Dr. Caledon	5086- 4QDLXH	00	10/25/00	Municipal & Private water	Approved	New Certificate of Approval
			Client Name: Corporation of the Regional Municipality of Peel Client Address: 10 Peel Centre Drive Client City: Brampton Client Postal Code: L6T 4B9 Project Description: Watermains on Mayfield Rd. & Coleraine Dr. Contaminants: Emission Control:					

ERIS Historical Searches

Map Key	Company	Address	Order No.	Report Date	Report Type	Search Radius (km)
EHS-1		12016 Airport Road Caledon	20050615012	6/24/2005		0.25
			Addit. Info Ordered:	Fire Insur. Maps and/or Site Plans; Aerials Photos and/or Topographical Maps		

Fuel Storage Tank

Map Key	Company	Address	Tank Status	License Issue Date	Operation Type	Facility Type
FST-1	1525368 ONTARIO INC O/A MAYFIELD GAS STATION	5981 MAYFIELD RD BRAMPTON L6R 0A8	Pending Renewal	10/26/2005 10:49	Retail Fuel Outlet	Gasoline Station - Self Serve
			<u>Status</u>	<u>Capacity (L)</u>	<u>Year of Installation</u>	<u>Tank Fuel Type</u>
			Active	50000	1986	Liquid Fuel Single Wall UST - Gasoline
			Active	50000	1986	Liquid Fuel Single Wall UST - Gasoline
			Active	25000	1986	Liquid Fuel Single Wall UST - Gasoline
FST-2	LIDLAW TRANSIT	12117 AIRPORT RD RR #5 CALEDON EAST L7C 2X3	Licensed	4/29/2004 10:19	Private Fuel Outlet	Gasoline Station - Self Serve
			<u>Status</u>	<u>Capacity (L)</u>	<u>Year of Installation</u>	<u>Tank Fuel Type</u>
			Active	68000	2004	Liquid Fuel Double Wall UST - Diesel
FST-3	LIDLAW TRANSIT	12117 AIRPORT RD RR #5 CALEDON EAST L7C 2X3	Licensed	4/29/2004 10:19	Retail Fuel Outlet	Gasoline Station - Self Serve
			<u>Status</u>	<u>Capacity (L)</u>	<u>Year of Installation</u>	<u>Tank Fuel Type</u>
			Active	68000	2004	Liquid Fuel Double Wall UST - Diesel
FST-4	TRU VALUE GAS BARS CORP	7538 MAYFIELD RD BOLTON L7E 0V9	Licensed	4/19/2002	Retail Fuel Outlet	Gasoline Station - Full Serve
			<u>Status</u>	<u>Capacity (L)</u>	<u>Year of Installation</u>	<u>Tank Fuel Type</u>
			Active	22700	1984	Liquid Fuel Single Wall UST - Gasoline
			Active	22700	1984	Liquid Fuel Single Wall UST - Gasoline
			Active	22700	1984	Liquid Fuel Single Wall UST - Gasoline
			Active	45600	1991	Liquid Fuel Single Wall UST - Diesel

Ontario Regulation 347 Waste Generators Summary

Map Key	Company	Address	SIC Code	SIC Description	Waste Code	Waste Description
GEN-1	DOMTECH AUTO CENTRE INC.	6520 MAYFIELD ROAD CALEDON L0N 1E0	3231	MOTOR VEHICLE IND. Generator #: ON2016500 Approval Yrs: 95,96,97,98,99,00,01	252	WASTE OILS & LUBRICANTS
GEN-2	PENNY GAS BARS(151742 CANADA INC.)	MAYFIELD AND AIRPORT ROAD BRAMPTON	6331	GASOLINE SERV. ST. Generator #: ON1104900 Approval Yrs: 88,89	221	LIGHT FUELS
GEN-3	PENNY GAS BARS(151742 CANADA INC.)30-402	MAYFIELD AND AIRPORT ROAD BRAMPTON	6331	GASOLINE SERV. ST. Generator #: ON1104900 Approval Yrs: 94,95	221	LIGHT FUELS
GEN-4	PENNY GAS BARS (151742 CANADA INC.)	MAYFIELD AND AIRPORT ROAD BRAMPTON	6331	GASOLINE SERV. ST. Generator #: ON1104900 Approval Yrs: 92,93,96,97,98	221	LIGHT FUELS
GEN-5	Rossi Quality Services Inc	8216 Mayfield Rd Caledon L0N 1E0	111993	Fruit and Vegetable Combination Farming Generator #: ON6875914 Approval Yrs: 05	252	WASTE OILS & LUBRICANTS

Occurrence Reporting Information System

Map Key	Company	Address	Spill ID	Medium	Environmental Impact	Date of Occurrence	Nature of Impact
ORIS-1	PRIVATE BUSINESS	8100 MAYFIELD ROAD (N.O.S.) CALEDON TOWN	225920	AIR	POSSIBLE	2002/05/20	Air Pollution
			Synopsis:		PRIVATE BUSINESS: 14 BIG PILES OF GARBAGE BURNING, OIL NEARBY		
			Cause:		OTHER CAUSE (N.O.S.) INTENTIONAL/PLANNED		
ORIS-2	PIONEER PETROLEUMS LTD.	PIONEER GAS STATION MAYFIELD RD & GORE RD SERVICE STATION CALEDON TOWN	97468	LAND	POSSIBLE	3/16/1994	Soil contamination
			Synopsis:		PIONEER SERVICE STATION -227L DIESEL FUEL TO LAND & DITCH		
			Cause:		CONTAINER OVERFLOW UNKNOWN		
ORIS-3	TRANSPORT TRUCK	SOUTHBOUND ON GORE ROAD, JUST NORTH OF MAYFIELD ROAD MOTOR VEHICLE (OPERATING FLUID) CALEDON TOWN	118365	LAND	CONFIRMED	//	Soil contamination
			Synopsis:		TRANSP TRUCK-UNK QTY HYDROIL TO GRAVEL. ABANDONED.R-M PEEL WORKS TO CLEAN.		
			Cause:		PIPE/HOSE LEAK VANDALISM		
ORIS-4	TRANSPORT TRUCK	7904 MAYFIELD ROAD MOTOR VEHICLE (OPERATING FLUID) BRAMPTON CITY	131116	LAND	POSSIBLE	8/28/1996	Soil contamination
			Synopsis:		TRANSPORT TRUCK: 180L OF DIESEL FUEL & FIRE FOAM TO ROAD SHOULDER:CLEANING		
			Cause:		OTHER TRANSPORTATION ACCIDENT ERROR		

Private and Retail Fuel Storage Tanks

Map Key	Company	Address	Location ID	Type	Expiry Date	Capacity (L)	Licence #	Facility Description
PRT-1	BEAVER FUELS MANAGEMENT LIMITED ATTENTION: MIRIAM	AIRPORT & MAYFAIR RD RR 9 BRAMPTON L6T3Z8	15828	retail	1995-05-31	150000	0056009001	GASOLINE STATION - FS
PRT-2	PIONEER PETROLEUMS ATTN LOLA LAURIE	7538 MAYFIELD RD BOLTON L7E5S1	19028	retail	1995-05-31	25000	0076391804	GASOLINE STATION - FS

Retail Fuel Storage Tanks

Map Key	Company	Address	Facility	Description
RST-1	PENNY'S GAS BAR	5981 MAYFIELD RD BRAMPTON L6T3Z8	Service Stations-Gasoline, Oil & Natural Gas	
RST-2	PIONEER GAS STATION	7536 MAYFIELD RD BOLTON L7E5S1	Service Stations-Gasoline, Oil & Natural Gas	

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-1		BRAMPTON CITY (TORONTO GORE)	4904364	017	07	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	600596.6				
			Northing Nad83:	4850182				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	1/4/1974				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	26				
			Pump Rate (gpm):	3				
			Static Water Level (ft):	22				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	6				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	750				
			Elevation Reliability:	Read from topographic map, contour interval - 25 ft				
			Depth to Bedrock (ft):	16				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	OPEN HOLE				
WWIS-2		BRAMPTON CITY (TORONTO GORE)	4903758	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	600704.6				
			Northing Nad83:	4850383				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	7/20/1971				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	16				
			Pump Rate (gpm):					
			Static Water Level (ft):	9				
			Flow Rate (gpm):	0				
			Clear/Cloudy:	CLOUDY				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	720				
			Elevation Reliability:	Read from topographic map, contour interval - 25 ft				
			Depth to Bedrock (ft):	10				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	GALVANIZED				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-3		BRAMPTON CITY (TORONTO GORE)	4903536	017	07	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:		600594.6			
			Northing Nad83:		4850263			
			Zone:		17			
			Utm Reliability:		margin of error : 30 m - 100 m			
			Construction Date:		12/22/1970			
			Primary Water Use:		STOCK			
			Secondary Water Use:					
			Well Depth (ft):		75			
			Pump Rate (gpm):		10			
			Static Water Level (ft):		40			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		1			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		CABLE TOOL			
			Flowing (y/n):		0			
			Elevation (ft):		740			
			Elevation Reliability:		Read from topographic map, contour interval - 25 ft			
			Depth to Bedrock (ft):		67			
			Overburden/Bedrock:		Bedrock			
			Water Type:		FRESH			
			Casing Material:		OPEN HOLE			
WWIS-4		BRAMPTON CITY (TORONTO GORE)	4903074	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:		600764.6			
			Northing Nad83:		4850523			
			Zone:		17			
			Utm Reliability:		margin of error : 30 m - 100 m			
			Construction Date:		9/28/1968			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		15			
			Pump Rate (gpm):					
			Static Water Level (ft):		12			
			Flow Rate (gpm):		0			
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		750			
			Elevation Reliability:		Read from topographic map, contour interval - 25 ft			
			Depth to Bedrock (ft):		11			
			Overburden/Bedrock:		Bedrock			
			Water Type:		FRESH			
			Casing Material:		CONCRETE			

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-5		BRAMPTON CITY (TORONTO GORE)	4904552	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	600824.6				
			Northing Nad83:	4850613				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	10/26/1974				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	23				
			Pump Rate (gpm):	4				
			Static Water Level (ft):	8				
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:	0.3				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	748				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	5				
			Overburden/Bedrock:	Unknown type (bedrock encountered)				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-6		CALEDON TOWN (ALBION)	4900002	001	01	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	600500.6				
			Northing Nad83:	4850295				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	3/21/1964				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	18				
			Pump Rate (gpm):	1				
			Static Water Level (ft):	12				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.2				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	753				
			Elevation Reliability:	Read from topographic map, contour interval - 25 ft				
			Depth to Bedrock (ft):	9				
			Overburden/Bedrock:	Mixed in a Layer				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-7		CALEDON TOWN (ALBION)	4900001	001	01	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					600460.6
			Northing Nad83:					4850254
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					6/5/1962
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					18
			Pump Rate (gpm):					2
			Static Water Level (ft):					10
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					753
			Elevation Reliability:					Read from topographic map, contour interval - 25 ft
			Depth to Bedrock (ft):					9
			Overburden/Bedrock:					Bedrock
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-8		BRAMPTON CITY (TORONTO GORE)	4904524	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:					601064.6
			Northing Nad83:					4850915
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					11/13/1974
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					26
			Pump Rate (gpm):					2
			Static Water Level (ft):					8
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0.1
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					740
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					8
			Overburden/Bedrock:					Bedrock
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-9		BRAMPTON CITY (TORONTO GORE)	4904211	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	601075.6				
			Northing Nad83:	4850945				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	9/23/1973				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	48				
			Pump Rate (gpm):	1				
			Static Water Level (ft):	15				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	740				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	46				
			Overburden/Bedrock:	Mixed in a Layer				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-10		BRAMPTON CITY (TORONTO GORE)	4903901	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	601054.6				
			Northing Nad83:	4850943				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	9/4/1972				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	50				
			Pump Rate (gpm):	2				
			Static Water Level (ft):	20				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.1				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	730				
			Elevation Reliability:	Read from topographic map, contour interval - 25 ft				
			Depth to Bedrock (ft):	45				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-11		BRAMPTON CITY (TORONTO GORE)	4904150	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	601085.6				
			Northing Nad83:	4850971				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	8/15/1973				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	43				
			Pump Rate (gpm):	1				
			Static Water Level (ft):	20				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.1				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	740				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-12		BRAMPTON CITY (TORONTO GORE)	4902784	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	601119.6				
			Northing Nad83:	4851013				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	7/20/1960				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	78				
			Pump Rate (gpm):	1				
			Static Water Level (ft):	20				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.1				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	CABLE TOOL				
			Flowing (y/n):	0				
			Elevation (ft):	745				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	48				
			Overburden/Bedrock:	Bedrock				
			Water Type:	SALTY				
			Casing Material:	OPEN HOLE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-13		CALEDON TOWN (ALBION)	4903000	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 600944.6 Northing Nad83: 4850943 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 5/3/1968 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 30 Pump Rate (gpm): Static Water Level (ft): Flow Rate (gpm): Clear/Cloudy: Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 745 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): Overburden/Bedrock: Overburden Water Type: FRESH Casing Material: CONCRETE					
WWIS-14		CALEDON TOWN (ALBION)	4900069	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 600892.6 Northing Nad83: 4850980 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 4/13/1964 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 34 Pump Rate (gpm): 1 Static Water Level (ft): 24 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 748 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 22 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-15		CALEDON TOWN (ALBION)	4905086	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 601094.6 Northing Nad83: 4851133 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 3/30/1977 Primary Water Use: Secondary Water Use: Well Depth (ft): 80 Pump Rate (gpm): Static Water Level (ft): Flow Rate (gpm): Clear/Cloudy: Specific Capacity: 0 Final Well Status: ABANDONED-SUPPLY Construction Method: CABLE TOOL Flowing (y/n): 0 Elevation (ft): 746 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 30 Overburden/Bedrock: Bedrock Water Type: Casing Material:					
WWIS-16		CALEDON TOWN (ALBION)	4904001	001	01	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 600064.6 Northing Nad83: 4849748 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 10/12/1972 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 36 Pump Rate (gpm): 4 Static Water Level (ft): 10 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0.2 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 760 Elevation Reliability: Read from topographic map, contour interval - 25 ft Depth to Bedrock (ft): 30 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-17		BRAMPTON CITY (TORONTO GORE)	4902754	017	08	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	601309.6				
			Northing Nad83:	4851283				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	1/26/1967				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	80				
			Pump Rate (gpm):	3				
			Static Water Level (ft):	35				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.1				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	CABLE TOOL				
			Flowing (y/n):	0				
			Elevation (ft):	735				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	70				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	OPEN HOLE				
WWIS-18		CALEDON TOWN (ALBION)	4900071	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	600712.6				
			Northing Nad83:	4850954				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	7/7/1965				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	40				
			Pump Rate (gpm):	0				
			Static Water Level (ft):	20				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	748				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	12				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-19		CALEDON TOWN (ALBION)	4904871	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	601180.6				
			Northing Nad83:	4851274				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	5/3/1976				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	39				
			Pump Rate (gpm):	2				
			Static Water Level (ft):	15				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.1				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	735				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	35				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-20		CALEDON TOWN (ALBION)	4900065	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	601199.6				
			Northing Nad83:	4851352				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	4/28/1961				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	63				
			Pump Rate (gpm):					
			Static Water Level (ft):	20				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	742				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-21		CALEDON TOWN (ALBION)	4903239	001	01	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 599914.6 Northing Nad83: 4849623 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 3/19/1969 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 41 Pump Rate (gpm): Static Water Level (ft): 30 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 775 Elevation Reliability: Read from topographic map, contour interval - 25 ft Depth to Bedrock (ft): 40 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					
WWIS-22		BRAMPTON CITY (TORONTO GORE)	4907194	018	07	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83: 599851 Northing Nad83: 4849388 Zone: 17 Utm Reliability: margin of error : 10 - 30 m Construction Date: 9/10/1989 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 60 Pump Rate (gpm): 10 Static Water Level (ft): 40 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): Elevation Reliability: Unknown elevation Depth to Bedrock (ft): Overburden/Bedrock: Overburden Water Type: UNKNOWN Casing Material:					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-23		CALEDON TOWN (ALBION)	4900064	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		601260.6			
			Northing Nad83:		4851454			
			Zone:		17			
			Utm Reliability:		margin of error : 100 m - 300 m			
			Construction Date:		4/21/1961			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		61			
			Pump Rate (gpm):					
			Static Water Level (ft):		15			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		725			
			Elevation Reliability:		Read from topographic map, contour interval - 10 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		FRESH			
			Casing Material:		STEEL			
WWIS-24		CALEDON TOWN (ALBION)	4903823	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		601414.6			
			Northing Nad83:		4851503			
			Zone:		17			
			Utm Reliability:		margin of error : 30 m - 100 m			
			Construction Date:		4/15/1972			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		76			
			Pump Rate (gpm):		6			
			Static Water Level (ft):		20			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0.1			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		750			
			Elevation Reliability:		Read from topographic map, contour interval - 25 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		FRESH			
			Casing Material:		CONCRETE			

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-25		CALEDON TOWN (ALBION)	4900070	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 601353.6 Northing Nad83: 4851518 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 8/31/1964 Primary Water Use: Secondary Water Use: Well Depth (ft): 42 Pump Rate (gpm): Static Water Level (ft): Flow Rate (gpm): Clear/Cloudy: Specific Capacity: 0 Final Well Status: ABANDONED-SUPPLY Construction Method: CABLE TOOL Flowing (y/n): 0 Elevation (ft): 735 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): Overburden/Bedrock: Overburden Water Type: Casing Material:					
WWIS-26		CALEDON TOWN (ALBION)	4900063	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 601150.6 Northing Nad83: 4851470 Zone: 17 Utm Reliability: unknown utm Construction Date: 8/28/1956 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 50 Pump Rate (gpm): 5 Static Water Level (ft): 15 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 740 Elevation Reliability: Unknown elevation Depth to Bedrock (ft): Overburden/Bedrock: Overburden Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-27		BRAMPTON CITY (CHINGUACOUSY)	4901533	016	06	HS E	PEEL	BRAMPTON CITY (CHINGUACOUSY)
			Easting Nad83:	599785.6				
			Northing Nad83:	4849208				
			Zone:	17				
			Utm Reliability:	unknown utm				
			Construction Date:	7/21/1949				
			Primary Water Use:	NOT USED				
			Secondary Water Use:					
			Well Depth (ft):	19				
			Pump Rate (gpm):					
			Static Water Level (ft):					
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:	0				
			Final Well Status:	TEST HOLE				
			Construction Method:	CABLE TOOL				
			Flowing (y/n):	0				
			Elevation (ft):	778				
			Elevation Reliability:	Unknown elevation				
			Depth to Bedrock (ft):	18				
			Overburden/Bedrock:	Bedrock				
			Water Type:					
			Casing Material:	OPEN HOLE				
WWIS-28		CALEDON TOWN (ALBION)	4900068	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	601349.6				
			Northing Nad83:	4851633				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	2/16/1962				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	69				
			Pump Rate (gpm):					
			Static Water Level (ft):	30				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	750				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-29		CALEDON TOWN (CHINGUACOUSY)	4909576	018	06	HS E	PEEL	CALEDON TOWN (CHINGUACOUSY)
			Easting Nad83:	599669				
			Northing Nad83:	4849455				
			Zone:	17				
			Utm Reliability:	margin of error : 10 - 30 m				
			Construction Date:	9/30/2004				
			Primary Water Use:	NOT USED				
			Secondary Water Use:					
			Well Depth (ft):	20				
			Pump Rate (gpm):					
			Static Water Level (ft):					
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:					
			Final Well Status:	OBSERVATION WELLS				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):					
			Elevation Reliability:					
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:					
			Casing Material:	PLASTIC				
WWIS-30		BRAMPTON CITY (CHINGUACOUSY)	4903116	017	06	HS E	PEEL	BRAMPTON CITY (CHINGUACOUSY)
			Easting Nad83:	599664.6				
			Northing Nad83:	4849243				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	6/1/1968				
			Primary Water Use:	NOT USED				
			Secondary Water Use:					
			Well Depth (ft):	100				
			Pump Rate (gpm):					
			Static Water Level (ft):	45				
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:	0				
			Final Well Status:	ABANDONED-SUPPLY				
			Construction Method:	CABLE TOOL				
			Flowing (y/n):	0				
			Elevation (ft):	775				
			Elevation Reliability:	Read from topographic map, contour interval - 25 ft				
			Depth to Bedrock (ft):	71				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-31		CALEDON TOWN (ALBION)	4900127	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:			601379.6		
			Northing Nad83:			4851699		
			Zone:			17		
			Utm Reliability:			margin of error : 100 m - 300 m		
			Construction Date:			5/10/1967		
			Primary Water Use:			DOMESTIC		
			Secondary Water Use:					
			Well Depth (ft):			108		
			Pump Rate (gpm):			2		
			Static Water Level (ft):			35		
			Flow Rate (gpm):					
			Clear/Cloudy:			CLEAR		
			Specific Capacity:			0		
			Final Well Status:			WATER SUPPLY		
			Construction Method:			CABLE TOOL		
			Flowing (y/n):			0		
			Elevation (ft):			751		
			Elevation Reliability:			Read from topographic map, contour interval - 10 ft		
			Depth to Bedrock (ft):			90		
			Overburden/Bedrock:			Bedrock		
			Water Type:			FRESH		
			Casing Material:			OPEN HOLE		
WWIS-32		BRAMPTON CITY (CHINGUACOUSY)	4903827	017	06	HS E	PEEL	BRAMPTON CITY (CHINGUACOUSY)
			Easting Nad83:			599639.6		
			Northing Nad83:			4849223		
			Zone:			17		
			Utm Reliability:			margin of error : 30 m - 100 m		
			Construction Date:			4/27/1972		
			Primary Water Use:			DOMESTIC		
			Secondary Water Use:					
			Well Depth (ft):			53		
			Pump Rate (gpm):			0		
			Static Water Level (ft):			25		
			Flow Rate (gpm):					
			Clear/Cloudy:			CLEAR		
			Specific Capacity:			0		
			Final Well Status:			WATER SUPPLY		
			Construction Method:			BORING		
			Flowing (y/n):			0		
			Elevation (ft):			775		
			Elevation Reliability:			Read from topographic map, contour interval - 25 ft		
			Depth to Bedrock (ft):			45		
			Overburden/Bedrock:			Bedrock		
			Water Type:			FRESH		
			Casing Material:			CONCRETE		

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-33		CALEDON TOWN (ALBION)	4900067	001	02	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					601287.6
			Northing Nad83:					4851686
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					4/18/1962
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					63
			Pump Rate (gpm):					
			Static Water Level (ft):					40
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					750
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-34		CALEDON TOWN (ALBION)	4905529	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					601414.6
			Northing Nad83:					4851723
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					3/5/1978
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					60
			Pump Rate (gpm):					3
			Static Water Level (ft):					25
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:					6
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					752
			Elevation Reliability:					Read from topographic map, contour interval - 25 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-35		CALEDON TOWN (CHINGUACOUSY)	4907348	018	06	HS E	PEEL	CALEDON TOWN (CHINGUACOUSY)
			Easting Nad83:		599619			
			Northing Nad83:		4849541			
			Zone:		17			
			Utm Reliability:		margin of error : 30 m - 100 m			
			Construction Date:		2/10/1990			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		60			
			Pump Rate (gpm):		10			
			Static Water Level (ft):		40			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:					
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):					
			Elevation Reliability:		Unknown elevation			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		UNKNOWN			
			Casing Material:		GALVANIZED			
WWIS-36		CALEDON TOWN (ALBION)	4900125	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		601588.6			
			Northing Nad83:		4851798			
			Zone:		17			
			Utm Reliability:		margin of error : 100 m - 300 m			
			Construction Date:		9/12/1961			
			Primary Water Use:		NOT USED			
			Secondary Water Use:					
			Well Depth (ft):		50			
			Pump Rate (gpm):					
			Static Water Level (ft):					
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		ABANDONED-QUALITY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		751			
			Elevation Reliability:		Read from topographic map, contour interval - 10 ft			
			Depth to Bedrock (ft):		37			
			Overburden/Bedrock:		Bedrock			
			Water Type:		SALTY			
			Casing Material:		CONCRETE			

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-37		BRAMPTON CITY (TORONTO GORE)	4910288				PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:			601986		
			Northing Nad83:			4851882		
			Zone:			17		
			Utm Reliability:			margin of error : 10 - 30 m		
			Construction Date:			6/2/2006		
			Primary Water Use:					
			Secondary Water Use:					
			Well Depth (ft):			148		
			Pump Rate (gpm):					
			Static Water Level (ft):					
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:					
			Final Well Status:			OBSERVATION WELLS		
			Construction Method:			BORING		
			Flowing (y/n):			0		
			Elevation (ft):					
			Elevation Reliability:					
			Depth to Bedrock (ft):					
			Overburden/Bedrock:			Overburden		
			Water Type:					
			Casing Material:			PLASTIC		
WWIS-38		CALEDON TOWN (CHINGUACOUSY)	4904710	018	06	HS E	PEEL	CALEDON TOWN (CHINGUACOUSY)
			Easting Nad83:			599506.6		
			Northing Nad83:			4849413		
			Zone:			17		
			Utm Reliability:			margin of error : 30 m - 100 m		
			Construction Date:			7/15/1975		
			Primary Water Use:			DOMESTIC		
			Secondary Water Use:					
			Well Depth (ft):			60		
			Pump Rate (gpm):			2		
			Static Water Level (ft):			30		
			Flow Rate (gpm):					
			Clear/Cloudy:			CLEAR		
			Specific Capacity:			0.1		
			Final Well Status:			WATER SUPPLY		
			Construction Method:			BORING		
			Flowing (y/n):			0		
			Elevation (ft):			775		
			Elevation Reliability:			Read from topographic map, contour interval - 25 ft		
			Depth to Bedrock (ft):					
			Overburden/Bedrock:			Overburden		
			Water Type:			FRESH		
			Casing Material:			CONCRETE		

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-39		CALEDON TOWN (ALBION)	4900126	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 601750.6 Northing Nad83: 4851967 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 11/28/1963 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 100 Pump Rate (gpm): 1 Static Water Level (ft): 68 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: CABLE TOOL Flowing (y/n): 0 Elevation (ft): 751 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 42 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: STEEL					
WWIS-40		CALEDON TOWN (ALBION)	4904529	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 601815.6 Northing Nad83: 4851981 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 10/25/1974 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 50 Pump Rate (gpm): 2 Static Water Level (ft): 25 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0.1 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 750 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 45 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-41		CALEDON TOWN (ALBION)	4903792	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					601854.6
			Northing Nad83:					4852083
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					3/19/1972
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					140
			Pump Rate (gpm):					2
			Static Water Level (ft):					20
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					CABLE TOOL
			Flowing (y/n):					0
			Elevation (ft):					745
			Elevation Reliability:					Read from topographic map, contour interval - 25 ft
			Depth to Bedrock (ft):					50
			Overburden/Bedrock:					Bedrock
			Water Type:					UNKNOWN
			Casing Material:					OPEN HOLE
WWIS-42		BRAMPTON CITY (TORONTO GORE)	4902827	017	09	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:					602374.6
			Northing Nad83:					4852483
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					10/22/1957
			Primary Water Use:					PUBLIC SUPPLY
			Secondary Water Use:					
			Well Depth (ft):					51
			Pump Rate (gpm):					3
			Static Water Level (ft):					26
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					722
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-43		BRAMPTON CITY (TORONTO GORE)	4904722	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	602527.6				
			Northing Nad83:	4852544				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	8/11/1975				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	45				
			Pump Rate (gpm):	2				
			Static Water Level (ft):	33				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.2				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	700				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-44		CALEDON TOWN (ALBION)	4904867	001	03	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	602296.6				
			Northing Nad83:	4852634				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	4/23/1976				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	42				
			Pump Rate (gpm):	6				
			Static Water Level (ft):	15				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	730				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-45		CALEDON TOWN (ALBION)	4900204	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	602243.6				
			Northing Nad83:	4852787				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	12/1/1965				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	42				
			Pump Rate (gpm):	1				
			Static Water Level (ft):	22				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.1				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	731				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-46		CALEDON TOWN (ALBION)	4903873	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	602434.6				
			Northing Nad83:	4852773				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	7/19/1972				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	42				
			Pump Rate (gpm):	6				
			Static Water Level (ft):	20				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0.3				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	730				
			Elevation Reliability:	Read from topographic map, contour interval - 25 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-47		CALEDON TOWN (ALBION)	4900199	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					602208.6
			Northing Nad83:					4852806
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					7/3/1962
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					61
			Pump Rate (gpm):					1
			Static Water Level (ft):					30
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					735
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					60
			Overburden/Bedrock:					Bedrock
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-48		CALEDON TOWN (ALBION)	4900196	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					602185.6
			Northing Nad83:					4852826
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					3/4/1960
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					38
			Pump Rate (gpm):					1
			Static Water Level (ft):					24
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					734
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-49		CALEDON TOWN (ALBION)	4900198	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					602195.6
			Northing Nad83:					4852841
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					8/11/1962
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					60
			Pump Rate (gpm):					2
			Static Water Level (ft):					32
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					732
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-50		BRAMPTON CITY (TORONTO GORE)	4902857	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:					602764.6
			Northing Nad83:					4852783
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					11/26/1955
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					39
			Pump Rate (gpm):					
			Static Water Level (ft):					15
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					728
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-51		BRAMPTON CITY (TORONTO GORE)	4902858	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	602709.6				
			Northing Nad83:	4852818				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	2/15/1956				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	28				
			Pump Rate (gpm):					
			Static Water Level (ft):	18				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	734				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-52		BRAMPTON CITY (TORONTO GORE)	4902859	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	602659.6				
			Northing Nad83:	4852888				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	6/9/1956				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	42				
			Pump Rate (gpm):	8				
			Static Water Level (ft):	8				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	734				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-53		BRAMPTON CITY (TORONTO GORE)	4902854	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:		602604.6			
			Northing Nad83:		4852933			
			Zone:		17			
			Utm Reliability:		margin of error : 30 m - 100 m			
			Construction Date:		6/17/1947			
			Primary Water Use:		STOCK			
			Secondary Water Use:		DOMESTIC			
			Well Depth (ft):		62			
			Pump Rate (gpm):					
			Static Water Level (ft):		12			
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		CABLE TOOL			
			Flowing (y/n):		0			
			Elevation (ft):		732			
			Elevation Reliability:		Read from topographic map, contour interval - 10 ft			
			Depth to Bedrock (ft):		40			
			Overburden/Bedrock:		Bedrock			
			Water Type:		MINERIAL			
			Casing Material:		OPEN HOLE			
WWIS-54		CALEDON TOWN (ALBION)	4900195	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		602641.6			
			Northing Nad83:		4853100			
			Zone:		17			
			Utm Reliability:		margin of error : 100 m - 300 m			
			Construction Date:		9/9/1959			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		46			
			Pump Rate (gpm):					
			Static Water Level (ft):		25			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		733			
			Elevation Reliability:		Read from topographic map, contour interval - 10 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		FRESH			
			Casing Material:		CONCRETE			

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-55		CALEDON TOWN (ALBION)	4900200	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		602685.6			
			Northing Nad83:		4853201			
			Zone:		17			
			Utm Reliability:		margin of error : 100 m - 300 m			
			Construction Date:		10/12/1962			
			Primary Water Use:					
			Secondary Water Use:					
			Well Depth (ft):		44			
			Pump Rate (gpm):		1			
			Static Water Level (ft):		24			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		736			
			Elevation Reliability:		Read from topographic map, contour interval - 10 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		FRESH			
			Casing Material:		CONCRETE			
WWIS-56		CALEDON TOWN (ALBION)	4900201	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		602655.6			
			Northing Nad83:		4853238			
			Zone:		17			
			Utm Reliability:		margin of error : 100 m - 300 m			
			Construction Date:		10/20/1962			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		39			
			Pump Rate (gpm):		1			
			Static Water Level (ft):		29			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		738			
			Elevation Reliability:		Read from topographic map, contour interval - 10 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		FRESH			
			Casing Material:		CONCRETE			

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-57		BRAMPTON CITY (TORONTO GORE)	4902860	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:	602864.6				
			Northing Nad83:	4853228				
			Zone:	17				
			Utm Reliability:	margin of error : 30 m - 100 m				
			Construction Date:	7/10/1956				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	33				
			Pump Rate (gpm):					
			Static Water Level (ft):	8				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	734				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				
WWIS-58		CALEDON TOWN (ALBION)	4900203	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	602819.6				
			Northing Nad83:	4853289				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	5/7/1965				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	36				
			Pump Rate (gpm):	3				
			Static Water Level (ft):	12				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	BORING				
			Flowing (y/n):	0				
			Elevation (ft):	737				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):					
			Overburden/Bedrock:	Overburden				
			Water Type:	FRESH				
			Casing Material:	CONCRETE				

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-59		CALEDON TOWN (ALBION)	4900194	001	04	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					602809.6
			Northing Nad83:					4853297
			Zone:					17
			Utm Reliability:					unknown utm
			Construction Date:					9/12/1958
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					36
			Pump Rate (gpm):					1
			Static Water Level (ft):					15
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					735
			Elevation Reliability:					Unknown elevation
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-60		BRAMPTON CITY (TORONTO GORE)	4902856	017	10	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:					603249.6
			Northing Nad83:					4853623
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					11/15/1955
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					33
			Pump Rate (gpm):					
			Static Water Level (ft):					18
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					732
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					
			Overburden/Bedrock:					Overburden
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-61		CALEDON TOWN (ALBION)	4900244	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603188.6 Northing Nad83: 4853762 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 2/28/1961 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 33 Pump Rate (gpm): Static Water Level (ft): 21 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: CABLE TOOL Flowing (y/n): 0 Elevation (ft): 740 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 23 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: STEEL					
WWIS-62		CALEDON TOWN (ALBION)	4900243	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603198.6 Northing Nad83: 4853775 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 10/7/1960 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 24 Pump Rate (gpm): 2 Static Water Level (ft): 10 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 741 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 10 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-63		CALEDON TOWN (ALBION)	4900242	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					603210.6
			Northing Nad83:					4853793
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					10/3/1960
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					35
			Pump Rate (gpm):					2
			Static Water Level (ft):					12
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					741
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					12
			Overburden/Bedrock:					Bedrock
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-64		CALEDON TOWN (ALBION)	4900240	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					603153.6
			Northing Nad83:					4853815
			Zone:					17
			Utm Reliability:					margin of error : 100 m - 300 m
			Construction Date:					9/9/1960
			Primary Water Use:					
			Secondary Water Use:					
			Well Depth (ft):					20
			Pump Rate (gpm):					
			Static Water Level (ft):					
			Flow Rate (gpm):					
			Clear/Cloudy:					
			Specific Capacity:					0
			Final Well Status:					ABANDONED-SUPPLY
			Construction Method:					CABLE TOOL
			Flowing (y/n):					0
			Elevation (ft):					745
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					7
			Overburden/Bedrock:					Bedrock
			Water Type:					
			Casing Material:					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-65		CALEDON TOWN (ALBION)	4900246	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603215.6 Northing Nad83: 4853805 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 5/25/1963 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 54 Pump Rate (gpm): 2 Static Water Level (ft): 14 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0.1 Final Well Status: WATER SUPPLY Construction Method: CABLE TOOL Flowing (y/n): 0 Elevation (ft): 741 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 16 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: OPEN HOLE					
WWIS-66		CALEDON TOWN (ALBION)	4900241	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603110.6 Northing Nad83: 4853844 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 9/23/1960 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 34 Pump Rate (gpm): 1 Static Water Level (ft): 12 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 748 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 10 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-67		CALEDON TOWN (ALBION)	4900247	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603270.6 Northing Nad83: 4853858 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 1/19/1967 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 35 Pump Rate (gpm): 1 Static Water Level (ft): 15 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 740 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 9 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					
WWIS-68		CALEDON TOWN (ALBION)	4904081	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603318.6 Northing Nad83: 4853863 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 4/26/1973 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 35 Pump Rate (gpm): 4 Static Water Level (ft): 8 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0.2 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 740 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 20 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-69		CALEDON TOWN (ALBION)	4900245	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603268.6 Northing Nad83: 4854096 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 7/29/1961 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 45 Pump Rate (gpm): 1 Static Water Level (ft): 15 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 741 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 44 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: CONCRETE					
WWIS-70		BRAMPTON CITY (TORONTO GORE)	4902881	017	11	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83: 603559.6 Northing Nad83: 4854128 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 9/15/1961 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 30 Pump Rate (gpm): 2 Static Water Level (ft): 15 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 735 Elevation Reliability: Read from topographic map, contour interval - 10 ft Depth to Bedrock (ft): 29 Overburden/Bedrock: Bedrock Water Type: FRESH Casing Material: OPEN HOLE					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-71		CALEDON TOWN (ALBION)	4904398	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:					603665.6
			Northing Nad83:					4854293
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					7/10/1974
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					45
			Pump Rate (gpm):					
			Static Water Level (ft):					30
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					750
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					30
			Overburden/Bedrock:					Bedrock
			Water Type:					FRESH
			Casing Material:					CONCRETE
WWIS-72		BRAMPTON CITY (TORONTO GORE)	4905072	017	11	CON	PEEL	BRAMPTON CITY (TORONTO GORE)
			Easting Nad83:					603904.6
			Northing Nad83:					4854573
			Zone:					17
			Utm Reliability:					margin of error : 30 m - 100 m
			Construction Date:					3/15/1977
			Primary Water Use:					DOMESTIC
			Secondary Water Use:					
			Well Depth (ft):					65
			Pump Rate (gpm):					1
			Static Water Level (ft):					53
			Flow Rate (gpm):					
			Clear/Cloudy:					CLEAR
			Specific Capacity:					0.1
			Final Well Status:					WATER SUPPLY
			Construction Method:					BORING
			Flowing (y/n):					0
			Elevation (ft):					752
			Elevation Reliability:					Read from topographic map, contour interval - 10 ft
			Depth to Bedrock (ft):					62
			Overburden/Bedrock:					Bedrock
			Water Type:					FRESH
			Casing Material:					CONCRETE

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-73		CALEDON TOWN (ALBION)	4903241	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 603844.6 Northing Nad83: 4854673 Zone: 17 Utm Reliability: margin of error : 30 m - 100 m Construction Date: 6/3/1969 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 57 Pump Rate (gpm): Static Water Level (ft): 20 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: 0 Final Well Status: WATER SUPPLY Construction Method: CABLE TOOL Flowing (y/n): 0 Elevation (ft): 750 Elevation Reliability: Read from topographic map, contour interval - 25 ft Depth to Bedrock (ft): Overburden/Bedrock: Overburden Water Type: FRESH Casing Material: CONCRETE					
WWIS-74		CALEDON TOWN (ALBION)	4906852	001	06		PEEL	CALEDON TOWN (ALBION)
			Easting Nad83: 604004.6 Northing Nad83: 4854905 Zone: 17 Utm Reliability: margin of error : 100 m - 300 m Construction Date: 3/30/1988 Primary Water Use: DOMESTIC Secondary Water Use: Well Depth (ft): 75 Pump Rate (gpm): Static Water Level (ft): 10 Flow Rate (gpm): Clear/Cloudy: CLEAR Specific Capacity: Final Well Status: WATER SUPPLY Construction Method: BORING Flowing (y/n): 0 Elevation (ft): 755 Elevation Reliability: Read from topographic map, contour interval - 25 ft Depth to Bedrock (ft): Overburden/Bedrock: Overburden Water Type: UNKNOWN Casing Material: GALVANIZED					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-75		CALEDON TOWN (ALBION)	4900314	001	06	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:	604146.7				
			Northing Nad83:	4855033				
			Zone:	17				
			Utm Reliability:	margin of error : 100 m - 300 m				
			Construction Date:	7/2/1963				
			Primary Water Use:	DOMESTIC				
			Secondary Water Use:					
			Well Depth (ft):	120				
			Pump Rate (gpm):	1				
			Static Water Level (ft):	40				
			Flow Rate (gpm):					
			Clear/Cloudy:	CLEAR				
			Specific Capacity:	0				
			Final Well Status:	WATER SUPPLY				
			Construction Method:	CABLE TOOL				
			Flowing (y/n):	0				
			Elevation (ft):	752				
			Elevation Reliability:	Read from topographic map, contour interval - 10 ft				
			Depth to Bedrock (ft):	116				
			Overburden/Bedrock:	Bedrock				
			Water Type:	FRESH				
			Casing Material:	OPEN HOLE				

Appendix: Ontario Database Descriptions

EcoLog Environmental Risk Information Services Ltd can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to EcoLog ERIS at the time of update. **Note:** Databases denoted with “*” indicates that the database will no longer be updated. See the individual database descriptions for more information.

Federal Government Source Databases:

Diagram Identifier:

Environmental Effects Monitoring 1992-2004

EEM

The Environmental Effects Monitoring program assesses the effects of effluent from industrial or other sources on fish, fish habitat and human usage of fisheries resources. Since 1992, pulp and paper mills have been required to conduct EEM studies under the Pulp and Paper Effluent Regulations. This database provides information on the mill name, geographical location and sub-lethal toxicity data.

Environmental Issues Inventory System 1992-2001

EIIS

The Environmental Issues Inventory System was developed through the implementation of the Environmental Issues and Remediation Plan. This plan was established to determine the location and severity of contaminated sites on inhabited First Nation reserves, and where necessary, to remediate those that posed a risk to health and safety; and to prevent future environmental problems. The EIIS provides information on the reserve under investigation, inventory number, name of site, environmental issue, site action (Remediation, Site Assessment), and date investigation completed.

Federal Convictions 1988-Jan 2002

FCON

Environment Canada maintains a database referred to as the “Environmental Registry” that details prosecutions under the Canadian Environmental Protection Act (CEPA) and the Fisheries Act (FA). Information is provided on the company name, location, charge date, offence and penalty.

Contaminated Sites on Federal Land June 2000-2005

FCS

The Treasury Board of Canada Secretariat maintains an inventory of all known contaminated sites held by various Federal departments and agencies. This inventory does not include properties owned by Crown corporations, but does contain non-federal sites for which the Government of Canada has accepted some or all financial responsibility. All sites have been classified through a system developed by the Canadian Council of Ministers of the Environment. The database provides information on company name, location, site ID #, property use, classification, current status, contaminant type and plan of action for site remediation.

Fisheries & Oceans Fuel Tanks 1964-Sept 2003

FOFT

Fisheries & Oceans Canada maintains an inventory of all aboveground & underground fuel storage tanks located on Fisheries & Oceans property or controlled by DFO. Our inventory provides information on the site name, location, tank owner, tank operator, facility type, storage tank location, tank contents & capacity, and date of tank installation.

Indian & Northern Affairs Fuel Tanks 1950-Aug 2003

IAFT

The Department of Indian & Northern Affairs Canada (INAC) maintains an inventory of all aboveground & underground fuel storage tanks located on both federal and crown land. Our inventory provides information on the reserve name, location, facility type, site/facility name, tank type, material & ID number, tank contents & capacity, and date of tank installation.

National Analysis of Trends in Emergencies System (NATES) 1974-1994*

NATE

In 1974 Environment Canada established the National Analysis of Trends in Emergencies System (NATES) database, for the voluntary reporting of significant spill incidents. The data was to be used to assist in directing the work of the emergencies program. NATES ran from 1974 to 1994. Extensive information is available within this database including company names, place where the spill occurred, date of spill, cause, reason and source of spill, damage incurred, and amount, concentration, and volume of materials released.

National Defence & Canadian Forces Fuel Tanks Up to May 2001

NDFT

The Department of National Defence and the Canadian Forces maintains an inventory of all aboveground & underground fuel storage tanks located on DND lands. Our inventory provides information on the base name, location, tank type & capacity, tank contents, tank class, date of tank installation, date tank last used, and status of tank as of May 2001. This database will no longer be updated due to the new National Security protocols which have prohibited any release of this database.

National Defence & Canadian Forces Spills March 1999-Feb 2005

NDSP

The Department of National Defence and the Canadian Forces maintains an inventory of spills to land and water. All spill sites have been classified under the "Transportation of Dangerous Goods Act - 1992". Our inventory provides information on the facility name, location, spill ID #, spill date, type of spill, as well as the quantity of substance spilled & recovered.

National Defence & Canadian Forces Waste Disposal Sites 2001, 2003

NDWD

The Department of National Defence and the Canadian Forces maintains an inventory of waste disposal sites located on DND lands. Where available, our inventory provides information on the base name, location, type of waste received, area of site, depth of site, year site opened/closed and status.

National Environmental Emergencies System (NEES) 1974-2003

NEES

In 2000, the Emergencies program implemented NEES, a reporting system for spills of hazardous substances. For the most part, this system only captured data from the Atlantic Provinces, some from Quebec and Ontario and a portion from British Columbia. Data for Alberta, Saskatchewan, Manitoba and the Territories was not captured. However, NEES is also a repository for all previous Environment Canada spill datasets. NEES is composed of the historic datasets – or Trends – which dates from approximately 1974 to present. **NEES Trends** is a compilation of historic databases, which were merged and includes data from NATES (National Analysis of Trends in Emergencies System), ARTS (Atlantic Regional Trends System), and NEES. In 2001, the Emergencies Program determined that variations in reporting regimes and requirements between federal and provincial agencies made national spill reporting and trend analysis difficult to achieve. As a consequence, the department has focused efforts on capturing data on spills of substances which fall under its legislative authority only (CEPA and FA). As such, the NEES database will be decommissioned in December 2004.

National PCB Inventory 1988-June 2004

NPCB

Environment Canada's National PCB inventory includes information on in-use PCB containing equipment in Canada including federal, provincial and private facilities. All federal out-of-service PCB containing equipment and all PCB waste owned by the federal government or by federally regulated industries such as airlines, railway companies, broadcasting companies, telephone and telecommunications companies, pipeline companies, etc. are also listed. Although it is not Environment Canada's mandate to collect data on non-federal PCB waste, the National PCB inventory includes some information on provincial and private PCB waste and storage sites.

National Pollutant Release Inventory 1993-2005

NPRI

Environment Canada has defined the National Pollutant Release Inventory ("NPRI") as a federal government initiative designed to collect comprehensive national data regarding releases to air, water, or land, and waste transfers of 178 specified substances.

Parks Canada Fuel Storage Tanks 1920-Jan 2005

PCFT

Canadian Heritage maintains an inventory of all known fuel storage tanks operated by Parks Canada, in both National Parks and at National Historic Sites. The database details information on site name, location, tank install/removal date, capacity, fuel type, facility type, tank design and owner/operator.

Transport Canada Fuel Storage Tanks 1970- May 2003

TCFT

Within the provinces of BC, MB, NB, NF, ON, PE, and QC; Transport Canada currently owns and operates 90 fuel storage tanks. Our inventory provides information on the site name, location, tank age, capacity and fuel type.

Provincial Government Source Databases:

Abandoned Aggregate Inventory Up to Sept 2002

AAGR

The MAAP Program maintains a database of all abandoned pits and quarries. Please note that the database is only referenced by lot and concession and city/town location. The database provides information regarding the location, type, size, land use, status and general comments.

Aggregate Inventory Up to May 2005

AGR

The Ontario Ministry of Natural Resources maintains a database of all active pits and quarries. Please note that the database is only referenced by lot\concession and city/town location. The databases provides information regarding the registered owner/operator, location, status, licence type, and maximum tonnage.

Abandoned Mines Information System 1800- 2005

AMIS

The Abandoned Mines Information System contains data on known abandoned and inactive mines located on both Crown and privately held lands. The information was provided by the Ministry of Northern Development and Mines (MNDM), with the following disclaimer: "the database provided has been compiled from various sources, and the Ministry of Northern Development and Mines makes no representation and takes no responsibility that such information is accurate, current or complete". Reported information includes official mine name, status, background information, mine start/end date, primary commodity, mine features, hazards and remediation.

Certificates of Approval 1985-Sept 2002

CA

This database contains the following types of approvals: Certificates of Approval (Air) issued under Section 9 of the Ontario EPA; Certificates of Approval (Industrial Wastewater) issued under Section 53 of the Ontario Water Resources Act ("OWRA"); and Certificates of Approval (Municipal/Provincial Sewage and Waterworks) issued under Sections 52 and 53 of the OWRA.

Coal Gasification Plants 1987, 1988*

COAL

This inventory of all known and historical coal gasification plants was collected by the Ministry of Environment. It identifies industrial sites that produced and continue to produce or use coal tar and other related tars. Detailed information is available and includes: facility type, size, landuse, soil condition, site operators/occupants, site description, and potential environmental impacts. This information is effective to 1988, but the program has since been discontinued.

Compliance and Convictions 1989-2007

CONV

This database summarizes the fines and convictions handed down by the Ontario courts beginning in 1989. Companies and individuals named here have been found guilty of environmental offenses in Ontario courts of law.

Drill Holes 1886-2005**DRL**

The Ontario Drill Hole Database contains information on more than 113,000 percussion, overburden, sonic and diamond drill holes from assessment files on record with the department of Mines and Minerals. Please note that limited data is available for southern Ontario, as it was the last area to be completed. The database was created when surveys submitted to the Ministry were converted in the Assessment File Research Image Database (AFRI) project. However, the degree of accuracy (coordinates) as to the exact location of drill holes is dependent upon the source document submitted to the MNDM. Levels of accuracy used to locate holes are: centering on the mining claim; a sketch of the mining claim; a 1:50,000 map; a detailed company map; or from submitted a "Report of Work".

Environmental Registry 1994-July 2003***EBR**

The Environmental Registry lists proposals, decisions and exceptions regarding policies, Acts, instruments, or regulations that could significantly affect the environment. Through the Registry, provincial ministries notify the public of upcoming proposals and invite their comments. For example, if a local business is requesting a permit, licence, or certificate of approval to release substances into the air or water; these are notified on the registry.

Ontario Regulation 347 Waste Generators Summary 1986-2005**GEN**

Regulation 347 of the Ontario EPA defines a waste generation site as any site, equipment and/or operation involved in the production, collection, handling and/or storage of regulated wastes. A generator of regulated waste is required to register the waste generation site and each waste produced, collected, handled, or stored at the site. This database contains the registration number, company name and address of registered generators including the types of hazardous wastes generated. This information is a summary of all years from 1986 including the most currently available data. Some records may contain, within the company name, the phrase "See & Use..." followed by a series of letters and numbers. This occurs when one company is amalgamated with or taken over by another registered company. The number listed as "See & Use", refers to the new ownership and the other identification number refers to the original ownership. This phrase serves as a link between the 2 companies until operations have been fully transferred.

Mineral Occurrences 1846-Oct 2004**MNR**

In the early 70's, the Ministry of Northern Development and Mines created an inventory of approximately 19,000 mineral occurrences in Ontario, in regard to metallic and industrial minerals, as well as some information on building stones and aggregate deposits. Please note that the "Horizontal Positional Accuracy" is approximately +/- 200 m. Many reference elements for each record were derived from field sketches using pace or chain/tape measurements against claim posts or topographic features in the area. The primary limiting factor for the level of positional accuracy is the scale of the source material. The testing of horizontal accuracy of the source materials was accomplished by comparing the planimetric (X and Y) coordinates of that point with the coordinates of the same point as defined from a source of higher accuracy.

Non-Compliance Reports 1992(water only), 1994-2005**NCPL**

The Ministry of the Environment provides information about non-compliant discharges of contaminants to air and water that exceed legal allowable limits, from regulated industrial and municipal facilities. A reported non-compliance failure may be in regard to a Control Order, Certificate of Approval, Sectoral Regulation or specific regulation/act.

Ontario Oil and Gas Wells 1800-Oct 2006**OOGW**

In 1998, the MNR handed over to the Ontario Oil, Gas and Salt Resources Corporation, the responsibility of maintaining a database of oil and gas wells drilled in Ontario. Information available for all wells in the ERIS database include well owner/operator, location, permit start date, well cap date, licence number, status, depth and the primary target (rock unit) of the well being drilled.

Ontario Inventory of PCB Storage Sites 1987-Oct 2004**OPCB**

The Ontario Ministry of Environment, Waste Management Branch, maintains an inventory of PCB storage sites within the province. Ontario Regulation 11/82 (Waste Management - PCB) and Regulation 347 (Generator Waste Management) under the Ontario EPA requires the registration of inactive PCB storage equipment and/or disposal sites of PCB waste with the Ontario Ministry of Environment. This database contains information on: 1) waste quantities; 2) major and minor sites storing liquid or solid waste; and 3) a waste storage inventory.

Ministry Orders 1995-1996

ORD

Control Orders/Documents are enforcement actions issued by the Ministry of the Environment to deal with environmental violations. They clarify and allocate individual/joint liability when issuing clean-up orders for contaminated sites.

Occurrence Reporting Information System 1988-2002

ORIS

This database identifies sources, effects/actions and approximate locations of spills and occurrences within Ontario. The locations identified on the locator diagram refer to the facility responsible for the spill. The actual location of the spill can be derived from the descriptions provided in the detailed report.

Pesticide Register 1988-Oct 2006

PES

The Ontario Ministry of Environment maintains a database of all manufacturers and vendors of registered pesticides.

Private and Retail Fuel Storage Tanks 1989-1996*

PRT

The Fuels Safety Branch of the Ontario Ministry of Consumer and Commercial Relations maintained a database of all registered private fuel storage tanks and licensed retail fuel outlets. This database includes an inventory of locations that have gasoline, oil, waste oil, natural gas and/or propane storage tanks on their property. The MCCR no longer collects this information. This information is now collected by the Technical Standards and Safety Authority.

Ontario Regulation 347 Waste Receivers Summary 1986-2005

REC

Part V of the Ontario Environmental Protection Act ("EPA") regulates the disposal of regulated waste through an operating waste management system or a waste disposal site operated or used pursuant to the terms and conditions of a Certificate of Approval or a Provisional Certificate of Approval. Regulation 347 of the Ontario EPA defines a waste receiving site as any site or facility to which waste is transferred by a waste carrier. A receiver of regulated waste is required to register the waste receiving facility. This database represents registered receivers of regulated wastes, identified by registration number, company name and address. This information is a summary of all years from 1986 including the most currently available data.

Record of Site Condition 1997-Sept 2001

RSC

The Record of Site Condition (RSC) provides a summary of the final environmental condition of a site, once an environmental site assessment and/or restoration approach has been undertaken. The database provides information on the site restoration approach used (Background, Generic, Site Specific Risk Assessment), location of contaminated site, whether contamination extends past 1.5m from the surface thereby requiring "stratified restoration", soil type, and the date when RSC was submitted/acknowledged/ responded to by the Ministry of the Environment. A site restoration approach involves the use of soil and groundwater quality criteria, which have been developed to provide protection against adverse effects to human/ecological health and the natural environment. These criteria may be applied to agricultural, residential/parkland, industrial/commercial land uses; as well as potable (source of drinking water) and nonpotable groundwater use.

Wastewater Discharger Registration Database 1990-1998

SRDS

Information under this heading is combination of the following 2 programs. The Municipal/Industrial Strategy for Abatement (MISA) division of the Ontario Ministry of Environment maintained a database of all direct dischargers of toxic pollutants within nine sectors including: Electric Power Generation; Mining; Petroleum Refining; Organic Chemicals; Inorganic Chemicals; Pulp & Paper; Metal Casting; Iron & Steel; and Quarries. All sampling information is now collected and stored within the Sample Result Data Store (SRDS).

Waste Disposal Sites - MOE CA Inventory 1970-Sept 2002

WDS

The Ontario Ministry of Environment, Waste Management Branch, maintains an inventory of known open (active or inactive) and closed disposal sites in the Province of Ontario. Active sites maintain a Certificate of Approval, are approved to receive and are receiving waste. Inactive sites maintain Certificate(s) of Approval but are not receiving waste. Closed sites are not receiving waste. The data contained within this database was compiled from the MOE's Certificate of Approval database. Locations of these sites may be cross-referenced to the Anderson database described under ERIS's Private Source Database section, by the CA number.

Waste Disposal Sites - MOE 1991 Historical Approval Inventory Up to Oct 1990*

WDSH

In June 1991, the Ontario Ministry of Environment, Waste Management Branch, published the "June 1991 Waste Disposal Site Inventory", of all known active and closed waste disposal sites as of October 30st, 1990. For each "active" site as of October 31st 1990, information is provided on site location, site/CA number, waste type, site status and site classification. For each "closed" site as of October 31st 1990, information is provided on site location, site/CA number, closure date and site classification. Locations of these sites may be cross-referenced to the Anderson database described under ERIS's Private Source Database section, by the CA number.

Water Well Information System 1955-2006

WWIS

This database describes locations and characteristics of water wells found within Ontario in accordance with Regulation 903. Geographic coordinates are reliable according to the given percentage. Wells that are identified with lot and concession only are available upon request and would be provided as a separate report.

Private Source Databases:

Anderson's Waste Disposal Sites 1930-March 2007

ANDR

The information provided in this database was collected by examining various historical documents which aimed to characterize the likely position of former waste disposal sites from 1860 to present. The research initiative behind the creation of this database was to identify those sites that are missing from the *Ontario MOE Waste Disposal Site Inventory*, as well as to provide revisions and corrections to the positions and descriptions of sites currently listed in the MOE inventory. In addition to historic waste disposal facilities, the database also identifies certain auto wreckers and scrap yards that have been extrapolated from documentary sources. *Please note that the data is not warranted to be complete, exhaustive or authoritative. The information was collected for research purposes only.*

Automobile Wrecking & Supplies 2001-Feb 2007

AUWR

This database provides an inventory of all known locations that are involved in the scrap metal, automobile wrecking/recycling, and automobile parts & supplies industry. Information is provided on the company name, location and business type.

Commercial Fuel Oil Tanks 1948-Sept 2006

CFOT

Since May 2002, Ontario developed a new act where it became mandatory for fuel oil tanks to be registered with TSSA. This data would include all commercial underground fuel oil tanks in Ontario with fields such as location, registration number, tank material, age of tank and tank size.

Chemical Register 1992, 1999-Feb 2007

CHEM

This database includes information from both a one time study conducted in 1992 and private source and is a listing of facilities that manufacture or distribute chemicals. The production of these chemical substances may involve one or more chemical reactions and/or chemical separation processes (i.e. fractionation, solvent extraction, crystallization, etc.).

ERIS Historical Searches 1999-2006

EHS

EcoLog ERIS has compiled a database of all environmental risk reports completed since March 1999. Available fields for this database include: site location, date of report, type of report, and search radius. As per all other databases, the ERIS database can be referenced on both the map and "Statistical Profile" page.

Fuel Storage Tanks Current to August 2007

FST

The TSSA, under the *Technical Standards & Safety Act* of 2000 maintains a database of registered private and retail fuel storage tanks in Ontario with fields such as location, tank status, license date, tank type, tank capacity, fuel type, installation year and facility type.

Canadian Mine Locations 1998-2006

MINE

This information is collected from the Canadian & American Mines Handbook. The Mines database is a national database that provides over 290 listings on mines (listed as public companies) dealing primarily with precious metals and hard rocks. Listed are mines that are currently in operation, closed, suspended, or are still being developed (advanced projects). Their locations are provided as geographic coordinates (x, y and/or longitude, latitude). As of 2002, data pertaining to Canadian smelters and refineries has been appended to this database.

Oil and Gas Wells Oct 2001-May 2007

OGW

The Nickle's Energy Group (publisher of the Daily Oil Bulletin) collects information on drilling activity including operator and well statistics. The well information database includes name, location, class, status and depth. The main Nickles' database is updated on a daily basis, however, this database is updated on a monthly basis. More information is available at www.nickles.com.

Canadian Pulp and Paper 1999, 2002, 2004, 2005

PAP

This information is part of the Pulp and Paper Canada Directory. The Directory provides a comprehensive listing of the locations of pulp and paper mills and the products that they produce.

Retail Fuel Storage Tanks 2000-Feb 2007

RST

This database includes an inventory of retail fuel outlet locations (including marinas) that have on their property gasoline, oil, waste oil, natural gas and / or propane storage tanks. Information is provided on company name, location and type of business.

Scott's Manufacturing Directory 1992-Jan 2007

SCT

Scott's Directories is a data bank containing information on over 70,000 manufacturers in Ontario. Even though Scott's listings are voluntary, it is the most comprehensive database of Ontario manufacturers available. Information concerning a company's address, plant size, and main products are included in this database. This database begins with 1992 information and is updated annually.

Anderson's Storage Tanks 1915-1953*

TANK

The information provided in this database was collected by examining various historical documents, which identified the location of former storage tanks, containing substances such as fuel, water, gas, oil, and other various types of miscellaneous products. Information is available in regard to business operating at tank site, tank location, permit year, permit & installation type, no. of tanks installed & configuration and tank capacity. *Data contained within this database pertains only to the city of Toronto and is not warranted to be complete, exhaustive or authoritative. The information was collected for research purposes only.*



Pinpointing Your Environmental Risks

Environmental Risk Information Service



Project Site: Un-named
Mayfield Rd & Coleraine Dr
Brampton, ON

Client: David Hutchinson
Stantec Consulting Ltd.
7070 Mississauga Road
Unit 160
Mississauga, ON L5N 7G2

ERIS Project No: 20071105004

Report Type: Complete Report - 0.25km Search Radius

Prepared By: Daniela Nigro
dnigro@ecologeris.com

Date: November 05, 2007

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Site Address: Mayfield Rd && Coleraine Dr Brampton, ON
Report Type: Complete Report, 0.25 km Search Radius

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Site Diagram <i>The records that were found within a specified distance from the project property (the primary search radius) have been plotted on a diagram to provide you with a visual representation of the information available. Sites will be plotted on the diagram if there is sufficient information from the database source to determine accurate geographic coordinates. Each plotted site is marked with an acronym identifying the database in which the record was found (i.e., WDS for Waste Disposal Sites). These are referred to as "Map Keys". A variety of problems are inherent when attempting to associate various government or private source records with locations. EcoLog ERIS has attempted to make the best fit possible between the available data and their positions on the site diagram.</i>	ii
Site Profile <i>This table describes the records that relate directly to the property that is being researched.</i>	iii
Detail Report <i>This section represents information, by database, for the records found within the primary search radius. Listed at the end of each database are the sites that could not be plotted on the locator diagram because of insufficient address information. These records will not have map keys. They have been included because they may be found to be relevant during a more detailed investigation.</i>	iv
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Report Summary

Order Number: 20071105004
 Site Name: Un-named
 Site Address: Mayfield Rd & Coleraine Dr Brampton, ON
 Report Type: Complete Report, 0.25 km Search Radius

Number of Mappable Records Surrounding the Site

Database	Selected	On-site	Within 0.25	0.25km to 2.00km	Total
AAGR	Abandoned Aggregate Inventory	Y	0	0	0
AGR	Aggregate Inventory	Y	0	0	0
AMIS	Abandoned Mine Information System	Y	0	0	0
ANDR	Anderson's Waste Disposal Sites	Y	0	0	0
AUWR	Automobile Wrecking & Supplies	Y	0	0	1
CA	Certificates of Approval	Y	0	1	6
CFOT	Commercial Fuel Oil Tanks	Y	0	0	0
CHEM	Chemical Register	Y	0	0	0
COAL	Coal Gasification Plants	Y	0	0	0
CONV	Compliance and Convictions	Y	0	0	0
DRL	Drill Hole Database	Y	0	0	0
EBR	Environmental Registry	Y	0	0	3
EEM	Environmental Effects Monitoring	Y	0	0	0
EHS	ERIS Historical Searches	Y	0	0	5
EIIS	Environmental Issues Information System	Y	0	0	0
FCON	Federal Convictions	Y	0	0	0
FCS	Contaminated Sites on Federal Land	Y	0	0	0
FOFT	Fisheries & Oceans Fuel Storage Tanks	Y	0	0	0
FST	Fuel Storage Tank	Y	0	0	1
GEN	Ontario Regulation 347 Waste Generators Summary	Y	0	0	8
IAFT	Indian & Northern Affairs Fuel Tanks	Y	0	0	0
MINE	Canadian Mine Locations	Y	0	0	0
MNR	Mineral Occurrences	Y	0	0	0
NATE	National Analysis of Trends in Emergencies System (NATES)	Y	0	0	0
NCPL	Non-Compliance Reports	Y	0	0	0
NDFT	National Defence & Canadian Forces Fuel Storage Tanks	Y	0	0	0
NDSP	National Defence & Canadian Forces Spills	Y	0	0	0
NDWD	National Defence & Canadian Forces Waste Disposal Sites	Y	0	0	0
NEES	National Environmental Emergencies System (NEES)	Y	0	0	0
NPCB	National PCB Inventory	Y	0	0	0
NPRI	National Pollutant Release Inventory	Y	0	0	1
OGW	Oil and Gas Wells	Y	0	0	0
OOGW	Ontario Oil and Gas Wells	Y	0	0	0
OPCB	Inventory of PCB Storage Sites	Y	0	0	0
ORD	Orders	Y	0	0	0
ORIS	Occurrence Reporting Information System	Y	0	0	5
PAP	Canadian Pulp and Paper	Y	0	0	0
PCFT	Parks Canada Fuel Storage Tanks	Y	0	0	0
PES	Pesticide Register	Y	0	0	1
PRT	Private and Retail Fuel Storage Tanks	Y	0	0	2
REC	Ontario Regulation 347 Waste Receivers Summary	Y	0	0	0
RSC	Record of Site Condition	Y	0	0	0

Report Summary

Order Number: 20071105004
Site Name: Un-named
Site Address: Mayfield Rd && Coleraine Dr Brampton, ON
Report Type: Complete Report, 0.25 km Search Radius

Database	Selected	On-site	Within 0.25	0.25km to 2.00km	Total	
RST	Retail Fuel Storage Tanks	Y	0	0	2	2
SCT	Scott's Manufacturing Directory	Y	0	0	5	5
SRDS	Wastewater Discharger Registration Database	Y	0	0	0	0
TANK	Anderson's Storage Tanks	Y	0	0	0	0
TCFT	Transport Canada Fuel Storage Tanks	Y	0	0	0	0
WDS	Waste Disposal Sites - MOE CA Inventory	Y	0	0	0	0
WDSH	Waste Disposal Sites - MOE 1991 Historical Approval Inventory	Y	0	0	0	0
WWIS	Water Well Information System	Y	0	2	119	121
TOTAL			0	3	159	162

The databases chosen by the client as per the submitted order form are denoted in the 'Selected' column in the above table. Counts have been provided outside the primary buffer area for cursory examination only. These records have not been examined or verified, therefore, they are subject to change.



Pinpointing Your Environmental Risks

12 Concorde Pl, Suite 800 North York, ON M3C 4J2
416-510-5204

Project Property: Un-named
Mayfield Rd & Coleraine Dr
Brampton, ON

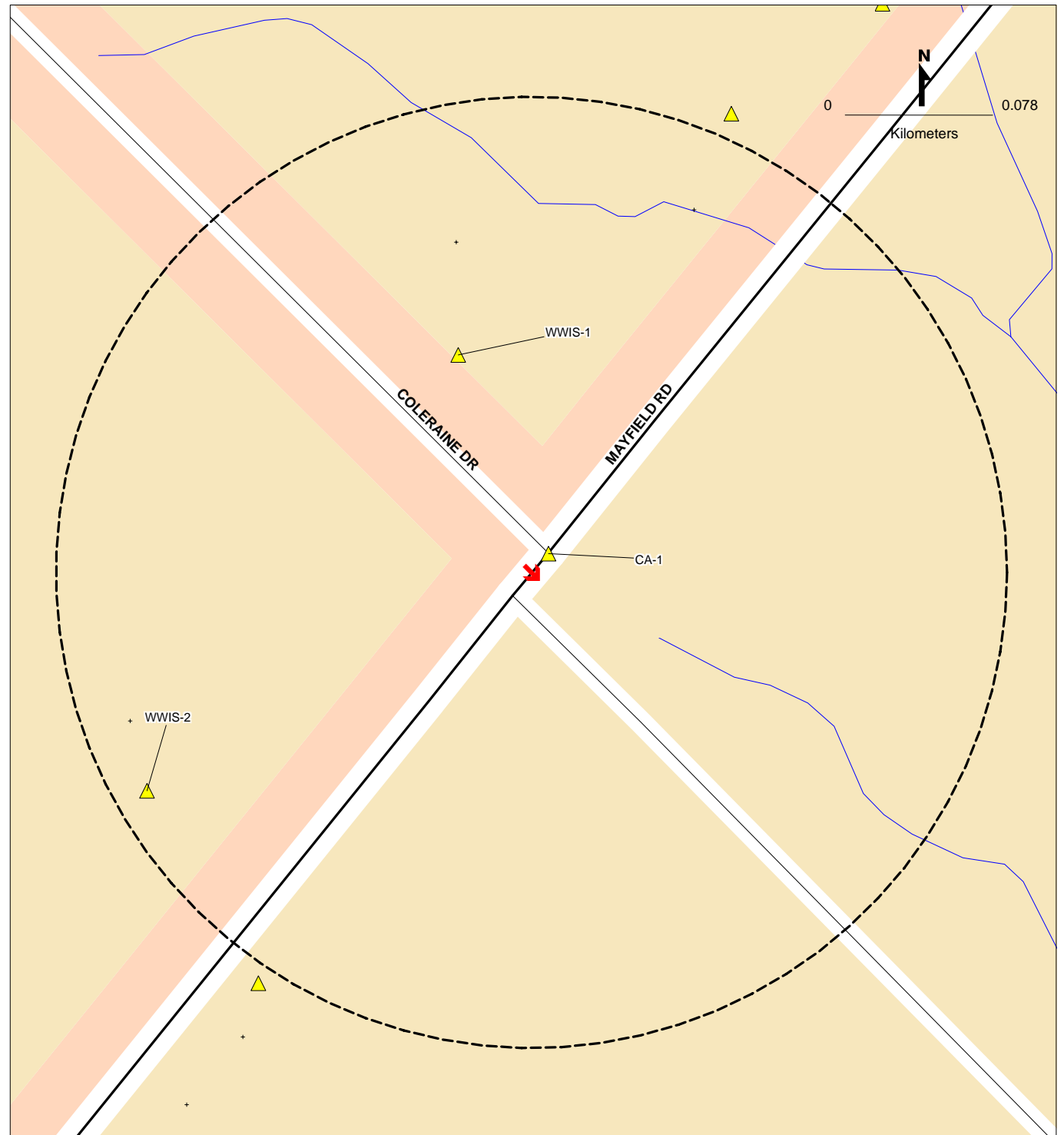
ERIS Project #: 20071105004

Date: NOV-05-2007

LEGEND

Project Property	Landuse Classifications
Database Location	Open Area
Points of Interest	Residential
Chimney	Commercial
Silo	Resource and Industrial
Pipe & Transmission Lines	Government and Institutional
Pipeline	Parks and Recreational
Transmission Line	Waterbody
Transmission Tower	Recreation
Transformer Station	Golf Course/Driving Range
Rail	Park/Sports Field
Railway - Main	Other Recreation Area
Railway - Sidetrack	Sports/Race Track
Railway - Abandoned	Cemetery
Bridge	Campground
Tunnel	Vegetation
Transportation - Other	Wooded Area
Embankment	Orchard
Trail	Vineyard
Runway	Industrial Resources
Hydrographic Features	Conveyor
Permanent Waterway	Crane: Moveable
Intermittent Waterway	Crane: Stationary
Open Reservoir	Tank
Dyke/Levee	Rock Cut
Dam	Auto Wrecker
Breakwall	Lumber Yard
Wetland	Pit

SITE DIAGRAM



This diagram is to be used solely for relative street location purposes. It may not accurately portray street or site positions.

Site Report

Order Number: 20071105004

Site Name: Un-named

Site Address: Mayfield Rd && Coleraine Dr Brampton, ON

Report Type: Complete Report, 0.25 km Search Radius

FOR COMPLETE INFORMATION, REFER TO DETAIL REPORT

A search has been conducted for this site (address) and company name. No records were found, within the database(s) selected, that meet either of these criteria.

Detail Report

Order Number: 20071105004

Site Name: Un-named

Site Address: Mayfield Rd && Coleraine Dr Brampton ON

Report Type: Complete Report, 0.25 km Search Radius

If information is required for sites located beyond the selected address, please contact your ERIS representative.

Certificates of Approval

Water Well Information System

Certificates of Approval

Map Key	Company	Address	Certificate #	Application Year	Issue Date	Approval Type	Status	Application Type
CA-1	Mayfield Road (Brampton) Coleraine Dr (Caledon)	Mayfield Rd. & Coleraine Dr. Caledon	5086-4QDLXH	00	10/25/00	Municipal & Private water	Approved	New Certificate of Approval
			Client Name:	Corporation of the Regional Municipality of Peel				
			Client Address:	10 Peel Centre Drive				
			Client City:	Brampton				
			Client Postal Code:	L6T 4B9				
			Project Description:	Watermains on Mayfield Rd. & Coleraine Dr.				
			Contaminants:					
			Emission Control:					

Water Well Information System

Map Key	Company	Address	Well Id	Lot	Concession	Concession Name	County	Municipality
WWIS-1		CALEDON TOWN (ALBION)	4906852	001	06		PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		604004.6			
			Northing Nad83:		4854905			
			Zone:		17			
			Utm Reliability:		margin of error : 100 m - 300 m			
			Construction Date:		3/30/1988			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		75			
			Pump Rate (gpm):					
			Static Water Level (ft):		10			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:					
			Final Well Status:		WATER SUPPLY			
			Construction Method:		BORING			
			Flowing (y/n):		0			
			Elevation (ft):		755			
			Elevation Reliability:		Read from topographic map, contour interval - 25 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		UNKNOWN			
			Casing Material:		GALVANIZED			
WWIS-2		CALEDON TOWN (ALBION)	4903241	001	05	CON	PEEL	CALEDON TOWN (ALBION)
			Easting Nad83:		603844.6			
			Northing Nad83:		4854673			
			Zone:		17			
			Utm Reliability:		margin of error : 30 m - 100 m			
			Construction Date:		6/3/1969			
			Primary Water Use:		DOMESTIC			
			Secondary Water Use:					
			Well Depth (ft):		57			
			Pump Rate (gpm):					
			Static Water Level (ft):		20			
			Flow Rate (gpm):					
			Clear/Cloudy:		CLEAR			
			Specific Capacity:		0			
			Final Well Status:		WATER SUPPLY			
			Construction Method:		CABLE TOOL			
			Flowing (y/n):		0			
			Elevation (ft):		750			
			Elevation Reliability:		Read from topographic map, contour interval - 25 ft			
			Depth to Bedrock (ft):					
			Overburden/Bedrock:		Overburden			
			Water Type:		FRESH			
			Casing Material:		CONCRETE			

Appendix: Ontario Database Descriptions

EcoLog Environmental Risk Information Services Ltd can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to EcoLog ERIS at the time of update. **Note:** Databases denoted with “*” indicates that the database will no longer be updated. See the individual database descriptions for more information.

Federal Government Source Databases:

Diagram Identifier:

Environmental Effects Monitoring 1992-2004

EEM

The Environmental Effects Monitoring program assesses the effects of effluent from industrial or other sources on fish, fish habitat and human usage of fisheries resources. Since 1992, pulp and paper mills have been required to conduct EEM studies under the Pulp and Paper Effluent Regulations. This database provides information on the mill name, geographical location and sub-lethal toxicity data.

Environmental Issues Inventory System 1992-2001

EIIS

The Environmental Issues Inventory System was developed through the implementation of the Environmental Issues and Remediation Plan. This plan was established to determine the location and severity of contaminated sites on inhabited First Nation reserves, and where necessary, to remediate those that posed a risk to health and safety; and to prevent future environmental problems. The EIIS provides information on the reserve under investigation, inventory number, name of site, environmental issue, site action (Remediation, Site Assessment), and date investigation completed.

Federal Convictions 1988-Jan 2002

FCON

Environment Canada maintains a database referred to as the “Environmental Registry” that details prosecutions under the Canadian Environmental Protection Act (CEPA) and the Fisheries Act (FA). Information is provided on the company name, location, charge date, offence and penalty.

Contaminated Sites on Federal Land June 2000-2005

FCS

The Treasury Board of Canada Secretariat maintains an inventory of all known contaminated sites held by various Federal departments and agencies. This inventory does not include properties owned by Crown corporations, but does contain non-federal sites for which the Government of Canada has accepted some or all financial responsibility. All sites have been classified through a system developed by the Canadian Council of Ministers of the Environment. The database provides information on company name, location, site ID #, property use, classification, current status, contaminant type and plan of action for site remediation.

Fisheries & Oceans Fuel Tanks 1964-Sept 2003

FOFT

Fisheries & Oceans Canada maintains an inventory of all aboveground & underground fuel storage tanks located on Fisheries & Oceans property or controlled by DFO. Our inventory provides information on the site name, location, tank owner, tank operator, facility type, storage tank location, tank contents & capacity, and date of tank installation.

Indian & Northern Affairs Fuel Tanks 1950-Aug 2003

IAFT

The Department of Indian & Northern Affairs Canada (INAC) maintains an inventory of all aboveground & underground fuel storage tanks located on both federal and crown land. Our inventory provides information on the reserve name, location, facility type, site/facility name, tank type, material & ID number, tank contents & capacity, and date of tank installation.

National Analysis of Trends in Emergencies System (NATES) 1974-1994*

NATE

In 1974 Environment Canada established the National Analysis of Trends in Emergencies System (NATES) database, for the voluntary reporting of significant spill incidents. The data was to be used to assist in directing the work of the emergencies program. NATES ran from 1974 to 1994. Extensive information is available within this database including company names, place where the spill occurred, date of spill, cause, reason and source of spill, damage incurred, and amount, concentration, and volume of materials released.

National Defence & Canadian Forces Fuel Tanks Up to May 2001

NDFT

The Department of National Defence and the Canadian Forces maintains an inventory of all aboveground & underground fuel storage tanks located on DND lands. Our inventory provides information on the base name, location, tank type & capacity, tank contents, tank class, date of tank installation, date tank last used, and status of tank as of May 2001. This database will no longer be updated due to the new National Security protocols which have prohibited any release of this database.

National Defence & Canadian Forces Spills March 1999-Feb 2005

NDSP

The Department of National Defence and the Canadian Forces maintains an inventory of spills to land and water. All spill sites have been classified under the "Transportation of Dangerous Goods Act - 1992". Our inventory provides information on the facility name, location, spill ID #, spill date, type of spill, as well as the quantity of substance spilled & recovered.

National Defence & Canadian Forces Waste Disposal Sites 2001, 2003

NDWD

The Department of National Defence and the Canadian Forces maintains an inventory of waste disposal sites located on DND lands. Where available, our inventory provides information on the base name, location, type of waste received, area of site, depth of site, year site opened/closed and status.

National Environmental Emergencies System (NEES) 1974-2003

NEES

In 2000, the Emergencies program implemented NEES, a reporting system for spills of hazardous substances. For the most part, this system only captured data from the Atlantic Provinces, some from Quebec and Ontario and a portion from British Columbia. Data for Alberta, Saskatchewan, Manitoba and the Territories was not captured. However, NEES is also a repository for all previous Environment Canada spill datasets. NEES is composed of the historic datasets – or Trends – which dates from approximately 1974 to present. **NEES Trends** is a compilation of historic databases, which were merged and includes data from NATES (National Analysis of Trends in Emergencies System), ARTS (Atlantic Regional Trends System), and NEES. In 2001, the Emergencies Program determined that variations in reporting regimes and requirements between federal and provincial agencies made national spill reporting and trend analysis difficult to achieve. As a consequence, the department has focused efforts on capturing data on spills of substances which fall under its legislative authority only (CEPA and FA). As such, the NEES database will be decommissioned in December 2004.

National PCB Inventory 1988-June 2004

NPCB

Environment Canada's National PCB inventory includes information on in-use PCB containing equipment in Canada including federal, provincial and private facilities. All federal out-of-service PCB containing equipment and all PCB waste owned by the federal government or by federally regulated industries such as airlines, railway companies, broadcasting companies, telephone and telecommunications companies, pipeline companies, etc. are also listed. Although it is not Environment Canada's mandate to collect data on non-federal PCB waste, the National PCB inventory includes some information on provincial and private PCB waste and storage sites.

National Pollutant Release Inventory 1993-2005

NPRI

Environment Canada has defined the National Pollutant Release Inventory ("NPRI") as a federal government initiative designed to collect comprehensive national data regarding releases to air, water, or land, and waste transfers of 178 specified substances.

Parks Canada Fuel Storage Tanks 1920-Jan 2005

PCFT

Canadian Heritage maintains an inventory of all known fuel storage tanks operated by Parks Canada, in both National Parks and at National Historic Sites. The database details information on site name, location, tank install/removal date, capacity, fuel type, facility type, tank design and owner/operator.

Transport Canada Fuel Storage Tanks 1970- May 2003

TCFT

Within the provinces of BC, MB, NB, NF, ON, PE, and QC; Transport Canada currently owns and operates 90 fuel storage tanks. Our inventory provides information on the site name, location, tank age, capacity and fuel type.

Provincial Government Source Databases:

Abandoned Aggregate Inventory Up to Sept 2002

AAGR

The MAAP Program maintains a database of all abandoned pits and quarries. Please note that the database is only referenced by lot and concession and city/town location. The database provides information regarding the location, type, size, land use, status and general comments.

Aggregate Inventory Up to May 2005

AGR

The Ontario Ministry of Natural Resources maintains a database of all active pits and quarries. Please note that the database is only referenced by lot\concession and city/town location. The databases provides information regarding the registered owner/operator, location, status, licence type, and maximum tonnage.

Abandoned Mines Information System 1800- 2005

AMIS

The Abandoned Mines Information System contains data on known abandoned and inactive mines located on both Crown and privately held lands. The information was provided by the Ministry of Northern Development and Mines (MNDM), with the following disclaimer: "the database provided has been compiled from various sources, and the Ministry of Northern Development and Mines makes no representation and takes no responsibility that such information is accurate, current or complete". Reported information includes official mine name, status, background information, mine start/end date, primary commodity, mine features, hazards and remediation.

Certificates of Approval 1985-Sept 2002

CA

This database contains the following types of approvals: Certificates of Approval (Air) issued under Section 9 of the Ontario EPA; Certificates of Approval (Industrial Wastewater) issued under Section 53 of the Ontario Water Resources Act ("OWRA"); and Certificates of Approval (Municipal/Provincial Sewage and Waterworks) issued under Sections 52 and 53 of the OWRA.

Coal Gasification Plants 1987, 1988*

COAL

This inventory of all known and historical coal gasification plants was collected by the Ministry of Environment. It identifies industrial sites that produced and continue to produce or use coal tar and other related tars. Detailed information is available and includes: facility type, size, landuse, soil condition, site operators/occupants, site description, and potential environmental impacts. This information is effective to 1988, but the program has since been discontinued.

Compliance and Convictions 1989- Sept 2007

CONV

This database summarizes the fines and convictions handed down by the Ontario courts beginning in 1989. Companies and individuals named here have been found guilty of environmental offenses in Ontario courts of law.

Drill Holes 1886-2005**DRL**

The Ontario Drill Hole Database contains information on more than 113,000 percussion, overburden, sonic and diamond drill holes from assessment files on record with the department of Mines and Minerals. Please note that limited data is available for southern Ontario, as it was the last area to be completed. The database was created when surveys submitted to the Ministry were converted in the Assessment File Research Image Database (AFRI) project. However, the degree of accuracy (coordinates) as to the exact location of drill holes is dependent upon the source document submitted to the MNDM. Levels of accuracy used to locate holes are: centering on the mining claim; a sketch of the mining claim; a 1:50,000 map; a detailed company map; or from submitted a "Report of Work".

Environmental Registry 1994-July 2003***EBR**

The Environmental Registry lists proposals, decisions and exceptions regarding policies, Acts, instruments, or regulations that could significantly affect the environment. Through the Registry, provincial ministries notify the public of upcoming proposals and invite their comments. For example, if a local business is requesting a permit, licence, or certificate of approval to release substances into the air or water; these are notified on the registry.

Ontario Regulation 347 Waste Generators Summary 1986-2005**GEN**

Regulation 347 of the Ontario EPA defines a waste generation site as any site, equipment and/or operation involved in the production, collection, handling and/or storage of regulated wastes. A generator of regulated waste is required to register the waste generation site and each waste produced, collected, handled, or stored at the site. This database contains the registration number, company name and address of registered generators including the types of hazardous wastes generated. This information is a summary of all years from 1986 including the most currently available data. Some records may contain, within the company name, the phrase "See & Use..." followed by a series of letters and numbers. This occurs when one company is amalgamated with or taken over by another registered company. The number listed as "See & Use", refers to the new ownership and the other identification number refers to the original ownership. This phrase serves as a link between the 2 companies until operations have been fully transferred.

Mineral Occurrences 1846-Oct 2004**MNR**

In the early 70's, the Ministry of Northern Development and Mines created an inventory of approximately 19,000 mineral occurrences in Ontario, in regard to metallic and industrial minerals, as well as some information on building stones and aggregate deposits. Please note that the "Horizontal Positional Accuracy" is approximately +/- 200 m. Many reference elements for each record were derived from field sketches using pace or chain/tape measurements against claim posts or topographic features in the area. The primary limiting factor for the level of positional accuracy is the scale of the source material. The testing of horizontal accuracy of the source materials was accomplished by comparing the planimetric (X and Y) coordinates of that point with the coordinates of the same point as defined from a source of higher accuracy.

Non-Compliance Reports 1992(water only), 1994-2005**NCPL**

The Ministry of the Environment provides information about non-compliant discharges of contaminants to air and water that exceed legal allowable limits, from regulated industrial and municipal facilities. A reported non-compliance failure may be in regard to a Control Order, Certificate of Approval, Sectoral Regulation or specific regulation/act.

Ontario Oil and Gas Wells 1800-Oct 2006**OOGW**

In 1998, the MNR handed over to the Ontario Oil, Gas and Salt Resources Corporation, the responsibility of maintaining a database of oil and gas wells drilled in Ontario. Information available for all wells in the ERIS database include well owner/operator, location, permit start date, well cap date, licence number, status, depth and the primary target (rock unit) of the well being drilled.

Ontario Inventory of PCB Storage Sites 1987-Oct 2004**OPCB**

The Ontario Ministry of Environment, Waste Management Branch, maintains an inventory of PCB storage sites within the province. Ontario Regulation 11/82 (Waste Management - PCB) and Regulation 347 (Generator Waste Management) under the Ontario EPA requires the registration of inactive PCB storage equipment and/or disposal sites of PCB waste with the Ontario Ministry of Environment. This database contains information on: 1) waste quantities; 2) major and minor sites storing liquid or solid waste; and 3) a waste storage inventory.

Ministry Orders 1995-1996

ORD

Control Orders/Documents are enforcement actions issued by the Ministry of the Environment to deal with environmental violations. They clarify and allocate individual/joint liability when issuing clean-up orders for contaminated sites.

Occurrence Reporting Information System 1988-2002

ORIS

This database identifies sources, effects/actions and approximate locations of spills and occurrences within Ontario. The locations identified on the locator diagram refer to the facility responsible for the spill. The actual location of the spill can be derived from the descriptions provided in the detailed report.

Pesticide Register 1988-Sept 2007

PES

The Ontario Ministry of Environment maintains a database of all manufacturers and vendors of registered pesticides.

Private and Retail Fuel Storage Tanks 1989-1996*

PRT

The Fuels Safety Branch of the Ontario Ministry of Consumer and Commercial Relations maintained a database of all registered private fuel storage tanks and licensed retail fuel outlets. This database includes an inventory of locations that have gasoline, oil, waste oil, natural gas and/or propane storage tanks on their property. The MCCR no longer collects this information. This information is now collected by the Technical Standards and Safety Authority.

Ontario Regulation 347 Waste Receivers Summary 1986-2005

REC

Part V of the Ontario Environmental Protection Act ("EPA") regulates the disposal of regulated waste through an operating waste management system or a waste disposal site operated or used pursuant to the terms and conditions of a Certificate of Approval or a Provisional Certificate of Approval. Regulation 347 of the Ontario EPA defines a waste receiving site as any site or facility to which waste is transferred by a waste carrier. A receiver of regulated waste is required to register the waste receiving facility. This database represents registered receivers of regulated wastes, identified by registration number, company name and address. This information is a summary of all years from 1986 including the most currently available data.

Record of Site Condition 1997-Sept 2001

RSC

The Record of Site Condition (RSC) provides a summary of the final environmental condition of a site, once an environmental site assessment and/or restoration approach has been undertaken. The database provides information on the site restoration approach used (Background, Generic, Site Specific Risk Assessment), location of contaminated site, whether contamination extends past 1.5m from the surface thereby requiring "stratified restoration", soil type, and the date when RSC was submitted/acknowledged/ responded to by the Ministry of the Environment. A site restoration approach involves the use of soil and groundwater quality criteria, which have been developed to provide protection against adverse effects to human/ecological health and the natural environment. These criteria may be applied to agricultural, residential/parkland, industrial/commercial land uses; as well as potable (source of drinking water) and nonpotable groundwater use.

Wastewater Discharger Registration Database 1990-1998

SRDS

Information under this heading is combination of the following 2 programs. The Municipal/Industrial Strategy for Abatement (MISA) division of the Ontario Ministry of Environment maintained a database of all direct dischargers of toxic pollutants within nine sectors including: Electric Power Generation; Mining; Petroleum Refining; Organic Chemicals; Inorganic Chemicals; Pulp & Paper; Metal Casting; Iron & Steel; and Quarries. All sampling information is now collected and stored within the Sample Result Data Store (SRDS).

Waste Disposal Sites - MOE CA Inventory 1970-Sept 2002

WDS

The Ontario Ministry of Environment, Waste Management Branch, maintains an inventory of known open (active or inactive) and closed disposal sites in the Province of Ontario. Active sites maintain a Certificate of Approval, are approved to receive and are receiving waste. Inactive sites maintain Certificate(s) of Approval but are not receiving waste. Closed sites are not receiving waste. The data contained within this database was compiled from the MOE's Certificate of Approval database. Locations of these sites may be cross-referenced to the Anderson database described under ERIS's Private Source Database section, by the CA number.

Waste Disposal Sites - MOE 1991 Historical Approval Inventory Up to Oct 1990*

WDSH

In June 1991, the Ontario Ministry of Environment, Waste Management Branch, published the "June 1991 Waste Disposal Site Inventory", of all known active and closed waste disposal sites as of October 30st, 1990. For each "active" site as of October 31st 1990, information is provided on site location, site/CA number, waste type, site status and site classification. For each "closed" site as of October 31st 1990, information is provided on site location, site/CA number, closure date and site classification. Locations of these sites may be cross-referenced to the Anderson database described under ERIS's Private Source Database section, by the CA number.

Water Well Information System 1955-2006

WWIS

This database describes locations and characteristics of water wells found within Ontario in accordance with Regulation 903. Geographic coordinates are reliable according to the given percentage. Wells that are identified with lot and concession only are available upon request and would be provided as a separate report.

Private Source Databases:

Anderson's Waste Disposal Sites 1930-March 2007

ANDR

The information provided in this database was collected by examining various historical documents which aimed to characterize the likely position of former waste disposal sites from 1860 to present. The research initiative behind the creation of this database was to identify those sites that are missing from the *Ontario MOE Waste Disposal Site Inventory*, as well as to provide revisions and corrections to the positions and descriptions of sites currently listed in the MOE inventory. In addition to historic waste disposal facilities, the database also identifies certain auto wreckers and scrap yards that have been extrapolated from documentary sources. *Please note that the data is not warranted to be complete, exhaustive or authoritative. The information was collected for research purposes only.*

Automobile Wrecking & Supplies 2001-Feb 2007

AUWR

This database provides an inventory of all known locations that are involved in the scrap metal, automobile wrecking/recycling, and automobile parts & supplies industry. Information is provided on the company name, location and business type.

Commercial Fuel Oil Tanks 1948-Sept 2006

CFOT

Since May 2002, Ontario developed a new act where it became mandatory for fuel oil tanks to be registered with TSSA. This data would include all commercial underground fuel oil tanks in Ontario with fields such as location, registration number, tank material, age of tank and tank size.

Chemical Register 1992, 1999-Feb 2007

CHEM

This database includes information from both a one time study conducted in 1992 and private source and is a listing of facilities that manufacture or distribute chemicals. The production of these chemical substances may involve one or more chemical reactions and/or chemical separation processes (i.e. fractionation, solvent extraction, crystallization, etc.).

ERIS Historical Searches 1999-2006

EHS

EcoLog ERIS has compiled a database of all environmental risk reports completed since March 1999. Available fields for this database include: site location, date of report, type of report, and search radius. As per all other databases, the ERIS database can be referenced on both the map and "Statistical Profile" page.

Fuel Storage Tanks Current to August 2007

FST

The TSSA, under the *Technical Standards & Safety Act* of 2000 maintains a database of registered private and retail fuel storage tanks in Ontario with fields such as location, tank status, license date, tank type, tank capacity, fuel type, installation year and facility type.

Canadian Mine Locations 1998-2006

MINE

This information is collected from the Canadian & American Mines Handbook. The Mines database is a national database that provides over 290 listings on mines (listed as public companies) dealing primarily with precious metals and hard rocks. Listed are mines that are currently in operation, closed, suspended, or are still being developed (advanced projects). Their locations are provided as geographic coordinates (x, y and/or longitude, latitude). As of 2002, data pertaining to Canadian smelters and refineries has been appended to this database.

Oil and Gas Wells Oct 2001-May 2007

OGW

The Nickle's Energy Group (publisher of the Daily Oil Bulletin) collects information on drilling activity including operator and well statistics. The well information database includes name, location, class, status and depth. The main Nickles' database is updated on a daily basis, however, this database is updated on a monthly basis. More information is available at www.nickles.com.

Canadian Pulp and Paper 1999, 2002, 2004, 2005

PAP

This information is part of the Pulp and Paper Canada Directory. The Directory provides a comprehensive listing of the locations of pulp and paper mills and the products that they produce.

Retail Fuel Storage Tanks 2000-Feb 2007

RST

This database includes an inventory of retail fuel outlet locations (including marinas) that have on their property gasoline, oil, waste oil, natural gas and / or propane storage tanks. Information is provided on company name, location and type of business.

Scott's Manufacturing Directory 1992-Jan 2007

SCT

Scott's Directories is a data bank containing information on over 70,000 manufacturers in Ontario. Even though Scott's listings are voluntary, it is the most comprehensive database of Ontario manufacturers available. Information concerning a company's address, plant size, and main products are included in this database. This database begins with 1992 information and is updated annually.

Anderson's Storage Tanks 1915-1953*

TANK

The information provided in this database was collected by examining various historical documents, which identified the location of former storage tanks, containing substances such as fuel, water, gas, oil, and other various types of miscellaneous products. Information is available in regard to business operating at tank site, tank location, permit year, permit & installation type, no. of tanks installed & configuration and tank capacity. *Data contained within this database pertains only to the city of Toronto and is not warranted to be complete, exhaustive or authoritative. The information was collected for research purposes only.*

APPENDIX 4

TSSA Documentation



NOV 2 - 2007

Administration and
Customer Services

Tel: (416) 734-3402
Fax: (416) 231-1626

1 November 2007
File No: FS 25802

David J. Hutchinson
STANTEC CONSULTING LTD.
160 – 7070 Mississauga Road
MISSISSAUGA ON L5N 7G2

Dear Sir:

Re: 7536 Mayfield Road, Bolton, Ontario – Your File No: 1602.10480

This is with reference to your request and fee of \$50.00 + GST, for information on the above location.

Enclosed are computerised screen prints showing a licensed full serve gas station and a cancelled propane cylinder handling facility along with equipment details showing underground fuel storage tank details. Copies of the inspection reports are also attached.

After a search of our files, TSSA has no record of any further outstanding instructions, incident reports, fuel oil spills, or contamination records respecting the above-mentioned property.

This is all the information the Fuels Safety Division has at this time regarding the above address.

It should be noted that the Fuels Safety Division did not register private fuel underground/aboveground storage tanks prior to January of 1990 or furnace oil tanks prior to May 1, 2002. Also note that the Fuels Safety Division does not register waste oil tanks in apartments, office buildings, residences etc. or ABOVEGROUND gas or diesel tanks.

Although TSSA believes the information provided pursuant to your request is accurate, please note that TSSA does not warrant this information in any way whatsoever.

Yours truly,


Prem Lal
Coordinator Public Information Services

Job Description:

Job Type: Date Created:

Status: Created By:

Issue Date: Date Completed:

Parent Job:

Specific Location:

Details |
 Processes |
 Warnings |
 Client |
 App/Equip |
 Tank Vehicle |
 Facility/Location |
 Periodic Insp

Facility Type: Private Fuel Outlet:

Date Received by LRC: Rush: FS Facility Type 2:

Applicant:

Contact:

License Holder:

Bill To:

Bill Renewal To:

Owner:

Fuel Supplier:

Total Waiting Time:	<input type="text" value="1"/>	Hazard Rank:	<input type="text" value="3 - High"/>
Total Propane Capacity(Job):	<input type="text" value="0"/>	Facility:	<input type="text" value="0"/>
Total Liquid Fuel Capacity(Job):	<input type="text" value="113700"/>	Facility:	<input type="text" value="113700"/>
Total Propane Capacity (USWG):	<input type="text"/>		
Total Liquid Fuel Capacity:	<input type="text" value="25000"/>		

Reviewed by P.Eng: Date of P.Eng. Letter:

Engineer:

Engineer Contact:

Address for New Location:

Location:

Job Description:	Loc id - 0019028 Oper id - 00001		
Job Type:	New License/Modification Job	Date Created:	Dec 04, 2001
Status:	Licensed	Created By:	CONV
Issue Date:	Feb 12, 2007	Date Completed:	Dec 04, 2001
Parent Job:	009886260-001 Loc id - 0019028 Oper id - 00001		
Specific Location:			

Details | Processes | Warnings | Client | App/Equip | Tank Vehicle | Facility/Location | Periodic Insp

Engineer: |
Engineer Contact: (None) ▼

Location:
7538 MAYFIELD RD
BOLTON, ON
L7E 5S1

Address for New Location:
7538 MAYFIELD RD
BOLTON, ON
L7E 5S1

License Expiry Date: Feb 29, 2008 Next Renewal Date: Dec 31, 2007

Comments:

Overpayment: Total 0 = Posted subtract Unposted 0

Re-Inspection date Get from Process:

IfRenewalJobExists:

FS Liquid Fuel Tank

Diesel

Liquid Fuel Single Wall UST; Fiberglass (FRP); Capacity (L): 45600; Status: Active

Tech Specs	Jobs	Component	Alt. Fuel	Location	Notes	Warnings	Risk Factor
------------	------	-----------	-----------	----------	-------	----------	-------------

Fuel Type: Diesel

Capacity (L): 45600

Tank Material: Fiberglass (FRP)

Tank Type: Liquid Fuel Single Wall UST

Equipment Status: Active **Status Date:** Jan 20, 1992

FS Corrosion Protection: Fiberglass

Installation Year: 1991

ULC Standard:

Number of Other Fuels: 0 **Dual Fuel Flag:**

Alternate Fuels: **Alternate Fuels 2:**

Description: NO ENGINEERING INPUT - 19911021

FS Liquid Fuel Tank

Gasoline

Liquid Fuel Single Well UST; Fiberglass (FRP); Capacity (L): 22700; Status: Active

Tech Specs | Jobs | Component | Alt. Fuel | Location | Notes | Warnings | Risk Factor

Fuel Type:	Gasoline		
Capacity (L):	22700		
Tank Material:	Fiberglass (FRP)		
Tank Type:	Liquid Fuel Single Well UST		
Equipment Status:	Active	Status Date:	Jan 20, 1992
FS Corrosion Protection:	Fiberglass		
Installation Year:	1984		
ULC Standard:			
Number of Other Fuels:	0	Dual Fuel Flag:	
Alternate Fuels:		Alternate Fuels 2:	
Description:	NO ENGINEERING INPUT - 19911021		

FS Liquid Fuel Tank

Gasoline

Liquid Fuel Single Wall UST; Fiberglass (FRP); Capacity (L): 22700; Status: Active

Tech Specs	Jobs	Component	Alt. Fuel	Location	Notes	Warnings	Risk Factor
------------	------	-----------	-----------	----------	-------	----------	-------------

Fuel Type: Gasoline

Capacity (L): 22700

Tank Material: Fiberglass (FRP)

Tank Type: Liquid Fuel Single Wall UST

Equipment Status: Active **Status Date:** Jan 20, 1992

FS Corrosion Protection: Fiberglass

Installation Year: 1984

ULC Standard:

Number of Other Fuels: 0 **Dual Fuel Flag:**

Alternate Fuels: **Alternate Fuels 2:**

Description: NO ENGINEERING INPUT - 19911021

FS Liquid Fuel Tank

Gasoline

Liquid Fuel Single Wall UST; Fiberglass (FRP); Capacity (L): 22700; Status Active

Tech Specs	Jobs	Component	Alt. Fuel	Location	Notes	Warnings	Risk Factor
------------	------	-----------	-----------	----------	-------	----------	-------------

Fuel Type:	Gasoline	
Capacity (L):	22700	
Tank Material:	Fiberglass (FRP)	
Tank Type:	Liquid Fuel Single Wall UST	
Equipment Status:	Active	Status Date: Jan 20, 1992
FS Corrosion Protection:	Fiberglass	
Installation Year:	1984	
ULC Standard:		
Number of Other Fuels:	0	Dual Fuel Flag:
Alternate Fuels:		Alternate Fuels 2:
Description:	NO ENGINEERING INPUT - 19911021	

Perform Periodic Inspection (FS) for Job 009886260-008 (FS PIN 2002-08208)

Description:

Alignments

Status: Complete by FERRARIM

Assigned To: Mary Ferrari

Outcome: Minor Deficiencies - Voluntary Compliance

Schedule

Scheduled Start: Feb 18, 2005

Scheduled Complete: mmm dd, yyyy

Actual Start: mmm dd, yyyy hh:mm

Actual Complete: Jan 25, 2005 15:54

Reports

Details | Deficiencies | Time | Documents | Comments | O/S Orders | Resolved/Orders | Create Def

Show Resolved?

Description	Found By	Date	Resolved By	Date
Deficiencies	This Process	Jan 25, 2005	Record Voluntary Compliance	Mar 01, 2005
Deficiencies	This Process	Jan 25, 2005	Record Voluntary Compliance	Mar 01, 2005
Deficiencies	This Process	Jan 25, 2005	Record Voluntary Compliance	Mar 01, 2005
Hose cracked or braiding showing	This Process	Jan 25, 2005	Record Voluntary Compliance	Mar 01, 2005
Insufficient extinguishers/incorrect	This Process	Jan 25, 2005	Record Voluntary Compliance	Mar 01, 2005
No extinguisher/spill kit/spill respon	This Process	Jan 25, 2005	Record Voluntary Compliance	Mar 01, 2005

1 Report Number: FS-2002-0008208
2 File Number: FS PIN 2002-08208

Technical Standards and Safety Act, 2000

3 Location Address 7538 MAYFIELD RD BOLTON, ON L7E 5S1 CANADA	4 License/Serial Number 0076818051-C	5 Job Type Periodic Inspection (FS)	6 Inspection Date Jan 25, 2005
7 Client TRU VALUE GAS BARS CORP 234 MATHESON BLVD E MISSISSAUGA, ON L4Z 1X1 CA		8 Facility Type Gasoline Station - Full Serve	
9 The Facility/Equipment is inspected in accordance with Ontario's Technical Standards & Safety Act and the appropriate regulations and codes. When an Inspector's order is issued, time limits for compliance reflect the severity of the violation and serve to avoid disruption of service. In the interim period the recipient must ensure that additional precautions are taken for safe use.			

10 Order No.	11 Code Section	12 Order Issued To	13 Compliance Date
1	LFHC 6.9.1.1.	Order Issued To Tru Valu	Feb 01, 2005
Insufficient extinguishers/incorrect ratings - Every facility shall be provided with a minimum of two fire extinguishers which are located so as to be readily accessible and which are maintained to have an effective total rating equivalent to at least 20-BC. (fire extinguisher to be re-serviced)			
2	Deficiency		Jan 31, 2005
7.2.1 In the event of the suspicion of a leak or where required by the Director, the owner of a facility, the operator of a facility, the owner of the property in which the equipment is installed, or the driver of the tank vehicle, as the case may be, shall confirm whether a leak exists and determine the source of the leak. (leak on diesel swivel to be repaired)			
2	Deficiency		Jan 31, 2005
(additional absorbant material required on site)			
3	Deficiency		Feb 01, 2005
1.1.7 - Dispensers at dispensing facilities, tank vehicle loading and unloading areas, underground storage tank fill pipe and gauge pipe locations and any areas where handling operations occur shall be kept clean and free of ground vegetation and combustible materials by the operator. (spill fill boxes to be clean and free of product, snow, and water) (dispenser spill box on diesel to be clean)			
4	Deficiency		Feb 25, 2005
1.1.5 Equipment installed at a facility or on a tank vehicle shall be approved and installed in accordance with the requirements of this Document and the manufacturer's instructions, and shall be appropriate for the service for which it is intended. (gap between pump and concrete on pump 5/8 to be sealed)			

14 Total Time 2	15 Travel Time 0.5	16 B. Hours 0	17 Admonish Charges
--------------------	-----------------------	------------------	---------------------

Voluntary Compliance Option* - Eligible? Yes No *Please, refer to guidelines

I hereby confirm that all the Inspector's orders, appearing on this inspection report have been completed.

Print Name Tru Valu Client Signature _____
 Mary Ferrari (905) 773-9495
 Inspector Inspector Fax Number

Technical Standards and Safety Act, 2000

3 Location Address 7538 MAYFIELD RD BOLTON, ON L7E 5S1 CANADA	4 License/Serial Number 0076616051-C	5 Job Type Periodic Inspection (FS)	6 Inspection Date Jan 25, 2005
7 Facility Type Gasoline Station - Full Serve			

8 Client TRU VALUE GAS BARS CORP 234 MATHESON BLVD E MISSISSAUGA, ON L4Z 1X1 CA	The Facility/Equipment is inspected in accordance with Ontario's Technical Standards & Safety Act and the appropriate regulations and codes. When an inspector's order is issued, time limits for compliance reflect the severity of the violation and serve to avoid disruption of service. In the interim period the recipient must ensure that additional precautions are taken for safe use.
---------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

9 Order No.	10 Code Section	11 Order Issued To	12 Compliance Date
5	LFHC 1.1.5.	Unapproved hoses and nozzels - Equipment installed at a facility or on a tank vehicle shall be approved and installed in accordance with the requirements of this Document and the manufacturer's instructions, and shall be appropriate for the service for which it is intended. (cracked hose on pumps 2,3,4 & 8 to be replaced)	Feb 25, 2005

INSPECTION NOTE: Periodic inspection of above location. Infractions noted and inspector instructions issued to operator. Copy of this report to be signed and faxed to inspector once all infractions have been complied with. Report received by attendant Dawd Fakhri

* Note: This report is eligible for the Voluntary Compliance option. Should you choose to exercise it, please adhere to the following procedure:

- All Inspector's orders appearing on the inspection report must be complied with.
- The recipient must complete the Voluntary Compliance Option box. After complying with the above conditions, this inspection report must be returned directly to TSSA head office via fax or mail, by the last compliance date appearing on the inspection report.
- Should TSSA fail to receive the Voluntary Compliance Form by the compliance date, an inspector will re-inspect and bill at double our normal rate.

For more information please contact TSSA at the number above or toll-free at 1-877-682-8772. It is an offence to knowingly make a false statement or to furnish false information under the Act, the Regulations or a Minister's order. (Technical Standards and Safety Act, 2000; Sect 37)

11 Total Time 2	12 Travel Time 0.5	13 Sizable Hours 0	14 Additional Charges
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Voluntary Compliance Option* - Eligible? Yes No

*Please, refer to guidelines

I hereby confirm that all the Inspector's orders, appearing on this inspection report have been completed.

Print Name Tru Valu

Client Signature

Mary Ferrari

(905) 773-9495

Inspector

Inspector Fax Number

As a not-for-profit regulatory authority, TSSA operates on a cost recovery basis. An invoice will be issued for this activity.

Putting Public Safety First

(Note: This is not an invoice)

Perform Inspection (FS) for Job 012376413-001 (E021737)

Description: E021737 Gasoline Statio 09

Status: Complete by FERRARIM

Assigned To: Mary Ferrari

Outcome: Inspection Complete

Comments

Schedule

Scheduled Start: mmm dd, yyyy

Scheduled Complete: mmm dd, yyyy

Actual Start: Aug 20, 1998 00:00

Actual Complete: Aug 20, 1998 00:00

Reports

Details	Client	Ranger	Time	Documents	Comments	O/S Orders	Resolved/Orders
Note Type	Last Updated By		On	Locked Note			
FS Deficiency Resolved	Mary Ferrari		Aug 20, 1998 00:00:00	GASOLINE HANDLING ACT, RSO 1990, C.G.4 Section# 08.3			
FS Deficiency Resolved	Mary Ferrari		Aug 20, 1998 00:00:00	GASOLINE HANDLING ACT, RSO 1990, C.G.4 Section# 08.4			



Technical Standards and Safety Authority

Inspector's Instruction orders
Les ordres et directives des inspecteurs
Part B/Partie B

Report #/N° de rapport
E021737

Issued under Ontario's Energy Act and Gasoline Handling Act
Défivré en vertu de la Loi sur les hydrocarbures et de la Loi sur la manipulation de l'essence de l'Ontario

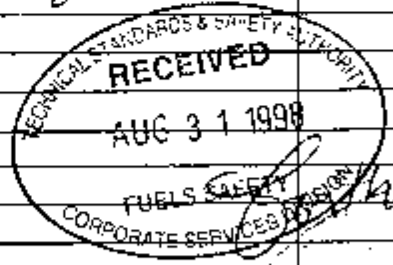
2023 9 155

Date: 980820
Y/A W/M D/J

Location Address (No RR's) Adresse des locaux (pas de R.R.)		7536 Mayfield Rd - Bolton	
Issued To/Défivré à		Trevor D. Battista	
Mailing Address/Adresse poste		Same	
Your attention is requested pursuant to: On attire votre attention sur les dispositions suivantes :		Act Loi	Regulation Règlement
Licence # N° de permis	Expiry/Echéance	Registration # N° d'inscription	Expiry/Echéance
0076469579	9710630		
Certificate # N° de certificat		Expiry/Echéance	

Order #/ N° de l'ordre	Section/ Article	You are hereby instructed to correct the following infraction(s) Par les présentes, on vous ordonne de rectifier l'infraction ou les infractions suivantes	Compliance Date Date limite d'exécution
01	12	No person shall handle a hydrocarbon unless the person is the holder of a licence for that purpose. You are hereby ordered to make payment of \$180.00 payable to TSSA for a licence to operate a propane swap cage.	
		June 97-98 - \$90	
		June 98-99 - \$190	
		180.00	

SENT TO ACCTS. REC.
DATE: Sep 16 1998
AMOUNT: 80.00
SSA: 640-0512



Note your licence expired June 30 1997

Received By: (print) Reçu par: (lettres moulées)	Trevor D. Battista	Inspector: (print) Inspecteur (trica): (lettres moulées)	Michael J. [Signature]
Position/Fonction:	Employee	Signature:	[Signature]
Signature:	Trevor D. Battista	Inspector's Badge #: N° d'insigne de l'inspecteur (trica):	187

Job Description:

Job Type: Date Created:

Status: Created By:

Issue Date: Date Completed:

Parent Job:

Specific Location:

Details | Processes | Warnings | Client | App/Equip | Tank Vehicle | Facility/Location | Periodic Insp

Facility Type: Private Fuel Outlet:

Date Received by LRC: Rush: FS Facility Type 2:

Applicant:

Contact:

License Holder:

Bill To:

Bill Renewal To:

Owner:

Fuel Supplier:

Total Waiting Time: Hazard Rank:

Total Propane Capacity(Job): Facility:

Total Liquid Fuel Capacity(Job): Facility:

Total Propane Capacity (USWG):

Total Liquid Fuel Capacity:

Reviewed by P.Eng: Date of P.Eng. Letter:

Engineer:

Engineer Contact:

Location: Address for New Location:

Job Description:	Loc id - 0032481 Oper id - 00001		
Job Type:	New License/Modification Job	Date Created:	Jun 03, 1996
Status:	Cancelled-Not Renewed	Created By:	CONV
Issue Date:	Jun 30, 2001	Date Completed:	Jun 03, 1996
Parent Job:			
Specific Location:			

Details | Processes | Warnings | Client | App/Equip | Tank Vehicle | Facility/Location | Periodic Insp

Engineer: |
Engineer Contact: [(None)]

Location:
7538 MAYFIELD RD
BOLTON, ON
L7E 5S1

Address for New Location:
7538 MAYFIELD RD
BOLTON, ON
L7E 5S1

License Expiry Date: [Jun 30, 2002] Next Renewal Date: [Apr 30, 2002]

Comments:

Overpayment: Total: [0] = Posted: [] subtract Unposted: [0]

Re-Inspection date Get from Process: []

IfRenewalJobExists:

APPENDIX 5

Qualifications of Site Assessors

Qualifications Of Site Assessors

David J. Hutchinson, P.Eng., is a Project Manager in Stantec's Environmental Management Group. He has more than eight years of consulting experience in the environmental management of Phase I and II ESA's, real estate transaction assessments, facility decommissioning projects, selection of remedial options for subsurface contaminants including the design and implementation of remedial systems. David has been involved in projects in Ontario, Manitoba, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland. David is very familiar with Federal and Provincial regulations and his clients have included large corporations, developers and insurance adjusters. David provides clients with technically sound cost effective solutions to resolve complex site remediation problems. Drawing on experience in the petroleum sector, he manages projects from the assessment state through to site closure. David has acted as a resource in the environmental peer review process. David's attention to detail and direct involvement in all project phases results in thorough environmental investigations and remedial solutions. David holds a Bachelor of Applied Science degree from the University of Waterloo and is a licenced Professional Engineer in the Province of Ontario. David is registered as a Qualified Person for Phase I/II environmental site assessments under Ontario Regulation 153/04.

Tom Thomson, P.Geo., is a Senior Project Manager with Stantec's Environmental Site Management Group in Mississauga, and has extensive experience conducting due diligence environmental reviews, Phase I/II environmental investigations and decommissioning/remediation projects. Tom was the Project Manager for the Phase II ESAs completed at Dufferin Concrete's Mississauga and Markham facilities. Since 1988, he has supervised and completed environmental site assessments and site remediation at locations across Canada, in the United States, and in South America. Tom offers a pragmatic approach to environmental management, using his skills and experience to assist his clients in managing their environmental concerns. He co-authored a manual on risk assessment and remediation approaches for a variety of contaminants related to the natural gas industry, and his articles have included a technical review of a polychlorinated (PCB) field screening methodology in a widely circulated waste management magazine. Tom is registered as a Qualified Person for Phase I/II environmental site assessments under Ontario Regulation 153/04 (O.Reg.153/04).

Memo**Stantec**

To: Dave Hallman
Kitchener Office

From: Dave Hutchinson
Mississauga Office

File: 60210480.109/1

Date: February 17, 2010

Reference: Contaminated Screening Study Perspective of Proposed Alternatives for Mayfield Road Improvements from Airport Road to Coleraine Drive

The Region of Peel (the Region) is considering roadway improvements along Mayfield Road, from Airport Road to Coleraine Drive (the Site). In order complete the roadway improvements, it is understood that the Region is considering the purchase of several entire properties and/or portions of several properties adjacent to the Site, on either side of Mayfield Road.

The Stantec Consulting Ltd. report "Contaminated Site Screening, Mayfield Road Improvements, East of Airport Road to Coleraine Drive, City of Brampton and the Town of Caledon, Ontario" dated May 7, 2008 (hereafter referred to as the CSS Report) reported the following potentially significant environmental contamination issue associated with the Site :

- A Tru-Valu service station, located at 7536 Mayfield Road and observed to operate as a retail gasoline and diesel service station, has been present immediately adjacent to the north (inferred upgradient) of the Site since at least 1984. Furthermore, based on mapping information provided by the Region, it appears that some of the equipment related to the Tru-Value facility may be located within the Site boundaries. At that time, the amount of equipment present on the Site, such as dispensing pumps, underground piping, or USTs, could not be determined with the information provided.

In addition, the CSS report stated that there may be limitations in the options available with the relocation of any excess fill material that may be generated during any future construction along the road way. This is primarily related to the use of road salt and the impact it may have to the soil, which may result in an elevated sodium adsorption ratio (SAR).

In order to address the potential environmental contamination issue, the CSS Report included the following recommendations:

- That the northern Site boundary with the Tru-Valu gasoline station be confirmed, and that the equipment, if any, related to the gas bar but present within the Site boundaries, be determined; and

Reference: Contaminated Screening Study Perspective of Proposed Alternatives for Mayfield Road Improvements from Airport Road to Coleraine Drive

- That the environmental quality of the soil and groundwater, in the vicinity of the Tru-Valu service station but within the Site boundaries, be assessed.

In order to address best management / regulatory compliance issues, the CSS Report included the following additional recommendations:

- The undertaking of chemical testing of soil samples obtained from boreholes should be completed during the design works. The chemical testing should include, but may not be limited to, sodium adsorption ratio (SAR) analysis; and
- Prior to the completion of any renovations or demolition to Site structures, a designated substances survey should be conducted in accordance with the Occupational Health and Safety Act and Regulations.

Stantec has since been provided with four proposed alternatives for roadway improvements along this section of Mayfield Road. All four proposed alternatives generally involve the widening of Mayfield Road from the present two lanes to six. It should be noted that the proposed right-of-way that is presented in all four proposed alternatives include areas that are outside of the Site boundaries defined in the CSS Report. Stantec has been requested to conduct a preliminary review of these four proposed alternatives and provide comment with respect to the CSS Report. As such, the following general notes are made regarding the four proposed alternatives:

- All four alternatives appear to include the acquisition of multiple properties outside the current road right-of-way (adjacent to the Site). These properties are currently under agricultural, residential or commercial land uses; and
- All four alternatives appear to include the acquisition of the entire Tru-Value service station property, or a portion thereof, located at 7536 Mayfield Road and, at the time of the CSS Report, observed to operate as a retail gasoline and diesel service station. In addition, all four alternatives also appear to include areas of the Tru-Valu service station that are currently occupied by the underground storage tanks and/or pump islands.

In general, the key issues that must be considered regarding potential environmental liabilities associated with the lands to be acquired by the Region are:

- The potential for soil and/or groundwater contamination on these lands; and
- The potential for contaminated groundwater to migrate from adjacent areas onto these lands.

February 17, 2010

Dave Hallman

Page 3 of 3

Reference: Contaminated Screening Study Perspective of Proposed Alternatives for Mayfield Road Improvements from Airport Road to Coleraine Drive

Based on a review of the CSS Report, the following recommendations and comments regarding the four proposed alternatives are provided:

1. For any undeveloped properties proposed for acquisition that are located outside the original CSS study area, it is recommended that the CSS Report be updated to include the additional study area(s).
2. For any developed properties proposed for acquisition, it is recommended that a Phase I Environmental Site Assessment (ESA) be completed prior to acquisition.
3. It should be noted that the results of the Phase I ESA may potentially include the recommendation for a Phase II ESA. As such, it is recommended that the Phase II ESA, if required, be completed prior to the property acquisition.
4. With respect to the Tru-Valu service station, it is Stantec's opinion that there is a high potential for environmental contamination at this property. This opinion is based on the long term use of this property as a retail fuel station and it's proximity to a tributary of the West Humber River. With respect to the long term retail fuel station use, with the handling and storage of fuels at this property, there is the potential for petroleum hydrocarbon impacts to the soil and groundwater of the property. With respect to the adjacent tributary, under Ontario Regulation 153/04, the entire property or a portion of the property could potentially be classified as environmentally sensitive. As such, more stringent criteria would be applied to the property or a portion of the property. Based on the above, a Phase I and Phase II ESA of the Tru-Value service station would be recommended prior to the acquisition of this property. In addition, there is the potential that based on the results of these Phase I and II ESAs, there will be the future requirement for remedial measures at this property.

I trust this meets your current requirements. Please do not hesitate to contact me if you have any questions, or require further clarification.

STANTEC CONSULTING LTD.



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Senior Project Manager
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