

5. CULTURAL ENVIRONMENT

5.1 CULTURAL HERITAGE – BUILT HERITAGE AND CULTURAL LANDSCAPES

5.1.1 Background: Regulatory Framework

This cultural heritage assessment considers cultural heritage resources pursuant to the *Canadian Environmental Assessment Act*, Ontario's *Environmental Assessment Act*, Ontario's *Heritage Act*, the *Planning Act* and the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007). This assessment addresses Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) more than 40-years old.

In accordance with the policies of both Canada and Ontario, BHRs and CHLs are considered to be aspects of the environment, the effects on which must be evaluated in fulfillment of the requirements of the *Canadian Environmental Assessment Act* and the Ontario *Environmental Assessment Act*. The Government of Ontario has also recognized the importance of conserving Ontario's BHRs and CHLs in the *Heritage Act*, the *Planning Act*, the Provincial Policy Statement (2014) pursuant to the *Planning Act*, and other documents. Also, all municipalities throughout the GTA West corridor have officially recognized the desire to properly manage these resources, and to ensure that cultural resource concerns are addressed during the planning stages of development projects, and have compiled Heritage Registries listing significant cultural resources.

5.1.2 MTO – Environmental Guide for Built Heritage and Cultural Heritage Landscapes

The *Ontario Heritage Act*, as amended in 2006 is the provincial statute governing Cultural Heritage. In addition, the Ministry of Tourism, Culture and Sport (MTCS) and MTO have prepared the following guidelines to provide policy direction:

- Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (MCL, October 1992);
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (MCL, 1980);
- Ontario Heritage Tool Kit (MCL, 2006);
- Ministry of Tourism and Culture and Sport (MTCS) Standards & Guidelines for Conservation of Provincial Heritage Properties (April 28, 2010);
- Ontario Heritage Bridge Guideline for Provincially-Owned Bridges (MTO and MCL, 2007);
- Heritage Bridges Identification and Assessment Guide Ontario 1945 – 1965 (MCL, 2005); and

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- MTO Environmental Standards and Practices (ESP) Guide(s) for Built Heritage and Cultural Heritage Landscapes (2006).

Impact assessment and development of mitigation measures will occur, as necessary, for the following types of cultural heritage resources:

- recognized, designated or protected by the *Ontario Heritage Act*, Part IV or V
- recognized by:
 - the Ontario Heritage Trust (formally known as the Ontario Heritage Foundation) that keeps a register of “any other properties that in the opinion of the Minister are of cultural heritage interest”
 - the Canadian Register of Historic Places
 - the National Historic Sites and Monuments Board
 - the Federal Heritage Building Review Office (FHBRO)
 - listing on municipal heritage inventories or registers
 - assessment as having heritage value and are considered to be important in defining the overall character of an area, but which are not designated, listed or recognized by government.

Furthermore, the character-defining elements of built heritage resources and cultural heritage landscapes shall be conserved, and the isolation of built heritage resources and cultural heritage landscapes shall be avoided.

The means of determining significance are outlined in Section 5 of the Environmental Guide for Built Heritage and Cultural Heritage Landscapes.

5.1.3 Determination of Cultural Heritage Interest and Value

The qualified Cultural Heritage Specialist will determine whether or not the resources are of character defining or character-contributing significance following the requirements in the MTCS/MTO guidelines, specifically *Ontario Heritage Act* Regulation 09/06 dealing with local heritage significance criteria, and Regulation 10/06 dealing with provincial heritage significance criteria. The qualified Cultural Heritage Specialist will base the determination on a review of the background data, as confirmed through field survey, and agency consultation. Character defining resources should be evaluated for the jurisdictional level of significance (i.e., federal, provincial, regional, local or other community of interest).

Other information to be considered in determining significance includes:

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- buildings, structures or cultural heritage landscapes of heritage value that are protected, including properties designated by municipalities under Part IV and V of the *Ontario Heritage Act* (R.S.O. 1990, c.0. 18), Ontario Heritage Trust formally known as the Ontario Heritage Foundation easements, and municipal easement properties;
- provincially-owned or leased heritage properties protected by the IO/MTCS heritage protocol agreement;
- buildings, structures, or sites and areas/cultural heritage landscapes listed on municipal inventories as potential sites/areas for designation;
- buildings, structures or cultural heritage landscapes of recognized provincial significance identified with Provincial historical plaques erected by the Ontario Heritage Trust;
- heritage bridges included on the Ontario Heritage Bridge List;
- buildings, structures or cultural heritage landscapes of recognized federal significance (e.g., National Register, FHBRO and the National Historic and Monuments Board, Canadian Register of Historic Places);
- all cemeteries (including any that are unmarked); and
- heritage resources previously identified as part of the MTO EA process.

Where no significance is attributed to a resource by any level of government, municipal heritage advisory committee or local historical organization, a professional opinion on heritage significance and sensitivities will be required. This can be expected in unorganized municipalities and in some rural areas. The professional opinion by a qualified Cultural Heritage Specialist will be guided by heritage potential checklists in MTO and/or MTCS guideline documents and the applicable *Ontario Heritage Act* criteria for the evaluation of local, regional or provincial significance. If there is heritage potential for individual properties, a standalone Cultural Heritage Evaluation Report (CHER) will be prepared for an in-depth evaluation of the resource as required.

5.1.4 Built Heritage Resources and Areas of Historic 19th Century Settlement

The preliminary field review and identification of BHRs and CHLs within the Study Area was supported by documentation from historical maps, Census of Canada data, County Directories and Gazetteers, aerial photographs and other sources as available. The source materials for identifying Listed and Designated Properties within the Study Area were provided by the municipalities, as follows:

- Brampton Municipal Register of Cultural Heritage Resources Designated Under the *Ontario Heritage Act* Designated Properties (October 2013)
- Brampton Municipal Register of Cultural Heritage Resources ‘Listed’ Heritage Properties (October 2013)

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- Caledon, Town of. Heritage Register (Last updated on: August 23, 2013)
- Halton Hills. Heritage Register: Listed Cultural Heritage Properties (27 March 2014)
- Oakville, City of. Heritage Property Index (2014)
- Vaughan City of. Heritage Inventory (n.d.)

The following section presents heritage sensitive areas identified in the Regional Municipality of Halton, the Regional Municipality of Peel, and the Regional Municipality of York, as they relate to the Study Area. Due to the survey grid laid down in the late 18th- and early 19th centuries, these are more or less evenly spread across the Study Area.

In general, the Study Area passes through lands that have been in agriculture for nearly two centuries, where clusters of heritage resources are less common than a scattered pattern focussed on concession roads. Small hamlets at crossroads or villages that once had a store with a post office, school and church have all but disappeared.

Most heritage resources identified are buildings associated with the agricultural economy of the region throughout the 19th and 20th centuries. In some cases the farm residence has been severed from its farm property, and is now considered an individual BHR. In many cases, however, the farming unit remains intact forming an evolved CHL reflecting the historic development of the rural fixed farming culture of Southern Ontario. These properties are comprised of one or more residences, barns, other outbuildings, fencing and other features that express a long history and pattern of use. In at least one case, the same family has operated the original farm for 188 years.

A table has been included in **Appendix B** to this report providing the location, a photo and basic information about each of the properties currently identified in the Study Area.

[Regional Municipality of Halton](#)

Town of Halton Hills

The section of the Study Area through Halton Hills lies in the southeast corner of the municipality, north of Steeles Avenue to just south of Norval, and east of 8 Line Road to Winston Churchill Boulevard. This area was formerly part of the geographical Township of Esquesing. Within this area, there are nine (9) properties that are Listed on the Town of Halton Hills Heritage Registry, and 14 properties that were identified during the EA process as having potential heritage value. Several of these were not visible from the public road during field review, and will require further investigation. Of these properties, 9 are CHLs and 14 are BHRs.

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[Regional Municipality of Peel](#)

Town of Caledon

The Study Area crosses the geographic Townships of Chinguacousy North and Albion, north of Mayfield Road to King Street, but is primarily concentrated either side of Old School Road. Between Heart Lake Road and Dixie Road the Study Area stretches to the south and the Highway 410 link. As in Halton Hills, heritage resources are more or less evenly scattered across the area, tending to be aligned according to the concession roads. Within this section of the Study Area, there are two properties designated under Part IV of the *Ontario Heritage Act*, and 11 properties listed on the Town of Caledon Heritage Register. In addition, 32 properties were identified as having potential heritage value during field review. Several of these were not visible from the public road during field review, and will require further investigation. Of this total of 45 properties, 36 are BHRs, and the remaining nine properties are CHLs, including the Osage Orange Hedge, which is a Designated CHL under Part IV of the *Ontario Heritage Act*.

City of Brampton

Cultural resources in the City of Brampton are primarily limited to the area north of Steeles Avenue to Mayfield Road on Winston Churchill Boulevard, Heritage Road and Mississauga Road, and the northeast triangle of the geographic Township of Toronto Gore between Mayfield Road and Highway 50. These areas reflect the general pattern of distribution observed in Halton Hills and Caledon. They contain two (2) properties that are designated under Part IV of the *Ontario Heritage Act*, and eight (8) properties that are listed on the City of Brampton Municipal Register of Cultural Heritage Resources. One (1) additional property was identified as having potential heritage value during field review. Of these properties, nine (9) are BHRs and two (2) are CHLs.

[Regional Municipality of York](#)

City of Vaughan

Within the City of Vaughan, the Study Area swings slightly north, crossing Kirby Road and proceeding east to Highway 400 in a swath through the north side of the city from Highway 27. The Study Area avoids the concentrations of historic built-up areas and their associated significant heritage properties in Kleinburg. In the City of Vaughan, however, there has been a higher level of development and a higher proportion of the historic building stock has been lost. The field review identified one (1) property that is Designated under Part IV of the *Ontario Heritage Act*, and 19 listed properties on the City of Vaughan Municipal Register of Cultural Heritage Resources, as well as two (2) properties that have potential heritage value that are not listed. Of these 22 properties, 20 are BHRs, and two (2) are CHLs.

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Township of King

A small portion of the Township of King is included in the Study Area. Field review identified only one (1) BHR Listed on the Municipal Registry located in the corridor. No other potential BHRs or CHLs were identified.

5.1.5 Cemeteries

There are five cemeteries in the Study Area. Of these, two (2) are family burial grounds, and three were associated with churches. These are:

- Pickard (Wilson) Family Farm Cemetery (no. 5827);
- Brown Family Farm Burial ground (no. 5825);
- St Elias the Prophet Ukrainian Catholic Church Cemetery (church destroyed by fire in 2014);
- Mayfield United Church & Cemetery (no. 2383) (Church is extant); and
- Shiloh Cemetery (no. 2429), aka Shiloh Primitive Methodist/United Church Cemetery (Church is not extant).

5.1.6 Cultural Heritage Landscapes

The Osage Orange Hedge, planted ca. 1870, located in Caledon, is a CHL Designated under Part IV of the *Ontario Heritage Act* (By-laws Caledon 99-24, 99-120). This species of tree has a very limited range in Ontario, primarily Lambton County, and is considered rare. Historically it was used as a barrier hedge due to its long and numerous thorns and was later replaced with barbed wire in most places.

In addition to the designated CHL, the majority of roads in the rural agricultural parts of the Study Area have changed very little since the 19th century. This is a fundamental attribute of the cultural heritage of the area. These roadscape will be photographically documented as part of the Preservation / Mitigation Strategy once the preferred transportation corridor is identified.

5.1.7 Summary of Significant/Sensitive Built Heritage Resources and Cultural Heritage Landscapes

Within the Study Area, there are:

- 5 properties designated under Part IV of the *Ontario Heritage Act*,
- 48 properties listed on Municipal Heritage Registers;
- 49 properties identified during the process of Stage 2 field review; and
- 5 cemeteries.

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Over the complete project area a total of 107 properties (80 BHRs and 27 CHLs) have been identified as having or potentially having cultural heritage value or interest. For a complete list of the properties, please refer to **Appendix B**.

As the process to determine the preferred transportation corridor continues, further assessment and evaluation will go forward, as specified in Ontario's *Environmental Assessment Act*, Ontario's *Heritage Act*, the *Planning Act* and the MTO Environmental Standards and Practices, Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007), to develop a Preservation / Mitigation Strategy.

5.2 CULTURAL HERITAGE – ARCHAEOLOGY

5.2.1 Background

In accordance with the policies of both Canada and Ontario, archaeological resources are considered to be aspects of the environment, the effects on which must be evaluated in fulfillment of the requirements of the *Canadian Environmental Assessment Act* and Ontario's *Environmental Assessment Act*. The Government of Ontario has also recognized the importance of conserving Ontario's archaeological resources in the *Heritage Act*, the *Planning Act*, the Provincial Policy Statement, and other documents. As well, several local governments throughout the Study Area have officially recognized the desire to properly manage archaeological resources, and to ensure that archaeological concerns are addressed during the planning stages of development projects.

Archaeological assessment activities completed during planning, design, construction, and operation/maintenance of the GTA West corridor will conform to the legislation and policies (provincial and federal, as applicable) governing cultural heritage preservation and archaeological assessment/excavation in Ontario, and will be undertaken in accordance with the technical guidelines and requirements for archaeological assessment set out by the Ministry of Tourism, Culture and Sport (MTCS) (2011).

Of special significance for alternatives evaluation are those sites which represent locations of human burial. Such sites are the most significant and sensitive archaeological resources. It should be noted that First Nation burials and ossuaries (large secondary interment pits containing the remains of numerous individuals) are often found in close proximity to and within the archaeological site limits of First Nations habitation sites, especially village sites. It cannot be assumed that impacts to First Nation archaeological sites will be mitigated by archaeological excavation (i.e. Stage 3 Site Specific Assessment and Stage 4 Mitigation of Development Impacts), as the decision to excavate, protect or avoid these sites within the region should be made through discussions with First Nations and conform to the MTCS (2011) *Standards and Guidelines for Consultant Archaeologists*.

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5.2.2 Pre-Contact and Contact First Nations History

Table 5-1 also provides a summary of First Nations history in Ontario prior to the onset of Euro-Canadian settlement.

Table 5-1 Aboriginal Temporal/Cultural Periods

Date	Period	Description
11,000-9,500 BP	Paleo-Indian	<ul style="list-style-type: none"> • First human occupation of Ontario • Fluted projectile points • Hunters of caribou and now-extinct Pleistocene mammals • Small camps, band level society
9,500-2,800 BP	Archaic	<ul style="list-style-type: none"> • Small hunting and gathering bands • Chipped and ground/polished stone implements • Emergence of true cemeteries
2,800-2,400 BP	Early Woodland	<ul style="list-style-type: none"> • Meadowood Points • Introduction of pottery for storage • Regional trade networks • Band level society
2,400-1,100 BP	Middle Woodland	<ul style="list-style-type: none"> • Trade of exotic goods • Dentate/Pseudo-Scallop Shell pottery • Elaborate mortuary ceremonialism • Increased sedentism • First appearance of maize in the archaeological record
1,100-350 BP	Late Woodland	<ul style="list-style-type: none"> • Establishment of palisaded villages (often containing dozens of longhouse structures) • Intensified agriculture • Increase in regional warfare

Although glaciers retreated from southern Ontario some 13,000 years ago, the massive weight of these ice sheets left the earth’s crust compressed, lowering the area below sea level and allowing sea water to flow inland forming the Champlain Sea. Over the next 3000 years, the Champlain Sea gradually receded as the earth’s crust rebounded, eventually permitting the first inhabitants to move into the region approximately 11,000 years ago. The barrier presented by the Champlain Sea explains why sites of Ontario’s first occupants, Paleo-Indians, (ca. 11,000 – 9500 B.P.), are largely absent from the area. Instead, Paleo-Indian sites in the larger region are concentrated in southwestern Ontario and southern New York State. Paleo-Indians were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario at the end of the Pleistocene. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested. Relatively large fluted spear points are the hallmark of the Paleo-Indian toolkit. In the southern Ontario area, Lake Ontario was only a fraction of its current size. The first people in this region likely migrated north from the southern warmer climates when both Lake Erie and Lake Ontario were much smaller (Munson & Jamieson, 2013: 26).

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The subsequent Archaic period (9500 – 2800 B.P.) in Ontario is characterized by a warming climate and a temperate forest environment. An abundance of streams and rivers intersected the landscape and along with surrounding large fresh water lakes, would have supported many species of fish, shorebirds and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into family groups and moved inland for the fall and winter to hunt and trap. Archaic tool assemblages consisted of both chipped and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 2800 B.P. to 350 B.P.) which is subdivided into three phases. The Early Woodland period (ca. 2800 – 2400 B.P.) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper and sea shells persists into the Middle Woodland period (ca. 2400 B.P. to 1100 B.P.) when horticulture was introduced to Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1100 – 350 B.P.) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified agriculture and an increase in regional warfare. By about 700 B.P., agriculture represented the main subsistence pursuit of all those groups who lived in the areas of suitable farm land, while groups in more marginal areas might have either traded for domesticated food crops or produced small quantities of their own. The agriculturalists, for the most part, inhabited large semi-permanent villages and spoke some form of Iroquoian language. Precisely how this language emerged as the dominant spoken language in the region is unknown. Also unknown is the origin of the distinction between Iroquoian and Algonquian speakers in southern Ontario, given that relationships between groups were complex and dynamic, and individual communities often had ties with both their immediate neighbours as well as much more distant groups.

By about 350 B.P., intertribal warfare within the Five Nations Iroquois of New York State (the Seneca, Cayuga, Onondaga, Oneida, and Mohawk), combined with the spread of European epidemic diseases, resulted in the dispersal of the Huron (Wendat), Petun and Neutral Iroquoian confederacies in Ontario and many of their Algonquian-speaking allies of the southern Canadian shield.

In the 1670's, the Five Nations Iroquois established a series of short lived settlements at strategic locations along the routes inland from the north shore of Lake Ontario. At about the same time, the Mississauga's and other Ojibwa groups began expanding southward from the upper Great Lakes, coming into occasional conflict with the New York Iroquois, despite the creation of alliances between the two groups.

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5.2.3 Post-Contact Euro Canadian / Historical Overview of the Study Area

The Province of Upper Canada, in existence from 1791 to 1841, was originally divided into Districts. Located in what is present day southern Ontario, the four (4) Districts were named Eastern, Midland, Home and Western (Halton Region n.d.). District boundaries changed alongside population growth and by 1840, there were 20 Districts. Districts were subdivided into Counties, including those found in the current Study Area: York, Halton and Peel.

The Home District, where the Study Area is located today, was found along the western edge of Lake Ontario and Niagara, bounded to the east by a line running from the Trent River and to the west by a line from Long Point on Lake Erie and was originally composed of York, Durham, Lincoln, Norfolk, Northumberland, and Simcoe Counties. The Gore District, formed in 1816 from parts of York County and Niagara District, created Wentworth and Halton Counties. In 1851, Peel County was created from a part of York County. As a result of the *Baldwin Act*, which established a two-tier system of municipal government, Districts were removed and replaced with Counties as the major unit of local government in 1849 (McAllister 2004:82). The Study Area crosses through seven historic Townships, including Trafalgar North, and Esquesing South located in Halton County, Chinguacousy North and South, Albion, and Toronto Gore located in Peel County, and Vaughan and King, located in York County.

The area of the historic Township of Halton was originally part of the Home District, until 1816 when the Gore District was created from parts of the Niagara and Home Districts (Archives of Ontario n.d.). When first formed, Halton contained Beverly, Dumfries, Esquesing, Flamboro West and East, Nassagaweya, Nelson and Trafalgar (Walker and Miles 1877). Settlement in the Gore District first began in 1783, and by 1817, there were 6,684 inhabitants. The first settlers to Gore were primarily United Empire Loyalists, who moved to the District from the Niagara area rather than sever their connections to the Crown (Walker and Miles 1877:54). Once joined due to low population numbers, Halton and Wentworth Counties separated in 1853, when Halton had grown sufficiently to become a separate municipality. Halton was then comprised of the Townships of Nelson, Trafalgar, Esquesing, and Nassagaweya. By 1877, the County contained nine municipalities, including the Townships of Esquesing, Trafalgar, Nelson, Nassagaweya, the Towns of Milton and Oakville, and the Villages of Georgetown, Burlington and Acton (Walker and Miles 1877:54).

Originally formed in 1788, Peel extended "so far westerly as to a north and south line intersecting the extreme projection of Long Point into Lake Erie" (Walker and Miles 1877:84). Formed in 1852 from portions of York County after the abolishment of Districts alongside the Counties of York and Ontario, Peel County did not become separate until 1865. With a population of 12,993 in 1841, the number of inhabitants had increased to 25,011 by 1871. By 1877, several Townships were found within the County, including Albion, Caledon, Chinguacousy, Gore of Toronto, Toronto, as well as the incorporated Town of Brampton and Villages of Streetsville and Bolton. Found on the shore of Lake Ontario, Port Credit was the harbor. Several major waterways were located within the County, including the Credit and Humber, which allowed the development of many mills. The County was mostly settled by 1819,

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with settlers from New Brunswick, the United States and parts of Upper Canada. They settled in the front of Toronto Township, otherwise known as the 'Old Survey' (Walker and Miles 1877:85). In the New Survey portion of the Toronto Township, a large colony of Irish from New York settled in 1819, while Chinguacousy was primarily settled by United Empire Loyalists.

Governor Simcoe had previously organized Upper Canada into nineteen counties, one of which was named York County (Miles and Co. 1878: vi). The County consisted of two ridings, east and west, bounded by Durham to the east, and the River Thames on the west. As previously mentioned, York was originally comprised of what is now the municipalities of York, Peel and Halton as well as Durham Region and the City of Toronto, but by 1851 it had dramatically reduced in size as Wentworth, Halton, Ontario and Peel Counties had been separated from the County. Survey along Lake Ontario began in 1791, with eleven Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury (Miles and Co. 1878: vii). The settlement of York began slowly, with no more than twelve (12) houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga's for ten shillings. Many of the first settlers were United Empire and American Loyalists, who were supplied with either a town lot or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly, to 17,025, and York was incorporated as the City of Toronto in 1834 (Miles and Co 1878: x).

[Major Roads within the Counties of York, Peel and Halton](#)

There are several historic roads within or in close proximity to the GTA West Route Planning Study Area that would have been vital to the building and settlement of many of the communities found therein. Hurontario Street, a major road through Peel County, runs northwest from Port Credit, through Toronto, Chinguacousy, and Caledon Townships and up to Collingwood (Walker and Miles 1877:85). Hurontario Street was essential to the development of several communities, including Brampton and Edmonton in Chinguacousy. Other early historic roads include Steeles Avenue, Mississauga Road, Dixie Road, Highway 7, and the Gore Road. Also well-travelled is Sixth Line, which runs north from Dundas, passing through Mono Mills, Gore and Albion.

Winston Churchill Boulevard, once known as Town Line, was also a major thoroughfare that connected several historical communities, including Whaley's Corners, a small historic community at the present-day intersection of Winston Churchill Boulevard and Steeles Avenue, and the village of Norval, located at Highway 7. Both historical communities are situated just outside of the Study Area.

[Early Railways](#)

Along with early roads, the construction of the railways provided increasing trade and settlement in the 19th Century. The Northern Railway was an important link between Toronto and Collingwood on Lake Huron (Andreae 1997:198). Originally named the Ontario, Simcoe and Huron Railway after the lakes for

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which it would connect, the railway opened in 1853 and had reached Collingwood by 1855. Renamed the Northern Railway of Canada in 1858, several branches were added. It merged with the Hamilton and North Western Railway in 1879 and was taken over by the Grand Trunk Railway in 1888.

The Grand Trunk Railway, originally chartered as the Toronto and Guelph Railroad Company, was built in two (2) large sections. By 1856, the line from Toronto to Sarnia was completed, passing through several communities including Brampton and Malton in Chinguacousy south, Upper Norval in Esquesing South and Georgetown and Limehouse in Esquesing North.

Built between the years 1867-1871, and located in the eastern portion of the study area, the Toronto, Grey and Bruce Railway made its first trip from Toronto to Orangeville in 1871, reaching Owen Sound by 1873. This railway ran from Toronto to Owen Sound, with a connecting branch to Bruce County, passing through several other Townships, including York, King, Whitchurch and East Gwillimbury. The railway was used primarily for transporting flour and agricultural implements, with stations at Woodbridge and Kleinburg. Vaughan and Albion Townships benefited from the establishment of this Railway, with additional stops at Elder Mills in Vaughan, and Bolton in Albion.

Within the Chinguacousy Township, the Credit Valley Railway was incorporated in 1871, running northwest from Toronto and officially opening to Orangeville in 1879. By the completion of the line in 1881, the company was nearly bankrupt, and the Canadian Pacific Railway took it over in 1883.

5.2.4 Determining Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property or Study Area. Criteria used by the MTCS (2011:17-18) to determine areas of archaeological potential include:

- Proximity to previously identified archaeological sites;
- Distance to various types of water sources;
- Soil texture and drainage;
- Glacial geomorphology, elevated topography and the general topographic variability of the area;
- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry;
- Areas of early Euro-Canadian settlement and early transportation routes;
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act* (Government of Ontario 1990);

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- Properties that local histories or informants have identified with possible archaeological sites, historical events, activities or occupants; and
- Historic landmarks or sites.

Certain features indicate that archaeological potential has been removed, such as land that has been subject to extensive and intensive deep land alterations that have severely damaged the integrity of any archaeological resources. This includes landscaping that involves grading below the topsoil level, building footprints, quarrying, sewage, and infrastructure development (MTCS 2011, Section 1.3.2).

5.2.5 Previous Archaeological Research

The lands within and around the GTA West Route Planning Study Area have been the subject of several previous archaeological assessments, including background research, pedestrian survey, and archaeological site excavation and mitigations. According to the Ontario Archaeological Site Database (OASD) there are 31 reports dealing with land in or within 50 metres of the Study Area. Due to its large size, MTCS provided only those reports within 50 metres of the Study Area, rather than the typical 1 km radius (Robert von Bitter, personal communication 2014). Only some of these previous assessments were located within the Study Area. A number of other Stage 1 and Stage 1-2 assessments were completed within the Study Area as well, resulting in the identification of two (2) previously identified sites, 12 new sites, two (2) findspots, and a cemetery (Archeoworks 2014; Archeoworks 2012; DPA 2013; ARA 2012; Stantec 2012; Amick 2010). The cemetery was recommended for further investigation. In addition, previous Archaeological Master Plans for the Regional Municipalities of Halton and York also indicate that these areas contain high archaeological potential (ASI 2009a, 2013).

Previous Archaeological Assessment includes a Stage 1 report completed as part of the Stage 1 GTA West Corridor Study. This Study Area was a much broader area than Stage 2 of the GTA West Corridor Study, and included 1,698 km² in the north half of the Region of Halton, the southern part of the County of Wellington, the central portion of the Region of Peel, and a portion of York Region. Based on a background study of the Stage 2 Study Area, mapping of archaeological potential criteria indicators, and the presence of over 800 registered archaeological sites within the Study Area, ASI (2009a, 2013) determined that there was high potential for the discovery of archaeological resources throughout the initial GTA West Study Area and that Stage 2 Archaeological Assessment be undertaken.

Registered Archaeological Sites

A request was made to Archaeology Data Coordinator Robert von Bitter of the MTCS for information on registered archaeological sites within the Study Area limits from the Ontario Archaeological Sites Database (OASD). As noted, the GTA West Route Planning Study Area has been subject to numerous archaeological assessments that have identified many archaeological sites. Information concerning specific site locations is protected by provincial policy, and is not fully subject to the *Freedom of Information Act*. The release of such information in the past has led to looting or various forms of illegally

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conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. For this reason all information regarding exact site locations does not form part of this public report.

The 69 registered archaeological sites previously registered in the GTA West Study Area consist of 37 pre-contact Aboriginal sites, 22 Euro-Canadian, four multi-component sites, and six which lack the appropriate data within the database to make an accurate cultural affiliation. The pre-contact sites consist of ten (10) Archaic and four Woodland period sites, while the remaining 23 cannot be specifically attributed to a specific pre-contact cultural period. Although they consist of pre-contact Aboriginal artifacts (e.g. chipped stone flakes and tools), they lack the diagnostic artifacts necessary to be designated to a specific cultural period. The four (4) multi-component sites represent more than one occupation of specific cultural groups. These sites usually consist of a pre-contact and a Euro-Canadian component.

While 69 archaeological sites have been registered within the Study Area limits, it is important to note that additional undiscovered archaeological sites and resources may still be present within the Study Area, as there have been only a few development activities that would have triggered previous archaeological assessments that would identify them. The archaeological potential is elevated in proximity to the 69 registered archaeological sites.

5.2.6 Field Methodology for Stage 1 Archaeological Assessment

For the field review, the Study Area was assessed from the existing RoW, as URS Canada and AECOM did not have permission-to-enter (PTE) the private properties. Where safety permitted to pull the vehicles off to the shoulder along the highway and side roads, photographs were systematically taken of the parcels of land requiring assessment. The parcels which could not be visually assessed (e.g. the shoulder was too narrow to stop or due to the lack of PTE at this stage), were studied using topographic maps and satellite imagery to infer archaeological potential. During the field review of the GTA West Route Planning Study Area, landscape features, such as waterways and undisturbed agricultural/wooded terrains, were documented to provide insight into areas of archaeological potential. Within the Study Area, undisturbed areas that are in proximity to waterways, historic travel routes, historic homesteads, previously registered sites, physiographic features such as elevation, and other archaeological resources are identified as having a high potential necessitating Stage 2 assessment.

5.2.7 Summary of Archaeological Potential

There are several factors that must be examined in the analysis of archaeological potential within the Study Area. These include but are not limited to known archaeological sites, natural environmental features, areas of early Euro-Canadian settlement and industry and archaeological management plans (ASI 2009a, 2013). A total of 69 previously registered sites have been identified within the Study Area and archaeological potential is elevated in proximity to these sites. In accordance with Section 1.4

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Standard 1.c.i. of the *Standards and Guidelines*, all land within 300 m of a registered archaeological site must be subject to Stage 2 Archaeological Assessment (MTCS 2011). It is important to note that additional undiscovered archaeological sites and resources may still be present within the Study Area as there have been limited development activities that would have triggered previous archaeological assessments.

As well, areas of early Euro-Canadian settlement are indicated on the 19th Century maps and from archival research conducted during the course of the study. A number of historic roads are present within the Study Area, including Hurontario Street, Winston Churchill Boulevard, Mississauga Road, Dixie Road, Highway 7, the Gore Road and Sixth Line. These routes were essential to the development of communities in each of the Counties. Several post offices, churches, and schoolhouses are also illustrated on the 19th Century historic maps for each County, as well as the Grand Trunk, Credit Valley, Hamilton and North Western and the Toronto, Gray and Bruce Railways (Walker and Miles 1877, Miles and Co. 1978). Each of these historic features contributes further to the archaeological potential within the Study Area.

Archaeological site locations and types are also affected in varying degrees by proximity to different types of water sources and shorelines. Primary sources of water such as lakes, rivers, streams and creeks are reliable sources of drinking water and transportation routes, while secondary water sources such as seasonal streams and creeks, springs, marshes and swamps are intermittent sources of potable water and archaeological potential is elevated in proximity to these features. Similarly, features indicating past water sources, for example glacial lake shorelines, relic river or stream channels, and shorelines of drained lakes or marshes are archaeologically significant features that also indicate archaeological potential. Within the Study Area there is an abundance of water sources, as attested by the presence of the large Credit and Humber Rivers and their respective watersheds, which provide extensive access to relatively large creeks and smaller streams. The Study Area is situated on the clay plains of southern Ontario, with gently sloping topography between the various watercourses that transect the land.

The most common disturbances that have removed archaeological potential in the Study Area are a number of small residential developments and the existing roads and highways. These developed areas, roads, and road rights of way, which include gravel shoulders and associated drainage ditches, do not require Stage 2 Archaeological Assessment (MTCS 2011; Section 1.3.2) as they have been subject to extensive land alterations that have severely damaged the integrity of any archaeological resources that may have been present. Additionally, land that is currently, or has in the past, been subject to aggregate activities does not retain archaeological potential regardless of proximity to archaeological features. There are two (2) small pit/quarry operations present within the western section of the Study Area, and two (2) landfill/waste disposal operations within the eastern section.

Additionally, areas of steep slope and poor drainage are not considered to have archaeological potential. Several small marshes, ponds, and creeks are scattered across the central section of the Study Area.

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However, the presence of well drained areas of elevated topography adjacent to these water sources contain increased archaeological potential.

In summary, the vicinity of the Study Area possesses a number of environmental characteristics which would have made it attractive to both pre-contact and historic Euro-Canadian populations. The rich deciduous forest and the plentiful nearby waterways would have attracted a wide variety of game animals, and consequently, early hunters. The relatively well-drained soils would have also been ideal for the maize horticulture of Middle to Late Woodland peoples, and the mixed agriculture practiced by later Euro-Canadians. Finally, the proximity of the Study Area to the Humber and Credit Rivers would have influenced its settlement and land-use history. Such major waterways functioned as principal transportation routes in both pre-contact and post-contact times.

Therefore, the results of the Stage 1 assessment indicate that, while a small portion of the lands within the existing Study Area have been disturbed by past development, much of the Study Area has archaeological potential for both historic Euro-Canadian and pre-contact archaeological resources. If these areas are to be subject to future construction disturbance, they will require Stage 2 Archaeological Assessment consisting of test pitting (approximately 4,684 ha based on preliminary estimates) and pedestrian survey (approximately 11,284 ha based on preliminary estimates). The field review offers direct insight into only those areas visible from the road RoW. While topographic maps and satellite images of the Study Area were reviewed, due to the lack of PTE and limited visibility from the RoW, areas visible as forested on the mapping have been characterized as requiring test pitting. The Stage 2 methodology will need to be updated once field conditions have been reviewed first-hand and the preferred route is established.

5.3 SUMMARY OF CULTURAL ENVIRONMENT

The cultural heritage assessment considers cultural heritage resources pursuant to the *Canadian Environmental Assessment Act*, Ontario's *Environmental Assessment Act*, Ontario's *Heritage Act*, the *Planning Act* and the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007). This assessment addresses Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) more than 40-years old.

Over the complete Study Area, a total of 107 properties (80 BHRs and 27 CHLs) have been identified as having or potentially having cultural heritage value or interest. As the process to determine the preferred transportation corridor continues, further assessment and evaluation will go forward, as specified in Ontario's *Environmental Assessment Act*, Ontario's *Heritage Act*, the *Planning Act* and the MTO *Environmental Standards and Practices, Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2007), to develop a Preservation / Mitigation Strategy.

Several factors can be used to assess an area's potential for housing pre-contact First Nations sites. These include the presence of well drained sandy soils, rolling topography, impressive and elevated

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landscape features and proximity to both water and known archaeological sites. When these factors are taken together, much of the lands within the Study Area have potential for archaeological sites. These same factors can be applied to identify potential for housing historic First Nations and Euro-Canadian sites, as well as proximity to potable water, presence of well drained soils, and immediate access to an early transportation route. Cumulatively, much of the lands within the Study Area have potential for sites related to an historic era.

The Ministry of Tourism, Culture and , Sports has defined a set of criteria for determining archaeological potential in the Province (MTCS, 2011), many of which have already been discussed. These can be organized into the following categories: known archaeological resources; physiographic features and historic cultural features; and features specific to the Study Area. These criteria are known to have influenced past settlement and, therefore can be used to generate a predictive model for determining where previously undocumented archaeological sites are likely to be found within a particular area.

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