

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

James Snow Parkway – North Halton Coordinated Municipal Class Environmental Assessment

Halton Region, Ontario

Final Report

Prepared for:

HDR

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Executive Summary

Archaeological Services Inc. was contracted by HDR on behalf of Halton Region to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the James Snow Parkway – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.). The M.C.E.A. involves the review of improvements to James Snow Parkway from Britannia Road to Highway 401 in Halton Region.

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

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

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

The studies will be carried out in accordance with Schedule 'C' of the MCEA (October 2000, as amended 2007, 2011, 2015, and 2023), which is an approved process under the Ontario Environmental Assessment Act. This Cultural Heritage Report focuses on James Snow Parkway from Britannia Road to Highway 401 in the Town of Milton.

The purpose of this Cultural Heritage Report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify



existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report is being prepared concurrently with two additional cultural heritage reports for Steeles Avenue and Regional Road 25 in Halton Region as part of the North Halton Coordinated M.C.E.A.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are no known built heritage resources (B.H.R.) or cultural heritage landscapes (C.H.L.) in the study area. No additional B.H.R.s and C.H.L.s were identified during background research and field review.

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

1. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential B.H.R.s and C.H.L.s.
2. The report should be submitted to Halton Region, the Town of Milton, and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to Halton Region for their records.



Report Accessibility Features

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



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Qualified Persons Involved in the Project

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

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

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



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



Glossary

Built Heritage Resource (B.H.R.)

Definition: "...a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)

Definition: "...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).



Impact

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource.

Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism Culture and Sport, 2006b). Indirect impacts also include potential vibration impacts. (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation

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

Potential Built Heritage Resource or Cultural Heritage Landscape

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

Significant

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



While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

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



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1.0 Introduction

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

Halton Region's Transportation Master Plan – The Road to Change (2011) identified the need for additional capacity in North Halton to improve network connectivity and address forecasted travel demand to 2031. Halton Region is undertaking an M.C.E.A. Study to consider a range of options for corridor improvements on:

- James Snow Parkway from Britannia Road to Highway 401 (Town of Milton);
- Steeles Avenue from Regional Road 25 to Trafalgar Road (Town of Milton/Town of Halton Hills);
- Regional Road 25 from 5 Side Road to 10 Side Road (Town of Halton Hills).

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

The study is being completed in accordance with Schedule 'C' of the M.C.E.A. (October 2000, amended in 2007, 2011, 2015 & 2023), as approved under the Ontario Environmental Assessment Act. A wide range of multi-modal transportation improvements will be considered for the corridors including roadway widening, cross-sectional requirements, active transportation, transit supportive infrastructure, intersection improvements, over-all traffic operations,



as well as the impact of such improvements on the social, cultural, and natural environments. This project involves the review of potential improvements to James Snow Parkway from Britannia Road to Highway 401 in the Town of Milton. This Cultural Heritage Report focuses on James Snow Parkway from Britannia Road to Highway 401 in the Town of Milton.

The purpose of this Cultural Heritage Report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report is being prepared concurrently with two additional cultural heritage reports for Steeles Avenue and Regional Road 25 in Halton Region as part of the North Halton Coordinated M.C.E.A.

1.1 Project Overview

The James Snow Parkway – North Halton Coordinated M.C.E.A. involves the review of widening James Snow Parkway from Britannia Road to Highway 401 in Halton Region.

1.2 Description of Study Area

This Cultural Heritage Report will focus on the project study area with an additional 50 metre buffer (Figure 1). This project study area has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the Town of Milton in Halton Region.



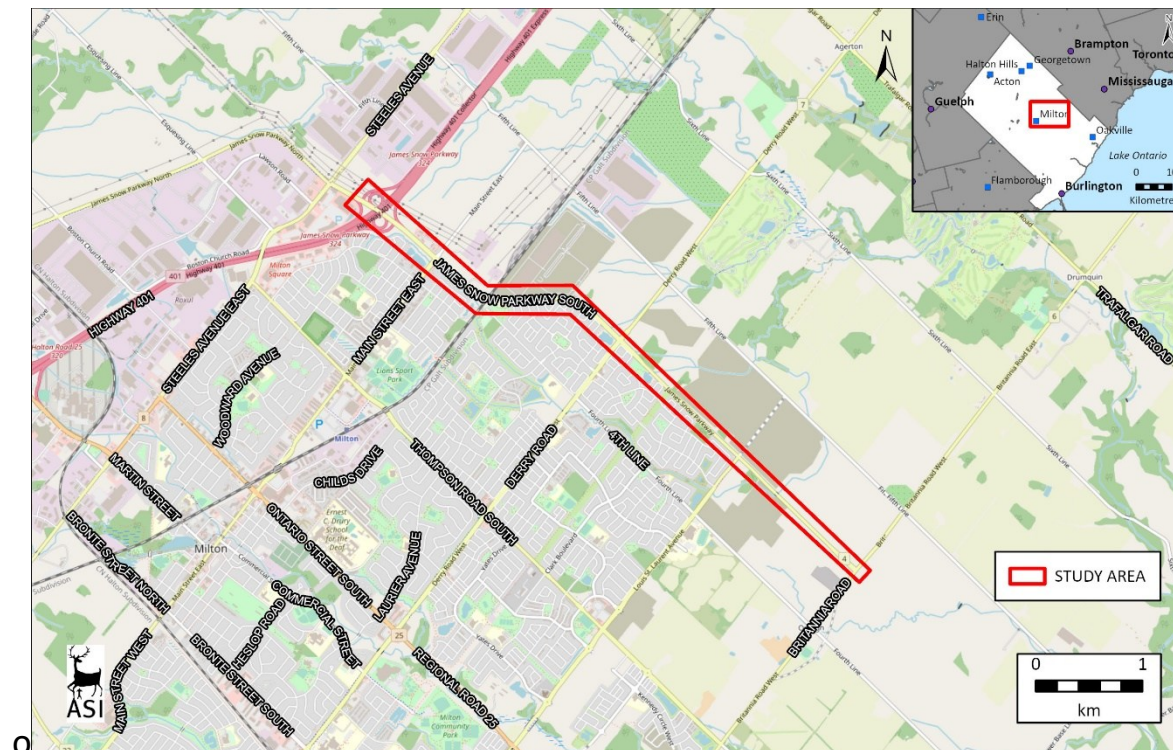


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

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

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2021], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use



planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

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



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

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

2.2 Municipal/Regional Heritage Policies

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

- *Town of Milton Official Plan* (Town of Milton, 2008);
- *Milton 401 Industrial/Business Park Secondary Plan* (Town of Milton, 2008);
- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Government of Ontario, 2020).

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport, 2016). The objective of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes located within areas anticipated to be directly or indirectly impacted by the proposed project.



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

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

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

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



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

2.4 Background Information Review

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

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 1 May 2023, include:

- *The Town of Milton's Heritage List* (Town of Milton, 2019);
- *The Town of Milton Designated Heritage Properties Register* (Town of Milton, 2022);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2018);



- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

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

- Stage 1 Archaeological Assessment (Background Study and Property Inspection) Britannia Road Transportation Corridor Improvements Tremaine Road to Highway 407 Class Environmental Assessment Study, Town of Milton, Regional Municipality of Halton, Ontario (ASI, 2012);
- Stage 1 Archaeological Assessment of Boyne Survey Secondary Plan, Part of Lots 6-9, Concession 7, Geographic Township of Nelson, Lots 6 and 7, Part of Lot 8, Concessions 1-5 Geographic Township of Trafalgar North, Town of Milton, Regional Municipality of Halton (ASI, 2009);



- Stage 1 Archaeological Assessment of the Industrial Business Park Phase 2 Secondary Plan, Town of Milton, Regional Municipality of Halton, Ontario (Archaeological Services Inc., 2007);
- Stage 1 and 2 Archaeological Assessment of Proposed Subdivision 24T-99005/M Part of Lot 11, Concession 5, Geographic Township of Trafalgar, Now the Town of Milton, Regional Municipality of Halton, Ontario (ASI, 2000a); and
- Stage 1-2 Archaeological Assessment Kunica Property Part of Lots 8-9, Concession 5 (Geographic Township of Trafalgar) Now the Town of Milton Regional Municipality of Halton Ontario (ASI, 2000b).

2.4.3 Information Gathering

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

- Anthony Wong, Senior Planner, Town of Milton (email communication 17 May 2023). Email was sent to confirm that no heritage resources were missed and to inquire about any additional cultural heritage concerns within the study area. No response was received at the time of report submission.
- The Ministry (email communication 23 May 2023). Email correspondence confirmed that there are no properties designated by the Minister and no known Provincial Heritage Properties within the study area.
- The Ontario Heritage Trust (email communications 19 May 2023). A response indicated that there are no conservation easements or Trust-owned properties within the study area.
- Near project start-up (email communication 14 April 2023), A.S.I. made a request to the proponent that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential built heritage resources or cultural heritage landscapes



that are of interest to the respective communities. No feedback was received by the time of report submission.

2.4.4 Community Engagement

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

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

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism Culture and Sport, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.



Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metres of resources on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the Ministry (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts to identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has



largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

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

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

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



3.0 Summary of Historical Development Within the Study Area

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

3.1 Physiography

The Study Area is located within the Peel Plain physiographic region of southern Ontario (Chapman & Putnam, 1984). The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario.

The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. (Chapman & Putnam, 1984).

Once settlement began in the region, the fertile clay lands were cleared swiftly and the region became known for supplying wheat to the City of Toronto and for export to the United States. Later, the area was used for a mixture of crop and livestock farming with many dairy farms. Though the region is now heavily developed, as of the 1980s, approximately a third of the land was still being used for farmland (Chapman & Putnam, 1984).



3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).¹ During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and graters are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more

¹ While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The Study Area is within Treaty 13a, signed on August 2, 1805, by the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a one-mile strip of land on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake



Purchase between the Mississaugas of the Credit and the Crown (Mississauga of the New Credit First Nation, 2001; Mississaugas of the Credit First Nation, 2017).

3.3 Historical Euro-Canadian Township Survey and Settlement

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

Historically, the study area is located in parts of Lots 6-15, Concession 5 and Lots 13-15, Concession 3 in the former Township of Trafalgar, County of Halton.

3.3.1 Township of Trafalgar

While other lands in the “Golden Horseshoe” at the western end of Lake Ontario were acquired by the British government for settlement by the United Empire Loyalist refugees during the 1780’s, Halton County (including Trafalgar Township) remained in the hands of the Mississauga Nation until August 1805, when the lands were acquired under the terms of the Mississauga Purchase (Armstrong, 1985). D’Arcy Boulton in 1805 (Boulton, 1805) noted that “the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues [sic].” The concessions lying on both sides of Dundas Street were formally surveyed in 1806 and are known as the Old Survey. Additional lands purchased from the Mississauga Nation in 1818 extended the boundaries of



Trafalgar Township, and this portion of the Township became known as the New Survey.

Dundas Street, the baseline survey road in Trafalgar Township, had been surveyed in 1793 as a military road connecting Lake Ontario, Lake Erie, Lake St. Clair, and Lake Huron, as well as a road to aid Loyalist settlement and deter expansionist claims in Upper Canada. After the two concessions south of Dundas St. were opened up, two new east-west concession line access roads, the Upper Middle Road and the Lower Middle Road, were surveyed. These early east-west roads were later complemented in 1832 by the Lakeshore Road which was constructed nearby parallel to an Indigenous pathway skirting Lake Ontario. The concession roads of the 1806 survey and the line roads running perpendicular blocked out the township in areas a mile and quarter square with five 200-acre lots to a square. Between every five lots ran a line road (Mathews, 1953).

Trafalgar was simply known as Township Number 2 when it was first surveyed by Samuel S. Wilmot, and was subsequently renamed Alexander Township in honour of Alexander Grant who was President and Administrator of the Province of Upper Canada (Mathews, 1953). Shortly thereafter, when news reached Upper Canada of Lord Nelson's victorious sea battle off the coast of Spain, the names of two townships in the county were changed to Nelson and Trafalgar.

The New Survey of Trafalgar was undertaken by Richard Bristol between April and June 1819. His Survey Diaries and Notes are still extant on microfilm, and we learn from it that the survey of the township proceeded westward from Concession 11 along the Peel County line towards Milton. The crew encountered wet snow "nearly an inch deep" on May 17th, and by May 22 Bristol noted "the musketoes beginning their hostilities against us." On June 6, while in the vicinity of Concessions 1 and 2, the crew was inundated by a thunderstorm: "we necessiated [sic] to grin and bear it...no sleep this night for us," and a few days later "mosquitoes rather too many for us." The survey of Concession 2 was completed between June 5-7, 1819, and Bristol dismissed his men on June 10,



1819. Bristol noted that the timber was primarily elm, beech, maple, white oak, “black ash” and pine.

Trafalgar Township originally formed part of the West Riding of York in the Home District and following 1816, it became part of the Gore District with Hamilton as the administrative District seat. Although the old Districts of Upper Canada were abolished by legislation in May 1849, the area which was to subsequently become Halton remained part of the United Counties of Wentworth and Hamilton until it was finally separated and elevated to independent County status by an act of legislature in June 1853.

Smith (Smith, 1850) noted that the settlement of Trafalgar commenced about 1807, and the price for wild land at the time was valued at 7/6- per acre. By 1817, the population had increased to 548, and the township contained one grist mill and four sawmills. The value of land had increased to 22 shillings per acre. In 1846, the township was described as “well settled... containing numerous well cleared and cultivated farms, most which have good orchards” (Smith, 1846). By 1850, the population had increased to 4,513, and the township contained three grist and nineteen saw mills (Smith, 1850). The timber cover in the township was described as “principally hardwood with a little pine intermixed” (Smith, 1850).

The earliest families to settle within the township included those of Sovereign, Proudfoot, Katting, Freeman, Post, Biggar, Mulholland, Kenney, Chalmer, Albertson, Chisholms, Sproat, Brown, and Hagar.

3.3.2 Credit Valley Railway

The Credit Valley Railway was constructed between 1877 and 1879 to improve trade opportunities in Southern Ontario (Town of Caledon, 2009). The project was backed by George Laidlaw and was intended to connect Toronto with Orangeville via Streetsville. Construction began in 1874 and over subsequent years several branches were added to the proposed line. The first section of track from Parkdale (Toronto) to Milton was opened in 1877. In 1873, survey work was completed, and track was first laid in 1876. Construction on the railway reached



the Forks of the Credit by 1879 with a station at the northern end of the longest curved timber trestle bridge of the time, which spanned 1,146 feet through the river valley at a height of 85 feet (Town of Caledon, 2009). The line was completed in 1881 but nearly bankrupted the company. It was established in direct competition with the Toronto, Grey and Bruce Railway in the hopes of stimulating trade and economic opportunities in the outlying areas. In 1883, the line was taken over by the Canadian Pacific Railway (Heritage Mississauga, 2009; Town of Caledon, 2009).

3.4 Review of Historical Mapping

The 1858 Tremaine's *Map of the County of Halton* (Tremaine, 1858) and the 1877 *Illustrated Historical Atlas of the County of Halton* (Pope, 1877) were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3). Historically, the study area is located in parts of Lots 6-15, Concession 5 and Lots 13-15, Concession 3 in the Township of Trafalgar, County of Halton.

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

The 1858 Tremaine's *Map of the County of Halton* shows the study area to be within a rural agricultural context, east of the Town of Milton. James Snow Parkway north of the present-day Canadian Pacific Railway (C.P.R.) line, Derry



Road, and Britannia Road are historically surveyed roads that follow their present alignments. James Snow Parkway is not depicted south of the C.P.R. line. No structures are depicted within the study area. A small, unlabeled waterway passes through the south end of the study area in a generally north-south direction (Tremaine, 1858).

The 1877 *Map of the County of Halton* shows very little development within the study area which continues within a rural agricultural context. The Credit Valley Railway is depicted in this mapping crossing the study area following the alignment of the present-day C.P.R. Line. A structure and two orchards are shown within the study area on the land of Thomas Paterson, just south of the Credit Valley Railway line. A second structure is just outside the northern boundary of the study area on the north side of Derry Road (Pope, 1877).

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

Early twentieth century mapping shows very little change to the study area and surrounding area which is depicted within a continued rural agricultural context. In the 1909 topographic map, Main Street East, James Snow Parkway north of the rail line, Derry Road, and Britannia Road are depicted as surveyed, unmetalled roads. The only structure in the study area is labeled as the Beatty Train Station on the west side of James Snow Parkway. The rail line is labelled in this mapping as the Canadian Pacific Railway. A small waterway crosses the study area near the northern boundary. A bridge is depicted on the roadway but no material is indicated (Department of Militia and Defence, 1909). The 1938 topographic map shows minimal development to the study area. Derry Road and Britannia Road are depicted as improved roads under 18 feet wide. Telephone/telegraph lines are indicated on the east side of James Snow Parkway (north of the railway) and on the north side of Derry Road. A hydro line runs along the south side of Britannia Road (Department of Militia and Defence,



1938). Very little detail is discernible in the 1954 aerial photograph, however it is clear that the study area continues to be within a rural context with active agricultural fields (Figure 6).

Topographic mapping from the 1970s shows Highway 401 crossing the north end of the study area. It is depicted as a hard surface, all weather road with more than 2 lanes. James Snow Parkway does not cross the highway and ends in a loop on both sides. Main Street East continues east of James Snow Parkway in this mapping. Main Street East and James Snow Parkway are loose or stabilized surface, all weather roads with less than two lanes and Britannia Road is a hard surface, all weather road with two lanes. No structures are depicted in the study area and Beatty train station is no longer indicated (Figure 7).

The 1994 topographic map shows some development at the north end of the study area, but very little change toward the south. The study area continues to be in a generally rural agricultural context. This mapping shows a partial cloverleaf interchange at James Snow Parkway and Highway 401 which is now depicted as a dual highway (also known as a divided highway). An airfield is directly to the north of this interchange and several transmission lines pass between the interchange and the airfield. James Snow Parkway south of Main Street East is a loose or stabilized surface all weather road. James Snow Parkway north of Main Street East, Derry Road, and Britannia Road are all hard surface roads of two lanes or more. There is one structure in the study area on the south side of Derry Road and a racecourse is depicted just west of the study area, north of Derry Road (Figure 8).



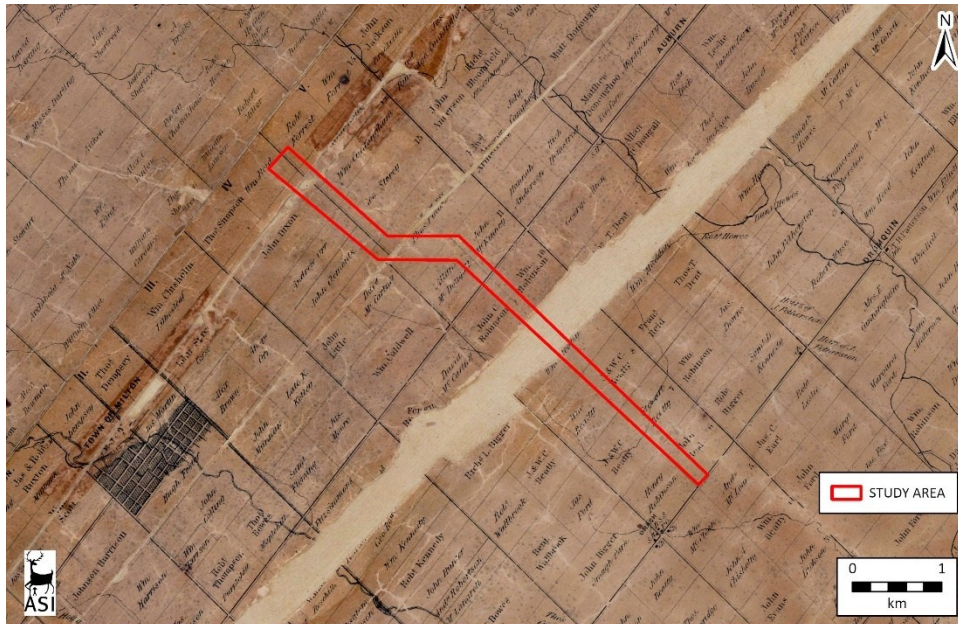


Figure 2: The study area overlaid on the 1858 Tremain's Map of the County of Halton (Base map: Tremain, 1858).

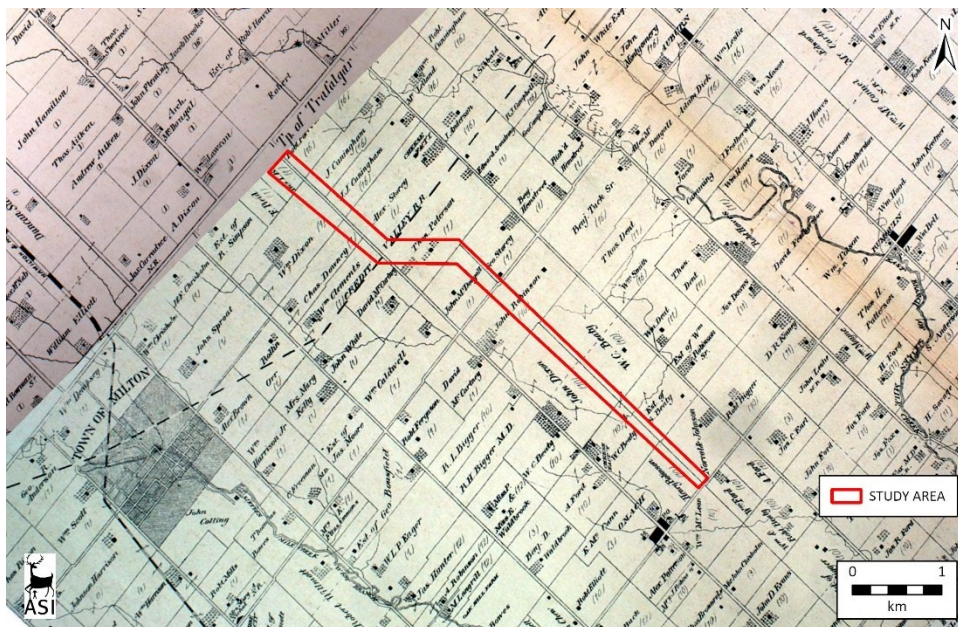


Figure 3: The study area overlaid on the 1877 Historical Atlas of the County of Halton (Base map: Pope, 1877a).

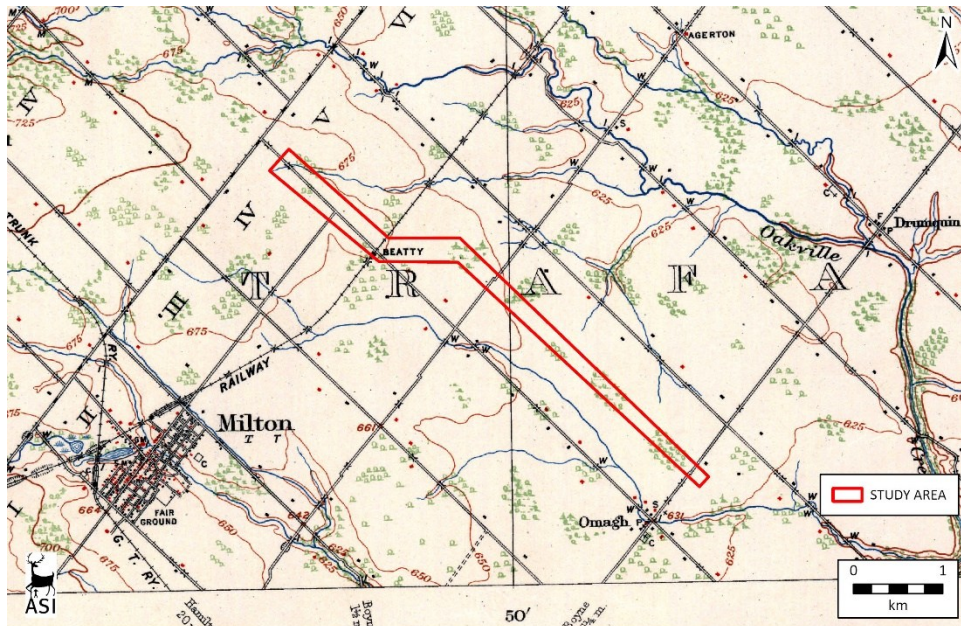


Figure 4: The study area overlaid on the 1909 topographic map of Brampton (Base map: Department of Militia and Defence, 1909).

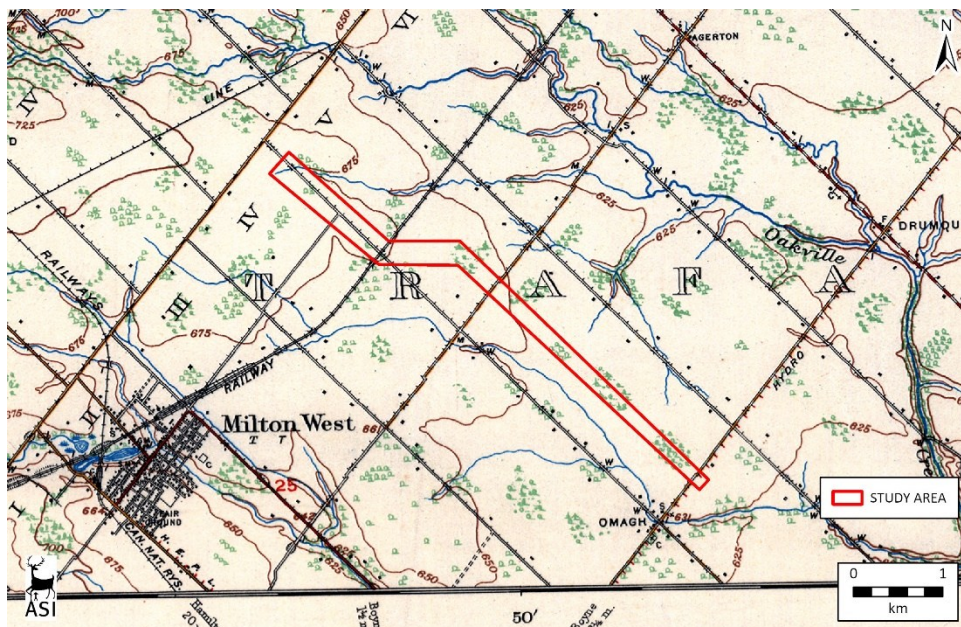
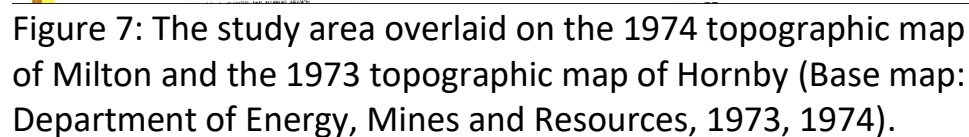
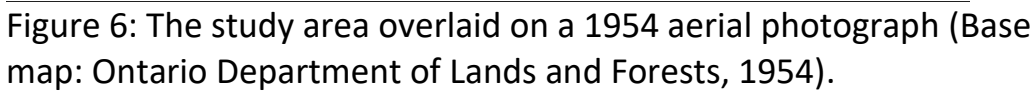


Figure 5: The study area overlaid on the 1938 topographic map of Brampton (Base map: Department of Militia and Defence, 1938).



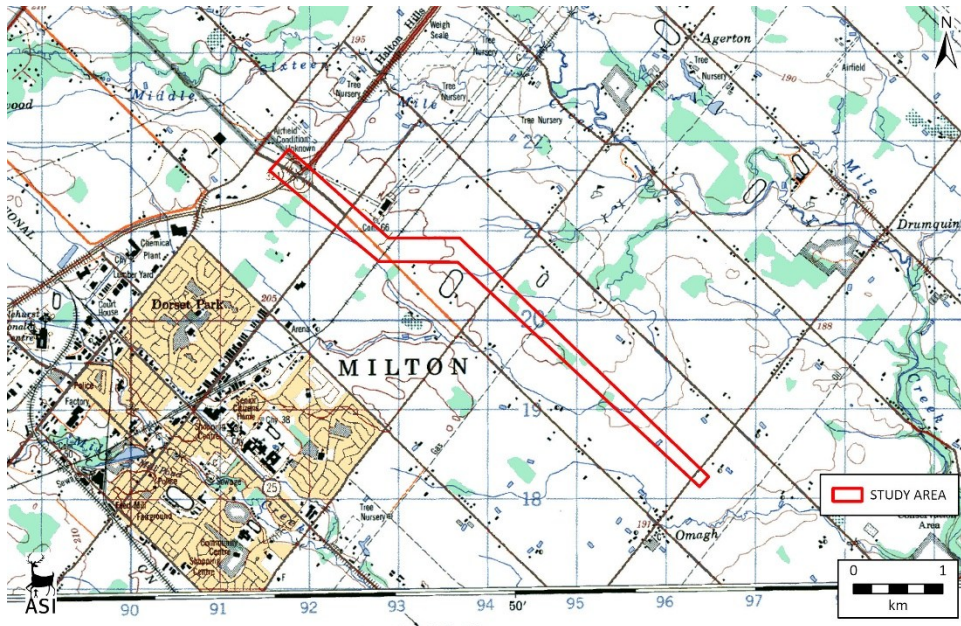


Figure 8: The study area overlaid on the 1994 topographic map of Brantford (Base map: Department of Energy, Mines and Resources, 1994).

4.0 Existing Conditions

A field review of the study area was undertaken by Leora Bebko of Archaeological Services Inc., on 16 May 2023 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 14.

4.1 Description of Field Review

The study area for the James Snow Parkway – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.) includes James Snow Parkway from Britannia Road to Highway 401. James Snow Parkway follows a generally southeast-northwest alignment in the study area.

The intersection of James Snow Parkway and Britannia Road was under construction at the time of field review. It is a T-intersection controlled by temporary stop lights in a rural agricultural context. Britannia Road is a two-lane paved roadway with gravel shoulders and turning lanes at the intersection.



James Snow Parkway is a four-lane roadway with curbs and a median dividing the north and southbound lanes. There are streetlights on both sides of the roadway (Plate 1).

North of the intersection with Britannia Road, James Snow Parkway narrows to two lanes with a gravel shoulder on the east side. A hydro line runs along the west side of the roadway. From Britannia Road to Louis Saint Laurent Avenue, James Snow Parkway is within a generally rural context with agricultural fields on both sides (Plate 2).

The intersection of James Snow Parkway and Louis Saint Laurent Avenue is a T-intersection controlled by stoplights. Just south of the intersection, James Snow Parkway widens to four lanes (Plate 3). North of Louis Saint Laurent Avenue, on the west side of James Snow Parkway to Clark Boulevard is the rear of a suburban housing development. The residences' backyards are obscured from view by a tall wooden fence and a line of shrubbery. On the east side of the road, a large business park was under construction at the time of field review. There is a sidewalk on the west side which is set back from the roadway by a boulevard with hydro lines and streetlights (Plate 4). The intersection of James Snow Parkway and Clark Boulevard is a four-way intersection, however, Clark Boulevard east of James Snow Parkway was still under construction at the time of field review. The intersection is controlled by stoplights and there are crosswalks on all four sides (Plate 5).

North of Clark Boulevard to Derry Road, the west side of James Snow Parkway continues to be occupied by the rear of a housing development which contains a wooded park that backs onto the Roadway. The fencing at the rear of the development ends just north of the intersection. Beyond this the development is separated from the roadway by a sidewalk with a boulevard and a line of trees and vegetation. South of the intersection with Derry Road, a stone retaining wall topped by a fence runs along the west side of the sidewalk. The east side of this portion of James Snow parkway has gravel shoulders and is bound by woodlots and agricultural fields (Plate 6). At the intersection with Derry Road, James Snow



Parkway widens to accommodate a left and right turn lane in the north and southbound lanes. A median divides the north and southbound lanes. Derry Road is also a four-lane road with left and right turning lanes and medians. The intersection is controlled by stoplights (Plate 7).

James Snow Parkway north of Derry Road is divided by a grassy median with streetlights. The west side of the street continues to be occupied by a suburban housing development with a park at the intersection with Derry Road. This side of the street has a sidewalk with a boulevard. The east side of the street (north of the intersection) has hydro lines and agricultural fields. North of Waldie Avenue the road curves to the west and a large business park on the east side was still under construction at the time of field review (Plate 8). The business park extends along the side of the road to just north of the intersection with Trudeau Drive/Reading Road. At the intersection, James Snow Parkway widens to accommodate left turning lanes and a centre median in both directions (Plate 9).

The roadway continues to angle west with a residential subdivision on the west side and empty grassed lots. Approximately 380 metres west of the intersection with Trudeau Drive/Reading Road, James Snow Parkway passes under the Canadian Pacific Rail line and begins to once again angle northwest (Plate 10). From the rail line to the intersection with Main Street East, the west side of the street continues to be occupied by a suburban housing development with a mid-rise apartment complex near the intersection with Main Street East. The apartment complex and development are separated from the roadway by a long narrow pond and vegetation. There is also a sidewalk with a boulevard. On the east side of the street is a grassy lot with trees, two transformer stations, and high-voltage transmission lines (Plate 11).

At the intersection with Main Street East, James Snow Parkway widens to accommodate left turning lanes and a centre median in both directions. Main Street East is also a four-lane road with turning lanes and a centre median. The intersection is controlled by stoplights. North of the intersection, on the west



side is an empty lot and on the east side is a gas station and commercial plaza with parking (Plate 12).

North of the intersection with Main Street West, there is a sidewalk with a boulevard on the east side that terminates at the entrance to the commercial plaza. On the west side there is a sidewalk that directly abuts the roadway which terminates approximately 135 metres north of the intersection (Plate 13). North of the commercial plaza, there is a partial cloverleaf interchange where James Snow Parkway meets Highway 401. The main roadway is carried over the highway by an overpass (Plate 14).



Plate 1: The intersection of James snow Parkway and Britannia Avenue, looking southeast (A.S.I., 2023).



Plate 2: James Snow Parkway, looking northwest from the intersection with Britannia Road (A.S.I., 2023).



Plate 3: James Snow Parkway, looking northwest toward the intersection with Louis Saint Laurent Avenue (Google Earth, 2021).



Plate 4: James Snow Parkway, looking southeast from the intersection with Clark Boulevard (A.S.I., 2023).



Plate 5: The intersection of James Snow Parkway, and Clark Boulevard, looking northwest (A.S.I., 2023).



Plate 6: James Snow Parkway, looking southeast from the intersection with Derry Road (A.S.I., 2023).



Plate 7: The intersection of James Snow Parkway, and Derry Road, looking northwest (A.S.I., 2023).



Plate 8: James Snow Parkway, looking northwest from Derry Road (A.S.I., 2023).



Plate 9: The intersection of Trudeau Drive/Reading Road and James Snow Parkway, looking east (A.S.I., 2023).



Plate 10: James Snow Parkway, looking west from Trudeau Drive/Reading Road. The rail underpass is visible in the distance (A.S.I., 2023).



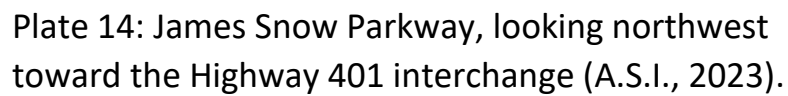
Plate 11: James Snow Parkway, looking southwest from Main Street East (A.S.I., 2023).

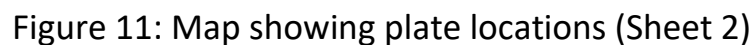
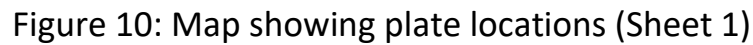


Plate 12: The intersection of James Snow Parkway and Main Street East, looking northwest (A.S.I., 2023).



Plate 13: James Snow Parkway, looking southeast toward the intersection with Main Street East (A.S.I., 2023).







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

Based on the results of the background research and field review, no known built heritage resources (B.H.R.) or cultural heritage landscapes (C.H.L.) were identified in the study area. No additional B.H.R.s and C.H.L.s were identified during background research and field review.

5.0 Preliminary Impact Assessment

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



5.1 Description of Proposed Undertaking

The proposed undertaking for the James Snow Parkway – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.) study area involves the review of widening James Snow Parkway from Britannia Road to Highway 401 in Halton Region.

5.2 Analysis of Potential Impacts

As no built heritage resources (B.H.R.) or cultural heritage landscapes (C.H.L.) were identified within the James Snow Parkway – North Halton Coordinated M.C.E.A. study area, there are no potential impacts that require analysis or mitigation.

6.0 Results and Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are no known built heritage resources (B.H.R.s) and no known cultural heritage landscapes (C.H.L.s) in the James Snow Parkway – North Halton Coordinated Municipal Class Environmental Assessment (M.C.E.A.) study area. No additional potential B.H.R.s or C.H.L.s were identified during the background information review and fieldwork.

6.1 Key Findings

- No known or potential B.H.R.s or C.H.L.s were identified within the study area.
- No significant impacts are anticipated as a result of the proposed undertaking.



6.2 Recommendations

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

1. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential B.H.R.s and C.H.L.s.
2. The report should be submitted to Halton Region, the Town of Milton, and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to Halton Region for their records.



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