



APPENDIX I

Stage I Archaeological and Heritage Assessment Reports

**Stage 1 Archaeological Assessment
(Background Research and Property Inspection)**

**Guelph Line Transportation Corridor Improvements
Class Environmental Assessment,
Town of Milton, Regional Municipality of Halton, Ontario**

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**Stage 1 Archaeological Assessment
(Background Research and Property Inspection)**

**Guelph Line Transportation Corridor Improvements Class Environmental Assessment,
Town of Milton, Regional Municipality of Halton, Ontario**

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by R and R Associates Inc., on behalf of Halton Region, to conduct a Stage 1 Archaeological Assessment (background research and property inspection) as part of the Guelph Line Transportation Corridor Improvements Class Environmental Assessment (EA), Town of Milton, Regional Municipality of Halton, Ontario. The study corridor extends along Guelph Line from 1 km north of Derry Road (Regional Road 7) to Steeles Avenue.

The Stage 1 archaeological assessment determined that seven archaeological sites have been registered within 1 km of the Guelph Line study corridor, none of which are located immediately adjacent to it. Additionally, a review of the general geography and local nineteenth century land use of the study corridor suggested that it has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

Based on the results of the property inspection, it was determined that the Guelph Line ROW has been subject to extensive and deep land alterations. The Niagara Escarpment cuts across the northern end of the Guelph Line corridor, and the lands adjacent to the ROW consist of rocky uneven terrain. However, minimal disturbances have occurred at the southern half of the corridor and at the west and south corners of the Guelph Line and Steeles Avenue intersection.

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

1. The existing Guelph Line ROW does not retain archaeological site potential due to previous ground disturbances. Additional archaeological assessment is therefore not required along this portion of the study corridor; and
2. If construction extends beyond the disturbed ROW, a Stage 2 assessment is recommended on any lands within the study corridor where there is potential for archaeological sites, in accordance with Ministry of Culture's 2009 *Draft Standards and Guidelines for Consultant Archaeologists*.



**ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION**

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	ii
1.0 INTRODUCTION	1
2.0 BACKGROUND RESEARCH.....	2
2.1 Previous Archaeological Research	2
2.2 Geography	3
2.3 Land-Use History	4
2.3.1 Township Survey and Settlement	4
2.3.2 Historic Map Review	4
3.0 ANALYSIS: ARCHAEOLOGICAL POTENTIAL EVALUATION	6
4.0 PROPERTY INSPECTION	6
5.0 RECOMMENDATIONS AND COMPLIANCE ADVICE	7
6.0 REFERENCES CITED	8
7.0 OVERSIZED GRAPHICS.....	9
8.0 PHOTOGRAPHY.....	14

LIST OF TABLES

Table 1: List of registered sites within 1 km of the study corridor.....	2
Table 2: Summary of Property Owners and Historic Features Adjacent to the Study Corridor.....	5

LIST OF FIGURES

Figure 1: Location of the study corridor.....	1
Figure 2: The study corridor overlaid on the map of Nelson Township	4
Figure 3: Key Plan	10
Figure 4: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment.....	11
Figure 5: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment.....	12
Figure 6: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment.....	13

LIST OF PLATES

Plate 1: View north-northwest along disturbed Guelph Line ROW from southern end of study corridor. Undisturbed ground is present beyond ditch.....	14
Plate 2: View south-southeast along narrow along Guelph Line ROW. Undisturbed ground is present in wooded area on left.	14
Plate 3: View south-southeast along narrow along Guelph Line ROW. Note mature trees immediately adjacent to ROW.	14
Plate 4: View northeast at designated heritage property (7219 Guelph Line).	14
Plate 5: View southeast along narrow along Guelph Line ROW. Minimal disturbances have occurred beyond ditch.	14
Plate 6: View south-southeast across Guelph Line at 1.5 story saltbox frame residence.....	14
Plate 7: View south along ROW lands that have been disturbed by utility installation. However, potential exists adjacent to ROW.	15
Plate 8: View north-northeast across Guelph Line toward wood area with archaeological potential.	15
Plate 9: View north along Guelph Line ROW. Undisturbed land is present beyond ditch.	15
Plate 10: View south-southeast across open agricultural field adjacent to Guelph Line.	15



Plate 11: View southeast across Guelph Line. Note built up roadbed with graded shoulders.....	15
Plate 12: View south toward historic farmstead (7372 Guelph Line). Note row of mature trees lining driveway into property.	15
Plate 13: View southwest along graded driveway toward historic homestead and Norway spruce windbreak (7388 Guelph Line).	16
Plate 14: View southeast along Guelph Line ROW. Roadbed has been raised but undisturbed lands are present beyond ditch on both sides of road.	16
Plate 15: View east at 19 th century homestead (7449 Guelph Line).	16
Plate 16: View southeast along Guelph Line ROW with undisturbed lands on either side of ROW.....	16
Plate 17: View northwest toward 19 th century farm complex (7518 Guelph Line).	16
Plate 18: View north across Guelph Line with Niagara Escarpment in distance.	16
Plate 19: View east-southeast across Guelph Line at base of escarpment.	17
Plate 20: View southeast along Guelph Line ROW with rocky, sloping lands in distance.	17
Plate 21: View north at Guelph Line road cut.....	17
Plate 22: View north-northeast along Guelph Line ROW through road cut.....	17
Plate 23: View south-southeast along Guelph Line ROW. Note raised roadbed.....	17
Plate 24: View southeast across Guelph Line toward wooded area containing undisturbed land.	17
Plate 25: View north-northwest along Guelph Line ROW as it slopes down toward rough rocky ground.	18
Plate 26: View southeast along Guelph Line. New ROW will pass through rocky uneven terrain.	18
Plate 27: View south-southeast across Guelph Line toward rough rocky terrain.....	18
Plate 28: View west-northwest along Guelph Line ROW. New ROW will pass through rocky uneven terrain.	18
Plate 29: View northeast into wetland area.	18
Plate 30: View southeast along Guelph Line ROW. Both sides of are covered with bedrock.	18
Plate 31: View southeast along Guelph Line ROW. Roadbed drops down from shoulder into woodlot. Ground is uneven with extensive exposed bedrock.	19
Plate 32: View southwest across Guelph Line and along Steeles Ave. ROW has been previously disturbed, but undisturbed lands are present adjacent to ROW.....	19
Plate 33: View northwest along Guelph Line ROW from Steeles Ave. Ground is uneven with extensive exposed bedrock on right. Undisturbed lands are present adjacent to ROW on left.....	19



1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by R and R Associates Inc., on behalf of Halton Region, to conduct Stage 1 Archaeological Assessment (background research and property inspection) as part of the Guelph Line Transportation Corridor Improvements Class Environmental Assessment (EA), Town of Milton, Regional Municipality of Halton, Ontario (Figure 1). The study corridor extends along Guelph Line from 1 km north of Derry Road (Regional Road 7) to Steeles Avenue.

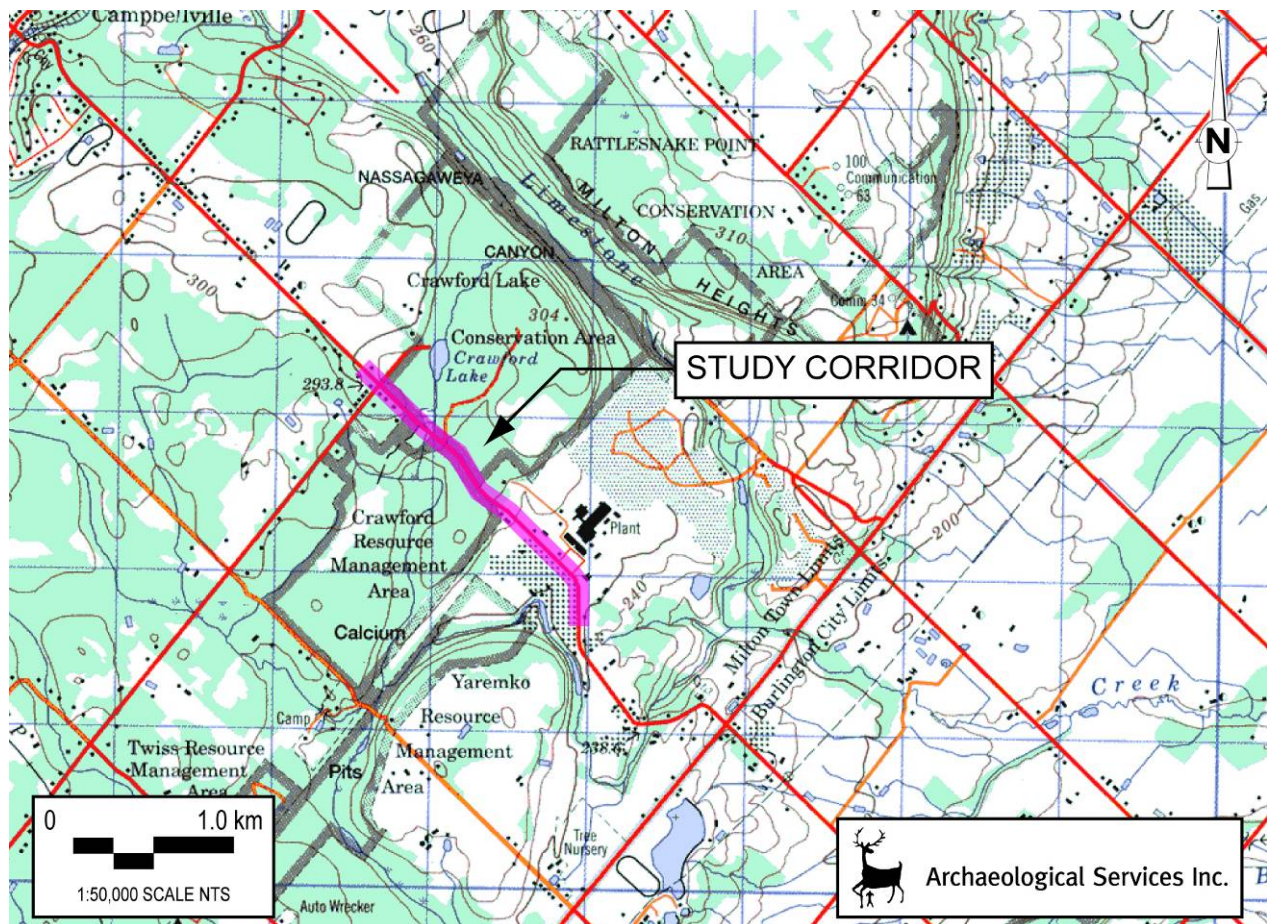


Figure 1: Location of the study corridor.

Base Map: NTS Sheet 30 M/05 (Hamilton-Burlington)

Authorization to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by R and R Associates Inc. on September 11, 2009.

The objectives of this report are:

- To provide information about the geography, history, previous archaeological fieldwork and current land condition of the study corridor;

- To evaluate in detail the archaeological potential of the study corridor which can be used, if necessary, to support recommendations for Stage 2 survey for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 survey, if necessary.

2.0 BACKGROUND RESEARCH

The Stage 1 archaeological assessment of the study area was conducted in accordance with the *Ontario Heritage Act* (2005) and the Ontario Ministry of Culture's (MCL) *Draft Standards and Guidelines for Consultant Archaeologists* (2009). A Stage 1 archaeological assessment involves a background study to provide detailed documentary research on the archaeological and land use history and present conditions of the study area. Specifically, the background study provides information about previous archaeological fieldwork within and around the study area, its geography and history, and current land conditions.

2.1 Previous Archaeological Research

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

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

According to the OASD (email communication, Robert von Bitter, MCL Data Coordinator, October 21, 2009), seven archaeological sites have been registered within 1 km of the study corridor, none of which are located immediately adjacent to it (Table 1).

Table 1: List of registered sites within 1 km of the study corridor

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGx-6	Crawford Lake	Aboriginal – Woodland	Village	W. Finlayson n.d.
AiGx-9	Plunge Pool	Aboriginal – Woodland	Undetermined	MIA 1975, 1985
AiGx-67	Strawberry Patch	Aboriginal – Woodland	Undetermined	MIA* 1985
AiGx-89	Crawford Lake 2	Aboriginal – Woodland	Campsite	MIA 1985
AiGx-138	Plunge Pool 2	Unknown	Undetermined	MIA 1985
AiGx-139	Plunge Pool 3	Unknown	Undetermined	MIA 1985
AiGx-159	Cedar Acres	Aboriginal - Woodland	Undetermined	S. Janusas 1989



2.2 Geography

The study corridor is situated within the Niagara Escarpment Physiographic Region (Chapman and Putman 1984: 114-122), which extends from the Niagara River to the northern tip of the Bruce Peninsula, continuing through the Manitoulin Islands. Vertical cliffs along the brow mostly outline the edge of the dolostone of the Lockport and Amabel Formations, which the slopes below are carved in red shale. Flanked by landscapes of glacial origin, the rock-hewn topography stands in striking contrast, and its steep-sided valleys are strongly suggestive of non-glacial regions. While the escarpment stands out boldly in the Niagara Peninsula and along the shore of Georgian Bay, there is an intervening area in which the slopes are mantled by morainic deposits, particularly in Mono and Mulmur Townships, and in the Town of Caledon, long stretches are almost completely hidden.

The study corridor is located within the area of the escarpment that increases in elevation from 240 m to 440 m a.s.l. In this section, the escarpment is cut by numerous creeks, and several fairly large valleys are found near Waterdown, Lowville, Campbellville, and Limehouse. There are also several mesa-like outliers of the escarpment, the largest one located near Milton, has an area of about 10 km² and is separated from the main body of the upland by a deep valley partially filled with glacial stream deposits. The promontory at the southern end of this valley is known as Rattlesnake Point (Chapman and Putman 1984: 115).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in southeastern Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

The MCL's *Draft Standards and Guidelines for Consultant Archaeologists* (2009:5) stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential. Crawford Lake is located approximately 250 m northeast of the intersection Guelph Line and Steeles Avenue, and a tributary of Bronte Creek bisects Guelph Line.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas, prairie) and scarce raw materials (quartz, copper, ochre, or outcrops of chert) are also considered characteristics that indicate archaeological potential (MCL 2009:5-6). If present, these characteristics will be described in Section 3.0.

Therefore, due to the proximity of Crawford Lake and a tributary of Bronte Creek, much of the study corridor has potential for recovery of Aboriginal cultural material.



2.3 Land-Use History

2.3.1 Township Survey and Settlement

The study corridor is located within the Township of Nelson, Halton County. Historical research revealed that the land which encompasses the Township of Nelson contains a long and well-documented history extending to the early nineteenth century.

The land within Nelson Township was acquired by the British from the Mississaugas in 1795. The first township survey was undertaken in 1806, and the first legal settlers occupied their land holdings in the same year. The township was first named “Alexander Township” in honour of Alexander Grant the administrator of Upper Canada. In 1806, it was renamed in honour of Horatio Viscount Nelson, after his victory at Cabo Trafalgar in Spain the previous year. Nelson was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good land and excellent farms (Smith 1846:121; Armstrong 1985:143; Rayburn 1997:237).

2.3.2 Historic Map Review

The 1877 *Illustrated Historical Atlas of the County of Halton, Ontario* (Walker & Miles) was reviewed to determine the potential for the presence of historical archaeological remains within the study corridor during the nineteenth century (Figure 2).

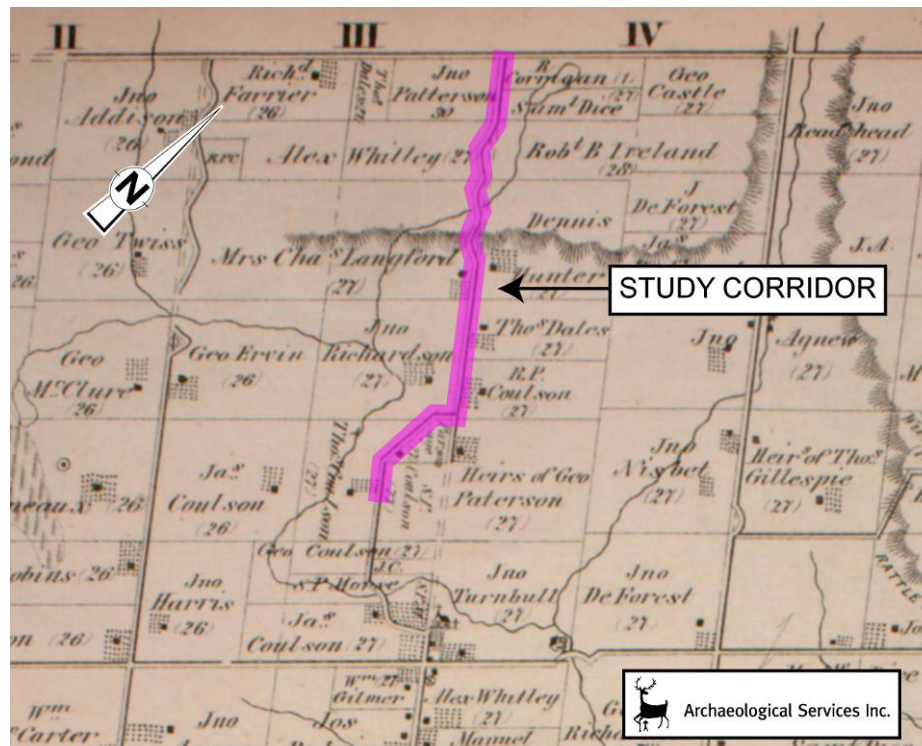


Figure 2: The study corridor overlaid on the map of Nelson Township
Source: 1877 *Illustrated Historical Atlas of the County of Halton*.

Historically, the study corridor is located on part of Lots 12 to 15, between the road allowance for Concessions III and IV, in the former Township of Nelson, Halton County. The atlas depicts several property owners/residents and historic features adjacent to the study corridor (Table 2). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the 1877 atlas.

Table 2: Summary of Property Owners and Historic Features Adjacent to the Study Corridor

Concession	Lot	Property Owners	Historic Features
III	12	Thomas Coulson S.P. Coulson Parsonage	Homestead, orchard Homestead
	13	John Richardson	
	14	Mrs. Charles Langford	Homestead, orchard
	15	Alexander Whitley John Patterson	
IV	13	R.P. Coulson Thomas Dales	Homestead, orchard Homestead, orchard
	14	Dennis Hunter	Homestead, orchard
	15	Robert B. Ireland Samuel Dice Richard Corrigan	

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to the water model outlined in Section 2.2, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road, such as Guelph Line, are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The MCL's *Draft Standards and Guidelines for Consultant Archaeologists* (2009: 6) stipulates that that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential.

Therefore, based on the proximity to early Euro-Canadian settlements and early settlement roads, it may be concluded that there is potential for the recovery of historic cultural material within the study corridor.



3.0 ANALYSIS: ARCHAEOLOGICAL POTENTIAL EVALUATION

The MCL's draft *Standards and Guidelines for Consultant Archaeologists* list characteristics that indicate where archaeological resources are most likely to be found (2009: 5-6). Archaeological potential is confirmed when one or more features of archaeological potential are present.

Per Section 1.3.1 of the MCL standards and guidelines, the study corridor meets three of the criteria used for determining archaeological potential:

- Water sources: primary water source, or secondary water source; or past water source (i.e. Crawford Lake, tributary of Bronte Creek);
- Areas of early Euro-Canadian settlement (i.e. numerous early 19th century homesteads,); and
- Early historical transportation routes (i.e. Guelph Line).

These criteria characterize the study corridor as having potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

4.0 PROPERTY INSPECTION

A property inspection of the study corridor was conducted by Peter Carruthers (P163), ASI, on November 6, 2009, in order to gain first-hand knowledge of its geography, topography, and current conditions, and to evaluate and map its archaeological potential. It is a visual inspection only and does not include excavation or collection of archaeological resources. Weather conditions during the property inspection were sunny, with a few clouds, and -1°C.

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

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

The overall Class EA study is considering a wide range of options for road improvements along the Guelph Line corridor from 1 kilometre north of Derry Road to Steeles Avenue. The property inspection proceeded from south to north, starting 1 kilometre north of Derry Road and focused on the Guelph Line ROW and the immediately adjacent lands.

Guelph Line is a major north-west/south-east arterial road and consists of a two lane rural cross-section. The Guelph Line ROW has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. ROW disturbances can be attributed to typical



road construction, exhibiting ditching, grading, and utility installation (i.e. hydro, water, and lighting) (Plates 1-3, 5, 7, 9-11, 14, 16-17, 19-20, 22-23, 28, 30-33). Due to the extent of previous disturbance, the Guelph Line ROW does not exhibit archaeological site potential. No further archaeological assessment is required (Figures 4-6: areas marked in yellow).

The Niagara Escarpment cuts across the northern end of the Guelph Line corridor. The lands adjacent to the ROW, along this portion of the corridor, consist of a rough, rocky, uneven terrain (Plates 20, 22-23, 25-28, 31, 33). These portions of the study corridor contain low archaeological site potential. No further archaeological assessment is therefore required (Figures 5-6: areas marked in irregular stipple).

As mentioned in Section 2.2, a tributary of Bronte Creek bisects Guelph Line. A small wetland area is located approximately 370 m south of Steeles Avenue on the east side of Guelph Line (Plate 29). This area can be characterized as being low and wet and does not have archaeological potential. No further archaeological assessment is therefore required (Figure 6: area marked in blue).

Beyond the disturbed ROW, from the southern end of the corridor to the Niagara Escarpment, the surrounding countryside crosses agricultural fields (Plates 7, 10, 14, 16, 18), minor landscaped lawns (1, 3, 5-6), and woodlots (Plates 2, 8, 21, 24). These areas have remained relatively undisturbed, and they exhibit archaeological site potential due to their proximity to Guelph Line, a historic transportation route. The west and south corners of the Guelph Line and Steeles Avenue intersection have also remained relatively undisturbed, and they exhibit archaeological site potential (Plates 32-33). Should road improvements encroach upon undisturbed land with archaeological potential beyond the disturbed ROW, a Stage 2 assessment should be conducted (Figures 4-6: areas marked in green).

Historic structures are also of archaeological interest. The buildings at 7219, 7372, 7388, 7449, and 7518 Guelph Line (Plates 4, 12-13, 15, 17) all contain the remains of a 19th century buildings (homesteads, farm complexes). The lands at these addresses therefore exhibit archaeological site potential. While the historic structure and surrounding land are currently beyond the proposed limits of the road improvements, should plans change and road improvements encroach upon the undisturbed land beyond the disturbed ROW at these locations, a Stage 2 property assessment should be conducted (Figures 4-6: areas marked with solid hatched lines).

5.0 RECOMMENDATIONS AND COMPLIANCE ADVICE

The Stage 1 archaeological assessment is being conducted to assist with the Guelph Line Transportation Corridor Improvements Class EA. The assessment determined that seven archaeological sites have been registered within 1 km of the Guelph Line study corridor, none of which are located immediately adjacent to it. Additionally, a review of the general physiography and local nineteenth century land use of the study corridor suggested that it has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

Based on the results of the property inspection, it was determined that the Guelph Line ROW has been subject to extensive and deep land alterations. The Niagara Escarpment cuts across the northern end of the Guelph Line corridor, and the lands adjacent to the ROW consist of rocky uneven terrain. However, minimal disturbances have occurred at the southern half of the corridor and at the west and south corners of the Guelph Line and Steeles Avenue intersection.



In light of these results, the ASI makes following recommendations:

1. The existing Guelph Line ROW does not retain archaeological site potential due to previous ground disturbances. Additional archaeological assessment is therefore not required along this portion of the study corridor; and
2. If construction extends beyond the disturbed ROW, a Stage 2 assessment is recommended on any lands within the study corridor where there is potential for archaeological sites (Figures 4-6: areas marked in green), in accordance with Ministry of Culture's *Draft Standards and Guidelines for Consultant Archaeologists* (MCL 2009).

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 1990, c 0.18. The report is reviewed to ensure that the licensed consultant archaeologist has met the terms and conditions of their archaeological licence, and that the archaeological fieldwork and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario;
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*; and
- The *Cemeteries Act* requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Consumer Services.

The documentation related to this archaeological assessment will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction.

6.0 REFERENCES CITED

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7.0 OVERSIZED GRAPHICS

Figure 3: Key Plan

Figure 4: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment

Figure 5: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment

Figure 6: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment



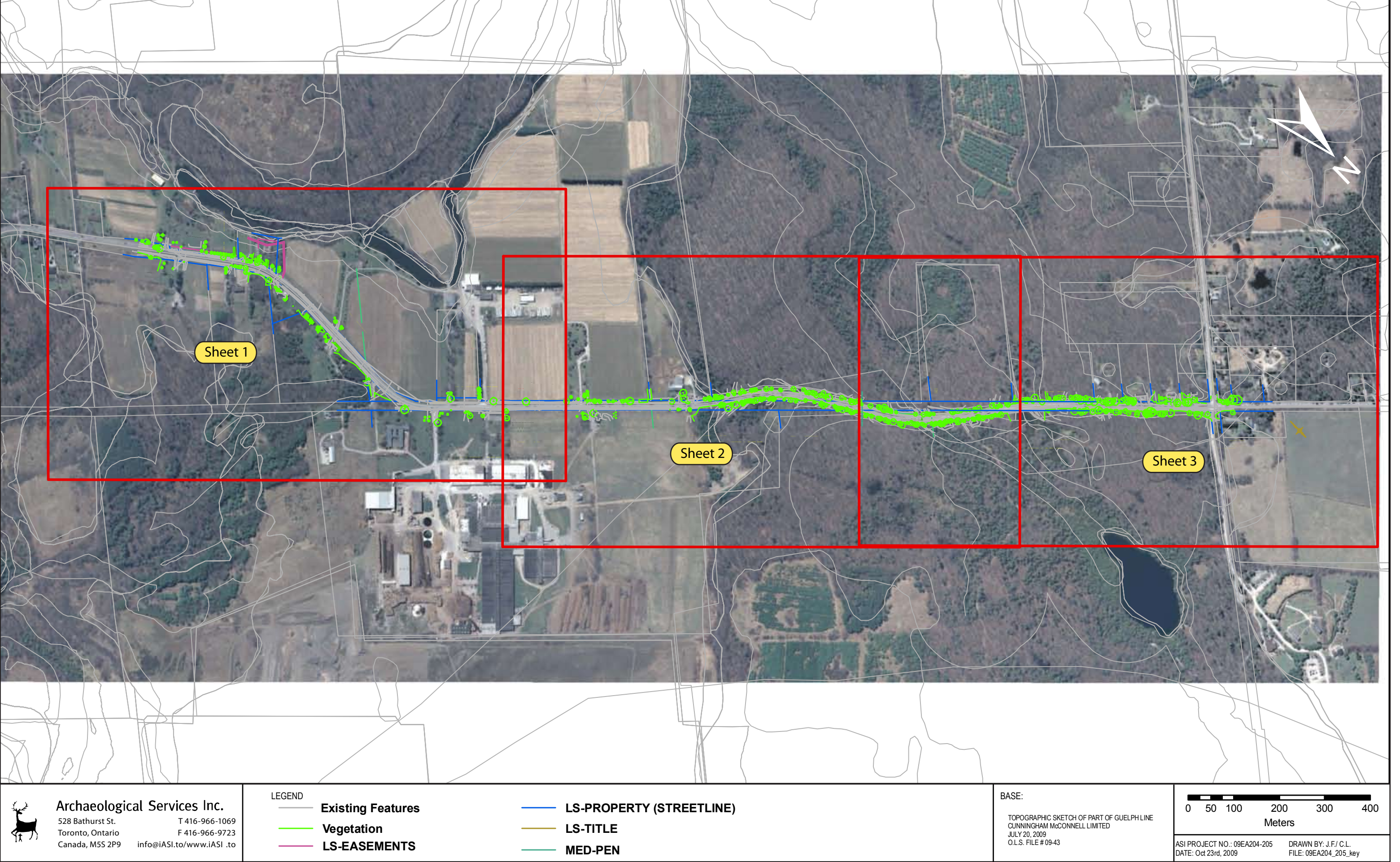
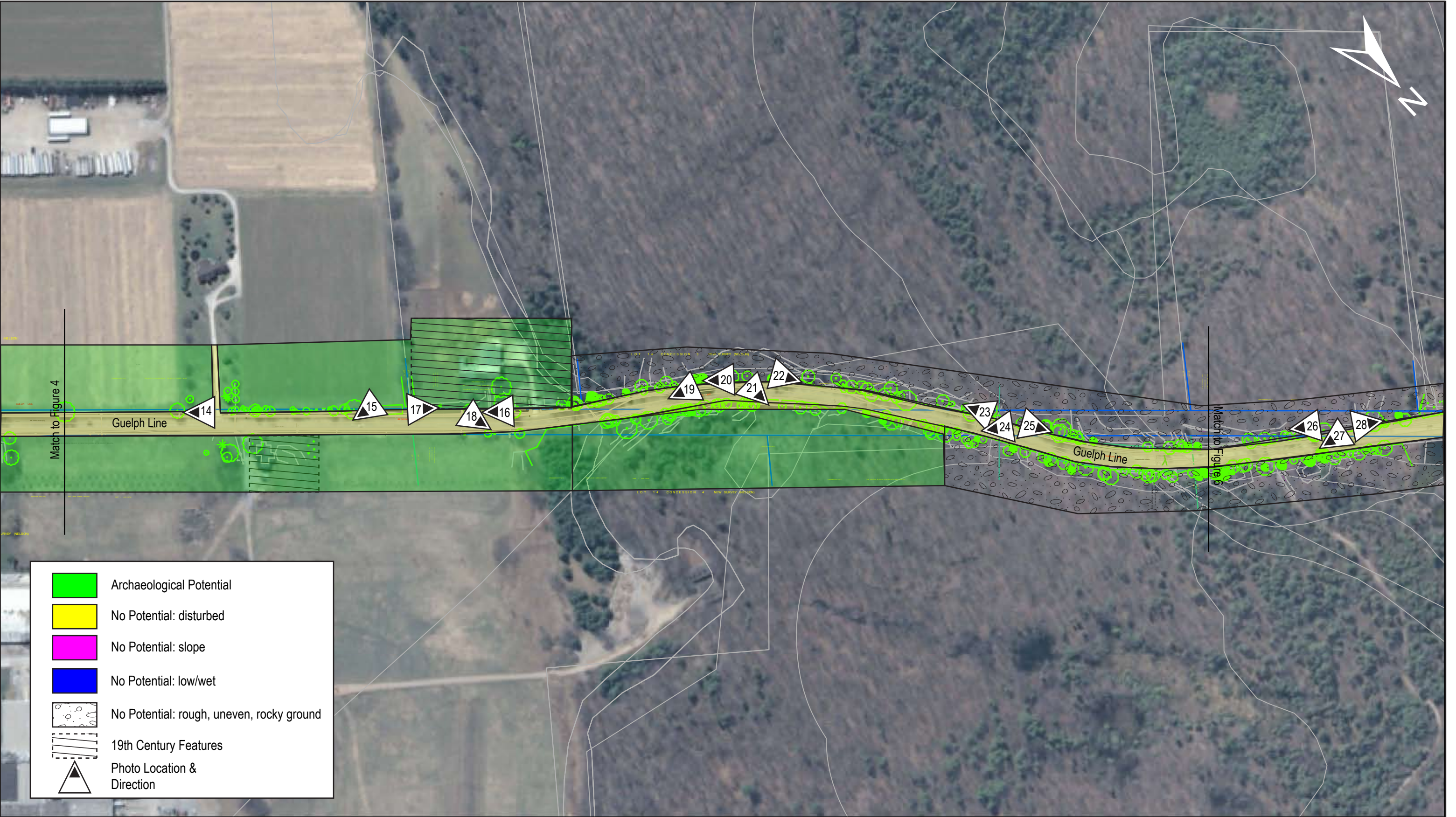


Figure 3: Key Plan



Figure 4: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment





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LEGEND
Existing Features
Vegetation
LS-Easements

LS-Property (StreetLine)
LS-Title
Med-Pen

BASE:
TOPOGRAPHIC SKETCH OF PART OF GUELPH LINE
CUNNINGHAM McCONNELL LIMITED
JULY 20, 2009
O.L.S. FILE # 09-43


0 20 40 80 120 160
Meters

ASI PROJECT NO.: 09EA204-205
DATE: Oct 23rd, 2009

DRAWN BY: J.F.
FILE: 09EA204_205_s2

Figure 5: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment



Figure 6: Guelph Line Transportation Corridor Improvements Class – Results of the Stage 1 Archaeological Assessment

8.0 PHOTOGRAPHY



Plate 1: View west-northwest along disturbed Guelph Line ROW from southern end of study corridor. Undisturbed ground is present beyond ditch.



Plate 2: View east-southeast along narrow along Guelph Line ROW. Undisturbed ground is present in wooded area on left.



Plate 3: View east-southeast along narrow along Guelph Line ROW. Note mature tress immediately adjacent to ROW.



Plate 4: View north-northeast at designated heritage property (7219 Guelph Line).



Plate 5: View east-southeast along narrow along Guelph Line ROW. Minimal disturbances have occurred beyond ditch.



Plate 6: View southeast across Guelph Line at 1.5 story saltbox frame residence.





Plate 7: View south-southeast along ROW lands that have been disturbed by utility installation. However, potential exists adjacent to ROW.



Plate 8: View north across Guelph Line toward wooded area with archaeological potential.



Plate 9: View north-northwest along Guelph Line ROW. Undisturbed land is present beyond ditch.



Plate 10: View southeast across open agricultural field adjacent to Guelph Line.



Plate 11: View east-southeast across Guelph Line. Note built up roadbed with graded shoulders.



Plate 12: View southeast toward historic farmstead (7372 Guelph Line). Note row of mature trees lining driveway into property.





Plate 13: View south-southwest along graded driveway toward historic homestead and Norway spruce windbreak (7388 Guelph Line).



Plate 14: View east-southeast along Guelph Line ROW. Roadbed has been raised but undisturbed lands are present beyond ditch on both sides of road.



Plate 15: View east at 19th century homestead (7449 Guelph Line).



Plate 16: View east-southeast along Guelph Line ROW with undisturbed lands on either side of ROW.



Plate 17: View west-northwest toward 19th century farm complex (7518 Guelph Line).



Plate 18: View northwest across Guelph Line with Niagara Escarpment in distance.





Plate 19: View east across Guelph Line at base of escarpment.



Plate 20: View southeast along Guelph Line ROW with rocky, sloping lands in distance.



Plate 21: View north-northwest at Guelph Line road cut.



Plate 22: View northwest along Guelph Line ROW through road cut.



Plate 23: View southeast along Guelph Line ROW. Note raised roadbed.



Plate 24: View east-southeast across Guelph Line toward wooded area containing undisturbed land.





Plate 25: View north-northwest along Guelph Line ROW as it slopes down toward rough rocky ground.



Plate 26: View east-southeast along Guelph Line. New ROW will pass through rocky uneven terrain.



Plate 27: View east-northeast across Guelph Line toward rough rocky terrain.



Plate 28: View west-northwest along Guelph Line ROW. New ROW will pass through rocky uneven terrain.



Plate 29: View north-northeast into wetland area.



Plate 30: View east-southeast along Guelph Line ROW. Both sides of are covered with bedrock.





Plate 31: View east-southeast along Guelph Line ROW. Roadbed drops down from shoulder into woodlot. Ground is uneven with extensive exposed bedrock.



Plate 32: View south-southwest across Guelph Line and along Steeles Ave. ROW has been previously disturbed, but undisturbed lands are present adjacent to ROW.



Plate 33: View northwest along Guelph Line ROW from Steeles Ave. Ground is uneven with extensive exposed bedrock on right. Undisturbed lands are present adjacent to ROW on left.



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

**Guelph Line Transportation Corridor Improvements
Class Environmental Assessment,
Town of Milton, Regional Municipality of Halton, Ontario**

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

**Guelph Line Transportation Corridor Improvements Class Environmental Assessment,
Town of Milton, Regional Municipality of Halton, Ontario**

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by R and R Associates Inc., on behalf of Halton Region, to conduct a Cultural Heritage Resource Assessment as part of the Guelph Line Transportation Corridor Improvements Class Environmental Assessment (EA), Town of Milton, Regional Municipality of Halton, Ontario. The study corridor extends along Guelph Line from 1 km north of Derry Road (Regional Road 7) to Steeles Avenue.

A review of background historical research and the Town of Milton's Heritage Inventory confirmed that the study corridor is historically located on part of Lots 12 to 15, between the road allowance for Concessions III and IV, in the former Township of Nelson, Halton County. The Township of Nelson experienced Euro-Canadian settlement activities in the early nineteenth century, and by the end of the century, the township had flourished as an ideal place for agricultural land use activities. The 1877 historical atlas maps confirms that lands adjacent to the study corridor had been cleared and developed into farmstead properties, featuring homestead structures and landscape features such as orchards.

The results of the field review confirmed that the study corridor retains visual, landscape, and structural reminders of this rural nineteenth century land use history. Six cultural heritage resources were identified adjacent to the Guelph Line road right-of-way.

Based on the results of the field review and identification of potential impacts, the following mitigation measures are recommended:

1. Road improvements should be suitably planned in a manner that avoids identified, above ground, cultural heritage resources;
2. Wherever possible, historic roadsides should be maintained through the use of landscaping with historic plant materials for berms or vegetative screens, and hedge rows should be preserved where extant; and
3. When detailed road improvements plans are complete, specific impacts of the undertaking should be identified and appropriate mitigation measures developed, including, but not limited to, requirements for heritage impact assessments, documentation reports, and/or implementation of buffering strategies.



**ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION**

PROJECT PERSONNEL

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	ii
1.0 INTRODUCTION	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT.....	1
2.1 Approach and Methodology.....	1
2.2 Data Collection.....	3
3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT	6
3.1 Introduction	6
3.2 Township Survey and Settlement.....	6
3.3 Historic Map Review	6
3.4 Existing Conditions.....	7
3.5 Resource Mapping.....	10
4.0 CONCLUSIONS.....	12
5.0 RECOMMENDATIONS	12
6.0 REFERENCES CITED	13

LIST OF TABLES

Table 1: Summary of Property Owners and Historic Features Adjacent to the Study Corridor	7
Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area ..	8

LIST OF FIGURES

Figure 1: Location of the study corridor.	1
Figure 2: The study corridor overlaid on the map of Nelson Township	7
Figure 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Guelph Line EA Study Corridor	10
Figure 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Guelph Line EA Study Corridor	11



1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by R and R Associates Inc., on behalf of Halton Region, to conduct a Cultural Heritage Resource Assessment as part of the Guelph Line Transportation Corridor Improvements Class Environmental Assessment (EA), Town of Milton, Regional Municipality of Halton, Ontario (Figure 1). The study corridor extends along Guelph Line from 1 km north of Derry Road (Regional Road 7) to Steeles Avenue.

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

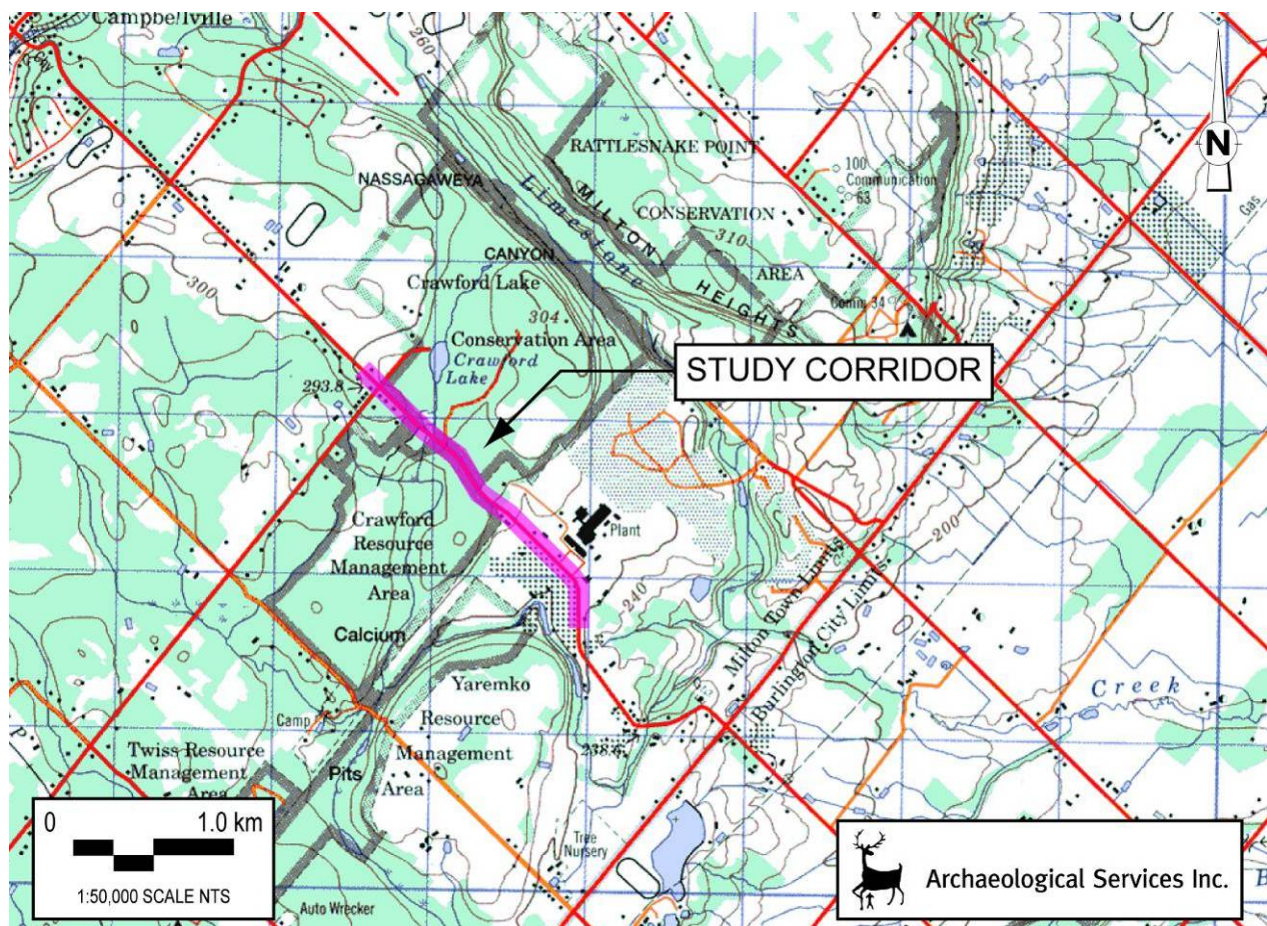


Figure 1: Location of the study corridor.

Base Map: NTS Sheet 30 M/05 (Hamilton-Burlington)



2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Approach and Methodology

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

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

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

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

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

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

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

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



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

Within this document, cultural landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such landuses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

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

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also



coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

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

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

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

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

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

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

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

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

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

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

2.2 Data Collection

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



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

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to 19th and 20th century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

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

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. A built structure or landscape is identified as a cultural heritage resource that should be considered during the course of the environmental assessment, if the resource meets a combination of the following criteria:

- It is 40 years or older;
- It is a rare, unique, representative or early example of a style, type, expression, material or construction method;
- It displays a high degree of craftsmanship or artistic merit;
- It demonstrates a high degree of technical or scientific achievement;
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity;
- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Town of Milton; the Province of Ontario; Canada; or the world heritage list;
- It yields, or had the potential to yield, information that contributes to an understanding of: the Town of Milton; the Province of Ontario; Canada; or the world heritage list;
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the Town of Milton; the Province of Ontario; Canada; or the world heritage list;
- It is important in defining, maintaining, or supporting the character of an area;
- It is physically, functionally, visually, or historically linked to its surroundings;
- It is a landmark;
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history;
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region; or



- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.).

If a resource satisfies an appropriate combination of these criteria, it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, further historical research and consultation is required to determine the specific significance of the identified cultural heritage resource.

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

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural Landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings and structures
Cemeteries:	land used for the burial of human remains.

Results of data collection are contained in Section 3.0; while Sections 4.0 and 5.0 contain conclusions and recommend mitigation measures with respect to the undertaking.



3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historic research and a description of cultural heritage resources that may be affected by the proposed road improvements. The study area is located in the Town of Milton and historically in the Township of Nelson, Halton County. Historically, the study corridor is located on part of Lots 12 to 15, between the road allowance for Concessions III and IV, in the former Township of Nelson, Halton County.

3.2 Township Survey and Settlement

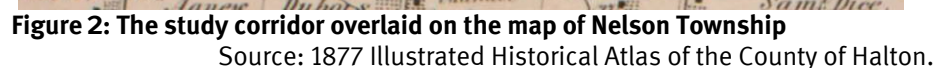
The study corridor is located within the Township of Nelson, Halton County. Historical research revealed that the land which encompasses the Township of Nelson contains a long and well-documented history extending to the early nineteenth century.

The land within Nelson Township was acquired by the British from the Mississaugas in 1795. The first township survey was undertaken in 1806, and the first legal settlers occupied their land holdings in the same year. The township was first named “Alexander Township” in honour of Alexander Grant the administrator of Upper Canada. In 1806, it was renamed in honour of Horatio Viscount Nelson, after his victory at Cabo Trafalgar in Spain the previous year. Nelson was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good land and excellent farms (Smith 1846:121; Armstrong 1985:143; Rayburn 1997:237).

3.3 Historic Map Review

The 1877 *Illustrated Historical Atlas of the County of Halton, Ontario* (Walker & Miles) was reviewed to determine the potential for the presence of potential cultural heritage resources within the study corridor during the nineteenth century (Figure 2). The Atlas confirms that lands on either side of Guelph Line were cleared and under cultivation at this time and retained a series of structures and landscape elements including farmsteads, orchards, and water crossings (Table 1).





Source: 1877 Illustrated Historical Atlas of the County of Halton.

Concession	Lot	Property Owners	Historic Features
III	12	Thomas Coulson S.P. Coulson Parsonage	Homestead, orchard Homestead
	13	John Richardson	
	14	Mrs. Charles Langford	Homestead, orchard
	15	Alexander Whitley John Patterson	
IV	13	R.P. Coulson Thomas Dales	Homestead, orchard Homestead, orchard
	14	Dennis Hunter	Homestead, orchard
	15	Robert B. Ireland Samuel Dice Richard Corrigan	

In order to make a preliminary identification of existing built heritage resources and cultural heritage landscapes within the study corridor, the Town of Milton's Heritage Planner was contacted to access the Town's Heritage Inventory. Review of the inventory confirmed that five properties have been listed as being of cultural heritage interest.

A field review was undertaken by ASI in November 2009 to document the existing conditions of the study area, confirm the location and condition of previously identified cultural heritage resources, and to ascertain if additional cultural heritage resources are extant in the study corridor. The results of the field review confirmed that the study corridor retains built heritage resources and cultural heritage landscapes associated with the study corridor's nineteenth century agricultural land use history. The results of this data collection are summarized in Table 2 while mapping of their locations is provided in Section 3.5.

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area







Feature	Location	Feature Type	Photographic Documentation	Description/Comments
BHR 1	7279 Guelph Line	Residence		Identified during the field review. One and a half storey residence of frame construction featuring a salt-box roof line and internal brick chimney.
BHR 2	7447 Guelph Line	Residence		Identified in the Town of Milton's Heritage Inventory. Two and a half storey brick residence with hipped roof line and central gabled dormer. Frontispiece, rear accretion and rear veranda are indicative of a late nineteenth century construction date.
CHL 1	7219 Guelph Line	Farmstead		Identified in the Town of Milton's Heritage Inventory. One and a half storey residence with cross-gabled roof line and of frame construction. Its original, low-hanging roof line is indicative of an early twentieth century construction, which is reinforced by its notable set back from the road right-of-way and mature vegetation.



Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area

Feature	Location	Feature Type	Photographic Documentation	Description/Comments
CHL 2	7372 Guelph Line	Farmstead		Identified in the Town of Milton's Heritage Inventory. This property consists of a two storey, Georgian-styled, stone residence set well back from the road of-way. There are additional outbuildings to the rear of the residence. The entrance drive to the residence is flanked by mature maples which are of heritage interest.
CHL 3	7388 Guelph Line	Farmstead		Identified in the Town of Milton's Heritage Inventory. This property consists of a one and a half storey frame residence and constructed in the Ontario Gothic farmhouse style. It is set well back from the road right-of-way but landscape features, such as the entrance drive, adjacent farm fields and a windbreak consisting of Norway Spruce are of heritage interest.
CHL 4	7518 Guelph Line	Farmstead		Identified in the Town of Milton's Heritage Inventory. This property consists of a one and a half storey stone farmhouse with rear accretion and several agricultural-related outbuildings. The structures are located in close proximity to the road right-of-way, as are several landscape elements such as mature trees and fence lines.



3.5 Resource Mapping



Figure 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Guelph Line EA Study Corridor



Figure 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Guelph Line EA Study Corridor

4.0 CONCLUSIONS

A review of background historical research and the Town of Milton's Heritage Inventory confirmed that the study corridor is historically located on part of Lots 12 to 15, between the road allowance for Concessions III and IV, in the former Township of Nelson, Halton County. The Township of Nelson experienced Euro-Canadian settlement activities in the early nineteenth century, and by the end of the century, the township had flourished as an ideal place for agricultural land use activities. The 1877 historical atlas maps confirms that lands adjacent to the study corridor had been cleared and developed into farmstead properties, featuring homestead structures and landscape features such as orchards.

The results of the field review confirmed that the study corridor retains visual, landscape, and structural reminders of this rural nineteenth century land use history. Six cultural heritage resources were identified adjacent to the Guelph Line road right-of-way. The following provides a summary of field review findings:

- A total of six cultural heritage resources were identified in the study corridor which include two built heritage resources (BHR) and four cultural heritage landscapes (CHL);
- Identified cultural heritage resources include two residences (BHR 1 and BHR 2) and four farmsteads (CHL 1 – CHL 4);
- A total of five cultural heritage resources located in the study corridor have been listed on the Town of Milton's Heritage Inventory (BHR 2, CHL 1 – CHL 4);
- One cultural heritage resource located in the study corridor was identified during the field review (BHR 1); and
- No properties located in the study corridor have been designated under the *Ontario Heritage Act*.

5.0 RECOMMENDATIONS

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

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

Based on the results of the field review and identification of potential impacts, the following mitigation measures are recommended:



1. Road improvements should be suitably planned in a manner that avoids identified, above ground, cultural heritage resources;
2. Wherever possible, historic roadsides should be maintained through the use of landscaping with historic plant materials for berms or vegetative screens, and hedge rows should be preserved where extant; and
3. When detailed road improvements plans are complete, specific impacts of the undertaking should be identified and appropriate mitigation measures developed, including, but not limited to, requirements for heritage impact assessments, documentation reports, and/or buffering strategies.

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