

B

Appendix B: Cultural Heritage Assessment Report

**Cultural Heritage Assessment Report
Regional Road 25 Transportation Corridor Improvements
Town of Milton and Town of Oakville
Halton Region, Ontario**

Prepared for:

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EXECUTIVE SUMMARY

Halton Region's Transportation Master Plan – *The Road to Change* (2011) – identified the need for additional capacity in the Regional Road 25 corridor. To improve network connectivity and address forecasted travel demand to 2031, Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) study to consider improvements to Regional Road 25 from Speers Road to Derry Road in the Town of Milton and Town of Oakville. The study is being completed in accordance with Schedule 'C' of the MCEA (October 2000, amended in 2007, 2011, 2015, and 2024), as approved under the *Ontario Environmental Assessment Act*.

The purpose of the Regional Road 25 MCEA study (Speers Road to Derry Road) is to examine a wide range of multi-modal transportation improvements, including widening of the roadway, cross-sectional requirements, active transportation, intersection improvements, and overall traffic operations, while considering the impact of such improvements on the social, cultural, and natural environments. In support of this MCEA study, Timmins Martelle Heritage Consultants Inc. (TMHC) have been retained by CIMA+ on behalf of Halton Region to produce a Cultural Heritage Assessment Report (CHAR).

This CHAR has been completed according to the standards and requirements of the Ministry of Citizenship and Multiculturalism (MCM), involving the completion of:

1. A cultural heritage screening that encompasses properties within the Study Area based on the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*;
2. A preliminary Cultural Heritage Evaluation against the criteria set out by the *Ontario Heritage Act* (OHA)'s O.Reg. 9/06 of all subject properties identified as having potential by the cultural heritage screening; and
3. A preliminary Heritage Impact Assessment (HIA) of all subject properties identified as having cultural heritage value or interest (CHVI) in the Cultural Heritage Evaluation. The HIA follows the general format set out in the *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* by MCM, which is included in the resource Heritage Resources in the Land Use Planning Process within the *Ontario Heritage Toolkit*.

The Study Area consists of a 16 km stretch of Regional Road 25 beginning at the intersection of Speers Road and extending northwest to the intersection with Derry Road. A 50 m buffer was applied on either side of the Regional Road 25 rights-of-way (ROWs) to formulate the Study Area.

The cultural heritage screening completed for this CHAR determined that of the 389 properties identified in the Study Area, 90 were found to have existing heritage resources or the potential for heritage resources (see Appendix A for the MCM Screening Checklist and Appendix C for historic property aerial photographs). Eight additional confirmed or potential subjects of heritage interest were identified, including an oak tree that is attributed to the property at 1179 Bronte Road, Oakville and designated under Part IV of the OHA. Accordingly, a total of 98 known and potential cultural heritage resources were reviewed as a result of the initial heritage screening. Of the 98 resources reviewed, 28 were found to have potential or confirmed CHVI based on the preliminary application of OHA O.Reg. 9/06 criteria (Appendix B). During fieldwork, it was also determined the potential heritage structures of 10 of the properties that had been initially screened as having potential CHVI based on those structures were no longer present.



1. The conclusions of the HIA portion of this report are twofold: That the proposed works in the Study Area have the potential to cause direct impacts to the heritage value of 14 identified heritage resources and indirect impacts to the heritage value of five identified heritage resources (see Appendix D for maps). These cultural heritage resources are located within 50 m of the Study Area. Accordingly, a pre-construction vibration monitoring assessment by a qualified professional is recommended for 15 properties and subjects of heritage interest in order to determine if vibration monitoring or site plan controls are required; and site plan controls are recommended for one subject of heritage interest, Bronte Creek Provincial Park.
2. It is recommended that the watercourses of Bronte Creek (Twelve Mile Creek) and Sixteen Mile Creek remain as uninhibited as possible and avoid impacts to the free-flowing, natural portions of these creeks. Any necessary artificial channeling should be sympathetic with the rural character of the area (i.e., naturalized, or vegetated embankments) when possible.

If direct impacts to identified cultural heritage resources are identified during the detailed design phase, more comprehensive, site-specific HIAs should be initiated prior to further planning and implementation of proposed construction activities.¹

¹ These may be considered independently under a combined HIA for the entire project.



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ACKNOWLEDGEMENTS

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Town of Milton	Anthony Wong
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STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Report (the “Report”) has been prepared by TMHC for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents TMHC’s professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- may be based on information provided to TMHC which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and section thereof should not be read out of such context; and
- was prepared for the specific purposes described in the Report and the Agreement.

TMHC shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. TMHC accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

TMHC agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but TMHC makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Except (1) as agreed to in writing by TMHC and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

TMHC accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information (“improper use of the Report”), except to the extent those parties have obtained the prior written consent of TMHC to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



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Principal



I INTRODUCTION

I.1 Report Scope and Purpose

Halton Region's Transportation Master Plan – *The Road to Change* (2011) – identified the need for additional capacity in the Regional Road 25 corridor. To improve network connectivity and address forecasted travel demand to 2031, Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) study to consider improvements to Regional Road 25 from Speers Road to Derry Road in the Town of Milton and Town of Oakville. The study is being completed in accordance with Schedule 'C' of the MCEA (October 2000, amended in 2007, 2011, 2015, 2024), as approved under the *Ontario Environmental Assessment Act*.

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The Study Area consists of a 16 km stretch of Regional Road 25 beginning at the intersection of Speers Road and extending to the intersection with Derry Road. A 50 m buffer is applied on either side of the Regional Road 25 ROWs and other potential improvement areas to formulate the Study Area.

For the purposes of preparing this report, TMHC staff visited the Study Area in August, 2022.

A full list of sources is included in Section 10 of this CHAR.



I.2 Client Contact Information

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2 SITE DESCRIPTION

2.1 Location and Physical Description

The Study Area consists of the ROWs, potential improvement areas, and associated 50 m buffers along the 16 km corridor on Regional Road 25 from Speers Road to Derry Road located in the Town of Oakville and Town of Milton, Halton Region, Ontario.

The cultural heritage screening determined that 90 of 389 properties present in the Study Area had existing Cultural Heritage Value or Interest (CHVI) or the potential for CHVI. These properties are considered in 90 inventory sheets (Appendix B).

2.2 Heritage Status

The Study Area includes two properties and one heritage tree that are designated under Part IV of the *Ontario Heritage Act* (OHA). These properties include:

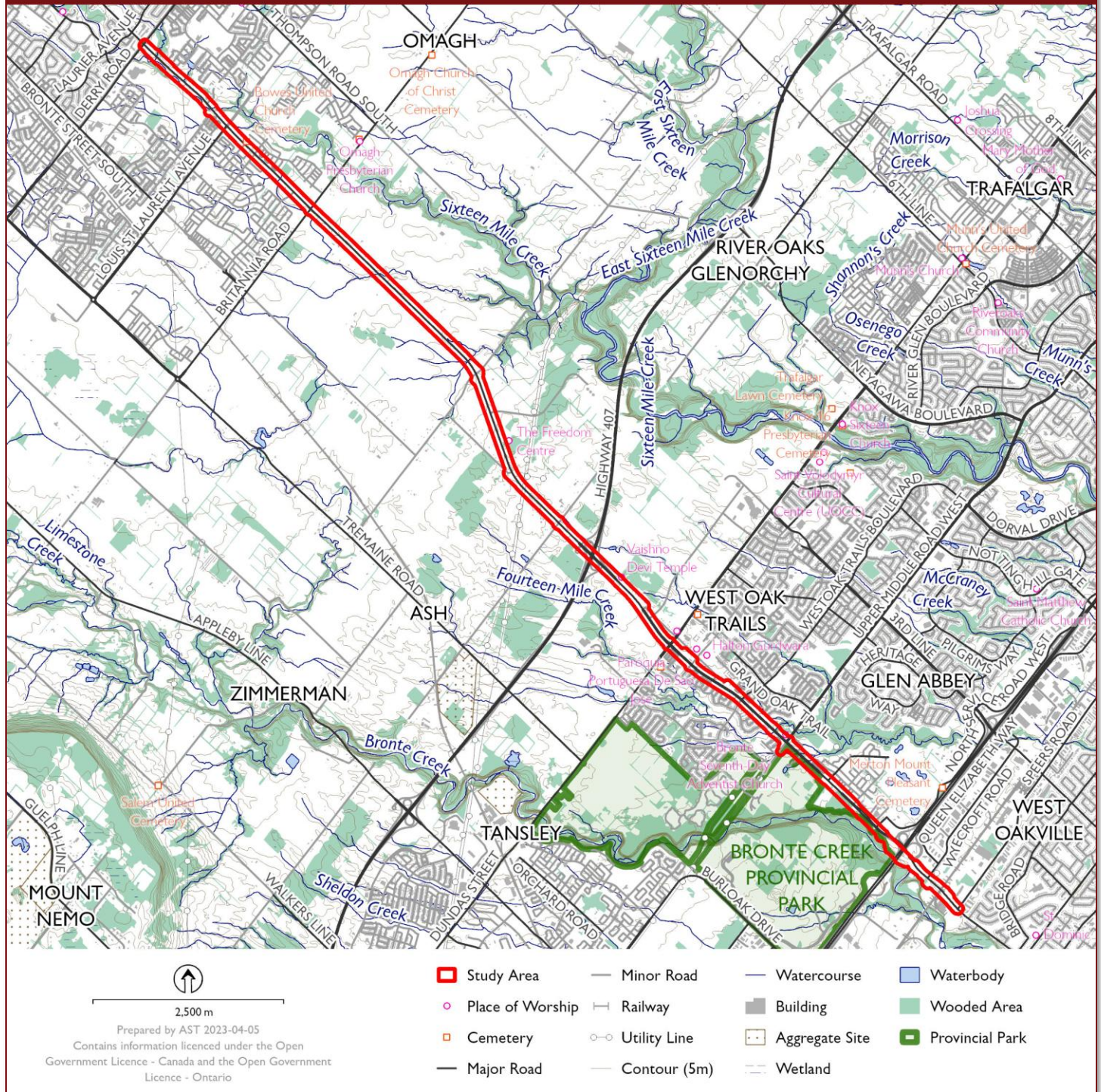
- 1179 Bronte Road (BRT-08);
- 2478 Old Bronte Road; and
- 5576 Regional Road 25.

The Study Area includes 12 listed properties that are confirmed to have CHVI by both the Town of Milton and Town of Oakville (Appendix B). One additional listed property, 5407 Regional Road 25 (RRD-21), is to be delisted, according to correspondence with the Town of Milton. It has not been included in the above total. These properties include:

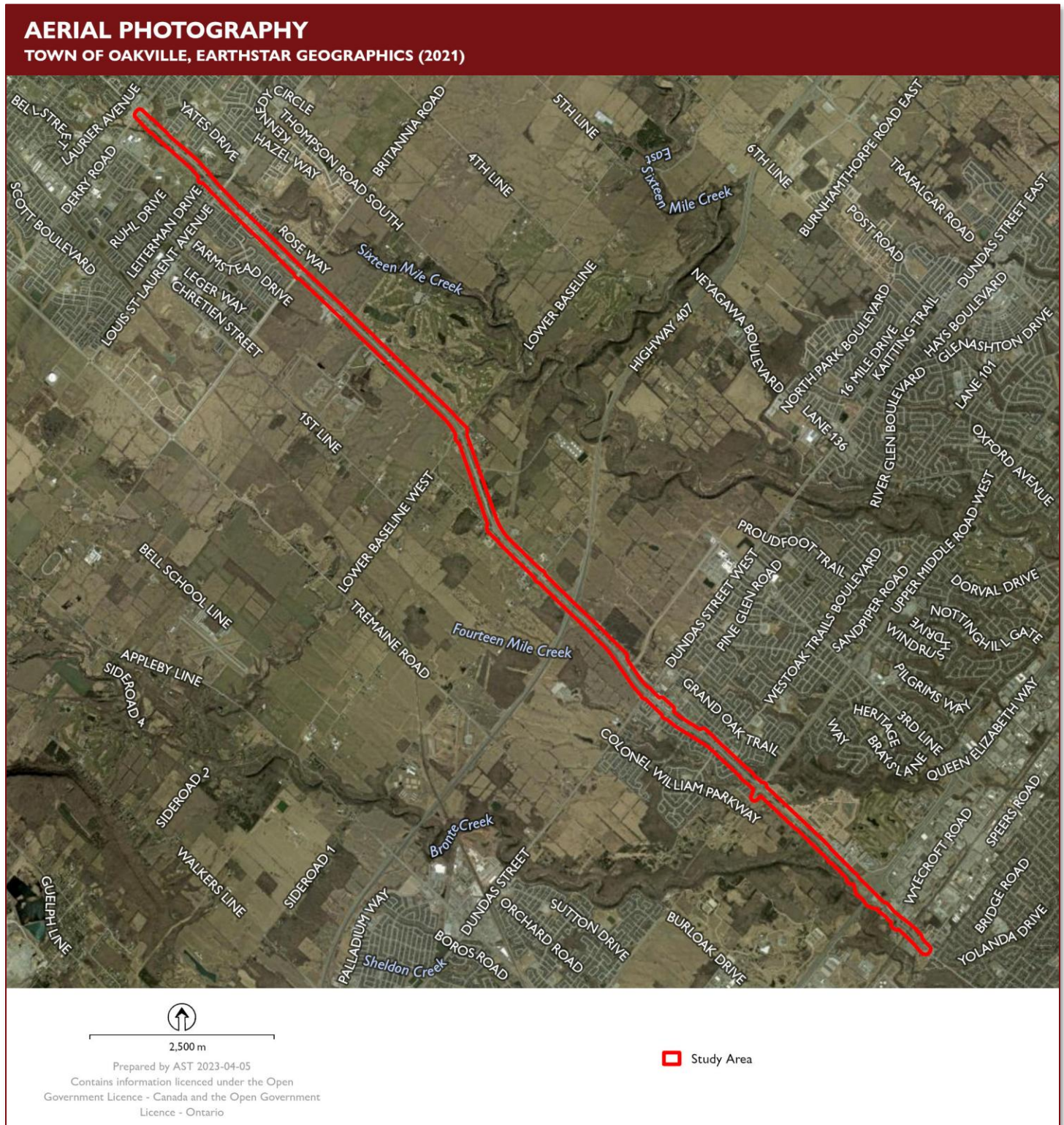
- 8240 Britannia Road;
- 1242 Bronte Road;
- 1326 Bronte Road;
- 5237 Regional Road 25;
- 5507 Regional Road 25;
- 5694 Regional Road 25;
- 6035 Regional Road 25;
- 6317 Regional Road 25;
- 6321 Regional Road 25;
- 6529 Regional Road 25;
- 6649 Regional Road 25; and
- 6712 Regional Road 25.

There are no National Historic Sites, Ontario Heritage Trust-owned properties, conservation easements, or Provincial Heritage Properties present on, or adjacent to, the Study Area as confirmed by the Ontario Heritage Trust and the MCM.

LOCATION OF THE STUDY AREA



Map I: Location of the Study Area



Map 2: Location of the Study Area on a 2021 Aerial Photograph



3 HISTORICAL RESEARCH & ANALYSIS

3.1 Historic Context: Indigenous Settlement and Treaties

Indigenous peoples have used the lands that are now known as Halton Region for thousands of years. Prior to the displacement caused by early European jurisprudence and settlement, this area was actively used by Anishinaabe and Haudenosaunee peoples.

3.1.1 Treaty History

The Study Area is encompassed by three treaties: Head of the Lake Treaty, No. 14 (1806), Ajetance Treaty, No. 19 (1818), and Treaty 22 (1820).

3.1.2 Head of the Lake Treaty (Treaty No. 14)

Head of the Lake Treaty (Treaty No. 14) was signed on September 5, 1806, between the Crown and the Mississaugas of the Credit. A day after reaching an agreement with the Mississaugas that resulted in the Toronto Purchase 1805 (Treaty No. 13), Deputy Superintendent of the Indian Department William Claus began negotiations for the land immediately west of these new treaty lands.

On August 2, 1805, 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” in a provisional agreement with the Crown in which the former were to receive possession of the flats of Twelve and Sixteen Mile creeks, sole fishing rights on those creeks, and £1,000 of trade goods.² Furthermore, sole fishing rights on the Credit River and the retention of mile-wide strips of land on each bank were reserved for the Mississaugas.

3.1.3 Ajetance Treaty (Treaty No. 19)

The Ajetance Treaty (Treaty No. 19) was provisionally signed October 28, 1818, between the British Crown and the Mississaugas of the Credit.³ The Mississauga experienced a period of population decline following the successive treaties of the late 18th and early 19th centuries as the flow of settlers into their lands negatively impacted their economies. These treaties included the Brant Tract Treaty (1797), the Between the Lakes Treaty (1892), the Toronto Purchase (1805), and the Head of the Lake Treaty (1806).⁴ The Mississauga retained reserves at their primary settlements at Twelve Mile and Sixteen Mile creeks and along the Credit River. They also held 648,000 acres of increasingly difficult to access land between the Toronto Purchase and Between the Lakes treaty tracts.

² Wybenga 2017a

³ Canada 1891

⁴ Surtees 1984; Wybenga 2017b



The continuous inflow of settlers into their lands and fisheries had weakened the Mississaugas' traditional economy and had left them in a state of impoverishment and a rapidly declining population.⁵

Following the conclusion of the Simcoe-Nottawasaga Purchase with the Chippewa in 1818, Claus began negotiations with Chief Ajetance and the Mississaugas for the large tract of land outside of their reserves.⁶ Ajetance, for whom the treaty is named, and Claus agreed to the sale of the land in return for an annual payment of £522.10 in goods.

3.1.4 Treaty No. 22

Treaty No. 22 was signed on February 28, 1820, between the British Crown and the Mississaugas of the Credit.⁷ After the Ajetance Treaty, settlement pressures continued to mount and "...noting the distress and poverty of the Mississaugas, Claus met with Mississaugas of the Credit ancestors and proposed the surrender of their remaining lands."⁸ Ceding much of their reserve lands, including lands at Twelve Mile and Sixteen Mile creeks and at the Credit River, the Mississauga consolidated their community at the southeasterly part of the Credit River.

Increasing European settlement expanded toward their community and the Mississaugas of the Credit were once again forced to relocate. They would lay down new roots in 1847 at their current home near Hagersville, where they would come to be known as the Mississaugas of New Credit First Nation (now the Mississaugas of the Credit First Nation - MCFN). MCFN continues to consult on impacts to their unextinguished Indigenous rights within these treaties, including in the areas of Bronte, Oakville, Milton, and other nearby municipalities.

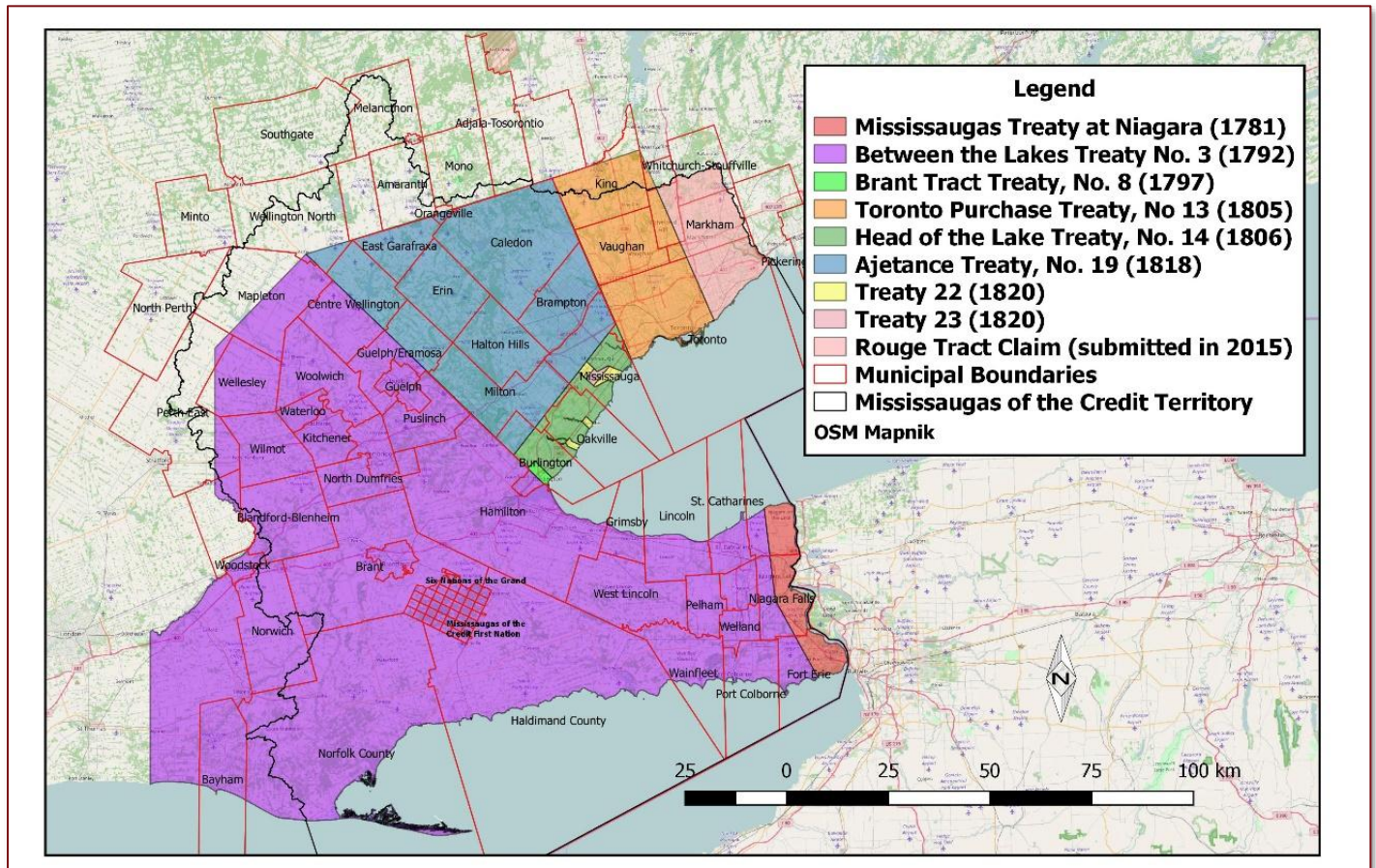
In signing successive treaties, the Mississaugas of the Credit were attempting to secure a diminishing home territory in the face of overwhelming settlement pressures and intense government interest in opening up the Head of Lake Ontario to settlement and resource exploitation. Despite their best efforts and without government assistance, the Mississaugas were, in the end, unable to even retain the primary village on the Credit River. The effect of the increasing colonial settlement discussed in subsequent sections was to incrementally push the Mississaugas to ever-smaller reserves until not even their last parcel of land was sustainable.

⁵ Wybenga 2017b

⁶ Surtees 1984

⁷ Wybenga 2017c

⁸ Wybenga 2017c



Map 3: Municipal Boundaries Related to the Head of the Lake Treaty, No. 14 (1806), Ajetance Treaty, No. 19 (1818), and Treaty 22 (1820)
(Mississaugas of the Credit First Nation)

3.2 Historic Context: Early Municipal Settlement

The Study Area is located in the Geographic Township of Trafalgar, in the former County of Halton.

3.2.1 Halton County

Halton County was named after Major William Mathew Halton, a British Army officer, who was appointed Secretary to Lieutenant-Governor Sir Francis Gore in 1805. Settlers started to arrive in the county as early as the 1780s and notably prior to conclusion of treaties with the Mississauga, with the southern portion being first settled by United Empire Loyalists. The northern portion was settled largely by immigrants from the British Isles. With Wentworth County, Halton County was established in 1816 as part of the Gore District which consisted of the townships of Trafalgar, Nelson, Flamborough and Beverly, among other lands, and was further expanded in 1821. When the Gore District was abolished in 1850, some townships were withdrawn from its boundaries. The remaining townships were Esquesing, Trafalgar, Nassageweya and Nelson. As



settlement progressed, several towns and villages developed mainly within the southern portion of the county.⁹

In 1974, Halton County became the Regional Municipality of Halton. Halton Hills, Milton, Oakville, and Burlington comprised the four restructured municipalities.¹⁰

3.2.2 Trafalgar Township

In 1806, the Head of the Lake Purchase (Treaty No. 14) was signed between the British Crown and the Mississaugas for an estimated area of 84,000 acres, with a mile-wide strip of land on either side of the Credit River reserved for the Mississauga as well as additional reserves at the mouths of Sixteen Mile and Bronte creeks.¹¹ The treaty's lands were surveyed in 1806 by Deputy Provincial Surveyor Samuel Street Wilmot and were divided into the townships of Toronto, Trafalgar and Nelson. Originally named Alexander Township, Trafalgar Township was renamed in recognition of Admiral Nelson who had died in 1805 during the Battle of Trafalgar.¹²

The first European settlement in Trafalgar Township is said to have taken place in 1807. In the early 19th century, east-west transportation across the township was enabled by the Governor's Road, later named Dundas Road. Dundas Road, first proposed by Lieutenant-Governor John Graves Simcoe in 1793 as a military and settlement road, became passable through Halton County after 1806. As part of what was known as the Old Survey, Wilmot used a grid system to divide lots along concessions and sideroads in Trafalgar Township with Dundas Road as a baseline.¹³ In 1810, the part of Trafalgar Township west of Sixteen Mile Creek opened for settlement.¹⁴

In 1818, William Claus met with the Mississaugas to propose the purchase of an additional 648,000 acres of land which lay to the north of the 1806 purchase. Faced with the continual influx of settlers to the lands north of Lake Ontario, and the accelerating erosion of their traditional economy and resource base, Chief Ajetance, on behalf of the Mississauga, agreed to cede these lands to the Crown in return for £522.10 of goods paid annually. The treaty ceding these lands is known as the Ajetance Treaty, No. 19 (1818).¹⁵ A portion of the land purchased was incorporated into an expanded Trafalgar Township and this section became known as the "new survey." Like the County of Halton in general, the township was settled by United Empire Loyalists from Niagara and immigrants who came directly from the British Isles.¹⁶

Early settlement focused on Sixteen Mile Creek as it provided a source of power for grist and saw mills. The earliest settlers concentrated in the township's nascent communities including Milton and Oakville. By 1817, the township boasted 548 occupants. The mills soon attracted both industrial and residential growth. Smaller communities including Palermo, Postville (later Trafalgar), Sheridan, Proudfoot Hollow, Merton, Bronte

⁹ Walker & Miles 1877

¹⁰ Milton Historical Society 2017b:2; Halton Region n.d.

¹¹ Walker & Miles 1877:60. Wybenga 2017 noted 70,784 acres.

¹² Unterman McPhail Associates 2013:8

¹³ Unterman McPhail Associates 2013:8

¹⁴ Unterman McPhail Associates 2013:8

¹⁵ Wybenga 2017

¹⁶ Clarke 1955:11



Station, Glenorchy, Ash, Snider, Omaha, Auburn, Drumquin and the Boyne soon appeared through the township. By the 19th century, the population of Trafalgar Township had grown to over 4,000.¹⁷

3.2.2.1 Milton

In 1821, Sarah and Jasper Martin were among the earliest settlers in what became Milton. The Martins settled on Lot 14, Concession 2, which comprised the land bounded by Ontario Street to the north, Woodward Avenue to the west, Bronte Street to the south, and Main Street to the east. Using power from Sixteen Mile Creek, Jasper Martin established a grist mill.¹⁸ Drawn to the area because of this mill, Milton quickly became a prosperous farming community as other early settlers, including the Whitfields, Dempseys, Fosters, Greeniaus, Huffmans, and Teetzells settled nearby. Elizabeth Harrison, who with her husband Thomas Harrison, settled Lot 12, Concession 1, Trafalgar Township, located just west of Bronte Street, started the first school in 1836 just as a post office was opened and the population reached 300.¹⁹ Because of Milton's early orientation around the mill site, it was known as Martin's Mills until about 1837 or 1838.²⁰ By 1851, John Martin, Mathias Teetzell, and Hugh Foster subdivided their properties.²¹

In 1853, Milton became the County Town of the County of Halton. County buildings, including a court house, a jail, and a registry office, were subsequently erected. Milton was formally incorporated as the Town of Milton in 1857.²² The arrival of the railway in the late 1870s helped realize markets for quarried lime and Milton Pressed Brick.²³ By 1913, Milton Pressed Brick, The Toronto Pressed Brick and Terra Cotta Co., and Brandon Pressed Brick Co. operated in Milton.²⁴ A pre-World War I boom brought other industries to Milton, including the P.L. Robertson Manufacturing Co. which relocated to Milton in 1908 which quickly became a major industry in the town.²⁵ In 1910, the Imperial Foundry Co. was set up on Mill Street after it purchased Stevenson and Edwards, a local foundry business and, in 1912, J.W. Williams Co. relocated its shoe factory from Brampton. Edwards Electrical, producer of electric motors, relocated from Toronto.²⁶ On March 13, 1913, Milton first started receiving hydro-electric power from Niagara.²⁷

3.2.2.2 Boyne

Boyne is located approximately three miles southeast of Milton. The hamlet was named after the Boyne River in Ireland and the area was first settled by Irish immigrants around 1819. By 1877, it had a "post-office, blacksmith shop, and waggon shop" as well as the Boyne Woollen Mills which did a custom business under the purview of Logan McCann. A Methodist church and a Presbyterian church were located nearby, as was a brick schoolhouse.²⁸

¹⁷ Walker & Miles 1877:59

¹⁸ Milton Historical Society 2017b:1

¹⁹ Milton Historical Society 2017b:1

²⁰ Town of Milton 1907:1-2

²¹ Milton Historical Society 2017b:1

²² Milton Historical Society 2017b:2

²³ Milton Historical Society 2017b:2

²⁴ Robinson 2003:78-9

²⁵ Milton Historical Society 2017b:2

²⁶ Robinson 2003:82

²⁷ Robinson 2003:43

²⁸ Walker & Miles 1877:81



3.2.2.3 Bronte

Treaty No. 22 ceding the Mississauga reserve at the mouth of Twelve Mile (Bronte) Creek was signed in 1820. In 1834, Bronte was founded as a fishing village at Twelve Mile Creek's outlet to Lake Ontario. Both the fishing and shipbuilding industries were supported by the construction of the Bronte Harbour, which was completed in 1856. As an entry-point for freedom-seekers traveling the Underground Railroad, Bronte Harbour became an entry point that enabled Black settlement in the area with cabins constructed on both sides of Twelve Mile Creek.²⁹ Jones William Cummer Co.'s steam powered grist mill, which was constructed in 1858, was one of the first and largest of its kind in Upper Canada. The settlement's abundance of lumber and proximity to water spurred many other water-based industries including shipbuilding that continued well into the 20th century when the Northern Shipbuilding and Repair Co. Ltd. built a plant there in 1945.³⁰ The fishing industry also persisted well into the 1940s and, during its peak years, 22 commercial boats operated out of Bronte Harbour.

3.2.2.4 Oakville

Treaty No. 22 ceding the Mississauga reserve at the mouth of Sixteen Mile Creek was signed in 1820. The subsequent development of Oakville was based on the foresight of its founder, William Chisholm, who saw the commercial possibilities of a harbour at the mouth of the creek and its use as a potential power source for manufacturing.³¹ Chisholm shipped White Oak staves and timber down Sixteen Mile Creek for shipment mainly to Quebec.³² In 1827, he purchased 960 acres of Crown Reserve and immediately began construction of Oakville's harbour which began admitting vessels by 1830.³³ Surveying in a grid system occurred after March 1831, when the Crown received Chisholm's final payment.³⁴ Lots were first sold two years later and, to ensure an orderly appearance, sales stipulated that half the purchase price was owed up front with the other half owed within 12 months and that "...a structure, no less than twenty-four feet by eighteen feet, be erected on the lot within eighteen months of the day of sale, and that this structure be of stone, brick, or frame construction."³⁵

Early settlers included those born in Upper Canada, French Canadians, and an immigrant population composed mainly of English, Scottish, and Irish immigrants, United Empire Loyalists, in addition to freed persons and freedom-seekers of African descent.³⁶ By the 1840s, the population had grown and the village expanded. In the 1850s, the settlement experienced a building boom owing in part to the growth of the port.³⁷ Oakville became a town by Act of Parliament in July, 1857.³⁸

3.2.2.5 Palermo

Founded in 1806, Palermo is the oldest settlement in what is today the Town of Oakville. Its settlement was spurred by its location along contemporary Dundas Street, which was constructed as a military and settlement

²⁹ Bronte Village n.d.

³⁰ Bronte Village n.d.

³¹ Mathews 1953:4

³² Walker & Miles 1877:59

³³ Walker & Miles 1877:59

³⁴ Peacock & Peacock 1979:10

³⁵ Peacock & Peacock 1979:10

³⁶ Peacock & Peacock 1979:10

³⁷ Peacock & Peacock 1979:13

³⁸ Walker & Miles 1877:59



road.³⁹ Palermo's position between Bronte and Milton contributed to its prosperity. In 1842, the Lawrence Foundry and Agricultural Works was founded and by the 1870s, Palermo supplied Hamilton's factories and blacksmiths with charcoal. In the 1870s, the settlement "...had a wagon shop, a blacksmith shop, a harness shop, a hotel, a brick schoolhouse, several churches, a telegraph company office and a large drill-shed."⁴⁰ While its location along Dundas Street and its proximity to the crossroads with Highway 25, spurred its initial development and expansion, the arrival of the railway in the late 19th century stunted Palermo's growth. The widening of Dundas Street after World War II and the creation of the Bronte Road bypass in the early 2000s led to the demolition or relocation of many buildings, further disrupting the community fabric of Palermo.⁴¹

As part of the creation of the Bronte Road bypass, Regional Road 25 diverts from Bronte Road just north of Westoak Trails Boulevard to just north of William Halton Parkway. This bypass has diminished the original crossroads at what is now Old Bronte Road and Dundas Street West where a boulevard now separates northbound traffic from southbound traffic.

3.2.3 Regional Road 25

Regional Road 25 dates to the early settlement history of the former Halton County. The original road corridor is depicted on the 1851 patent map where it is located in Trafalgar Township between Lots 30-31, Concessions 1-3 South of Dundas Street; Lots 30-31, Concessions 1-2 North of Dundas Street; and Lots 1-10, Concessions 2-3. Efforts were made to divert the roadway west around the snaking of Sixteen Mile Creek at Lot 9, between Concessions 2 and 3. The alignment, however, remained relatively static until the early 1930s.

In 1927, the stretch of road commencing at Highway 5 (Dundas Street) in Palermo and continuing north 13 km to Milton became part of Provincial Highway 25. This stretch was paved in 1930, the same year in which it was redesignated as King's Highway 25.⁴² The 1931 and 1933 topographical maps show that a short section of the roadway was straightened, likely between where Derry Road and Louis St. Laurent Avenue are located today. A series of bridges crossing Sixteen Mile Creek as it intersected the roadway persisted until 1938. In that year, a road modification project at Lower Base Line West introduced rounded merge lanes that more seamlessly connected to Regional Road 25. The road improvements also resulted in fewer bridges over Sixteen Mile Creek in the following years.

Alterations to the southern part of Regional Road 25 were undertaken in 1963 and included the expansion of the Queen Elizabeth Way (QEW) into part of Highway 403. At this time, the roadway appears to have been altered to accommodate the various ramps to and from the QEW. By 1964, a bypass road had been constructed between Burnhamthorpe Road and Lower Base Line West which more seamlessly connected what was Bronte Road at the time with Regional Road 25 rather than the earlier zigzag from Bronte Road to Regional Road 25 via Lower Base Line West. Bronte Road (Regional Road 25) from Palermo to the QEW was not designated as part of Highway 25 until 1970. In Halton Region, Highway 25 between the region's north boundary and QEW was downgraded from a provincial highway to Regional Road 25 in 1997-1998.⁴³

³⁹ Town of Oakville 2008:15

⁴⁰ Town of Oakville 2008:15

⁴¹ Town of Oakville 2008:16

⁴² The King's Highway n.d.

⁴³ The King's Highway n.d.



3.2.4 Sixteen Mile Creek

Indigenous interaction with Sixteen Mile Creek (*niizhozaagiwan* or *nanzuhzaugewazon* – “having two outlets” in Anishinaabemowin a reference to the shallow, gravelly mouth dividing the river in two.) may date to 9,000 BCE.⁴⁴ The creek formed an important part of the Mississaugas of the Credit territory and their spiritual connection to water in general:⁴⁵

During the summer season [the Mississauga] would camp at Sixteen Mile Creek (as well as Twelve Mile Creek and the River Credit), cultivating corn along flats and fishing for salmon, and possibly eel. After the harvest they returned to interior hunting grounds for the colder months.

When the French arrived, they labelled the creek, Rivière de Gravois (“gravelly river”) on early maps.⁴⁶ In more recent times, the creek has played a significant role in the development of settlement communities. In particular, Sixteen Mile Creek contributed to the economy of 19th century Trafalgar Township. By 1851, five of the township’s 15 mills operated on the creek between Dundas Street and Lake Ontario: Phillip Trille’s mill above Upper Middle Road (c. 1810), George Chalmer’s mill at Dundas Street (1827), William Chisholm’s mill at Speers Road (1830), Hiram McCraney’s mill above the QEW (1835), and Thompson Smith’s mill below Upper Middle Road (1838).⁴⁷ When the price of wheat fell in 1857, the sandy soils near the creek provided excellent conditions for growing fruit, including strawberries, which led to a spillover basket manufacturing industry. Boat building and tanning also took place along this waterway.

3.2.5 Bronte Creek (Twelve Mile Creek)

Bronte Creek winds more or less parallel to Bronte Road along the south section of the Study Area, except for a section that approaches the road southwest of the QEW overpass. Formed over 14,000 years ago when glaciers carved through Queenston Shale bedrock, Twelve Mile Creek commences at the Beverly Swamp, west of Flamboro, and flows to the mouth of Lake Ontario, 50 km away. At least 12 tributaries feed into the creek as it descends 262 m to the lake. Archaeological remains suggest that it has been used by humans for approximately 7,000 years.⁴⁸ The creek features small waterfalls and rocky rapids which has historically attracted settlers to the creek to construct mill sites.⁴⁹ Settlements along Bronte Creek included the villages of Carlisle, Progreton, Cedar Springs, and Merton. Bronte Creek “...was a working creek that served as a place maker for the early Villages.”⁵⁰

Following the clearing of forests, settlers quickly realized the potential of the fertile soil and level land along the creek that made settlement attractive. Bronte itself grew along the creek. Despite Deputy-Provincial Surveyor William Hawkins’s 1833 plans for the town site of Bronte, mills were not immediately developed along the creek. As a result, growth in this community was slow.⁵¹

⁴⁴ Town of Oakville n.d.a; Mathews 1953:5

⁴⁵ Common Bond Collective 2019:40

⁴⁶ Common Bond Collective 2020; Greenbelt Foundation 2021

⁴⁷ Town of Oakville n.d.a

⁴⁸ Friends of Bronte Creek Park n.d.

⁴⁹ Town of Oakville n.d.b

⁵⁰ Buildingstories.co n.d.

⁵¹ Town of Oakville n.d.b



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In the 1930s, Twelve Mile Creek was renamed Bronte Creek. In 1972, Bronte Creek Provincial Park was established. Situated west of Bronte Road between the QEW to the south and Upper Middle Road West to the north, the park opened to the public in 1975. As Friends of Bronte Creek Park describe, the provincial park, which is 1,690 ac in size, features "...10 km of multi-purpose trails, 11 picnic shelters, historical Spruce Lane Farm, a Nature Centre, a Children's Play Barn, a 1.8 acre pool and a working farm."⁵²

⁵² Friends of Bronte Creek Park n.d.



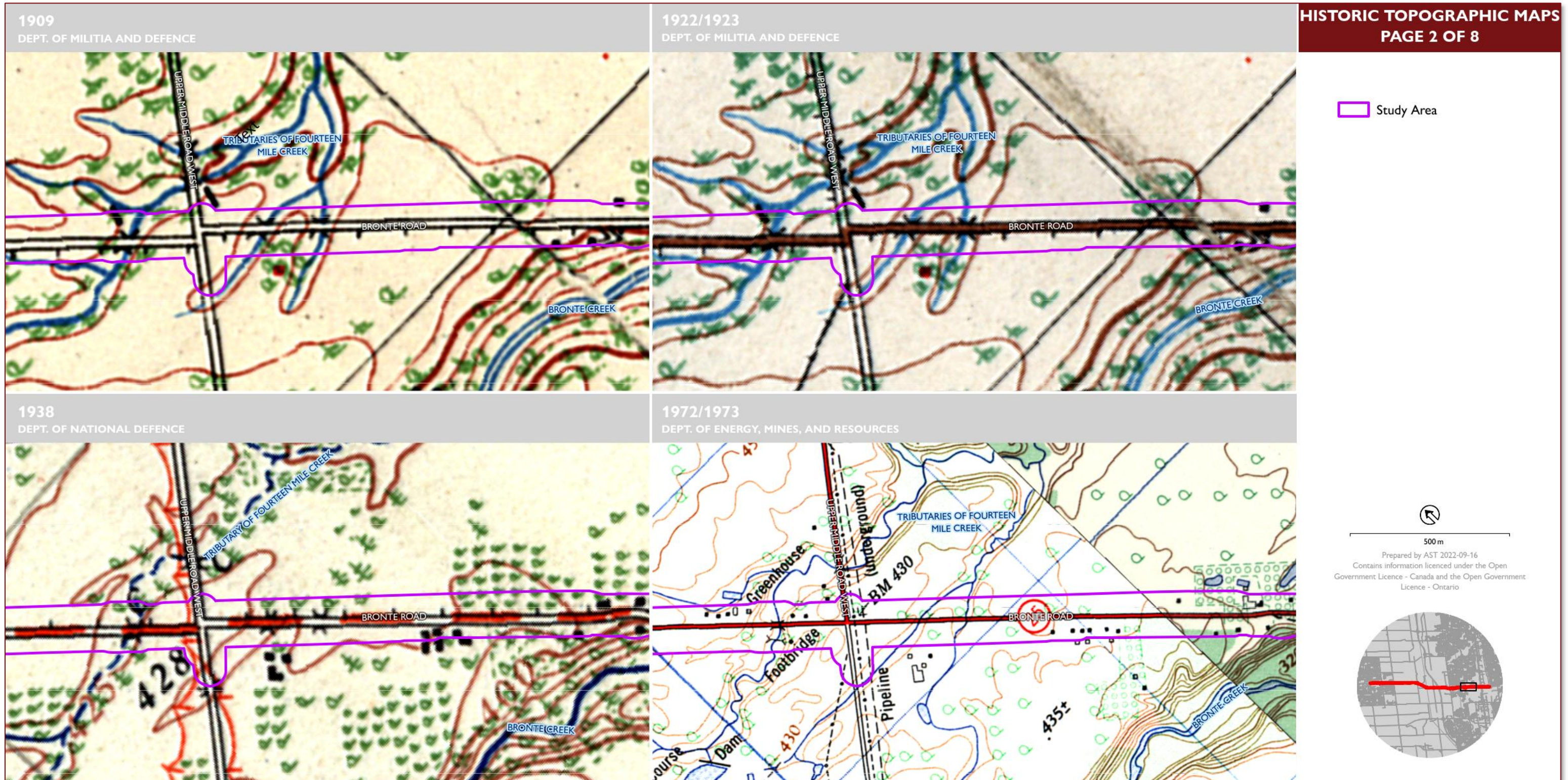
Map 4: 1858 Map of North Section of Study Area



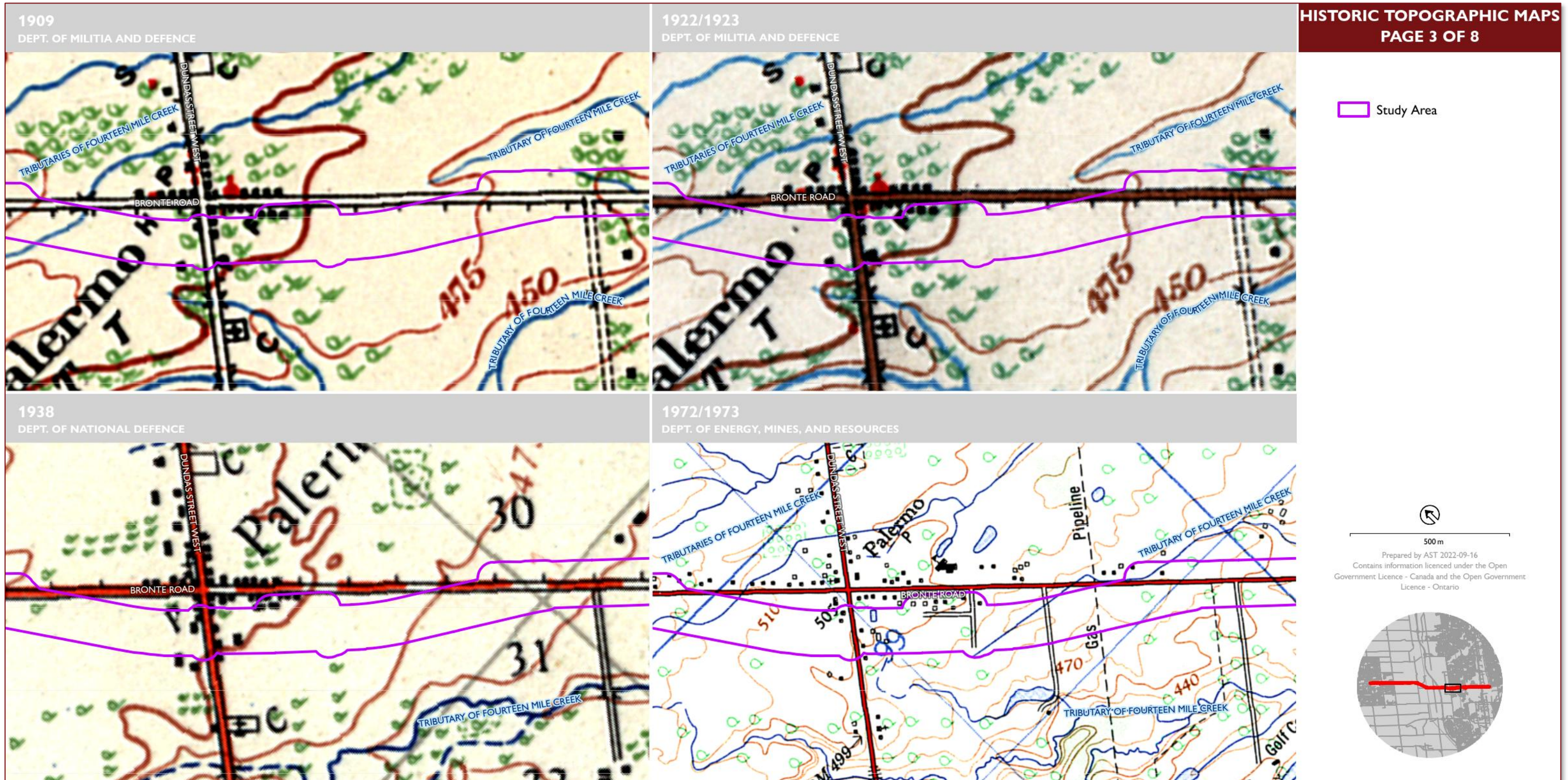
Map 5: 1877 Map of North Section Study Area



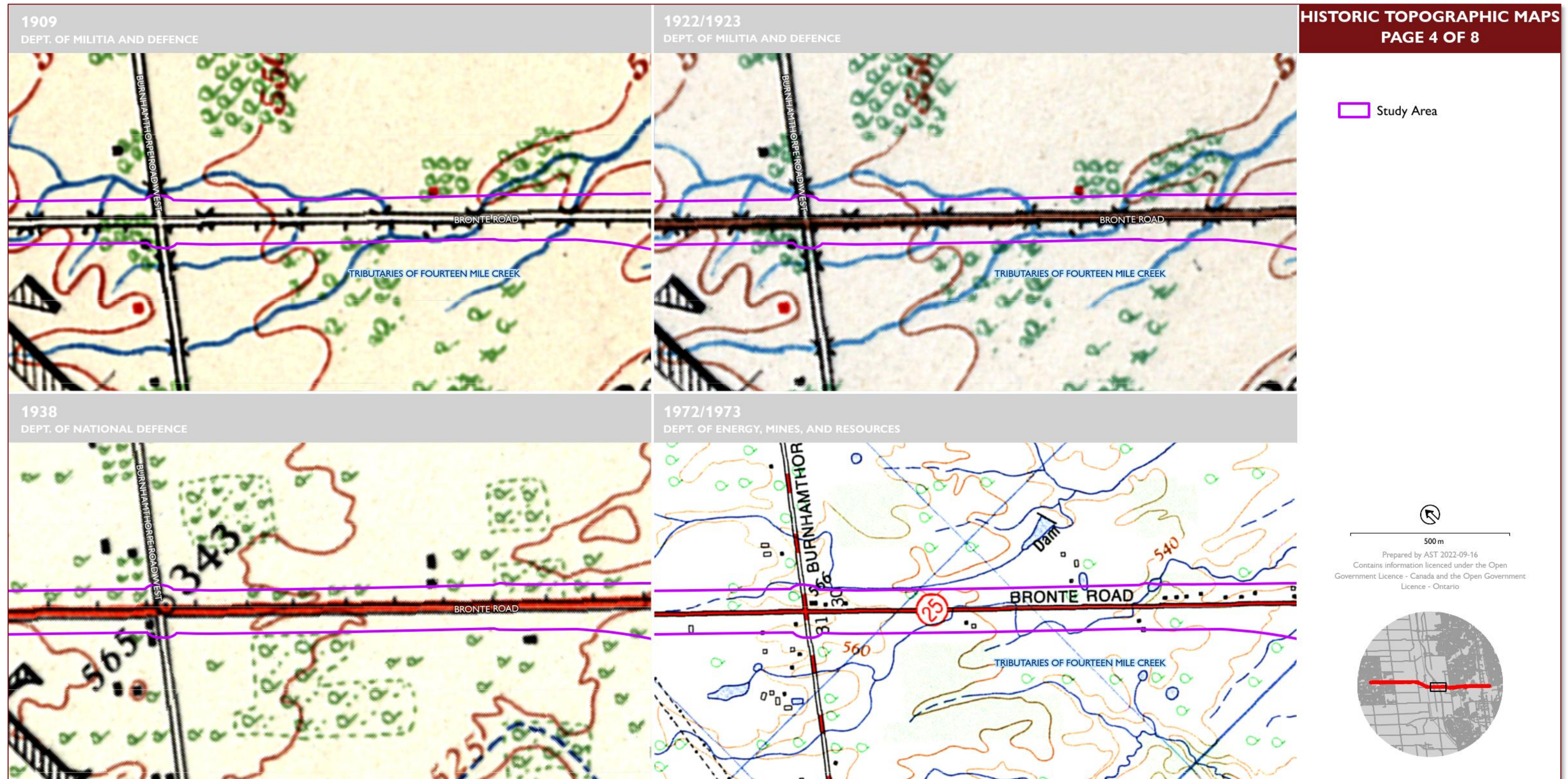
Map 6: Topographic Maps of the Study Area – Section I of 8



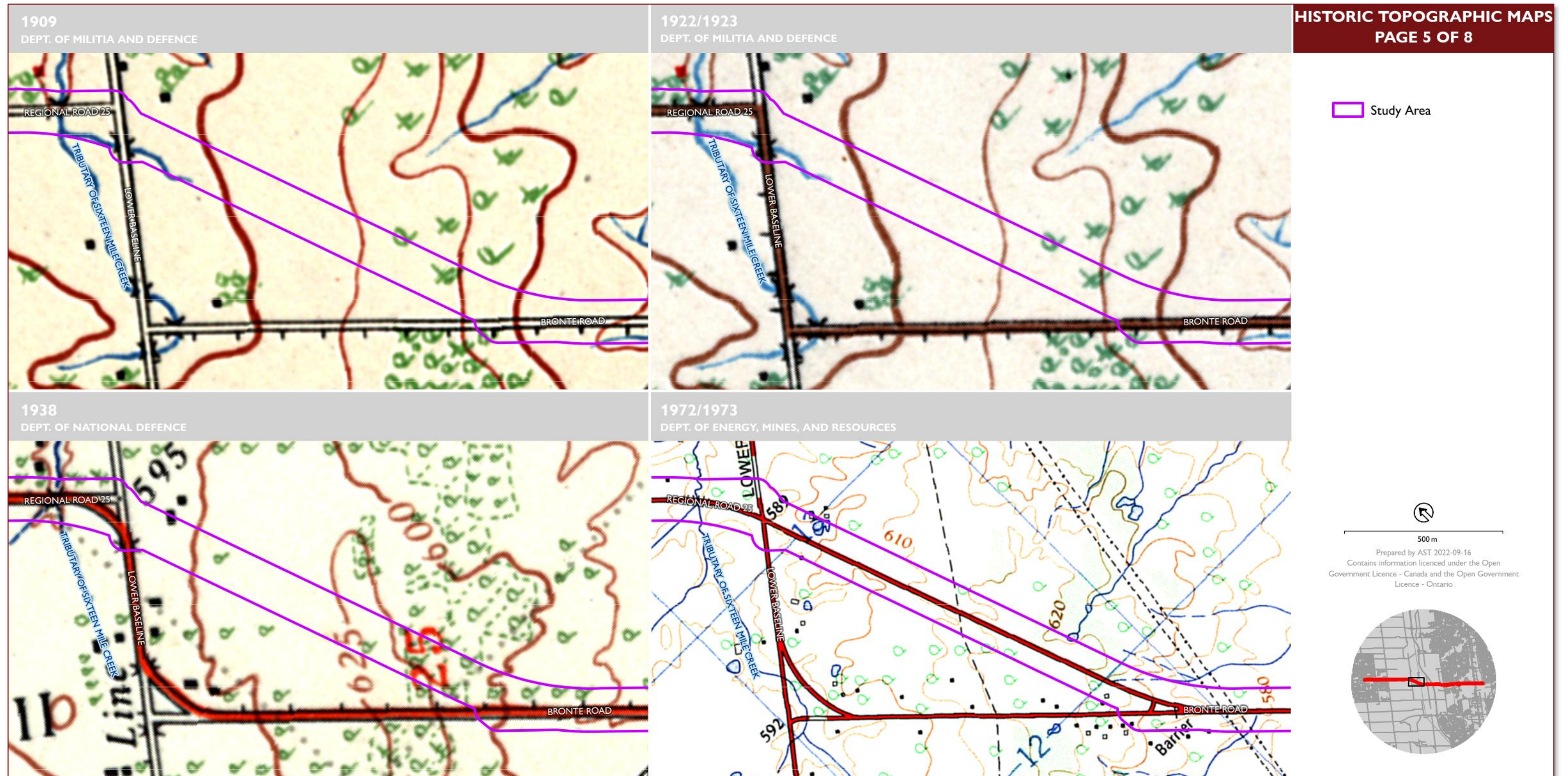
Map 7: Topographic Maps of the Study Area – Section 2 of 8



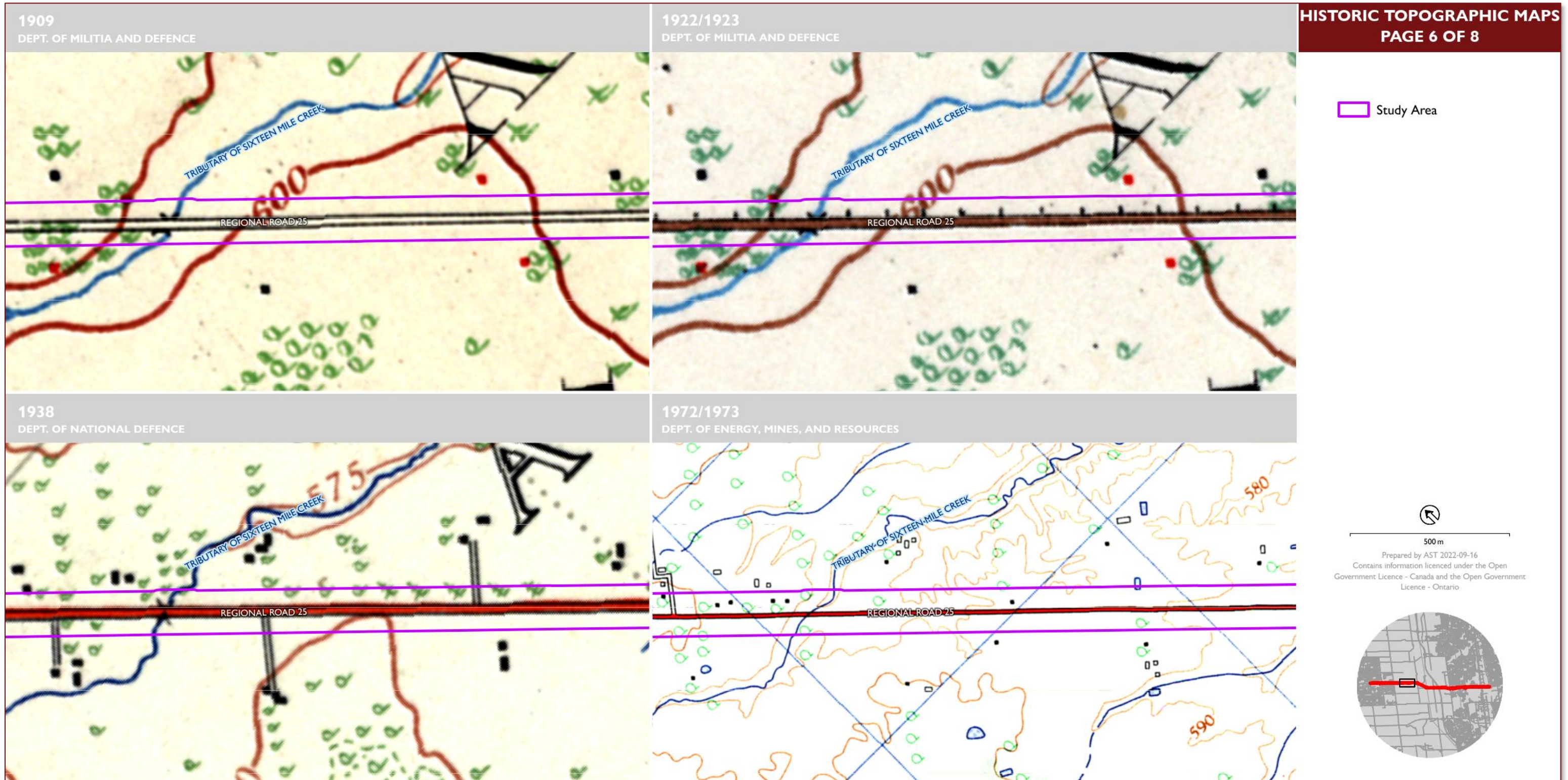
Map 8: Topographic Maps of the Study Area – Section 3 of 8



Map 9: Topographic Maps of the Study Area – Section 4 of 8



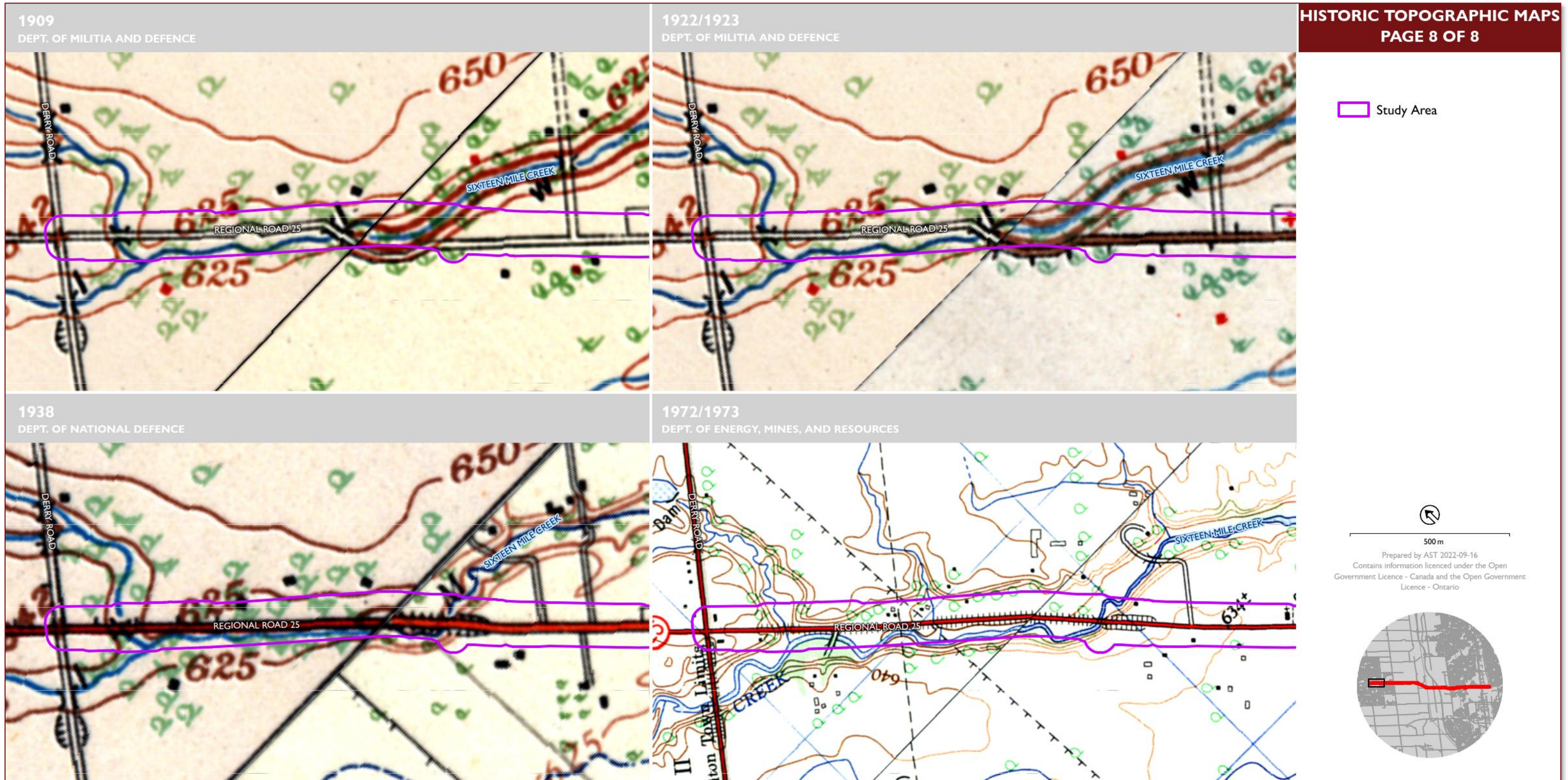
Map 10: Topographic Maps of the Study Area – Section 5 of 8



Map 11: Topographic Maps of the Study Area – Section 6 of 8



Map 12: Topographic Maps of the Study Area – Section 7 of 8



Map 13: Topographic Maps of the Study Area – Section 8 of 8



4 HERITAGE SCREENING & EVALUATION

4.1 Heritage Screening

The screening process began with the application of *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* by MCM.

The Study Area includes two properties and one tree that are designated under Part IV of the *OHA*. There are 10 known listed properties on the Town of Milton Heritage Register and two on the Town of Oakville Heritage Register. There are no National Historic Sites, Ontario Heritage Trust-owned properties, conservation easements, or Provincial Heritage Properties present on or adjacent to the Study Area as verified by the Ontario Heritage Trust and the MCM.

Eleven infrastructural features, including six culverts, four bridges, and one trail, were screened with one bridge found to have the potential for heritage interest. An additional six subjects of confirmed or potential heritage interest were identified. These include:

- 1179 Bronte Road (heritage Oak tree – designated under Part IV of the *OHA*)
- Bronte Creek Provincial Park
- Bronte Creek (Twelve Mile Creek)
- Holy Family Catholic Cemetery
- Sixteen Mile Creek
- Sixteen Mile Creek North and West Parks

Of the 389 properties in the Study Area, 90 were found to have existing heritage resources or the potential for heritage resources, (see Appendix A for the MCM Screening Checklist and Appendix C for historic property aerial photographs).

4.2 Preliminary Heritage Evaluation

The inventory in Appendix B details the preliminary cultural heritage evaluation of the properties and subjects of confirmed potential heritage interest that met the initial screening criteria. The preliminary application of the *OHA* O.Reg. 9/06 criteria for evaluating heritage resources is summarized and, where applicable, a draft statement of CHVI is provided. In the case of properties with pre-existing heritage listings or designations, previous studies and statements of CHVI were relied upon to prepare this inventory. Additional research may be required if these evaluations are used as the basis for designation under the *OHA*. During fieldwork, the potential heritage structures of 10 of the properties that had been initially screened as having potential CHVI based on those structures were no longer present, another property's listed heritage structure was removed during the drafting of this report.⁵³

⁵³ Structures on the following properties were found to be demolished: 1099 Bronte Road, 1105 Bronte Road, 1316 Bronte Road, 1342 Bronte Road, 1470 Bronte Road, 3069 Dundas Street West, 2410 Lower Base Line, 3005 Pine Glen Road, 3020 Pine Glen Road, 6100 Regional Road 25. 2450 Old Bronte Road was also removed during the drafting of this report. These properties are not reflected in the 90 properties that were reviewed and included in Appendix B.



4.3 Preliminary Heritage Evaluation Results

Of the 90 properties and 8 subjects of heritage interest reviewed, 27 were found to have potential or confirmed CHVI based on the application of OHA O.Reg. 9/06 criteria, (See Appendix D for maps).

Table I: Preliminary Heritage Evaluation Results

Study Number	Street Address	Existing Heritage Status or Potential CHVI
BRT-08	1179 Bronte Road (Oak Tree)	Confirmed (OHA Part IV - Oakville)
BRT-12	Bronte Creek Provincial Park	Potential
TMC-01	Bronte Creek (Twelve Mile Creek)	Potential
HVB-01	QEW Bridge	Potential
HFC-01	Holy Family Catholic Cemetery	Potential
SMP-01	Sixteen Mile Creek North and West Parks	Potential
BCO-01	Bronte Creek Rail Overpass	Not identified
SMC-01	Sixteen Mile Creek	Potential
RRD-28	8240 Britannia Road	Confirmed (Listed – Milton)
BRT-32	560 Bronte Road	Not identified
BRT-31	576 Bronte Road	Not identified
BRT-02	655 Bronte Road	Not identified
BRT-29	678 Bronte Road	Not identified
BRT-28	744 Bronte Road	Not identified
BRT-27	750 Bronte Road	Potential
BRT-26	1114 Bronte Road	Not identified
BRT-25	1120 Bronte Road	Not identified
BRT-22	1126 Bronte Road	Not identified
BRT-24	1136 Bronte Road	Not identified



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Study Number	Street Address	Existing Heritage Status or Potential CHVI
BRT-07	1151 Bronte Road	Not identified
BRT-23	1200 Bronte Road	Not identified
BRT-21	1216 Bronte Road	Not identified
BRT-20	1242 Bronte Road	Confirmed (Listed – Oakville)
BRT-19	1300 Bronte Road	Not identified
BRT-17	1326 Bronte Road	Confirmed (Listed – Oakville)
BRT-15	1350 Bronte Road	Not identified
BRT-14	1354 Bronte Road	Not identified
BRT-09	2021 Bronte Road	Not identified
BRT-11	2040 Bronte Road	Not identified
BRT-10	2041 Bronte Road	Not identified
BUR-01	3003 Burnhamthorpe Road West	Not identified
BUR-02	3029 Burnhamthorpe Road West	Potential
HEN-04	4246 Henderson Road	Not identified
HEN-01	4251 Henderson Road	Not identified
HEN-03	4252 Henderson Road	Not identified
HEN-02	4349 Henderson Road	Not identified
LOB-01	2518 Lower Base Line	Not identified
OBR-02	2478 Old Bronte Road	Confirmed (Listed – Oakville)
OBR-03	2512 Old Bronte Road	Not identified



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Study Number	Street Address	Existing Heritage Status or Potential CHVI
OBR-04	3109 Old Bronte Road	Not identified
OBR-05	3113 Old Bronte Road	Not identified
OBR-06	3121 Old Bronte Road	Not identified
OBR-07	3131 Old Bronte Road	Not identified
OBR-08	3141 Old Bronte Road	Not identified
ONT-02	550 Ontario Street South	Not identified
ONT-01	575 Ontario Street South	Not identified
RRD-01	3153 Regional Road 25	Not identified
RRD-02	3171 Regional Road 25	Not identified
RRD-03	3185 Regional Road 25	Not identified
RRD-04	3195 Regional Road 25	Not identified
RRD-05	3209 Regional Road 25	Not identified
RRD-06	3229 Regional Road 25	Not identified
RRD-07	3241 Regional Road 25	Not identified
RRD-08	3249 Regional Road 25	Not identified
RRD-09	3259 Regional Road 25	Potential
RRD-52	3278 Regional Road 25	Not identified
RRD-10	3521 Regional Road 25	Not identified
RRD-11	3547 Regional Road 25	Not identified
RRD-51	4034 Regional Road 25	Not identified



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Study Number	Street Address	Existing Heritage Status or Potential CHVI
RRD-50	4090 Regional Road 25	Not identified
RRD-12	4145 Regional Road 25	Not identified
RRD-49	4182 Regional Road 25	Not identified
RRD-48	4200 Regional Road 25	Not identified
RRD-13	4269 Regional Road 25	Not identified
RRD-14	4289 Regional Road 25	Not identified
RRD-15	4343 Regional Road 25	Not identified
RRD-47	4504 Regional Road 25	Not identified
RRD-17	5075 Regional Road 25	Potential
RRD-18	5165 Regional Road 25	Not identified
RRD-19	5237 Regional Road 25	Confirmed (Listed – Milton)
RRD-20	5317 Regional Road 25	Not identified
RRD-45	5400 Regional Road 25	Not identified
RRD-21	5407 Regional Road 25	Not identified
RRD-24	5407 Regional Road 25	Not identified
RRD-22	5497 Regional Road 25	Not identified
RRD-23	5507 Regional Road 25	Confirmed (Listed – Milton)
RRD-25	5543 Regional Road 25	Not identified
RRD-26	5555 Regional Road 25	Not identified
RRD-46	5576 Regional Road 25	Confirmed (OHA Part IV)



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Study Number	Street Address	Existing Heritage Status or Potential CHVI
RRD-27	5593 Regional Road 25	Not identified
RRD-44	5680 Regional Road 25	Not identified
RRD-43	5694 Regional Road 25	Confirmed (Listed – Milton)
RRD-29	6035 Regional Road 25	Confirmed (Listed – Milton)
RRD-42	6110 Regional Road 25	Not identified
RRD-30	6317 Regional Road 25	Confirmed (Listed – Milton)
RRD-31	6321 Regional Road 25	Confirmed (Listed – Milton)
RRD-40	6382 Regional Road 25	Not identified
RRD-32	6439 Regional Road 25	Potential
RRD-33	6447 Regional Road 25	Not identified
RRD-34	6493 Regional Road 25	Not identified
RRD-35	6529 Regional Road 25	Confirmed (Listed – Milton)
RRD-36	6583 Regional Road 25	Not identified
RRD-37	6649 Regional Road 25	Confirmed (Listed – Milton)
RRD-39	6712 Regional Road 25	Confirmed (Listed – Milton)
RRD-38	6756 Regional Road 25	Not identified
SPR-02	2485 Speers Road	Potential
SPR-01	2544 Speers Road	Not identified
BRT-03	2104 Wyecroft Road	Not identified



5 EXISTING CONDITIONS

A visit to the Study Area was undertaken by TMHC staff in August 2022. Images documenting the area's current conditions are included in Appendix B. The Study Area corridor is mostly rural in character with mixed suburban/commercial developments near Milton, Bronte, and Palermo. The corridor abuts significant natural heritage features including Bronte Creek and Bronte Provincial Park as well as Sixteen Mile Creek and its associated parklands. Other greenspaces and farms contribute to the corridor's rural character including the Fourteen Mile Creek Lands and RattleSnake Point Golf Club. Contemporary subdivisions and commercial developments are visibly expanding into the rural areas between Milton and Bronte, a sharp contrast to the remaining early farms and dispersed mid-20th century residences along the centre portions of the Study Area corridor.

6 POLICY CONTEXT

6.1 Planning Act (1990)

The *Planning Act* is a piece of provincial legislation that provides stipulations for the land use planning process in Ontario, such as the identification of provincial interests and tools for the responsible management of resources including cultural heritage and archaeological resources. It states that:

2. The minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

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

Section 3 of the *Planning Act* indicates that all decisions affecting land use planning matters “shall be consistent with” the *Provincial Policy Statement (PPS)*, a document that identifies matters of provincial interest to be considered during land use planning.

6.2 Provincial Planning Statement (2024)

The *Provincial Planning Statement, 2024 (PPS)* is a provincial land use policy framework for development throughout Ontario. It provides policy direction on matters of provincial interest related to land use planning and development, including the conservation of BHRs and CHLs in the province. The *PPS* replaces the *Provincial Policy Statement (2020)* and the *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)*.

The following sections of the *PPS* are relevant to the report:

4.6.1 Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

4.6.2 Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved

4.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

4.6.4 Planning authorities are encouraged to develop and implement:

- a) archaeological management plans for conserving archaeological resources; and
- b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

4.6.5 Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.



6.2.2 Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

6.2.3 Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the Provincial Planning Statement, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups.

The *PPS* also defines key terms which guide the interpretation of these policies. Relevant defined terms include:

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

Cultural heritage landscape: means 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.

- Heritage attributes: means, as defined under the *Ontario Heritage Act*, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

6.3 *Environmental Assessment Act (1990)*

The *EAA* is a provincial statute that sets out the processes used to evaluate potential environmental effects of proposed undertakings.

Section 1(1) of the *EAA* includes within its definition of "environment":

- (c) the social, economic and cultural conditions that influence the life of humans or a community; and
- (d) any building, structure, machine or other device or thing made by humans.

6.4 *Ontario Heritage Act (2005)*

The *OHA* provides a legislative framework for the identification and protection of cultural heritage resources and archaeological resources in the province. It legislates requirements and processes for conserving resources of archaeological value (*OHA* Part IV). The *OHA* also gives municipalities powers to identify and protect BHRs or CHLs with cultural heritage value or interest, using mechanisms like listing (*OHA* s.27) or designating properties (*OHA* s. 29) and creating heritage conservation districts (*OHA* s.40).

29 (1) The council of a municipality may, by by-law, designate a property within the municipality to be of cultural heritage value or interest if:



- (a) where criteria for determining whether property is of cultural heritage value or interest have been prescribed, the property meets the prescribed criteria; and
- (b) the designation is made in accordance with the process set out in this section.

Designated properties appear on a municipality's register of heritage properties:

27 (1) The clerk of a municipality shall keep a register of property situated in the municipality that is of cultural heritage value or interest.

This register also may include so-called listed properties:

- 27(3) In addition to the property listed in the register under subsection (2) [designated properties], the register may include property that has not been designated under this Part if,
- (a) the council of the municipality believes the property to be of cultural heritage value or interest; and
 - (b) where criteria for determining whether property is of cultural heritage value or interest have been prescribed for the purposes of this subsection, the property meets the prescribed criteria.

Under the *OHA*, O.Reg. 9/06 provides the criteria for determining a property's CHVI. A property must meet two or more of the O. Reg. 9/06 criteria to qualify for designation (section 3, O. Reg. 9/06). The criteria for both listing and designation are as follows according to s.1(2) of O. Reg. 9/06:

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



6.5 The Regional Plan (2024)

On March 30, 1994, the Council of The Regional Municipality of Halton adopted The Regional Plan through By-law 49-94 which forms the basis of the most recently consolidated version of The Regional Plan (May 16, 2024). As of July 1, 2024, the Regional Plan is no longer an official plan for the Regional Municipality of Halton and is instead deemed an official plan of the City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville, each of which are the Local Municipalities in Halton, until such time as it is revoked or amended by the respective municipality.

Section 165 of the Regional Municipality of Halton Region's Official Plan provides the following statement with regard to cultural heritage resources:

The goal for Cultural Heritage Resources is to protect the material, cultural and built heritage of Halton for present and future generations.

Section 167 states that it is the *policy* of the *Region* to:

(3) Require that *development* proposals on adjacent *lands* to protected *Cultural Heritage Resources*:

a) study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;

b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details; and

a) c) express the *Cultural Heritage Resources* in some way, including: display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.

6.6 Town of Milton Official Plan (2026)

The Town of Milton Official Plan was adopted by Council in 1996 and consolidated most recently in February, 2026. Section 3.3.1 of the Town of Milton Official provides the following goals in regard to its heritage resources:

3.3.1.1 Work with community partners to identify *built heritage resources* including *protected heritage properties* using criteria established by provincial regulation under the *Ontario Heritage Act*;

3.3.1.2 Maintain a Municipal Heritage Register documenting all properties designated under Part IV of the *Ontario Heritage Act* and properties of cultural heritage value or interest to the town;

3.3.1.3 Make available and publish the Heritage Register on the municipal website; and

a) 3.3.1.4 Inventory and conserve *cultural heritage landscapes*, including cemeteries, and significant views.

The following subsections provide further guidance:

3.3.1.5 Protect heritage properties, which may contain *built heritage resources* or *cultural heritage landscapes*;



3.3.1.6 Discourage the demolition, destruction or inappropriate alterations to designated or listed *cultural heritage resources*;

3.3.1.7 Prohibit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property are conserved;

3.3.1.8 Require a Heritage Impact Assessment and any other information as is deemed necessary for approval under the *Ontario Heritage Act*, as a component of the *development* application, to determine the potential impacts of the proposed *development* to the property's cultural heritage value or interest and *heritage attributes* and to make recommendation to mitigate them;

3.3.1.9 Implement recommendations set out in a Heritage Conservation Plan, Archaeological Assessment, and Heritage Impact Assessment through a heritage *easement* agreement or covenant that has been approved, accepted or adopted by Council;

3.3.1.10 Encourage development proponents to protect cultural heritage resources by:

- a. Studying and considering the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;
- b. Incorporating in any reconstruction or alterations, design features that are in harmony with the area's *character* and existing buildings in mass, height, setback and architectural details; and
- c. Commemorating *cultural heritage resources* in some way, including the display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses;

3.3.1.11 Encourage, where appropriate, the adaptive reuse of a *built heritage resource* in a manner that retains the *heritage attributes* of the resource.

6.7 Town of Oakville Official Plan (2009)

The Town of Oakville's Official Plan was adopted by Council in 2009 and last updated in 2021. Section 5.1 provides the following general objectives for its cultural heritage resources:

- a) to conserve cultural heritage resources through available powers and tools and ensure that all new development and any site alteration conserve cultural heritage resources; and
- b) to encourage the development of a Town-wide culture of conservation by promoting cultural heritage initiatives as part of a comprehensive economic, environmental, and social strategy where cultural heritage resources contribute to achieving a sustainable, healthy and prosperous community.

The following sections provide further guidance.

Section 5.3.6 The Town should require a heritage impact assessment where development or redevelopment is proposed:

- a) on, adjacent to, or in the immediate vicinity of, an individually designated heritage property;
- c) within, adjacent to, or in the immediate vicinity of, a cultural heritage landscape; or
- d) on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.

5.3.13 The Town shall develop a set of criteria for determining trees of cultural heritage value.



5.5.1 All options for on-site retention of buildings and structures of cultural heritage significance shall be exhausted before resorting to relocation. Relocation of built heritage resources shall only be considered through a Cultural Heritage Impact Assessment that addresses retention and relocation.

6.8 North Oakville West Secondary Plan (2009)

The North Oakville West Secondary Plan was adopted by Council in 2009 specifically to incorporate a Secondary Plan for the lands north of Dundas St., and generally West of the Sixteen Mile Creek and the westerly limit of Lot 25, Concession I, N.D.S. into the Official Plan (Appendix D). This Secondary Plan covers a portion of the Study Area beginning at Dundas Street West and extending southeast to meet the Study Area boundary at Speers Road.

Section 8.4.14.3 provides policies regarding the integration of heritage resources:

- a) In evaluating development applications, the Town shall:
 - i. encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or
 - ii. where resources which are not designated, and are not to be conserved, request the documentation of such resources in a cultural heritage report with a detailed property history, architectural description and photographic recording.
- b) The Town may also take additional steps to recognize the heritage of North Oakville West, including:
 - i. the use of interpretative plaques and displays;
 - ii. integration of cultural heritage landscape features into public parkland or other public facilities where feasible and appropriate;
 - iii. commemorating historic persons, families and events in the naming of public buildings, streets, parks and other public places; and
 - iv. provision of incentives to encourage the retention of cultural heritage resources such as the establishment of an area of publicly owned land for their relocation.



7 DESCRIPTION OF PROPOSED IMPROVEMENT

The purpose of the Regional Road 25 MCEA study (Speers Road to Derry Road) is to examine a wide range of multi-modal transportation improvements, including widening of the roadway, cross-sectional requirements, active transportation, intersection improvements, and overall traffic operations, while considering the impact of such improvements on the social, cultural, and natural environments. A preferred strategy and approach for these improvements will be informed by the conclusions of this report, which will identify properties and cultural heritage landscapes of concern.

The Study Area consists of the ROWs, potential improvement areas, and associated 50 m buffers along the 16 km corridor on Regional Road 25 from Speers Road to Derry Road located in the historical townships of South Trafalgar and North Trafalgar, Halton County, now the Town of Oakville and Town of Milton, Regional Municipality of Halton, Ontario. The preferred design is to widen Regional Road 25 generally along the existing ROW, widening by the centreline or minor shifts to the east or west in localized areas based on constraints and the ability to minimize impacts to properties or features. The widening of Regional Road 25 is not expected to have direct impacts to any buildings on properties. Property impacts are primarily localized to frontage/driveway reconstruction, according to CIMA +.

8 IMPACT ASSESSMENT AND MITIGATION RECOMMENDATIONS

According to the *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*:

Any impact (direct or indirect, physical or aesthetic) of the proposed development or site alteration on a cultural heritage resource must be identified. The effectiveness of any proposed conservation or mitigative or avoidance measures must be evaluated on the basis of established principles, standards and guidelines for heritage conservation.

Table 2 includes an assessment of the proposed improvement against the types of potential impacts identified in *InfoSheet #5*. Any identified potential impacts should be addressed by mitigation measures, as discussed below. This section will be refined once the preferred alternative is selected.

The following types of potential impacts are outlined in *InfoSheet #5*:

- **Destruction** of any, or part of any, significant heritage attributes or features;
- **Alteration** that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- **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;
- **Land disturbances** such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource; and
- **Other** potential impacts.

For the purposes of this study, a 50 m buffer zone was established around the targeted corridor and potential improvement areas to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities.

Due to the proximity of the proposed construction activities to existing cultural heritage resources, the potential for indirect impacts from vibration has been identified. In order to prevent impacts on cultural heritage resources, a pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required.

Direct and indirect impacts were identified for various cultural heritage resources within the Study Area. For cultural heritage resources identified as being affected by direct impacts, a more comprehensive, site-specific heritage impact assessment (HIA) should be initiated prior to further planning and implementation of proposed construction activities.

Table 2: Preliminary Impact Assessment Results

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
BHT-08	1179 Bronte Road	• Destruction; • Alteration; • Obstruction; • Land Use Change; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon the character-defining elements of the identified cultural heritage resource. Land use change could occur depending on the location of the proposed road expansion. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is within the 50 m buffer identified in the Study Area and is thus within the area where the proposed road expansion from four lanes to six lanes would occur. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the identified cultural heritage resource are identified during the detailed design phase, a property specific HIA should be initiated prior to further planning and implementation of proposed construction activities. Further, it is recommended that the tree and its root system remain as undisturbed as possible in its location and siting. Any necessary artificial reinforcement of the boulevard that the cultural heritage resource is located within should not detract from the resource or inhibit views including those from the flow of traffic northwest to southeast and vice versa.
BRT-12	Bronte Creek Provincial Park	• Land Disturbance; and • Other.	The proposed work will not destroy, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. Land disturbances resulting from the infrastructure related to the proposed expansion of Regional Road 25 may result in potential encroachment upon the parts of the cultural heritage resource within the 50 m buffer zone that has been established in the Study Area. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. No land use change is expected. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential to impact trees, landscapes, etc. and site plan controls by a qualified professional are recommended. If direct impacts to identified cultural heritage resources are identified during the detailed design phase, a property specific HIA should be initiated prior to further planning and implementation of proposed construction activities.
TMC-01	Bronte Creek (Twelve Mile Creek)	• Land Disturbance; and • Other.	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. No land use change is anticipated. A portion of this cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential alteration of the course of Bronte Creek within the 50 m buffer zone. Land disturbances may impact existing banks of the creek and alter the drainage patterns into Bronte Creek. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. If direct impacts to the cultural heritage resources are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities. Further, it is recommended that creek's watercourse remain as uninhibited as possible particularly in the free-flowing, natural portions of the creek. Any necessary artificial channeling should be sympathetic with the rural character of the area (i.e., naturalized, or vegetated embankments). Site plan controls by a qualified professional are recommended.

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
HWB-01	QEW Bridge	• Alterations; • Land Disturbance; and • Other.	The proposed work will not destroy, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource which is the 1936 section of the QEW Bridge. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. No land use change is anticipated. A section of the historic QEW Bridge appears to be within or at the 50 m buffer which may lead to the potential for alterations to this bridge as part of the proposed road expansion from four lanes to six lanes. A more recent overpass crosses Bronte Road; however, this structure has not been identified as a potential cultural heritage resource. This latter bridge was not identified as having cultural heritage interest or potential. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the identified cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
HFC-01	Holy Family Catholic Cemetery	• Land Disturbance; and • Other.	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. Most of the property in which the cultural heritage resource is contained is outside of the 50 m buffer area; however, the northeast corner of the property is within this buffer. Infrastructure related to the proposed expansion of Regional Road 25 may result in the land disturbances of the property if expansion occurs along the south/west part of Regional Road at and around the intersection of Lower Base Line. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource is identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
SMP-01	Sixteen Mile Creek North and West Parks	• Alterations; • Land Disturbance; and • Other.	The proposed work will not destroy, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential alteration of the course of Sixteen Mile Creek within the 50 m buffer zone that has been established in the Study Area. No land use change is expected. Land disturbances may impact existing banks of the creek and alter the drainage patterns into Sixteen Mile Creek. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. If direct impacts to the cultural heritage resources are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities. Further, it is recommended that creek's watercourse remain as uninhibited as possible particularly in the free-flowing, natural portions of the creek. Any necessary artificial channeling should be sympathetic with the rural character of the area (i.e., naturalized, or vegetated embankments).

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
SMC-01	Sixteen Mile Creek	• Alterations; • Land Disturbance; and • Other.	The proposed work will not destroy, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential alteration of the course of Sixteen Mile Creek within the 50 m buffer zone that has been established in the Study Area. No land use change is expected. Land disturbances may impact existing banks of the creek and alter the drainage patterns into Sixteen Mile Creek. The potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. If direct impacts to identified cultural heritage resources are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities. Further, it is recommended that creek's watercourse remain as uninhibited as possible particularly in the free-flowing, natural portions of the creek. Any necessary artificial channeling should be sympathetic with the rural character of the area (i.e., naturalized, or vegetated embankments).
RRD-28	8240 Britannia Road	• N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
BRT-27	750 Bronte Road	• Destruction; • Alteration; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the destruction or alteration of this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
BRT-20	1242 Bronte Road	• Destruction; • Alteration; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the destruction or alteration of this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
BRT-17	1326 Bronte Road	• Destruction; • Alteration; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential destruction or alteration of this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource is identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
BUR-02	3029 Burnhamthorpe Road West	• N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
OBR-02	2478 Old Bronte Road	• Land Disturbance; and • Other.	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. The property that the cultural heritage resource is located on is within 50 m of the Study Area; however, the cultural heritage resource is located outside this buffer. Infrastructure related to the proposed expansion of Regional Road 25 may result in the land disturbances of the property if expansion occurs along the east/northeast part of Bronte Road at and around the intersection of Dundas Street West. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource is identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
RRD-09	3259 Regional Road 25	• Destruction; • Alteration; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential to destroy or alter this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource is identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
RRD-17	5075 Regional Road 25	• Destruction; • Alteration; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. Part of this cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential to destroy or alter this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource is identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
RRD-19	5237 Regional Road 25	• N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
RRD-23	5507 Regional Road 25	• Destruction; • Alteration; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential to destroy or alter this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
RRD-46	5576 Regional Road 25	• N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
RRD-43	5694 Regional Road 25	• N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
RRD-29	6035 Regional Road 25	• Destruction; • Alteration; • Obstruction; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential to destroy or alter this cultural heritage resource, especially if road expansion occurs on the north/east side of Regional Road 25 at and around Britannia Road. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
RRD-30	6317 Regional Road 25	• Destruction; • Alteration; • Obstruction; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon or isolate the character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource, a cemetery, is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential destruction or alteration of this cultural heritage resource, especially if expansion occurs along the north/east side of Regional Road 25. Obstruction of significant views or vistas within and of built and natural features of the cultural heritage resource may occur if pedestrian walkways on the north and south sides of Regional Road 25 are altered or removed. Road expansion has the potential to cause safety concerns regarding access to the cultural heritage resources on this property. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
RRD-31	6321 Regional Road 25	• Destruction; • Alteration; • Obstruction; • Land Disturbance; and • Other.	The proposed work will not cast shadows upon or isolate character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential destruction or alteration of this cultural heritage resource, especially if expansion occurs along the northeast side of Regional Road 25. Obstruction of significant views or vistas within and of built and natural features of the cultural heritage resource may occur if pedestrian walkways on the north and south sides of Regional Road 25 are altered or removed. Road expansion has the potential to cause safety concerns regarding access to the cultural heritage resources on this property. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource is identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.

Location (Study Number)	Street Address	Type and Description of Potential/Anticipated Impacts	Rationale and Mitigation Recommendations
RRD-32	6430 Regional Road 25	N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
RRD-35	6529 Regional Road 25	N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
RRD-37	6649 Regional Road 25	- Destruction; - Alteration; - Land Disturbance; and - Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the potential destruction or alteration of this cultural heritage resource, especially if expansion occurs along the north/east side of Regional Road 25. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
RRD-39	6712 Regional Road 25	N/A	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. A 50 m buffer zone has been established to identify cultural heritage resources that may experience direct or indirect impacts as a result of close proximity to construction activities; this property's potential heritage components do not fall within that area. No mitigation is required.
SPR-02	2485 Speers Road	- Destruction; - Alteration; - Land Disturbance; and - Other.	The proposed work will not cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified cultural heritage resource. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. This cultural heritage resource is located within 50 m of the Study Area. Infrastructure related to the proposed expansion of Regional Road 25 may result in the destruction or alteration of this cultural heritage resource. Land disturbances may impact the existing structure and the property. A pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.



9 CONCLUSION

The cultural heritage screening completed for this CHAR determined that of the 389 properties identified in the Study Area, 90 were found to have existing heritage resources or the potential for heritage resources. Eight additional confirmed or potential subjects of heritage interest were identified, including an oak tree that is attributed to 1179 Bronte Road, Oakville and designated under Part IV of the *OHA*. Accordingly, a total of 98 known and potential cultural heritage resources were reviewed as a result of the initial heritage screening. Of the 98 resources reviewed, 27 were found to have potential or confirmed CHVI based on the preliminary application of *OHA* O.Reg. 9/06 criteria. During fieldwork, it was also found that the potential heritage structures of 10 of the properties that had been initially screened as having potential CHVI based on those structures were no longer present.

Of the 90 properties and eight confirmed or potential subjects of heritage interest reviewed, 27 were found to have potential or confirmed CHVI based on the application of *OHA* O.Reg. 9/06 criteria, including one natural heritage feature. The conclusions of the HIA portion of this report are twofold:

1. That the proposed works in the Study Area have the potential to cause direct impacts to the heritage value of 14 identified heritage resources and indirect impacts to the heritage value of five identified heritage resources (see Appendix D for maps). These cultural heritage resources are located within 50 m of the Study Area. Accordingly, a pre-construction vibration monitoring assessment by a qualified professional is recommended for 15 properties and subjects of heritage interest in order to determine if vibration monitoring or site plan controls are required; and site plan controls are recommended for one subject of heritage interest, Bronte Creek Provincial Park.
2. It is recommended that the watercourses of Bronte Creek (Twelve Mile Creek) and Sixteen Mile Creek remain as uninhibited as possible and avoid impacts to the free-flowing, natural portions of these creeks. Any necessary artificial channeling should be sympathetic with the rural character of the area (i.e., naturalized, or vegetated embankments) when possible.

If direct impacts to identified cultural heritage resources are identified during the detailed design phase, more comprehensive, site-specific HIAs should be initiated prior to further planning and implementation of proposed construction activities.⁵⁴

⁵⁴ These may be considered independently under a combined HIA for the entire project.



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