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Appendix I

Cultural Heritage Assessment

AECOM

Peel Region

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Kennedy Road Sanitary Trunk Sewer Project

Peel Region

60736820

September 2026

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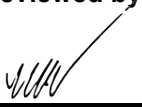
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Prepared by:



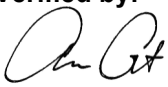
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Revision History

Rev #	Revision Date	Revised By:	Revision Description
1	May 2025	Dawn Chan & Liam Ryan	Draft Preparation
2	August 2025	Liam Ryan	Internal Review
3	January 2026	Dawn Chan & Liam Ryan	Update to Reflect Preferred Locations
4	September 2026	Dawn Chan & Liam Ryan	Final Report

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	✓	The Regional Municipality of Peel
	✓	AECOM Canada ULC

Executive Summary

AECOM Canada ULC (AECOM) was retained by the Regional Municipality of Peel (Peel Region) to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) ahead of the Kennedy Road Sanitary Trunk Sewer Project in Brampton, Ontario. Peel Region's City of Brampton central wastewater system consists of two separate gravity sanitary trunk sewer systems, West Trunk System (Fletchers Creek Sanitary Trunk Sewer) and the East Trunk System (Etobicoke Creek Sanitary Trunk Sewer), which ultimately send flow to the Clarkson Water Resource Recovery Facility and G. E. Booth Water Resource Recovery Facility, respectively.

The current sanitary trunk sewers in the City of Brampton (Brampton) lack sufficient capacity to meet projected demands. Peel Region must increase sewer capacity by 2030 to support planned development in central Brampton and parts of the Town of Caledon (Caledon). To address this, Peel Region is planning to build a new large sanitary trunk sewer, to move wastewater, by gravity, to future and existing trunk sewer systems to increase conveyance capacity in central Brampton and southern Caledon.

This lack of capacity to meet projected demands is based on Bill 23, the "More Home Built Faster Act", requiring the Region of Peel to upgrade their water and wastewater infrastructure. Bill 23 impacts the Region's water and wastewater infrastructure by:

- Accelerating housing targets from the planned timeline of 2051 to 2031.
- The provincial target is to build more than 245,000 residential units in local municipalities; of which 113,000 in Brampton and 13,000 in Caledon apply.

To address the accelerated demand requirements, a Kennedy Road Sanitary Trunk Sewer (STS) is proposed, approximately 19 km long sewer, 1500–2100 mm in diameter, running from Old School Road and Hurontario Street (Caledon) to the future Etobicoke Creek Sanitary Trunk Sewer at Kennedy Road South (Brampton). A 1200 mm Queen Street STS from Rutherford Road North to this proposed Kennedy Road STS is also included in the project scope.

To meet the Provincial housing targets for Brampton and Caledon and address the need for increased wastewater capacity by 2030, the Region has launched the Kennedy Road Sanitary Trunk Sewer Municipal Class Environmental Assessment study. The Kennedy Road Sanitary Trunk Sewer Project is a critical wastewater project as part of the overall "FLOW Central Brampton" infrastructure delivery program. Following the 2024-amended Schedule C process set by the Municipal Engineers Association, this study will develop recommendations to ensure reliable sanitary services for existing and future growth while building flexibility for long-term wastewater management and conveyance capacity expansion. The Environmental Assessment (EA) study will include comprehensive public and stakeholder consultations, an evaluation of

alternatives, and impact mitigation measures, ensuring a transparent, reproducible decision-making process.

The cultural heritage investigation forms part of the baseline cultural environment review in support of the EA. It documents known and potential cultural heritage resources within the Study Area and evaluates potential impacts associated with the proposed works. The findings inform project design and mitigation measures to avoid or minimize adverse impacts and ensure that cultural heritage resources are appropriately conserved.

Based on data collection including a review of the municipal heritage register, consultation with municipal and provincial agencies, a field review, application of the Ministry of Citizenship and Multiculturism (MCM) Criteria Checklist, and professional knowledge and experience, AECOM identified a total of twelve Cultural Heritage Landscapes (CHLs) and Built Heritage Resources (BHRs) located within or adjacent to the Recommended Preferred Route, the micro-tunnel boring machine (MTBM) Shaft Compound Preferred locations, tunnel boring machine (TBM) Shaft Compound locations, and the Provisional Compound Shaft locations.

Four resources were identified as potential cultural heritage resources by AECOM, including two CHLs and two BHRs: **CHL 2**, **BHR 2**, **BHR 3**, and **CHL 7**. Seven resources are listed on municipal heritage registers, including five CHLs and two BHRs: **CHL 1**, **CHL 4**, **CHL 5**, **CHL 6**, **CHL 8**, **BHR 1**, and **BHR 4**. One additional resource (**CHL 3**) was identified as a CHL candidate in the Town of Caledon's 2008 Cultural Heritage Landscape Inventory.

Of the twelve cultural heritage resources, **CHL 3** is anticipated to experience direct adverse impacts at multiple MTBM Shaft Compound Preferred locations and Provisional Compound Shaft locations. One MTBM Shaft Compound Preferred location (OS1-SHFT2A) is located within **CHL 8** but is not anticipated to result in direct adverse impacts to its CHVI. **CHL 2** is not anticipated to experience direct or indirect impacts; however, precautionary next steps are recommended to protect potential heritage attributes.

Table 3 summarizes detailed mitigation measures and next steps for all identified BHRs and CHLs. Key recommended mitigation measures and next steps are outlined below.

Mitigation Measures:

The following recommendations have been developed based on the results of the completion of the MCM Criteria Checklist, the historical map review, and the preliminary impact assessment undertaken for this report:

1. Construction activities should be suitably planned and undertaken to avoid impacts to BHRs and CHLs including by not limited to:

- Informing construction crews of the location of potential BHRs and CHLs;
- Confining construction related activities to a proposed Limit of Construction Disturbance; and
- Establishing no-go zones and procedures to avoid Project impacts.

2. Continue to ensure that the detailed design will not cause physical impacts to the watercourse and adjacent banks associated with **CHL 2**. If changes to the detailed design will result in **CHL 2** being directly or indirectly, adversely impacted, the following should take place:

    - Prioritize shaft placement and access routes away from the watercourse and adjacent banks.
    - Erect temporary fencing or barriers to physically demarcate a no-disturbance zone around the watercourse and adjacent banks during construction to prevent accidental alteration

3. Where temporary landscape disturbance may occur due to the work, ensure that the landscape is restored to pre-construction conditions, where possible, in the impacted lands (i.e., restore manicured lawn at the edge of the right-of-way, etc.); and
4. Should land outside the Recommended Preferred Route documented in this Cultural Heritage Report be impacted by construction for the Project, or should changes to the Recommended Preferred Route, including but not limited to, new impacts to the adjacent properties, refinement and/or expansion of the Recommended Preferred Route, a Qualified Person(s) should review this Cultural Heritage Report and revise these recommendations as required.

Next Steps:

Based on the preliminary impact assessment summarized in **Table 3**, it is recommended that one Cultural Heritage Evaluation Report (CHER) be completed during Preliminary Design by a Qualified Person for the following cultural heritage landscape (CHL) anticipated to be directly adversely impacted by the Project:

- Orangeville-Brampton Railway Corridor (**CHL 3**)

The CHER will be circulated to the City of Brampton and the Town of Caledon for municipal review and comment.

During Detailed Design, a Heritage Impact Assessment (HIA) will be completed for **CHL 3** if determined to have CHVI where direct adverse impacts remain anticipated. The HIA will be prepared by a Qualified Person in accordance with applicable municipal policies and guidelines, unless otherwise specified.

Table of Contents

1. Introduction 1
1.1 Project Context 1
1.2 Location and Description of the Recommended Preferred Route 3
1.3 Purpose of the Cultural Heritage Report 4

2. Methodology 7
2.1 Key Tasks 7
2.2 Data Collection 9

3. Policy Context 12
3.1 Planning Act and Provincial Planning Statement 12
3.2 Ontario Heritage Act 12
3.3 Ontario Environmental Assessment Act 13
3.4 City of Brampton Land Use Policies 14
3.5 Town of Caledon Land Use Policies 17
3.5.1 Review of the City of Brampton Municipal Register of Cultural Heritage Resources 19
3.5.2 Review of the Town of Caledon's Heritage Register 19

4. Historical Context Review 21
4.1 Indigenous Land Use 21
4.2 Euro-Canadian Land Use: Township Survey and Settlement 24
4.2.1 Peel County 25
4.2.2 Chinguacousy Township 27
4.3 Historical Map Review 28

5. Assessment of Existing Conditions 37
5.1 Field Review 37
5.2 Recommended Preferred Route Description 37

6. Identification of Built Heritage Resources and Cultural Heritage Landscapes within the Recommended Preferred Route 41

7. Proposed Undertaking and Impacts 52
7.1 Proposed Activity 52
7.2 Screening for Potential Impacts 52
7.3 Potential Impacts of Proposed Works on Potential or Known Built Heritage Resources, Cultural Heritage Landscapes, and Commemorative Landscape Features 54

8. Conclusion and Recommendations 58
8.1 Conclusions 58
8.2 Recommendations 58

8.2.1 Mitigation Measures 58
8.2.2 Next Steps 59

9. Sources 60

Figures

Figure 1: Recommended Preferred Route on Topographic Imagery 5
Figure 2: Recommended Preferred Route on Aerial Imagery 6
Figure 3: Recommended Preferred Route on the 1859 Tremaine Map 31
Figure 4: Recommended Preferred Route on the 1877 Illustrated Atlas 32
Figure 5: Recommended Preferred Route on the 1918 and the 1919 NTS Maps 33
Figure 6: Recommended Preferred Route on the 1940 and 1942 NTS Maps 34
Figure 7: Recommended Preferred Route on the 1951 and 1954 NTS Maps 35
Figure 8: Recommended Preferred Route on the 1978 and 1979 NTS Maps 36
Figure 9: Map of Built Heritage Resources and Cultural Heritage Landscapes overlaid on the Recommended Preferred Route 51

List of Tables

Table 1: Results of Data Collection 9
Table 2: Summary of Built Heritage Resources and Cultural Heritage Landscapes within and/or adjacent to the Recommended Preferred Route 42
Table 3: Preliminary Impact Assessment and Mitigation Measures: Built Heritage Resources and Cultural Heritage Landscapes 55

List of Images

Image 1: General Study Area (AECOM, January 2026) 3

List of Photographs

Photograph 1: View looking northwest at the intersection of Kennedy Road and Steeles Avenue (AECOM, April 2025) 39
Photograph 2: View of the residences along Kennedy Road (AECOM, April 2025) 39
Photograph 3: View of Queen Street East looking west (AECOM, April 2025) 39
Photograph 4: View of the suburban-style residences along Vodden Street East (AECOM, April 2025) 39
Photograph 5: View of the low-rise commercial properties along Vodden Street East (AECOM, April 2025) 39
Photograph 6: View of the parks (Duggan Park) along Vodden Street East (AECOM, April 2025) 39
Photograph 7: View of Old School Road looking east (AECOM, April 2025) 40
Photograph 8: View of Old School Road looking east (AECOM, April 2025) 40

Appendix

Appendix A: Application of MCM Criteria Checklist 65
Appendix B: Project Personnel and Qualifications 74

1. Introduction

1.1 Project Context

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The current sanitary trunk sewers in the City of Brampton (Brampton) lack sufficient capacity to meet projected demands. Peel Region must increase sewer capacity by 2030 to support planned development in central Brampton and parts of the Town of Caledon (Caledon). To address this, Peel Region is planning to build a new large sanitary trunk sewer, to move wastewater, by gravity, to future and existing trunk sewer systems to increase conveyance capacity in central Brampton and southern Caledon.

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To meet the Provincial housing targets for Brampton and Caledon and address the need for increased wastewater capacity by 2030, the Region has launched the Kennedy Road Sanitary Trunk Sewer Municipal Class Environmental Assessment study. The Kennedy Road Sanitary Trunk Sewer Project is a critical wastewater project as part of the overall "FLOW Central Brampton" infrastructure delivery program. Following the 2024-amended Schedule C process set by the Municipal Engineers Association, this study will develop recommendations to ensure reliable sanitary services for existing and future growth while building flexibility for long-term wastewater management and conveyance capacity expansion. The Environmental Assessment

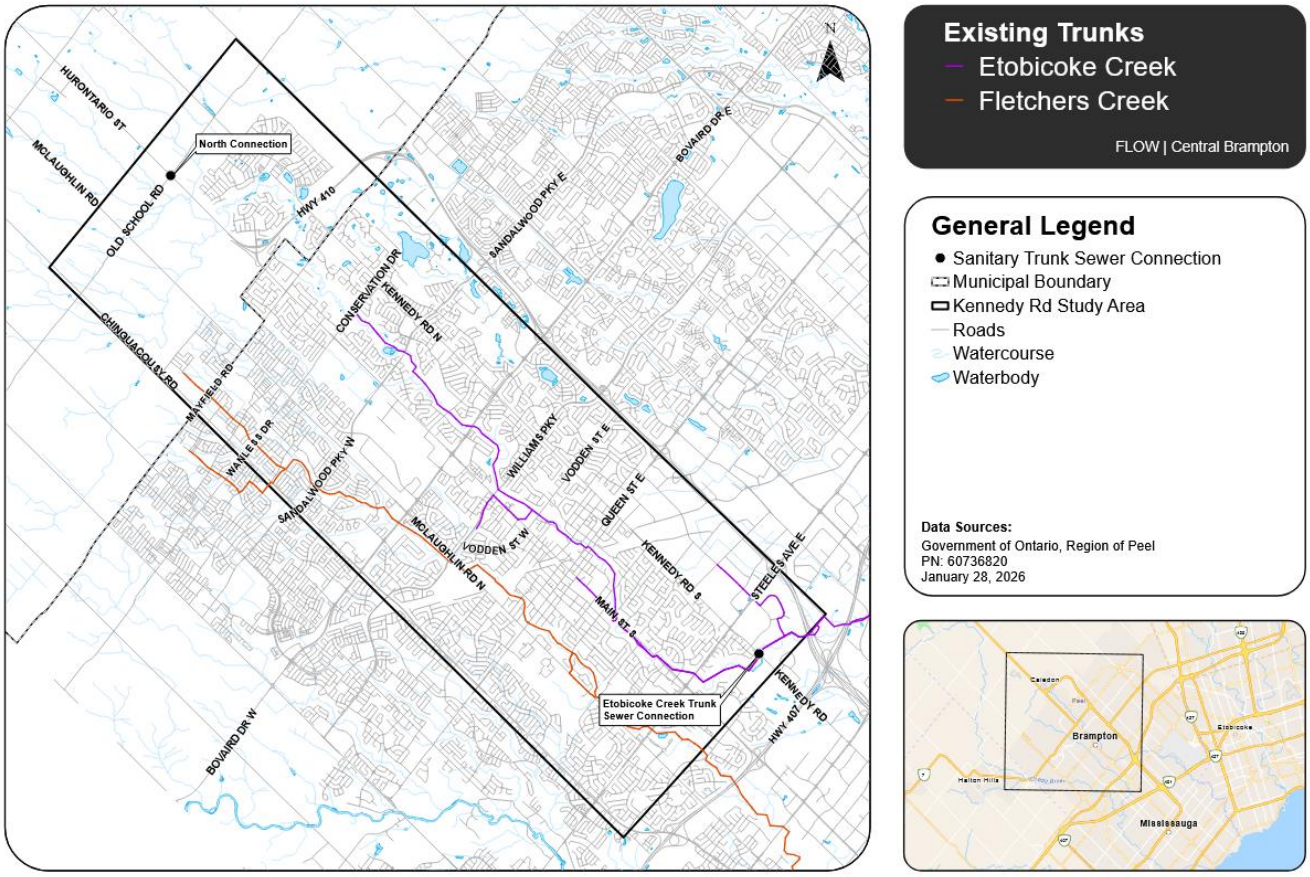
(EA) study will include comprehensive public and stakeholder consultations, an evaluation of alternatives, and impact mitigation measures, ensuring a transparent, reproducible decision-making process.

The cultural heritage investigation forms part of the baseline cultural environment review in support of the EA. It documents known and potential cultural heritage resources within the Study Area and evaluates potential impacts associated with the proposed works. The findings inform project design and mitigation measures to avoid or minimize adverse impacts and ensure that cultural heritage resources are appropriately conserved.

The General Study Area is primarily located in the central part of the City of Brampton, with the northern limits extending in the Town of Caledon, all within Peel Region. The proposed Kennedy Road Sanitary Trunk Sewer is to extend approximately 19km from the future Etobicoke Creek Trunk Sewer Connection to the on Kennedy Road (City of Brampton) to the North Connection at the intersection of Hurontario Street and Old School Road (Town of Caledon). The Study Area limits for the Kennedy Road STS connection points are shown in **Image 1**. The General Study Area is bound by Old School Road in the north, and just south of Steeles Avenue in the south. Highway 410 forms the easterly border and Chinguacousy Road forms the westerly border of the Study Area.

It should be noted that this Cultural Heritage Report will only be focusing on the built heritage resources (BHRs) and cultural heritage landscapes (CHLs) located within or adjacent to the Recommended Preferred Route (see **Section 1.2**), the micro-tunnel boring machine (MTBM) Shaft Compound Preferred locations, tunnel boring machine (TBM) Shaft Compound locations, and the Provisional Compound Shaft locations.

Image 1: General Study Area (AECOM, January 2026)



1.2 Location and Description of the Recommended Preferred Route

Location

The Recommended Preferred Route passes through the northeast part of Brampton and the southwestern part of Caledon. It follows Kennedy Road from the future Etobicoke Creek sanitary trunk sewer to Vodden Street, then continues along Vodden Street from Kennedy Road to the Orangeville-Brampton Railway (OBR). From there, the route follows the OBR corridor north to Old School Road, and proceeds eastward along Old School Road, from the OBR corridor to Hurontario Street (**Figure 1** and **Figure 2**).

Description

The Recommended Preferred Route passes through both urban and rural areas within the City of Brampton and the Town of Caledon. The route has been divided into three segments:

- Segment 1: Kennedy Road from Etobicoke Creek to Vodden Street, including Queen Street from Rutherford Road to Kennedy Road

- Segment 2: Vodden Street from Kennedy Road to Orangeville-Brampton Railway (OBR) and from OBR up to Bovaird Drive

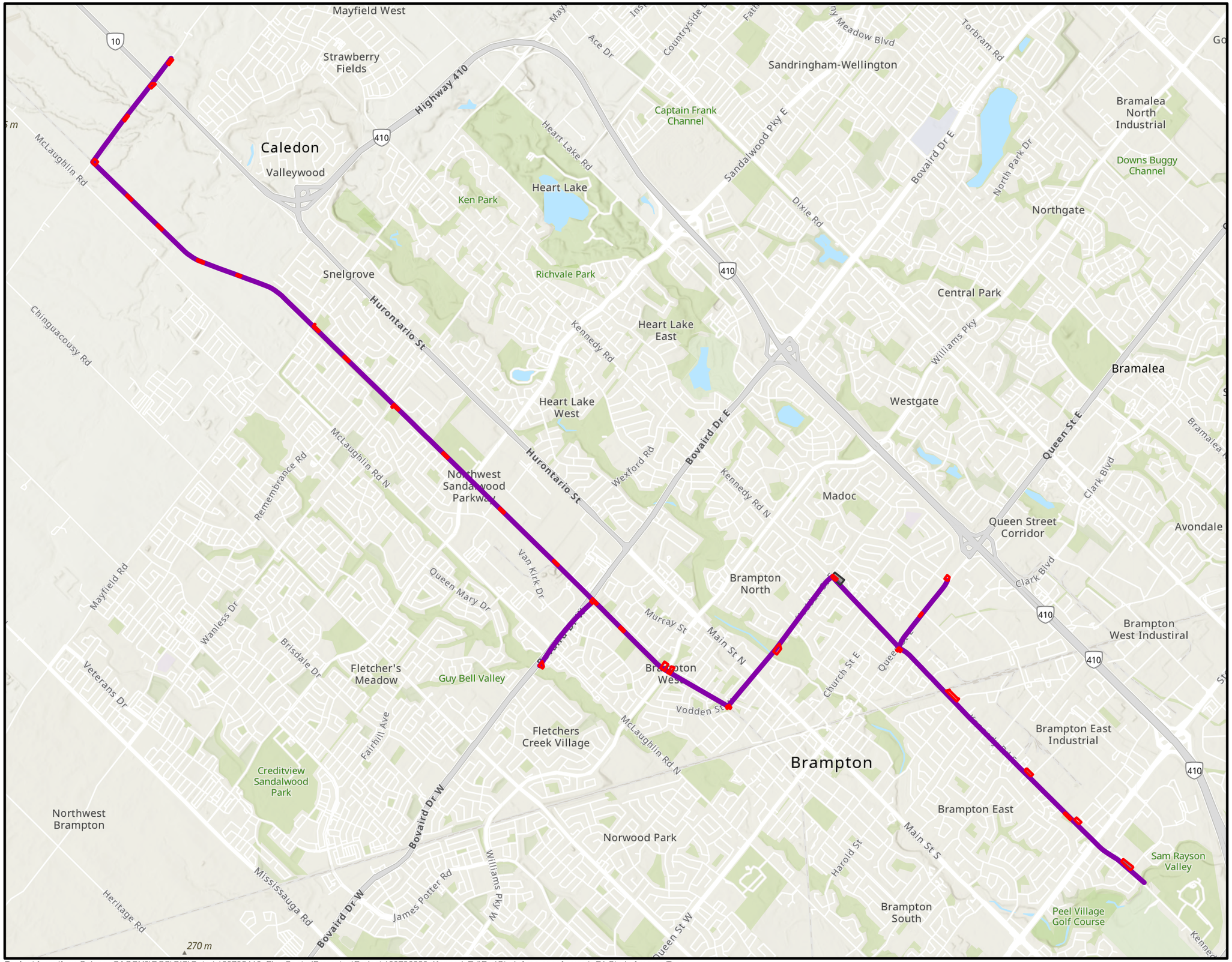
- Segment 3: Orangeville Brampton Railway from Bovaird Drive to Old School Road and Old School Road from Orangeville Brampton Railway to Hurontario Street

Along the Recommended Preferred Route, there are a total of thirty-two proposed MTBM Shaft Compound Preferred locations, TMB Shaft locations and Provisional Compound Shaft locations, divided as follows:

- Segment 1: There are a total of nine MTBM Shaft Compound Preferred locations and three TBM Shaft Compound locations
- Segment 2: There are a total of six MTBM Shaft Compound Preferred locations and one Provisional Compound Shaft location
- Segment 3: There are a total of twelve MTBM Shaft Compound Preferred locations, and one Provisional Compound Shaft location

1.3 Purpose of the Cultural Heritage Report

The Cultural Heritage Report documents the existing cultural heritage conditions along the Recommended Preferred Route and identifies known and potential built heritage resources (BHRs) and/or cultural heritage landscapes (CHLs) within and/or adjacent to the Recommended Preferred Route. The Ministry of Citizenship and Multiculturism (MCM) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (hereafter 'MCM Criteria Checklist') was used to complete this Cultural Heritage Report to help determine whether the Project may negatively impact BHRs and CHLs within the Recommended Preferred Route. The Cultural Heritage Report includes a preliminary impact assessment on known and potential BHRs and CHLs and proposes appropriate mitigation measures to inform the next steps in project planning.





MTBM Shaft Compound Preferred

TBM Shaft Compound

Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on Topographic Imagery

0 0.35 0.7 1.05 1.4 1.75

Kilometers

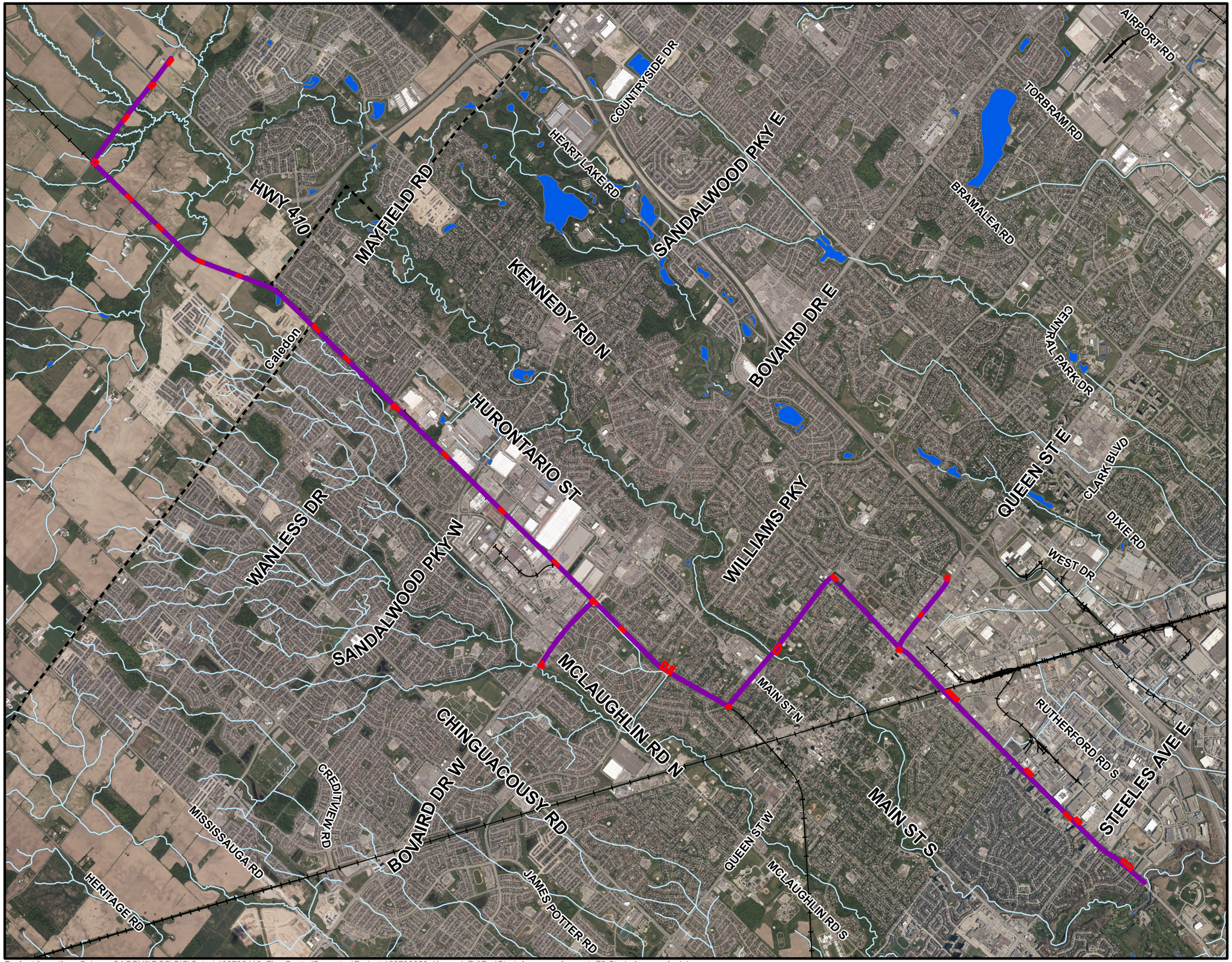
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PN: 60736820	Figure 1
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL

Project Location: Calgary-CACGY3\DCS\GIS\Ontario\60735416_FlowCentralBrampton\Projects\60736820_KennedyRd\Pro\StudyArea.aprx **Layout:** F1 Study Area on Topo
Date Saved: January 29, 2026 **User:** WangS12





- Caledon Municipal Boundary
- Waterbody
- Watercourse
- Railway
- MTBM Shaft Compound Preferred
- TBM Shaft Compound
- Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on Aerial Imagery

0 0.35 0.7 1.05 1.4 1.75

Kilometers
Scale: 1:40,000

N

PN: 60736820	Figure 2
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL

Project Location: Calgary-CACGY3\DCS\GIS\Ontario\60735416_FlowCentralBrampton\Projects\60736820_KennedyRd\Pro\StudyArea.aprx **Layout:** F2 Study Area on Aerial
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2. Methodology

2.1 Key Tasks

AECOM prepared this Cultural Heritage Report according to the requirements identified in the MCM's *Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Assessment Reports (such as Project File Report, Environment Project Report, Environment Study Report) for Proponents and their Consultants* and the *Ontario Heritage Tool Kit (*2025*).* Therefore, the following steps were taken:

- A review of municipal, provincial, and federal heritage registers and inventories, including, but not limited to:
  - *City of Brampton Municipal Register of Cultural Heritage Resources;*
  - *Town of Caledon Heritage Register;* and,
  - *Town of Caledon's Cultural Heritage Landscapes Inventory (2008)*

- Review of appropriate background documents.

- A review of available online historic mapping:
  - *George Tremaine's 1859 Map of Peel County;*
  - *Illustrated historical atlas of the county of Peel, Ontario. Walker & Miles, 1877;* and,
  - *National Topographic Survey* (NTS) maps.

- A review of several online resources including:
  - Ontario Heritage Trust Conservation Easements;
  - Ontario Heritage Trust's Places of Worship Inventory;
  - Ontario Heritage Trust's Provincial Plaque Program*;*
  - Ontario Heritage Trust's *Ontario Heritage Act* Register*;*
  - Ontario Historical Society's Ontario Heritage Directory and Map;
  - Ontario Genealogical Society's Ontario Cemetery Index;
  - Parks Canada's National Historic Sites;
  - Parks Canada's The Canadian Register of Historic Places on *Canada's Historic Places* website;
  - Parks Canada's Directory of Federal Heritage Designations*;* and,
  - United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.

- Completion of the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (MCM Criteria Checklist) (see **Appendix A**).

- Brief property descriptions were prepared in **Table 2** of all known and potential BHRs and CHLs including their municipal address, heritage recognition and location in relation to the Recommended Preferred Route.

In this Cultural Heritage Report, BHRs and CHLs were defined according to the Provincial Planning Statement (2024):

- **Built Heritage Resource (BHR)** – means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

- **Cultural Heritage Landscape (CHL)** – means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

For this study, the BHRs and CHLs are categorized as either:

- **Known BHR or CHL** – consisting of municipally, provincially, or federally designated or listed properties that have an existing level of heritage protection, designation, or recognition; or

- **Potential BHR or CHL** – means properties identified during the desktop screening and the field review that includes a building or structure appearing to be older than 40 years of age, that, informed by the MCM Criteria Checklist and combined with professional judgement, have been determined in this study to have potential cultural heritage value or interest.

Several investigative criteria were utilized during the cultural heritage review to appropriately identify potential BHRs and CHLs. Based on the MCM Criteria Checklist, a 40-year-old threshold is an indicator that a property may be of cultural heritage value or interest. While identification of a BHR and CHL 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 Cultural Heritage Value or Interest (CHVI). Similarly, if a BHR and CHL is less than 40 years old, this does not preclude the resource from retaining CHVI. In addition to the application of the MCM Criteria Checklist, professional knowledge and expertise were also applied in this Cultural Heritage Report to screen for potential BHRs and CHLs within the Recommended Preferred Route.

2.2 Data Collection

As part of the consultation process for this report, AECOM's Cultural Heritage Team consulted with the provincial and municipal agencies listed in **Table 1** for confirmation and information on known and potential BHRs and CHLs within or adjacent to the Recommended Preferred Route.

Table 1: Results of Data Collection

Contact	Contact Information	Date	Comments
Samuel Bayefsky, Real Property Coordinator, Ontario Heritage Trust (OHT)	Samuel.Bayefsky@heritagetrust.on.ca	April 4, 2025	AECOM reached out to Samuel Bayefsky via email to confirm whether there are any properties within or adjacent to the Recommended Preferred Route that may be of interest to the OHT.
		April 7, 2025	Samuel Bayefsky replied, confirming that the OHT neither owns nor protects via conservation easement any properties along the Recommended Preferred Route. He also confirmed that the OHT does not have any heritage plaques directly within the Recommended Preferred Route. However, he noted that there were two heritage plaques located adjacent to the Recommended Preferred Route: one at the Brampton Pioneer Cemetery (345 Main Street North) and one at the southeast corner of Centre Street North and Vodden Street East in Duggan Park (the Dale Estate) Bayefsky also noted four properties near to the Recommended Preferred Route that are designated under the Ontario Heritage Act ▪ 563 Bovaird Drive East ▪ 49 Blackthorn Lane ▪ 7715 Kennedy Road ▪ 345 Main Street North – Brampton Pioneer Cemetery This information provided was used to inform the Identification of BHRs and CHLs (**Section 6**) and the Proposed Undertaking and Impacts (**Section 7**). 49 Blackthorn Lane, 583 Bovaird Drive East, and 345 Main Street North were not included in this Cultural Heritage Report as they were not located within or adjacent to the Recommended Preferred Route.
Barboza, Karla, Heritage Team Lead	Karla.Barboza@ontario.ca	April 4, 2025	Karla Barboza, Heritage Team Lead at MCM, was contacted to review **Figure 2** and confirm if there are any known Provincial Heritage Properties,

Contact	Contact Information	Date	Comments
Mariana Kimie Nito, Heritage Advisor, MCM	Mariana.Nito@ontario.ca		and/or Heritage Properties of Provincial Significance adjacent to the Recommended Preferred Route.
		April 17, 2025	Mariana Kimie Nito replied and noted that the following properties were considered Provincial Heritage Properties: ▪ 13306 Kennedy Road ▪ Brampton GO Transit/VIA Rail Station The information provided was used to inform the Identification of BHRs and CHLs (**Section 6**) and the Proposed Undertaking and Impacts (**Section 7**). 13306 Kennedy Road and the Brampton GO Transit/Via Station were not included in this Cultural Heritage Report as they were not located within or adjacent to the Recommended Preferred Route
Sally Drummond, Heritage Planner, Town of Caledon	sally.drummond@caledon.ca	April 8, 2025	AECOM reached out to Sally Drummond, Heritage Planner at the Town of Caledon, to confirm whether there are any further properties (beyond the properties designated under Part IV of the *Ontario Heritage Act*) within the Recommended Preferred Route that have municipal heritage recognition, or that are of interest from a heritage perspective to the Town of Caledon.
		April 9, 2025	Sally Drummond replied to AECOM, indicating that there are six non-designated properties listed on the Town's Heritage Register adjacent to the Recommended Preferred Route along the former OBR and Old School Road, and one candidate CHL identified in the Town's *Cultural Heritage Landscape Inventory* (2008). The properties are as follows: ▪ 12461 McLaughlin Road (designation by-law currently under appeal to Ontario Land Tribunal (OLT); mediation indicates resolution in sight and farmhouse will be retained/designated) ▪ 12711 McLaughlin Road (designation proposed through current plan of subdivision; Notice of Intention to Designate extension agreement currently in place) ▪ 12891 McLaughlin Road ▪ 13064 McLaughlin Road ▪ 2939 Old School Road ▪ 12891 Hurontario Street (designation proposed through current plan of

Contact	Contact Information	Date	Comments
			subdivision; Notice of Intention to Designate extension agreement currently in place) ▪ Credit Valley Railway CHL The information provided was used to inform the Identification of Built Heritage Resources and Cultural Heritage Landscapes (**Section 6**) and the Proposed Undertaking and Impacts (**Section 7**). It should be noted that the Credit Valley Railway CHL is referred to as the Orangeville-Brampton Railway throughout this Cultural Heritage Report. 13064 McLaughlin Road was not included in this Cultural Heritage Report as it was not located within or adjacent to the Recommended Preferred Route.
Johanna Keus, Assistant Heritage Planner City of Brampton	heritage@brampton.ca	April 14, 2025	AECOM reached out to the City of Brampton's Heritage Planning department to confirm whether there are any further properties (beyond the properties listed under Part IV of the *Ontario Heritage Act*) within the Recommended Preferred Route that have municipal heritage recognition, or that are of interest from a heritage perspective to the City of Brampton.
		April 28, 2025	Johanna Keus, Assistant Heritage Planner for the City of Brampton, provided a link to the heritage mapping created by the City of Brampton. The information provided was used to inform the Identification of Built Heritage Resources and Cultural Heritage Landscapes (**Section 6**) and the Proposed Undertaking and Impacts (**Section 7**).

3. Policy Context

3.1 Planning Act and Provincial Planning Statement

The *Planning Act* (1990) and the associated Provincial Planning Statement (PPS, 2024) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the PPS. In general, the PPS recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 4.6 of the PPS, Policy 4.6.1. states a "*Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved*." The PPS issued under the authority of the *Planning Act* defines "conserved" as "*means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments*."

To conserve BHRs or CHLs, a municipality or approval authority may require an HIA and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 4.6 of the PPS, Policy 4.6.3., states "*Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved*."

3.2 Ontario Heritage Act

The Ontario Heritage Act enables municipalities and the province to designate individual properties and/or districts as being of CHVI. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* of the *Ontario Heritage Act* provides criteria for determining CHVI. If a property meets two or more of the criteria, it may be designated under Section 29 of the *Ontario Heritage Act.* The province or municipality may also "list" a property or include a

property on a municipal register that has not been designated but meets one or more of the criteria under *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* of the *Ontario Heritage Act* and is thus believed to be of CHVI:

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method;
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit;
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement;
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture;
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community;
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area;
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings; and
9. The property has contextual value because it is a landmark.

3.3 Ontario Environmental Assessment Act

This report has been produced to satisfy the cultural heritage reporting requirements typically undertaken as part of the Municipal Class EA process in Ontario. Pursuant to the *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18), applicable infrastructure improvements and development projects are subject to appropriate studies to evaluate and assess the potential related impacts of a project on the social, economic, or cultural environment, i.e. the cultural heritage of an area. Infrastructure improvement projects have the potential to impact BHRs and CHLs in various ways including, but not limited to:

- Loss or disruption of resources through removal or demolition;
- Disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and their contextual surroundings.

3.4 City of Brampton Land Use Policies

The *City of Brampton Official Plan* (OP) is the policy document that established a land use strategy for the City. The OP includes municipal-wide policies set out to encourage the preservation and enhancement of properties or areas of historic, architectural, archaeological, and natural interest through the establishment of a database.

Specifically related to heritage conservation, the City of Brampton's OP, in Section 3.6.3 outlines policies related to the conservation of built heritage resources within the City of Brampton. The City of Brampton Land Use Policies related to Municipal Development Strategy note:

> *The history of Brampton stretches back more than 10,000 years. Beginning in the Colonial period Brampton evolved from a collection of small villages to the thriving city it is today. For most of this time, the City has been home to First Nations including, but not limited to, Huron-Wendat, Haudenosaunee, and the Mississaugas. Their unique relationship to the land continues to share the history and economy of Ontario today.*
>
> *The City of Brampton recognizes the importance of the Duty to Consult identified in Section 35 of the Constitution Act, as well as the Calls to Action from the Truth and Reconciliation Commission, and the United Nations Declaration for the Rights of Indigenous Peoples.*
>
> *In its early days, Brampton distinguished itself as one of the world's top flower producers. This earned Brampton the nickname "Flowertown of Canada". Brampton's rich cultural legacy also extends to its former role as the county seat of Peel County. As a foundation for planning the future of the city, cultural heritage resources and natural heritage resources both contribute to the identity, character, vitality, economic prosperity, quality of life and sustainability of the community.*
>
> *Cultural heritage is more than just buildings and monuments and includes a diversity of tangible and intangible resources such as structures, sites, natural environments, trees, scenic roadways, districts, streetscapes, corridors, artifacts and traditions that have historical, architectural, archaeological, cultural and contextual values, significance, or interest.*
>
> *Brampton Plan contains comprehensive cultural heritage resources policies and takes a holistic approach toward cultural heritage planning and implementation.*
>
> *The City's cultural heritage landscapes, includes natural, established and old growth vegetation which contribute to sustainable ecosystem values such as the*

capture and treatment of stormwater, reduced urban heat island, and improved air quality.

In addition to this Plan, the City also has Heritage Maps posted on the City's website. These maps are available online for review and consideration.

The Objectives of the Heritage Resource Polices in Section 3.6.3 of the OP are:

3.6.3.1 The City will ensure that all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Provincial Policy Statement, Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Funeral, Burials and Cremation Services Act, and the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan will be used in order to conserve cultural heritage.

3.6.3.2 The City will prepare a comprehensive Cultural Heritage Master Plan to provide a basis for the establishment of additional Brampton Plan policies, guidelines or initiatives for the conservation of cultural heritage resources.

3.6.3.3 The City will work with other levels of government as they develop and evaluate infrastructure expansion activities to conserve cultural heritage resources.

3.6.3.4 The City will promote retention, integration, and adaptive reuse of heritage resources through proactive designation of significant resources in accordance with the Ontario Heritage Act and the use of all available financial incentives.

3.6.3.5 Retention, integration, and adaptive reuse of heritage resources will be the overriding objectives in cultural heritage resource planning while insensitive alteration, removal and demolition will be avoided.

3.6.3.6 Cultural heritage conservation is a form of environmental sustainability, and the City encourages conservation, adaptive reuse, material salvage, and repurposing as contributing toward climate change mitigation.

3.6.3.7 Conservation of cultural heritage resources and the natural heritage system will be integrated, at the earliest possible stage, into the planning and development process.

3.6.3.8 Where development occurs on properties determined to have cultural heritage value or interest, whether listed or designated under the Ontario Heritage Act, intensification targets and minimum density requirements are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes wherever possible

3.6.3.9 When a City-owned property on the Cultural Heritage Resource Register is longer required for its current use, the City will explore opportunities for the adaptive re-use of the property to achieve the housing objectives of this Plan.

3.6.3.10 Lands within the City of Brampton are within the Traditional and Treaty Territories of several First Nations. The City will ensure the notification and involvement of all such communities in the planning and development process.

3.6.3.11 The City will undertake consultation and collaboration with stakeholders, on a city-wide basis, to identify community benefits associated with cultural heritage conservation.

3.6.3.12 An integrated vision of local cultural development will be promoted that emphasizes connections across the full range of arts, heritage, cultural industries, libraries, archives and other cultural activity.

3.6.3.13 The City will identify and map additional cultural heritage resources, including but not limited to heritage character areas, such as scenic or historic roads, on Schedules or maps addressing road classifications and rights-of-way.

Heritage Resource Policies relating to Built Heritage Properties within the Recommended Preferred Route are as follows:

The City has created a series of Terms of Reference documents related to a variety of Heritage Reports and Studies that may form part of an application to alter a Listed or Designated property.

The number of documents required may vary depending upon the scope of the proposed alteration.

3.6.3.27 As part of a development application or an application to alter a property, a number of documents may be requested in support of that

application, to be completed in accordance with the City's applicable terms of reference. These documents include:

a. A Cultural Heritage Evaluation Report (CHER);
b. A Heritage Impact Assessment (HIA);
c. A Heritage Conservation Plan (HCP);
d. A Heritage Building Protection Plan (HBPP);
e. A Heritage Documentation & Salvage Plan (HDSP); and,
f. A Heritage Commemoration Plan (HCOMP);

3.6.3.28 A given Terms of Reference may be scoped by the City based on the specific circumstances and characteristics that apply to a heritage resource. Direct consultation with City Heritage Staff will be required to determine where scoped studies/reports may be appropriate.

3.5 Town of Caledon Land Use Policies

The *Town of Caledon Official Plan* (OP) is the policy document that established a land use strategy for the Town and the smaller urban and non-urban settlements that comprise the municipality. The OP also includes municipal-wide policies set out to encourage the preservation and enhancement of properties or areas of historic, architectural, archaeological, and natural interest through the establishment of a database.

Specifically related to heritage conservation, the City of Brampton's OP, in Section 3.1.1 outlines policies related to the conservation of built heritage resources within the City of Brampton. The Town of Caledon's Land Use Policies related to Municipal Development Strategy note:

Cultural heritage resource conservation is required by various pieces of Provincial legislation to be recognized in the land use planning process. The Town seeks to wisely manage cultural heritage resources within its municipal boundaries that are of historical, architectural and archaeological value. Caledon's cultural heritage resources represent many thousands of years of human settlement history, and may be of local, regional, provincial or national interest.

This section establishes a number of policies for cultural heritage organized around its three key components:

- *Archaeology;*
- *Built heritage; and,*
- *Cultural heritage landscapes.*

These policies recognize that the archaeological remains of past human activities are fragile and non-renewable, that the heritage character of the Town derives primarily from a variety of tangible nineteenth and twentieth century built forms,

materials, open spaces, streetscapes and land uses, as well as the intangible cultural perceptions and oral histories of its citizens

These policies, equally, recognize that cultural heritage landscapes and built heritage resources need to be identified, and that cultural heritage landscapes and significant built heritage resources need to be conserved.

Furthermore, these policies are based on a recognition that cultural heritage resources are interrelated with the Town's natural heritage resources. For instance, much of the Town's cultural history involves the use of natural resources and the modification of the natural environment. Current attitudes toward the Town's outstanding natural features reflect a continuing evolution that is based on the historical connection between cultural heritage resources and natural heritage resources.

The Objectives of the Town's Heritage Resource Policies (Section 3.3.2) are as follows:

3.3.2.1 To identify and conserve the Town's cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community.

3.3.2.2 To promote the continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage through educational activities and by providing guidance on sound conservation practices.

3.3.2.3 To develop partnerships between various agencies and organizations to conserve and promote cultural heritage resources.

3.3.2.4 To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Cemeteries Act and the Niagara Escarpment Planning and Development Act in order to conserve Caledon's cultural heritage

3.5.1 Review of the City of Brampton Municipal Register of Cultural Heritage Resources

The City of Brampton's Heritage Resource Map provides location points for listed and designated heritage resources within the municipality. The location points contain:

- Property Address
- Name of resource
- Heritage Status
- Size of Heritage Property

A review of the *City of Brampton Municipal Register of Cultural Heritage Resources* determined that there are two heritage properties located within and/or adjacent to the Recommended Preferred Route, listed below:

- 7715 Kennedy Road (Graham Farmhouse; Listed)
- Kennedy Valley (Listed)

In summary, based on a review of the municipal heritage registers, there are two heritage resources within the Recommended Preferred Route that are listed on the municipal heritage register.

3.5.2 Review of the Town of Caledon's Heritage Register

The Town of Caledon's Heritage Resource Map provides location points for listed and designated heritage resources within the municipality. The location points contain:

- Property Address
- Legal Description
- Year Built
- Significance
- Council Resolution
- Principal Resource
- Notes

A review of the Town of Caledon's Heritage Register determined that there are four heritage properties within and/or adjacent to Recommended Preferred Route, as listed below:

- 2939 Old School Road (Listed; 2010-475)
- 12461 McLaughlin Road (Listed; 2010-475)
- 12711 McLaughlin Road (Listed; 2010-475)
- 12891 McLaughlin Road (Listed; 2010-475)

A review of the Town of Caledon's *Cultural Heritage Landscapes Inventory* (2008) determined that there was one CHL within and/or adjacent to Recommended Preferred Route, as listed below:

- Credit Valley Railway (Listed; 2008)

In summary, based on a review of the municipal heritage registers, there are no heritage resources that are designated under Part IV of the *Ontario Heritage Act*, four heritage resources that are listed on the municipal heritage register, and one heritage resource listed on the Town's *Cultural Heritage Landscape Inventory*.

4. Historical Context Review

4.1 Indigenous Land Use

The Paleo Period

In this area the first human settlement can be traced back to 11,000 years ago; these earliest well-documented groups are referred to as Paleo which literally means old or ancient. During the Paleo period people were non-agriculturalists who depended on hunting and gathering of wild food, they moved their encampments on a regular basis to be in the locations where these resources naturally became available, and the size of the groups occupying any particular location would vary depending on the nature and size of the available food resources (Ellis and Deller 1990). The picture that has emerged for the early and late Paleo is of groups at low population densities who were residentially mobile and made use of large territories during annual cycles of resource exploitation.

The Archaic Period

The next major cultural period following the Paleo is termed the Archaic, which is broken temporally into the Early, Middle, and Late Archaic periods. There is much debate on how the term Archaic is employed; general practice bases the designation off assemblage content as there are marked differences in artifact suites from the preceding Paleo and subsequent Woodland periods. As Ellis *et al.* (1990) note, from an artifact and site characteristic perspective the Archaic is simply used to refer to non-Paleo manifestations that pre-date the introduction of ceramics. Ellis *et al.* (1990) stress that Archaic groups can be distinguished from earlier groups based on site characteristics and artifact content.

Early Archaic sites have been reported throughout much of southwestern Ontario and extend as far north as the Lake Huron Basin region and as far east as Rice Lake (Deller *et al.* 1986). A lack of excavated assemblages from southern Ontario has limited understandings and inferences regarding the nature of stone tool kits in the Early Archaic and tool forms other than points are poorly known in Ontario; however, at least three major temporal horizons can be recognized and can be distinguished based on projectile point form (Ellis *et al.* 1990). These horizons are referred to as Side-Notched (*ca.* 8,000-7,700 BC), Corner-Notched (*ca.* 7,700-6,900 BC), and Bifurcated (*ca.* 6,900-6,000 BC) (Ellis *et al.* 1990). Additional details on each of these horizons and the temporal changes to tool types can be found in Ellis *et al*. (1990).

The Middle Archaic period (6,000-2,500 BC), like the Early Archaic, is relatively unknown in southern Ontario. Ellis *et al.* (1990) suggest that artifact traits that have come to be considered as characteristic of the Archaic period as a whole, first appear in the Middle Archaic. These traits include fully ground and polished stone tools, specific tool types including banner stones and net-

sinkers, and the use of local and/or non-chert type materials for lithic tool manufacture (Ellis *et al.* 1990).

The Late Archaic begins around approximately 2,000 BC and ends with the beginning of ceramics and the Meadowood Phase at roughly 950 BC. Much more is known about this period than the Early and Middle Archaic and a number of Late Archaic sites are known. Sites appear to be more common than earlier periods, suggesting some degree of population increase. True cemeteries appear and have allowed for the analysis of band size, biological relationships, social organization, and health. Narrow and Small point traditions appear as well as tool recycling wherein points were modified into drills, knives, end scrapers, and other tools (Ellis *et al.* 1990). Other tools including serrated flakes used for sawing or shredding, spokeshaves, and retouched flakes manufactured into perforators, gravers, micro-perforators, or piercers. Tools on coarse-grained rocks such as sandstone and quartz become common and include hammerstones, net-sinkers, anvils, and cobble spalls. Depending on preservation, several Late Archaic sites include bone and/or antler artifacts, which likely represent fishing toolkits and ornamentation. These artifacts include bone harpoons, barbs or hooks, notched projectile points, and awls. Bone ornaments recovered have included tubular bone beads and drilled mammal canine pendants (Ellis *et al.* 1990).

Throughout the Early to Late Archaic periods the natural environment warmed, and vegetation changed from closed conifer-dominated vegetation cover, to the mixed coniferous and deciduous forest in the north and deciduous vegetation in the south that we see in Ontario today (Ellis *et al.* 1900). During the Archaic period there are indications of increasing populations and decreasing size of territories exploited during annual rounds, fewer moves of residential camps throughout the year and longer occupations at seasonal campsites, continuous use of certain locations on a seasonal basis over many years, increasing attention to ritual associated with the deceased, and long range exchange and trade systems for the purpose of obtaining valued and geographically localized resources (Ellis *et al.* 1990).

The Woodland Period

The Early Woodland period is distinguished from the Late Archaic period primarily by the addition of ceramic technology, which provides a useful demarcation point for archaeologists but is expected to have made less difference in the lives of the Early Woodland peoples. The settlement and subsistence patterns of Early Woodland people shows much continuity with the earlier Archaic with seasonal camps occupied to exploit specific natural resources (Spence *et al.* 1990). During the Middle Woodland well-defined territories containing several key environmental zones were exploited over the yearly subsistence cycle. Large sites with structures and substantial middens appear in the Middle Woodland associated with spring macro-band occupations focussed on utilizing fish resources and created by consistent returns to the same site (Spence *et al.* 1990). Groups would come together into large macro-bands during the spring-summer at lakeshore or marshland areas to take advantage of spawning fish; in the fall inland sand plains

and river valleys were occupied for deer and nut harvesting and groups split into small micro-bands for winter survival (Spence *et al.* 1990). This is a departure from earlier Woodland times when macro-band aggregation is thought to have taken place in the winter (Ellis *et al.,* 1988; Granger, 1978).

The period between the Middle and Late Woodland period was both technically and socially transitional for the ethnically diverse populations of southern Ontario and these developments laid the basis for the emergence of settled villages and agriculturally based lifestyles (Fox 1990). The Late Woodland period began with some groups shifting settlement and subsistence patterns, involving an increasing reliance on corn horticulture. Corn may have been introduced into southwestern Ontario from the American Midwest as early as 600 AD. However, it did not become a dietary staple until at least three to four hundred years later. The first agricultural villages in southwestern Ontario date to the 10th century A.D. Unlike the riverine base camps of the Middle Woodland period, Late Woodland sites are located in the uplands, on well-drained sandy soils.

In the Late Woodland period, between 900-1300 AD, villages tended to be small settlements with nearby camps and hamlets that served as temporary spaces for hunting game and gathering resources outside of the villages. At this time, small village sites were characterized by the presence of longhouses with villages being occupied considerably longer than later in the Woodland period. Villages tended to be moved when nearby soils had been depleted by farming and conveniently collected firewood grew scarce. The Jesuits reported that the Huron moved their villages once every 10-15 years as they relied less heavily on corn than did later groups, and since their villages were much smaller, there was less demand on nearby resources. Small amounts of corn appear to have been a dietary component at this time; however, archaeological evidence suggests that its role was not as a dietary staple at this time but was possibly supplemental in nature.

Between 1300 and 1400 AD, village sizes grew significantly, resulting in the development of complex community political systems. This period also marks the emergence of fully developed horticulture, including the cultivation of corn, beans, and squash. Additionally, changes in ceramic styles may reflect increasing levels of inter-community communication and integration. Iroquoian groups lived side by side with the more nomadic Algonquin speakers, notably the Odawa (or "Ottawa") and Ojibway in southwestern Ontario. Because Iroquoian and Algonquin groups interacted frequently it can be difficult to differentiate them archaeologically. Circa 1650, following the immense impacts of European diseases and associated warfare Petun, Huron-Wendat and Neutral populations were driven out of their historic homelands by the movement of the Five Nations Iroquois.

By the beginning of the fourteenth century, larger fortified village sites were often cleared to accommodate the cultivation of corn, beans, and squash as a result of an increasing reliance on horticulture. Longhouses also continued to grow in size until 1450 AD when a decrease in house

length is observed. This decrease in house length may be partially attributed to large scale drops in population size associated with the introduction of European diseases.

4.2 Euro-Canadian Land Use: Township Survey and Settlement

The post-contact Indigenous occupation of southern Ontario was heavily influenced by the dispersal of Iroquoian speaking peoples, including the Six Nations of the Iroquois – Mohawk, Cayuga, Oneida, Seneca, Onondaga, and Tuscarora. This was followed by the return of Algonkian speaking groups from northern Ontario who had temporarily retreated to their wintering grounds in the mid-1600s to avoid warfare and disease as a result of colonial settlement. Algonkian speaking Ojibway (Chippewa), Odawa (Ottawa), and Pottawatomi, known as the Three Fires Confederacy, remained in their traditional territory that covered a vast area of southern Ontario as well as eastern Michigan.

As European settlers encroached on their territory the nature of Indigenous population distribution, settlement size and material culture changed. Despite these changes it is possible to correlate historically recorded villages with archaeological manifestations and the similarity of those sites to more ancient sites reveal an antiquity to documented cultural expressions that confirms a long historical continuity to systems of Indigenous ideology and thought (Ferris, 2009).

It is important to note that, when discussing the historical documentation of the movement of Indigenous people, what has been documented by early European explorers and settlers represents only a very small snap-shot in time. Documentation of where Indigenous groups were residing during European exploration and settlement is restricted to only a very short period of time and does not reflect previous and subsequent movements of these groups. This brief history does not reflect the full picture of the pre- or post-contact period occupation of Indigenous groups or cultures. As such, relying on historic documentation in regard to Indigenous occupation and movement across the landscape can lead to misinterpretation. For example, noting the movement of Indigenous groups into an area may incorrectly suggest to the reader that these groups had not occupied the area previously; however, this is not the case. It is clear from Indigenous oral histories and the archaeological record that pre-contact Indigenous populations were extremely mobile and not tied to any one specific area. Over the vast period of time prior to the arrival of Europeans, Indigenous groups, language families, and cultures were fluid across the landscape.

The Kennedy Road Sanitary Trunk Sewer's Recommended Preferred Route is located within the limits of Treaty 14, also known as the Head of the Lakes Purchase, and Treaty 19, also known as the Ajetance Purchase. Treaty 14 was signed on September 12, 1806, by representatives of the Crown and certain Mississauga peoples, while Treaty 19 was signed on October 28, 1818, by representatives of the Crown and certain Mississauga peoples.

4.2.1 Peel County

The Crown began purchasing land from the Mississauga First Nations starting in the 1780s as they prepared to open the land for settlement by United Empire Loyalists and European immigrants. The first treaty was the Head of the Lake Treaty (Treaty 14) signed in 1806 concerning the land from Etobicoke Creek to Burlington Bay along Lake Ontario. The Mississauga's retained ownership of land one mile on either side of the Credit River for themselves (peelregion.ca). The land was surveyed, and the first settlers arrived in 1808. The new township was called Toronto, which would later become the City of Mississauga (peelarchivesblog.com). With more land needed, another treaty, the Ajetance Treaty in 1818 purchased more land from the Mississauga's to the north. The new land was surveyed in 1819 and the land that would become Peel included an expanded Toronto Township and four new townships in Chinguacousy, Toronto Gore, Caledon, and Albion. These five townships were included in the Home District, based out York (present-day Toronto). In 1820, the Mississauga First Nation sold the land around the Credit River as they were no longer able to maintain control over the area with the increased number of settlers. They established the Credit Mission Village on the Credit River as a farming community (peelregion.ca).

The development of the five townships was rapid over the next several decades. In the five townships that made up Peel, their population in 1821 was 1,435. Twenty years later in 1841, the population had grown to 12,993 and had doubled to 24,816 just ten years later in 1851 (peelregion.ca). The rapid growth was fuelled by the push to settle the land by the colonial government of Upper Canada. The result of the rapid growth of settlers forced the last members of the Mississauga First Nation out of the region. Unable to sustain their community in the face of growing settlers, the Credit Mission Village shutdown and moved in 1847 to the Six Nations Reserve near Hagersville where they established the Mississaugas of the New Credit First Nation Reserve that remains to this day (peelregion.ca). Development of the townships was directed by the waterways, particularly the Credit River and the tributaries of Etobicoke Creek that flowed south through the five townships. The construction of mills, first sawmills to help process the trees felled by settlers to build their farms, then grist mills to turn the primary crop of wheat to flour, spurred the development of hamlets, villages, and towns (peelregion.ca). As mills grew on the local waterways, they became sites for locals to meet, encouraging the construction of amenities such as general stores, schools, churches, and other businesses to serve local farmers.

In 1849, the government ended the administrative districts in favour of smaller counties to look after regional issues. The five townships of Toronto, Chinguacousy, Toronto Gore, Caledon, and Albion joined York County in 1850 as part of the Second Riding. In 1852, the five townships were separated from York County to create Peel County (peelarchivesblog.com). The county was named after Sir Robert Peel, the former Prime Minister of Great Britain who repealed the Corn Laws in 1846 for which the county was to receive a massive economic boon (Gardiner, 1898: 232).

The new County of Peel experienced rapid economic growth as the county saw a booming agricultural economy develop. The rise of commodity prices, primarily wheat but also other agricultural goods, saw the farms in the county move from self-sufficiency to cash crops to serve the growing demands for their goods. The end of the Corn Laws in 1848, limiting the import and export of foreign wheat, by the British Government helped spur trade with the Americans. The Reciprocity Agreement between the colonial Canadian government and the Americans saw trade grow more, while the American Civil War accelerated the demand for Canadian wheat and agriculture in the 1860s. To help move the agricultural goods out of Peel County, new railway lines were built connecting the farmers of the county to the urban centres of Toronto, Guelph, Barrie, and Hamilton (peelarchivesblog.com). The major railways running through the county in the nineteenth century included: the Great Western Railway in 1855 along Lake Ontario; the Grand Trunk Railway in 1856 that ran through Brampton; the Toronto Grey and Bruce Railway in 1871; the Hamilton and Northwestern Railway in 1876; and the Credit Valley Railway in 1879 (peelregion.ca).

The rise of industrialization in Toronto saw Peel County lose factories and workers. However, the county continued to have a thriving agricultural industry. After the boom of the 1850s and 1860s, agriculture in Peel followed many other counties across the Province of Ontario as they shifted to dairy, fruit, and vegetable farming. Brampton developed many greenhouses to grow crops year-round (peelregion.ca).

After the Second World War, the county experienced large-scale population and economic growth. Industries grew as did large-scale immigration seeing the towns of Mississauga and Brampton grow exponentially in the latter half of the twentieth and into the twenty-first century. Between 1971 and 2011, the population of Peel grew from 264,314 to 1,350,097 (peelregion.ca). Growth was limited to the south of Peel County as the northern townships of Caledon, Albion, and northern Chinguacousy saw growth primarily in the towns and villages but did not see the urban sprawl in the south. Agricultural land remained the predominate industry in the north of Peel. To accommodate and administer the growth, in 1974 the County of Peel of dissolved along with the townships into the City of Mississauga, the City of Brampton, and the Town of Caledon to make up the Regional Municipality of Peel.

The development of the Regional Municipality of Peel over its history of settlement has been particularly driven by agriculture. The development of early industries in mills, railways, and settlements were driven shaped by the agricultural industry. In the Recommended Preferred Route that is in the northern half of Peel, agriculture remains the main economic, historical, and landscape feature.

The brief history of Peel County has shown how the Recommended Preferred Route developed from a focus on agriculture to a more diverse economic profile in the present day. Peel County underwent large scale agricultural development as the arrival of European settlers saw the land become agricultural, and the first settlements were built around mills for agriculture. The arrival of the railways helped develop the wheat-boom and growth of the county. The downturn in the

economy saw the railway hurt Peel County as industrialization slowed and moved to nearby Toronto, forcing Peel to rely more on agriculture. The post-Second World War boom saw Peel County move away from agriculture as the primary source of economic development with new industries and new populations driving urbanization. The creation of the Regional Municipality of Peel was to further the growth of the former county away from agriculture and help deal with the problems of urban growth.

4.2.2 Chinguacousy Township

Chinguacousy Township was centrally located on the western half of the former County of Peel. It was bounded by Caledon Township to the north, Albion and Toronto Gore Townships to the east, Toronto Township to the south, and Halton County to the west. The name Chinguacousy was a mispronunciation and misspelling of Chippewa First Nations leader Shinguacose. Shinguacose had served in the War of 1812, helping to capture Fort Michilimackinac in 1812 with British forces. He was awarded land after the war by the Crown near Sault-Ste. Marie for his services during the war. He passed away in 1858 (Gardiner, 1898: 234).

Chinguacousy Township was surveyed in 1819 using the double front system that saw it create 12 concessions and 34 lots. The Township was divided in half by Hurontario Street that ran down the middle of Chinguacousy. Concessions were numbered east and west of Hurontario Street, with the higher number concessions further from the Street. Hurontario Street served as the major north-south throughfare for Peel County as it ran from Port Credit on Lake Ontario to Collingwood on Georgian Bay (Walker & Miles, 1877: 85). The presence of Hurontario Street assisted in the settlement of Chinguacousy Township as it allowed for the ease of settlers to move into the township. The settlement of Chinguacousy was also impacted by the waterways in the township. The Credit River and its tributaries flowed south from the western edges of the township. The Credit River proved useful early in the settlement of the township as it provided power for sawmills to help process the lumber settlers were cutting down to begin farming (peelregion.ca). The other main waterway impacting Chinguacousy was Etobicoke Creek and its tributaries that flowed south along the eastern edge of the township. It was where Hurontario Street met the Etobicoke Creek that the largest settlement of Chinguacousy, Brampton, was founded.

Brampton was founded in 1834 when John Elliott laid out plots for sale for a village that he was calling Brampton. The settlement had seen the first structure built on Hurontario Street in 1832 when William Buffy built a tavern for travelers on the road. He was followed by Judge Scott who built a small store, pot ashery, distillery, and grist mill along Hurontario Street and on Etobicoke Creek (Walker & Miles, 1877: 87). Brampton was slow to develop due to the difficulty of using the Etobicoke Creek for milling. It was with the arrival of the railway, first the Grand Trunk Railway in 1856, followed by the Credit Valley Railway in 1879, that saw the village boom. In 1867 it was chosen as the county town, resulting in the construction of the Peel County Courthouse, Jail, and public buildings and it was incorporated as a town in 1873 (Brampton.ca). The hosting of Agricultural Fairs in Brampton also helped boost the town and farming in Chinguacousy as it attracted large numbers of attendees and vendors to the township (Walker & Miles, 1877: 87). In

1907, American industrialist and philanthropist Andrew Carnegie funded the establishment of a public library in Brampton. By 1910 the town had grown to a population of roughly 4,000 (Brampton.ca). Even with the development of Brampton, the rest of Chinguacousy Township remained agricultural.

After the Second World War, Brampton and southern Chinguacousy experienced significant growth. As part of the post-war building boom, the satellite city of Bramalea was planned and built in the late 1950s as the first suburban planned community in Canada (Brampton.ca). In 1974, the growth of Brampton helped secure it city status as it amalgamated southern Chinguacousy Township, along with Toronto Gore into the City of Brampton. Increased migration into the Greater Toronto Area saw Brampton's population grow along with all the Regional Municipality of Peel. Brampton has seen exponential growth of urban residential housing along with industry as urban growth has spread across much of what was southern Chinguacousy Township. Brampton is now the nineth largest city in Canada with a population over 450,000 (Brampton.ca). Northern Chinguacousy Township, now part of the Town of Caledon, has retained most of its rural and agricultural landscapes.

As this brief history of Chinguacousy Township has shown, the development of the Recommended Preferred Route has been influenced by the location of major roadways and waterways. The growth of agriculture and towns has been focused around these two features, with a focus on how to further develop the agricultural economy. The arrival of the railway in agricultural communities helped spur their growth and created new focus for urban development seen in the history of Brampton. Even with urban growth, the focus remained on the agricultural community as seen in the agricultural fairs and industry. The post-Second World War boom saw the former Township of Chinguacousy experience uneven growth with urban settlement in the south as it became a focus for new residential and suburban development.

4.3 Historical Map Review

Historical maps and National Topographic Service (NTS) maps were reviewed to examine the historical context in the vicinity of the Recommended Preferred Route from the 19th century to the present day.

Figure 3 depicts the Recommended Preferred Route overlaid on the *George Tremaine's 1859 Map of Peel County*. This map figure demonstrates that the context surrounding the Recommended Preferred Route is largely rural. The Preferred Route along the modern OBR Corridor cuts through the agricultural fields of various farmstead properties and across tributaries of Etobicoke Creek. These properties, identified in **Table 2**, included one CHL: **CHL 6** (12891 McLaughlin Road) which contains two structures on the property.

Figure 4 depicts the Recommended Preferred Route overlaid on the *Illustrated historical atlas of the county of Peel, Ontario. Walker & Miles, 1877* (1877 Illustrated Historical Atlas). Similar to the 1859 Tremaine Map, the 1877 Atlas illustrates the area along the Recommended Preferred Route

as being predominantly rural, with the exception of lands within Brampton's city limits, which appear in a more urban, residential context. The section of the Recommended Preferred Route that follows the current OBR Corridor is represented in the 1877 Illustrated Historical Atlas as the Credit Valley Railway (CVR). **Figure 4** now depicts an additional four CHLs and one BHR along the Recommended Preferred Route. These include:

- **CHL 3** – Orangeville-Brampton Railway
- **CHL 4** – 12461 McLaughlin Road
- **CHL 5** – 12711 McLaughlin Road
- **CHL 6** – 12891 McLaughlin Road
- **BHR 4** – 2939 Old School Road

Each of these CHLs are depicted as having a single structure surrounded by an orchard. Notably, **CHL 4, CHL 5**, and **CHL 6** are shown with the CVR line running through the eastern portion of their properties, effectively severing the land into the boundaries observed today. Additionally, a tributary of Etobicoke Creek is shown as flowing through **CHL 6**. **BHR 4** is depicted as a schoolhouse, located at the northeast corner of Lot 22, Concession 1 WHS. The built structures within CHL 6 are also now surrounded by orchards, consistent with historical agricultural land use patterns in the area.

Figure 5 depicts the Recommended Preferred Route overlaid on the 1918-1919 NTS map. The 1918-1919 NTS map illustrated that the Recommended Preferred Route was largely within a rural context, with the exception of lands within Brampton's city limits, which appear in a more urban, residential context. This is the first map to depict both **CHL 1** (Kennedy Road Valley) and **CHL 2** (Etobicoke Creek). Notably, **CHL 2** is shown following its original natural course. The CHLs previously identified in earlier figures, **CHL 3, CHL 4, CHL 5,** and **CHL 6**, are still present in this map; however, the farmstead structures associated with these CHLs are now identified as brick buildings, reflecting changes in building materials and/or improvements recorded in the mapping at that time.

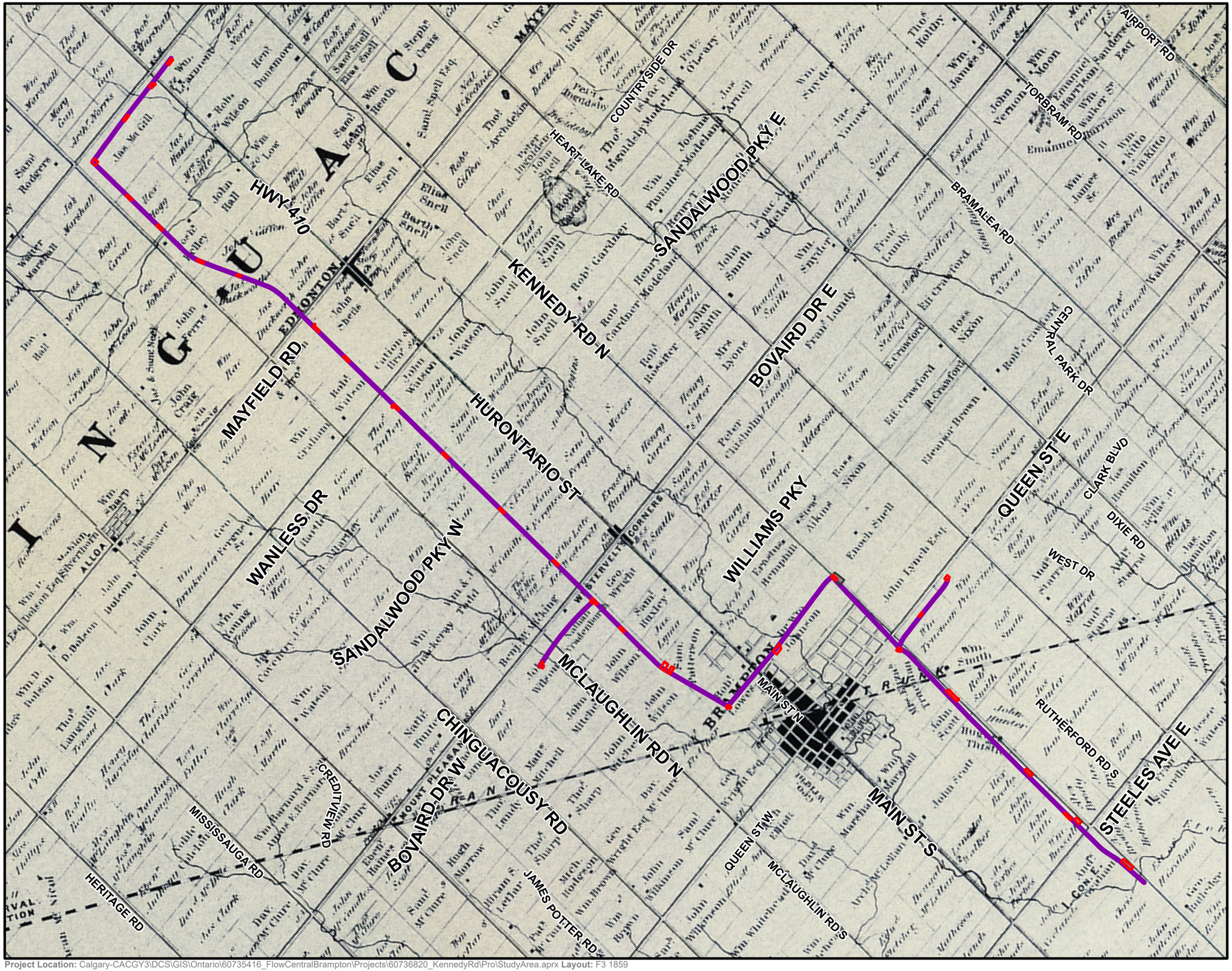
Figure 6 depicts the Recommended Preferred Route overlaid on the 1940-1942 NTS maps of Brampton and Caledon. The area surrounding the Recommended Preferred Route—particularly outside the limits of the City of Brampton—continues to be depicted as predominantly rural in character. However, compared to the previous NTS map, there appears to be an increase in the number of structures, such as farmhouses and barns, especially along Kennedy Road. The CHLs identified in previous figures, **CHL 3, CHL 4, CHL 5,** and **CHL 6**, now each include an additional secondary structure within their property boundaries, likely representing a barn or agricultural outbuilding. No new BHRs or CHLs are introduced in **Figure 6**.

Figure 7 depicts the Recommended Preferred Route overlaid on the 1951-1954 NTS maps of Brampton and Bolton. The areas within the Recommended Preferred Route and within Brampton's municipal limits have become significantly more developed, with more residential

structures lining Kennedy Road and Bovaird Drive, and the urban areas within Brampton have expanded significantly. No new BHRs or CHLs are introduced in **Figure 7**.

Figure 8 depicts the Recommended Preferred Route overlaid on the 1979 NTS map of Brampton and Bolton. The areas within the Recommended Preferred Route and within Brampton's municipal limits have shown significant urban growth, with more residential structures lining Kennedy Road and Bovaird Drive, and the urban areas within Brampton have expanded significantly. The sections of the Recommended Preferred Route within Caledon continue to be within a rural context, with multiple CHLs containing multiple structures outside of a farmhouse and barn. **CHL 7** (2788 Old School Road) is now depicted on **Figure 8**, containing one structure.

Existing Conditions of the Recommended Preferred Route are included in **Section 5** below.





MTBM Shaft Compound Preferred

TBM Shaft Compound

Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on the 1859 Tremaine Map

0 0.35 0.7 1.05 1.4 1.75

Kilometers

Scale: 1:40,000

N

PN: 60736820	Figure 3
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL





MTBM Shaft Compound Preferred

TBM Shaft Compound

Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on the 1877 Illustrated Atlas

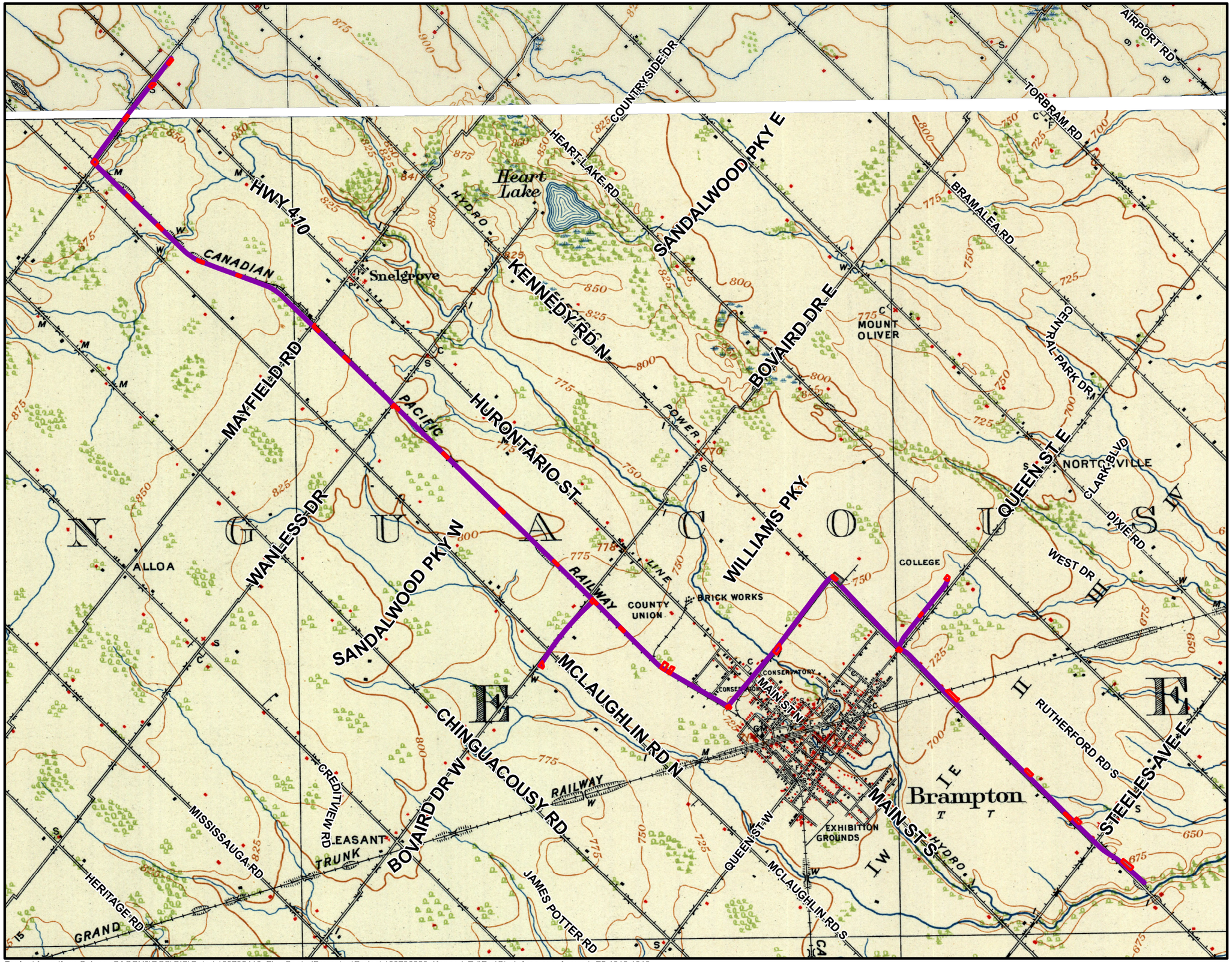
0 0.35 0.7 1.05 1.4 1.75

Kilometers
Scale: 1:40,000

N

PN: 60736820	Figure 4
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL



Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on the 1918 and the 1919 NTS Maps

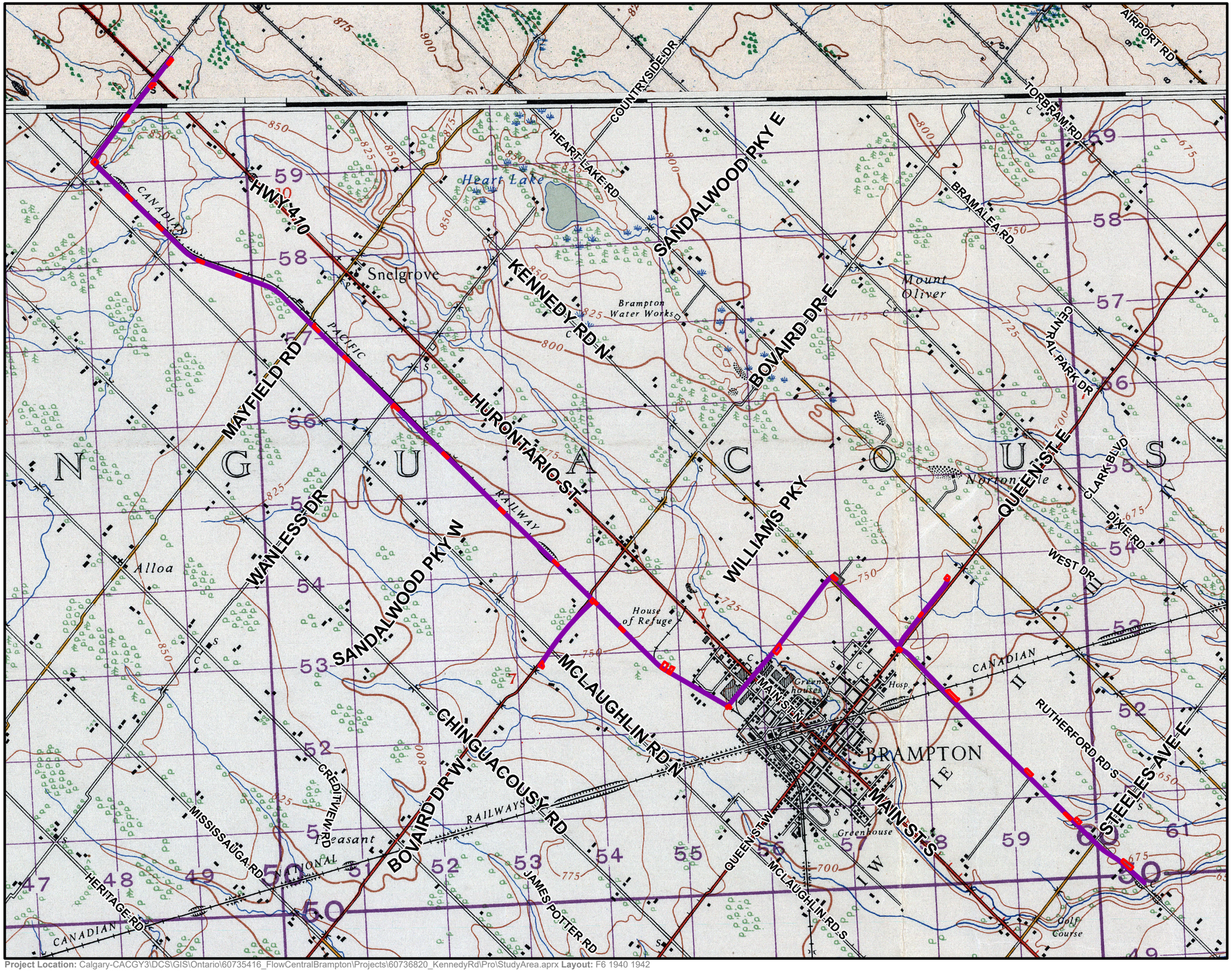
0 0.35 0.7 1.05 1.4 1.75

Kilometers
Scale: 1:40,000

N

PN: 60736820	Figure 5
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL





MTBM Shaft Compound Preferred

TBM Shaft Compound

Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on the 1940 and 1942 NTS Maps

0 0.35 0.7 1.05 1.4 1.75

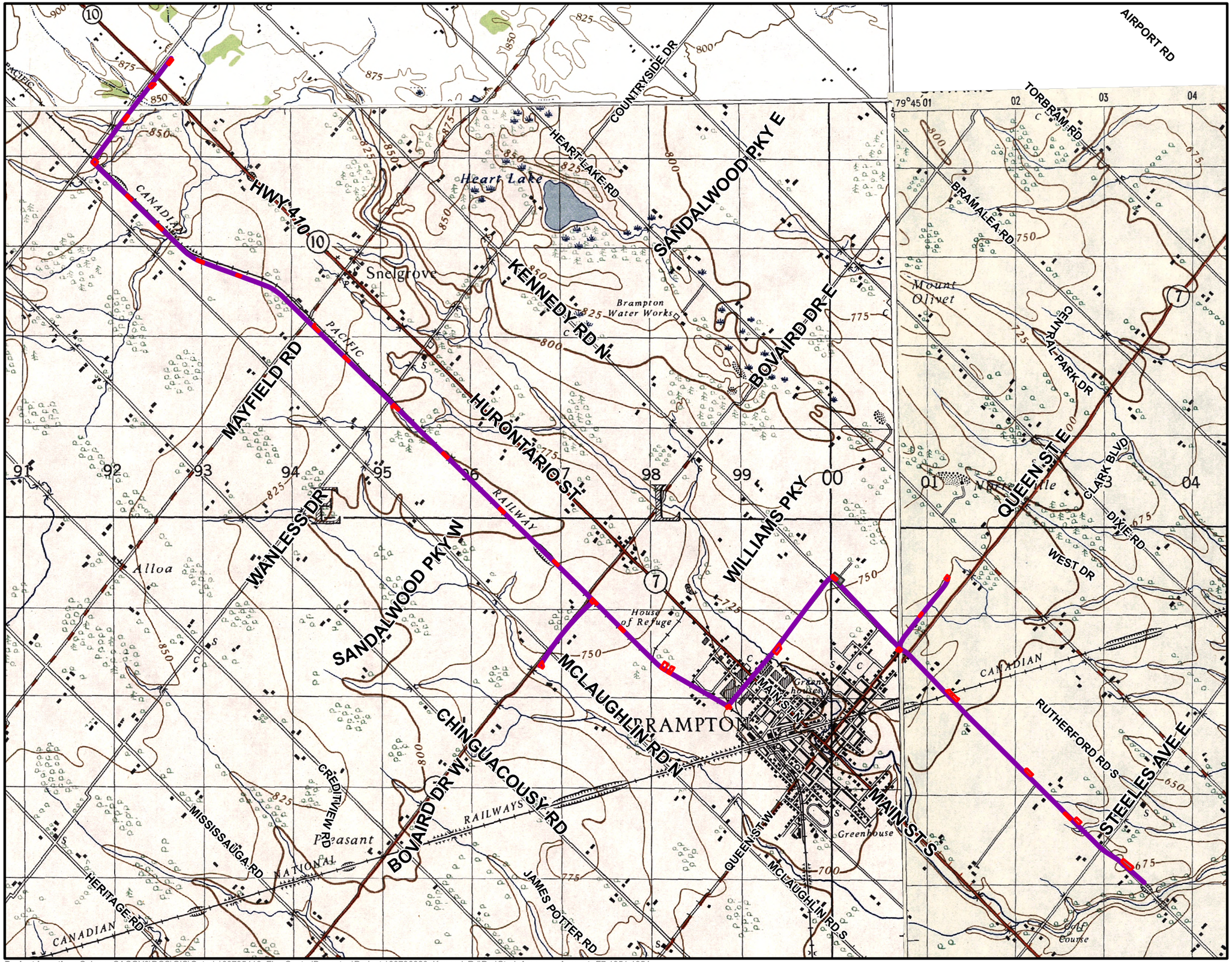
Kilometers

Scale: 1:40,000

N

PN: 60736820	Figure 6
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL





MTBM Shaft Compound Preferred

TBM Shaft Compound

Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on the 1951 and 1954 NTS Maps

0 0.35 0.7 1.05 1.4 1.75

Kilometers

Scale: 1:40,000

N

PN: 60736820	Figure 7
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL



MTBM Shaft Compound Preferred

TBM Shaft Compound

Recommended Preferred Route

Flow | Central Brampton

Kennedy Rd | Recommended Preferred Route on the 1978 and 1979 NTS Maps

0 0.35 0.7 1.05 1.4 1.75

Kilometers

Scale: 1:40,000

N

PN: 60736820	Figure 8
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL

5. Assessment of Existing Conditions

5.1 Field Review

A field review was conducted on April 23, 2025, by James Wright, Archaeology Field Supervisor, with support from AECOM's cultural heritage staff to document existing conditions within the Recommended Preferred Route. The field review was conducted from the public right-of-way to confirm and identify known and potential BHRs and CHLs within or adjacent to the Recommended Preferred Route. Photographs from the field review of the Recommended Preferred Route are included in **Section 5.2** below, whereas photographs of the known and potential BHRs and CHLs are included in **Table 2**.

5.2 Recommended Preferred Route Description

As described in **Section 1.2**, the Recommended Preferred Route has been divided into three segments. These segments are described in detail below:

Segment 1: Kennedy Road from Etobicoke Creek to Vodden Street, including Queen Street from Rutherford Road to Kennedy Road

Segment 1 extends approximately 5.8 km along Kennedy Road from Etobicoke Creek to Vodden Street, including Queen Street from Rutherford Road to Kennedy Road, and their associated rights-of-way (ROWs). This section contains nine MTBM Shaft Compound Preferred locations and three TBM Shaft Compound locations.

Kennedy Road is an urban, two-lane paved road with curbs and sidewalks (**Photograph 1**). Within the Recommended Preferred Route, Kennedy Road is predominantly bordered by residential properties, with a golf course located adjacent to the at the southern extent of the route. Along Kennedy Road, north of Queen Street East, land use is residential, commercial and industrial (**Photograph 1**). South of Queen Street East, the area transitions to predominantly residential development (**Photograph 2**).

Queen Street East is an urban, three-lane paved road with curbs and sidewalks. Similar to Kennedy Road, this road is predominantly bordered by high-rise residential structures and large commercial plazas (**Photograph 3**).

Segment 2: Vodden Street from Kennedy Road to Orangeville-Brampton Railway and from OBR up to Bovaird Drive

Segment 2 extends approximately 3.8 km along Vodden Street to Bovaird Drive from Kennedy Road and includes an additional 900 m along the Orangeville–Brampton Railway corridor between

Bovaird Drive and Fletcher's Creek. This segment includes six MTBM Shaft Compound Preferred locations, and one Provisional Compound Shaft location.

Vodden Street East is an urban, two-lane paved road with curbs, sidewalks, and designated bike lanes. Adjacent land uses are primarily residential, interspersed with commercial developments (**Photograph 4** and **Photograph 5**). South of Centre Street, Vodden Street East crosses Etobicoke Creek, near Duggan Park, where the surrounding landscape includes patches of woodlot, low shrub growth, and multi-use trails (**Photograph 6**).

Within this segment, the OBR corridor is heavily overgrown; where tracks remain, they are limited to a single set. The tracks run through a tree-lined corridor through suburban neighbourhoods, occasionally intersecting with paved residential roads. The tracks also run past industrial complexes within the rail corridor.

Bovaird Drive within this segment is an urban, three-lane paved road curbs and sidewalks. Adjacent land uses are primarily residential, interspersed with commercial developments (**Photograph 7**). The residential properties along Bovaird Drive are separated from the road with large, mature trees and high fences.

Segment 3: Orangeville Brampton Railway from Bovaird Drive to Old School Road and Old School Road from Orangeville Brampton Railway to Hurontario Street

Segment 3 extends approximately 8.7 km along the Orangeville–Brampton Railway corridor to Old School Road, and along Old School Road from the OBR to Hurontario Street. This section includes twelve MTBM Shaft Compound Preferred locations and one Provisional Shaft Compound locations.

The OBR corridor is no longer in active use and is heavily overgrown; where tracks remain, they are limited to a single set and have been removed entirely at the Mayfield Road crossing. Old School Road is a two-lane rural paved road with paved shoulders. Old School Road is a rural, paved two-lane rural road with paved shoulders. The area surrounding Old School Road is within a rural context, with agricultural fields and farms dominating the landscape of this area (**Photograph 8**).



Photograph 1: View looking northwest at the intersection of Kennedy Road and Steeles Avenue (AECOM, April 2025)



Photograph 2: View of the residences along Kennedy Road (AECOM, April 2025)



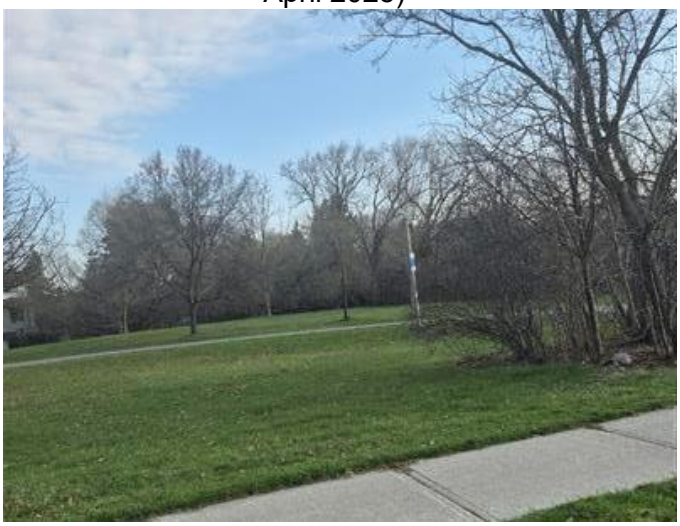
Photograph 3: View of Queen Street East looking west (AECOM, April 2025)



Photograph 4: View of the suburban-style residences along Vodden Street East (AECOM, April 2025)



Photograph 5: View of the low-rise commercial properties along Vodden Street East (AECOM, April 2025)



Photograph 6: View of the parks (Duggan Park) along Vodden Street East (AECOM, April 2025)



Photograph 7: View of Old School Road looking east (AECOM, April 2025)



Photograph 8: View of Old School Road looking east (AECOM, April 2025)

6. Identification of Built Heritage Resources and Cultural Heritage Landscapes within the Recommended Preferred Route

A Cultural Heritage Report was prepared in order to identify known and potential BHRs and CHLs within the Recommended Preferred Route using the MCM Criteria Checklist and professional judgement and expertise.

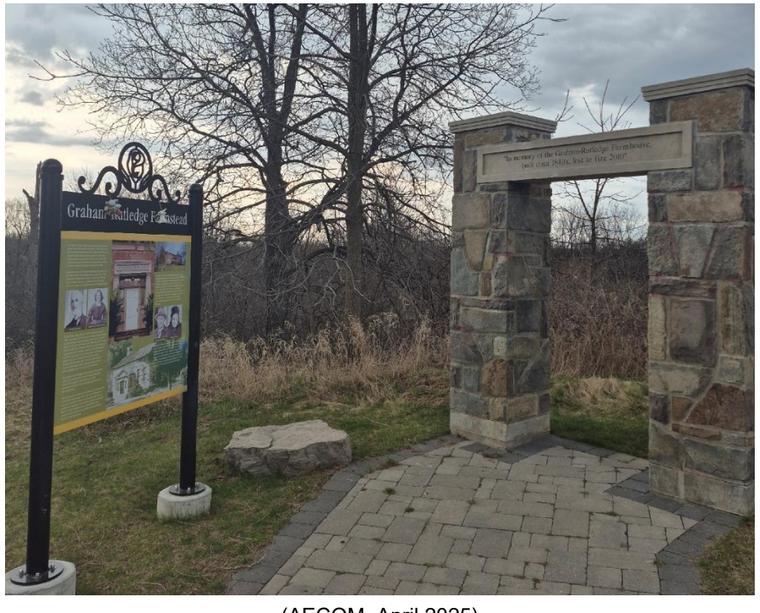
Based on a review of the City of Brampton and the Town of Caledon's Heritage Register along with historical mapping, a field review to determine the existing conditions of the Recommended Preferred Route, and the data collection undertaken for this report, a total of twelve heritage resources were identified to be within or adjacent to the Recommended Preferred Route.

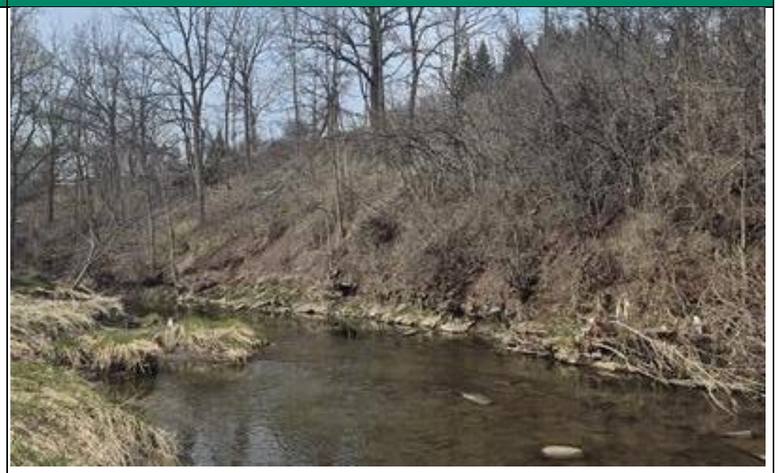
Four of these heritage properties were identified as potential heritage resources, with two potential CHLs and two potential BHRs being identified by AECOM. These heritage resources are: **CHL 2, BHR 2, BHR 3**, and **CHL 7**.

Seven heritage resources were listed in their respective municipality's heritage register (five CHLs and two BHRs). These listed heritage resources are as follows: **CHL 1**, **BHR 1, CHL 4, CHL 5, CHL 6, BHR 4**, and **CHL 8**. One heritage resource was identified as a CHL candidate in the Town of Caledon's *2008 Cultural Heritage Landscape Inventory* (**CHL 3**).

A description of each BHR and CHL is included in **Table 2** below, which provides the location, date of construction, and the physical description of the property. All identified known and potential BHRs and CHLs are shown in **Figure 9**. The results of this report will help determine whether the Project has the potential to adversely impact the potential and known BHRs or CHLs identified within this report.

Table 2: Summary of Built Heritage Resources and Cultural Heritage Landscapes within and/or adjacent to the Recommended Preferred Route

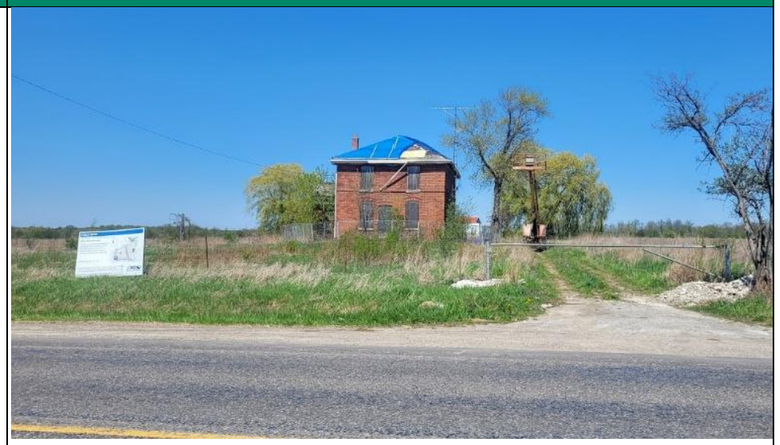
Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
CHL 1	Kennedy Road Valley, Brampton, ON	Landscape	Listed	**Location:** ▪ Encompasses the north portion of Brampton Sports Park, including Etobicoke Creek. **Date of Construction:** n/a **Description:** ▪ The Kennedy Road Valley contains valuable natural heritage resources, including—but not limited to—the meandering course of Etobicoke Creek, valley lands, and valley vegetation. ▪ The Etobicoke Creek recreation trail also notably runs through the Kennedy Road Valley, making **CHL 1** a valued green space within the City of Brampton. ▪ The City of Brampton's online historical interactive mapping identifies the potential location of the Graham Pioneer Cemetery. This location falls within the boundaries of **CHL 1**. However, the exact location of the cemetery has not been confirmed. Field photographs document a pile of stones within **CHL 1**, which may potentially indicate the burial site. ▪ A stone monument associated with the former Graham Farmhouse (**BHR 1**) is located near the entrance to the Etobicoke Creek recreation trail. A storyboard panel sits adjacent to the monument documenting the history of the former Graham Farmhouse.	 (AECOM, April 2025)  (AECOM, April 2025)

Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
CHL 2	Etobicoke Creek	Landscape (Natural Watercourse)	None (Potential)	**Location:** ▪ Runs from Oak Ridges Moraine through Caledon, Brampton, and Mississauga to Lake Ontario near Etobicoke. **Date of Construction:** n/a **Description:** ▪ The Etobicoke Creek is defined by its meandering course and gently sloping to steep inclined banks. ▪ The Etobicoke Creek plays an integral role in shaping Brampton's identity. The river once created a distinctive "S" shaped curve that cut through downtown Brampton. ▪ The Creek also served as a source of fresh water and fish for Indigenous peoples, providing sustenance, transportation, and a power source for local industry. ▪ As human settlement in the area increased, the landscape surrounding this growing village was substantially altered, which increased water runoff to the creek and raised the risk of flooding. This, combined with the Creek's natural shape contributed to Brampton's history of flooding within the city, especially in the spring as ice and snow melted. ▪ Following a disastrous flood in 1948, diversion channels were constructed to prevent future flooding to Downtown Brampton (City of Brampton, n.d).	 (AECOM, April 2025)

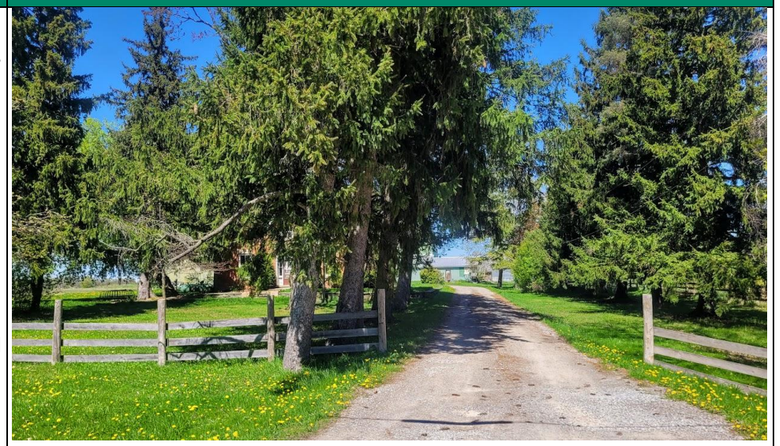
Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
BHR 1	7715 Kennedy Road, Brampton, ON "Graham Farmhouse"	House	Listed (Destroyed by fire)	**Location:** ▪ On the east side of Kennedy Road just south of Hartford Trail. **Date of Construction:** 1840 (Ontario Heritage Trust, 2008) **Description:** ▪ The property once contained a Greek Revival fieldstone farmhouse, constructed circa 1840. A Draft Statement of Cultural Heritage Value was completed for the Graham Farmhouse in 2008, which outlined its architectural, historical, and contextual significance: *"The cultural heritage value of the property is related to its design or physical value as a very well preserved example of a Greek Revival fieldstone farmhouse, built in the 1840s, and rare in Brampton. The house also has considerable historical value and context in its connection with important historical figures. Most notable figures connected with the homestead were Joseph Graham, one of the original settlers of Peel and a patriarch among the United Empire Loyalists, George Rutledge a veteran of the British Militia who served in the Mackenzie Rebellion of 1837, and William Rutledge, Reeve and Warden of Toronto Township in 1914 and 1915. The property holds meaningful associations to early European settlement. The contextual value is that it maintains, supports and defines the character of Kennedy Valley area and its settlement history. In the early 19th century the adjacent valley had a stone quarry. Stone from the quarry was used not only to build the Graham-Rutledge homestead, but other pioneer homesteads and the Peel County Jail (now part of the Peel Heritage Complex). The subject farm property is also linked to the Graham Pioneer Cemetery, located at the top of the opposite slope of the valley. Collectively the subject farmhouse and adjacent valley, quarry site and pioneer cemetery form a compelling cultural heritage landscape"* (Ontario Heritage Trust, 2008) ▪ In 2010, the farmhouse was severely damaged by fire (Brampton Guardian, 2010). The structure was deemed unsalvageable and was subsequently demolished. The site of the former farmhouse has since been redeveloped and is now occupied by an office building.	 (AECOM, April 2025)  (Brampton Guardian, 2010)

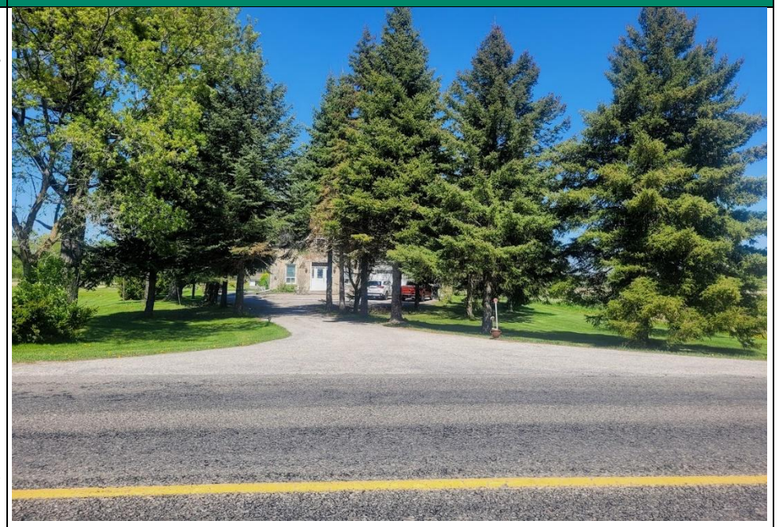
Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
BHR 2	141 Kennedy Road North, Brampton, ON (Kennedy Road Church)	Church	None (Potential)	**Location:** ▪ At the northeast corner of Kennedy Road North and Vodden Street East **Date of Construction:** 1960-70 (Blumenson, 1990) **Description:** ▪ The church was established in the early 1960s and has served its local community to the present day through weekly church services, community charity events, and religious holiday events. The church also operates a daycare centre within the red brick addition of the church (Kennedy Road Church, 2023) ▪ The church is a large concrete building characterized by irregular massing, resulting from its octagonal plan and the use of monumental, buttress-style concrete forms that project vertically, contributing to its bold and imposing presence. An attached red brick addition, featuring dentilated brick detailing, introduces a contrasting texture and materiality, emphasizing the different functional areas within the building (Blumenson, 1990). As such, the church demonstrates potential design value as a representative example of Brutalist architecture within the City of Brampton. ▪ The building also maintains a monumental appearance within the surrounding area, making it a landmark within the neighbourhood. Its location at the corner of Kennedy Road North and Vodden Street East also makes it much more visible to the surrounding area (Blumenson, 1990).	 (AECOM, April 2025)
BHR 3	115 Vodden Street East, Brampton, ON “St. Anne’s Roman Catholic Church”	Church	None (Potential)	**Location:** ▪ On the south side of Vodden Street East, located within the centre of Cheryl Court. **Date of Construction:** 1973 (St. Annes Church, n.d) **Description:** ▪ The Church was established in 1973 and has served its local community to the present day through daily Mass, religious holidays, and community events. ▪ The church is a large, red-brick structure with irregular massing created through geometric apertures, limited and obscured fenestration on the street-facing elevation (Blumenson, 1990). As a result, the church has potential design value as a representative example of a Brutalist-style structure within the City of Brampton. ▪ The church also has custom stain glass windows installed in the interior of the church, demonstrating its potential design value via its highly skilled craftsmanship. ▪ The structure also maintains a monumental appearance within the surrounding area, making it a landmark within the neighbourhood (Blumenson, 1990).	 (AECOM, April 2025)

CHL 3	Orangeville-Brampton Railway[1]	Transportation Corridor	Cultural Heritage Landscape Inventory (Town of Caledon, 2008))	**Location:** ▪ The line runs in a southwest direction from Orangeville to Streetsville Junction in Mississauga, passing through the City of Brampton and the Town of Caledon along its route. **Date of Construction:** 1879 [The Ontario Railway History Page (ORHP), 2002] **Description:** ▪ The Orangeville-Brampton Railway (OBR) was a 55-kilometre short-line railway that operated in a southwest direction between Orangeville and Streetsville Junction. Along its route, the railway crossed several tributaries of Etobicoke Creek and passed through agricultural fields, many of which were severed as a result of its construction. The line traversed a mix of rural communities—including Melville, Alton, Inglewood, Boston Mills, and Ferndale—as well as larger urban centres such as Orangeville, Brampton, and Mississauga (ORHP, 2002). In addition, the railway intersects with several notable landscape features, contributing to its significance in both cultural and environmental contexts. The features include the Forks of the Credit, the Niagara Escarpment, and the Credit River. ▪ The OBR was shut down in 2021, with the final trail running through the corridor in December of that year. The corridor has since been abandoned. ▪ The Town of Caledon was identified as a candidate CHL in the Town's *2008 Cultural Heritage Landscape Inventory*. The Statement of Significance from the inventory has been included below verbatim: *Although only briefly operating as the Credit Valley Railway, the rise and decline of the CVR and its successors influenced the growth and development of a number of settlement areas in Chinguacousy and Caledon townships. The railway was constructed through some of the most challenging and scenic terrain in the region, and a number of Caledon's most notable historic and natural features are aligned along its length. Of the five rail lines that historically traversed the Town of Caledon, the CVR is one of only two that remains intact, and it still operates as an active rail line to this day.* *Character-defining Elements* *Character defining elements of the CVR are generally noted as:* ▪ *Historic rail corridor, embankments, track, signals, and structures associated with road and creek and river crossings;* ▪ *Adjacent vegetation including creek valleys and woodlands;* ▪ *Views to the railway and bridges as seen from roads and trails.* *Specific features are noted in other sections of this report, and it is anticipated that further detailed study of as yet un-investigated areas will reveal additional historic features which should be noted for preservation.* *In recognition of its value as a cultural heritage landscape, and pursuant to the intent of the Provincial Policy Statement and the Caledon Official Plan toward their conservation, the former CVR line through Caledon in its entirety is recommended for designation as a cultural heritage landscape.*	 (AECOM, April 2025)

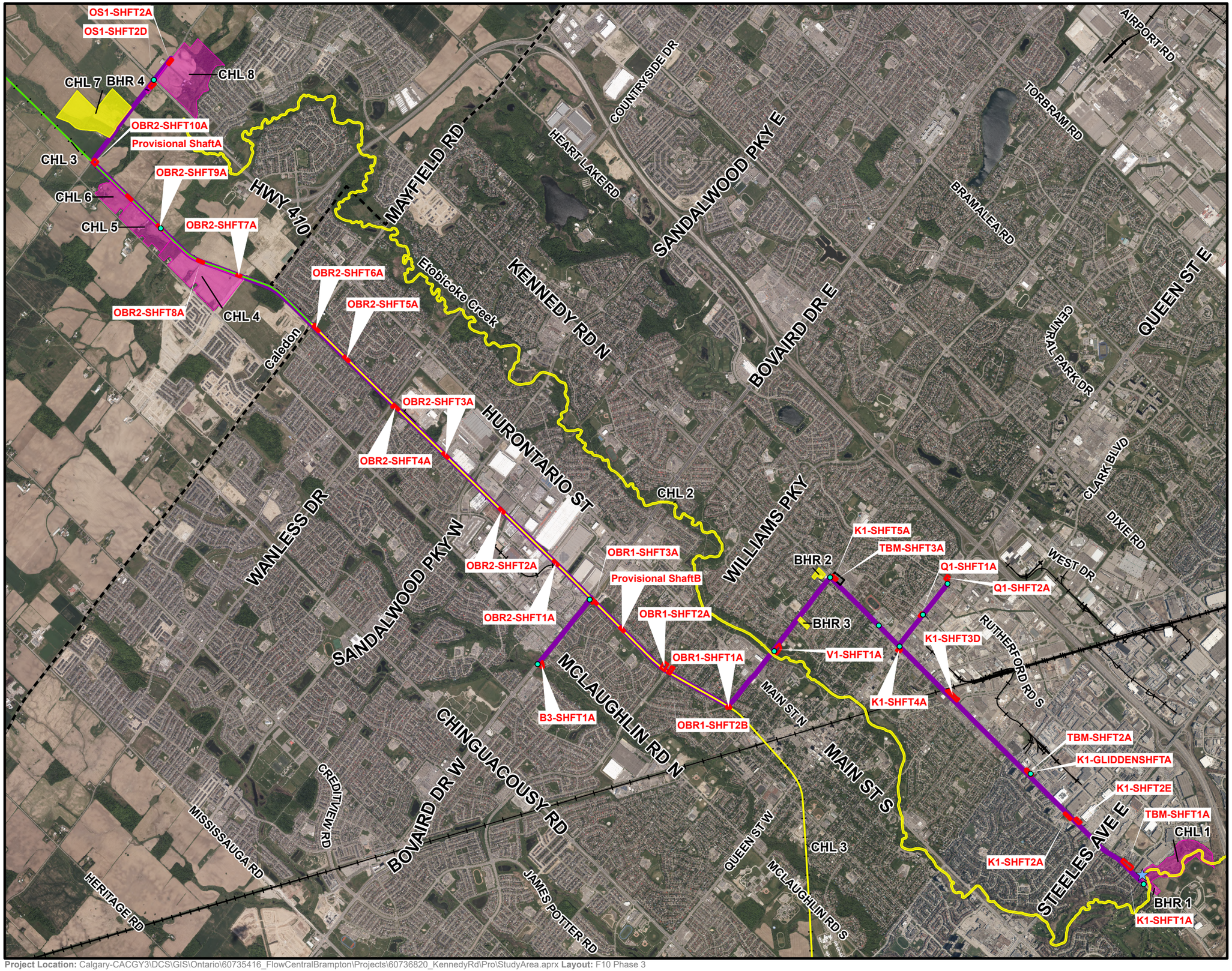
Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
CHL 4	12461 McLaughlin Road, Caledon, ON	Farmstead	Listed	**Location:** ▪ On the east side of McLaughlin Road between Tim Manley Avenue and Old School Road. **Date of Construction:** Between 1877 and 1899 (**Figure 5**) **Description:** ▪ The property holds potential physical value as a representative example of an evolved 19th century Ontario farmstead. It encompasses a range of built heritage resources and landscape features that define this type of farmstead. Notable features include an Edwardian-Classical style farmhouse, as well as various agricultural outbuildings, such as a gable-roof barn. The surrounding landscape further enhances its heritage value, with agricultural fields, undeveloped wildland, and a tributary creek that contribute to its historical context. ▪ The farmhouse has potential design value as a representative example of a two-storey red brick Edwardian-Classical farmhouse. It features a shallow hipped roof and a tall brick chimney, typical of the style. The farmhouse's form, massing, and scale align with the characteristics of a typical Edwardian-Classical farmhouse, while additional details, such as brick voussoirs and a three-bay symmetrical façade, further define its architectural style. ▪ Currently, the farmhouse is abandoned and in poor condition, with the windows and doors having been boarded up with plywood and severe damage to the roof being noted during the field review. ▪ The property has the potential to support the rural agricultural character of McLaughlin Road and the surrounding area. It maintains this character and is visually connected to its surroundings through key components typical of an Ontario farmstead, including the Edwardian-Classical farmhouse, agricultural outbuildings, and the landscape features on the property.	 (AECOM, April 2025)

[1] *The Credit Valley Railway (CVR) constructed the line in the 1870s, reaching Orangeville by 1879. In 1883, the CPR acquired the CVR and integrated its tracks into the larger CPR network. The OBR later operated on this same route from Orangeville to Streetsville Junction in Mississauga until its closure in 2021. Due to the historical and physical connection between the CVR and OBR, the CHER treats them as the same line. As the CVR ceased operating as an independent railway before the OBR, CHL 3 is identified specifically as the OBR.*

Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
CHL 5	12711 McLaughlin Road, Caledon, ON	Farmstead	Listed	**Location:** ▪ On the east side of McLaughlin Road between Tim Manley Avenue and Old School Road. **Date of Construction:** Between 1859 and 1877 (**Figure 4**) **Description:** ▪ The property has potential physical value as a representative example of an evolved 19th century Ontario farmstead. It contains a variety of built heritage resources and landscape features that reflect the development and function of a traditional farmstead over time. Key elements include a Gothic Revival-style farmhouse, agricultural outbuildings such as a gambrel-roof barn with multiple additions, two drivesheds, and three silos. The landscape features further reinforce its rural character and functionality, including a gravel circulation route that connects all the structures, agricultural fields, a large, fenced pasture, a spacious front yard with mature trees, a concrete barnyard, and windrows. ▪ The farmhouse has potential design value as a representative example of Gothic-Revival dichromatic brick farmhouse. It features a distinctive T-shaped floor plan and a cross-gable roof, both characteristic of the style. Additional architectural elements typical of the Gothic Revival style include an arched window in the central gable and a pilastered main entrance, which contribute to the farmhouse's historic and architectural significance. ▪ The property as the potential to support the rural agricultural character of McLaughlin Road and the surrounding area. The property maintains its rural agricultural character and is visually linked to its surroundings through the components associated with an Ontario farmstead including the Gothic Revival style Ontario farmhouse, agricultural outbuildings, and all landscape features on the property	 (AECOM, April 2025)  (AECOM, April 2025)

Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
CHL 6	12891 McLaughlin Road, Caledon, ON	Farmstead	Listed	**Location:** ▪ On the east side of McLaughlin Road between Tim Manley Avenue and Old School Road. **Date of Construction:** Between 1859 and 1877 (**Figure 4**) **Description:** ▪ The property has potential physical value as a representative example of an evolved 19th century Ontario farmstead. The property consists of built heritage resources and landscape features of an evolved 19th century Ontario farmstead including: a Gothic-Revival style farmhouse, agricultural outbuildings, including: a gambrel-roof barn with multiple additions, two drivesheds and three silos, and landscape feature such as a gravel circulation route that joins all the structures on the property together, agricultural fields, a large fenced in pasture, a large front yard with mature trees, concrete barnyard, and windrows ▪ The farmhouse has potential design value as a representative example of a Gothic-Revival stone farmhouse. It is one-and-a-half storeys in height and features a T-shaped plan with a cross-gable roof, both characteristic of the style. Architectural details typical of the Gothic Revival tradition include lancet windows and a stone hood mould above the openings, which contribute to the building's historic and architectural significance. ▪ The property as the potential to support the rural agricultural character of McLaughlin Road and the surrounding area. The property maintains its rural agricultural character and is visually linked to its surroundings through the components associated with an Ontario farmstead including the Gothic Revival style Ontario farmhouse, agricultural outbuildings, and all landscape features on the property	 (AECOM, April 2025)
CHL 7	2788 Old School Road, Caledon, ON	Farmstead	None (Potential)	**Location:** ▪ On the north side of Old School Road between McLaughlin Road and Hurontario Street. **Date of Construction:** Between 1954 and 1979 (**Figure 8**) **Description:** ▪ The property has potential design value as a representative example of an early 20th century Ontario-style barn featuring a gambrel roof. The barn is a two-storey structure set on a raised concrete foundation, with windows and doors at the foundation level, roof-level ventilators, and a banked earthen ramp providing access to the upper storey. ▪ The property is potentially visually and historically linked to the rural agricultural character of Old School Road and the surrounding area. It maintains its rural agricultural character through features typical of an Ontario farmstead, including an early 20th-century Ontario-style barn. The property is also visually connected to its surroundings through landscape elements such as agricultural fields, a manicured lawn, and mature trees that frame the farmhouse. ▪ The farmhouse was largely obscured from the public right of way and could not be adequately documented.	 (AECOM, April 2025)

Feature IDs	Location/ Address	Resource Type	Heritage Recognition	Description of Known or Potential CHVI	Photograph
BHR 4	2939 Old School Road, Caledon, ON	Schoolhouse	Listed	**Location:** ▪ On the southeast corner of Old School Road and Hurontario Street. **Date of Construction: C**irca 1866 (Town of Caledon, n.d) **Description:** ▪ The building on the property was originally a schoolhouse. It is a one-storey building characterized by a front-gable roof and a three-bay façade along its side elevation. While originally constructed of brick and stone, the building is now clad in painted concrete plaster, obscuring its historic materials. Two additions have been made to the structure: one at the front elevation, which connects the original schoolhouse to a side-gabled structure, and another at the rear, featuring a shed roof. ▪ The property holds potential historical value due to its former use as a schoolhouse that served the local community in the former Chinguacousy Township, representing an important aspect of the area's early educational and social history.	 (AECOM, April 2025)
CHL 8	12891 Hurontario Street, Caledon, ON	Farmstead	Listed	**Location:** ▪ At the southwest corner of Old School Road and Hurontario Street. **Date of Construction:** Between 1859 and 1877 (**Figure 4**) **Description:** ▪ The property has potential physical value as a representative example of an evolved 19th century Ontario farmstead. It includes a range of built heritage resources and landscape features that reflect the development of a working farm over time. Key elements include a late 19th century Italianate-style Ontario farmhouse, along with several agricultural outbuildings, such as a gambrel-roofed Ontario-style barn, a hipped-roof concrete block detached garage, a monolithic concrete silo, and drivesheds. In addition to the built features, the property contains landscape elements that contribute to its ongoing function as an active farm, including a gravel laneway that establishes a circulation pattern among the outbuildings and fields, mature front yard trees within a manicured lawn, agricultural fields, a windrow of Norway Spruce, a rear woodlot, fence lines, a watercourse, and a pond. Collectively, these features support the property's agricultural character and contribute to its cultural heritage value. ▪ The property's Italianate farmhouse is set far back into the property and largely obscured from the public right of way and could not be adequately documented. ▪ The property is potentially visually and historically linked to the rural agricultural character of Hurontario Street and Old School Road and the surrounding area. The property maintains its rural agricultural character and is visually linked to its surroundings through the components associated with an Ontario farmstead including the Italianate style Ontario farmhouse, agricultural outbuildings, and all landscape features on the property	 (AECOM, April 2025)





- Shaft Connections
- Stone Monument and Associated Storyboard Commemorating the Former Graham Farmhouse
- MTBM Shaft Compound Preferred
- TBM Shaft Compound
- Caledon Municipal Boundary
- Railway
- Recommended Preferred Route

Heritage Recognition

- Cultural Heritage Landscapes Inventory - Caledon
- Listed
- None (Potential)

Flow | Central Brampton

Kennedy Rd Phase 3 | Map of Built Heritage Resources and Cultural Heritage Landscapes overlaid on the Recommended Preferred Route

0 0.35 0.7 1.05 1.4 1.75

Kilometers
Scale: 1:40,000

N

PN: 60736820	Figure 9
January 29, 2026	AECOM

Data Sources:
Government of Ontario, Region of PEEL

7. Proposed Undertaking and Impacts

7.1 Proposed Activity

The current sanitary trunk sewers in the City of Brampton (Brampton) lack sufficient capacity to meet projected demands. Peel Region must increase sewer capacity by 2030 to support planned development in central Brampton and parts of the Town of Caledon (Caledon). To address this, Peel Region is planning to build a new large sanitary trunk sewer, to move wastewater, by gravity, to future and existing trunk sewer systems to increase conveyance capacity in central Brampton and southern Caledon.

This lack of capacity to meet projected demands is based on Bill 23, the "More Home Built Faster Act", requiring the Region of Peel to upgrade their water and wastewater infrastructure. Bill 23 impacts the Region's water and wastewater infrastructure by:

- Accelerating housing targets from the planned timeline of 2051 to 2031.
- The provincial target is to build more than 245,000 residential units in local municipalities; of which 113,000 in Brampton and 13,000 in Caledon apply.

7.2 Screening for Potential Impacts

The intention of this Cultural Heritage Report in regard to the preliminary impact assessment is to propose high-level mitigation measures for the anticipated impacts in order to avoid or mitigate potential impacts to each potential or known heritage resource within the Recommended Preferred Route. The proposed mitigation measures are to inform the next steps of project planning and design.

The potential impacts of the proposed undertaking within the Recommended Preferred Route were evaluated according to MCM's *Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Assessment Reports for Proponents and their Consultants* (2024). The MCM document defines impact as a change in an identified cultural heritage resource resulting from a particular activity.

The preliminary impact assessment will identify and assess the proposed activity to determine any impacts – positive or negative, direct or indirect – that it may have on a property's potential cultural heritage value or interest. A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of a property. Examples of direct adverse impacts include, but are not limited to:

- Removal or demolition of all or part of any heritage attribute;

- Removal or demolition of any building or structure on the provincial heritage property whether or not it contributes to the cultural heritage value or interest of the property (i.e., non-contributing buildings);
- Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a provincial heritage property, including archaeological resources;
- Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or material to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs;
- Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, and/or security;
- Introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, and/or landscape features;
- Changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features;
- Change in use for the provincial heritage property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest; and
- Continuation or intensification of a use of the provincial heritage property without conservation of heritage attributes.

An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:

- Shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Vibration damage to a structure due to construction or activities on or adjacent to the property; and
- Alteration or obstruction of a significant view of or from the provincial heritage property from a key vantage point.

Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:

- Changes or alterations that are consistent with accepted conservation principles, such as those articulated in MCM's *Eight Guiding Principles in the Conservation of Historic*

Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*;

- Adaptive re-use of a property – alteration of a provincial heritage property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value or interest; or
- Public interpretation or commemoration of the provincial heritage property.

In order to make predictions about potential impacts, additional factors should be considered. Factors may include the scale or severity of impacts, whether they are to be temporary or permanent, reversible or irreversible, etc. These are outlined in a document set out by MCM and the Ministry of the Environment, Conservation and Parks (MECP) entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and included:

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

7.3 Potential Impacts of Proposed Works on Potential or Known Built Heritage Resources, Cultural Heritage Landscapes, and Commemorative Landscape Features

Table 3 provides a preliminary assessment of impacts, mitigation measures, and recommended next steps based on a review of the proposed construction activities for the Project.

Table 3: Preliminary Impact Assessment and Mitigation Measures: Built Heritage Resources and Cultural Heritage Landscapes

Feature ID and Resource Type	Location	Heritage Recognition	Type and Description of Potential Anticipated Impact	Mitigation Measures and Next Steps
CHL 1	Kennedy Road Valley, Brampton, ON	Listed	**No Direct or Indirect Adverse Impacts from the Project:** While **CHL 1** is located adjacent to the Recommended Preferred Route, the Shaft locations (K1-SHFT1A and TBM-SHFT1A) are approximately 150 m east of **CHL 1**. Given this separation, construction activities will not encroach on **CHL 1**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures or next steps are required. See general recommendations in **Section 8.2.1**.
CHL 2	Etobicoke Creek, Brampton, ON	None (Potential)	**No Direct or Indirect Adverse Impacts from the Project:** Both the Recommended Preferred Route and the closest Shaft locations (V1-SHFT1A and TBM-SHFT1A) are located adjacent to **CHL 2**. At this separation distance, no physical alteration, land disturbance, or changes to setting, access, or views are anticipated. Construction activities will not encroach on **CHL 2**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated, though precautionary next steps are recommended to respect the Etobicoke Creek and avoid accidental impacts.	Continue to ensure that the detailed design will not physically impact the watercourse and adjacent banks associated with **CHL 2**. To prevent accidental impacts, the following measures should be implemented: ▪ Prioritize shaft placement and access routes away from the watercourse and adjacent banks ▪ Erect temporary fencing or barriers to physically demarcate a no-disturbance zone around the watercourse and adjacent banks during construction to prevent accidental alteration
BHR 1	7715 Kennedy Road, Brampton, ON (Former Graham Farmhouse)	Listed	**No Direct or Indirect Adverse Impacts from the Project:** While **BHR 1** is located adjacent to the Recommended Preferred Route, the closest Shaft locations (K1-SHFT1A and TBM-SHFT1A) are approximately 320 m east of **BHR 1**. Given this separation, construction activities will not encroach on **BHR 1**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and built heritage context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures or next steps are required. See general recommendations in **Section 8.2.1**.
BHR 2	141 Kennedy Road North, Brampton, ON “Kennedy Road Church”	None (Potential)	**No Direct or Indirect Adverse Impacts from the Project:** While **BHR 2** is located adjacent to the Recommended Preferred Route, the closest Shaft locations (K1-SHFT5A and TBM-SHFT3A) are approximately 100 m west of **BHR 2**. Given this separation, construction activities will not encroach on **BHR 2**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and heritage context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures or next steps are required. See general recommendations in **Section 8.2.1**.
BHR 3	115 Vodden Street East, Brampton, ON “St. Anne’s Roman Catholic Church”	None (Potential)	**No Direct and Indirect Adverse Impacts from the Project:** While **BHR 3** is located adjacent to the Recommended Preferred Route, the closest Shaft location (V1-SHFT1A) is approximately 350 m south of **BHR 3**. Given this separation, construction activities will not encroach on **BHR 3**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and built heritage context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures are required. See general recommendations in **Section 8.2.1**.
CHL 3	Orangeville-Brampton Railway, Caledon	**Caledon:** Cultural Heritage Landscapes Inventory **Brampton:** None (Potential)	**Potential Direct Adverse Impacts from the Project:** There are fourteen proposed MTBM Shaft Compound Preferred locations and two Provisional Shaft locations that are anticipated to be directly, adversely impact **CHL 3** in the form of demolition/removal and/or alteration of the former railroad corridor. The fourteen proposed MTBM Shaft Compound Preferred locations and two Provisional Shaft locations that transect **CHL 3** are as follows: ▪ OBR1-SHFT1A ▪ OBR1-SHFT2A	**Preferred Option:** Avoid the OBR Corridor CHL Based on the Recommended Preferred Route, there is potential for direct adverse impacts to **CHL 3**, including the demolition/removal and/or alteration of the former railroad corridor. If the MTBM Shaft Compound Preferred locations and Provisional Shaft locations are advanced, and the design cannot be revised to fully avoid directly impacting the former railroad corridor, the following next steps will be required: **Next Steps:** Further heritage reporting is recommended

Feature ID and Resource Type	Location	Heritage Recognition	Type and Description of Potential Anticipated Impact	Mitigation Measures and Next Steps
			▪ OBR1-SHFT2B ▪ Provisional Shaft B ▪ OBR2-SHFT3A ▪ OBR2-SHFT1A ▪ OBR2-SHFT2A ▪ OBR2-SHFT3A ▪ OBR2-SHFT4A ▪ OBR2-SHFT5A ▪ OBR2-SHFT6A ▪ OBR2-SHFT7A ▪ OBR2-SHFT8A ▪ OBR2-SHFT9A ▪ Provisional Shaft A ▪ OBR2-SHFT10A **No Indirect Adverse Impacts are Anticipated:** No potential indirect impacts have been identified related to shadows, isolation, mechanical vibration, or the alteration or obstruction of significant views. This is because direct adverse impacts to **CHL 3**, including the demolition/removal and/or alteration of the former railroad corridor are anticipated to completely remove this portion of **CHL 3**	▪ A CHER should be completed by a Qualified Person during Preliminary Design, to determine if the property has CHVI. The CHER will be circulated to the City of Brampton and the Town of Caledon for municipal review and comment ▪ During Detailed Design, a Heritage Impact Assessment (HIA) will be completed for **CHL 3** if determined to have CHVI where direct adverse impacts remain anticipated. The HIA will be prepared by a Qualified Person in accordance with applicable municipal policies and guidelines, unless otherwise specified
CHL 4	12461 McLaughlin Road, Caledon, ON	Listed	**No Direct or Indirect Adverse Impacts from the Project:** Both the Recommended Preferred Route and the closest Shaft locations (OBR2-SHFT7A and OBR2-SHFT8A) are located adjacent to **CHL 4**. At this separation distance, no physical alteration, land disturbance, or changes to setting, access, or views are anticipated. Construction activities will not encroach on **CHL 4**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures are required. See general recommendations in **Section 8.2.1**.
CHL 5	12711 McLaughlin Road, Caledon, ON	Listed	**No Direct or Indirect Adverse Impacts from the Project:** Both the Recommended Preferred Route and the closest Shaft location (OBR2-SHFT9A) are adjacent to **CHL 5**. At this separation distance, no physical alteration, land disturbance, or changes to setting, access, or views are anticipated. Construction activities will not encroach on **CHL 5**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures or next steps are required. See general recommendations in **Section 8.2.1**.
CHL 6	12891 McLaughlin Road, Caledon, ON	Listed	**No Direct or Indirect Adverse Impacts from the Project:** Both the Recommended Preferred Route and the closest Shaft location (Provisional Shaft A) are adjacent to **CHL 6**. At this separation distance, no physical alteration, land disturbance, or changes to setting, access, or views are anticipated. Construction activities will not encroach on **CHL 6**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures or next steps are required. See general recommendations in **Section 8.2.1**.
CHL 7	2788 Old School Road, Caledon, ON	None (Potential)	**No Direct or Indirect Adverse Impacts from the Project:**	No specific mitigation measures or next steps are required.

Feature ID and Resource Type	Location	Heritage Recognition	Type and Description of Potential Anticipated Impact	Mitigation Measures and Next Steps
			While **CHL 7** is located adjacent to the Recommended Preferred Route, the closest Shaft location (OS1-SHFT2D) is approximately 302 m east of **CHL 7**. Given this separation, construction activities will not encroach on **CHL 7**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated.	See general recommendations in **Section 8.2.1**.
BHR 4	2939 Old School Road, Caledon, ON	Listed	**No Direct or Indirect Adverse Impacts from the Project:** Both the Recommended Preferred Route and the closest Shaft location (OS1-SHFT2D) are adjacent to **BHR 4**. At this separation distance, no physical alteration, land disturbance, or changes to setting, access, or views are anticipated. Construction activities will not encroach on **BHR 4**, and vibration, shadowing, and isolation impacts are not anticipated given the distance and landscape context. Therefore, no direct or indirect adverse impacts are anticipated	No specific mitigation measures are required. See general recommendations in **Section 8.2.1**.
CHL 8	12891 Hurontario Street, Caledon, ON	Listed	**No direct or indirect adverse impact from the Project:** The proposed MTBM Shaft Compound Preferred location (OS1-SHFT2A) is located within the boundary of **CHL 8,** just north of the property's driveway. However, the impacts are anticipated to be confined to a small area and therefore minor. No potential heritage attributes are anticipated to be directly adversely impacted. As the overall character of **CHL 8** will remain intact, no direct or indirect adverse impacts are anticipated.	No specific mitigation measures or next steps are required. See general recommendations in **Section 8.2.1**.

8. Conclusion and Recommendations

8.1 Conclusions

Based on data collection including a review of the municipal heritage register, consultation with municipal and provincial agencies, a field review, application of the MCM Criteria Checklist, and professional knowledge and experience, AECOM identified a total of twelve CHLs and BHRs located within or adjacent to the Recommended Preferred Route.

Four resources were identified as potential cultural heritage resources by AECOM, including two CHLs and two BHRs: **CHL 2**, **BHR 2**, **BHR 3**, and **CHL 7**. Seven resources are listed on municipal heritage registers, including five CHLs and two BHRs: **CHL 1**, **CHL 4**, **CHL 5**, **CHL 6**, **CHL 8**, **BHR 1**, and **BHR 4**. One additional resource (**CHL 3**) was identified as a CHL candidate in the Town of Caledon's 2008 Cultural Heritage Landscape Inventory.

Of the twelve cultural heritage resources, **CHL 3** is anticipated to experience direct adverse impacts at multiple MTBM Shaft Compound Preferred locations and Provisional Compound Shaft locations. One MTBM Shaft Compound Preferred location (OS1-SHFT2A) is located within **CHL 8** but is not anticipated to result in direct adverse impacts to its CHVI. **CHL 2** is not anticipated to experience direct or indirect impacts; however, precautionary next steps are recommended to protect potential heritage attributes.

Table 3 summarizes detailed mitigation measures and next steps for all identified BHRs and CHLs. Key recommended mitigation measures and next steps are outlined below.

8.2 Recommendations

8.2.1 Mitigation Measures

The following recommendations have been developed based on the results of the completion of the MCM Criteria Checklist, the historical map review, and the preliminary impact assessment undertaken for this report:

1. Construction activities should be suitably planned and undertaken to avoid impacts to BHRs and CHLs including by not limited to:
    - Informing construction crews of the location of potential BHRs and CHLs
    - Confining construction related activities to a proposed Limit of Construction Disturbance
    - Establishing no-go zones and procedures to avoid Project impacts

2. Continue to ensure that the detailed design will not cause physical impacts to the watercourse and adjacent banks associated with **CHL 2**. If changes to the detailed design will result in **CHL 2** being directly or indirectly, adversely impacted, the following should take place:

    - Prioritize shaft placement and access routes away from the watercourse and adjacent banks
    - Erect temporary fencing or barriers to physically demarcate a no-disturbance zone around the watercourse and adjacent banks during construction to prevent accidental alteration

3. Where temporary landscape disturbance may occur due to the work, ensure that the landscape is restored to pre-construction conditions, where possible, in the impacted lands (i.e., restore manicured lawn at the edge of the right-of-way, etc.); and
4. Should land outside the Recommended Preferred Route documented in this Cultural Heritage Report be impacted by construction for the Project, or should changes to the Recommended Preferred Route, including but not limited to, new impacts to the adjacent properties, refinement and/or expansion of the Recommended Preferred Route, a Qualified Person(s) should review this Cultural Heritage Report and revise these recommendations as required.

8.2.2 Next Steps

Based on the preliminary impact assessment summarized in **Table 3**, it is recommended that one CHER be completed during Preliminary Design by a Qualified Person for the following CHL anticipated to be directly adversely impacted by the Project:

- Orangeville-Brampton Railway Corridor (**CHL 3**)

The CHER will be circulated to the City of Brampton and the Town of Caledon for municipal review and comment.

During Detailed Design, a Heritage Impact Assessment (HIA) will be completed for **CHL 3** if determined to have CHVI where direct adverse impacts remain anticipated. The HIA will be prepared by a Qualified Person in accordance with applicable municipal policies and guidelines, unless otherwise specified.

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Appendix A: Application of MCM Criteria Checklist

Clear Form Print Form

Ministry of Tourism, Culture and Sport

Programs & Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

A Checklist for the Non-Specialist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
  - is a recognized heritage property
  - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

Processes covered under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – separate checklist
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

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Project or Property Name

Kennedy Road Sanitary Trunk Sewer Project

Project or Property Location (upper and lower or single tier municipality)

Region of Peel, Town of Caledon, City of Brampton

Proponent Name

Region of Peel

Proponent Contact Information

Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	☐	☑

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

	Yes	No
2. Has the property (or project area) been evaluated before and found **not** to be of cultural heritage value?	☐	☑

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value?	☐	☑
b. a National Historic Site (or part of)?	☐	☑
c. designated under the *Heritage Railway Stations Protection Act*?	☐	☑
d. designated under the *Heritage Lighthouse Protection Act*?	☐	☑
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	☐	☑
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	☐	☑

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	✔	
b. has or is adjacent to a known burial site and/or cemetery?	✔	
c. is in a Canadian Heritage River watershed?		✔
d. contains buildings or structures that are 40 or more years old?	✔	

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?		✔
b. has a special association with a community, person or historical event?		✔
c. contains or is part of a cultural heritage landscape?	✔	

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act, Planning Act* processes
- maintained by the property owner, proponent or approval authority

Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
    - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's Ontario Heritage Toolkit or Standards and Guidelines for Conservation of Provincial Heritage Properties.

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's Standards & Guidelines for Conservation of Provincial Heritage Properties [s.B.2.]

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

Note: Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

i. designated under the *Ontario Heritage Act*

- individual designation (Part IV)
- part of a heritage conservation district (Part V)

Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note**: To date, no properties have been designated by the Minister.

Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
- Ontario Heritage Trust
- local land registry office (for a title search)

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ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- Ontario Heritage Trust - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
- local land registry office (for a title search)

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iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

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iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act.* **Note**: To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- Ontario Heritage Trust

v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at registrar@ontario.ca.

3b. Is the property (or project area) a National Historic Site (or part of)?

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the National Historic Sites website.

3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the Directory of Designated Heritage Railway Stations.

3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the Heritage Lighthouses of Canada website.

3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the Federal Heritage Buildings Review Office.

See a directory of all federal heritage designations.

3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – World Heritage Site website.

Part B: Screening for potential Cultural Heritage Value

4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- municipal heritage committees or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's Heritage directory – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a list of plaques commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a list of plaques commemorating Canada's history

4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a database of registered cemeteries
- Ontario Genealogical Society (OGS) – to locate records of Ontario cemeteries, both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to locate early cemeteries

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the Canadian Heritage River System.

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

Note: 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide Heritage Property Evaluation.

Part C: Other Considerations

5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- municipal heritage committees or local heritage organizations
- Ontario Historical Society's "Heritage Directory" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through Ontario Trails.

Appendix B: Project Personnel and Qualifications

Adria Grant, MA, CAHP is the **Cultural Heritage Director** at AECOM Canada and has been active in the field of cultural resource management since 1999, specializing in Stages 1 through 4 archaeological assessments and cultural heritage assessments for provincial and federal government, municipal corporations, and private sector organizations. Adria is an experienced project manager having completed formal project management training through the Project Management Institute (PMI) as well as comprehensive and stringent company specific project management courses during her employment at Golder Associates, Stantec and AECOM. Adria consistently applies the knowledge, tools, and techniques of project management practices to the archaeological field, streamlining processes and procedures to achieve client objectives. Adria has a wealth of experience working with municipal heritage planners in the context of development activities and has the ability to provide sound technical advice to proponents on the heritage process in Ontario. Adria has successfully managed archaeological and heritage projects across a variety of sectors including land development, transportation, water, green energy, oil and gas, aggregate and mining, and has a firm understanding of legislative requirements for archaeological and cultural heritage assessments in Ontario. Adria specializes in Indigenous and early Euro-Canadian occupations in Ontario, is experienced working as technical lead for large multi-disciplinary projects, and has well-practiced capability communicating between legislative bodies, stakeholders, and proponents. Adria has managed over 100 archaeological and heritage projects for clients throughout Ontario. Adria has a wealth of experience managing linear corridor projects and has a keen appreciation of the specific challenges they entail. Her project experience includes numerous transmission and pipeline assignments as well as larger transportation corridors.

Adria is professionally licensed by the Ontario MCM (P131), is a member of the Canadian Association of Heritage Professionals (CAHP) and the Ontario Association of Professional Archaeologists (APA). In addition to professional memberships, Adria actively participates in the Canadian Archaeological Association and Ontario Archaeological Society events and is active and well known within the heritage and archaeological communities. She currently acts as the Technical Lead for Cultural Resources and Heritage Management in Canada, and is the Canadian lead for AECOM's North American cultural resources team.

Liam Ryan, MES, MCIP, RPP, CAHP is the **Cultural Heritage Planner, Lead** at AECOM Canada and holds a master's degree in Environmental Studies: Planning with a specialization in both urban and regional planning and heritage planning from York University. He is currently a Register Professional Planner (RPP) and a Professional Member of the Canadian Association of Heritage Professionals (CAHP). As a Cultural Heritage Lead at AECOM, Liam has extensive experience managing heritage planning projects, including Cultural Heritage Resource Assessment Reports (CHRARs), Cultural Heritage Evaluation Reports (CHERs),

and Heritage Impact Assessments (HIAs). His work spans municipal stakeholders and large-scale infrastructure projects, with key clients including the City of Brampton, Metrolinx, the Ontario Ministry of Transportation (MTO) and Hydro One. In addition, Liam has contributed to Documentation and Salvage Reports and provided policy analysis for a Heritage Conservation District Study. His expertise in cultural heritage evaluation, policy review, and impact assessment allows him to effectively navigate regulatory frameworks and develop strategic heritage conservation solutions that balance preservation and development.

With a strong foundation in heritage planning, regulatory compliance, cultural heritage evaluation and heritage impact assessment, Liam is committed to protecting and managing Ontario's cultural heritage resources. His leadership in project management, proactive stakeholder engagement, and strategic policy analysis enable him to effectively guide the cultural heritage team, coordinate complex projects, and deliver practical, well-informed solutions that align with provincial and municipal heritage policies.

Dawn Chan, B.A, Diploma Heritage Conservation, is a **Cultural Heritage Specialist** at AECOM Canada and is a versatile professional with a strong foundation in heritage conservation and planning. She holds an Honours Bachelor of Arts in Archaeology and Heritage Studies and a Diploma in Heritage Conservation. Her work in heritage conservation and municipal heritage planning has given her experience in completing historical research and architectural analysis on historical structures and assisting with the development of conservation guidelines for heritage conservation districts and heritage properties. Her current role as a Cultural Heritage Specialist at AECOM is to provide expert historical research and architectural analysis on potential built heritage resources, and to develop conservation plans and mitigative measures for heritage properties within Ontario for major clients.

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