



May 11, 2017

HERITAGE IMPACT ASSESSMENT

Schedule C Municipal Class Environmental Assessment

Ninth Line Corridor Study

Dundas Street to 407 ETR

Former Trafalgar Township

Halton & Peel Region, Ontario

Submitted to:

Traffic Engineering

CIMA+

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FINAL REPORT



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Executive Summary

In 2016, CIMA+, on behalf of Halton Region, retained Golder Associates Ltd. to conduct a Heritage Impact Assessment (HIA) as part of a Schedule C Municipal Class Environmental Assessment Study of proposed road widening and associated improvements to the northern section of Ninth Line, a major north-south arterial route between Dundas Street (Regional Road 5) and the 407 Express Toll Route in Halton Region, Ontario. The 50-m wide study area crossed and included parcels within the City of Mississauga on the east, the Town of Oakville on the west, and the Town of Milton on the north.

Design considerations for the Ninth Line transportation corridor improvements include:

- Establishing a 35-m right-of-way;
- Road widening from two to four lanes with centre median, bike lanes, and curbs;
- Creating treed boulevards and multi-use paths; and,
- Constructing a roundabout at the intersection of Burnamthorpe Road (William Halton Parkway) and Ninth Line.

Following guidelines provided in the Ministry of Tourism, Culture and Sport's (MTCS) *Ontario Heritage Tool Kit* series (2006), *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980), *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and municipal official plans and other heritage policies, this HIA includes: an overview of relevant heritage legislation and policies; a land use history to identify heritage themes and understand the study area within a regional context; results of a field investigation conducted to confirm known heritage resources and identify new potential built heritage resources and cultural heritage landscapes; an evaluation of all identified resources using criteria prescribed in *Ontario Regulation 9/06*; and an assessment of whether the proposed undertaking will adversely impact cultural heritage resources within the Study Area.

This HIA identified two properties of potential cultural heritage value or interest in the study area (PIN14731600 City of Mississauga; 3480 Ninth Line, Town of Oakville) and determined that the Ninth Line Transportation Corridor Improvements Project, as currently proposed:

- ***Will indirectly impact*** 3480 Ninth Line, a property listed in the *Town of Oakville Section F: Register of Properties of Cultural Heritage Value or Interest (NOT Designated)*.

However, the predicted impact (encroachment) is slight in magnitude and limited to a small section of the property. This HIA therefore concluded that:

- ***No conservation or mitigation strategies are required.***

Although no heritage attributes were identified elsewhere in the study area, in accordance with the Town of Oakville's *North Oakville Heritage Resources Review and Strategy*, Golder recommends that:

- ***The historical toponym 'Snider's Corners' be used on signage and official mapping for the roundabout and intersection at Burnamthorpe Road and Ninth Line.***



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Study Limitations

Golder Associates Ltd. has prepared this report in a manner consistent with standards and guidelines developed by the Ontario Ministry of Tourism, Culture and Sport and Canada's Historic Places, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder Associates Ltd., by CIMA+ (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

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Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.



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HIA-NINTH LINE SCHEDULE C MUNICIPAL CLASS EA

APPENDICES

APPENDIX A

Inventory of Properties with Known or Potential CHVI in the Study Area

APPENDIX B

Draft preferred design plans for the north and south sections of Ninth Line (courtesy CIMA+)



1.0 INTRODUCTION

In 2016, CIMA+ (CIMA), on behalf of Halton Region (the Region), retained Golder Associates Ltd. (Golder) to conduct a Heritage Impact Assessment (HIA) as part of a Schedule C Municipal Class Environmental Assessment Study of proposed road widening and associated improvements to the northern section of Ninth Line, a major north-south arterial route between Dundas Street (Regional Road 5) and the 407 Express Toll Route in Halton Region, Ontario (the Study Area)(Figure 1). The 50-m wide Study Area crossed and included parcels within the City of Mississauga on the east, the Town of Oakville on the west, and the Town of Milton on the north.

Design considerations for the Ninth Line Transportation Corridor Improvements Study include:

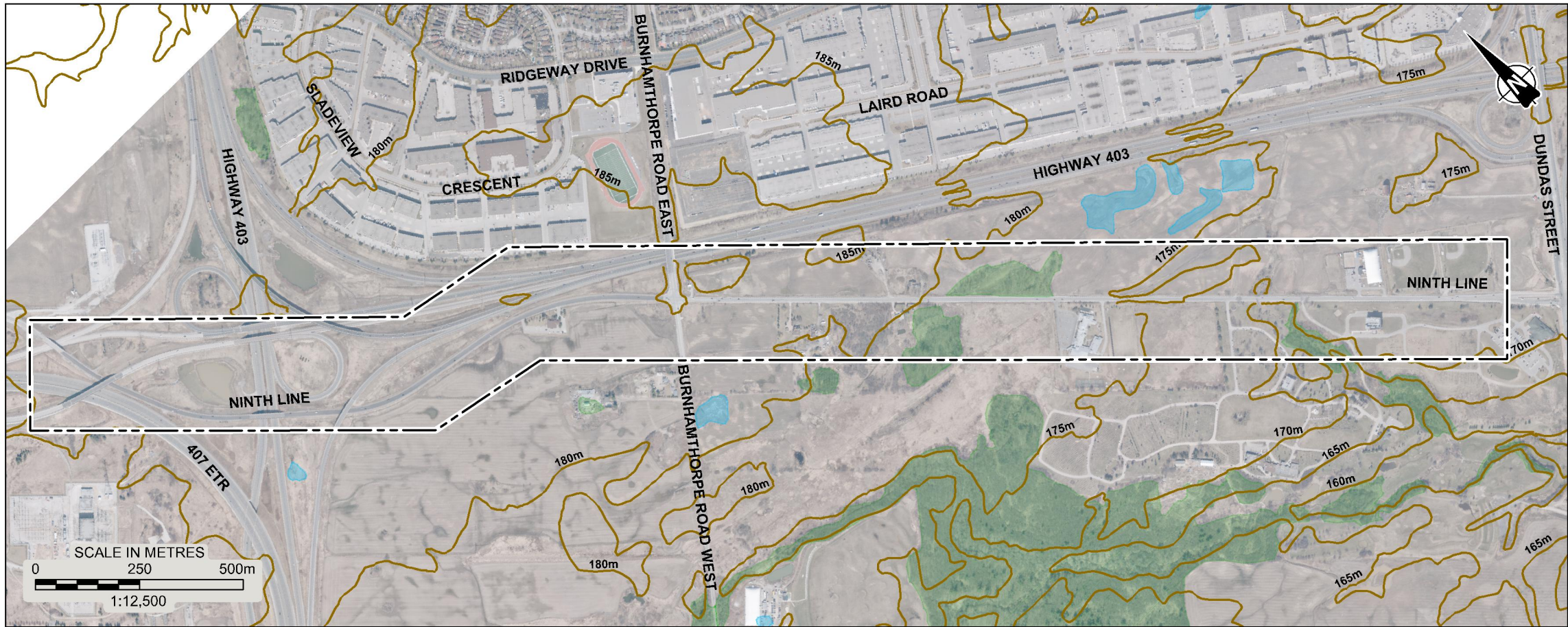
- Establishing a 35-m right-of-way;
- Road widening from two to four lanes with centre median, bike lanes, and curbs;
- Creating treed boulevards and multi-use paths; and,
- Constructing a roundabout at the intersection of Burnamthorpe Road (William Halton Parkway) and Ninth Line.

Following guidelines provided in the Ministry of Tourism, Culture and Sport's (MTCS) *Ontario Heritage Tool Kit* series (2006), *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980), *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and the municipal heritage policies of Halton Region, the Town of Oakville, and the City of Mississauga, this document provides:

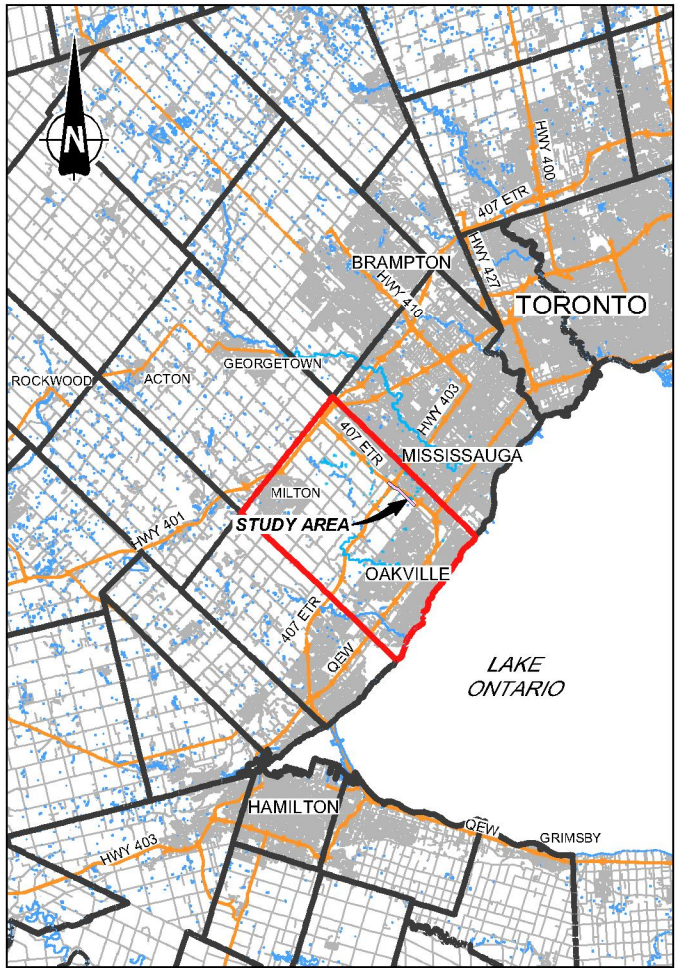
- A background on the legislative framework, purpose, and requirements of a HIA and the methods used to investigate and evaluate cultural heritage resources;
- An overview of the Study Area's geographic context and history;
- An inventory of all built heritage resources and cultural heritage landscapes identified in the Study Area, and an evaluation of their cultural heritage value or interest (CHVI);
- A description of the proposed undertaking and assessment of potential impacts and residual effects; and,
- Recommendations to ensure that the heritage attributes identified in the Study Area are conserved.

This HIA does not discuss the Town of Milton's cultural heritage policies since there are no known resources in the Milton section of the Study Area, no concerns were raised in consultation with the municipal heritage planner, and no resources were found within the Town's limits during the field investigations.

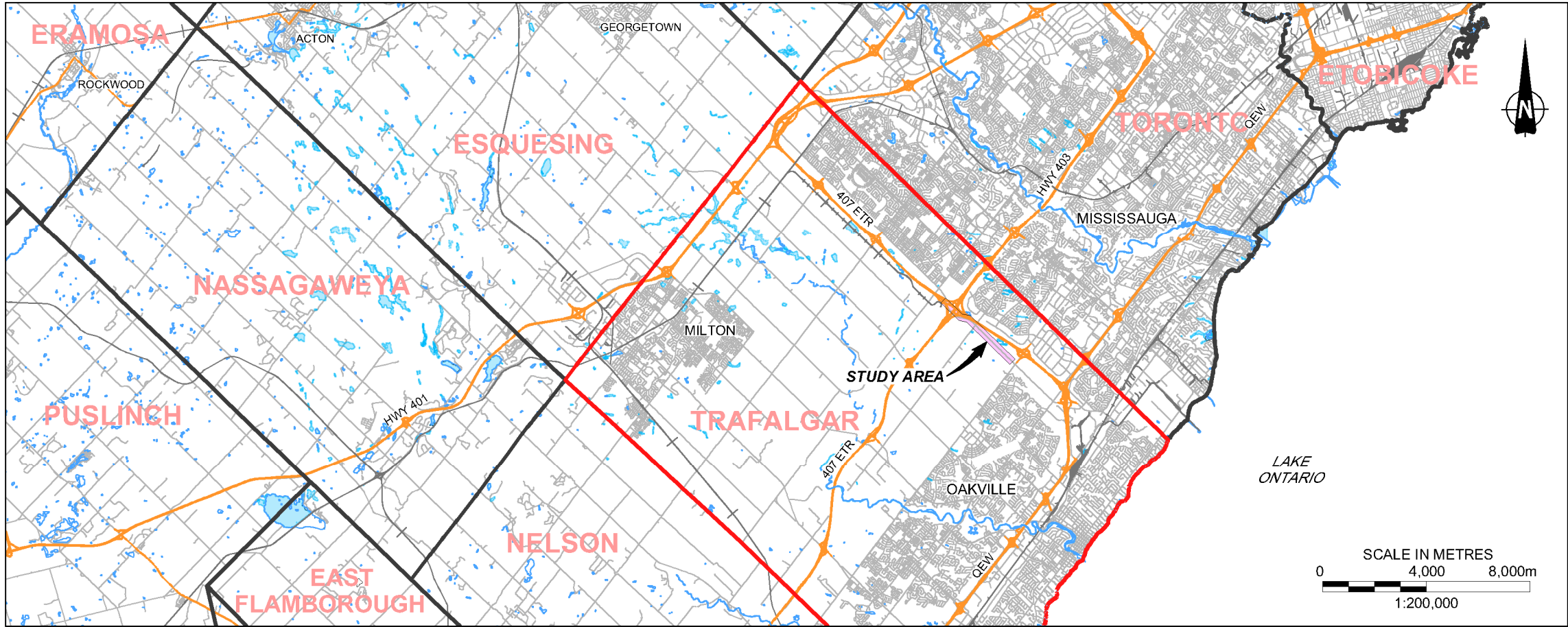
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2015 AERIAL IMAGERY and OBM MAPPING



KEY PLAN



REGIONAL MAP

LEGEND

- STUDY AREA
- TOWNSHIP OF TRAFALGAR BOUNDARY
- TOWNSHIP BOUNDARY
- NELSON TOWNSHIP

REFERENCE

DRAWING BASED ON MNR LIO, OBTAINED 2015, PRODUCED BY GOLDER ASSOCIATES LTD UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2015;
2015 AERIAL IMAGERY PROVIDED BY THE REGION OF HALTON; AND
CANMAP STREETFILES V2008.4.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT			
HERITAGE IMPACT ASSESSMENT NINTH LINE, DUNDAS STREET to HIGHWAY 407 REGION OF HALTON, ONTARIO			
TITLE			
LOCATION OF STUDY AREA			
PROJECT No. 1648031		FILE No. 1648031-3000-R01001	
CADD	DCH	Aug 18/16	SCALE AS SHOWN REV. 0
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Golder Associates		FIGURE 1	



2.0 SCOPE AND METHOD

The scope of this CHAR was defined by the MTCS *Checklist* and PPS 2014. Criteria provided in the MTCS *Checklist* was used to identify all known and potential cultural heritage resources within the Study Area, as well as any adjacent cemeteries. Following PPS 2014, adjacent 'protected heritage property', such as those designated under Part IV or Part V of the *OHA*, were also considered as part of the scope for the assessment.

To conduct this CHAR, Golder:

- Researched archival and published sources relevant to the history and geographic context of the Study Area;
- Consulted federal, provincial, and municipal heritage registers, and contacted the municipal heritage planners to identify known or recognized properties of CHVI within the Study Area;
- Undertook a field investigation to inventory and document all known and potential cultural heritage resources within the Study Area, and to understand the wider built and landscape context;
- Evaluated potential resources for CHVI of using the criteria prescribed in *O. Reg 9/06*; and,
- Assessed potential impacts to properties of CHVI using MTCS and other guidance.

A number of primary and secondary sources, including historic maps, aerial imagery, photographs, research articles, and municipal documents and were compiled from the Western University Archives and Research Collections Centre, the National Air Photo Library, and online sources.

Golder contacted the municipal heritage planners for the Town of Oakville, Town of Milton, and City of Mississauga by email and telephone to request information about known or potential cultural heritage resources in the Study Area. On August 15, 2017, Cecilia Nin Hernandez at the City of Mississauga provided information via email on the property of interest in the southeast corner of the Study Area, and on August 19, 2016, Carolyn Van Sligtenhorst at the Town of Oakville provided via email historical background and photographs of the property at 3480 Ninth Line, and information that the Burnamthorpe Road/Ninth Line intersection is not considered part of the Burnamthorpe Road Character Road. Ann Fisher at the Town of Milton confirmed via telephone that there are no properties of known CHVI in the northern section of the Study Area.

Field investigations were conducted by Cultural Heritage Specialist Chris Lemon on June 13, 2016. This included photographing all resources in the Study Area from public rights of way with a Nikon D5300 digital single reflex camera, and recording the coordinates of photo locations and heritage resources using a navigation-grade GPS. Potential built heritage resources in the Study Area were identified on the basis of the MTCS *Checklist* and 40-year 'rule of thumb', municipal information, analysis of architectural style, historical mapping, and aerial imagery, and are described using the terms provided by Blumenson (1990), Hubka (2013), and the *Canadian Inventory of Historic Buildings* (Parks Canada 1980). Potential cultural heritage landscapes were identified based on the criteria provided in the MTCS *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980) and MTCS *Heritage Conservation Districts* (2005).



3.0 PLANNING, LEGAL, AND REGULATORY CONTEXT

Cultural heritage resources are recognized, protected, and managed through a number of Provincial and municipal planning and policy regimes (Figure 2). These policies have varying levels of authority, though generally all inform decision-making on how impacts of new development on heritage assets can be avoided or mitigated.

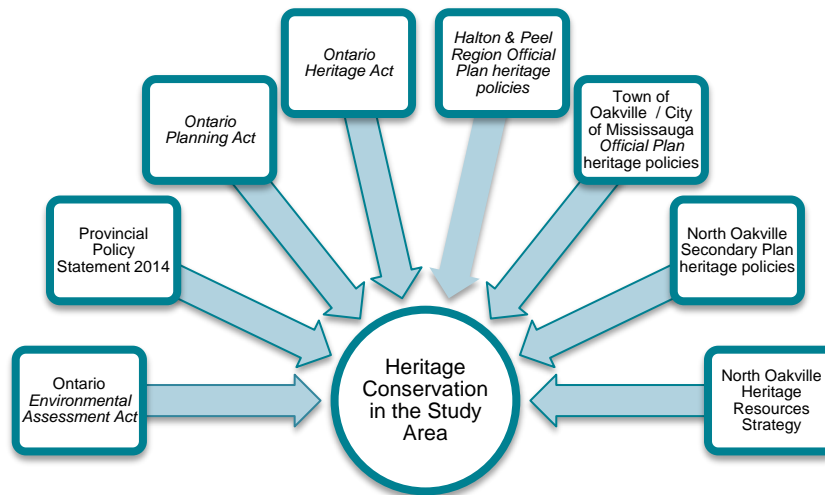


Figure 2: Provincial and municipal policies relevant to the heritage conservation in the Study Area

3.1 Provincial Heritage Policies

3.1.1 *Environmental Assessment Act* and Municipal Class Environmental Assessments

The *Environmental Assessment Act* (EAA) was legislated to ensure that Ontario's environment is protected, conserved, and wisely managed. Under the EAA, 'environment' includes not only natural elements such as air, land, water and plant and animal life, but also the 'social, economic and cultural conditions that influence the life of humans or a community', and 'any building, structure, machine or other device or thing made by humans'. To determine the potential environmental effects of a new development, the Environmental Assessment (EA) process was created to standardize decision-making. For municipal road, water, and wastewater projects this decision-making is streamlined in the 'Class' EA process, which divides routine activities with predictable environmental effects into four 'schedules' (Government of Ontario 2014; MCEA 2015). The Project falls under the Schedule C EA process since it involves construction of new facilities and major expansions to existing facilities.

The phases (up to five) and associated actions required for each of these schedules is outlined in the Ontario Municipal Engineers Association (MEA) Manual. Avoidance of cultural resources is the primary mitigation suggested in the manual, although other options suggested include 'employing necessary steps to decrease harmful environmental impacts such as vibration, alterations of water table, etc.' and 'record or salvage of information on features to be lost' (MEA 2015: Appendix 2). In all cases, the 'effects should be minimized where possible, and every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures.' Some of these policies —such as the *Planning Act*, *Provincial Policy Statement*, and *Official Plans* and *Secondary Plans*— are listed as 'Key Considerations' in the MEA Manual, and are described below.



3.1.2 *Planning Act and Provincial Policy Statement*

The Ontario *Planning Act* (1990) and associated *Provincial Policy Statement, 2014* (PPS 2014) provide the legislative imperative for heritage conservation in land use planning. Both documents identify conservation of resources of significant architectural, cultural, historical, archaeological, or scientific interest as a Provincial interest, and PPS 2014 further recognizes that protecting cultural heritage and archaeological resources has economic, environmental, and social benefits, and contributes to the long-term prosperity, environmental health, and social well-being of Ontarians. The *Planning Act* serves to integrate this interest with planning decisions at the provincial and municipal level, and states that all decisions affecting land use planning 'shall be consistent with' PPS 2014.

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two sections of PPS 2014:

- Section 2.6.1 – 'Significant built heritage resources and significant heritage landscapes shall be conserved';
- Section 2.6.3 – 'Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except 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.'

PPS 2014 defines *significant* as resources 'determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people', and *conserved* as 'the identification, protection, management and use of built heritage resources, cultural heritage landscapes, and archaeological resources in a manner that ensures their cultural heritage value of interest is retained under the *Ontario Heritage Act*.' Built heritage resources, cultural heritage landscapes, heritage attributes, and protected heritage property are also defined in the PPS:

- **Built heritage resources:** a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal [Indigenous] community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers.
- **Cultural heritage landscapes:** a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal [Indigenous] community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).
- **Heritage attribute:** the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).



- **Protected heritage property:** property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites.

For municipalities, PPS 2014 is implemented through an Official Plan, which may outline further heritage policies (see Section 3.2)

3.1.3 *Ontario Heritage Act and Ontario Regulation 9/06*

The Province and municipalities are enabled to conserve significant individual properties and areas through the *Ontario Heritage Act* (OHA). Under Part III of the OHA, compliance with the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* is mandatory for Provincially-owned and administered heritage properties, and holds the same authority for ministries and prescribed public bodies as a Management Board or Cabinet directive.

For municipalities, Part IV and Part V of the OHA enables council to 'designate' individual properties (Part IV), or properties within a heritage conservation district (HCD) (Part V), as being of 'cultural heritage value or interest' (CHVI). Evaluation for CHVI under the *Ontario Heritage Act* is guided by *Ontario Regulation 9/06* (O. Reg. 9/06), which prescribes the *criteria for determining cultural heritage value or interest*. The criteria are as follows:

- 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 **historic 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.

If a property meets one or more of these criteria, it may be eligible for designation under Part IV, Section 29 of the OHA.



Designated properties, which are formally described and recognized through by-law, must then be included on a 'Register' maintained by the municipal clerk. At a secondary level, a municipality may 'list' a property on the register to indicate its potential CHVI. Importantly, designation or listing in most cases applies to the entire property, not only individual structures or features.

The Town of Oakville and City of Mississauga's heritage registers include:

- Individual properties designated under Part IV;
- Properties within HCDs designated under Part V; and,
- 'Listed' properties of potential CHVI.

At most local governments, planning staff and heritage committees report to Council on issues pertaining to the OHA. If these individuals or bodies are absent in a municipality, the Province may assume responsibility.

3.1.4 Provincial Guidance

The Province, through the MTCS, has developed a series of products to advise municipalities, organizations, and individuals on heritage protection and conservation. One product used primarily for EAs is the MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (MTCS Checklist) (2015). This checklist helps to identify if a project area contains, or is adjacent to known cultural heritage resources, provides general direction on identifying potential built heritage resources and cultural heritage landscapes, and aids in determining the next stages of evaluation and assessment.

One criterion listed on the MTCS Checklist is if a property contains buildings or structures over 40 years old at the time of assessment. This 40 year 'rule of thumb' does not automatically assign cultural heritage value or interest or protection to buildings and structures older than 40 years, nor exclude those built in the last 40 years, but assumes that a property's heritage potential increases with age. If the 'rule of thumb' identifies potential cultural heritage resources in a study area, the MTCS Checklist advises that a Cultural Heritage Evaluation Report (CHER) be completed to evaluate if the built element or landscape meets the O. Reg. 9/06 criteria. If the MTCS Checklist further indicates that known or potential for heritage resources will be impacted by the proposed development in a study area, investigation as part of a Heritage Impact Assessment (HIA) is usually necessary.¹

More detailed guidance on identifying, evaluating, and assessing impact to built heritage resources and cultural heritage landscapes is provided in the *Ontario Heritage Tool Kit* series. Of these, *Heritage Resources in the Land Use Planning Process* (MTCS 2006) provides an outline for the contents of a HIA, which it defines as:

- 'a study to determine if any cultural resources (including those previously identified and those found as part of the site assessment) are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended.'

For Class EAs, the *Ontario Heritage Tool Kit* partially, but not entirely, supersedes earlier MTCS advice. Criteria to identify cultural landscapes is provided in greater detail in the *Guidelines on the Man-Made Heritage Component*

¹ For many environmental assessments, including for the Project, a CHER and HIA are combined as a Cultural Heritage Assessment Report (CHAR).



of *Environmental Assessments* (1980:7), while recording and documentation procedures are outlined in the *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992:3-7). The latter document also stresses the importance of identifying and gauging the cumulative effects of a Class EA development (MTCS 1992:8).

3.2 Municipal Heritage Policies

3.2.1 Halton Region Official Plan

The Halton Region *Official Plan*, last consolidated in 2015, includes a number of policies for cultural heritage conservation. Under Section 165, the overall goal for cultural heritage resources is 'to protect the material, cultural and built heritage of Halton for present and future generations', and this is to be achieved through a series of objectives and policies. The most relevant of these policies for this project are:

- Policy 167(2) - Inform promptly the appropriate government agencies, First Nations and Municipal Heritage Committees of development proposals that may affect defined Cultural Heritage Resources and known archaeological sites.
- Policy 167(2.1) — Establish and implement guidelines (protocol) for consulting with First Nations on relevant planning applications in accordance with Provincial legislation, regulations and guidelines.
- Policy 167(3) — Require that development proposals on adjacent lands to protected Cultural Heritage Resources:
 - a) study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;
 - b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details; and
 - c) express the Cultural Heritage Resources in some way, including: display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses; and,
- Policy 167(8) — Develop a coordinated heritage signage and heritage promotion program in Halton.

3.2.2 Town of Oakville

3.2.2.1 Town of Oakville Official Plan

The Town of Oakville's *Official Plan*, or *Livable Oakville Plan*, adopted in 2009 and last consolidated in February 2015, informs decisions on issues such as future land use, physical development, growth, and change within the Town limits until 2031. Section 5 of the *Livable Oakville Plan* addresses the goals and policies for 'cultural heritage resources', which are defined in the glossary (Section 29.5) as 'buildings, structures and properties designated or listed under the *Ontario Heritage Act*, significant built heritage resources, and significant cultural heritage landscapes as defined and interpreted by the applicable Provincial Policy Statement.'



The Town's general objectives for heritage are to:

- 'safeguard and protect cultural heritage resources through use of available tools to designate heritage resources and ensure that all new development and site alteration conserve cultural heritage resources and areas of cultural heritage significance; and,
- encourage the development of a Town-wide culture of conservation by promoting cultural heritage initiatives as part of a comprehensive economic, environmental, and social strategy where cultural heritage resources contribute to achieving a sustainable, healthy and prosperous community (Section 5.1.1).'

These objectives are further articulated for heritage conservation in many subsections of Section 5.3, primarily:

- Sec. 5.3.1 - The Town shall encourage the preservation and continued use of cultural heritage resources identified on the register and their integration into new development proposals through the approval process and other appropriate mechanisms;
- Sec. 5.3.3 - Significant cultural heritage resources shall be conserved, and may be integrated into new development; and,
- Sec. 5.3.5 - The Town may impose, as a condition of any development approvals, the implementation of appropriate conservation, restoration or mitigation measures to ensure the preservation of any affected cultural heritage resources.

Cultural heritage is also addressed in other sections of the *Livable Oakville Plan*. In Section 6.4.2 there is the statement that 'New development should contribute to the creation of a cohesive streetscape by improving the visibility and prominence of and access to unique natural, heritage, and built features', and in Section 6.15.3 the Town prescribes that 'signs on cultural heritage properties or within Heritage Conservation Districts or cultural heritage landscapes shall be compatible with the architecture and character of the property or district.' The role architectural conservation can play in environmental stewardship is covered in Section 10.6.1, where it states that 'conserving heritage resources, which contributes to sustainability by reducing landfill and lessening the demand for energy and resources needed for new construction.'

3.2.2.2 North Oakville East Secondary Plan

The Study Area is within the North Oakville East Secondary Plan area, for which there are additional heritage conservation policies. The overall objective for this area is to, 'encourage, where appropriate and feasible, the incorporation of cultural heritage resources, including their adaptive reuse, as part of the development of North Oakville East' (Section 7.2.3.7). Incorporation or 'integration' is covered in further detail in Section 7.4.14.3, where it specifies that the Town shall 'encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site', or 'where resources which are not designated, and are not to be conserved, request the documentation of such resources in a cultural heritage report with a detailed property history, architectural description and photographic recording.' Relative to the Study Area, the Secondary Plan also states that:

- 'In addition to the other provisions of this section, the Town shall protect existing Burnhamthorpe Road as a character road in accordance with the policies of this Plan.'



These policies are further supported under Section 7.5.4 'General Design Guidelines', which states that 'the incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.'

3.2.2.3 North Oakville Heritage Resources Review and Strategy

Linked to the *Secondary Plan* is the *North Oakville Heritage Resources Review and Strategy* adopted by Council in 2010. This document provides an inventory of known built, landscape, and archaeological resources in north Oakville—an area bounded by Ninth Line on the east, Tremaine Road on the west, Highway 407 and Fourth Line on the north, and Dundas Street on the south—as well as ten recommendations, or strategies, to conserve these resources. Of these strategies, the following are relevant to the Study Area:

- Strategy 3: Guide proposed development to ensure compatibility with and respect of heritage resources;
- Strategy 4: Seek opportunities to incorporate houses, barns, silos, and other structures into new development;
 - Under this overall strategy, there are 'prioritized conservation strategies', of which the most relevant is 'Strategy 1: Retain the resource in situ and manage the new development in a manner that is compatible with and respectful of the heritage resource'.
- Strategy 8: Incorporate signage on existing roads and in new developed areas that recognize the historical significance of the former Trafalgar Township, its roads and communities; and,
- Strategy 9: Use historical names when naming new public buildings, streets, parks and other public places.

3.2.3 Region of Peel Official Plan

Section 3.6 of the Region of Peel *Official Plan* addresses cultural heritage. The general goals of the plan include preservation of the region's cultural heritage as one way of creating healthy and sustainable communities, while the specific objectives relevant to infrastructure projects and cultural heritage are:

- Policy 3.6.1.1 - To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations; and,
- Policy 3.6.1.2 - To promote awareness and appreciation, and encourage public and private stewardship of Peel's heritage.

Cultural heritage policies of the Region of Peel relevant to infrastructure projects include:

- Policy 3.6.2.3 - Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Citizenship, Culture and Recreation's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.
- Policy 3.6.2.4 - Require and support cultural heritage resource impact assessments, where appropriate, for infrastructure projects, including Region of Peel projects.



- Policy 3.6.2.8 - Direct the area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

3.2.4 City of Mississauga *Official Plan*

The City of Mississauga's *Official Plan*, last consolidated in March 2016, covers 'heritage planning' in Section 7.4. Cultural heritage resources are widely defined in the plan to include:

- 'Structures such as buildings, groups of buildings, monuments, bridges, fences, and gates; sites associated with an historic event;
- Environments such as landscapes, *streetscapes*, flora and fauna within a defined area, parks, heritage trails, and historic corridors;
 - Streetscapes are defined in the glossary as 'the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a streetscape is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.'
- Artifacts and assemblages from an archaeological site or a museum; and,
- Traditions reflecting the social, cultural, or ethnic heritage of the community.'

Eighteen policies (Sections 7.4.1.1 to 7.4.1.18) for cultural heritage resources are then listed, but all are based primarily on the two principles laid out in the first policy, which are that:

- Heritage planning will be an integral part of the planning process; and,
- Cultural heritage resources of significant value will be identified, protected, and preserved.

Other relevant policies for the Study Area include:

- Policy 7.4.1.2 – Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.
- Policy 7.4.1.3 – Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.
- Policy 7.4.1.10 – Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- Policy 7.4.1.13 – Cultural heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource.
- Policy 7.4.1.14 – Cultural heritage resources will be integrated with development proposals.
- Policy 7.4.1.17 – Public works will be undertaken in a way that minimizes detrimental impacts on cultural heritage resources.



HIA-NINTH LINE SCHEDULE C MUNICIPAL CLASS EA

- Policy 7.4.2.3 – Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.



4.0 GEOGRAPHIC AND HISTORICAL CONTEXT

4.1 Geographic Context

The 50-m wide by approximately 3.8-km-long Study Area is in southwestern Ontario, southwest of the City of Toronto, and borders Halton Region and the Region of Peel. It follows the north-south route of Ninth Line (Halton Regional Road 13), between the east-west running Dundas Street on the south, and Highway 407 ETR on the north. In the northern half of the Study Area, Burnamthorpe Road (Halton Regional Road 27) crosses Ninth Line. West of the Ninth Line centre-line is part of the Town of Oakville, while the east portion is part of the City of Mississauga, and the northern terminus is at the southeast corner of the Town of Milton. Oakville is the largest nearby community at just over 5.5 km to the south.

The Study Area is within the South Slope physiographic zone, an area of undulating terrain between the Lake Ontario shoreline and the Oak Ridges Moraine (Chapman & Putnam 1984:172-174). A short distance to the north of the Study Area the physiography changes to the Peel Plain, while bordering its south extent is the Iroquois Plain. The South Slope is predominately composed of imperfectly-drained, stone-free and very fine textured tills and lacustrine sediments (Soil Research Institute 1960). Within the Study Area the topography gradually rises in elevation from south to north, although the terrain is primarily flat and featureless.

Approximately 500 metres east and parallel with the Study Area is Joshua's Creek, whose tributaries extend into the Study Area on its mid and north section, and which flows directly toward Lake Ontario approximately 7.5 km to the southwest despite being within the Credit River Valley Watershed. Trees in the vicinity of the Study Area are almost exclusively deciduous, with some coniferous species present near structures.

4.2 Historical Context

4.2.1 Halton and Peel Counties

Following the Toronto Purchase of 1787, today's southern Ontario was divided into four political districts — Lunenburg, Mechlenburg, Nassau, and Hesse— that were all within the old Province of Quebec. These became part of the Province of Upper Canada in 1791, and renamed the Eastern, Midland, Home, and Western Districts, respectively. The Study Area was within the former Nassau District, then later the Home District, which originally included all lands between an arbitrary line on the west running north from Long Point on Lake Erie to Georgian Bay, and a line on the east running north from Presqu'île Point on Lake Ontario to the Ottawa River. Each district was further subdivided into counties and townships; the Study Area was originally part of Halton County and Trafalgar Township, which extended as far east as Winston Churchill Boulevard, now within the City of Mississauga.

Halton County was named for William Halton, secretary for Francis Gore, who served twice as Lieutenant-Governor of Upper Canada (1806-1811 and 1815-1817). In 1816, Halton County was separated from Gore District and united with Wentworth County until separated again in 1853. Halton included the townships of Esquesing, Nassagaweya, Nelson, and Trafalgar, and in 1857 the towns of Oakville and Milton were added to the County Council (Walker and Miles 1877).

Halton Region replaced the former Halton County on January 1st, 1974, and now includes Oakville, Milton, Halton Hills, and Burlington, with the municipal seat residing in Oakville. This reorganization included moving the boundary of Halton Region to the west side of Ninth Line, with the lands to the east subsumed under the Region



of Peel, formerly Peel County, which includes the communities of Brampton (the municipal seat), Mississauga, and Caledon.

4.2.2 Township of Trafalgar

In 1793, prior to formal surveys of the area, the future Dundas Street was proposed as a military road linking Lake Ontario, Lake Erie, and Lake Huron, and as a route to encourage settlement throughout southwestern Ontario. The Trafalgar Township portion of the road was partially cleared by 1800.

Five years later, following Treaty 13A between the Crown and the Mississauga Nation (Morris 1943), the area north of Dundas Street was opened for township survey, which Samuel S. Wilmot undertook between 1805 and 1806. Using Dundas Street as a baseline, Wilmot used the Single Front Survey system where only the concessions were surveyed and lots of 120 to 200 acres were delineated to be five times as long as they were wide (Schott 1981:77-93) (Figure 3), and marked out four concessions south of Dundas Street (SDS) and two to the north (NDS). The NDS concession lines were oriented south to north with the side roads crossing the township from west to east, while for the SDS, the concession lines were oriented north to south (McIlwraith 1999:54; Unterman McPhail Associates 2010:6). Trafalgar Township was originally named 'Township 2' and 'Alexander Township', but was later renamed to honour Admiral Horatio Nelson's posthumous victory over the French fleet at the Battle of Trafalgar on October 21, 1805 (Walker and Miles 1877).



Figure 3: The single front survey system, used from 1783 to 1818. As depicted here, each lot is 200 acres (Ac.), created from surveying 19 chains by 105.27 chains (1 chain = 66 feet/ 20.12 metres) (Gentilcore 1969:61)

This original 'Old Survey' was settled quickly: an 1806 map of the area (Figure 4) shows that all of the lots included in the Study Area had been granted by that time, but it was not until after 1818 that the remainder of the Township had been purchased from the Mississaugas and a 'New Survey' could divide the land north of the 2nd concession NDS (Unterman McPhail Associates 2010:6).

In addition to clearing five acres, fencing-in their lots, and building a house, the Township's initial settlers were required to clear the trees from the road allowance abutting their property and improve the road surface. The unoccupied Clergy Reserves laid out along Dundas Street were under no such obligations, and when left undeveloped hampered settlement and trade.



LEGEND

— STUDY AREA

REFERENCE

DRAWING BASED ON WILMOT, SAMUEL, 1806, TRAFALGAR TOWNSHIP MAP: "TRAFALGAR PLAN OF THE SECOND TOWNSHIP IN THE TRACT OF LAND LATELY PURCHASED FROM THE MISSISSAUGA INDIANS"

NOTES

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PROJECT
HERITAGE IMPACT ASSESSMENT
NINTH LINE, DUNDAS STREET to HIGHWAY 407
REGION OF HALTON, ONTARIO

TITLE
**A PORTION OF THE
1806 MAP OF TRAFALGAR SOUTH**



PROJECT No.	1648031	FILE No.	1648031-3000-R01004
CADD	DCH	Aug 18/16	SCALE NTS REV. 0
CHECK	HCC		
FIGURE 4			



Once the government relocated the Clergy Reserves off Dundas Street, growth could accelerate so that by 1817, the township had a population of 548 and boasted four taverns, four sawmills, and one grist mill. Three years later, the Township's first post office opened and regular stage coach service was available (Walker and Miles 1877; TTHS 2016). The 1841 Trafalgar census enumerated 790 homes inhabited and 4,495 residents, most of whom were of British and French origin, or were immigrants from Ireland and the United States.

In 1846 the 'Corn Laws' that had protected domestic wheat production in Britain were repealed, opening the market to Canadian farmers. Ontario soon benefited from a boom in demand, and the increased capital allowed many farmers to replace their original wood dwellings with more substantial houses built in brick or stone, a trend that continued throughout the remainder of the 19th century. In Halton County alone, 75% of settlers had replaced their early log cabins with more substantial brick, stone, or first-class frame dwellings by 1881 (Ontario Agricultural Commission 1881:178). However, by this time a wheat blight had forced farmers in Trafalgar Township—as elsewhere in southern Ontario—to diversify by keeping livestock or dairy herds and planting mixed crops and orchards. General pasturage now represented the majority of land use, followed by cultivation of hay and fall wheat (Ontario Agricultural Commission 1881:185-186).

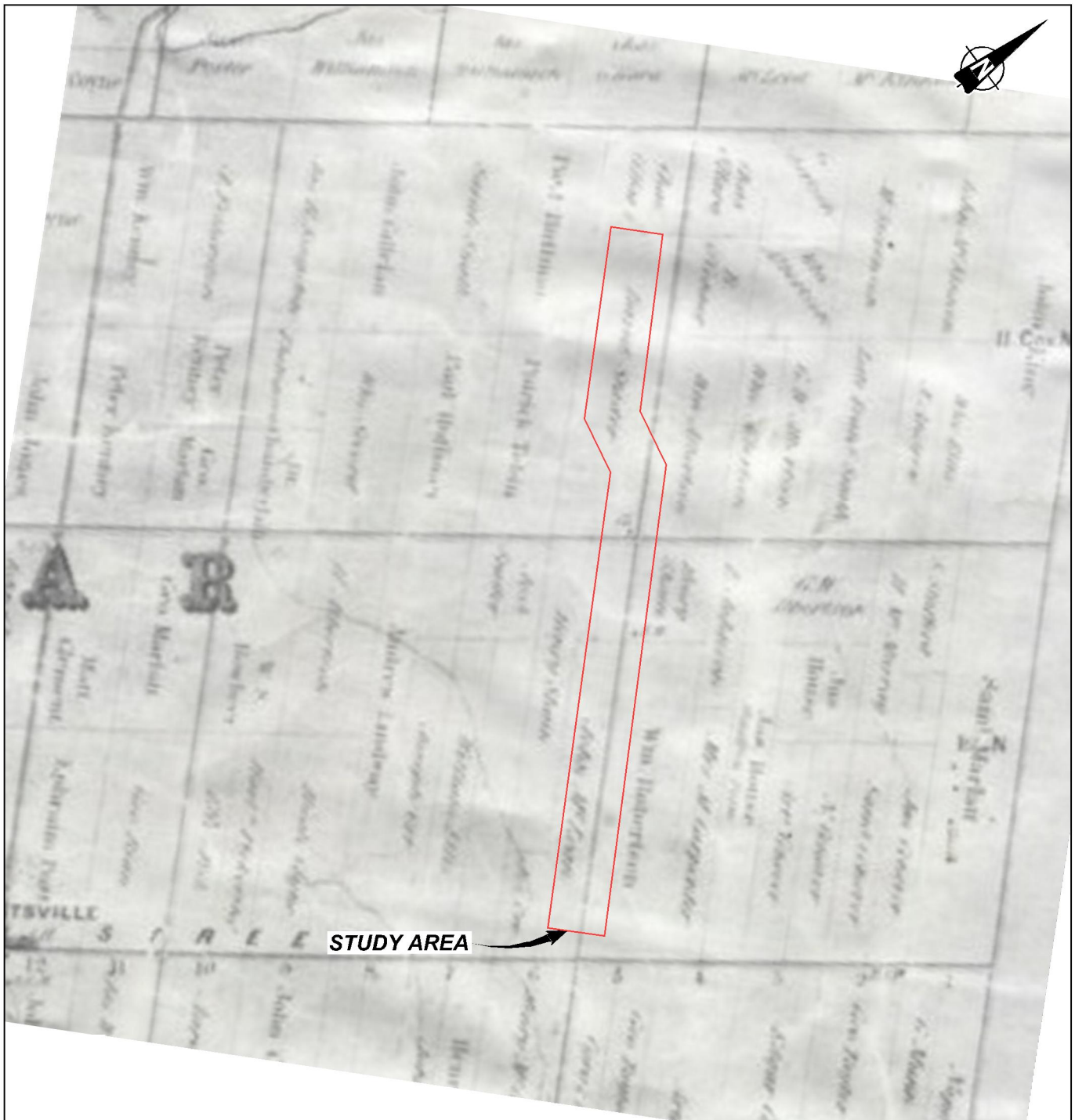
The predominately rural settlement pattern changed significantly after 1950. A population boom, combined with availability and affordability of motor vehicles along with improved roads, allowed for suburbs to expand on the shore of Lake Ontario from Toronto to Hamilton. In 1951, Trafalgar Township had a population of 8,118 yet within a decade the number of residents had almost quadrupled to 31,743. Concurrently, urbanization spread north from Lake Ontario to Dundas Street so that by the mid-1990s most of the land south of Dundas Street has been fully developed.

Today, although some areas of the 'Old Survey' NDS are currently under development, the Township is still relatively rural with surviving fields, farm buildings, hedgerows and fences. However, most of the houses are now solely residential rather than part of a family farm and the land is worked on contract in anticipation of development rather than as the primary economic activity.

4.2.3 Study Area

4.2.3.1 Lot 5, Concession 1 NDS

The Study Area includes part of Lot 5, Concession 1 NDS, shown on the 1806 Samuel Wilmot map as belonging to David Taylor (Figure 4). Lot 5 has been split by the time the 1858 Tremaine Map was produced (Figure 5), with the southern portion owned by William Robertson and the northernmost quarter associated with Henry Shain. A 'S.S.' shown noted in the south-west corner of Henry Shain's property may indicate the position of the first school house in the area (Unterman McPhail Associates 2010). The 1877 County Atlas map (Figure 6) shows the majority of the lot to the south now owned by William T. Brown, a famer and stock raiser who settled in the area in 1875, although none of his structures are within the Study Area. The northern quarter of Lot 5 was owned by Joseph Henderson, who is listed as non-resident, although a structure and orchard are illustrated on the south-east corner of what is now Burnamthorpe Road and Ninth Line.



LEGEND

STUDY AREA


REFERENCE

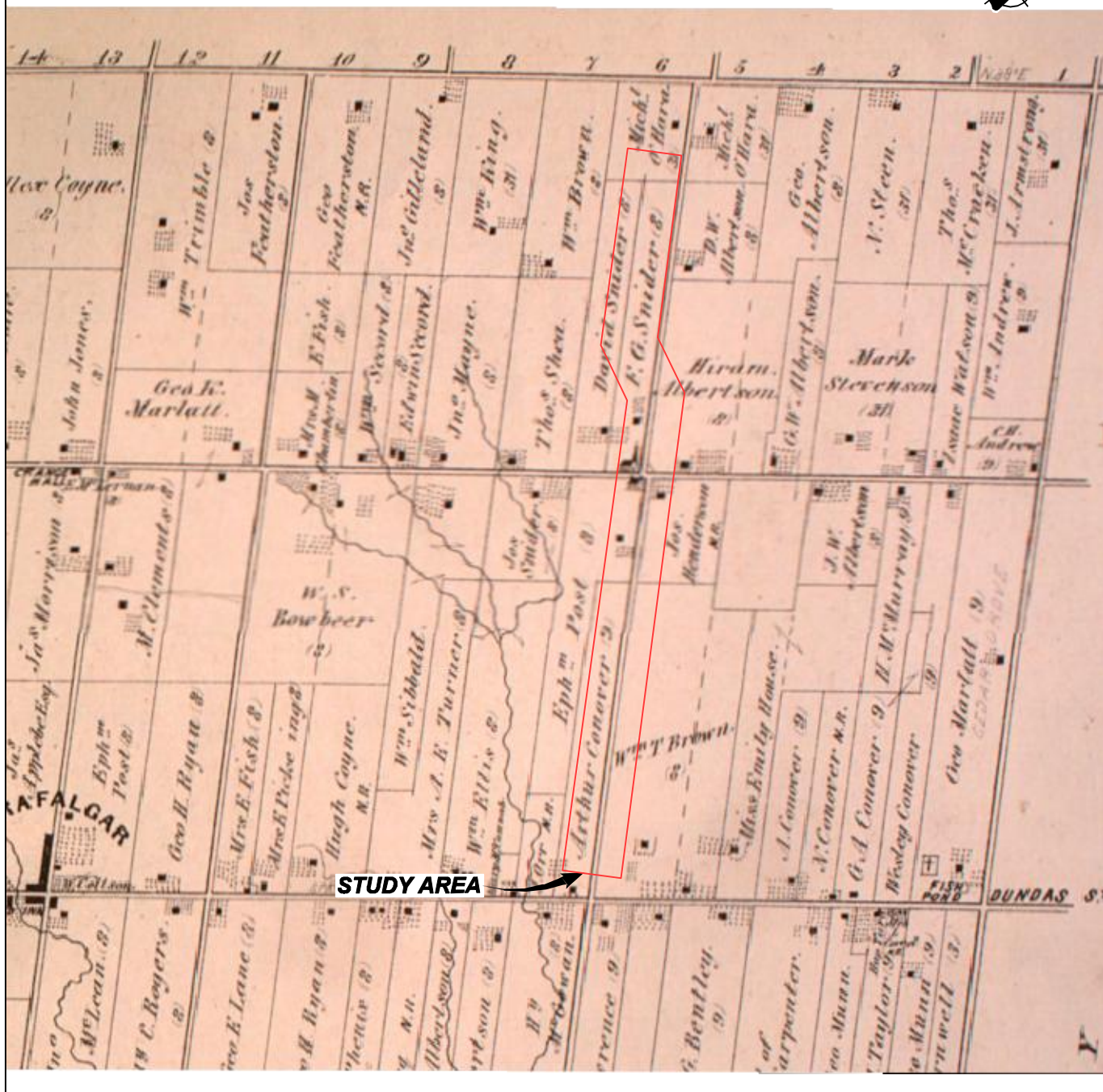
DRAWING BASED ON TREMAINE, GEORGE C., 1858, "MAP OF THE COUNTY OF HALTON, CANADA WEST"; AND CANMAP STREETFILES V2008.4.

NOTES

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PROJECT		HERITAGE IMPACT ASSESSMENT	
		NINTH LINE, DUNDAS STREET to HIGHWAY 407	
		REGION OF HALTON, ONTARIO	
TITLE		A PORTION OF THE	
		1858 TREMAINE'S MAP OF THE COUNTY	
		OF HALTON, UPPER CANADA	
		PROJECT No.	1648031
		FILE No.	1648031-3000-R01005
		SCALE	NTS REV. 0
CADD	DCH	Aug 18/16	FIGURE 5
CHECK	HCC		

 STUDY AREA

DRAWING BASED ON WALKER AND MILES, 1877,
"ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF
HALTON, ONTARIO", ed. ROSS CUMMINGS, 1972
REPRINT, CUMMINGS PUBLICATIONS, PORT ELGIN;
AND CANMAP STREETFILES V2008.4.

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PROJECT	HERITAGE IMPACT ASSESSMENT NINTH LINE, DUNDAS STREET to HIGHWAY 407 REGION OF HALTON, ONTARIO
TITLE	A PORTION OF THE 1877 HISTORICAL ATLAS MAP OF HALTON COUNTY



4.2.3.2 Lot 6, Concession 1 NDS

The 1806 map of the area lists William Tisdale on all of Lot 6, while the 1858 Tremaine map indicates that it had been divided and that most of the land within the Study Area was owned by John McLean. Henry Shain owned a total of 100 acres as well as the northernmost 25 acres of the eastern side of the lot.

In the 1877 map both landowners for Lot 6 are clearly noted. Arthur Conover had 75 acres along the south-east portion of the lot, while the northern 25-acre parcel on the east side was owned by Ephram Post, who also owned an additional 75 acres on the west side of Lot 6 that had previously belonged to Shain. Several structures were near the Study Area in this section: a structure and orchard at the southern edge of Arthur Conover's property, a structure and orchard in the mid-northern portion of Ephram Post's 25 acres, and a larger building at the south-west corner of what is now Burnhamthorpe Road and Ninth Line. The larger building illustrated at the south-west corner of Burnhamthorpe Road and Ninth Line (north-east corner of Lot 6) was the one-room school house (S.S. #4) that was in use from the mid-19th century. The schoolhouse was replaced by a new structure in 1956, and in its latter years was used as a residence (1536 Burnhamthorpe Road East) before being demolished in 2010 (Trafalgar Township Historical Society 2016; Unterman McPhail Associates 2010).

Ephram Post's home (3480 Ninth Line) survives and is listed in the *Town of Oakville Section F: Register of Properties of Cultural Heritage Value or Interest (NOT Designated)* (see Section 5.2 below).

4.2.3.3 Lot 5, Concession 2 NDS

Only a small portion of the southwest half of Lot 5, Concession 2 NDS is within the Study Area. Bernard McGuire is shown as the occupant of the southern half of Lot 5 on the 1806 map but no owner is listed for the northern half. The 1858 Tremaine map indicates that the southern half of the lot is owned by an Albertson (first name illegible) while the 1877 map shows that the southern half of Lot 5 and additional land in Lot 4 is owned by Hiram Albertson. A structure is illustrated on the southern edge of Lot 5, approximately mid-way along the frontage of the Lot on Burnhamthorpe Road. This structure is approximately 150 metres east of the Study Area.

4.2.3.4 Lot 6, Concession 2 NDS

A portion of the southern half of Lot 6 is within the Study Area and in 1806 was owned by Hannah Young. She was granted the patent to the land in 1808 and in 1810 sold it to Michael Snider, who had been living on the land with his family prior to their purchase (Trafalgar Township Historical Society 2016). Snider either sold the parcel or granted it to his son David who farmed there until his death in 1862 (Mair 2010). The 1858 Tremaine map shows the majority of Lot 6 still owned by David Snider with the exception of the south-east corner of the lot which the Snider's had granted for a church. In 1839, a Wesleyan Methodist church opened in 1839 and stayed in use until replaced by a new structure in 1886 (Mair 2010). The Snider's became a well-known family and post-masters, and the intersection of the 'back-concession' (Burnhamthorpe Road) and Ninth Line became known as Snider's Corners (Mair 2010).

On the 1877 map the southern portion of Lot 6 had been split into east and west sections. The western portion, outside of the Study Area, was owned by David Snider and the home that he built in 1848 was surrounded by orchards. This house survives and is a designated heritage property in the Town of Oakville. The eastern portion, which includes the Study Area, was owned by F. G. Snider. The church is shown on the southeast corner of Lot 6, and a secondary structure is noted approximately 225 metres to the north along Ninth Line.



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Construction of the 403 and 407 Highways in the late 20th century substantially impacted Snider's Corners and today only two buildings associated with the original hamlet survive: the Snider Farm at 1481 Burnhamthorpe Road, and Ephram Post's house at 3480 Ninth Line.



5.0 AFFECTED ENVIRONMENT

5.1 Existing Conditions

The Study Area can be broadly characterized as a relict and active agricultural landscape transitioning to a dispersed residential and suburban settlement pattern. Four landscape sub-zones can be discerned although these have no clear boundaries.

South Zone: At the northeast corner of Dundas Street East and Ninth Line there is a large lot being cleared for development, while further north is a sports complex with two ball diamonds and indoor facilities. A funeral home, cemetery and mausoleum encompasses nearly a third of the Study Area on the west side of Ninth Line (Figure 7).

Mid Zone: North and northeast of the funeral home the land use is primarily agricultural, with exceptions being a school and two widely spaced residences on the west side of Ninth Line surrounded by large wood lots (Figure 8 and Figure 9).

Snider's Corners: At Snider's Corners there is large-scale disturbance again, this time on both sides of the street. These disturbed areas continue north of Burnhamthorpe Road and abut cultivated fields further west. The only structures in this section are the recently constructed (possibly post 2000) Kingdom Hall Church (Figure 10 and Figure 11), and a storage facility currently being built on the southeast corner of the intersection.

North Zone: North of the Kingdom Hall Church, Ninth Line enters the built environment of ramps and overpasses associated with the junction of Highways 403 and 407. (Figure 12 and Figure 13).

Most of the structures immediate to the Study Area are separated by relatively large distances and exclusively — except for a sports complex in the southern portion— on the west side of Ninth Line. There is a wide variation in size and function, from large and multi-storey buildings associated with a cemetery to the south, to a school built as a connected complex and farmhouses and outbuildings in the central portion, to the church near the northern end. The setback from Ninth Line is just as varied, with some structures situated close to the road, and others located at a distance.



Figure 7: View facing north from the southern extent of the Study Area, at the northwest corner of Ninth Line and Dundas Street East.



Figure 8: View facing northwest of the undeveloped land north of the Last Supper Mausoleum at 3164 Ninth Line.



Figure 9: View facing northwest from north of 3448 Ninth Line.



Figure 10: View facing northwest toward Snider's Corners from 3164 Ninth Line.



Figure 11: View facing south of Snider's Corners from the northeast corner of Burnamthorpe Road and Ninth Line.



Figure 12: View facing northwest from the northwest corner of Ninth Line and Burnamthorpe Road East.



Figure 13: View facing north of the Highway 403 bridge over Ninth Line at the northern extent of the Study Area.

5.2 Identified Cultural Heritage Resources

Twenty properties (8 in Mississauga and 12 in Oakville) with boundaries on Ninth Line and Burnhamthorpe Road East were evaluated within the Study Area. Preliminary screening using City of Mississauga and Town of Oakville online mapping and subsequent field work identified two properties with built heritage resources and two cultural heritage landscapes. However, of the latter, the cultural heritage landscape of the Glen Oakes Cemetery was removed since it dates to the 1990s, was not deemed to be of CHVI, nor is a property of concern or interest for the Town of Oakville heritage planner. The other cultural heritage landscape was Burnhamthorpe Road, recognized in the North Oakville East Secondary Plan as a 'character road'; consultation with the Town of Oakville heritage planner also determined that this does not apply to the section within the Study Area, and therefore no cultural heritage landscapes are found within the Study Area.

Table 1: Properties of CHVI in the Study Area

Municipality	Civic Address	Resource Name/ Description	Resource Type & Summary of Heritage Attributes	Heritage Protection / Status
Mississauga	No street address City PIN:14731600	Barn	Built heritage resource: Large timber-frame barn with gambrel roof and fieldstone foundation	Property of potential CHVI identified by the City of Mississauga heritage planner
Oakville	3480 Ninth Line	c. 1886 Ephram Post, F.M.	Built heritage resource: 1 ½-storey dichromatic brick gabled ell farmhouse built in	Property of potential CHVI included on the



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Municipality	Civic Address	Resource Name/ Description	Resource Type & Summary of Heritage Attributes	Heritage Protection / Status
		Brown Farm House	the Gothic Revival style with Italianate details	Town's heritage register

The area as a whole did not constitute a cultural heritage landscape since it does not meet the criteria listed in the MTCS *Heritage Conservation Districts: A Guide to District Designation Under the Ontario Heritage Act* (2006d:8-9) including linked and concentrated buildings, structures, and natural and designed landscapes, a framework of structured elements, a sense of visual coherence, or a distinctiveness.

Similarly, no subsection of the Study Area was identified as a cultural heritage landscape. Although Ephram Post/F.M. Brown Farm House at 3480 Ninth Line and the Snider Farm at 1481 Burnamthorpe (designated under Part IV, outside the Study Area) are associated with Snider's Corners (Heritage Mississauga 2010), the integrity of the hamlet as a cultural heritage landscape has been compromised by demolition, clearing, and road widening in the past twenty years.

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LEGEND

----- STUDY AREA

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PROJECT		HERITAGE IMPACT ASSESSMENT NINTH LINE, DUNDAS STREET to HIGHWAY 407 REGION OF HALTON, ONTARIO			
TITLE		HERITAGE RESOURCES IDENTIFIED IN THE STUDY AREA			
PROJECT No.		1648031		FILE No. 1648031-3000-R01014	
CADD		DCH	Aug 18/16	SCALE	AS SHOWN
CHECK		HCC		REV.	0
Golder Associates		FIGURE 14			



6.0 PROPOSED UNDERTAKING

The undertaking for the Ninth Line Transportation Corridor Improvements Study are summarized in the public notice for the project:

Halton Region has initiated a Municipal Class Environmental Assessment (MCEA) Study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Ninth Line from Dundas Street to the 407 ETR (approximately 500m south of Lower Base Line) in the Town of Oakville and Town of Milton. In order to best address public safety and travel demand along Ninth Line, the Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations.

The suggested improvements may involve:

- Establishing a 35-m Right-of-Way (ROW) with:
 - Four vehicle lanes with centre median;
 - Bike lanes;
 - Treed boulevards;
 - Multi-use paths; and,
 - Curbs, gutters, and stormwater systems (see Figure 15).

As part of another project, a two-lane roundabout will be constructed at Snider's Corners (Ninth Line and Burnhamthorpe Road) in 2016. The draft preferred design plans are provided in APPENDIX B.

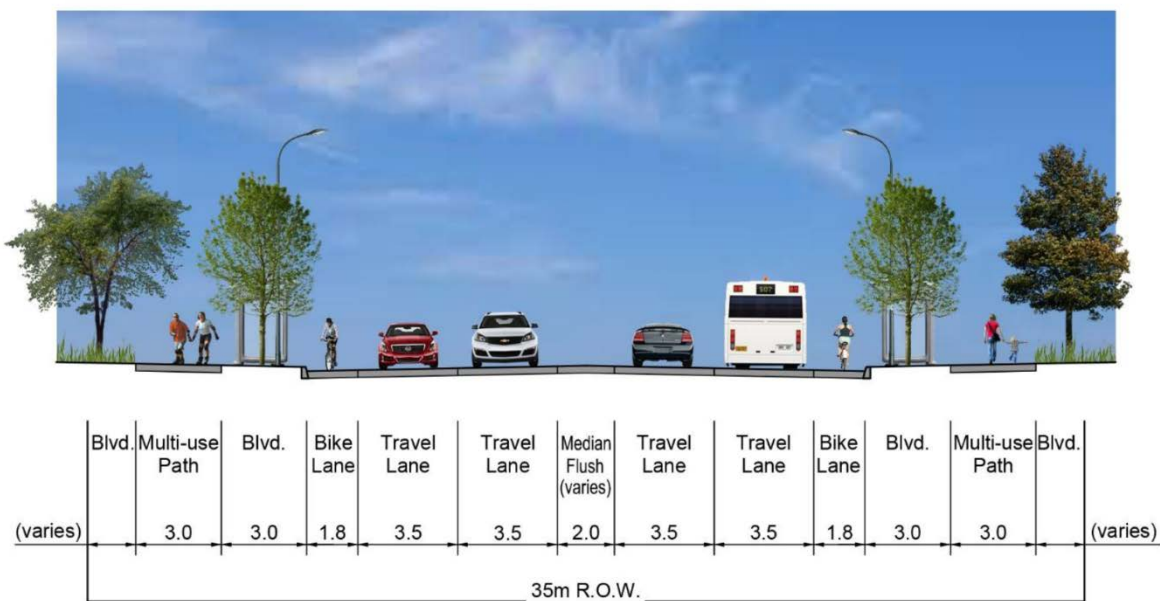


Figure 15: Design vision for the Study Area.



7.0 IMPACT AND EFFECTS ASSESSMENT

7.1 Adverse impact and effects

When determining the effects a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MTCS *Heritage Resources in the Land Use Planning Process* advises that the following direct and indirect adverse impacts be considered:

- Direct impacts
 - *Destruction* of any, or part of any, significant heritage attributes, or features;
 - *Alteration* that is not sympathetic or is incompatible, with the historic fabric and appearance;
- Indirect Impacts
 - *Shadows* created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
 - *Isolation* of a heritage attribute from its surrounding environment, context or a significant relationship;
 - *Direct or indirect obstruction* of significant views or vistas within, from, or of built and natural features; or
 - *A change in land use* such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.

Other potential impacts associated with the undertaking may also been considered. Historic structures, particularly those built in masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. Like any structure, they are also threatened by collisions with heavy machinery or subsidence from utility line failures (Randl 2001:3-6).

The residual effects of the undertaking post construction, as outlined in the MTCS *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments*, were also evaluated. These are:

- Magnitude (amount of physical alteration or destruction);
- Severity (irreversibility or reversibility of impact);
- Duration (length of time an impact persists);
- Frequency (number of times an impact can be expected); and
- Range (spatial distribution: widespread or site-specific)

An assessment of potential risks resulting from the proposed Project on cultural heritage resources, protected heritage properties, or properties of CHVI adjacent to the Study Area are presented in Table 2. For resources or properties where an impact has been identified, conservation measures are recommended.



HIA-NINTH LINE SCHEDULE C MUNICIPAL CLASS EA

Table 2: Impact Assessment & Conservation Recommendations

Property of Known or Potential CHVI	Risk of Adverse Impact to Heritage Property or Attributes during Construction	Risk of Adverse Impact or Residual Effect during Operation	Conservation/ Mitigation Measures Recommended
PIN:14731600 - Barn	<p>No risk for direct or indirect impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: Since the building is over 60 m distant from the proposed work area, there is low risk of direct impact from construction vibration (see Carman <i>et al.</i> 2012:31).</p> <p>There is no risk of indirect impact to heritage attributes since the Project does not represent a substantial change to the setting of the existing conditions.</p>	<p>No risk for direct impact to heritage attributes that is irreversible, long term, frequent, and widespread.</p> <p>Rationale: See risk assessment for construction.</p>	<p>Given the minimal changes to setting and distance of the barn from construction for the proposed Project and its subsequent operation, conservation measures such as buffer zones, site plan control, or alternative development or planning approaches are not required.</p>
3480 Ninth Line - Ephram Post, F.M. Brown Farm House	<p>Low risk for direct or indirect impact to heritage attributes.</p> <p>Rationale: The distance from the proposed future ROW to the footprint of Ephram Post, F.M. Brown Farm House is approximately 41 m. Although this is within a 60 m zone of potential vibration impact (see Carman <i>et al.</i> 2012:31), the predicted risk is expected to be low.</p> <p>There is low risk of indirect impact to heritage attributes. Although the setback of the house (identified as a heritage attribute) will be reduced, the encroachment is minor and the road widening does not represent a significant change to setting from those of existing conditions.</p>	<p>No risk for direct impact to heritage attributes that is irreversible, short term, infrequent, and widespread.</p> <p>Rationale: See risk assessment for construction.</p>	<p>Given the minimal changes to setting and the distance of Ephram Post, F.M. Brown Farm House from construction for the proposed Project and its subsequent operation, conservation measures such as buffer zones, site plan control, or alternative development or planning approaches are not required. The encroachment resulting from the undertaking is reversible and will not destroy or remove any of the property's heritage attributes.</p> <p>Although determined to be low, both risks identified for the construction phase will be further reduced or removed if the final design avoids the property.</p>



7.2 Beneficial Impacts

The following benefits of the proposed undertaking have also been identified:

- New multi-use paths, bike lanes, and treed boulevards will encourage use and pedestrian traffic in the Study Area and possibly result in increased interest in, and appreciation for, the Study Area's heritage attributes.

8.0 SUMMARY STATEMENT & RECOMMENDATIONS

This HIA identified two properties of potential CHVI in the Study Area, and determined there is low or no risk of direct or indirect impact to the heritage attributes of these properties during construction or operation. The low risk of direct or indirect impact identified for 3480 Ninth Line (Ephram Post, F.M. Brown Farm House) will be further reduced or removed if the final design minimizes encroachment on, or avoids, this property. Golder therefore concludes that:

- ***No conservation or mitigation strategies are required.***

However, in accordance with strategies identified in the *North Oakville Heritage Resources Review and Strategy*, including:

Strategy 8 - 'Incorporate signage on existing roads and in new developed areas that recognize the historical significance of the former Trafalgar Township, its roads and communities'; and,

Strategy 9 - 'Use historical names when naming new public buildings, streets, parks and other public places';

Golder recommends that:

- ***The historical toponym 'Snider's Corners' be used on signage and official mapping for the roundabout and intersection at Burnamthorpe Road and Ninth Line.***



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Report Signature Page

We trust that this report meets your current needs. If you have any questions, or if we may be of further assistance, please contact the undersigned.

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Cultural Heritage Specialist / Archaeologist

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APPENDIX A

Inventory of Properties with Known or Potential CHVI in the Study Area



HIA - NINTH LINE SCHEDULE C CLASS EA

GENERAL NOTE: The evaluation for cultural heritage value or interest (CHVI) of properties in the Study Area used all three criteria and sub-criteria prescribed under *O. Reg 9/06*. However, in following inventory sheets only the applicable criteria for each property is included and described under each 'CHVI' section. Additionally, evaluation for historical or associative value was cursory unless supporting data could be readily accessed or was presented in municipal documents. The spatial concepts of 'domestic yard' and 'farmyard' follows those introduced in Lanier & Herman (1997:51-52).



PIN 14731600, City of Mississauga (circa 19th to early 20th century)



View facing north

Description

The property includes a large barn, Quonset hut, outbuilding, and single-wide modular home. The barn is two-storeys, timber-framed, and with a gambrel roof and raised foundation of medium-sized, squared and coursed fieldstone rubble parged in mortar. Much of the external wall cladding has been removed and portions of the south framing has collapsed. Sections of the original shingle roof covering can be seen where the metal roofing is removed. In form the barn conforms to the Gambrel Type Central Ontario Barn as defined by Ennals (1972).

The long façade of the barn faces south and parallel with Dundas Street East, and is no longer associated with a farmyard or farmhouse. The barn and the more recent structures to the southeast are surrounded by narrow cultivated fields and connected to a long gravel driveway that runs northwest from Dundas Street East, continues past the barn for approximately 350 metres, then turns southwest at a right angle to exit onto Ninth Line.



CHVI

1) Design or physical value

The barn has design value as a representative example of a timber-frame, Gambrel Type Central Ontario Barn with squared rubble foundation.

3) Contextual value

The property has contextual value as a remnant of Mississauga's rural and agricultural past, and the significant role agriculture played in the development of Trafalgar Township.

Heritage Attributes

- Gambrel Type Central Ontario Barn with:
 - Foundation of coursed, squared fieldstone rubble parged in mortar;
 - Timber-frame construction;
 - Two-storey massing;
 - Gambrel roof; and,
 - Wood shingle roof covering.
- Agricultural land use and open landscape surrounding a centrally located barn substantially set back from the surrounding roads.

Recognition

The barn was identified as a potential built heritage resource during Golder's field investigation and confirmed as a property of potential CHVI through consultation with the City of Mississauga Heritage Coordinator.



3480 Ninth Line, Town of Oakville (Ephram Post, F.M. Brown Farm House, circa 1886)



Undated photograph (circa late 19th century) of view facing west (courtesy Town of Oakville)



View facing west, 2008 (courtesy Town of Oakville)



View facing south, 2016

Description

Field observations in 2016 were restricted by the presence of thick vegetation in front of the house, but photographs provided by the Town of Oakville dating from the late 19th century, circa 1980, and 2008 allowed for the following description to be provided. The property includes four structures: a residence, single-detached garage, and two outbuildings. Of these, the only historic structure is the residence, which is a red brick, single-detached, 1 ½-storey, and 3-bay farmhouse built in the Gothic Revival style with Italianate details. Its plan is irregular (gabled ell original section with central rear wing and later large addition), and has a medium-gable roof and cross-gable on the principal façade. Most of the ground level of the principal façade is covered by an addition clad in board-and-batten that enclosed an open verandah, but buff brick quoins and a 3-sided bay are visible on the gabled ell. The unusual asymmetrical fenestration of tall windows with semi-circular arch heads—formed from buff-coloured brick stretcher voussoirs capped by hoods made using header brick—can now only be seen at the second level and gabled ell. The windows on the end walls have the same voussoir and hood decoration except the heads are segmented arches. All windows have what appears to be wood framing and glazing bars, and plain stone lugsills. The moulded fascias, friezes and soffits of the gables replaced curvilinear verge boards, and the symmetrically placed chimneys, placed at the interior gable ends, have also been removed. The original or later 19th century rear wing, now enveloped by large recent addition with flat roof, retains its medium gable roof and north and south cross-gables.

The house is situated relatively far from the road and the domestic yard abuts the later outbuilding yard to the south. Cultivated fields located immediately to the north are physically separated from the domestic yard by a line of trees along the north property line, and much of the now-severed farm lot to the south is now covered in vegetation. A small pond is located southwest of the outbuilding yard but outside the west property line.



CHVI

1) Design or physical value

The house has design value as a representative example of a farmhouse designed in the Gothic Revival style with Italianate details. Its 1 ½-storey massing and rear wing is typical of 19th century Ontario farmhouses. The decorative dichromatic brickwork, semi-circular or segmental arched and hooded windows, stretcher brick masonry for both principal façade and end walls, and moulded gable fascias, friezes, and soffits indicates a high degree of craftsmanship.

3) Contextual value

As described in the *Town of Oakville Section F: Register of Properties of Cultural Heritage Value or Interest (NOT Designated)*, this property has contextual value for 'its associations with the agricultural development of Trafalgar Township'.

Heritage Attributes

- 1 ½-storey red brick residence with:
 - Gabled ell plan and rear wing;
 - Cross gables on the principal façade and rear wing with moulded fascias, friezes, and soffits;
 - Asymmetrical fenestration with semi-circular and segmental arched and hooded windows created using stretcher and header brick;
 - Dichromatic brick used to decorate the quoins and window heads;
 - Stretcher brick masonry for both principal façade and end walls;
 - Three-sided bay on the gabled ell; and,
 - Set back from the road and central place in the domestic yard.

Recognition

Listed in the *Town of Oakville Section F: Register of Properties of Cultural Heritage Value or Interest (NOT Designated)* as 'Ephram Post, F.M. Brown Farm House'.



APPENDIX B

Draft preferred design plans for the north and south sections of Ninth Line (courtesy CIMA+)

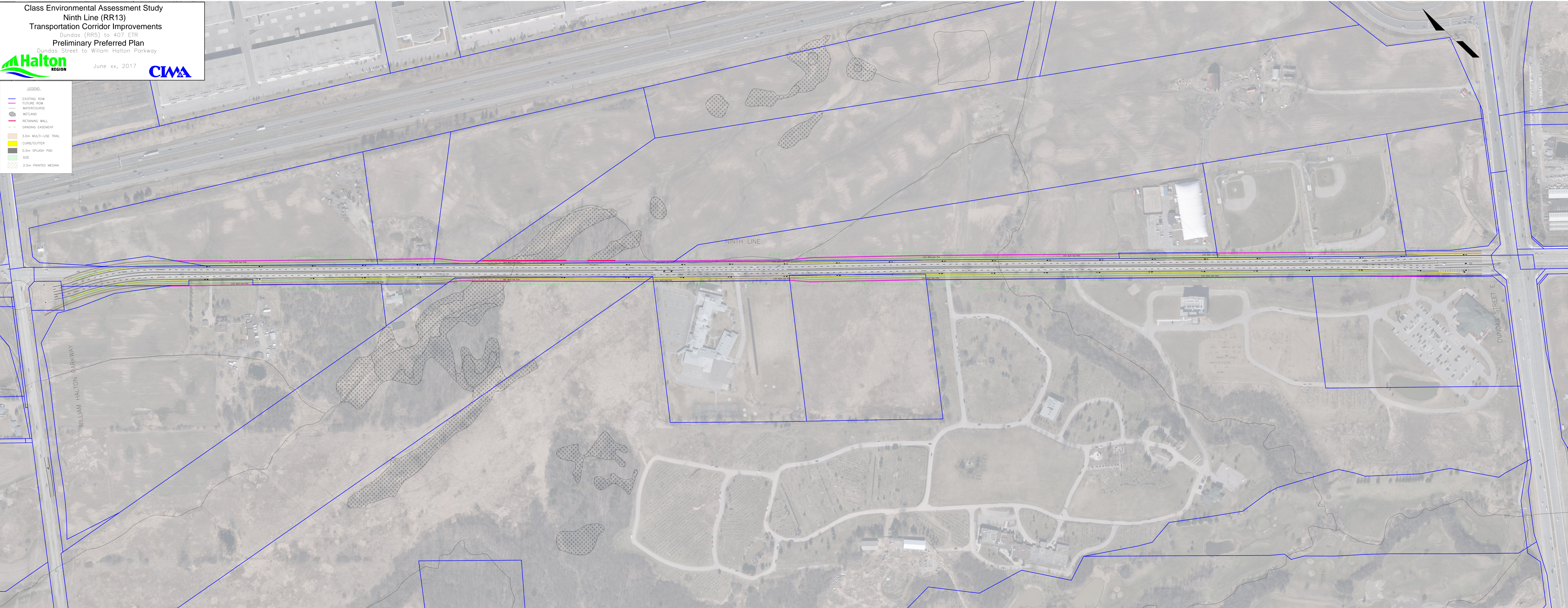
Class Environmental Assessment Study
Ninth Line (RR13)
Transportation Corridor Improvements
Dundas (RR5) to 407 ETR
Preliminary Preferred Plan
Dundas Street to William Halton Parkway



June xx, 2017



LEGEND	
	EXISTING ROW
	FUTURE ROW
	WATERCOURSE
	WETLAND
	RETAINING WALL
	GRADING EASEMENT
	3.0m MULTI-USE TRAIL
	CURB/GUTTER
	0.5m SPLASH PAD
	SOD
	2.0m PAINTED MEDIAN

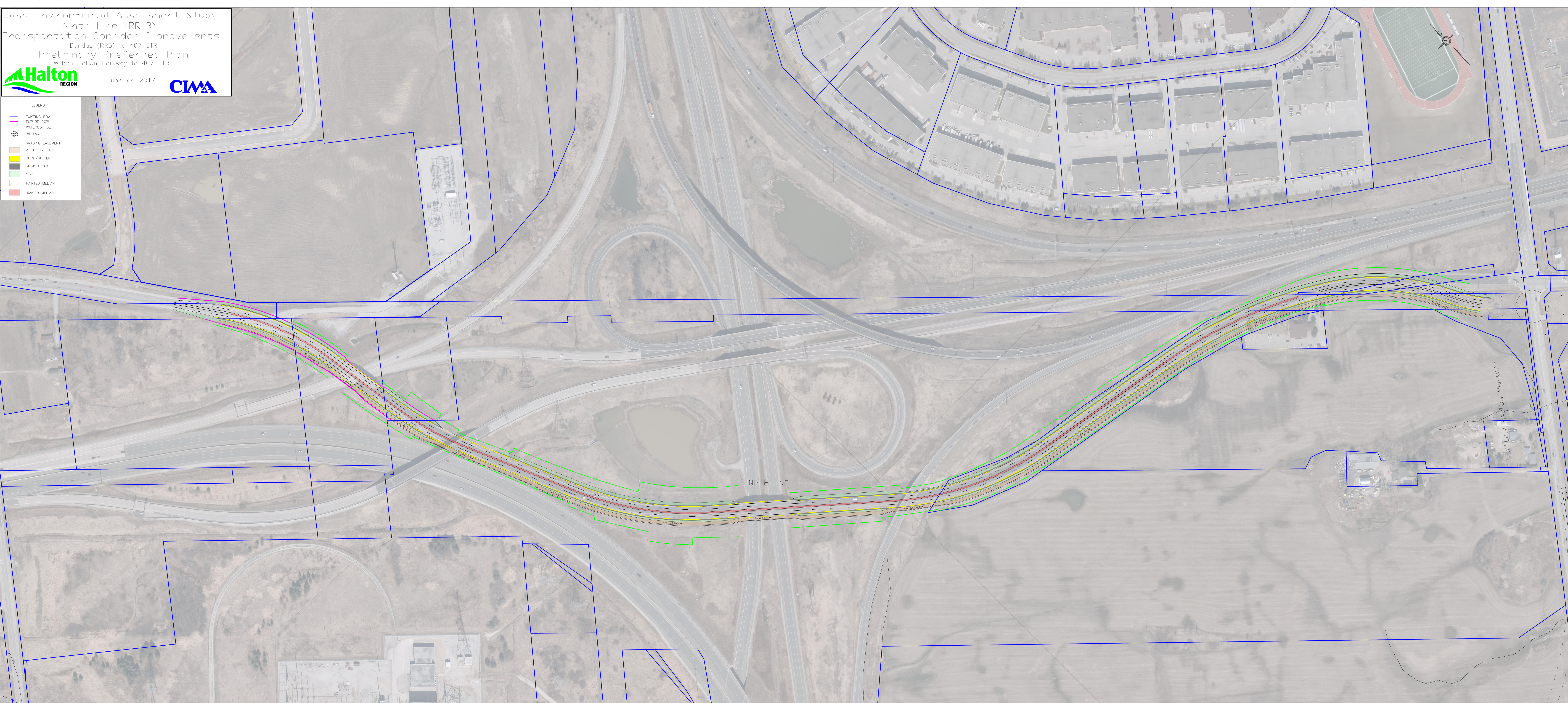




June xx, 2017



- LEGEND
- EXISTING ROW
 - FUTURE ROW
 - WATERCOURSE
 - WETLAND
 - GRADING EASEMENT
 - MULTI-USE TRAIL
 - CURB/GUTTER
 - SPLASH PAD
 - SOD
 - PAINTED MEDIAN
 - RAISED MEDIAN



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