

Appendix D

Cultural Heritage Resource Assessment



**Cultural Heritage Resource Assessment:
Built Heritage and Cultural Heritage Landscapes**

**Proposed Guelph Line (Regional Road 1) Improvements,
QEW to 100m South of McDowell Road,
Including Intersecting Roadways/QEW Ramp Improvements,
City of Burlington**

Prepared For:

Regional Municipality of Halton

**c/o IBI Group
Suite 200, East Wing
360 James Street North
Hamilton, ON L8L 1H5
Phone (905) 546-1010
Fax (905) 546-1011**

Prepared By:

AMICK Consultants Limited

**Lakelands District Office
380 Talbot Street, P.O. Box 29
Port McNicoll, ON L0K 1R0
Phone: (705) 534-1546 Fax: (705) 534-7855
Email: mhenry@amick.ca
www.amick.ca**

Corporate Project Number 12006-P

10 October 2012

EXECUTIVE SUMMARY

This report describes the results of the 2012 Cultural Heritage Assessment of the Proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road, Including Intersecting Roadways/QEW Ramp Improvements, City of Burlington conducted by AMICK Consultants Limited. Michael Henry, partner of AMICK Consultants Limited, conducted this study. This investigation was undertaken as a component study of the Class Environmental Assessment (E.A.) process under the Environmental Assessment Act (R.S.O. 1990) for approval from the Ministry of the Environment (MOE). This report will address whether there are protected heritage properties abutting the project location.

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1 Archaeological Background Research Study and a Cultural Heritage Resources Assessment of lands potentially affected by the proposed undertaking and was granted permission to enter the property for the purposes of completing necessary fieldwork on 12 September 2012. The study area was subject to reconnaissance and photographic documentation on 14 September 2012. The Stage 1 Archaeological Background Research Study has been completed under separate cover (AMICK 2012).

The cultural heritage evaluation of the proposed undertaking was conducted in order to identify cultural heritage resources including built heritage resources and cultural heritage landscapes. The anticipated development impacts to cultural heritage landscapes and built heritage resources are displacement and disruption. Displacement occurs when cultural heritage features are removed as part of the development of the proposed undertaking. Disruption, or indirect impact, occurs through the introduction of physical, visual, audible or atmospheric elements that are not consistent with the setting or the character of the cultural heritage features.

A large field stone residence is still standing at 2477 Glenwood School Drive. This structure is known historically as “Locust Lodge”. It was built in 1838 and is designated under the Ontario Heritage Act (By-Law 85-1993) and is listed in the Directory of Heritage Properties in Burlington maintained by Heritage Burlington. The proposed undertaking will have no direct impact on this house or associated structures or yard area as no modifications are planned within the larger yard area defining the potential heritage complex. No portion of the property in which this structure is situated will be altered or damaged as a result of the proposed undertaking.

Given these considerations, a Heritage Impact Assessment (HIA) has determined that mitigation of impacts to heritage values is not necessary for the proposed undertaking.

However, should the project design change to the extent that there are any impacts to the property in which the structure is situated, the issue will have to be reconsidered at that time

TABLE OF CONTENTS

Report Cover Page	1
Executive Summary	2
Table of Contents	3
Project Personnel	4
1.0 INTRODUCTION	5
2.0 REGULATORY CONTEXT	7
2.1 Environmental Assessment Act	7
2.2 Planning Act	7
2.3 Provincial Policy Statement	7
2.4 Heritage Act	10
2.5 Project Context	11
2.6 Project Assessment	11
3.0 HISTORICAL CONTEXT	12
3.1 General Historical Outline	13
3.2 Historic Maps	16
3.3 Summary of Historical Context	17
4.0 GEOGRAPHIC CONTEXT	18
4.1 Location and Current Conditions	19
4.2 Physiographic Region	20
4.3 Surface Water	20
5.0 STUDY AREA INSPECTION	20
5.1 Built Heritage Resources	22
5.2 Cultural Heritage Landscape Resources	22
6.0 HERITAGE IMPACT ASSESSMENT	24
7.0 RECOMMENDATIONS	27
8.0 BIBLIOGRAPHY AND SOURCES	28
9.0 STUDY AREA RECONNAISSANCE PHOTOGRAPHS	30
LIST OF TABLES	
Table 1 Potential Cultural Heritage Resources Checklist	25
LIST OF FIGURES	
Figure 1 Location of the Study Area	5
Figure 2 Segment of the Historic Atlas Map of the Township of Nelson (1877)	16
Figure 3 Location of the Study Area	18
Figure 4 Aerial Image of the Study Area	21
Figure 5 Plan of the Study Area	23

LIST OF PLATES

Plate 1	Looking South along East side of Guelph Line	30
Plate 2	Looking North along East side of Guelph Line	30
Plate 3	Looking South along East side of Guelph Line from Harvester Road	30
Plate 4	Looking East along South side of Harvester Road from Guelph Line	30
Plate 5	Looking East along North side of Harvester Road from Guelph Line	30
Plate 6	Looking North along East side of Guelph Line from Harvester Road	30
Plate 7	View South to South Service Road at the East Side of Guelph Line	31
Plate 8	East Ramp to Eastbound QEW from East side of Guelph Line	31
Plate 9	West Ramp to Eastbound QEW on West side of Guelph Line	31
Plate 10	QEW Eastbound Off-ramp at the West Side of Guelph Line	31
Plate 11	View South on West Side of Guelph Line from QEW Off-ramp	31
Plate 12	View North on West Side of Guelph Line from Queensway Dr.	31
Plate 13	View West along the North side of Queensway Dr. from Guelph Ln.	32
Plate 14	View of “Locust Lodge” from the South	32
Plate 15	View East along Queensway Drive from Glenwood School Drive	32
Plate 16	View West along Queensway Drive from Guelph Line	32
Plate 17	View South on West Side of Guelph Line from Queensway Drive	32
Plate 18	View South on West Side of Guelph Line	32

PROJECT PERSONNEL

Project Manager

Michael Henry CD BA CAHP (MTC Professional Archaeologist Licence# P058)

Project Administrator

Melissa Milne BA

Report Preparation

Michael Henry

Draughting

Phil Rice

Photography

Michael Henry

1.0 INTRODUCTION

This report describes the results of the 2012 Cultural Heritage Assessment of the Proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road, Including Intersecting Roadways/QEW Ramp Improvements, City of Burlington conducted by AMICK Consultants Limited. Michael Henry, partner of AMICK Consultants Limited, conducted this study. This investigation was undertaken as a component study of the Class Environmental Assessment (E.A.) process under the Environmental Assessment Act (R.S.O. 1990) for approval from the Ministry of the Environment (MOE). This report will address whether there are protected heritage properties abutting the project location.

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1 Archaeological Background Research Study and a Cultural Heritage Resources Assessment of lands potentially affected by the proposed undertaking and was granted permission to enter the property for the purposes of completing necessary fieldwork on 12 September 2012. The study area was subject to reconnaissance and photographic documentation on 14 September 2012. The Stage 1 Archaeological Background Research Study has been completed under separate cover (AMICK 2012).

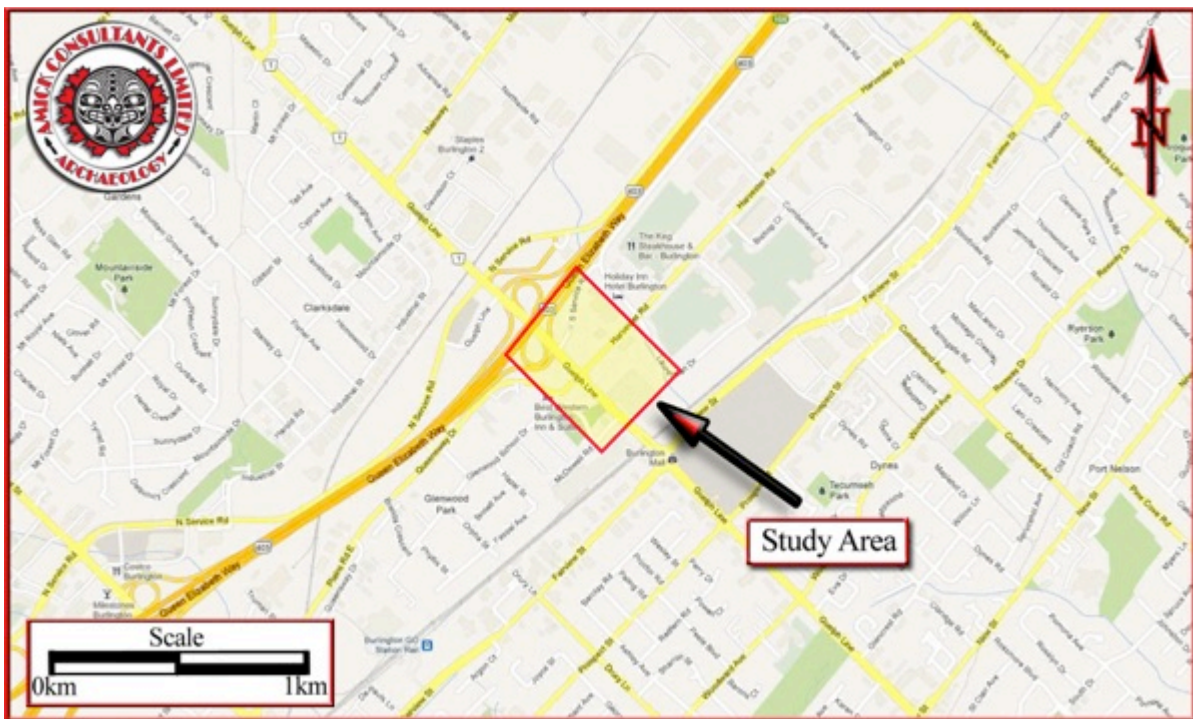


Figure 1 Location of the Study Area

The present use of the study area is as an existing urban road network with associated road allowances containing sidewalks, curbs, artificial contours, and services. A plan of the study area is included within this report as Figure 3. The following description of the project is taken from the Regional Municipality of Halton Request for Proposal (P-511-12):

“Halton Region requires a Class Environmental Assessment (Class EA) Study to satisfactorily complete all Class EA requirements for the anticipated road improvements in the study area. The need for this Environmental Assessment and any resulting road improvements has been identified as a result of expected near future capacity deficiencies related to the development of properties owned by Sun Life Financial in the vicinity of the study corridor.

“At this time, the Region anticipates that the required road improvements for Guelph Line in the study area could include all or a combination of the following:

- 1) Widening the northbound (NB) and southbound (SB) approaches of Guelph Line at Harvester Road/Queensway Dr. to accommodate separate SB double left turn lanes on Guelph Line;*
- 2) Widening the westbound (WB) approach of Harvester Road and the Eastbound (EB) approach of Queensway Drive at Guelph Line to accommodate an additional WB thru lane and a separate WB right turn lane;*
- 3) Widening the Guelph Line NB and SB approaches at the South Service Road (SSR) to accommodate as SB left turn lane to the SSR;*
- 4) SSR geometry modifications at Guelph Line;*
- 5) QEW W-N/S, QEW N-E and QEW S-E Ramp geometry modifications; and*
- 6) Traffic signal modifications associated with all or part of the above.”*
(R.M. of Halton 2012: 12)

2.0 REGULATORY CONTEXT

2.1 Environmental Assessment Act

Ontario's Environmental Assessment Act (R.S.O. 1990) requires an environmental assessment of any major public sector undertaking that has the potential for significant environmental effects. This includes public roads, transit, wastewater and stormwater installations. Environmental assessments determine the ecological, cultural, economic and social impact of the project. Environmental assessment is a key part of the planning process and must be completed before decisions are made to proceed on a project. The Environmental Assessment Act also establishes a "Class Environmental Assessment" process to streamline the planning of municipal projects — including some road, water, and sewage and stormwater projects.

2.2 Planning Act

The Planning Act (R.S.O. 1990) and the Provincial Policy Statement (P.P.S. 2005) also address heritage resources from the perspective of the provincial interest. Section 2 of the Planning Act provides a list of matters of provincial interest. Planning authorities regulated under the Planning Act must have regard for matters of provincial interest in the conduct of their responsibilities.

“The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,...

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

(Planning Act R.S.O. 1990, Part 1, s. 2)

2.3 Provincial Policy Statement

The current Provincial Policy Statement (PPS 2005) provides direction on provincial expectations with respect to how provisions under the Planning Act are interpreted and implemented. This Provincial Policy Statement was issued under Section 3 of the Planning Act (R.S.O. 1990) and came into effect on March 1, 2005. It replaces the Provincial Policy Statement issued May 22, 1996, and amended February 1, 1997.

“The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.”

(P.P.S. 2005: Part I)

“In respect of the exercise of any authority that affects a planning matter, Section 3 of the Planning Act requires that decisions affecting planning matters ‘shall be consistent with’ policy statements issued under the Act.”

(P.P.S. 2005: Part II)

Part V: Policies (P.P.S. 2005) provides direction for the appropriate management of resources of provincial interest. Section 2 of Part V entitled Wise Use and Management of Resources includes a sub-Section 2.6 Cultural Heritage and Archaeology.

“2.6 Cultural Heritage and Archaeology

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

2.6.2 *Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.*

2.6.3 *Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.”

(P.P.S. 2005: Part V s. 2.6)

Part V, Section 6 of the PPS includes an alphabetical listing of definitions for the terms employed in the PPS. The following are of particular relevance to the cultural heritage assessment undertaken in support of the proposed undertaking:

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

“Conserved: *means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values,*

attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.

***“Cultural heritage landscape:** means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.*

***“Heritage attributes:** means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property.*

***“Protected heritage property:** means real property designated under Parts IV, V or VI of the Ontario Heritage Act; heritage conservation easement property under Parts II or IV of the Ontario Heritage Act; and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss.*

***“Significant:** means... (g) in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.*

HERITAGE RESOURCES IN THE LAND USE PLANNING PROCESS: *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* published in 2006 by the Ontario Ministry of Culture (now the Ministry of Tourism, Culture and Sport), provides further details on the policies of the Ministry of Tourism, Culture and Sport (MTCS) who are mandated to regulate the provincial interest with respect to heritage under the Ontario Heritage Act (R.S.O. 1990) and the Ontario Heritage Amendment Act (S.O. 2005).

This document largely reviews the information discussed previously with respect to the provincial interest in heritage matters. However, additional information is provided with respect to forms of cultural heritage landscapes. Three types of cultural heritage landscapes are defined:

“There are generally three main types of cultural heritage landscapes. The following are taken from the Operational Guidelines adopted by the United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Committee in 1992,

and are widely accepted as the three primary landscape types:

- **Designed landscapes:** those which have been intentionally designed e.g. a planned garden or in a more urban setting, a downtown square.
- **Evolved landscapes:** those which have evolved through the use by people and whose activities have directly shaped the landscape or area. This can include a 'continuing' landscape where human activities and uses are still on-going or evolving e.g. residential neighbourhood or mainstreet; or in a 'relict' landscape, where even though an evolutionary process may have come to an end, the landscape remains historically significant e.g. an abandoned mine site or settlement area.
- **Associative landscapes:** those with powerful religious, artistic or cultural associations of the natural element, as well as with material cultural evidence e.g. a sacred site within a natural environment or a historic battlefield.

(MTC 2006: 10)

2.4 Heritage Act

The criteria to define local cultural heritage significance is prescribed in O. Reg. 9/06 made pursuant to section 29(1) (a) of the Ontario Heritage Act. The criteria set forth are reproduced below from sub-Section 2:

"A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

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

(O. Reg. 9/06, s. 1 (2))

2.5 Project Context

In consideration of the above-described definitions of terminology related to heritage conservation, the proposed undertaking has the potential to adversely impact cultural heritage resources through displacement or disruption. Displacement occurs when cultural heritage features are removed as part of the development of the proposed undertaking. Disruption, or indirect impact, occurs through the introduction of physical, visual, audible or atmospheric elements that are not consistent with the setting or the character of the cultural heritage features.

This assessment report addresses above ground cultural heritage resources. These heritage resources fall into two broad categories: built heritage resources and cultural heritage landscapes. Cultural landscapes are related sets of individual artificial features or modifications to the environment and associated with forms of settlement and land use tied to historically defined time periods and cultural groups. Built heritage features are individual buildings or structures associated with changes over time in architectural design and building technology or with historic patterns of settlement. A third category of cultural heritage resources, archaeological deposits, has been addressed under separate cover specific to the nature of those forms of cultural heritage resource.

2.6 Project Assessment

The purpose of this study is to identify and evaluate cultural heritage resources that may be impacted through proposed land use changes or landscape modifications. Within the HERITAGE RESOURCES IN THE LAND USE PLANNING PROCESS: *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* published in 2006 by the Ontario Ministry of Culture (now MTCS) the means of identifying cultural heritage resources during an assessment is described:

- ***Historical Research***

Consulting maps, land records, photographs, publications, primary and other sources.

- ***Site Survey and Analysis***

Windshield surveys, intensive surveys, site surveys and analysis of the various features and characteristics which make up the cultural heritage landscape as well as delineation of landscape boundaries.

- ***Evaluation***

Applying criteria for evaluating design, history, and context of the entire subject area.

(MTC 2006: 10)

A heritage feature documented during the course of the assessment that meets one or more of the criteria noted in Section 2.4 above may require more detailed evaluation in order to determine the level of significance and appropriate measures to mitigate potential adverse impacts once the preferred alternative for the proposed undertaking is selected.

The identification of cultural heritage landscapes typically falls within one of a number of conventionally used classifications. It should be noted as well that classes of heritage landscapes could overlap.

Historic Settlement: groupings of two or more structures identified with a commonly applied name;

Historic Agricultural Landscape: a historically established agricultural land use with defined land use areas such as fields or pastures and often associated with built features such as barns, outbuildings, fences, vehicle lanes, etc.

Farm Complex: consisting of at least two buildings including at least a farm house or a barn and often associated with tree lines, lanes, orchards, gardens, wells, silos, various forms of outbuildings, etc.

Streetscapes: usually refers to a paved roadway that is bounded on either side by urban density historically rooted development.

Roadscapes: are typically rural equivalents to streetscapes that are no more than two lanes in width with associated narrow shoulders, ditches, tree lines, bridges etc. that typify historically developed rural roads.

Railscapes: both active and inactive railway lines and railway rights-of-way and associated features such as artificial embankments, cuts, retaining walls, culverts, bridges, etc.

Waterscapes: water features that contribute to the overall character of a cultural heritage landscape and may have had a significant impact on the development of historically rooted settlement.

Cemeteries: land set aside for the purpose of burying human remains.

3.0 HISTORICAL CONTEXT

This section provides an outline and summary of historic research and identified cultural heritage resources above ground that may be adversely impacted by the proposed undertaking.

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1 Archaeological Background Research Study and a Cultural Heritage Resources Assessment of lands potentially affected by the proposed undertaking and was granted permission to enter the property for the purposes of completing necessary fieldwork on 12 September 2012. The study area was subject to reconnaissance and photographic documentation on 14 September 2012. The Stage 1 Archaeological Background Research Study has been completed under separate cover (AMICK 2012).

3.1 General Historical Outline

The County of Halton was named after Major William Mathew Halton, who was the Secretary to the Upper Canada provincial Lieutenant-Governor Sir Francis Gore in 1805. United Empire Loyalists were the first settlers in the area and arrived in the early 1780s. The United Empire Loyalists chose to settle in the southern part of the county and immigrants from the British Isles settled the northern part. The area was officially designated a county in 1816 and was originally part of Gore District and consisted of 4 townships; Esquesing, Nassageweya, Nelson and Trafalgar Township. The Township of Esquesing was open for settlement in 1819. (“Halton County, Ontario”).

An overview of the history of the community of Burlington is quoted from John Lawrence Reynolds’ article entitled “Nowhere Else But Here” – A Very Brief History of Burlington included in A New Approach to Conserving Burlington’s Heritage (Heritage Burlington 2012: 12-14):

“Joseph Brant, Chief of the Six Nations peoples and a man who counted King George IV among his admirers, was more than culturally aware and politically astute. He was also, in the opinion of many residents of Burlington, exceptionally perceptive.

“As a reward for his loyalty to the British Crown during the upheavals of the American Revolution, Chief Brant was awarded a substantial grant of land. He claimed 1400 hectares (3450 acres) bordering Lake Ontario, stretching from the middle of the Beach Strip separating the lake from Burlington Bay all the way to what is now Spencer Smith Park at the base of Brant Street.

“It was an excellent choice. Along with access to the lake and its year-round moderating effects on the climate, the land included some of the richest agricultural soil in this part of Canada. In fact, over the 200+ years since, the sandy earth’s productivity shaped the farming community that grew into the modern city of Burlington.

“When the oak and maple forests were cut and much of the timber shipped to Britain as lumber to build sailing ships, the land was planted with wheat and oats. Later, when grain production moved west to Canada’s prairies, local farmers shifted to fruit and vegetable production. Soon apple orchards began dotting the land bordering Brant Street, now Burlington’s main thoroughfare. To the west, in Aldershot, the soil was especially favourable for growing melons. Through the late 19th Century, the label “Aldershot melons” was as familiar and highly regarded as “PEI potatoes” and “B.C. apples” are today.

“Before the land could be cleared and made agriculturally productive, of course, it needed the spirit and determination of settlers, many drawn to the area by the same qualities that attracted Chief Joseph Brant.

“Thanks to generous incentives it didn't take much money to become a land-owner, but it took a lot of energy and dedication. Early settlers could claim ownership to 100 acres of land if they agreed to “clear and fence five acres, build a dwelling house 16 feet by 20 feet, and construct one-half of a road in front of each lot,” all within two years. This, of course, would be achieved only with the brute strength of horses, oxen and the settlers’ own muscle, an intimidating goal.

“But it worked. After the first settlers established productive farms, others came to provide necessary services. When a man named Alex Brown built a wharf bearing his name on the shores of Burlington Bay, ships began arriving to convey those rich and sweet Aldershot melons to York (now Toronto), Montreal, and beyond. And when mills to grind grain and cattle feedstock sprouted on the banks of nearby creeks and rivers, new communities sprang up around them. These villages, with names like Dakota, Tansley, Zimmerman and Lowville, were vibrant and lively. Sadly, with the decline of the mills and the drift to urbanization, they and a dozen others faded away, leaving only roadside historical plaques to mark their existence.

“The settlement adjacent to Joseph Brant’s homestead, however, survived, and through the balance of the 19th and into the 20th centuries it prospered. In 1873, its 800 or so residents petitioned to have their community incorporated as a village, changing its original name of Wellington Square to Burlington.

“Where did that name come from? No one seems to know for certain. Since before the War of 1812, the western tip of Lake Ontario had been known as Burlington Bay, and the low promontory overlooking the bay had been labelled Burlington Heights, their designations just as obscure and mysterious. Obviously these sites influenced the new name of the village, but beyond that, all is speculation.

“The name and its source were secondary to the community’s location and the optimistic attitude of its citizens. They ensured its growth and success, and through the balance of the century Burlington served as the hub of local agricultural activity and its associated industries.

“Lake Ontario continued to play a key role in the town’s development. Even after the provincial government began constructing roads along the lakeshore, the lake remained a primary route for commerce. Through the late 1800s, tall-masted sailing ships could be found anchored at piers along the shoreline, from Aldershot to Port Nelson at the foot of Guelph Line. Hefty stevedores handled cargo, lugging machinery and supplies off the ships and hauling locally-grown fruits and vegetables onto them.

“The picture remained peaceful and bucolic for decades, changing only to accommodate the arrival of railways, motor cars, electric power, and other modern advances. Until the 1950s Burlington remained something of an island of peace and

prosperity, separate from the heavy industrialization of neighbouring Hamilton and the solemn legislative focus of Toronto.

“In the years after World War Two, however, both cities began expanding their suburban limits, transforming Burlington’s orchards and farmlands into some of the most valuable residential acreage in the province. The Queen Elizabeth Way made access to Toronto relatively easy in modern automobiles, supplemented by the launch of GO rail service in the 1980s, and the opening of the Burlington Skyway in 1959 made Hamilton similarly accessible.

“Citizens of both metropolitan areas recognized many of the qualities that had appealed to Chief Brant all those years earlier: Burlington is a great place to live, work, and enjoy life. Lake Ontario, the Niagara Escarpment, and the proximity to both major urban attractions and pastoral open country all contribute to a lifestyle that many Canadians admire and perhaps envy from time to time.

“Like other North American communities, Burlington faces a wide range of challenges to be met and addressed in the future. Based on the history of its people and the constant appeal of its location, most of its citizens feel confident that the challenges will be met and solved.

“Because they honestly prefer to be ‘nowhere else but here’.”

improvements to Guelph Line over time have resulted in removal of this structure and capping of its former location under the current roadways.

3.3 Summary of Historical Context

The brief overview of documentary evidence readily available indicates that the study area is situated within an area of early Euro-Canadian settlement for the Province of Ontario. This would suggest that the study area generally has potential to yield evidence of heritage features associated with the original Euro-Canadian settlement of the area as well as with the historic development of the rural community for this area and of the Province of Ontario. In addition, the study area contains portions of rural Township Lots shown to have been owned and occupied prior to the date at which data was compiled for the Historic Atlas. This evidence contributes to an understanding of the historical context for the study area. Furthermore, an existing structure situated within the study area correlates to a structure illustrated on the Historic Atlas Map of 1877 which has been listed in the municipal registry of heritage structures and which has also been designated under the Heritage Act.

4.0 GEOGRAPHIC CONTEXT

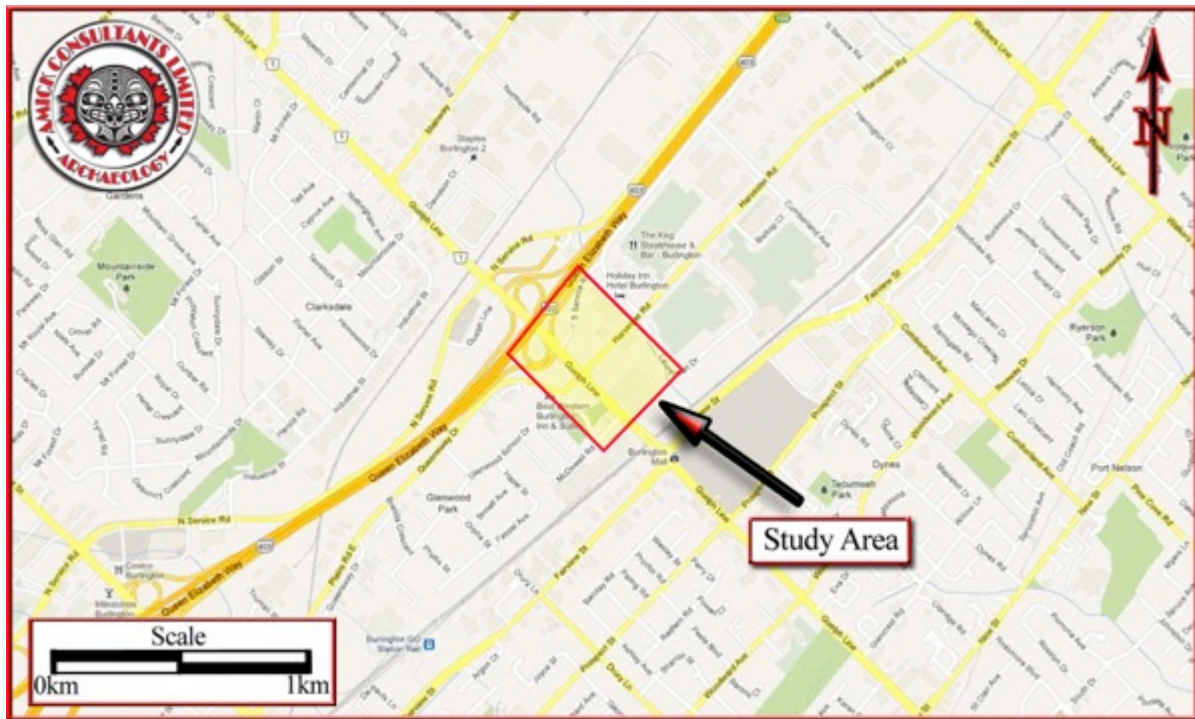


Figure 3 Location of the Study Area

The map of the project location above (Figure 4) shows that none of the protected properties listed in *Appendix G: Protected Properties for which the Minister of Tourism and Culture Has Authority* within the 2011 Protected Properties, Archaeological and Heritage Resources: *An Information Bulletin for Applications Addressing the Cultural Heritage Component of Projects Subject to Ontario Regulation 359/09 Renewable Energy Approvals* issued by the Ministry of Tourism and Culture are located at the project location as required by subsection 19(3) of O. Reg. 359/09. Although the proposed undertaking is not a Renewable Energy Application and is therefore not subject to O. Reg. 359/09, consideration of the protected properties listed in the above information bulletin is nevertheless appropriate.

However, a large field stone 19th century residence is still standing at 2477 Glenwood School Drive. This structure is known historically as “Locust Lodge”. It was built in 1838 and is designated under the Ontario Heritage Act (By-Law 85-1993) and is listed in the Directory of Heritage Properties in Burlington maintained by Heritage Burlington.

“Locust Lodge, built circa 1838 by James Wilson, is one of the oldest farm houses in Burlington. Constructed of local limestone, the parging in an ashlar pattern of its coursed rubble walls is a distinguishing feature which indicates the unusual prosperity of the farm's early owners. The symmetrical three-bay Georgian front facade is virtually intact.”

(Directory of Heritage Properties in Burlington 2012)

4.1 Location and Current Conditions

This report describes the results of the 2012 Cultural Heritage Assessment of the Proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road, Including Intersecting Roadways/QEW Ramp Improvements, City of Burlington conducted by AMICK Consultants Limited. Michael Henry, partner of AMICK Consultants Limited, conducted this study. This investigation was undertaken as a component study of the Class Environmental Assessment (E.A.) process under the Environmental Assessment Act (R.S.O. 1990) for approval from the Ministry of the Environment (MOE). This report will address whether there are protected heritage properties abutting the project location.

The present use of the study area is as an existing urban road network with associated road allowances containing sidewalks, curbs, artificial contours, and services. A plan of the study area is included within this report as Figure 3. The following description of the project is taken from the Regional Municipality of Halton Request for Proposal (P-511-12):

“Halton Region requires a Class Environmental Assessment (Class EA) Study to satisfactorily complete all Class EA requirements for the anticipated road improvements in the study area. The need for this Environmental Assessment and any resulting road improvements has been identified as a result of expected near future capacity deficiencies related to the development of properties owned by Sun Life Financial in the vicinity of the study corridor.

“At this time, the Region anticipates that the required road improvements for Guelph Line in the study area could include all or a combination of the following:

- 1) Widening the northbound (NB) and southbound (SB) approaches of Guelph Line at Harvester Road/Queensway Dr. to accommodate separate SB double left turn lanes on Guelph Line;
- 2) Widening the westbound (WB) approach of Harvester Road and the Eastbound (EB) approach of Queensway Drive at Guelph Line to accommodate an additional WB thru lane and a separate WB right turn lane;
- 3) Widening the Guelph Line NB and SB approaches at the South Service Road (SSR) to accommodate as SB left turn lane to the SSR;
- 4) SSR geometry modifications at Guelph Line;
- 5) QEW W-N/S, QEW N-E and QEW S-E Ramp geometry modifications; and
- 6) Traffic signal modifications associated with all or part of the above.”

(R.M. of Halton 2012: 12)

A detailed plan of the study area superimposed on an aerial image is included as Figure 5 below.

4.2 Physiographic Region

The study area is located in the Iroquois Plain which is located on the lowland bordering Lake Ontario. This area used to be under Lake Iroquois and the old shore lines can easily be identified based on unique features such as cliffs, beaches, bars and boulder pavements. Due to the fact that this physiographic region was under a lake, the conditions of the soil and landscape vary greatly from land smoothed by wave action to cliffs. Soil types range from a sandy base to a clay base, with poor drainage in some areas. The Iroquois Plains consists of the area from the Niagara River to the Trent River and around the western end of Lake Ontario. (Chapman and Putnam, 1984: 190-196)

4.3 Surface Water

An unnamed stream course, shown on the Illustrated Historical Atlas of the County of Halton, Ont. (Walker & Miles 1877) was once located along the east edge of the study area flowing north to south.

5.0 STUDY AREA INSPECTION

The descriptions of conditions within the study area included within this section were informed by a field reconnaissance carried out on 14 September 2012. Figure 5 illustrates the current study area conditions with field reconnaissance photograph locations superimposed over an aerial photograph. A Stage 1 Archaeological Background Research Study has been prepared under separate cover (AMICK 2012). Field reconnaissance photographs are included at the end of this report.



Figure 4 Aerial of the Study Area (Google Maps 2012)

These descriptive categories have been employed as a heritage based classificatory scheme to document landscape conditions relevant to the heritage assessment for the study area.

5.1 Built Heritage Resources

Figure 3 illustrates the location of the study area and environs as of 1877. Guelph Line forms the division line between Lot 15 to the west and Lot 16 to the east on Concession 3 of Nelson Township. The portion of the study area to the west of Guelph Line in Lot 15 is shown to belong to J. C. Aikman; one structure and an orchard are shown to be within this portion of the study area. This large field stone residence is still standing at 2477 Glenwood School Drive. This structure is known historically as “Locust Lodge”. It was built in 1838 and is designated under the Ontario Heritage Act (By-Law 85-1993) and is listed in the Directory of Heritage Properties in Burlington maintained by Heritage Burlington.

“Locust Lodge, built circa 1838 by James Willson, is one of the oldest farm houses in Burlington. Constructed of local limestone, the parging in an ashlar pattern of its coursed rubble walls is a distinguishing feature, which indicates the unusual prosperity of the farm's early owners. The symmetrical three-bay Georgian front facade is virtually intact.”

(Directory of Heritage Properties in Burlington 2012)

On the east side of Guelph Line within Lot 16 the property is shown to be in possession of Peter Fisher. This portion of the study area contains a schoolhouse situated at the intersection of Guelph Line with the former rural road where the QEW is now. No evidence of this structure is visible today. It is very likely that the development of the QEW and the improvements to Guelph Line over time have resulted in removal of this structure and capping of its former location under the current roadways.

5.2 Cultural Heritage Resources

There are no additional cultural heritage features within the study area of potential significance or value.

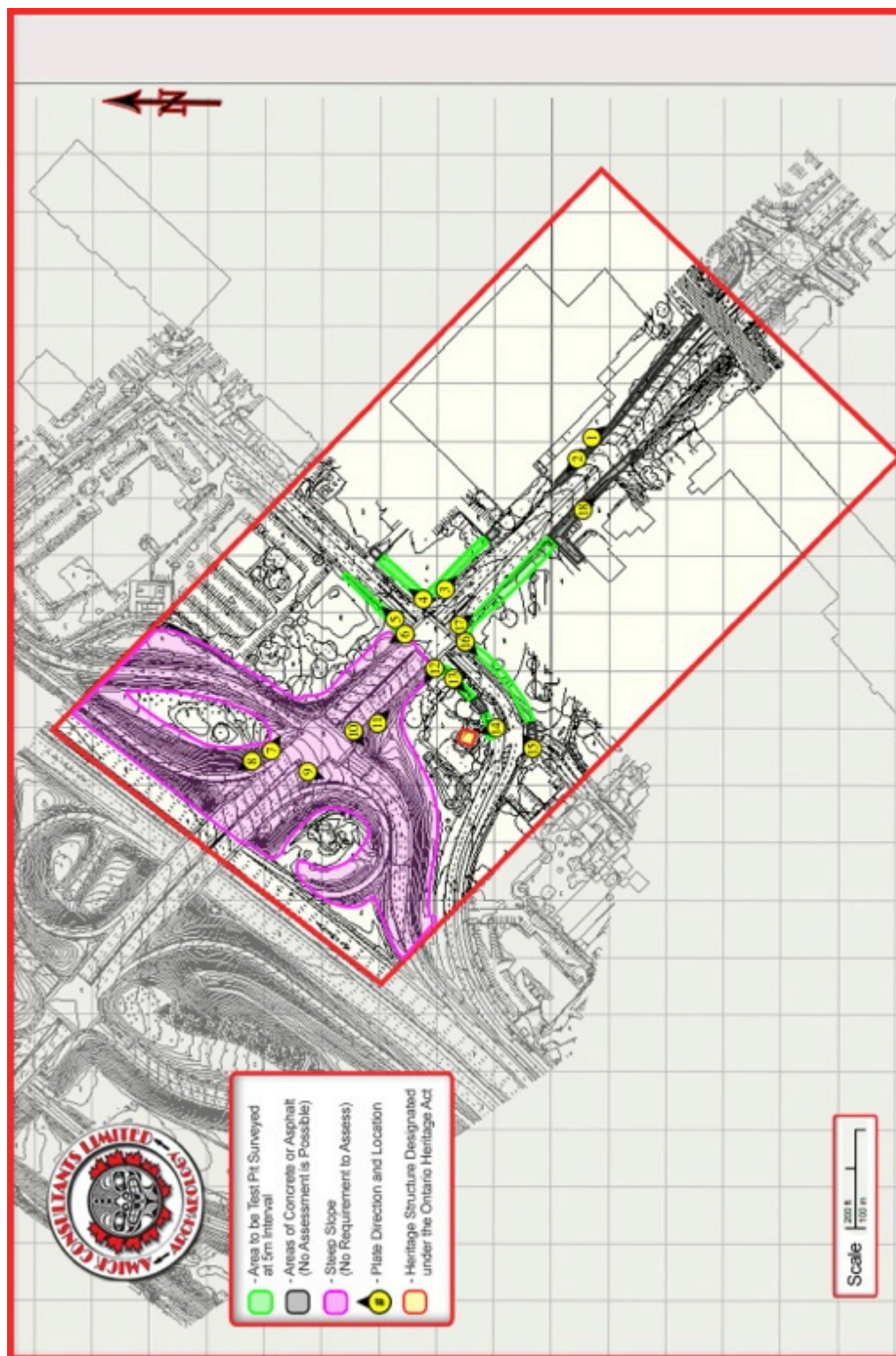


Figure 5 Plan of the Study Area (City of Burlington 2012)

6.0 HERITAGE IMPACT ASSESSMENT

The criteria to define local cultural heritage significance is prescribed in Ontario Regulation (O. Reg.) 9/06 made pursuant to section 29(1) (a) of the Ontario Heritage Act. The criteria set forth are reproduced below from sub-Section 2:

“A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

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

(O. Reg. 9/06, s. 1 (2))

The criteria for determination of cultural heritage value or interest suggest that the study area contains a feature of potential cultural value or interest: Locust Grove built in 1838, included on the municipal register of heritage buildings and designated under the Ontario Heritage Act.

Background research was conducted using historic sources about the area, historic atlas of the county, and the 2011 Protected Properties, Archaeological and Heritage Resources: An Information Bulletin for Applications Addressing the Cultural Heritage Component of Projects Subject to Ontario Regulation 359/09 Renewable Energy Approvals issued by the Ministry of Tourism and Culture. Although this project does not fall under O. Reg. 359/09, it was considered appropriate to consult this document to ensure that there were no protected properties affected by the proposed undertaking. Full references for all background research can be found in section 8.0 of this report. A property reconnaissance was conducted which included a site visit and visual inspection of the study area. Table 1 below provides a listing of the results of the study.

Table 1 Potential Cultural Heritage Resources Checklist

Step 1 - Screening Potential Resources		
Built Heritage Resources		YES NO
Does the property contain any built structures, such as:		
	Residential Structures (e.g. House, apartment building, trap line shelter)	N
	Agricultural (e.g. Barns, outbuildings, silos, windmills)	N
	Industrial (e.g. Factories, complexes)	N
	Engineering Works (e.g. Bridges, roads, water/sewer systems)	N
Cultural Heritage Landscapes		YES NO
Does the property contain landscapes such as:		
	Burial sites and/or cemeteries	N
	Parks	N
	Quarries or mining operations	N
	Canals	N
	Other human-made alterations to the natural landscape	Y

Step 2 - Screening for Potential Significance		
A property's heritage significance may be identified through the following		YES NO
1. Is it designated or adjacent to a property designated under the Ontario Heritage Act?		Y
2. Is it listed on the municipal heritage register or provincial register (e.g. Ontario Heritage Bridge List)?		Y
3. Is it within or adjacent to a Heritage Conservation District?		N
4. Does it have an Ontario Heritage Trust easement or is it adjacent to such a property?		N
5. Is there a provincial or federal plaque?		N
6. Is it a National Historic Site?		N
7. Does documentation exist to suggest built heritage or cultural heritage landscape potential (e.g. Research studies, heritage impact assessment reports, etc.)		Y
8. Was the municipality contacted regarding potential cultural heritage value?		Y
9. What are the dates of construction?		N
Are the buildings and/or structures over 40 years old?		Y
Is it within a Canadian Heritage River watershed?		N
10. Is a renowned architect or builder associated with the property?		N

<p>Note: If you answer "yes" to any of the questions in Step 2, a Heritage Impact Assessment is Required.</p>
--

Step 3 - Screening for Potential Impacts		
	YES	NO
Destruction of any, or part of any, significant heritage attribute or feature		N
Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance		N
Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature or plantings, such as a garden		N
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship		N
Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature		N
A change in land use such as rezoning a battlefield from open space to residential sue, allowing new development or site alteration to fill in the formerly open space		N
Land disturbances such as a change in grade that alters soils and drainage patterns that adversely affect an archaeological resource		N

Figure 5 (above) illustrates the study area, proposed areas of roadway improvements within the study area, and the location of “Locust Lodge” relative to these modifications. The proposed undertaking will have no direct impact on this house or associated structures or yard area as no modifications are planned within the larger yard area defining the potential heritage complex. No portion of the property in which this structure is situated will be altered or damaged as a result of the proposed undertaking. As the proposed undertaking would result in the enhancements to the intersection of Guelph Line and Queensway Drive, roughly 50 metres to the east of the Designated heritage structure, and as any impacts to the landscape of the area will be largely temporary during construction, it has been determined that this heritage property will not be impacted by the proposed undertaking. Therefore, no mitigation of heritage impacts is necessary with respect to the proposed undertaking. However, should the project design change to the extent that there are any impacts to the property in which the structure is situated, the issue will have to be reconsidered at that time.

7.0 RECOMMENDATIONS

A large field stone residence is still standing at 2477 Glenwood School Drive. This structure is known historically as “Locust Lodge”. It was built in 1838 and is designated under the Ontario Heritage Act (By-Law 85-1993) and is listed in the Directory of Heritage Properties in Burlington maintained by Heritage Burlington.

“Locust Lodge, built circa 1838 by James Wilson, is one of the oldest farm houses in Burlington. Constructed of local limestone, the parging in an ashlar pattern of its coursed rubble walls is a distinguishing feature, which indicates the unusual prosperity of the farm's early owners. The symmetrical three-bay Georgian front facade is virtually intact.”

(Directory of Heritage Properties in Burlington 2012)

Figure 5 (above) illustrates the study area, proposed areas of roadway improvements within the study area, and the location of “Locust Lodge” relative to these modifications. The proposed undertaking will have no direct impact on this house or associated structures or yard area as no modifications are planned within the larger yard area defining the potential heritage complex. No portion of the property in which this structure is situated will be altered or damaged as a result of the proposed undertaking. As the proposed undertaking would result in the enhancements to the intersection of Guelph Line and Queensway Drive, roughly 50 metres to the east of the Designated heritage structure, and as any impacts to the landscape of the area will be largely temporary during construction, it has been determined that this heritage property will not be impacted by the proposed undertaking.

Given these considerations, a Heritage Impact Assessment (HIA) has determined that mitigation of impacts to heritage values is not necessary for the proposed undertaking.

However, should the project design change to the extent that there are any impacts to the property in which the structure is situated, the issue will have to be reconsidered at that time

8.0 BIBLIOGRAPHY AND SOURCES

AMICK Consultants Limited

2012 Stage 1 Archaeological Background Study of the proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road, Including Intersecting Roadways/QEW Ramp Improvements in the City of Burlington. Archaeological Licence Report on File with the Ontario Ministry of Tourism, Culture and Sport, Toronto.

Chapman, L.J. & D.F. Putnam

1984 The Physiography of Southern Ontario (Third Edition). Ontario Geological Survey, Special Report #2. Ontario Ministry of Natural Resources, Toronto.

Google Earth (Version 6.0.3.2197) [Software]. (2009). Available from
<http://www.google.com/earth/index.html>.

Google Maps. (2012). Available from: http://maps.google.ca/?utm_campaign=en&utm_source=en-ha-na-ca-bk-gm&utm_medium=ha&utm_term=google%20maps.

Government of Ontario

1990 The Heritage Act, RSO 1990. Queen's Printer, Toronto.

1990 The Planning Act, RSO 1990. Queen's Printer, Toronto.

1990 The Environmental Assessment Act, RSO 1990. Queen's Printer, Toronto.

2005 Ontario Heritage Amendment Act, SO 2005. Queen's Printer, Toronto.

2005 Provincial Policy Statement. Queen's Printer, Toronto.

2006 Ontario Regulation 9/06. Queen's Printer, Toronto.

2009 Ontario Regulation 359/09. Queen's Printer, Toronto.

Halton County, Ontario. (n.d.) In Wikipedia. Retrieved 17 May 2012,
http://en.wikipedia.org/wiki/Halton_County,_Ontario

Heritage Burlington (2012a). *2477 Glenwood School Drive*. In Directory of Heritage Properties in Burlington. Retrieved 18 September 2012,
<http://www.burlington.ca/heritagedirectory/detail.aspx?prop=2306622>

Heritage Burlington (2012b). *A New Approach to Conserving Burlington's Heritage: Final Report from Heritage Burlington to the Community Development Committee, City of Burlington*. Burlington, Ontario.

Ontario Ministry of Citizenship, Culture and Recreation (MCzCR)

1993 Archaeological Assessment Technical Guidelines, Stages 1-3 and Reporting Format. MCzCR, Cultural Programs Branch, Archaeology and Heritage Planning, Toronto.

Ontario Ministry of Culture (MCL)

*Cultural Heritage Resource Assessment: Built Heritage and Cultural Heritage Landscapes
Proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road,
Including Intersecting Roadways/QEW Ramp Improvements, City of Burlington (AMICK File #12006-P).*

- 2005 Conserving a Future for Our Past: Archaeology, Land Use Planning & Development in Ontario (An Educational Primer and Comprehensive Guide for Non-Specialists). Heritage & Libraries Branch, Heritage Operations Unit, Toronto.
- 2006 Standards and Guidelines for Consultant Archaeologists (draft). Heritage & Libraries Branch, Heritage Operations Unit, Toronto.
- 2009 Standards and Guidelines for Consultant Archaeologists (draft). Heritage & Libraries Branch, Heritage Operations Unit, Toronto.
- Ontario Ministry of Culture and Communications (MCC) & Ministry of Environment (MOE). (1992). *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments*. (Cultural Programs Branch, Archaeology and Heritage Planning: Toronto).
- Ontario Ministry of Tourism and Culture
- 2011 Protected Properties, Archaeological and Heritage Resources: An Information Bulletin for Applicants Addressing the Cultural Heritage Component of Projects Subject to Ontario Regulation 359/09 Renewable Energy Approvals. Heritage & Libraries Branch, Heritage Operations Unit, Toronto.
- Regional Municipality of Halton. (2012). *The Regional Municipality of Halton Request for Proposal, Consulting Services for Class Environmental Assessment Study & Engineering Services for Preliminary and Detailed Design and Contract Tender Preparation, Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road, Including Intersecting Roadways/QEW Ramp Improvements in the City of Burlington (PR-2829A), Proposal P-511-12*. (Office of the Manager of Purchasing, Regional Municipality of Halton, Oakville).
- Walker & Miles (1877) *Illustrated Historical Atlas of the County of Halton, Ont*. Walker & Miles, Toronto.

9. STUDY AREA RECONNAISSANCE PHOTOS

	
<p>Plate 1 Looking South along East side of Guelph Line</p>	<p>Plate 2 Looking North along East side of Guelph Line</p>
	
<p>Plate 3 Looking South along East side of Guelph Line from Harvester Road</p>	<p>Plate 4 Looking East along South side of Harvester Road from Guelph Line</p>
	
<p>Plate 5 Looking East along North side of Harvester Road from Guelph Line</p>	<p>Plate 6 Looking North along East side of Guelph Line from Harvester Road</p>

*Cultural Heritage Resource Assessment: Built Heritage and Cultural Heritage Landscapes
Proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road,
Including Intersecting Roadways/QEW Ramp Improvements, City of Burlington (AMICK File #12006-P).*



Plate 7 View South to South Service Road at the East Side of Guelph Line



Plate 8 East Ramp to Eastbound QEW from East side of Guelph Line



Plate 9 West Ramp to Eastbound QEW on West side of Guelph Line



Plate 10 QEW Eastbound Off-ramp at the West Side of Guelph Line



Plate 11 View South on West Side of Guelph Line from QEW Off-ramp



Plate 12 View North on West Side of Guelph Line from Queensway Drive

*Cultural Heritage Resource Assessment: Built Heritage and Cultural Heritage Landscapes
Proposed Guelph Line (Regional Road 1) Improvements, QEW to 100m South of McDowell Road,
Including Intersecting Roadways/QEW Ramp Improvements, City of Burlington (AMICK File #12006-P).*



Plate 13 View West along the North side of Queensway Drive from Guelph Line



Plate 14 View of "Locust Lodge" from the South



Plate 15 View East along Queensway Drive from Glenwood School Drive



Plate 16 View West along Queensway Drive from Guelph Line



Plate 17 View South on West Side of Guelph Line from Queensway Drive

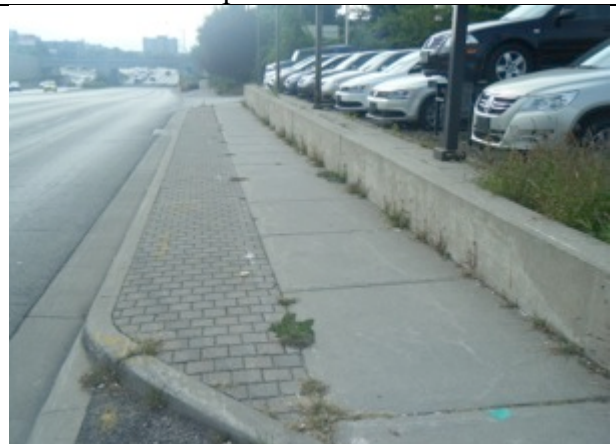


Plate 18 View South on West Side of Guelph Line