

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Regional Road 25 – North Halton Coordinated Municipal Class Environmental Assessment

Halton Region, Ontario

Final Report

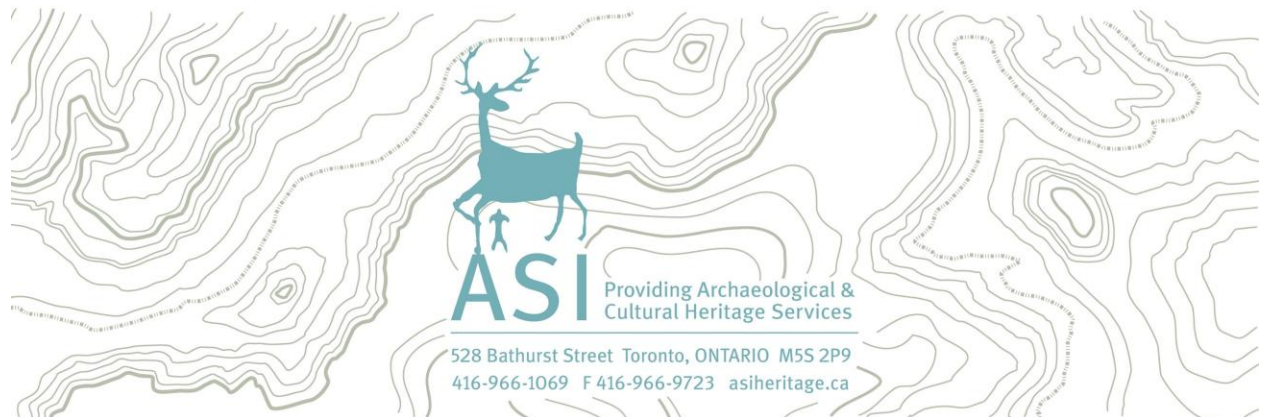
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October 2023 (Updated February, March, September, October 2025, July 2026)



Executive Summary

Archaeological Services Inc. was contracted by HDR on behalf of Halton Region to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Regional Road (R.R.) 25 – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.). The M.C.E.A. involves the review of improvements to Regional Road 25 from 5 Side Road to 10 Side Road in the Town of Halton Hills, Halton Region.

Halton Region's Transportation Master Plan – The Road to Change (2011) identified the need for transportation network improvements to the following three corridors located in the Towns of Halton Hills and Milton:

- James Snow Parkway (R.R. 4) from Britannia Road (R.R. 6) to Highway 401;
- R.R. 25 from 5 Side Road to 10 Side Road; and
- Steeles Avenue (R.R. 8) from Regional Road 25 to Trafalgar Road (R.R. 3).

To accommodate the anticipated growth and improve network connectivity, Halton Region is undertaking three M.C.E.A. studies to investigate potential improvements to James Snow Parkway (R.R. 4), Regional Road 25, and Steeles Avenue (R.R. 8). To determine the preferred improvements, a wide range of considerations will be assessed, including cross-sectional requirements, active transportation, intersection improvements, overall traffic operations, and the impacts of such improvements on the social, cultural, and natural environments.

The studies will be carried out in accordance with Schedule 'C' of the M.C.E.A. (October 2000, as amended 2007, 2011, 2015, 2023, and 2024), which is an approved process under the Ontario Environmental Assessment Act. This Cultural Heritage Report focuses on Regional Road 25 from 5 Side Road to 10 Side Road.

The purpose of this report is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report is being



prepared concurrently with two additional Cultural Heritage Reports for Steeles Avenue and James Snow Parkway in Halton Region as part of the North Halton Coordinated M.C.E.A.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are three known B.H.R.s. All three known B.H.R.s are designated under Part IV of the *Ontario Heritage Act*. An additional two potential C.H.L.s were identified during background research and field review.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified features, etc.
2. Direct impacts are anticipated to C.H.L. 2 (9528 Regional Road 25), where feasible the proposed work should be designed in a manner that avoids all impacts to the C.H.L. No adverse impacts to potential heritage attributes are identified. The removal of trees and other features should be limited to the extent possible. Where removal cannot be avoided, post-construction rehabilitation with sympathetic plantings should be implemented.
3. Direct impacts are anticipated to B.H.R. 3 (9094 Regional Road 25), which is designated under Part IV of the *Ontario Heritage Act*. As such, a property-specific Heritage Impact Assessment must be completed early in detail design to assess impacts and provide mitigation to avoid or minimize impacts.



4. As indirect impacts from construction-related vibration are possible to B.H.R. 1 (9920 Regional Road 25) and C.H.L. 1 (9826 Regional Road 25), a baseline vibration assessment should be undertaken as early as possible during detailed design to determine potential vibration impacts.
5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential B.H.R.s and C.H.L.s.
6. The report should be submitted to the Town of Halton Hills and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to Halton Region for their records.
7. All subsequent recommended technical cultural heritage studies (e.g., C.H.I.S.) should be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible prior to any construction activities and submitted for review and comment to the Town of Halton Hills and the Ministry of Citizenship and Multiculturalism, and any other local heritage stakeholders that may have an interest in this project.



Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.



Project Personnel

- **Senior Project Manager:** Kristina Martens, B.A., Dipl. Heritage Conservation, Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Jessica Bisson, B.F.A. (Hon.), Cultural Heritage Technician, Project Administrator – Cultural Heritage Division
- **Field Review:** Leora Bebko, M.M.St., Cultural Heritage Technician, Technical Writer and Researcher – Cultural Heritage Division
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- **Graphics Production:** Robin Latour, B.A., M.Phil., Archaeologist, Geomatics Specialist - Operations Division
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- **Report Reviewer(s):** Kristina Martens



Qualified Persons Involved in the Project

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Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage
Division

The Senior Project Manager for this Cultural Heritage Report is **Kristina Martens** (B.A., Dipl. Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. She has over ten years of experience in the field of cultural heritage planning and management as a conservator and heritage consultant with Vitreous Glassworks and Taylor Hazell Architects prior to joining A.S.I. in 2018. Kristina brings a cultural landscape focus to the heritage planning process and draws on holistic methods for understanding the interrelationships between natural, built and intangible heritage. Kristina has extensive experience conducting field surveys and heritage analysis, including the comprehensive documentation and evaluation of built heritage resources and cultural heritage landscapes in urban and rural settings. She brings together her experience in research, project management, documentation, built form and spatial analysis, architectural history, and built heritage conservation with the practical application of Ontario Regulation 9/06 and 10/06 of the Ontario Heritage Act and writing statements of cultural heritage value. Kristina is a graduate of the prestigious Willowbank School.

Leora Bebko, M.M.St.
Cultural Heritage Technician, Technical Writer and Researcher - Cultural
Heritage Division

The Cultural Heritage Technician for this project is **Leora Bebko** (M.M.St.), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing research and technical reporting. In Leora's career as a cultural heritage and



museum professional she has worked extensively in public programming and education within built heritage spaces. Leora is particularly interested in the ways in which our heritage landscapes can be used to facilitate public engagement and interest in our region's diverse histories. While completing her Master of Museum Studies she was able to combine her interest in heritage architecture and museums by focusing on the historic house museum and the accessibility challenges they face. As a thesis project, Leora co-curated the award-winning exhibit *Lost & Found: Rediscovering Fragments of Old Toronto* on the grounds of Campbell House Museum. Since completing her degree she has worked as a historical interpreter in a variety of heritage spaces, learning a range of traditional trades and has spent considerable time researching heritage foodways and baking in historic kitchens. In 2022, she joined ASI's Cultural Heritage team as a Cultural Heritage Technician.



Glossary

Built Heritage Resource (B.H.R.)

Definition: "...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 Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2024, p. 41).

Cultural Heritage Landscape (C.H.L.)

Definition: "...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2024, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Citizenship and Multiculturalism, 2022).



Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Citizenship and Multiculturalism, 2006c). Indirect impacts also include potential vibration impacts. (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Citizenship and Multiculturalism, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Citizenship and Multiculturalism, 2022).

Significant

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.



While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2024, p. 51).

Vibration Zone of Influence

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



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1.0 Introduction

Archaeological Services Inc. was contracted by HDR on behalf of Halton Region, to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Regional Road (R.R.) 25 – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.).

Halton Region's Transportation Master Plan – The Road to Change (2011) identified the need for transportation network improvements to the following three corridors located in the Towns of Halton Hills and Milton:

- James Snow Parkway (R.R. 4) from Britannia Road (R.R. 6) to Highway 401;
- R.R. 25 from 5 Side Road to 10 Side Road; and
- Steeles Avenue (R.R. 8) from R.R. 25 to Trafalgar Road (R.R. 3).

To accommodate the anticipated growth and improve network connectivity, Halton Region is initiating three M.C.E.A. studies to investigate potential improvements to James Snow Parkway (R.R. 4), R.R. 25, and Steeles Avenue (R.R. 8). To determine the preferred improvements, a wide range of considerations will be assessed, including cross-sectional requirements, active transportation, intersection improvements, overall traffic operations, and the impacts of such improvements on the social, cultural, and natural environments.

The studies will be carried out in accordance with Schedule 'C' of the M.C.E.A. (October 2000, as amended 2007, 2011, 2015, 2023, and 2024), which is an approved process under the Ontario Environmental Assessment Act. This Cultural Heritage Report focuses on R.R. 25 from 5 Side Road to 10 Side Road.

The purpose of this report is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report is being prepared concurrently with two additional Cultural Heritage Reports for Steeles



Avenue and James Snow Parkway in Halton Region as part of the North Halton Coordinated M.C.E.A.

1.1 Project Overview

The R.R. 25 – North Halton Coordinated M.C.E.A. involves the review of improvements to R.R. 25 from 5 Side Road to 10 Side Road in the Town of Halton Hills, Halton Region.

1.2 Description of Study Area

This Cultural Heritage Report will focus on the project study area with an additional 50 metre buffer (Figure 1). This project study area has been defined as inclusive of those lands that may contain B.H.R.s or C.H.L.s that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the Town of Halton Hills, Halton Region.



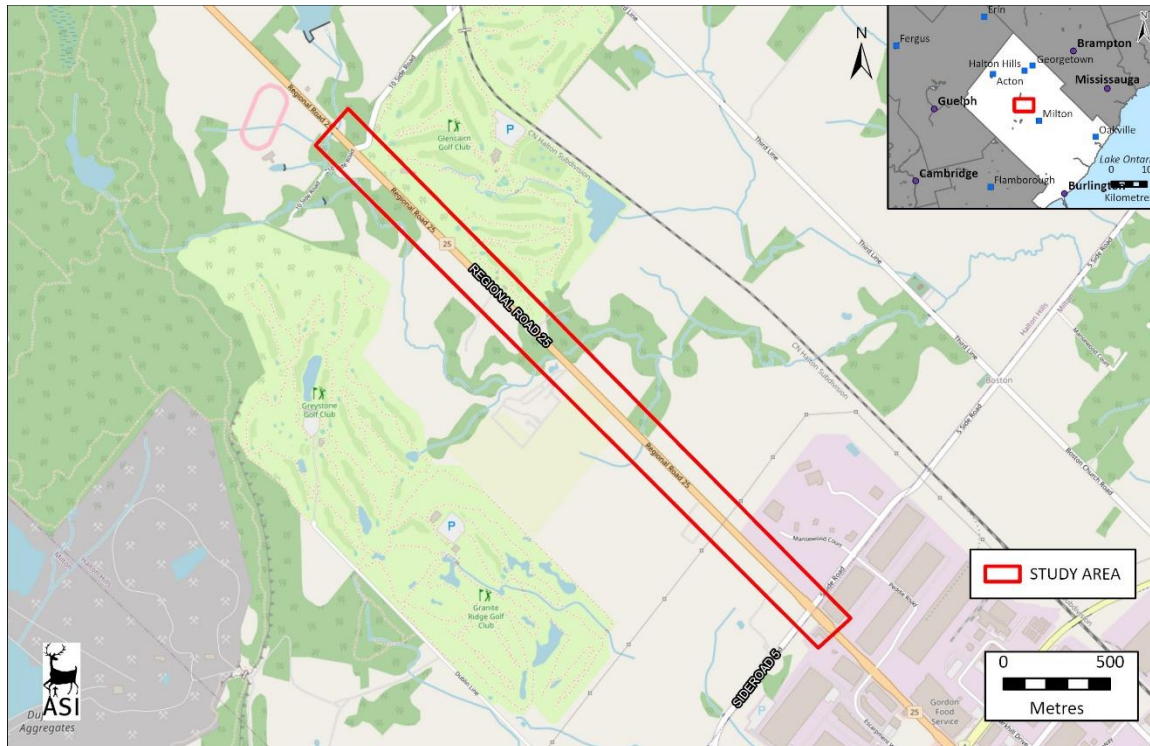


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2023], 2023) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use

planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Planning Statement* (Ministry of Municipal Affairs and Housing, 2024), issued under the *Planning Act*, requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Ministry of the Environment, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Government of Ontario, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are regarded as



best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the Regional Municipality of Halton. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- *Town of Halton Hills Official Plan* (Town of Halton Hills, 2024c); and
- *The Regional Municipality of Halton Heritage Services Five-year Operational Plan* (The Regional Municipality of Halton, 2021).

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Citizenship and Multiculturalism, 2006b) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Citizenship and Multiculturalism, 2022). The objective of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes located within areas anticipated to be directly or indirectly impacted by the proposed project.



In the course of the cultural heritage assessment process, all potentially affected built heritage resources and cultural heritage landscapes are subject to identification and inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area: background research and desktop data collection; field review; and identification.

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

A field review is then undertaken to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes. The field review is also used to identify potential built heritage resources and cultural heritage landscapes that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential built heritage resources or cultural heritage landscape based on



research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 21 April, 2023, include¹:

- The *Town of Halton Hills Heritage Register* (Town of Halton Hills, 2024b);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, 2025);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.b);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);

¹ The Town of Halton Hills Heritage Register mapping was checked 17 July 2026, when the report was updated and the heritage recognition for identified B.H.R.s and C.H.L.s were updated accordingly.



- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2023);
- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, no date);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and;
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- Stage 2 Archaeological Assessment Regional Road (R.R.) 25 Transportation Corridor Class Environmental Assessment (Archaeological Services Inc., 2009) (study area included R.R. 25 from 5 Side Road to south of High Point Drive); and



- Stage 1 Archaeological Assessment Tremaine Road between Derry Road and Campbellville Road (Reg. Rd. 22) Transportation Corridor Class Environmental Assessment (Archaeological Services Inc., 2005) (study area generally bounded by Regional Road (R.R.) 22, Campbellville Road, R.R. 25 and Canadian National Railway, and Derry Road).

2.4.3 Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Laura Loney, Senior Heritage Planner, Town of Halton Hills (email communication 23 May 2023). Email correspondence confirmed that there were no additional municipally listed or recognized properties within the study area.
- The Ministry (email communication 23 May 2023). Email correspondence confirmed that there are no additional properties designated by the Minister and no known Provincial Heritage Properties within the study area.
- The Ontario Heritage Trust (email communications 19 May 2023). A response indicated that there are no conservation easements or Trust-owned properties within the study area.
- A.S.I. received feedback (email communication 13 July 2023) that Halton Region had an interest in a public art/folk art feature along Regional Road R.R. 25.

2.4.4 Community Engagement

A Notice of Study Commencement for the Regional Road 25 – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A) was issued to relevant stakeholders on April 30, 2023.



Halton Region engaged with First Nations and Indigenous Communities that may have an interest in or may potentially be affected by the improvements to Regional Road 25 from 5 Side Road to 10 Side Road. The list of First Nations and Indigenous Communities identified for engagement for this M.C.E.A. study are:

- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River;
- Six Nations of the Grand River Elected Council;
- Haudenosaunee Confederacy Chiefs Council;
- Haudenosaunee Development Institute;
- Métis Nation of Ontario; and
- Wendat Nation.

A summary of correspondence with First Nations and Indigenous Communities is provided in Section 3.4 and Appendix C in the Environmental Study Report for the Regional Road 25 – North Halton Coordinated M.C.E.A.

Two Public Information Centres (P.I.C.s) have been held for the project. P.I.C. #1 consisted of an online consultation that took place between November 23 and December 21, 2023. P.I.C. #2 was also an online consultation that took place between December 9, 2024, and January 10, 2025, requesting feedback on the design alternatives and recommended designs for the corridor. The presentations from both P.I.C.s and a summary of the feedback received is available on the [project website](#). No responses relating to cultural heritage have been received. A full record of community engagement can be found in the Environmental Study Report for the Regional Road 25 – North Halton Coordinated M.C.E.A.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5*:



Heritage Impact Assessments and Conservation Plans (Ministry of Citizenship and Multiculturalism, 2006c). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- 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;
- 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; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resource and cultural heritage landscape where work is taking place within 50 metre of resources on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the Ministry (Carman et



al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts to identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment (now Ministry of the Environment, Conservation and Parks) entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

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

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening



or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is located within the South Slope physiographic region of southern Ontario (Chapman & Putnam, 1984). The South Slope physiographic region is the southern slope of the Oak Ridges Moraine. The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till creating ideal locations for many mills and other industries using waterpower. The soil in the area is generally stony, but once cleared by early settlers became suitable for growing grain. Grain growing was later replaced by commercial farming of beef and dairy cattle, hogs, orchards, and canning crops (Chapman & Putnam, 1984).



3.2 Indigenous Land Use and Settlement

Current archaeological evidence indicates humans were present in southern Ontario approximately 13,000 years before present (B.P.) (Ferris, 2013).

Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (C. J. Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest archaeological evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is interpreted by archaeologists to be indicative of increased social organization and the investment of labour into social infrastructure (Brown, 1995, p. 13; C. J. Ellis et al., 1990, 2009).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 B.P. – it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will



be found (Birch & Williamson, 2013). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), larger settlement sites focused on horticulture begin to dominate the archaeological record. Seasonal dispersal of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990). By 1300-1450 C.E., archaeological research focusing on these horticultural societies note that this episodic community dispersal was no longer practised and these populations now occupied sites throughout the year (Dodd et al., 1990). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). Through this process, the socio-political organization of these First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. Other First Nation communities continued to practice residential mobility and to harvest available resources across landscapes they returned to seasonally/annually.

By 1600 C.E., the Confederation of Nations were encountered by the first European explorers and missionaries in Simcoe County. Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the Haudenosaunee and the Huron-Wendat were at peace and remained “la nation neutre”. Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral or Attawandaron people were settled village agriculturalists.



By the 1640s, devastating epidemics and the traditional enmity between the Haudenosaunee² and the Attawandaron and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to their dispersal from southern Ontario. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. Peace was achieved between the Haudenosaunee and the Anishinaabe Nations in August of 1701 when representatives of more than twenty Anishinaabe Nations assembled in Montreal to participate in peace negotiations. Peace was confirmed again at council held at Lake Superior when the Haudenosaunee delivered a wampum belt to the Anishinaabe Nations. This agreement between the Haudenosaunee and Anishinaabe nations is referred to as the Dish with One Spoon.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century. The Crown acknowledged the Mississaugas of the Credit as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.

The study area is within Treaty 13a, signed on August 2, 1805, by the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a one-mile strip of land

² The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking nations - the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.



on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown (Mississauga of the New Credit First Nation, 2001; Mississaugas of the Credit First Nation, 2017).

3.3 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Historically, the study area is located in Lots 6-10 on the border of Concessions 2 and 3 in the former Township of Esquesing, in the County of Halton.

3.3.1 Township of Esquesing

The first township survey was undertaken by Charles Kennedy and Richard Bristol in 1818. James Hume and Ronald MacDonald were among the first settlers in Esquesing Township in 1819. The following year, the township's first post office would open in the village of Stewarttown, the township's unofficial capital. Esquesing township experienced considerable growth between 1820 and 1850. In the 1830s, two major roads through the township, York Road and Garafraxa Road, were cleared allowing for easier travel and transport of goods between the



Township's villages and the larger communities to the south (Morrison & Young, 2012; Unterman McPhail Associates, 2009).

One of the principal industries in Esquesing Township was tanning, which was largely focused around the village of Acton earning it the nickname "Leathertown". The Beardmore Tanning Company, established in 1865, was believed at one point to be the largest tannery in the entirety of the British Empire. Hungry Hollow (now Georgetown) was also an important settlement with many manufacturers taking advantage of the power of the Credit River. By 1877, the village's population had reached 1,500 (Morrison & Young, 2012).

In 1974, Esquesing amalgamated with the Towns of Acton, and Georgetown to form the Town of Halton Hills in Halton Region (Morrison & Young, 2012).

3.3.2 Town of Milton

The study area abuts the northern boundary of the Town of Milton. The first mill was built in Milton by Jasper Martin in 1821; a grist mill along the creek with a pond to power the mill. The mill became the centre of settlement with a population of approximately 100 people in the surrounding area. In 1837, it is said that the village was re-named "Milton" by the sons of Jasper Martin after the English poet John Milton, although it was probably a variant spelling of "Mill Town." This community was the county seat for Halton County. Registered plans of subdivision for this village date from 1851-1867. It was served by both the Credit Valley Railway and the Hamilton and North Western Railway in 1877, the latter of which built a station on the west side of the town. Some industries were attracted to this town due to the proximity of waterpower and rail transportation. These included: J.R. Mitchell's Milton Sash, Door and Blind Factory, and the Joseph Brother's Agricultural Works. The town contained a town hall, cemetery, Market Square, Court House Square, and Agricultural Grounds. It also contained a telegraph office, iron foundry, tannery, woollen factory, grist and sawmills, several stores, and a weekly newspaper. The Robertson screw factory was established here in 1907. In that year, the population numbered 891 (Crossby,



1873; Milton Centennial Committee, 1957; Rayburn, 1997; Scott, 1997; Winearls, 1991).

3.3.3 The Scotch Block

The Scotch Block refers to the southwestern part of Esquesing Township from the Trafalgar Township line north to 17 Side Road (formerly referred to as Check Line), and from the Nassagaweya Township Line east to between the Fifth and Sixth Concession line. The area was settled almost entirely by Scotch Highlander and Lowlander immigrants who settled there with the intention of creating a township of their own. Early church records refer to the area as a “The Scotch Settlement” and later “The Scotch Block”. The first patents were granted in 1820 (McColl, 1920).

The early settlers in the Scotch Block were all Presbyterian and several among them were unusually well-educated, including Dr. Christopher Russell, a graduate in medicine from Glasgow University, who began practicing in the Block in 1833. In its early days the Scotch Block also had two schools, the first in Lot 5 in the Second Concession and the second in Lot 6 on the First Concession Line. The Scotch Block Post Office opened in 1852 in the home of Thomas Hume. No villages or towns were established within the Scotch Block (McColl, 1920).

3.3.4 Sixteen Mile Creek

The study area crosses a branch of Sixteen Mile Creek. Sixteen Mile Creek lies in the Great Lakes Basin and flows from the Niagara Escarpment in an east-west direction through the towns of Oakville and Milton before draining into Lake Ontario. The creek was first named by the Mississauga First Nation as *Ne-sauga y-onk* or *niizhozaagiwan*, meaning “having two outlets” in Anishnaabemowin. The French later named the creek *Rivière de Gravais*, or “gravelly river”. Eventually the creek came to be known as Sixteen Mile Creek, referring to the distance from the mouth of the river to the western end of Lake Ontario (Greenbelt Foundation, n.d.).



The Sixteen Mile Creek watershed covers approximately 360 square kilometres, including portions of Milton, Halton Hills, Oakville, and Mississauga. Recognizing the importance of the watershed for flood control and as an ecological resource, the Sixteen Mile Creek Conservation Authority was formed in 1956. The Sixteen Mile Creek Conservation Authority managed the watershed, acquiring land and establishing several conservation areas, before merging with the Twelve Mile Creek Conservation Authority to form the Halton Region Conservation Authority who manage the watershed today (Conservation Halton, n.d., 2022).

3.4 Review of Historical Mapping

The 1858 Tremaine's *Map of the County of Halton* (Tremaine, 1858), and the 1877 *Illustrated Historical Atlas of the County of Halton* (Pope, 1877), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3). Historically, the study area is located on Lots 6-10 on the border of Concessions 2 and 3 in the Township of Esquesing, County of Halton.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

Mapping from 1858 shows the study area within a rural agricultural context. Regional Road (R.R.) 25, 5 Side Road, and 10 Side Road are historically surveyed



lot and concession roads. R.R. 25 and 5 Side Road follow alignments similar to the present. 10 Side Road is depicted as a straight road with two curved off-shoots south of the main road on both sides of R.R. 25. These curved off-shoots follow a similar alignment to the present-day 10 Side Road. A waterway labeled “East Branch Sixteen Mile Creek” crosses R.R. 25 near the middle of the study area. The only structure within the study area is a blacksmith shop at the southwestern corner of the intersection of R.R. 25 and 5 Side Road (Figure 2).

The Illustrated Historical Atlas from 1877 shows considerable development within and around the study area, though it continues to be within a rural agricultural context. A railroad now runs parallel to the study area to the east. In this mapping, 10 Side Road is depicted following its present alignment with a small segment of the straight portion of the road from previous mapping depicted as an unused road east of R.R. 25. Small access roads to two orchards branch off the west side of the roadway. A mill is depicted on the east side of R.R. 25 near the middle of the study area which appears to be labeled as Samuel Coxe’s Mill. Two more structures are depicted on the east side of R.R. 25 on land belonging to James Wilson. The blacksmith shop is no longer shown on this map (Figure 3).

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1909, 1938, 1954, 1974, and 1994 (Figure 4 to Figure 8).

Topographic mapping from 1909 shows several wooden structures scattered along both sides of R.R. 25. A brick structure is depicted south of 10 Side Road on the west side the roadway. 10 Side Road, west of the study area, follows an alignment similar to the present. It becomes an unused or wagon road and ends approximately halfway to the next concession line. There are four bridges within the study area. Three bridges are shown crossing the east branch of Sixteen Mile Creek, two of which are constructed of wood (near the centre of the study area on R.R. 25 and on 10 Side Road, west of R.R. 25) and one which is constructed of metal (on R.R. 25 north of 10 Side Road). The fourth bridge is depicted on R.R. 25



south of Sixteen Mile Creek. This bridge is constructed of metal and is not depicted in relation to a waterway. The sawmill in the 1877 map is no longer depicted (Figure 4).

Mapping and aerial photographs from 1938 and 1954 show little development within the study area. In the 1938 topographic map R.R. 25 is now depicted as an 18-foot improved roadway and 5 Side Road as an improved roadway under 18-feet. A hydro line is shown along the east side of R.R. 25. The bridge near the middle of the study area is depicted as metal in this mapping (Figure 5). In the aerial photograph, 10 Side Road is no longer shown continuing west of R.R. 25 (Figure 6).

The 1974 topographic map depicts R.R. 25 and 5 Side Road west of R.R. 25 as two-lane, hard surface, all weather roads. 5 Side Road and 10 Side Road east of R.R. 25 are two-lane, loose or stabilized all weather roads. 10 Side Road is no longer depicted ending east of R.R. 25, the roadway now meanders north and east before rejoining R.R. 25, north of the study area. An orchard is depicted in this mapping on the west side of R.R. 25, near the centre of the study area, in a portion of the property containing present-day Chudleigh's Entertainment Farm (Figure 7).

The 1994 topographic map shows considerably more structures on both sides of R.R. 25. The boundary line between the Towns of Halton Hills and Milton is depicted following 5 Side Road at the south end of the study area. North of 5 Side Road, a power transmission line crosses the study area, perpendicular to R.R. 25. South of 10 Side Road, two loose or stabilized surface, all season roads are depicted branching off of the east side of R.R. 25 in a northeast direction. The orchard depicted in previous mapping is larger, now occupying the entirety of the property currently occupied by Chudleigh's Entertainment Farm (Figure 8).



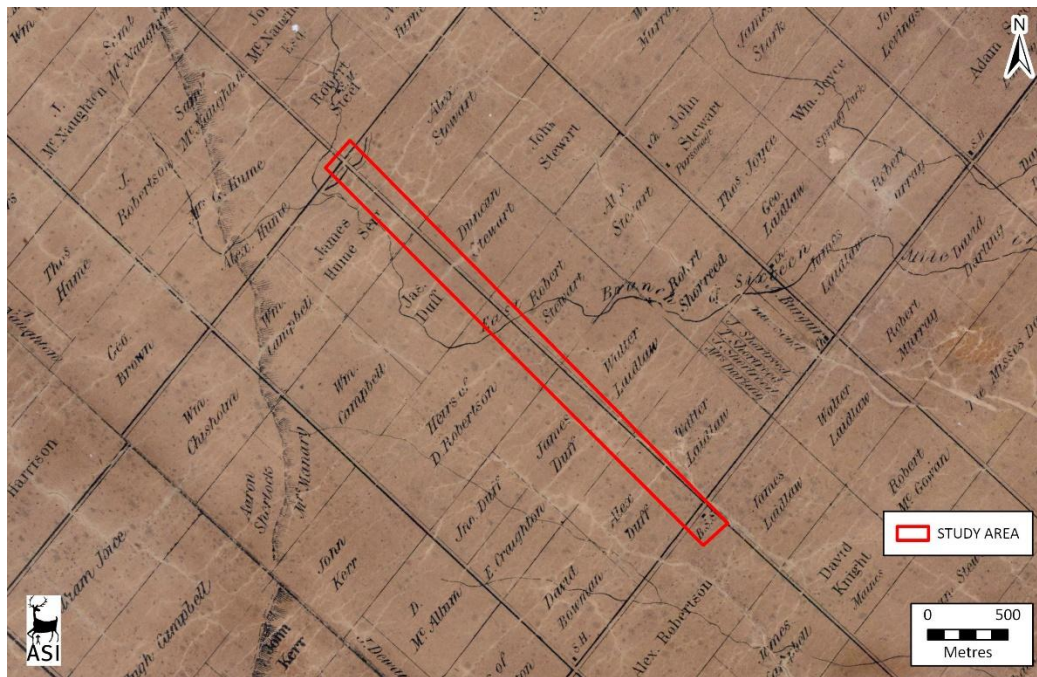


Figure 2: The study area overlaid on the 1858 Tremaine's Map of the County of Halton (Base map: Tremaine, 1858).



Figure 3: The study area overlaid on the 1877 Historical Atlas of the County of Halton (Base Map: Pope, 1877a).

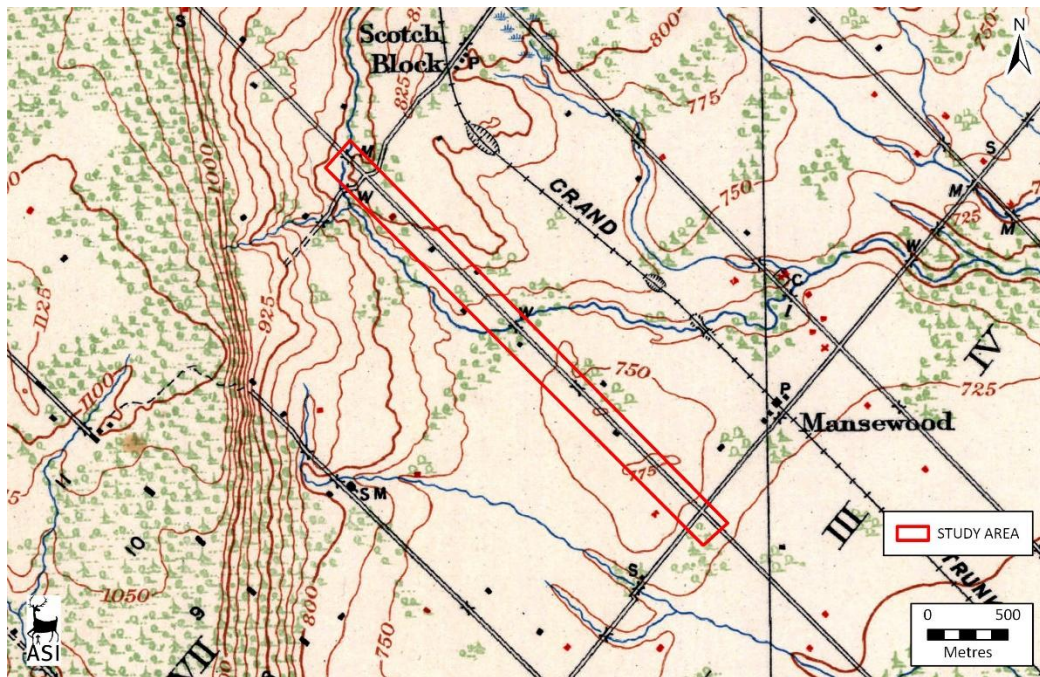


Figure 4: The study area overlaid on the 1909 topographic map of Brampton (Base Map: Department of Militia and Defence, 1909).

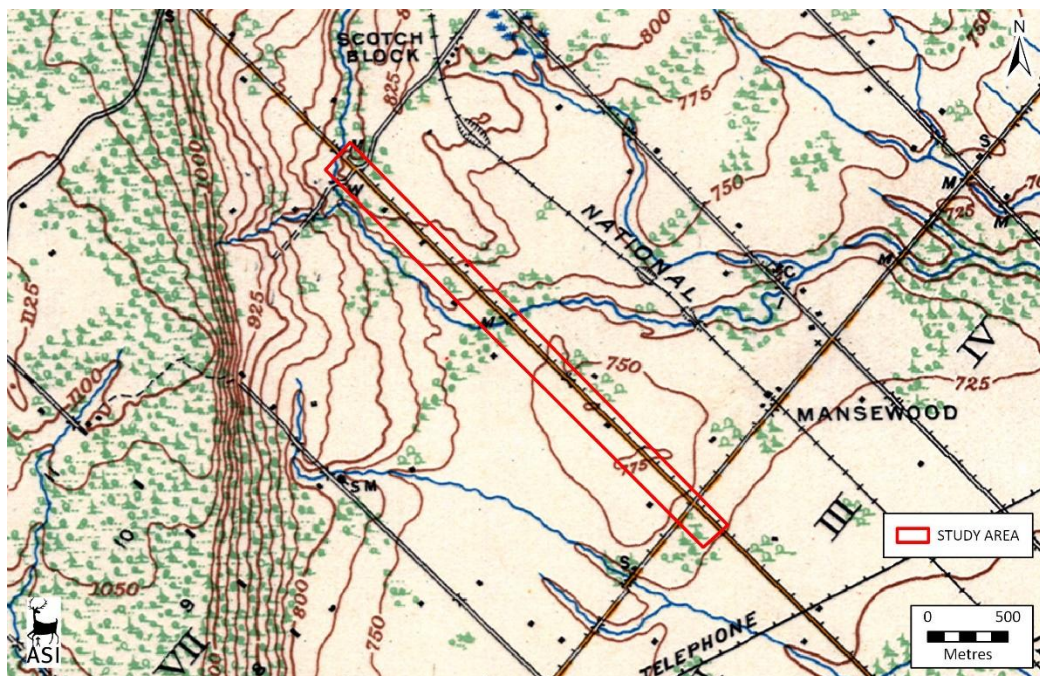


Figure 5: The study area overlaid on the 1938 topographic map of Brampton (Base Map: Department of Militia and Defence, 1938).

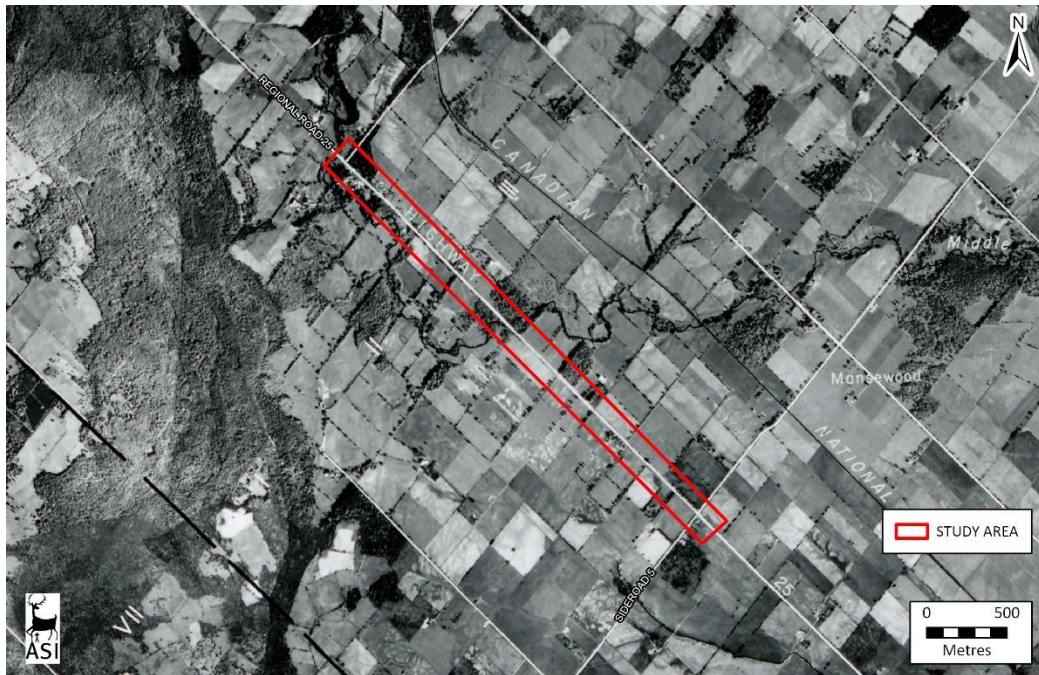


Figure 6: The study area overlaid on a 1954 aerial photograph (Base Map: Ontario Department of Lands and Forests, 1954).

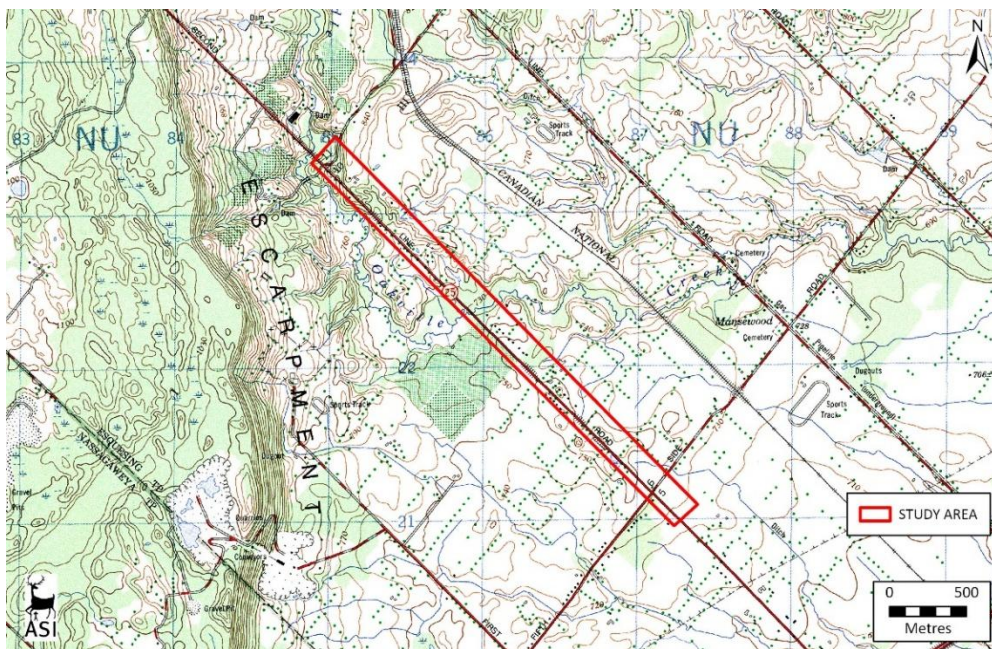


Figure 7: The study area overlaid on the 1974 topographic map of Milton (Base Map: Department of Energy, Mines and Resources, 1974).

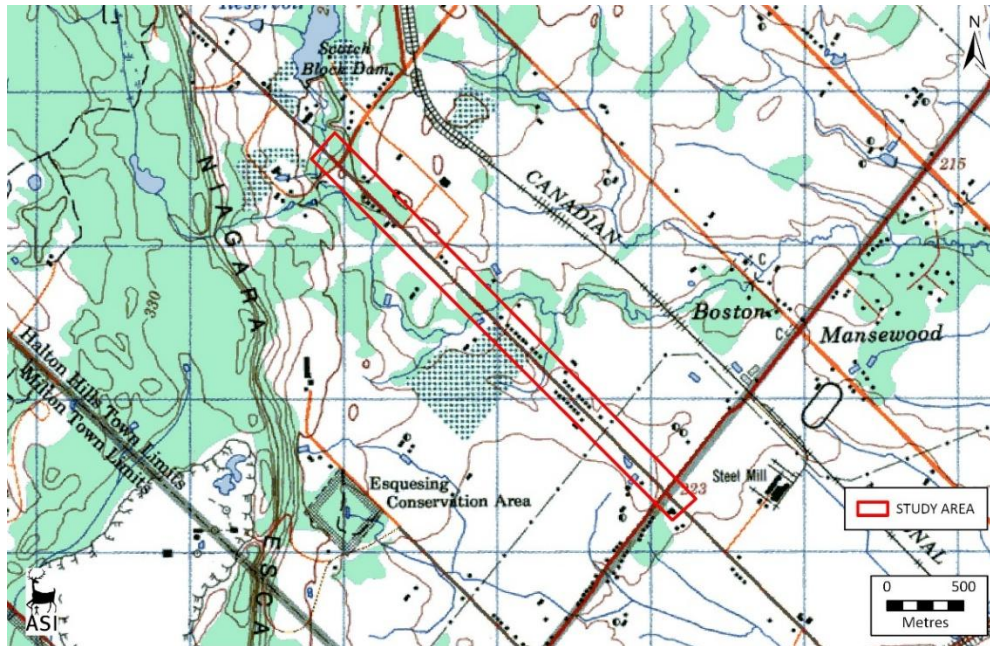


Figure 8: The study area overlaid on the 1994 topographic map of Brantford (Base Map: Department of Energy, Mines and Resources, 1994).

4.0 Existing Conditions

A field review of the study area was undertaken by Leora Bebko of Archaeological Services Inc., on 16 May 2023 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 9.

4.1 Description of Field Review

The study area for the Regional Road (R.R.) 25 – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.) includes R.R. 25 from 5 Side Road to 10 Side Road in the Town of Halton Hills. This portion of R.R. 25 follows a northwest-southeast alignment and is generally within a rural agricultural context. It is generally a two-lane rural roadway with paved shoulders. At the time of field review, the stretch of road was fairly busy with considerable truck traffic.



R.R. 25 at the intersection with 10 Side Road is a two-lane road. There are metal barriers at the corners of the intersection and stop signs on 10 Side Road. 10 Side Road, on the east side, is a two-lane road with gravel shoulders. On the west side, 10 Side Road is a gravel roadway with “No Exit” signs near the entrance and a communal mailbox (Plate 1). South of 10 Side Road, R.R. 25 continues as a two-lane agricultural roadway with hydro lines on both sides and streetlights on the west side. In this section of road, R.R. 25 is generally bound on both sides by mature wooded areas with occasional access roads/driveways to rural residential properties and small farms (Plate 2).

North of the entrance to Glen Cairn Golf Club, R.R. 25 widens to provide a turning lane from both the north and south to allow turning movements into the golf course (Plate 3). The golf course occupies the east side of the road north and south of the golf club driveway. It is obscured from the road by landscaping and mature trees. South of the golf course, the roadway narrows again to two-lanes. In this section, R.R. 25 is generally bound by mature wooded areas and agricultural fields with occasional access roads/driveways to rural residential properties and small farms (Plate 4).

Near the north end of the Chudleigh’s Entertainment Farm property on the west side of R.R. 25, the road widens again to accommodate a northbound left turning lane to Northern Spy Way and Red Delicious Lane where the Chudleigh’s parking area is located (Plate 5). Opposite Chudleigh’s Entertainment farm is a row of residential properties with detached homes.

South of the Chudleigh’s property to St. Matthews Mar Thoma Church, R.R. 25 continues as a two-lane roadway bound on both sides by a mixture of agricultural fields and residential properties. South of the driveway to St. Matthews Mar Thoma Church, the roadway widens to accommodate a northbound left turning lane to the church driveway and parking lot (Plate 6).

South of the church property, R.R. 25 is bound on the north side by a large industrial park separated from the roadway by a line of trees. The south side is



occupied by a mixture of agricultural fields and residential properties with mature trees (Plate 7 and Plate 8).

Just north of 5 Side Road, the roadway widens to four lanes with two in both directions plus turning lanes at the intersection. A boulevard divides the north and southbound lanes near the intersection on both sides. 5 Side Road is a two-lane road with additional left turn lanes at the intersection. The intersection is controlled by stoplights. Industrial parks occupy the northern and eastern corners while the southern and western corners are occupied by an empty lot and an agricultural field, respectively (Plate 9).



Plate 1: R.R. 25, looking east from the south side of 10 Side Road (A.S.I., 2023).



Plate 2: R.R. 25, looking northwest toward the intersection with 10 Side Road (A.S.I., 2023).



Plate 3: R.R. 25, looking northwest from just north of the entrance to the Glen Cairn Golf Club (A.S.I., 2023).



Plate 4: R.R. 25, looking southwest toward the entrance to the Glen Cairn Golf Club visible left of centre (A.S.I., 2023).



Plate 5: R.R. 25, looking northwest. The entrance to the Chudleigh Entertainment Farm parking area is on the left (A.S.I., 2023).



Plate 6: R.R. 25, looking northwest toward St. Matthews Mar Thoma Church where the road begins to widen for a turning lane (A.S.I., 2023).



Plate 7: The industrial park on the east side of R.R. 25 near the intersection with 5 Side Road (A.S.I., 2023).



Plate 8: R.R. 25, looking southeast toward 5 Side Road (A.S.I., 2023).

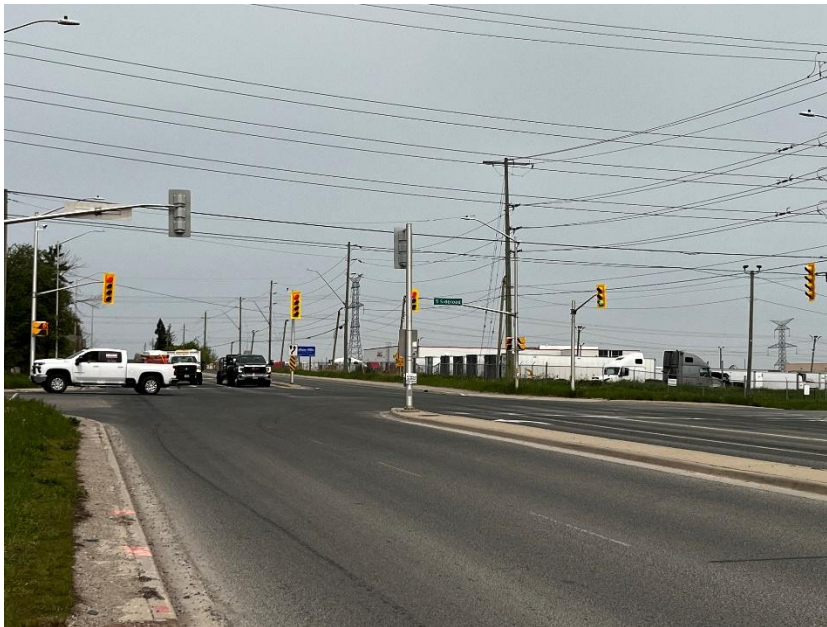


Plate 9: The intersection of 5 Side Road and R.R. 25, looking north (A.S.I., 2023).

4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, three known built heritage resources (B.H.R.s) and two potential cultural heritage landscapes (C.H.L.s) were identified within the study area. A detailed inventory of known and potential B.H.R.s and C.H.L.s within the study area is presented below in Table 1. See Figure 9 to Figure 11 for mapping showing the location of identified B.H.R.s and C.H.L.s.



Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 1	Residence	9920 Regional Road 25	Known B.H.R. - Designated under Part IV of the Ontario Heritage Act ³	This B.H.R. is located on the west side of R.R. 25 south of 10 Side Road. The B.H.R. is a two-storey, vernacular, cut-stone, residence constructed by the Bates family who operated a stone quarry. The residence has elements of the Queen Anne and Romanesque Revival architectural styles and includes many decorative elements, including quoining, string courses, and a corner tower. Known heritage attributes for the structure overall include the setback, location, and orientation of the residence along R.R. 25; its scale, form, and massing; hipped roof with dual stone chimneys; stone foundation; and construction materials, including the cut limestone walls, detailing, and horizontal string course. Heritage attributes for the front (northeastern) elevation include the flat-headed entrance and stone surround; round-arched window openings on the first and second storeys with stone keystones in stone hoodmoulds, and detailed stone surrounds; and the two-storey, stone, projecting bay with flat-headed window openings on the first and second storey. Heritage attributes for the sides (northwest and southeast) elevations include the flat-headed window openings on the first and second storeys, symmetrically placed on the elevation with stone sills, lintels, and surrounds (Town of Halton Hills, 2023).	 Plate 10: The residence at 9920 Regional Road 25 (A.S.I., 2023).

³ Link to for 9920 Regional Road 25: [By-Law 2023-0115](#)



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 2	Residence	9690 Regional Road 25	Known B.H.R. - Designated under Part IV of the Ontario Heritage Act ⁴ ; Included in Register of Canada's Historic Places	This B.H.R. is located on the west side of R.R. 25, just north of Chudleigh’s Entertainment Farm. The residence was not visible from the public right-of-way. The B.H.R. is a two-storey residence built by the Duff family in the 1870s. The residence is constructed of stone with limestone lintels, quoins, and sills and has gable dormers and Gothic windows. It is constructed in the Gothic Revival architectural style. The designation by-law also notes that the interior of the residence has been “painstakingly restored” and “only slightly altered”. Known heritage attributes include the structure’s massing; Gothic Revival architecture; stone construction; limestone lintels, quoins, and sills; gable dormers; Gothic windows; restored interiors; and its associations with Esquesing Township’s agricultural history (Town of Halton Hills, 2024b).	 Plate 11: The driveway to 9690 Regional Road 25. The residence was not visible from the public right-of-way at the time of field review (A.S.I., 2023).

⁴ Link to By-law for 9690 Regional Road 25: [By-Law 93-209](#)



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 3	Residence	9094 Regional Road 25	Known B.H.R. - Designated under Part IV of the Ontario Heritage Act ⁵	This B.H.R. is on the west side of R.R. 25, north of 5 Side Road. The B.H.R. is a two-storey residence owned by the Chisholm family. The residence has an L-shaped plan and is constructed of brick with a stone foundation and hipped roof. Known heritage attributes include the structure’s setback, location, and orientation of the residence along R.R. 25; the tree-lined drive connecting the residence to R.R. 25; the coniferous windrow to the north of the residence; the residence’s scale, form, and massing; stone foundation; shallow hipped roof with bracketed eaves and brick chimney; and the materials, including the brick exterior and detailing, sills, and wooden bracketed eaves. Heritage attributes for the front (northeast elevation) include the segmentally arched former door opening, with round-arched window opening adjacent to the door opening on the first storey; the one-storey, covered, wooden porch over the former entrance; and the segmentally arched window openings with brick hood moulds on the second storey. Heritage attributes for the side (southeast) elevation include the one-storey, covered porch along the side elevation; segmentally arched door openings with glass transoms and window openings on the first and second storey with brick hood moulds; and the round-arched double window openings with brick hood moulds and sills towards the rear of the elevation. Heritage attributes for the rear (southwest) and side (northwest) elevation include the segmentally arched window openings with brick voussoirs on the first and second storeys (Town of Halton Hills, 2024a).	 Plate 12: The residence at 9094 Regional Road 25 (A.S.I., 2023).

⁵ Link to By-law for 9094 Regional Road 25: [By-Law 2024-0052](#)



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 1	Farmscape	9826 Regional Road 25	Potential C.H.L. - Identified during background research and field review	This C.H.L. is located on the west side of R.R. 25, north of the Glen Cairn Golf Club. The C.H.L. contains two residences, a barn, and outbuildings. Potential heritage attributes include the one-and-a-half-storey, Gothic Revival residence; gambrel roof barn with field stone foundations, outbuildings, and mature trees.	 Plate 13: The Gothic Revival residence at 9826 Regional Road 25 (A.S.I., 2023).  Plate 14: The barn at 9826 Regional Road 25 (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 2	Farmscape	9528 Regional Road 25	Potential C.H.L. - Identified during background research and field review	This C.H.L. is located on the west side of R.R. 25 approximately halfway between 5 and 10 Side Road. The C.H.L. contains the Chudleigh’s Entertainment Farm complex and associated orchards and farmlands. Potential heritage attributes include the farm buildings, entertainment and event structures, orchards, agricultural fields, landscaping, and mature trees.	 Plate 15: The entrance to Chudleigh’s Entertainment Farm (A.S.I., 2023)

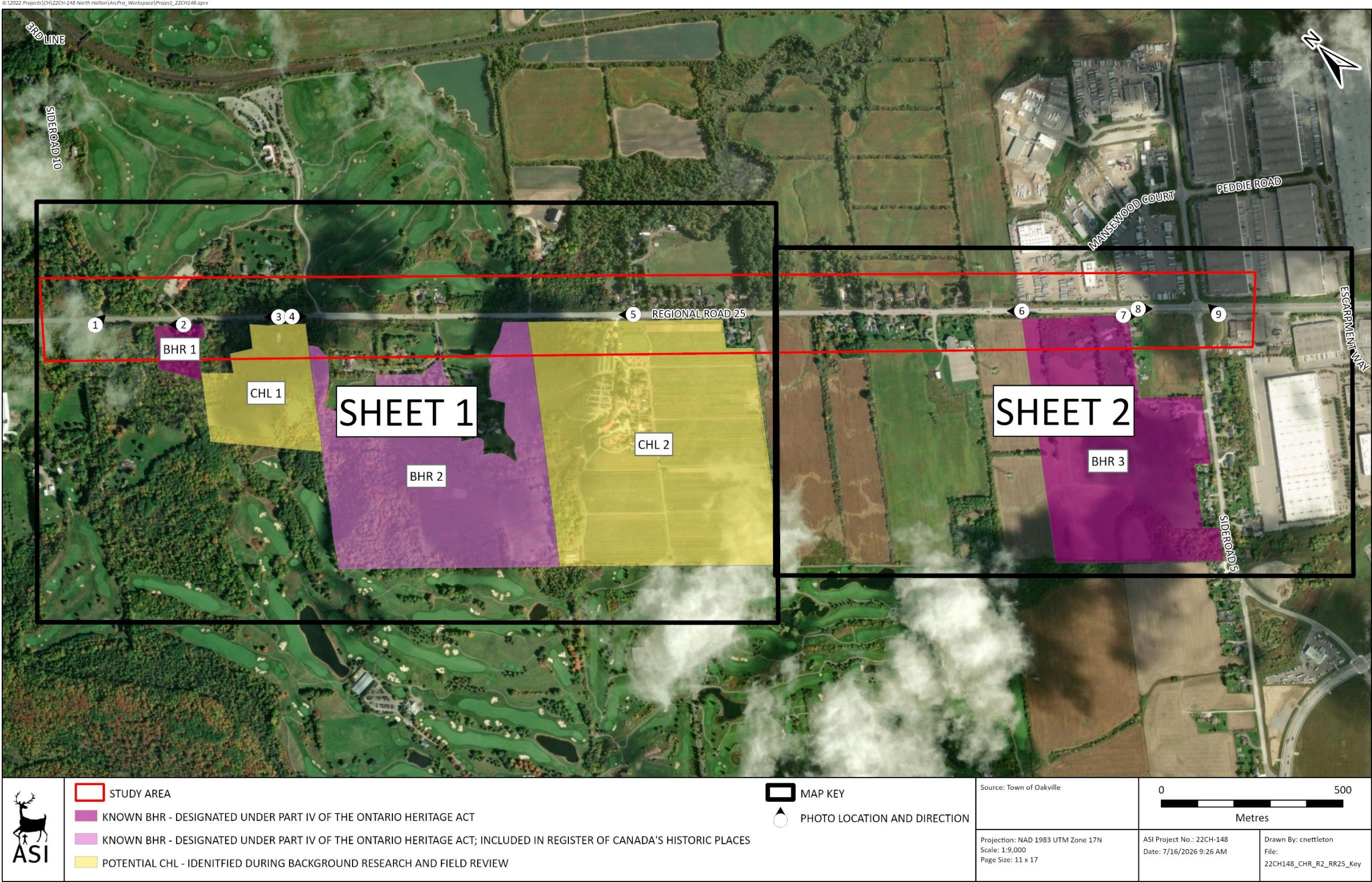


Figure 9: Location of Identified built heritage resources (B.H.R.) and cultural heritage landscapes (C.H.L.) in the Study area (Key Sheet).



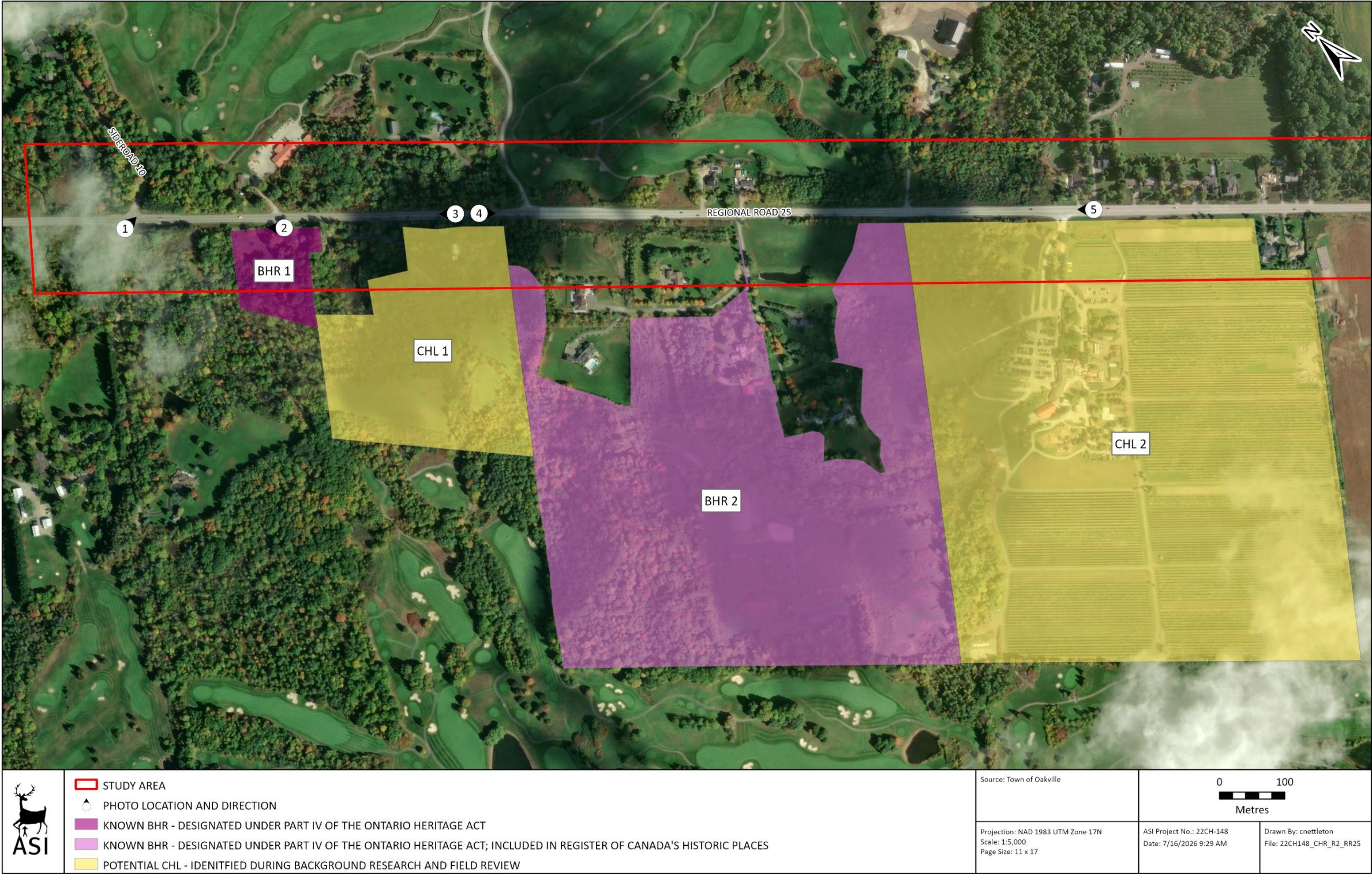


Figure 10: Location of identified B.H.R.s and C.H.L.s in the study area (Sheet 1).

There are known B.H.R.s (designated under Part IV of the *Ontario Heritage Act*) and potential C.H.L.s along the stretch of Regional Road 25 from 10 Side Road to Chudleigh’s Entertainment Farm Access.



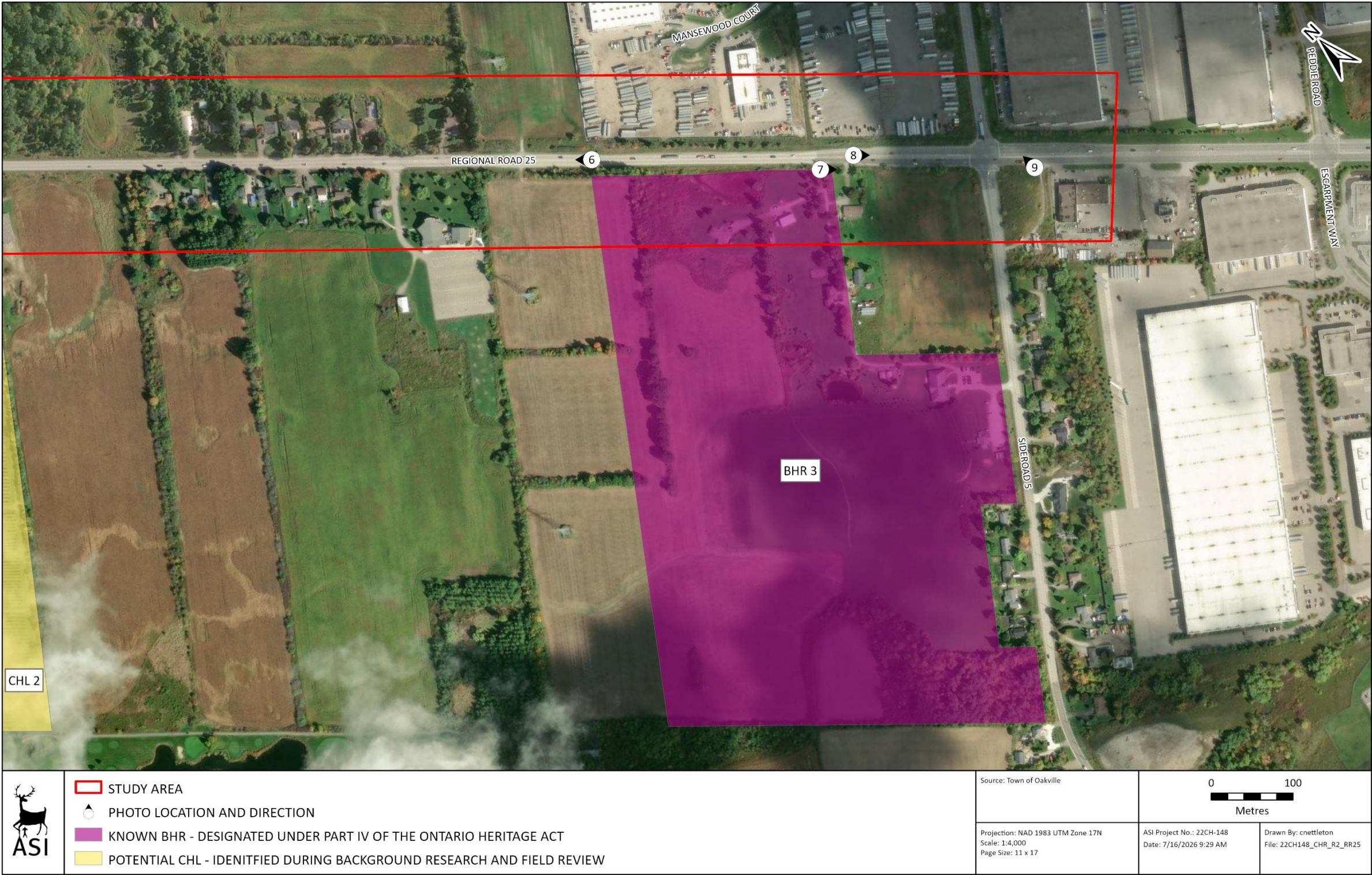


Figure 11: Location of identified B.H.R.s and C.H.L.s in the study area (Sheet 2).

There are known B.H.R.s (designated under Part IV of the *Ontario Heritage Act*) and potential C.H.L.s along the stretch of Regional Road 25 from Chudleigh’s Entertainment Farm Access to 5 Side Road.



5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified built heritage resources and cultural heritage landscapes.

5.1 Description of Proposed Undertaking

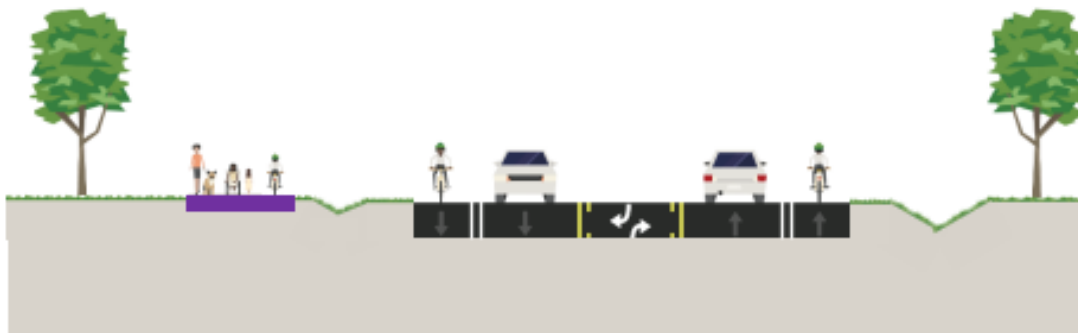
The proposed undertaking for the Regional Road (R.R.) 25 – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.) study area consists of the localized widening of the R.R. 25 from 5 Side Road to 10 Side Road to a planned consistent road right-of-way (R.O.W.) of 42 metres. Stormwater management upgrades are also included in the proposed work. The work is being undertaken to improve active transportation facilities and improve overall operations of the roadway (Regional Municipality of Halton, 2024).

For the purpose of evaluating alternatives, the study area was divided into two segments: Segment 1, which is comprised of R.R. 25 from 5 Side Road to Chudleigh's Entertainment Farm, and Segment 2, which is comprised of R.R. 25 from Chudleigh's Entertainment Farm to 10 Side Road (Regional Municipality of Halton, 2024).

The proposed cross-section for Segment 1 includes two 3.65-metre lanes with a four-metre, central, two-way left turn lane. The traffic lanes will be bounded on both sides by three-metre wide paved shoulders and a three-metre wide multi-use path is planned for the west side, separated from the roadway by a boulevard (Figure 12).

The proposed cross-section for Segment 2 includes two 3.65-metre lanes bounded on both sides by three-metre wide paved shoulders (Figure 13).

The design plates for the proposed undertaking are available upon request.



**Alternative B - Buffered paved shoulders
on both sides, multi-use path on west side**

Figure 12: Preferred alternative cross-section for Segment 1 (Regional Municipality of Halton, 2024).



**Alternative A – Buffered paved shoulders
on both sides**

Figure 13: Preferred alternative cross-section for Segment 2 (Regional Municipality of Halton, 2024).

5.2 Analysis of Potential Impacts

Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 1	9920 Regional Road 25	Known B.H.R. - Designated under Part IV of the <i>Ontario Heritage Act</i>	It is understood that the proposed work will be limited to the existing R.R. 25 R.O.W., therefore no direct impacts are anticipated. Indirect impacts from construction-related vibration are possible as the structure is within 50 metres of the proposed work. No other indirect impacts are anticipated.	Preferred alternative: Continue to avoid direct impacts to this property. To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detailed design to determine potential vibration impacts.
B.H.R. 2	9690 Regional Road 25	Known B.H.R. - Designated under Part IV of the <i>Ontario Heritage Act</i> ; Included in Register of Canada's Historic Places	It is understood that the proposed work will be limited to the existing Regional Road 25 R.O.W., therefore no direct impacts are anticipated. No indirect impacts are anticipated from the proposed work.	Preferred alternative: Continue to avoid direct and indirect impacts to this property.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 3	9094 R.R. 25	Known B.H.R. - Designated under Part IV of the <i>Ontario Heritage Act</i>	Direct impacts to the B.H.R. are anticipated to include grading extending approximately three metres into a portion of the northeastern property line. However, as the grading at the property line is minimal and at a considerable distance from the structure and its heritage attributes, these impacts are not considered to be adverse. No indirect impacts from construction-related vibration are anticipated as the structure is not within 50 metres of the proposed work.	Where feasible, the proposed work should be designed in a manner that avoids all impacts to B.H.R. 3. Suitable mitigation measures including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the B.H.R. should be considered to mitigate any impacts to the B.H.R. Where the proposed work cannot be revised to avoid impacts, the removal of trees and other features should be limited to the extent possible. Where removal cannot be avoided, post-construction rehabilitation with sympathetic plantings should be implemented. As direct impacts are anticipated to the B.H.R., and given that it is designated under Part IV of the <i>Ontario Heritage Act</i>, a property-specific Heritage Impact Assessment is recommended early in detail design to identify and mitigate any impacts resulting from this work.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	9826 Regional Road 25	Potential C.H.L. - Identified during background research and field review	It is understood that the proposed work will be limited to the existing R.R. 25 R.O.W., therefore no direct impacts are anticipated. Indirect impacts from construction-related vibration are possible as the structure is within 50 metres of the proposed work. No other indirect impacts are anticipated.	Preferred alternative: Continue to avoid direct impacts to this property. To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detailed design to determine potential vibration impacts.
C.H.L. 2	9528 Regional Road 25	Potential C.H.L. - Identified during background research and field review	Direct impacts to the C.H.L. are anticipated to include grading extending approximately four metres into a portion of the northeastern property line and the removal of mature trees at the property line. However, as the grading at the property line is minimal and will not encroach on any identified potential heritage attributes, these impacts are not considered to be adverse. No indirect impacts from construction-related vibration are anticipated as no structures are within 50 metres of the proposed work.	Where feasible, the proposed work should be designed in a manner that avoids all impacts to C.H.L. 2. Suitable mitigation measures including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the C.H.L. should be considered to mitigate any impacts to the C.H.L. Where the proposed work cannot be revised to avoid impacts, the removal of trees and other features should be limited to the extent possible. Where removal cannot be avoided, post-construction rehabilitation with sympathetic plantings should be implemented.



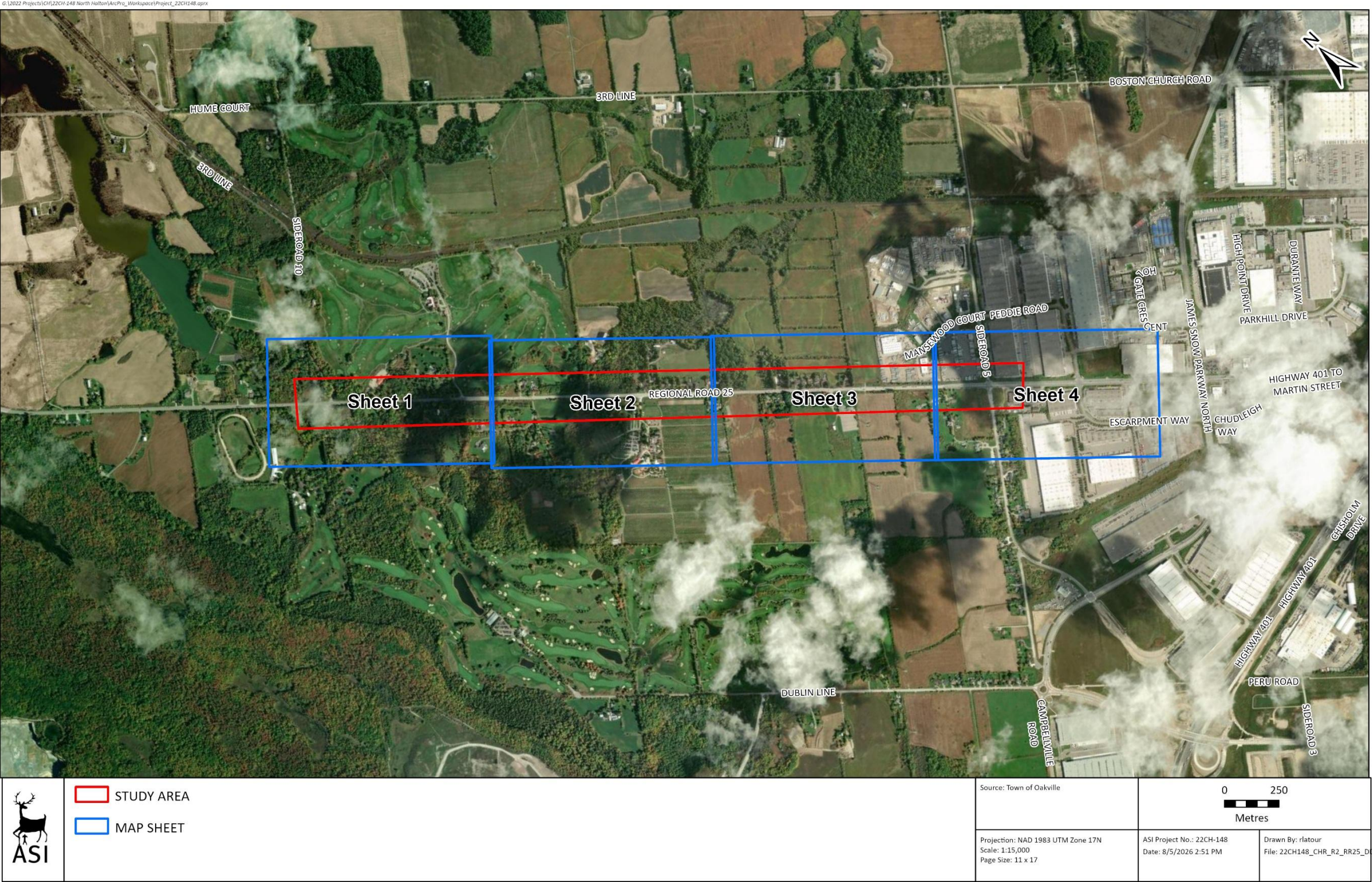


Figure 14: Key sheet for the proposed designs and locations of B.H.R. and C.H.L. (A.S.I., 2026).

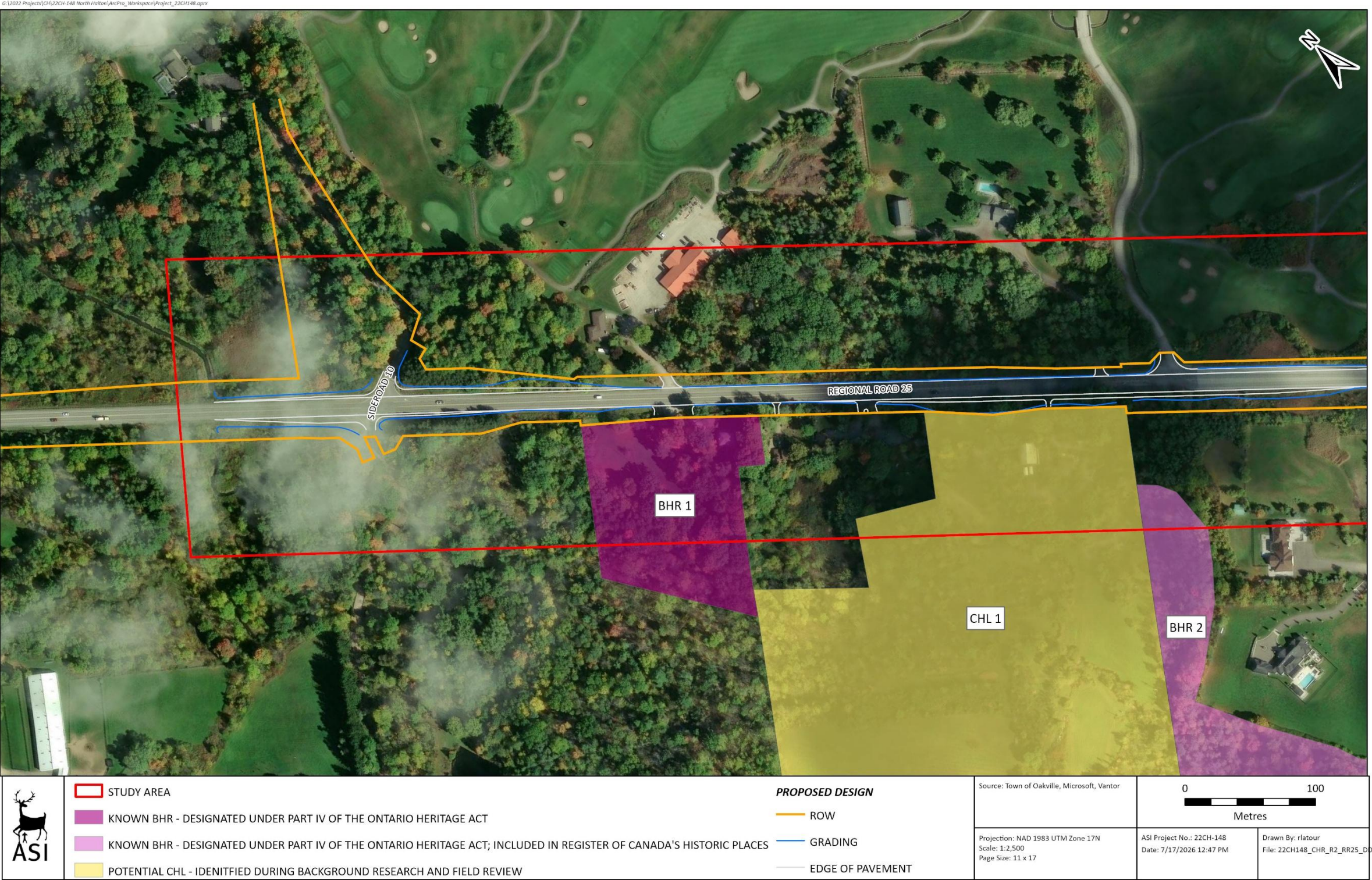


Figure 15: Limits of proposed designs and locations of B.H.R.s and C.H.L.s in the study area (Sheet 1) (A.S.I., 2026).

There are known B.H.R.s (designated under Part IV of the *Ontario Heritage Act*) and potential C.H.L.s along the stretch of Regional Road 25 from 10 Side Road to Glencairn Golf Club access.



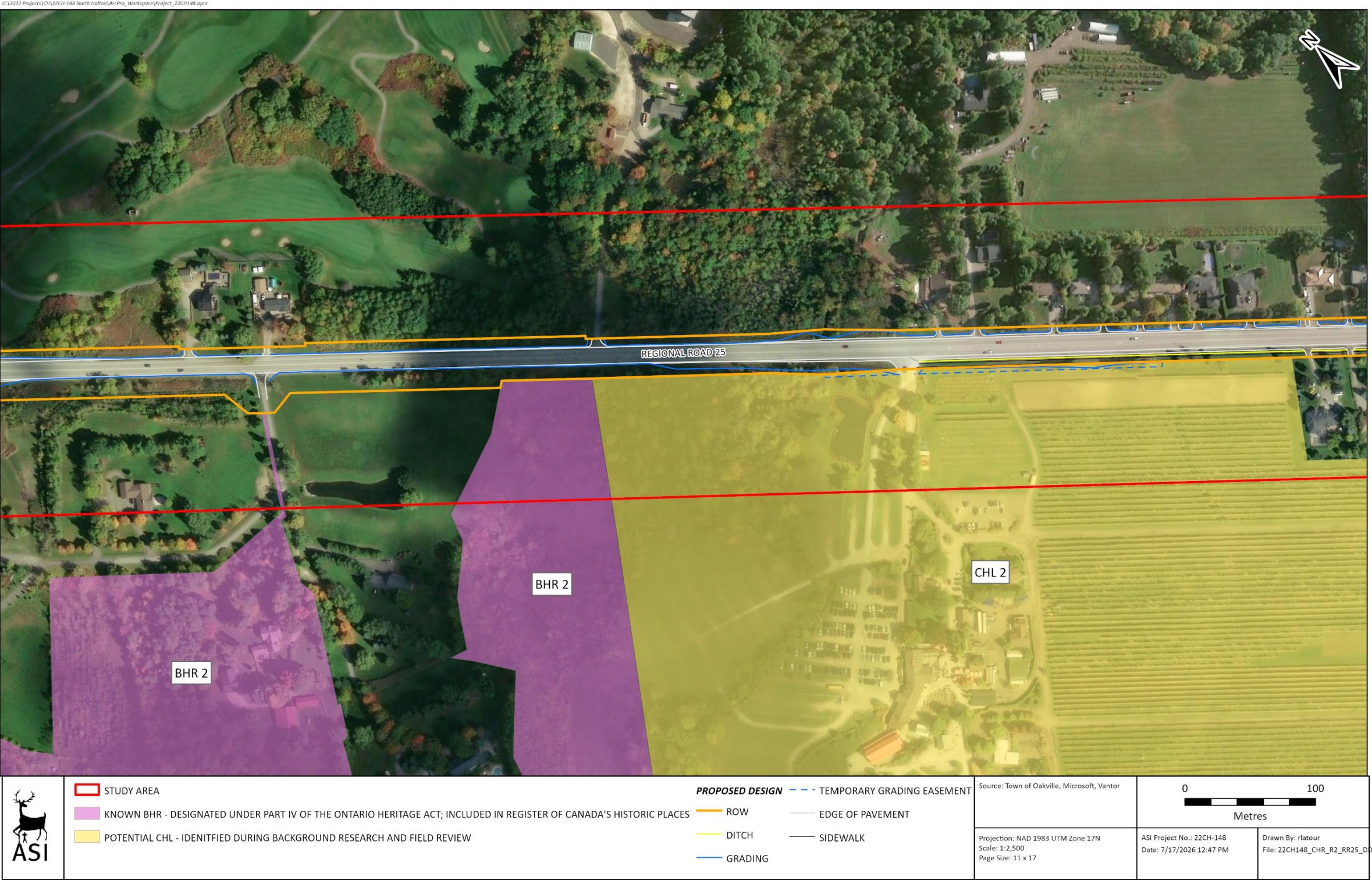


Figure 16: Limits of proposed designs and locations of B.H.R.s and C.H.L.s in the study area (Sheet 2) (A.S.I., 2026).

There are known B.H.R. (designated under Part IV of the *Ontario Heritage Act*) and potential C.H.L. along the stretch of Regional Road 25 from Glencairn Golf Club to Chudleigh's Entertainment Farm.



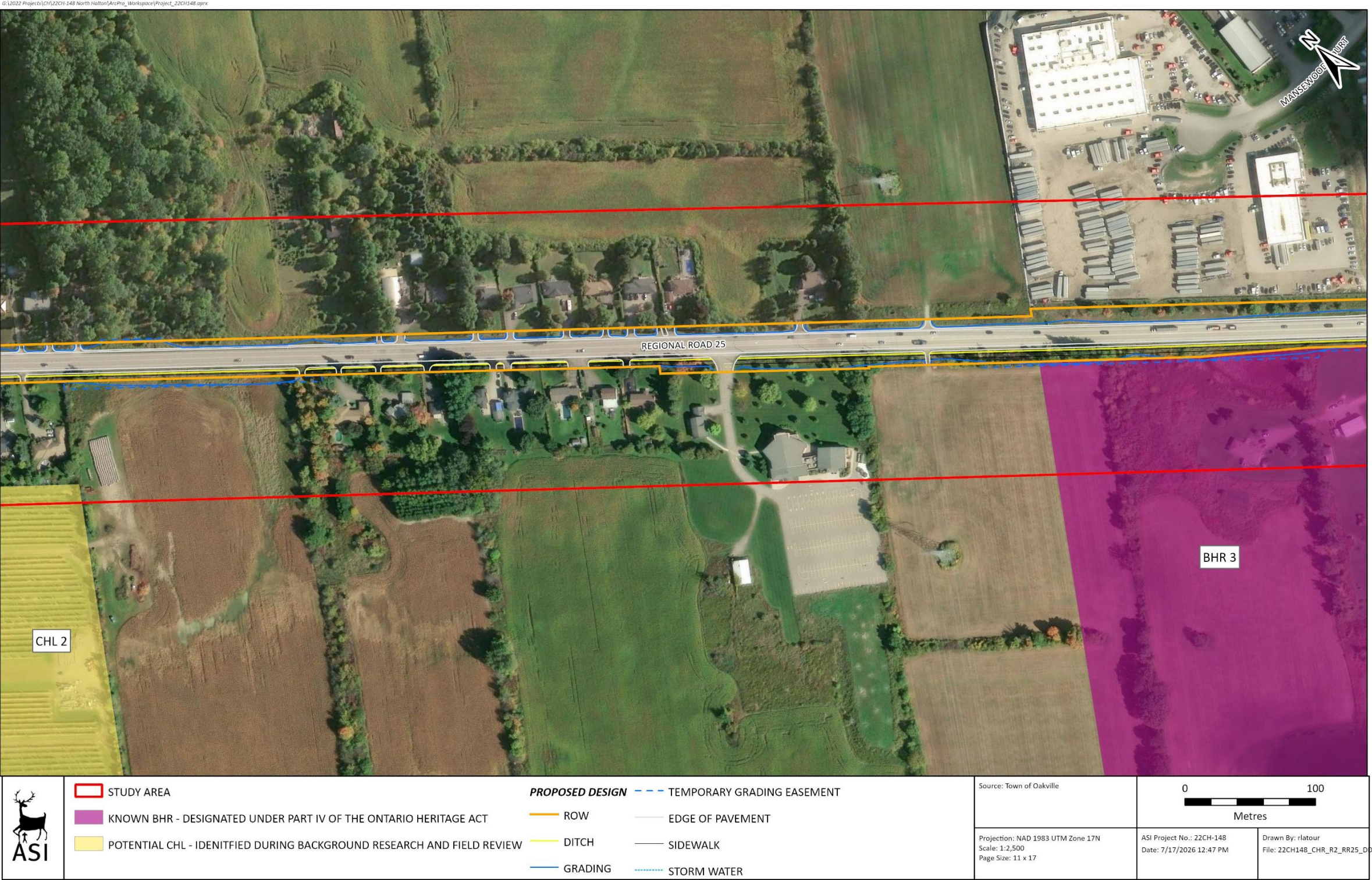


Figure 17: Limits of proposed designs and locations of B.H.R.s and C.H.L.s in the study area (Sheet 3) (A.S.I., 2026).

There are known B.H.R. (designated under Part IV of the *Ontario Heritage Act*) and potential C.H.L. along the stretch of Regional Road 25 from Chudleigh’s Entertainment Farm to just north of 5 Side Road.



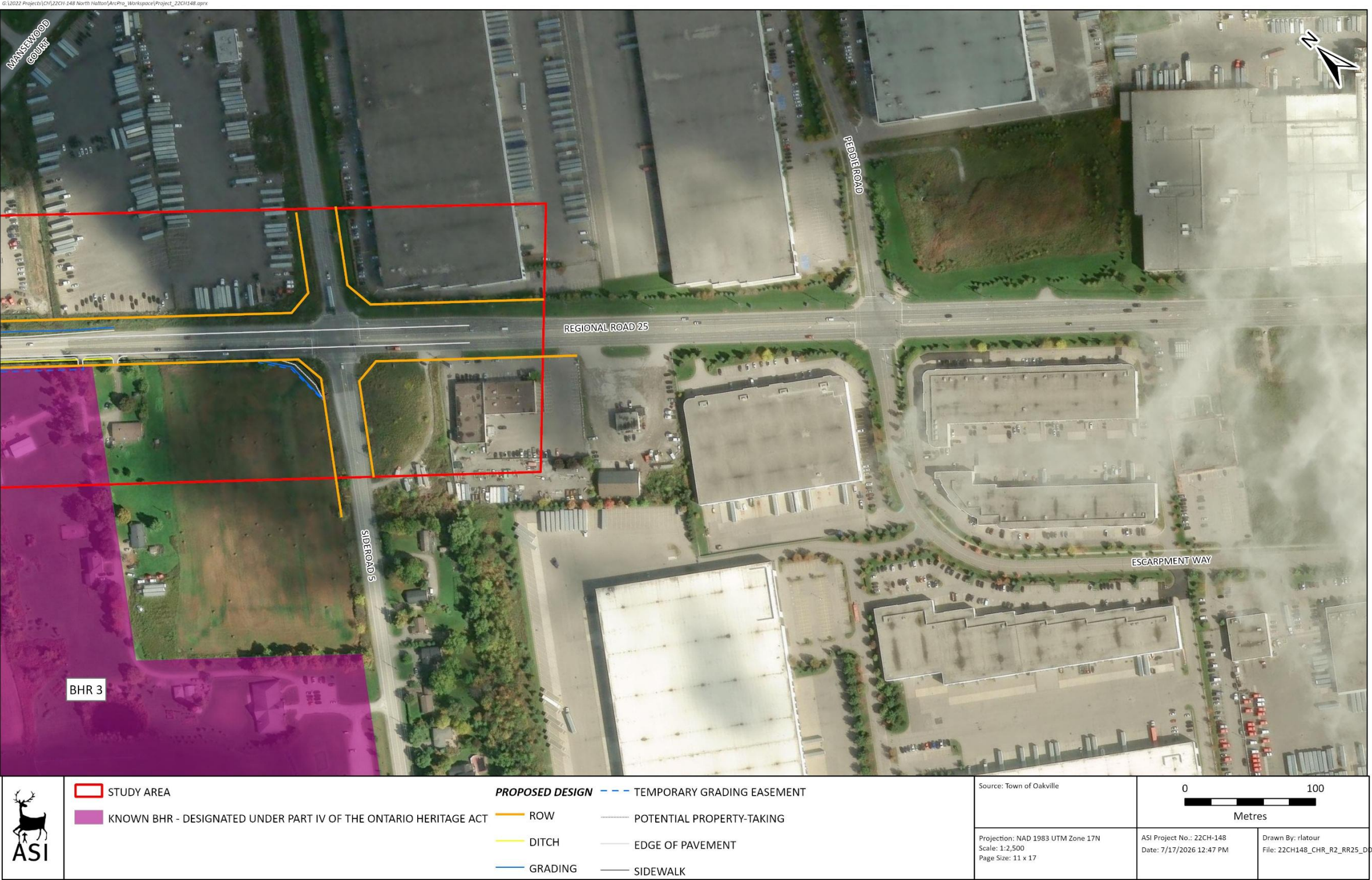


Figure 18: Limits of proposed designs and locations of B.H.R.s and C.H.L.s in the study area (Sheet 4) (A.S.I., 2026)

There are known B.H.R. (designated under Part IV of the *Ontario Heritage Act*) along the stretch of Regional Road 25 just to the north of 5 Side Road.



6.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are three known built heritage resources (B.H.R.s) in the Regional Road (R.R.) 25 – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.) study area. An additional two potential cultural heritage landscapes (C.H.L.s) were identified during the background information review and fieldwork.

6.1 Key Findings

A total of three B.H.R.s and two C.H.L.s were identified within the study area:

- The three identified B.H.R.s are Designated under Part IV of the *Ontario Heritage Act*, and one is also included in the Register of Canada's Historic Places (B.H.R. 2).
- The two C.H.L.s were identified during background research and field review.
- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with historical land use patterns in the Town of Halton Hills and more specifically representative of the early settlement of small communities in Halton County.

6.2 Results of Preliminary Impact Assessment

A summary of the preliminary impact assessment is provided below:

- The proposed work is anticipated to result in direct impacts to B.H.R. 3 and C.H.L. 2 and indirect impacts to B.H.R. 1 and C.H.L. 1.
- No direct impacts are anticipated to B.H.R. 1, B.H.R. 2 or C.H.L. 1.



6.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified features, etc.
2. Direct impacts are anticipated to C.H.L. 2 (9528 Regional Road 25), where feasible the proposed work should be designed in a manner that avoids all impacts to the C.H.L. No adverse impacts to potential heritage attributes are identified. The removal of trees and other features should be limited to the extent possible. Where removal cannot be avoided, post-construction rehabilitation with sympathetic plantings should be implemented.
3. Direct impacts are anticipated to B.H.R. 3 (9094 Regional Road 25), which is designated under Part IV of the *Ontario Heritage Act*. As such, a property-specific Heritage Impact Assessment must be completed early in detail design to assess impacts and provide mitigation to avoid or minimize impacts.
4. As indirect impacts from construction-related vibration are possible to B.H.R. 1 (9920 Regional Road 25) and C.H.L. 1 (9826 Regional Road 25), a baseline vibration assessment should be undertaken as early as possible during detailed design to determine potential vibration impacts.
5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential B.H.R.s and C.H.L.s.
6. The report should be submitted to the Town of Halton Hills and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in



this project. The final report should be submitted to Halton Region for their records.

7. All subsequent recommended technical cultural heritage studies (e.g., C.H.I.S.) should be completed by a qualified heritage professional with recent and relevant experience as early in detailed design as possible prior to any construction activities and submitted for review and comment to the Town of Halton Hills and the Ministry of Citizenship and Multiculturalism, and any other local heritage stakeholders that may have an interest in this project.



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