

# APPENDIX

**D**

## CULTURAL HERITAGE RESOURCE ASSESSMENT

**CULTURAL HERITAGE ASSESSMENT REPORT  
BUILT HERITAGE RESOURCES AND  
CULTURAL HERITAGE LANDSCAPES**

**MUNICIPAL CLASS ENVIRONMENTAL  
ASSESSMENT STUDY  
STEELES AVENUE (REGIONAL ROAD 8)  
TRANSPORTATION CORRIDOR IMPROVEMENTS  
TREMINE ROAD (REGIONAL ROAD 22)  
TO INDUSTRIAL DRIVE  
TOWN OF MILTON, HALTON REGION**

**May 2020  
Revised: November 2020  
May 2022**

**Prepared for  
WSP Canada Group Limited**

**Prepared by:**



**UNTERMAN McPHAIL ASSOCIATES**  
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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## 1.0 INTRODUCTION

### 1.1 Project Description

Halton Region is undertaking this Municipal Class EA (MCEA) to address the need for additional capacity along the Steeles Avenue Corridor to 2031. The project is being undertaken in compliance with ‘Schedule C’ of the MCEA (October 2000, amended 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act* (EAA). On behalf of Halton Region, WSP Canada Group Limited (WSP) retained Unterman McPhail Associates (UMcA) to undertake an assessment of built heritage resources and cultural heritage landscapes for the Municipal Class Environmental Assessment Study for Steeles Avenue (Regional Road 8) Transportation Corridor Improvements. Steeles Avenue is a Halton Region Major Arterial serving both local and regional traffic and a key east-west road connection with future access to Highway 401 via the future Tremaine Road extension and interchange. The study area extends from Tremaine Road (Regional Road 22) to Industrial Drive in the Town of Milton, Halton Region (*Figure 1*).



Figure 1. Study area map showing the limits on Steeles Avenue between Tremaine Road to Industrial Drive, Town of Milton [PIC 1, 2019].

UMcA completed a windshield survey in August 2017 to identify cultural heritage landscapes and principal, above ground built heritage features 40 years of age and older in the study corridor and submitted an Existing Conditions Report (ECR) to WSP to provide preliminary information to the project study team regarding built heritage and cultural heritage landscapes in August 2017. The ECR was revised in March 2019. In November 2020 UMcA provided a Cultural Heritage Assessment Report (CHAR) to WSP. It was revised in May 2022 in response further refinement of the project and comments from Halton Region.

## **2.0 ENVIRONMENTAL ASSESSMENT: BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES**

### **2.1 Introduction**

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

For the most part, the analysis of cultural heritage resources in the study area addresses those aboveground, person-made heritage resources of 40 years of age and older. The application of this rolling 40-year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value or interest. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years of age and older are worthy of the same levels of protection or preservation as heritage resources.

### **2.2 Environmental Assessment Act (EAA)**

An environmental assessment provides a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *Environmental Assessment Act* (EAA). The purpose of the EAA is to provide for the protection, conservation and wise management of Ontario's environment.

The EAA applies to all public activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the EAA are typically infrastructure developments and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities as well as flood protection works. Projects with the potential for significant environmental impacts are subject to an Individual EA process that requires formal approval by the Ministry of the Environment, Conservation and Parks (MECP) and Ministerial/Cabinet approval.

The analysis throughout the study process addresses that part of the EAA, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community;*”

as well as,

“*any building, structure, machine or other device or thing made by humans.*”

Infrastructure work and its associated construction activities may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and, or their setting.

The *Ontario Housing Act* (May 2019) includes proposed changes to the EAA including:

- Addressing duplication and streamline processes for projects that pose little risk to the environment;
- Providing clarity to proponents from the outset by better recognizing other planning processes;
- Clarifying the rules and remove unnecessary barriers to building on vacant land, to put prime land back to good use while protecting the environment and human health; and
- Improving service standards to reduce delays.

In addition, the Provincial Government has introduced the *COVID-19 Economic Recovery Act, 2020*, which includes a number of initiatives to support Ontario’s economic recovery. This Bill includes proposed amendments by the Ministry of Environment, Conservation and Parks (MECP) to the EAA to allow the government to move forward with the next phase of environmental assessment modernization, to further reduce delays and focus resources on projects with a higher potential for environmental impacts so that communities can get important infrastructure projects built faster, while maintaining strong environmental oversight.

### **2.2.1 Municipal Class Environmental Assessment (MCEA)**

The *Municipal Class Environmental Assessment* (MCEA) (October 2000, as amended 2015) outlines a procedure whereby municipalities can comply with the requirements of the EAA. It identifies potential positive and negative effects of new projects and expanded facilities. The process includes an evaluation of impacts on the natural and social environment including culture. The MCEA applies to municipal infrastructure projects. In the 2019, the Municipal Engineers Association (MEA) began working with the Ministry of Environment, Conservation and Parks (MECP) to amend and streamline

the MCEA process. On July 8, 2020, the MECP posted proposed amendments to the MCEA on their Environmental Registry with comments to be received by MECP by August 22, 2020.

Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule 'A' generally includes normal or emergency operational and maintenance activities wherein the environmental effects of these activities are usually minimal, and therefore, these projects are pre-approved. A Schedule 'A+' activity is pre-approved by the MECP, and therefore, work can proceed upon public notification of the project. Schedule 'B' generally includes improvements and minor expansions to existing facilities wherein there is the potential for some adverse environmental impacts, and therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected. Lastly, Schedule 'C' generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five-phased environmental assessment planning process.

The following definitions are provided in the MCEA (October 2000, as amended 2015).

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

***Cultural heritage landscapes** means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements of parts. Examples may include, but are not limited to, neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.*

*Additionally, the MCEA states significant cultural heritage features should be identified early in the process in order to determine significant features and potential impacts. Significant cultural heritage resources should be avoided, where possible. Where they cannot be avoided, then effects should be minimized where possible, and every effort made to mitigate adverse impacts in accordance with provincial and municipal policies and procedures.*

As well the MEA has proposed amendments to its document *MCEA Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist*. (April 11, 2014). A revised checklist was prepared in April 2020 by the MEA in consultation with the

MHSTCI to assist in the undertaking of cultural heritage due diligence for the MCEA requirements. At this time, the revisions are still under review. The MHSTCI has indicated the 2014 checklist is to be used until the MCEA checklist revisions are approved.<sup>1</sup>

### **2.3 Ontario Heritage Act (OHA)**

The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is responsible for the administration of the *Ontario Heritage Act* (OHA).

The OHA provides the framework for provincial and municipal responsibilities and powers in the conservation of cultural heritage resources. Section 2 of the OHA charges the MHSTCI with the responsibility to,

*“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”*

Designation of heritage resources under Part IV of the OHA publicly recognizes and promotes awareness of heritage properties. It provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property’s heritage value and includes protection from demolition. The OHA allows municipalities to designate individual properties (Part IV) and heritage conservation districts (Part V), to list individual properties of cultural heritage value or interest (Part IV, Section 27), and to protect a heritage property with an easement (Part IV). The Ontario Heritage Trust (OHT) may protect a heritage property with an easement (Part II) and the Minister of MHSTCI, after consultation with the OHT, may designate a property of provincial significance (Part IV, Section 34.5).

Under Subsection 27 (1) of the OHA, a municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated by the municipality under Part IV, all heritage conservation districts under Part V of the OHA, as well as all properties designated by the Minister of MHSTCI. The alteration process under Section 33 of the OHA helps to ensure the heritage attributes of a designated property, and therefore, its heritage value is conserved.

Heritage attributes, in relation to a property, are defined in the OHA as the attributes of the property that cause it to have cultural heritage value or interest. The Provincial Government established “Criteria for Determining the Cultural Heritage Value or Interest,” for properties through ‘Ontario Regulation 9/06’.

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<sup>1</sup> Karla Barboza, MCIP, RPP, CAHP| (A) Team Lead, Heritage, Ministry of Heritage, Sport, Tourism and Culture Industries, Heritage, Tourism and Culture Division| Programs and Services Branch | Heritage Planning Unit. Email correspondence October 29, 2020.

## 2.4 Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)

The MHSTCI administers the OHA and is responsible for the protection of Ontario's cultural heritage resources, i.e., cultural heritage landscapes, built heritage resources and archaeological resources. Since cultural heritage resources may be impacted adversely by both public and private development and infrastructure projects, it is incumbent upon planning and approval authorities to consider cultural heritage resources when making planning decisions.

Early Ontario guidelines provided by the predecessors of MHSTCI continue to assist in guiding the assessment of cultural heritage landscapes and built heritage resources as part of an environmental assessment process. They include: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992); and, *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

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

The guidelines say one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage resources. Cultural heritage landscapes are described as a geographic area perceived as a collection of individual person-made built heritage resources set into a whole, such as, historical settlements, farm complexes, waterscapes, roads, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. There are also ‘associative landscapes’ with religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent. Built heritage resources comprise individual, person-made or modified parts of a cultural heritage landscape such as buildings and structures of various types.

The MHSTCI guidelines for environmental assessment also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes, as well as the attributes necessary for the identification and evaluation of built heritage resources for environmental assessments.



MHSTCI provides the *Ontario Heritage Toolkit*, as a series of guides to explain different aspects of the OHA.

## 2.5 Niagara Escarpment Plan (NEP)

The Niagara The Escarpment in Southern Ontario runs from Queenston in the Regional Municipality of Niagara west and north through the City of Hamilton, the Region of Peel and the Counties of Dufferin and Simcoe. The Niagara Escarpment Commission, an agency of the Ontario government, oversees the area through the *Niagara Escarpment Planning and Development Act* (1990). Its mission is to "*conserve the UNESCO-designated Niagara Escarpment Biosphere Reserve as a continuous natural environment and scenic, working countryside*".

The Act established a regulatory framework and planning process to protect the Escarpment from incompatible land use activities that might compromise its ecological integrity. The Niagara Escarpment Plan (NEP) was approved by the Province originally in 1985 and revised as a result of a review initiated in 1990. It protects unique historic areas and ensures all new development is compatible with the purpose of the Plan. The NEP provides the following definition for cultural heritage.

***Built heritage resource:*** *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 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 (Provincial Policy Statement, 2014).*

***Cultural heritage value or interest:*** *A property may be determined to have cultural heritage value or interest if it meets one or more of the criteria found in Ontario Regulation 9/06 under the Ontario Heritage Act. A property may be determined to have cultural heritage value or interest of provincial significance if it meets one or more of the criteria found in Ontario Regulation 10/06 under the Ontario Heritage Act.*

***Cultural heritage landscape:*** *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 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, main streets 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) (Provincial Policy Statement, 2014).*

***Cultural heritage resource:*** *Property that includes built heritage resources, cultural heritage landscapes, archaeological resources and/or areas of archaeological potential.*

Part 1-Land Use Policies of the NEP categorizes the following seven (7) land use designations: Escarpment Natural Area; Escarpment Protection Area; Escarpment Rural Area; Minor Urban Centre; Urban Area; Escarpment Recreation Area; and Mineral Resource Extraction Area.

Each land use category (Sections 1.3 to 1.9) states as an objective,

*To conserve cultural heritage resources, including features and areas of interest to First Nations and Metis communities;*

The NEP Part 2-Development Criteria, Section 2.10 Cultural Heritage provides the following information with regard to conserving the Escarpment's cultural heritage resources.

*The objective is to conserve the Escarpment's cultural heritage resources, including significant built heritage resources, cultural heritage landscapes, and archaeological resources.*

- 1. Development shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources are conserved.*
- 2. Where proposed development is likely to impact cultural heritage resources or areas of archaeological potential, the proponent shall undertake a heritage impact assessment and/or archaeological assessment. The proponent must demonstrate that heritage attributes will be conserved through implementation of proposed mitigative measures and/or alternative development approaches.*
- 3. Reconstruction, alterations and consideration of a second dwelling under Part 2.2.7 should be compatible with the area's community character.*
- 4. Where the implementing authority has approved the construction of a second single dwelling on an existing lot where the existing dwelling has heritage attributes and is subject to a heritage conservation easement agreement, the property and details regarding its size and location shall be recorded and listed in Appendix 3.*
- 5. Removal of the property from the list on Appendix 3 shall require an amendment to the Niagara Escarpment Plan.*

Additionally, Part 3, The Niagara Escarpment Parks and Open Space System (NEPOSS) notes as an objective,

*To protect the Niagara Escarpment's natural heritage resources and conserve its cultural heritage resources.*

### **3.0 ASSESSMENT METHODOLOGY**

#### **3.1 Introduction**

Unterman McPhail Associates undertook a cultural heritage resource survey of the Steeles Avenue study corridor in August 2017 to identify built heritage resources and cultural heritage landscapes that may be affected by the project infrastructure improvements. For the purposes of this CHAR the following tasks were undertaken:

- identification of major historical themes and activities of the study area through historical research and a review of topographic and historical mapping;
- identification of associated cultural heritage landscapes and built heritage resources within and/or adjacent to the study area through major historical themes and activities and historical mapping;
- a survey of lands within and/or adjacent to the Steeles Avenue study area to review the existing conditions;
- consultation with the Town of Milton with regard to heritage issues and the presence within and/or adjacent to the Steeles Avenue study corridor of listed and designated heritage properties under the OHA;
- review of available and relevant information / databases with regard to municipal, provincial, federal and international heritage recognition and the identification of municipally listed or designated built heritage resources and cultural heritage landscapes under the OHA and other heritage recognized resources within and/or adjacent to the Steeles Avenue study area;
- identification of sensitivities for changes and impacts to built heritage resources and cultural heritage landscapes identified within and/or adjacent to the Steeles Avenue study area through the review of the historical information, the survey results and known cultural heritage recognition by the Town of Milton and the provincial and federal governments and international organizations; and
- assessment of potential impacts resulting from the proposed infrastructure improvements to identified cultural heritage resources within and/or adjacent to the Steeles Avenue study area
- review of conservation options and the provision of mitigation recommendations for potential adverse impacts to identified built heritage resources and cultural heritage landscapes within and/or adjacent to the Steeles Avenue study area.

## **3.2 Heritage Recognition**

### ***Municipal: Town of Milton***

Under the OHA, the following eight (8) municipal addresses are recognized by the Town of Milton as registered (listed) heritage properties are located within the Steeles Avenue study limits, namely:

- 3198 Steeles Avenue;
- 3216 Steeles Avenue; and
- Row housing, which includes six (6) individual municipal addresses of 3220, 3222, 3224, 3226, 3228, 3230 Steeles Avenue.

As well, the Town of Milton Heritage List (May 26, 2019) includes the municipal addresses for two (2) properties located adjacent to the northern project study limits as registered (listed) heritage properties, namely:

- 13 and 15 Peru Road; and
- 17 and 19 Peru Road.

It is noted Peru Road and Steeles Avenue to the east of Peru Road within the project study limits are part of the Peru Character Area of the Sherwood Survey Secondary Plan Area, Schedule C-8-0 of the Town of Milton Official Plan. Heritage Milton reviews site plan applications for proposals affecting the Character Area.

There are no identified cemeteries, municipally designated properties under the OHA, municipal easements or municipal commemorative plaques within the project study area.

### ***Provincial***

#### ***Ontario Heritage Trust (OHT)***

No OHT owned properties, heritage easement, properties or commemorative plaques are located within and/or adjacent to the project study area.

There are no recognized cultural heritage resources identified within and/or adjacent to the Steeles Ave study area included on the Ontario Heritage Act Register, which is a database that provides information about properties in Ontario that have been designated using the OHA.

#### ***Provincial Heritage Properties/ Provincial Heritage Properties of Provincial Significance***

There are no government-owned properties recognized as Provincial Heritage Properties (PHP) or Provincial Heritage Properties of Provincial Significance (PHPPS) under O.

Reg. 9/06 or O. Reg. 10/06 of the MHSTCI *Standards and Guidelines* within and/or adjacent to the project study area.

#### *NEP*

The NEP does not include any cultural heritage resources identified within and/or adjacent to the project study limits. There are no parks or open spaces presently in the NEPOSS located within or adjacent to the project study area.

#### ***Federal***

##### *National Historic Sites of Canada / Historic Sites and Monuments Board of Canada (HSMBC)*

No known National Historic Sites, plaques commemorating National Historic Persons and National Historic Events are located within and/or adjacent to the project study area.

##### *Heritage Railway Stations,*

There are no train stations owned by federally licensed railway companies and recommended for protection by the HSMBC within and/or adjacent to the project study area.

##### *Heritage Lighthouses*

Not applicable.

##### *Canadian Heritage River System (CHRS)*

The project study area does not include a recognized Canadian Heritage River under the CHRS, a joint program administered by the federal, provincial and territorial government within and/or adjacent to the project study area.

##### *Federal Heritage Building*

There are no known heritage buildings owned by the federal government and determined to be of historical and/or architectural value located within or adjacent to the project study area.

##### *National Trust for Canada*

No properties located within and/or adjacent to the project study area have been placed on Canada's Top 10 Endangered Places List, 2019.

#### ***International***

In 1990, UNESCO recognized the Niagara Escarpment as a World Biosphere Reserve. There are no UNESCO World Heritage sites located within and/or adjacent to the project study area.

## 4.0 HISTORICAL SUMMARY

The following is a summary of the 19<sup>th</sup> and 20<sup>th</sup> century Euro-Canadian history of the study area.

### 4.1 Introduction

The Nassau District was established in 1788, and was renamed the Home District in 1792. Halton County, with Wentworth County, became part of the Gore District in 1816 and it included Trafalgar and Esquesing Townships. The United Counties of Wentworth and Halton existed from 1850 to 1854. Halton officially became a separate county with the townships of Trafalgar, Nelson, Nassagaweya and Esquesing on January 1, 1855.

### 4.2 Trafalgar Township and the Town of Milton

Dundas Street was laid out as a trail in 1793; in 1806, it was surveyed into the regulation width roadway. On September 6, 1806, the British government received the land deed for the land purchased from the Mississauga First Nation. The southern part of Trafalgar Township, named for the Battle of Trafalgar, was surveyed in the same year and became known as the Old Survey. The first settlement in the township began in 1807. In 1818, after the purchase of more land from the Mississaugas, the northern boundary of the Old Survey was extended further north and the survey of the New Survey was completed. Settlement in the New Survey began soon after 1818. Upper Base Line, now Steeles Avenue, formed the northern boundary line between Esquesing Township and Trafalgar Township when the original survey work was completed. Trafalgar Township developed from subsistence farming in the early 1800s, to a wheat growing area in the mid-1800s.

In the northwest corner of the Trafalgar Township, Jasper Martin settled with his family on Lot 14, Concession 2 NDS, in 1822 and built a gristmill. A settlement known as Martin's Mills, then Milltown, after the sawmill industry that developed in the mid 1820s, grew up around the industrial centre. By the late 1830s, the population of the small community had increased to 100 people.<sup>2</sup> A post office was opened prior to 1842 under name of Milton West, and in 1842, it became the Milton post office.

By 1846, *Smith's Canadian Gazetteer* reported that 70,115 acres of township land had been taken up with 28,180 under cultivation. The township was described as well-settled containing numerous well cleared and cultivated farms, most with good orchards.<sup>3</sup> Tremaine's map (1858) shows the north-south concession roads and east-west sideroads as open road allowances. Milton was a service centre for the local population including across residents in adjacent Esquesing Township. The landowners shown on the Tremaine Map (1858) in the area of Peru on the south side of Steeles Avenue in Trafalgar

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<sup>2</sup> *Illustrated Historical Atlas of the County of Halton* (Toronto: Walker & Miles, 1877) 56.

<sup>3</sup> Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto, Ontario: H. & W. Rowsell, 1846) 197-198.

Township were William Cumming on the west half of Lot 15, Concession 1 NS and James and Robert Ruxton, Millbank, on the east half of Lot 15, Concession 1 NS.

In 1857, Milton was chosen as the county seat for the new Halton County and incorporated as a town. The Trafalgar Township map in the *Illustrated Historical Atlas* (1877) shows the landowners on the south side of Steeles Avenue were John Cumming on the west half of Lot 15, Concession 1 NS and George R. Anderson on the east half of Lot 15, Concession 1 NS. By the late 1870s, the Hamilton and Northwestern Railway, and the Credit Valley Railroad were operating in Trafalgar Township.

For the most part, the area around Milton remained largely rural in use and character from the early 1900s into the latter part of the 20<sup>th</sup> century outside of the local brick industry. In January 1974, the Town of Milton was incorporated into the newly formed Regional Municipality of Halton and its northern boundaries took in part of Trafalgar Township and part of Esquesing Township.

#### 4.3 Township of Esquesing

Esquesing Township was established in 1816 as part of the area encompassing the future Halton County. Charles Kennedy and Richard Bristol conducted the first survey of the township in 1818 that organized it into a grid pattern of 11 concessions with 32 lots of 200-acres each.<sup>4</sup> In 1819, James Hume and Ronald MacDonald arrived in Esquesing as its first settlers. The village of Esquesing (1819), Georgetown (1823), Dansville that was renamed Acton (1844) and other smaller hamlets or settlements, including the Scotch Block with the villages of Mansewood, Peru and Speyside in the southwest corner, were established in Esquesing in the early part of the 19<sup>th</sup> century. The township developed quickly with its first post office opening in 1820 and the first town meeting being held on January 1, 1821. Its population, which was predominately composed of immigrants from the British Isles (England, Ireland and Scotland), had reached 424 people in the same year.<sup>5</sup> By 1846, *Smith's Canadian Gazetteer* was reporting that 57,347 acres of the total 66,700 acres in Esquesing had been purchased and that 19,622 acres were under cultivation. Esquesing was described as a fine township with excellent land and many good farms, which were generally well cultivated.<sup>6</sup>

Tremaine's Map (1858) and the Township of Esquesing map in the *Illustrated Historical Atlas* (1877) show Tremaine Road, Steeles Avenue and Peru Road as an open road allowance. Two main roads, the York Road to Georgetown and Seventh Line, now part of Trafalgar Road, were opened in the township in the 1830s. The Second Line, now Regional Road 25, was opened in the mid 19<sup>th</sup> century from Bronte through Trafalgar Township to Milton and then to Esquesing Township. It became part of the provincial

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<sup>4</sup> The Esquesing Historical Society, Dawn Livingstone, "Are You the One?"  
Access: --<<http://www.esquesinghistoricalsociety.ca/joinUs.htm>> (August 2017).

<sup>5</sup> *Illustrated Historical Atlas of the County of Halton*, 55.

<sup>6</sup> Smith, 56.

highway system in 1927. Tremaine Road formed the north to south boundary between Trafalgar and Nelson and Esquesing and Nassagaweya Townships. The Upper Base Line Road, now Steeles Avenue, running between Trafalgar Township and Esquesing Township was opened in the by the mid 19<sup>th</sup> century.

#### **4.4 Village of Peru**

The settlement of the southwest corner of Esquesing Township began immediately after it was opened. In 1819, John and James Stewart from Perthshire, Scotland, petitioned the Governor Sir Peregrine Maitland, for land to establish a Scottish settlement and a Presbyterian church. As a result of this Scottish immigration, the distinct community known as the Scotch Block, which stretched from approximately No. 17 Side Road in the north down to Steeles Avenue in the south and from Tremaine Road in the west to Fifth Line in the east, was established in the southwest corner of Esquesing Township. The hamlet of Peru was established on the road between Concessions 1 and 2 just north of Steeles Avenue at the crossing of Sixteen Mile Creek. By the 1840s, Peru was reportedly larger than nearby Milton and there was some discussion of making it the county town rather than Milton.<sup>7</sup>

A mill site on the Sixteen Mile Creek probably served as the nucleus of the village of Peru. The Hill family owned property by the creek from 1833 onwards. In 1858, Robert Troop Hill operated a sawmill on the creek. Warnock's directory notes a water-powered sawmill was located on Lot 2, Concession 1. Esquesing Township near Peru in 1862.<sup>8</sup> The hamlet initially serviced the surrounding Scottish agricultural community and then, in the 1850s, developed as an industrial centre. William and Socrates Center each bought small acreages of land on Lot 3, Concession 1 in 1855 and established an ashery that produced charcoal, soap and potash just north of the Peru on Lot 3, Concession 1. William Center also operated a tannery. Donald Robertson opened a lime kiln and quarry to the south of the village around the same time.<sup>9</sup>

In the southwest corner of the township around Peru, the Tremaine Map (1858) shows the landowners on the north side of Steeles Avenue in Esquesing Township as Agnes Robertson on Lot 1, Concession 1 to the west of the Peru Road and William Anderson on Lot 1, Concession 2 on the east side. Peru is shown as an established village on the Tremaine Map (1858) with a sawmill, a millpond and a tannery.

Almost 20 years later, the Esquesing Township map in the *Illustrated Historical Atlas* (1877) shows the landowners on the north side of Steeles Avenue to the west of Peru Road as Duncan Robertson on Lot 1, Concession 1 and George R. Anderson on Lot 1,

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<sup>7</sup> The Corporation of the Town of Milton, Report to: Mayor G.A. Krantz & Members of Council From W.F. Mann, Directory of Planning and Development, Report No.: PD-027-12, Subject: An Outline of the history and characteristics of the Milton Heights and Peru Character Areas of Milton (May 28, 2012) 7.

<sup>8</sup> Warnock, 38.

<sup>9</sup> Ibid.



Concession 2 to the east. The township was a mature agricultural landscape in 1877 with developed farmsteads, an established grid pattern of sidelines and concession roads, numerous villages and hamlets, schools, churches and small business enterprises that served the local population, as well as larger commercial mills and businesses in the larger population centres. Peru is located on Lot 2, the First Line between Concession 1 and 2 and the Credit Valley Railroad to the west in Concession 1 and the Hamilton & Northwestern to the east in Concession 3. The mill is not shown in 1877 and appears to have ceased operations by the 1870s. By the late 1870s, three railway companies operated lines through Esquesing Township, namely, the Grand Trunk Railway (GTR), the Hamilton and Northwestern Railway, and the Credit Valley Railroad crossing the southwest corner of the township.

In 1879, William and his son Judah Center bought two farming lots on the east side of the village of Peru. The original 1855 lots were sold in 1881 with Socrates Center keeping a smaller 8-acre plot where he built his house and probably ran his industrial operations. The Center brothers were important local businessmen and employers and Socrates served as a local magistrate and a Councillor in Milton during the 1860-1881 period. The importance of the Center brothers to the history of Peru is their contribution to the industrial character and development of the village.<sup>10</sup>

Brothers Duncan and David Robertson were also key figures in the development of the lime kiln and brickwork industry of the area. Their father, Alexander Robertson, an original Scotch Block settler arrived in 1819 and located on Lot 1, Concession 1. His daughter, Charlotte married William Center and his son Duncan began the Robertson Lime Company on land just south of Kelso Road in the 1880's. Another son David, who was a doctor and served as a MPP, town councillor, Mayor of Milton and reeve and warden of Halton County, started the Milton Pressed Brick and Sewer Company. Duncan Robertson's son, Donald (1868-1931) sold the family lime company in 1929. He took a leading role in many local organisations and his son, Dr. Edwin Robertson, became a very prominent surgeon and paediatrician at the Hospital for Sick Children in Toronto.<sup>11</sup>

Topographic maps of the 20<sup>th</sup> century indicate the township remained essentially rural and agricultural in character in the southwest corner in the area of Peru outside of the brick industries. The topographic map (1909) shows the brick row housing associated with Peru on Steeles Avenue, a bridge over a Sixteenth Mile Creek tributary and the CPR railway crossing to the west of Peru Road with a brickworks located north of Steeles Avenue on Lot 2, Concession 1, Esquesing and a wood bridge over the Sixteenth Mile Creek on Steeles Avenue to the east of Peru Road (*Appendix*). The topographic map (1942) continues to show a lack of residential subdivision along Steeles Avenue to the east of Peru Road (*Appendix*). Both the GTR and the Hamilton & Northwestern Railway were absorbed into the Canadian National Railways (CN) in the 1920s.

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<sup>10</sup> The Corporation of the Town of Milton, Report to: Mayor G.A. Krantz & Members of Council From W.F. Mann, Directory of Planning and Development, Report No.: PD-027-12, 7-8.

<sup>11</sup> Ibid., 8-9.

The Peru area residents have historically been local industrial workers and their families. In the early 1900s, many were immigrants from England, Ireland and Scotland employed in the brickwork plants, and around 1911, a considerable number of Italian immigrants who worked at the local lime kilns settled in the area.<sup>12</sup> As a result of the sale of the brickwork lands, following the Second World War, residential subdivision occurred along both sides of Steeles Avenue in the Peru Road area.

The Town of Milton in Trafalgar Township south of Steeles Avenue served as the main service centre for the southeast part of Esquesing Township. On January 1, 1974, the County of Halton became the Regional Municipality of Halton. At the same time, the Town of Milton acquired the southwest corner of Esquesing Township.

#### **4.4.1 Peru and Local Industry**

The brick industry around Peru developed due to the rich deposits of medina shale found at the edge of the Niagara Escarpment as well as an abundant local supply of water and nearby railway facilities. Milton became known throughout Canada for the quality of its bricks. This industry transformed a small rural area into a large industrial community that was well known throughout Canada. Since 1890, many fine buildings have been constructed in Milton using the product of the local brickyards.

The Milton Pressed Brick and Sewer Pipe Company on Lot 1, Concession 1, Esquesing Township, owned by Dr. David Robertson, was managed by his son-in-law, Mr. J. McCannell. The company also owned and probably quarried at Lot 1, Concession 7, Nassagaweya and Lot 1, Concession 2, Esquesing. The brick operation was at its height at the turn of twentieth century. In 1913, it was said to be the largest and most modern brick making plant in North America and employed a large workforce, at first principally new British immigrants, but by the 1920s, Italian immigrants.<sup>13</sup> The company built the six workers' cottages on Steeles Avenue in 1900 and some semi-detached houses on Peru Road in 1910.

After merging with the Toronto Pressed Brick & Terra Cotta Co. and Medina Shale Brick Co. of Streetsville in 1916, the Milton Pressed Brick and Sewer Pipe Company became known as the Milton Pressed Brick Company. Many brick workers were laid off during the Great Depression of the 1930s. The Milton Pressed Brick Company was taken over by the National Trust Company in the 1930's and was reorganized in 1937. At that time, all of its workers' houses and some of its land as residential lots were sold. In 1959, much of the remaining company property was taken over by the Milton Quarry Company. This industry ceased operations in 1974. Jannock Ltd. purchased much of its land in 1984.<sup>14</sup>

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<sup>12</sup> Ibid., 12.

<sup>13</sup> Ibid., 10.

<sup>14</sup> Ibid., 15.

In 1888, Terra Cotta Brick produced its first brick at this facilities located on the east half of Lot 2, Concession 7, Nassagaweya and on 10 acres of Lot 2, Concession 1, Esquesing. The company became the Toronto Pressed Brick & Terra Cotta Co. in 1892. In 1902, Mr. Smith took over the company and sold it to Charles Lewis in 1906. It then became known to as the “Lewis Yard“. In 1911, the Lewis Yard became the Toronto Pressed Brick and Terra Cotta Company of Milton, and in 1916, became part of the Milton Pressed Brick & Sewer Pipe Company. The plant was demolished in 1935 and its associated lands eventually became part of the Jannock Ltd lands in the area.<sup>15</sup>

The limestone from the Niagara Escarpment and railway transportation also led to the development of the lime industry in the Milton Heights and Peru areas. The Christie limekilns started operations in 1880. Between 1908 and 1911, early Italian immigrants came to the area to work at the kilns and tended to live together in Milton Heights and Peru. When the Christie lime kilns operation closed in 1929 the workers moved to the larger and more successful Robertson Lime Kilns on Kelso Road. Owned by Gypsum Lime and Alabaster Limited after 1927 and later by the Domtar Chemical Limited, this operation closed circa 1930 and the quarry lands were used for a period as a boating lake and park at Peru. At its peak prior to the First World War, at least 200 people worked at the various brick works around Peru and Milton Heights and other workers were employed at the local limekilns<sup>16</sup> and tended to live locally.

## **5.0 IDENTIFICATION OF BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES**

### **5.1 Introduction**

For the purposes of built heritage resource and cultural heritage landscape identification, this section provides a brief description of the existing environment of the Steeles Avenue study area, i.e., Steeles Avenue from Tremaine Road to Industrial Drive, and principal cultural heritage landscapes and built heritage resources.

### **5.2 Description of the Existing Environment**

The Niagara Escarpment dominates the area physiography and influenced the glaciation patterns of the region. It runs from Queenston in the Regional Municipality of Niagara west and north through the City of Hamilton, the Region of Peel and the Counties of Dufferin and Simcoe. To the east and below the Escarpment is the Peel Plain and South Slope physiographic region of Southern Ontario. Its surface is typified by a smooth glacial till plain with glacial sand and gravel deposits.

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<sup>15</sup> Ibid., 11.

<sup>16</sup> Ibid., 12.

Steeles Avenue, which is located adjacent to the Sherwood Secondary Plan area (future development), is a Regional Major Arterial road that serves both local and inter-regional traffic and serves as a key east-west road connection with future access to Highway 401 on the future Tremaine Road extension and interchange. At Tremaine Road, Steeles Avenue was realigned to intersect with a roundabout at Tremaine Road. From just east of Tremaine Road to just west of Industrial Drive Steeles Avenue is a two lane, major arterial and regional road with a posted speed of 60 km/hr. It has an existing at-grade CP railway crossing located to the west of Peru Road. From Peru Road east to the Sixteenth Mile Creek, Steeles Avenue passes through the southern part of the historical hamlet of Peru, characterized by a combination of older residences and 1950s and 1960s ranch style and bungalows.

The Sixteen Mile Creek and tributaries are found within the study area limits with a crossing of to the west of Industrial Drive. Conservation Halton is involved in the environmental remediation, stabilization and vegetation of land associated with the Sixteen Mile Creek immediately west of the CPR crossing. The study area is located principally within the Sherwood Survey Secondary Plan area (future development). From east of Industrial Drive, Steeles Avenue has been recently widened from two to four lanes.

Peru Road runs north from Steeles Avenue just east of the CPR crossing. It is a two lane paved local road with a centre line, little to no shoulders and grassy ditches and tree lines on the west side and residences on the east side. The areas to the west of Peru Road and north of Steeles Avenue remains undeveloped but are identified for future development plans.

The NEP has designated the lands on the north side of Steeles Avenue within the project study area as Urban and Employment Lands within the existing and planned growth areas. To the south of Steeles Avenue, the existing agricultural lands within the NEP are designated as Prime Agricultural Areas. Escarpment protection and Escarpment rural areas are identified on the south side of Steeles Avenue. The NEP envisions a future southerly alignment of Steeles Avenue and refers to the Peru Road Character Area.

### **5.3 Description of Identified Built Heritage Resources & Cultural Heritage Landscapes**

A description of the ten (10) cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), were identified within and/or adjacent the study area. They are mapped (*Figure 2*) and described in *Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Within or Adjacent to the Steeles Avenue Study Corridor from Tremaine Road to Industrial Drive*.

**Table 1** includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information included in the Table.



- Sites are numbered and mapped generally north to south on Peru Road and west to east across the Steeles Avenue study area.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, railscape, residence, etc.
- The municipal address, when applicable, locates the identified cultural heritage resources.
- A brief description of the cultural heritage resource, e.g., notable structures on the property, known construction period(s) and details based on research information and survey information gained from the public roadway.
- Digital photographs (August 2017) with caption taken from the public roadway are supplied for each resource.



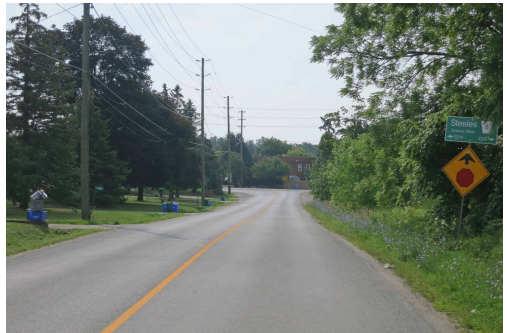

**Figure 2. Aerial photograph showing the location of the built heritage resources (BHR) and cultural heritage landscapes (CHL) identified and described in Table 1.**



**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**

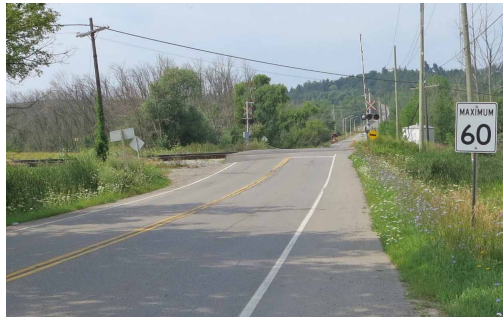
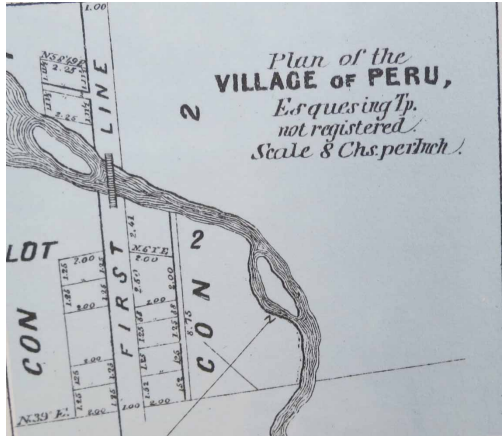
Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
1.	BHR	Residential - semidetached	17 and 19 Peru Road, east side (Lot 1, Concession 2, geographic township of Esquesing) Town of Milton	Located adjacent to the northern limits of the study area, this vernacular, two storey, semi-detached residential building is similar in arrangement, but in reverse, to 13-15 Peru Road. 19 Peru Road is red brick with a front gable and a clipped hip/gable roof while 17 Peru Road has a clipped hip roof front with siding. Both have an enclosed front porch.	The two municipal addresses of 17 Peru Road and 19 Peru Road are included as separate properties on Town of Milton Heritage List (May 26, 2019).	 <p>This view shows the double house at 17 (right) and 19 (left) Peru Road [UMcA 2017].</p>
2.	BHR	Residential – semi detached	13 and 15 Peru Road, east side (Lot 1, Concession 2, geographic township of Esquesing) Town of Milton	Located adjacent to the northern limits of the study area, this vernacular, two storey, semi-detached residential building is similar in arrangement, but in reverse, to 17-19 Peru Road. 15 Peru Road is clad in siding with a front gable and side clipped hip roof on the north while the 13 Peru Road is of brick construction with a side clipped hip/gable roof. Both have an enclosed front porch.	The two municipal addresses of 13 Peru Road and 15 Peru Road are included as separate properties on Town of Milton Heritage List (May 26, 2019).	 <p>This view shows the double house at 13 (right) and 15 (left) Peru Road [UMcA 2017].</p>

**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**


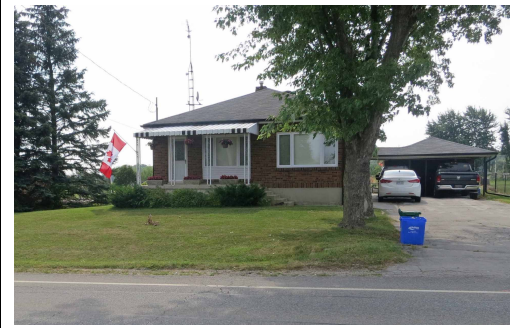
Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
3.	CHL	Roadscape	Peru Road North of Steeles Avenue (Lots 1 and 2, Concessions 1 and 2, geographic township of Esquesing) Town of Milton.	The south section of Peru Road is located within the study area. Peru Road, originally known as the First Line, was opened in the mid 19 <sup>th</sup> century between Concession 1 and 2, Esquesing Township. It is a local two lane, paved road with a centre line, little to no shoulders, grassy ditches and tree lines and hedgerows. The east side is lined with residences while the west side is undeveloped.	No known municipal, provincial or federal heritage recognition.	 <p>View south on Peru Road to Steeles Avenue [UMcA 2017].</p>  <p>View north on Peru Road from Steeles Avenue [UMcA 2017].</p>





**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
4.	CHL	Railscape	Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar and Lot 1 Con. 1, geographic township of Esquesing) Town of Milton	Located within the study area, the former Credit Valley Railway line, now the CPR.	No known municipal, provincial or federal heritage recognition.	 <p>View west on Steeles Avenue to the at-grade CPR railway crossing [UMcA 2017].</p>
5.	CHL	Historical Hamlet	Steeles Avenue and Peru Road stretching from north of Sixteen Mile Creek to Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar and Lots 1 & 2, Con. 2, geographic township of Esquesing) Town of Milton)	The 20 <sup>th</sup> century section of the hamlet of Peru located on Steeles Avenue is located within the study limits. Peru first developed around Sixteen Mile Creek and the original mill and tannery (Lot 2, Concessions 1 and 2, geographic Township of Esquesing) and then in parallel with the growth of the local brickworks. Later village development was to the south on former owned Milton Brick Company lands.	The following properties within the hamlet are included on The Town of Milton Heritage List (November 2016) as registered listed properties: Row houses at 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue ( <b>See Site #6</b> ); 3216 Steeles Avenue ( <b>See Site #7</b> ); and 3198 Steeles Avenue ( <b>See Site #8</b> ).	 <p>This historical map (1877) shows the Village of Peru north of Steeles Avenue in Lot 2 [Source: <i>Illustrated Historical Atlas of the County of Halton</i>, 1877].</p>

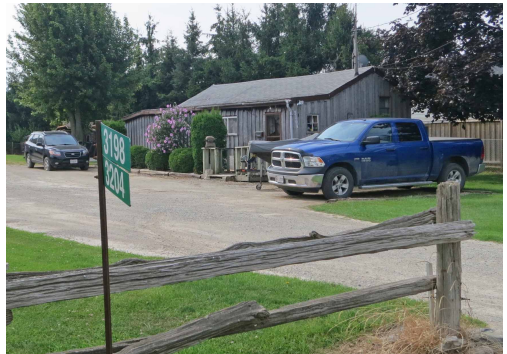

**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
						 <p>View of 3206 Steeles Avenue on the south side is an example of 20<sup>th</sup> century residential development within the hamlet [UMcA 2017].</p>  <p>View of 3190 Steeles Avenue on the south side is an example of the post Second World War bungalow development in the [UMcA 2017].</p>

**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**



Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
6.	BHR	Residential	3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar) Town of Milton	Located within the study area, the Milton Brick Company built this row of six, 2 storey and brick worker cottages in 1900. The brick company sold the properties in 1940.	The municipal addresses of 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Ave. are included individually on the Town of Milton Heritage List (May 26, 2019) as registered heritage resources.	 <p>View southwest to the row houses at 3220 to 3230 Steeles Avenue, southwest corner of the intersection with Peru Road [UMcA 2017].</p>
7.	BHR	Residential	3216 Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar) Town of Milton)	Located within the study limits, this Gothic Revival style house probably built before the late 1840's is likely the oldest house in Peru. Robert Ruxton was the first owner of this 100 acre lot, and part of this lot remained in his family until 1951.	This property is included on the Town of Milton Heritage List (May 26, 2019) as a registered heritage resource.	 <p>View of the front (north) elevation of 3216 Steeles Avenue [UMcA 2017].</p>

**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
8.	BHR	Residential	3198-3204 Steeles Avenue, south side (Lot 15, Con. 1, geographic township of Trafalgar) Town of Milton	<p>Located within the study limits, the two residences at 3198 -3204 Steeles Avenue are accessed by the same driveway.</p> <p>The older Foursquare style, brick veneer house at 3204 Steeles Avenue was built in 1911. It has a truncated hip roof, a hip dormer and a side entrance front porch. The bricks are probably from the local brickworks.</p>	The municipal address of 3198 Steeles Avenue is included on the Town of Milton Heritage List (May 26, 2019) as a registered heritage resource.	 <p>View southwest to the residence at 3198 Steeles Avenue [UMcA 2017].</p>  <p>View to the southwest to the front (north) elevation of the residence at 3204 Steeles Avenue [UMcA 2017].</p>



**TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO THE STEELES AVENUE STUDY CORRIDOR BETWEEN TREMAINE ROAD AND INDUSTRIAL DRIVE**

Site #	Resource Category	Resource Type	Location	Description	Heritage Recognition	Digital Image
9.	BHR	Transportation: Road Bridge	Steeles Avenue at 16 Mile Creek (Lot 15, Con. 1, geographic township of Trafalgar and Lot 2, Con. 2, geographic township of Esquesing Town of Milton), east of Peru Road.	Steeles Avenue Road Bridge The Region of Halton, <i>Municipal Structure Inspection Report, Steeles Avenue. Structure ID 08-1174690 BROA</i> , (2018) indicates this concrete rigid frame bridge was built in 1985.	There is no known municipal, provincial or federal heritage recognition.	 <p>View to south side of the Steeles Avenue Bridge over Sixteenth Mile Creek [UMcA 2017].</p>
10.	BHR	Residential	3090 Steeles Avenue, south side (Lot 15, Con. 1, geographic township of Trafalgar) Town of Milton)	Milton Banquet and Conference Centre. The property contains a two storey brick house of forty years of age and older that is shown on a 1974 (current 1971) topographic map of the area.	There is no known municipal, provincial or federal heritage recognition.	 <p>Aerial view of older house located at 3090 Ateeles Avenue West [Google Map, Imagery, 2020].</p>

## **6.0 POTENTIAL EFFECTS OF UNDERTAKING ON BUILT HERITAGE & CULTURAL HERITAGE LANDSCAPES**

### **6.1 Introduction**

This section provides a preliminary assessment of the potential adverse effects of the proposed improvements to the study corridor identified for the Class EA study for Steeles Avenue (Regional Road 8) Transportation Corridor Improvements between Tremaine Road (Regional Road 22) to Industrial Drive, Town of Milton, Halton Region is undertaking this Municipal Class EA (MCEA) to address the need for additional capacity along the Steeles Avenue Corridor to 2031. This project is being undertaken in compliance with 'Schedule C' of the MCEA (October 2000, amended 2007, 2011 and 2015), which is approved under the EAA.

The conservation of cultural heritage resources in planning is considered to be a matter of public interest. Generally, road improvement projects such as the widening and realignment of existing roadways have the potential to adversely affect cultural heritage landscapes and built heritage resources. Cultural heritage landscapes and/or built heritage resources may experience displacement or direct impacts, i.e., demolition or removal, if they are located within a right-of-way or an area of property acquisition for the undertaking and/or they occupy sites or locations required for temporary construction purposes, ancillary services or secondary functions such as temporary site construction offices, lay-down areas and storage areas, etc. Land severance may result in the isolation of built heritage resources and the potential for demolition or removal due to a lack of access to the property.

Cultural heritage landscapes and/or built heritage resources may also experience disruption, or indirect impacts through the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the existing character and, or setting. These indirect impacts may be temporary or permanent in duration. Temporary impacts may occur during construction and may include noise, dust and vibration impacts to built heritage resources, or permanent impacts to the character and, or setting of cultural heritage landscapes or built heritage resources due to the introduction of new infrastructure, changes in grading, alterations to built heritage resource setting and fabric as a result of visual, audible or atmospheric elements and the removal of heritage attributes or elements from cultural heritage landscapes such as buildings and structures, tree lines, hedgerows, field patterns, etc.

### **6.2 Description of Proposed Infrastructure Work**

The project team considered planning alternatives (i.e. alternative solutions) that were evaluated with regard to social, cultural and the natural environment. A Public Information Centre (PIC) was held on November 21, 2019. The typical cross-section

presented for the proposed four-lane Steeles Avenue was based the following design elements:

- planned overall road right-of-way width of 35 m, consistent with the Halton Region TMP and Official Plan;
- the provision of two 3.5 m travel lanes in each direction; and
- the provision of a 1.8 m on-road bike lane, in each direction, and a 3.0 m multi-use path, both directions, to accommodate cyclists and pedestrian.

Following the PIC 1, Alternative B was selected as the Preferred Alternative (**Figure 3**). This preferred alternative provides a new road Steeles Avenue alignment south of the existing alignment between Industrial Drive and Tremaine Road with a new bridge location crossing Sixteen Mile Creek. This alignment avoids the historical hamlet of Peru (**Site #5: CHL**) located on Steeles Avenue at Peru Road.

PIC 2 was held online from April 15 to May 15, 2021. It focused on road alignment, the CP Grade Separation and Preliminary Design. The Preferred Design includes a roundabout or signalized intersection to connect to the existing Steeles Avenue and Peru Road, the new alignment of Steeles Avenue to go under the CP Rail line, the existing Steeles Avenue ending in a cul-de-sac just east of the CP Rail line.

### **6.3 Potential Impacts to Built Heritage Resources & Cultural Heritage Landscapes**

The potential for positive and negative impacts to built heritage resources and cultural heritage landscapes as a result of the Preferred Alternative B was assessed.

A positive impact from the selection of Preferred Alternative which realigns Steeles Avenue to the south of Steeles Avenue West, is the avoidance of significant negative impacts to the existing character and setting of the historical hamlet of Peru (**Site #5**) on Steeles Avenue to Peru Road. A cul-de-sac will be built on Steeles Avenue in front of the row housing at the municipal addresses of 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue that were identified in Table 1 as **Site # 6: BHR**. The termination of the Steeles Avenue West with a cul-de-sac immediately to the west of Peru Road will contribute to a decreased volume of regional road traffic travelling through Peru. The project does not include improvements to Steeles Avenue West through the historic hamlet of Peru. A new Sixteen Mile Creek bridge will be constructed on the new alignment in another location. The existing Steeles Avenue Bridge (**Site #9: BHR**), which is a concrete rigid frame bridge built in 1985, will remain in-situ until a future decision is made with regard to its removal or retention. The MCEA *Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist* (2014) contained in **Appendix B** concluded the existing Steeles Avenue, which is a concrete rigid frame bridge built in 1985, does not merit mitigative actions.

***Table 2: Potential Impacts and Mitigation Recommendations: Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Within or Adjacent to Preferred Alternative B, Steeles Avenue (Regional Road 8) between Tremaine Road (Regional Road 22) to Industrial Drive, Town of Milton, Halton Region*** includes a summary of the potential impacts described below and mitigation recommendations based on the Preferred Alternative each identified cultural heritage resource in Table 1.

### ***Direct Impacts***

There are no known direct impacts to the cultural heritage resources identified in Table 1 within and/or adjacent to the study area.

### ***Indirect Impacts***

There are five (5) anticipated indirect impacts to the cultural heritage resources identified in Table 1 within and/or adjacent to the study area due to the Preferred Alternative B.

The existing character and setting of the CN rail line (***Site #4: CHL***) will be altered due to the removal of the at-grade separation crossing on Steeles Avenue and the road closing to the east and west of the CN railway line.

The existing character and setting of the historical hamlet of Peru (***Site #5: CHL***) at Peru Road and the listed heritage properties located at 3220 to 3230 Steeles Avenue (***Site #6: BHR***) will be changed due to the termination of Steeles Avenue and the introduction of a cul-de-sac on Steeles Avenue immediately west of Peru Road.

The new Steeles Avenue alignment over Sixteen Mile Creek has the potential to change the present character and setting of the existing Steeles Avenue road bridge (***Site #9: BHR***) and is considered to be an indirect effect.

The character and setting of the property at 3090 Steeles Avenue (***Site #10: BHR***) will be indirectly impacted due to the introduction of the new realigned Steeles Avenue including a new roundabout and a new property access drive.



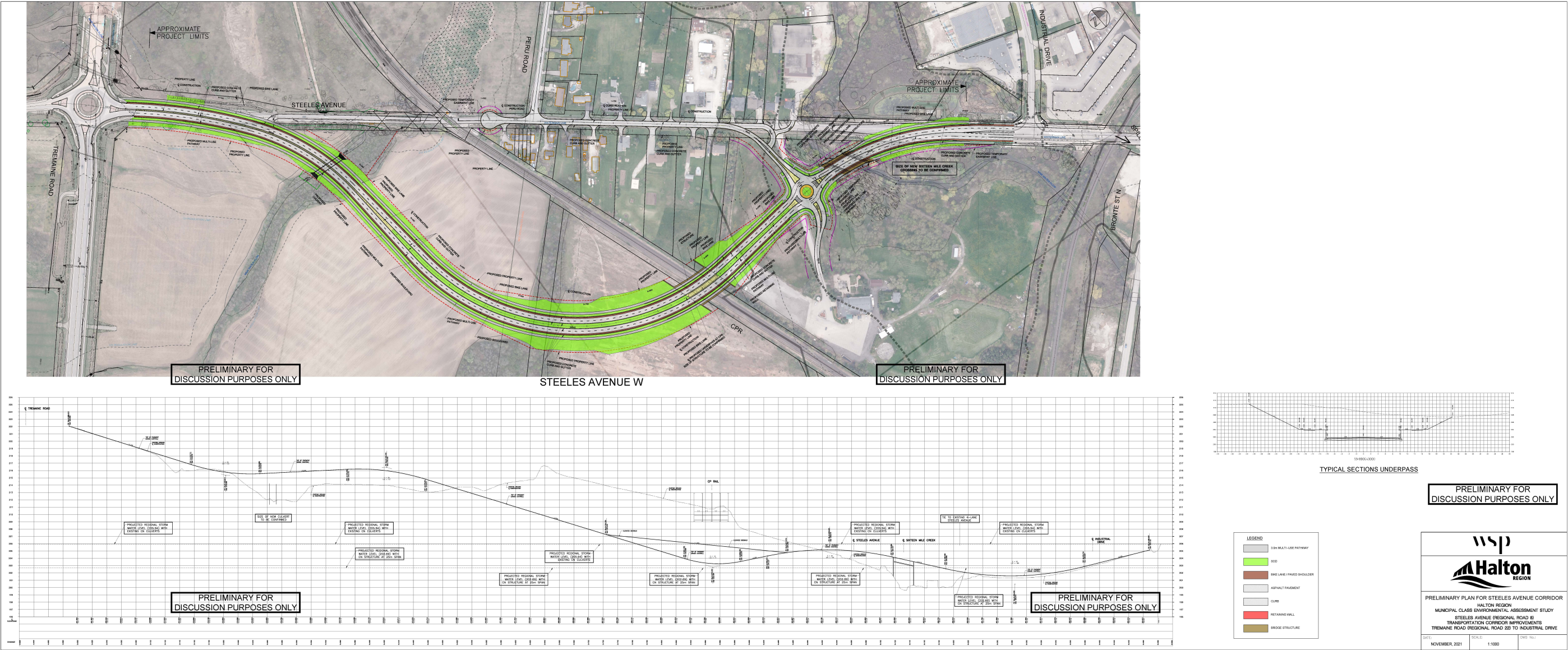


Figure 3. Preliminary Plan for Steeles Avenue Corridor, Halton Region, Municipal Class EA Study Steeles Avenue (Regional Road 8) Transportation Corridor Improvements, Tremaine Road (Regional Road 22) to Industrial Drive [November 2021]

## 7.0 MITIGATION RECOMMENDATIONS

A proposed undertaking should not adversely affect cultural heritage resources. Intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When an undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies to alleviate deleterious effects to cultural heritage resources. Mitigation actions lessen or negate anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape, documentation of the built heritage resource if to be demolished or relocated, and the salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Mitigation strategies will be carried out through the detailed design phase and prior and post construction work, as applicable. Refinements and enhancements to the mitigation recommendations will be made, as warranted, throughout all phases of the project. Mitigation recommendations to address negative impacts to cultural heritage landscapes and built heritage resources may include:

- avoidance of the cultural heritage resources;
- avoidance of the isolation of cultural heritage resources;
- avoidance of locating construction laydown construction office sites ion or adjacent to a cultural heritage resource;
- sympathetic design if a built heritage resource is to be demolished/replaced; and,
- appropriate landscaping design with regard to the setting of affected cultural heritage resources.

Depending on the severity of the potential impact, typical mitigation actions for properties identified with having the potential for cultural heritage value or interest and/or properties municipally recognized as listed or designated property under the OHA, may include the following:

- a Cultural Heritage Evaluation Report (CHER);
- a Heritage Impact Assessment (HIA); and
- a Cultural Heritage Documentation Report (CHDR) that may include a list of salvageable architectural elements for reuse if the built heritage resource is to be demolished.

***Table 2: Potential Impacts and Mitigation Recommendations: Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Within or Adjacent to Preferred Alternative B, Steeles Avenue (Regional Road 8) between Tremaine Road (Regional Road 22) to Industrial Drive, Town of Milton, Halton Region*** includes recommended mitigation actions for the identified cultural heritage resources from the undertaking described in Section 6.3.

**TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO PREFERRED ALTERNATIVE B, STEELES AVENUE (REGIONAL ROAD 8) BETWEEN TREMAINE ROAD (REGIONAL ROAD 22) TO INDUSTRIAL DRIVE, TOWN OF MILTON, HALTON REGION**

Site #	Resource Category	Resource Type	Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
1.	BHR	Residential	13 and 15 Peru Road, east side (Lot 1, Con. 2, geographic township of Esquesing) Town of Milton	No anticipated direct or indirect impacts.	The two municipal addresses of 13 Peru Road and 15 Peru Road are included as separate properties on Town of Milton Heritage List (May 26, 2019).  There are no known provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.
2.	BHR	Residential	17 and 19 Peru Road, east side (Lot 1, Concession 2, geographic township of Esquesing) Town of Milton	No anticipated direct or indirect impacts.	The two municipal addresses of 17 Peru Road and 19 Peru Road are included as separate properties on Town of Milton Heritage List (May 26, 2019).  There are no known provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.
3.	CHL	Roadscape	Peru Road North of Steeles Avenue (Lots 1 and 2, Con. 1 and 2, geographic township of Esquesing) Town of Milton.	No anticipated direct or indirect impacts.	There are no known municipal, provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.

**TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO PREFERRED ALTERNATIVE B, STEELES AVENUE (REGIONAL ROAD 8) BETWEEN TREMAINE ROAD (REGIONAL ROAD 22) TO INDUSTRIAL DRIVE, TOWN OF MILTON, HALTON REGION**

Site #	Resource Category	Resource Type	Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
4.	CHL	Railscape	Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar and Lot 1 Con. 1, geographic township of Esquesing) Town of Milton	<b>Indirect Impact</b>  The existing character and setting of the CN at-grade Separation on Steeles Avenue will be changed permanently due to the closure of Steeles Avenue to the east and west of the rail line. The existing at-grade separation will be removed, the remaining road to the west will be removed and the terminated Steeles Avenue to the east will end in a new cul-de-sac.	There are no known municipal, provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.
5.	CHL	Historical Hamlet	Steeles Avenue and Peru Road stretching from north of Sixteen Mile Creek to Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar and Lots 1 and 2, Con. 1 and 2, geographic township of Esquesing) Town of Milton	<b>Indirect Impact</b>  The existing character and setting of the historical hamlet to the west of Peru Road will be changed due to closure of Steeles Avenue to the west of Peru Road and the introduction of a new cul-de-sac in front of 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue ( <b>See BHR 6</b> ).	The following properties within the hamlet are included on The Town of Milton Heritage List (November 2016) as registered listed properties: Row houses at 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue ( <b>See Site #6</b> ); 3216 Steeles Avenue ( <b>See Site #7</b> ); 3198 Steeles Avenue ( <b>See Site #8</b> ).  There are no known provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.



**TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO PREFERRED ALTERNATIVE B, STEELES AVENUE (REGIONAL ROAD 8) BETWEEN TREMAINE ROAD (REGIONAL ROAD 22) TO INDUSTRIAL DRIVE, TOWN OF MILTON, HALTON REGION**

Site #	Resource Category	Resource Type	Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
6.	BHR	Residential	3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue (Lot 15, Con. 1, geographic township of Trafalgar) Town of Milton	<b>Indirect Impact</b>  The existing character and setting will be changed due to closure of Steeles Avenue to the west of Peru Road and the introduction of a new cul-de-sac in front of the row houses.	The municipal addresses of 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Ave. are included individually on the Town of Milton Heritage List (November 2016) as registered heritage resources.  There is no known provincial or federal or international heritage recognition.	Appropriate landscaping treatment at the new cul-de-sac should be considered to enhance the character and setting of the adjacent listed properties comprising row housing at 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue.
7.	BHR	Residential	3216 Steeles Avenue (Lot 15, Concession 1, geographic township of Trafalgar) Town of Milton	No anticipated direct or indirect impacts.	This property is included on the Town of Milton Heritage List (November 2016) as a registered heritage resource.  There are no known provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.
8.	BHR	Residential	3198-3204 Steeles Avenue (Lot 15, Concession 1, geographic township of Trafalgar) Town of Milton	No anticipated direct or indirect impacts.	The municipal address of 3198 Steeles Avenue is included on the Town of Milton Heritage List (November 2016) as a registered heritage resource.  There are no known provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.

**TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS: BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) LOCATED WITHIN OR ADJACENT TO PREFERRED ALTERNATIVE B, STEELES AVENUE (REGIONAL ROAD 8) BETWEEN TREMAINE ROAD (REGIONAL ROAD 22) TO INDUSTRIAL DRIVE, TOWN OF MILTON, HALTON REGION**

Site #	Resource Category	Resource Type	Location	Potential Impact	Known Heritage Recognition	Mitigation Actions
9.	BHR	Transportation: Road Bridge	Steeles Avenue at 16 Mile Creek (Lot 15, Concession 1, geographic township of Trafalgar) Town of Milton	<b>Indirect Impact</b>  A new Steeles Avenue alignment over Sixteen Mile Creek with a new bridge has the potential to alter the present character and setting of the existing Steeles Avenue bridge on the current road alignment.	There is no known municipal, provincial or federal or international heritage recognition.	Built in 1985, the existing concrete rigid frame road bridge is not 40 years of age and older. The MCEA <i>Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist</i> (2014) was completed and is contained in Appendix B. It concludes the completion of a CHER and/or an HIA for the bridge structure is not required as a mitigation action.
10.	BHR	Residential	3090 Steeles Avenue (Lot 15, Concession 1, geographic township of Trafalgar) Town of Milton	<b>Indirect Impact</b>  The house identified on the property and noted as possibly being 40 years and older in age is located further to the east away from the new property entrance off the new Steeles Avenue alignment, therefore it is anticipated there are minimal impacts to the building due to the change in the existing environment and the introduction of new noise and dust impacts.	There is no known municipal, provincial or federal or international heritage recognition.	No mitigation actions required to protect and conserve identified cultural heritage resource.

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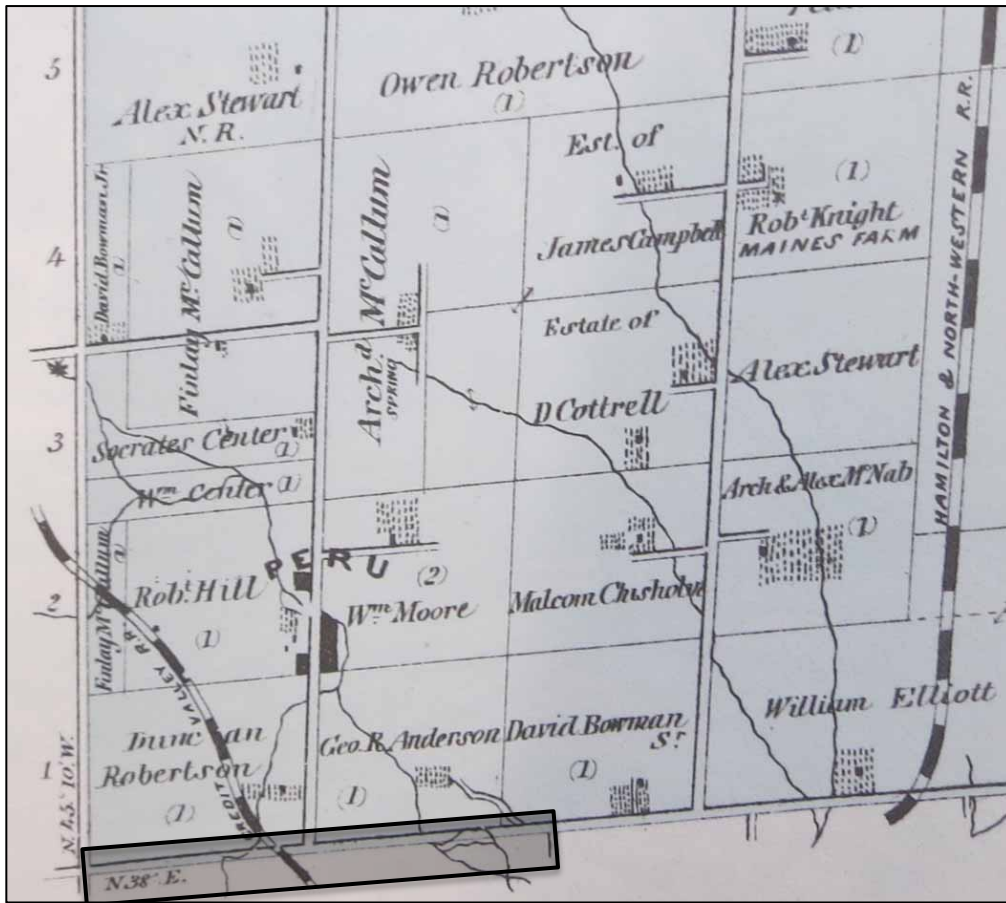
## Contact

Anthony Wong, MRAIC, Planner, Policy, Town of Milton, May 2020. Email  
correspondence.

Karla Barboza, MCIP, RPP, CAHP| (A) Team Lead, Heritage, Ministry of Heritage,  
Sport, Tourism and Culture Industries, Heritage, Tourism and Culture Division|  
Programs and Services Branch | Heritage Planning Unit.  
Email correspondence October 29, 2020.

**APPENDIX A:  
HISTORICAL MAPS &  
AERIAL PHOTOGRAPH**



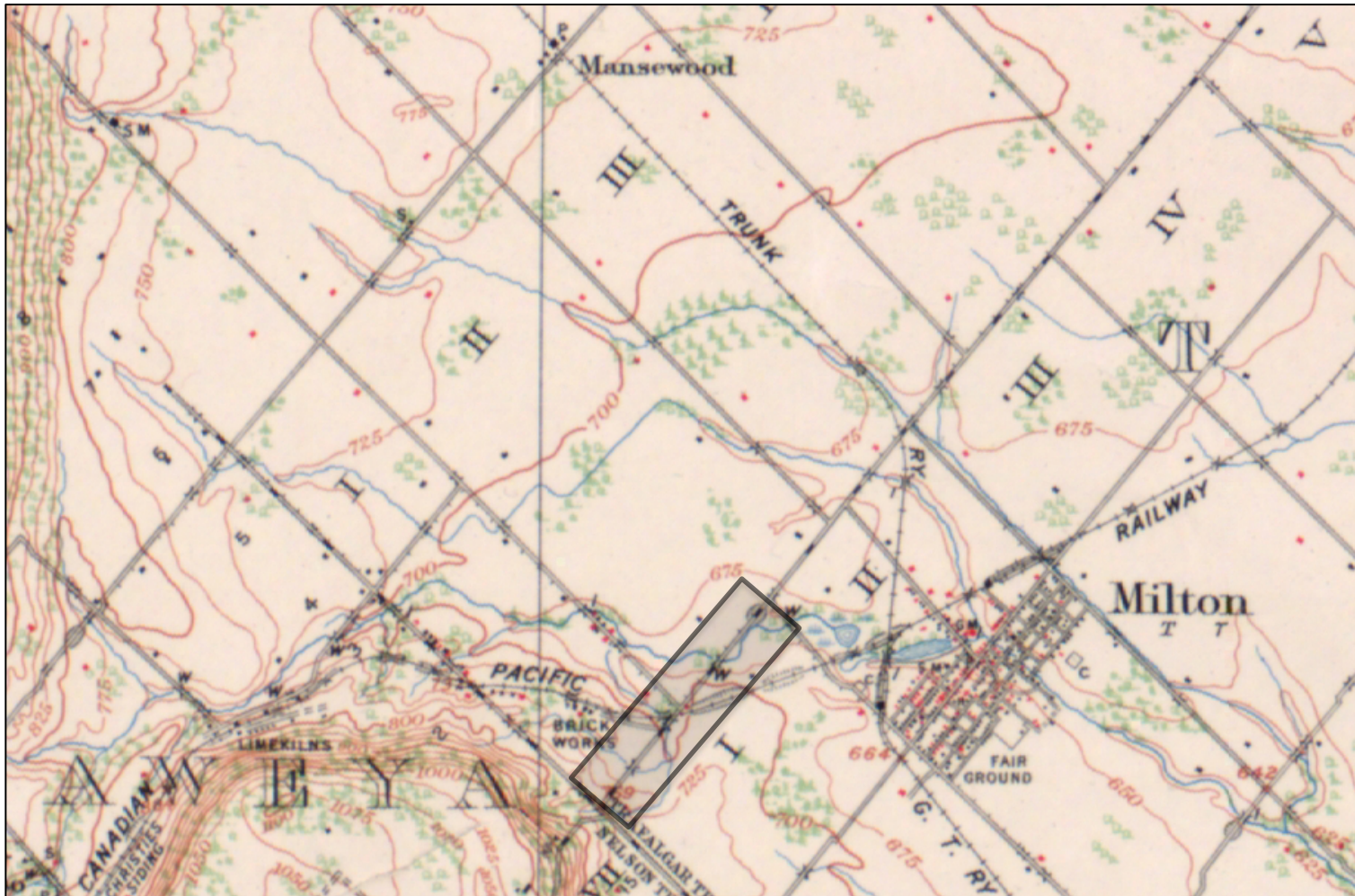


General location of the study area shown [Esqueving Township, *Illustrated Historical Atlas of the County of Halton, 1877*].



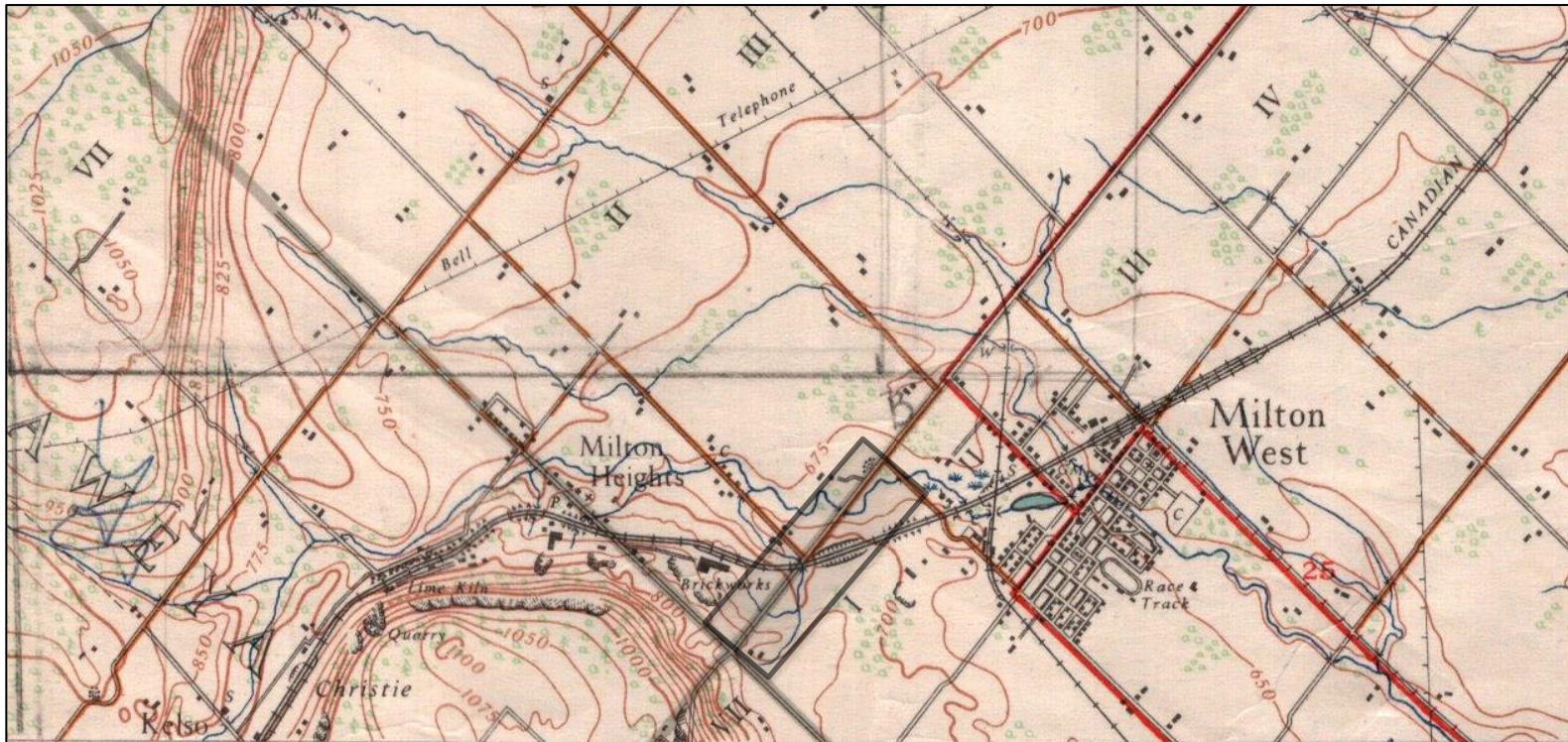
General location of the study area [Map of Trafalgar Township, *Illustrated Historical Atlas of the County of Halton, 1877*].





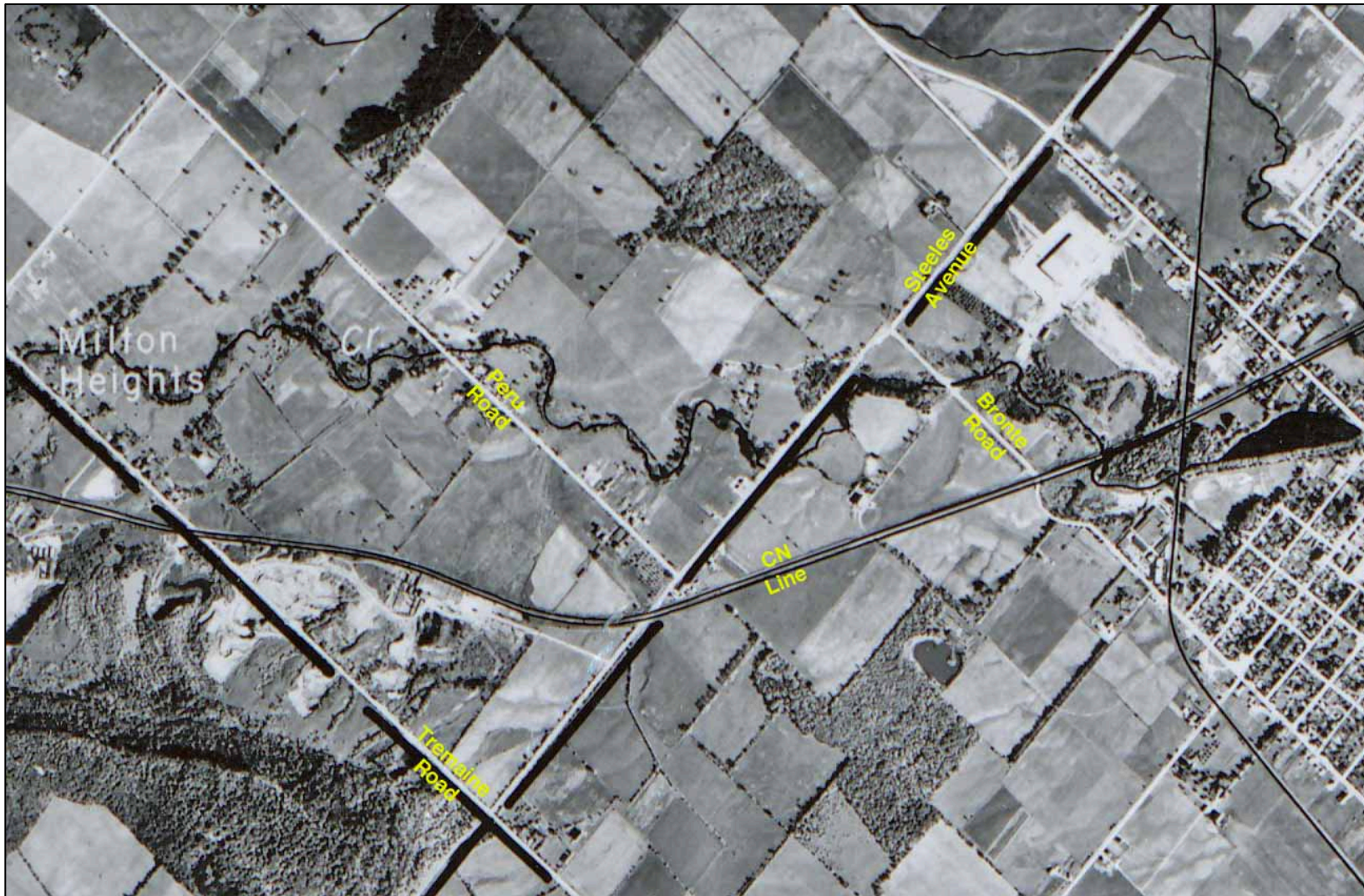
General location of the study area shown on the NTS: Brampton 30 M/12, 1909.





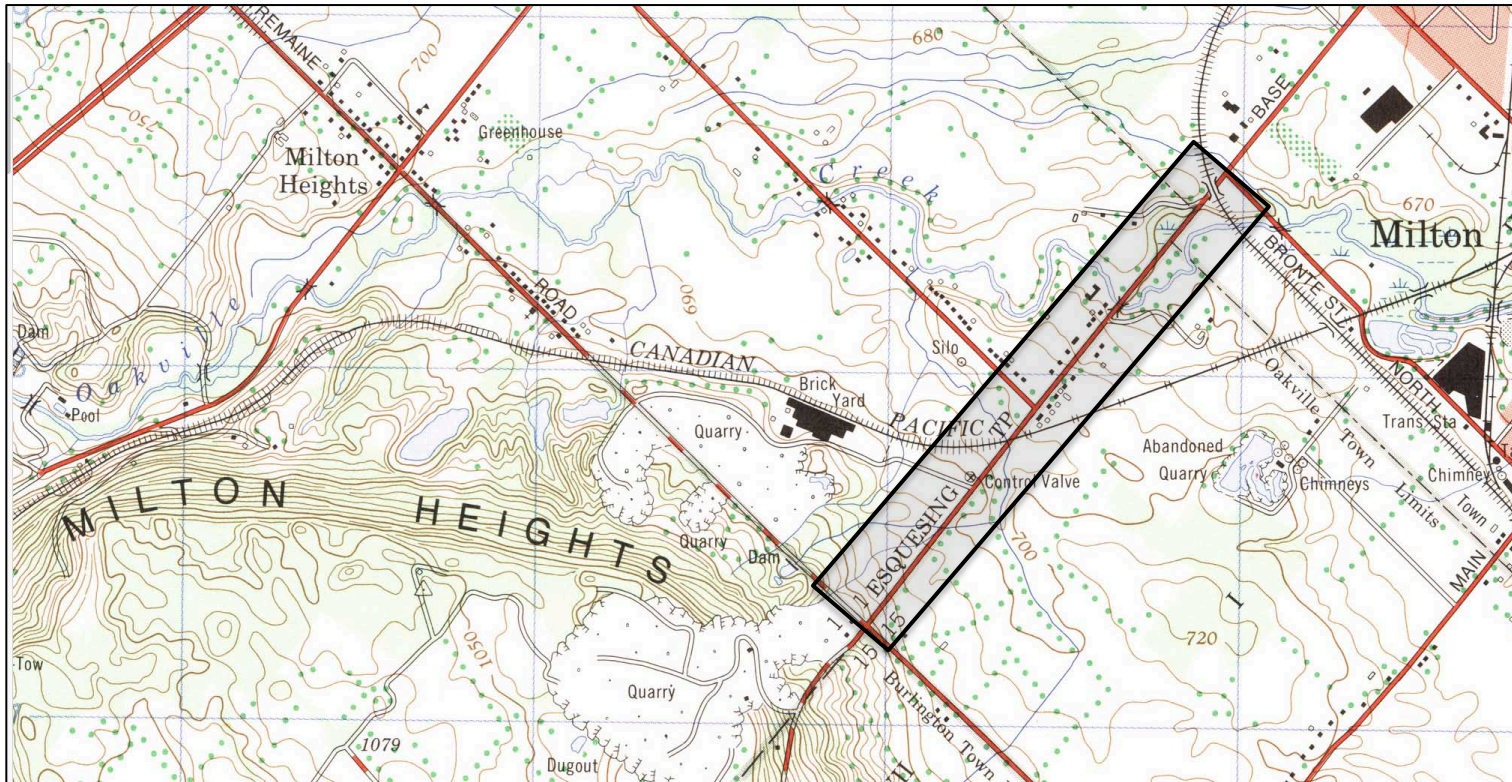
General location of the study area shown on the NTS: Brampton 30 M/12, 1942.



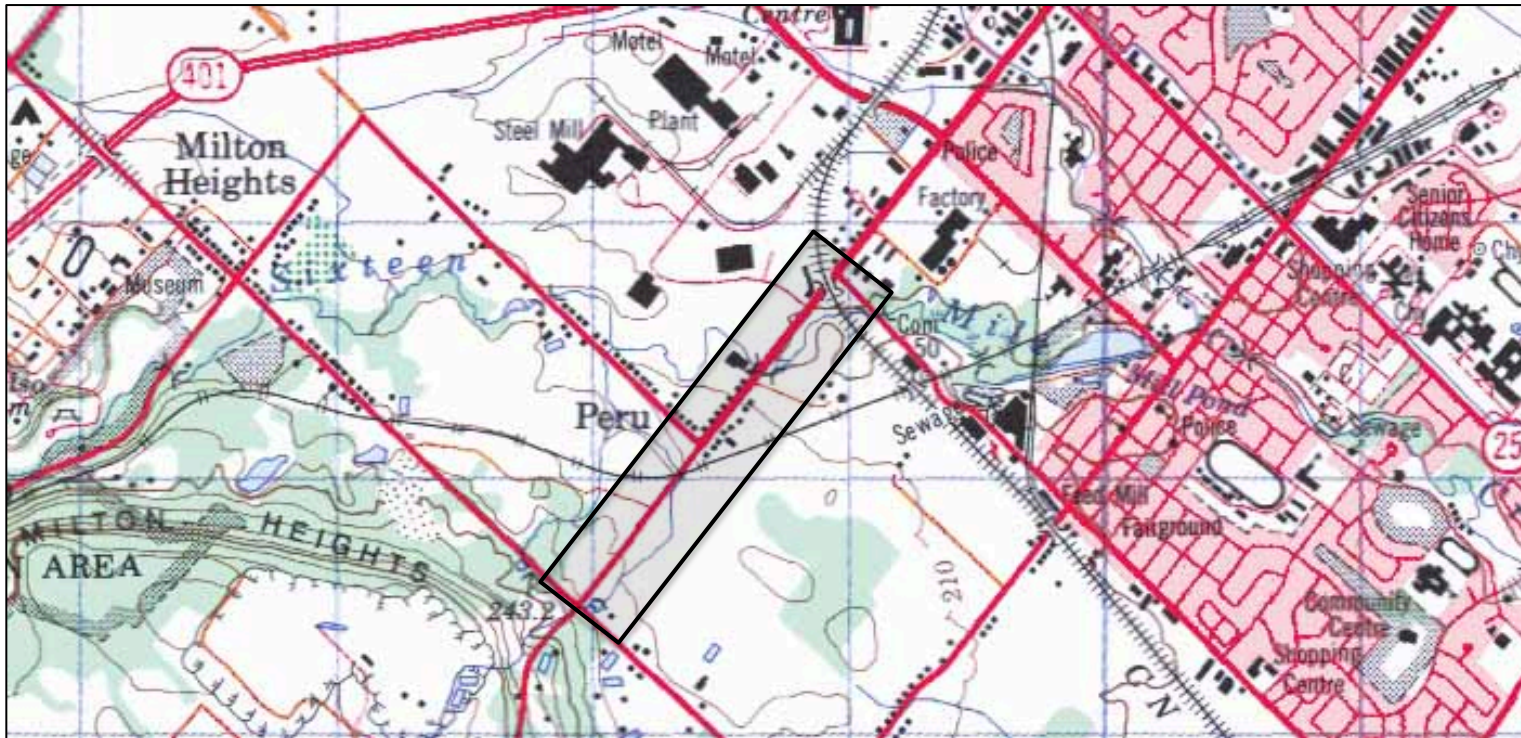


**Aerial photograph showing the agricultural nature of the study area vicinity and the hamlet of Peru at Steeles Avenue in the early 1950s [As adapted, University of Toronto, Air Photo Library, 435.794, c1954].**





**General location of the study area shown on the NTS: Brampton 30 M/12, 1974 (Current 1971).**



General location of the study area shown on the NTS: Brampton 30 M/12, 1994.

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**APPENDIX B:**  
**MCEA MUNICIPAL HERITAGE BRIDGES CULTURAL**  
**HERITAGE AND ARCHAEOLOGICAL RESOURCES**  
**ASSESSMENT CHECKLIST (2014)**

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## Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Revised April 11, 2014)

*This checklist was prepared in March 2013 by the Municipal Engineers Association to assist with determining the requirements to comply with the Municipal Class Environmental Assessment. View all 4 parts of the module on Structures Over 40 Years at [www.municipalclassea.ca](http://www.municipalclassea.ca) to assist with completing the checklist.<sup>17</sup>*

**Project Name:** Steeles Avenue Bridge, Structure ID: 08-1174690 BRO 1  
**Location:** Steeles Avenue (east of Peru Road)  
**Municipality:** Town of Milton, Regional Municipality of Halton  
**Project Engineer:** Katharine Jim. M. Eng., P. Eng., WSP Canada Group  
**Checklist completed by:** Richard Unterman, MA, CAHP, Unterman McPhail Associates  
**Date:** November 4, 2020

**NOTE: Complete all sections of Checklist. Both Cultural Heritage and Archaeological Sections must be satisfied before proceeding.**

### Part A - Municipal Class EA Activity Selection

Description	Yes	No
Will the proposed project involve or result in construction of new water crossings? This includes ferry docks.	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in construction of new grade separation?	Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in construction of new underpasses or overpasses for pedestrian recreational or agricultural use?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in construction of new interchanges between any two roadways, including a grade separation and ramps to connect the two roadways?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next

<sup>17</sup> MEA revisions (2020) to the MCEA Heritage Bridge Checklist have not been approved so the 2014 Heritage Bridge Checklist has been used on advice from MHSTCI staff.

Description	Yes	No
Will the proposed project involve or result in reconstruction of a water crossing where the structure is less than 40 years old and the reconstructed facility will be for the same purpose, use, capacity and at the same location? (Capacity refers to either hydraulic or road capacity.) This includes ferry docks.	<input checked="" type="checkbox"/> Schedule A+	<input type="checkbox"/> Next
Will the proposed project involve or result in reconstruction of a water crossing, where the reconstructed facility will not be for the same purpose, use, capacity or at the same location? (Capacity refers to either hydraulic or road capacity). This includes ferry docks.	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old where the proposed work will alter the basic structural system, overall configuration or appearance of the structure?	<input type="checkbox"/> Next	<input checked="" type="checkbox"/> Assess Archaeological Resources

**Part B - Cultural Heritage Assessment**

Description	Yes	No
Does the proposed project involve a bridge construction in or after 1956?	<input checked="" type="checkbox"/> Next	<input type="checkbox"/> Prepare CHER Undertake HIA
Does the project involve one of these four bridge types?	<input checked="" type="checkbox"/> Rigid frame Next <input type="checkbox"/> Precast with Concrete Deck Next <input type="checkbox"/> Culvert or Simple Span Next <input type="checkbox"/> Steel Beam/Concrete Deck Next	<input type="checkbox"/> Prepare CHER Undertake HIA

Description	Yes	No
Does the bridge or study area contain a parcel of land that is subject of a covenant or agreement between the owner of the property and a conservation body or level of government?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is listed on a register or inventory of heritage properties maintained by the municipality?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is designated under Part IV of the Ontario Heritage Act?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is subject to a notice of intention to designate issued by a municipality?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is located within a designated Heritage Conservation District?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next

Does the bridge or study area contain a parcel of land that is subject to a Heritage Conservation District study area by-law?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is included in the Ministry of Tourism, Culture and Sport's <sup>18</sup> list of provincial heritage properties?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is part of a National Historic Site?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is part of a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next

Description	Yes	No
Does the bridge or study area contain a parcel of land that is designated under the Heritage Railway Station Protection Act?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is identified as a Federal Heritage Building by the Federal Heritage Building Review Office (FHBRO)	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is the subject of a municipal, provincial or federal commemorative or interpretive plaque that speaks to the Historical significance of the bridge?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next

<sup>18</sup> MTCS is now the Ministry of Heritage, Sport Tourism and Culture Industries (MHSTCI).



Does the bridge or study area contain a parcel of land that is in a Canadian Heritage River watershed?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Will the project impact any structures or sites (not bridges) that are over forty years old, or are important to defining the character of the area or that are considered a landmark in the local community?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Is the bridge or study area adjacent to a known burial site and/or cemetery?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Is the bridge considered a landmark or have a special association with a community, person or historical event in the local community?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain or is it part of a cultural heritage landscape?	<input type="checkbox"/> Prepare Cher Undertake HIA	<input checked="" type="checkbox"/> Assess Archaeological Resources

## PART C - HERITAGE ASSESSMENT

Description	Yes	No
Does the Cultural Heritage Evaluation Report identify any Heritage Features on the project?	<input type="checkbox"/> Undertake HIA	<input checked="" type="checkbox"/> Part D - Archaeological Resources
Does the Heritage Impact Assessment determine that the proposed project will impact any of the Heritage Features that have been identified?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Part D - Archaeological Resources

**PART D - ARCHAEOLOGICAL RESOURCES ASSESSMENT**

Description	Yes	No
Will any activity, related to the project, result in land impacts/significant ground disturbance?	<input checked="" type="checkbox"/> Next	<input type="checkbox"/> Schedule A - proceed
Have all areas, to be impacted by ground disturbing activities, been subjected to recent extensive and intensive disturbances and to depths greater than the depths of the proposed activities?	<input checked="" type="checkbox"/> Schedule A - proceed	<input type="checkbox"/> Next
Has an archaeological assessment previously been carried out that includes all of the areas to be impacted by this project?	<input checked="" type="checkbox"/> Next	<input type="checkbox"/> Archaeological Assessment
Does the report on that previous archaeological assessment recommend that no further archaeological assessment is required within the limits of the project for which that assessment was undertaken, and has a letter been issued by the Ministry of Tourism, Culture and Sport stating that the report has been entered into the Ontario Public Register of Archaeological Reports?	<input checked="" type="checkbox"/> Schedule A - proceed	<input type="checkbox"/> Obtain satisfaction letter - proceed

**\*\* Include Documentation Summary in Project File\*\***

**Note:** Based on Halton Region's Municipal Structure Inspection Report. Steeles Avenue, Structure ID 08-1174690 BROA, (2018) this single span bridge was built in 1985 and is classified as a concrete rigid frame with vertical legs. It is not 40 years of age or older in age. The completion of a Cultural Heritage Evaluation Report (CHER) and/or Heritage Impact Assessment (HIA) is not necessary. Stage 1 Archaeological work confirmed the area of the Steeles Avenue Bridge does not have archaeological potential.