

**CULTURAL HERITAGE RESOURCE ASSESSMENT:  
BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES**

**EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**WEST TRUNK SEWER DIVERSIONS**

**CITY OF MISSISSAUGA  
REGION OF PEEL, ONTARIO**

**FINAL REPORT**

Prepared for:

**Hatch Corporation**  
2265 Upper Middle Road East, 5th Floor  
Oakville, ON L6M 2W2

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May 2019 (Revised June 2019 and April and May 2020)

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**EXECUTIVE SUMMARY**

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) for the Peel West Trunk Sewer Diversions Schedule 'B' Municipal Class Environmental Assessment (EA), in the City of Mississauga, for the Region of Peel, Ontario. This project involves construction of diversion sewers connecting the existing Credit Valley Trunk Sewer to the new West Trunk Sewer at Erin Mills Parkway. The study area comprises three proposed alignment alternatives: 1, 2a, and 2b. The study area is located in an urban context in the community of Streetsville within the City of Mississauga.

The results of background historical research and a review of secondary source material revealed a study area with an urban land use history dating back to the early nineteenth century. A field review was conducted for the proposed alignment alternatives to confirm the location of and to document previously identified cultural heritage resources, and to identify and document any potential additional ones.

Background research, data collection, and field review conducted for the study area determined that thirteen potential cultural heritage resources (including seven built heritage resources and six cultural heritage landscapes) are located within and/or adjacent to the study area. Following the selection of the preliminary preferred Alternative 1 on Mississauga Road (including Queen Street North and Queen Street South), Britannia Road, and Eglinton Avenue in February 2020, the existing conditions report (revised June 2019) was updated with a preliminary impact assessment to identify potential impacts of Alternative 1 to the identified cultural heritage resources in March 2020. A total of 13 potential cultural heritage resources were identified within or adjacent to Alternative 1 and associated Staging Areas (SA), with direct impacts anticipated for three CHRs (CHR 2, 3, and 10) and indirect impacts anticipated for 3 CHRs (CHR 1-3).

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

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.

2. Excavation of tunneling shafts and trunk sewer tunneling may result in limited and temporary adverse vibration impacts to identified cultural heritage resources. To ensure the identified cultural heritage resources adjacent to the trunk sewer are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations.
3. No direct impacts to any properties with identified cultural heritage value are anticipated as a result of tunnelling activities for the preferred alternative. However, indirect impacts related to vibrations should be monitored by a structural engineer to ensure that there are no indirect impacts.
4. Direct impacts to CHRs 2,3 and 10 are anticipated as a result of the preferred alternative and required staging areas. Where feasible, staging area locations should be revised in order to prevent impacts to identified cultural heritage resources. Specific properties with potential cultural heritage value within these CHRs that are anticipated to be directly impacted include:  
CHR 2: 3 Queen Street North (SA4.1); 5267 Mississauga Road (SA10)  
CHR 10: 1700 Britannia Road West (SA1)
5. As the property at 3 Queen Street North (part of CHR 2) is Listed in the *Heritage Register for Mississauga* and there are direct impacts anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, as the impacts are anticipated to be confined to the parking lot adjacent to the Queen Street ROW, are anticipated to be temporary in duration, and are not anticipated to result in direct impacts to the structure on the property, it is recommended that the City of Mississauga consider waiving the requirement for an HIA in this case. Suitable mitigation measures could include the establishment of no-go zones with fencing to ensure that there are no unintended impacts to the structure and post-construction landscaping to return the parking lot to its pre-construction condition.
6. As the properties at 5267 Mississauga Road (part of CHR 2), and 1700 Britannia Road West (CHR 10) are Listed in the *Heritage Register for Mississauga* and there are direct impacts anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, as there are no structures or apparent landscape features of significant cultural heritage value on the properties at 5267 Mississauga Road (included in CHR 2) and 1700 Britannia Road (CHR 10), it is recommended that the City of Mississauga consider waiving the requirement for HIAs in these case. As impacts are anticipated to be temporary, a suitable mitigation strategy including post-construction landscaping with sympathetic plant species should be considered to mitigate any impacts.
7. Direct impacts to CHR 3, the Credit River Corridor, are considered to be minor and temporary if construction and staging activities are suitably planned and executed. Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to CHR 3. Post-construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any permanent impacts to CHR 3.

8. Indirect impacts to CHRs 1, 2 and 3 are anticipated as a result of their location adjacent to the preferred alternative and required staging areas. Where feasible, staging area locations should be revised in order to prevent impacts to identified cultural heritage resources. Specific properties within these CHRs that are adjacent to the staging areas and are anticipated to be indirectly impacted include:
  - CHR 1: 3 Queen Street South (listed, adjacent to SA4.1)
  - CHR 2: 6300 Mississauga Road (listed, adjacent to SA2.3); 3, 4, 6, 14, and 17 Queen Street North and 1965 Britannia Road West (listed, adjacent to SA4.1); 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard (listed, adjacent to SA10)
  - CHR 3: Vegetation removals southwest of Britannia Road West adjacent to the Credit River (SA1)
9. Where indirect impacts to properties that are Listed in the *Heritage Register for Mississauga* are anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, where indirect impacts are anticipated to be temporary and adjacent to identified cultural heritage resources (3 Queen Street South, 6300 Mississauga Road, 3, 4, 6, 14, and 17 Queen Street North, 1965 Britannia Road West, 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard), it is recommended that the City of Mississauga consider waiving the requirement for HIAs in these cases. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any impacts to these cultural heritage resources.
10. Should future work require an expansion of the study area, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential heritage resources.
11. This report should be submitted to heritage planning staff at the City of Mississauga, the Ministry of Heritage, Sport, Tourism and Culture Industry, and any other relevant heritage stakeholders that have an interest in this project.



## PROJECT PERSONNEL

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## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	i
PROJECT PERSONNEL.....	iv
TABLE OF CONTENTS .....	v
1.0 INTRODUCTION .....	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT .....	3
2.1 Legislation and Policy Context .....	3
2.1.1 Region of Peel.....	7
2.1.2 City of Mississauga .....	8
2.2 Data Collection and Methodology .....	10
3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT .....	13
3.1 Background Historical Summary .....	13
3.1.1 Physiography .....	13
3.1.2 Indigenous Land Use and Settlement.....	13
3.1.3 Historical Euro-Canadian Land Use: Township Survey and Settlement .....	17
3.1.4 Toronto Township .....	18
3.1.5 Review of Historical Mapping.....	21
3.2 Existing Conditions .....	27
3.2.1 Review of Existing Heritage Inventories .....	27
3.2.2 Peel West Trunk Diversions Study Area– Field Review .....	28
3.2.3 Peel West Trunk Sewer Diversions Study Area– Identified Cultural Heritage Resources .....	33
3.3 Screening for Potential Impacts .....	34
3.3.1 Potential Impacts of the Proposed Undertaking .....	35
4.0 CONCLUSIONS .....	41
5.0 RECOMMENDATIONS .....	42
6.0 REFERENCES .....	45
7.0 CULTURAL HERITAGE RESOURCE INVENTORY .....	53
8.0 CULTURAL HERITAGE RESOURCE MAPPING .....	63

## LIST OF FIGURES

Figure 1: Location of the study area .....	1
Figure 2: Location of the Alternative 1 (Single Diversion Concept focused on Mississauga Road/Queen Street North and South) in red and associated Staging Areas noted by green and black dots .....	2
Figure 3: The study area overlaid on the 1859 <i>Tremaine's Map of the County of Peel</i> .....	24
Figure 4: The study area overlaid on the 1877 Illustrated Historical Atlas of the County of Peel .....	25
Figure 5: The study area overlaid on the 1909 Brampton NTS map.....	25
Figure 6: The study area overlaid on the 1954 aerial photograph .....	26
Figure 7: The study area overlaid on the 1973 Streetsville NTS map .....	26
Figure 8: The study area overlaid on the 1994 Brampton NTS map.....	27
Figure 9: Overview of cultural heritage resources (CHRs) and the preferred alternative .....	63
Figure 10: Location of cultural heritage resources (CHRs) adjacent to SA0 .....	64
Figure 11: Location of cultural heritage resources (CHRs) within and adjacent to SA1 .....	65
Figure 12: Location of cultural heritage resources (CHRs) adjacent to SA 2.3 .....	66
Figure 13: Location of cultural heritage resources (CHRs) within and adjacent to SA 4.1 .....	67
Figure 14: Location of cultural heritage resources (CHRs) within and adjacent to SA 10 .....	68
Figure 15: Location of cultural heritage resources (CHRs) adjacent to SA 17 .....	69

## LIST OF TABLES

Table 1: Nineteenth-century property owner(s) and historical features(s) within the study area .....	21
Table 2: Summary of the existing and potential built heritage resources (BHRs) and cultural heritage landscapes (CHL) in the study area .....	33
Table 3: Preferred Alternative - Potential Impacts to Built Heritage Resources .....	35
Table 4: Potential Impacts to Built Heritage Resources for Staging Areas (SA) .....	39
Table 5: Inventory of existing and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) within and/or adjacent to the study area.....	53

## 1.0 INTRODUCTION

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) for the Peel West Trunk Sewer Diversions Schedule 'B' Municipal Class Environmental Assessment (EA), in the City of Mississauga, for the Region of Peel, Ontario. This project involves construction of diversion sewers connecting the existing Credit Valley Sewer to the new West Trunk Sewer at Erin Mills Parkway. The study area comprises three proposed alignment alternatives: 1, 2a, and 2b (Figure 1). Following the selection of the preliminary preferred Alternative 1 (Single Diversion Concept focused on Mississauga Road/Queen Street North and South) (Figure 2) in February 2020, the existing conditions report (dated June 2019) was updated with a preliminary impact assessment to identify potential impacts of Alternative 1 and associated Staging Areas (SA) to the identified cultural heritage resources in March 2020. The study area is located in an urban context in the community of Streetsville within the City of Mississauga.

The purpose of this report is to identify existing conditions of the study area, present an inventory of cultural heritage resources located within or adjacent to the study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This report was conducted by John Sleath, Project Manager, under the senior project management of Lindsay Graves, Senior Cultural Heritage Specialist, both of ASI.

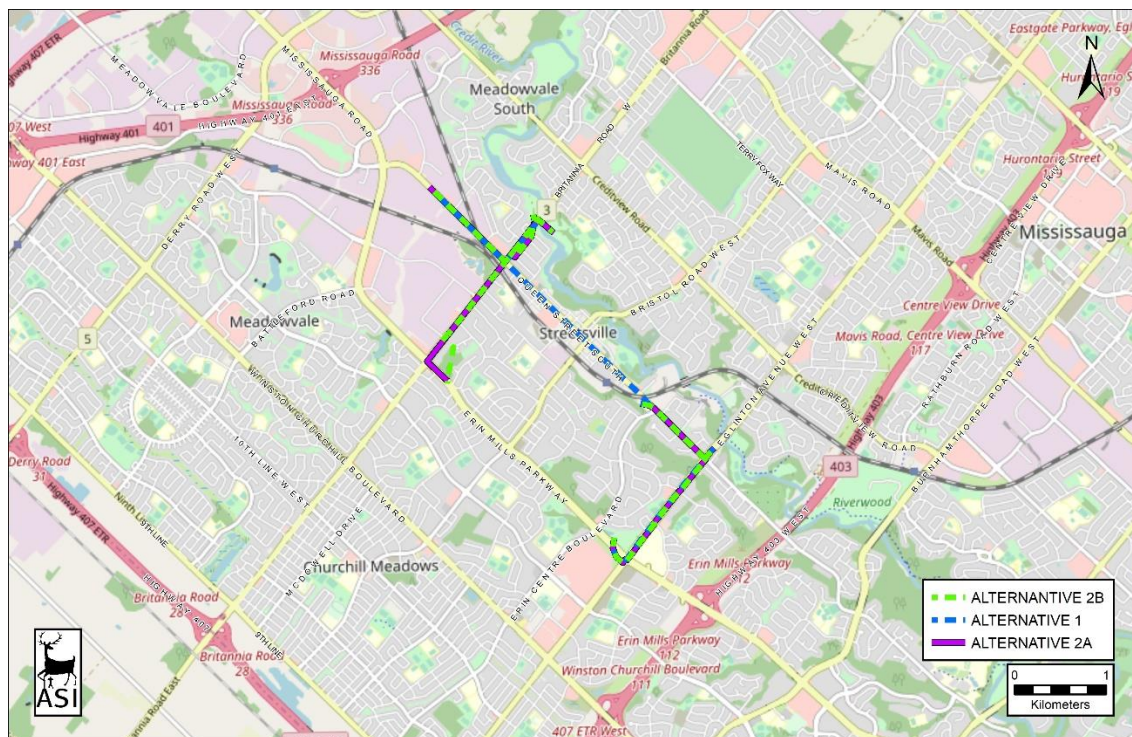


Figure 1: Location of the study area

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



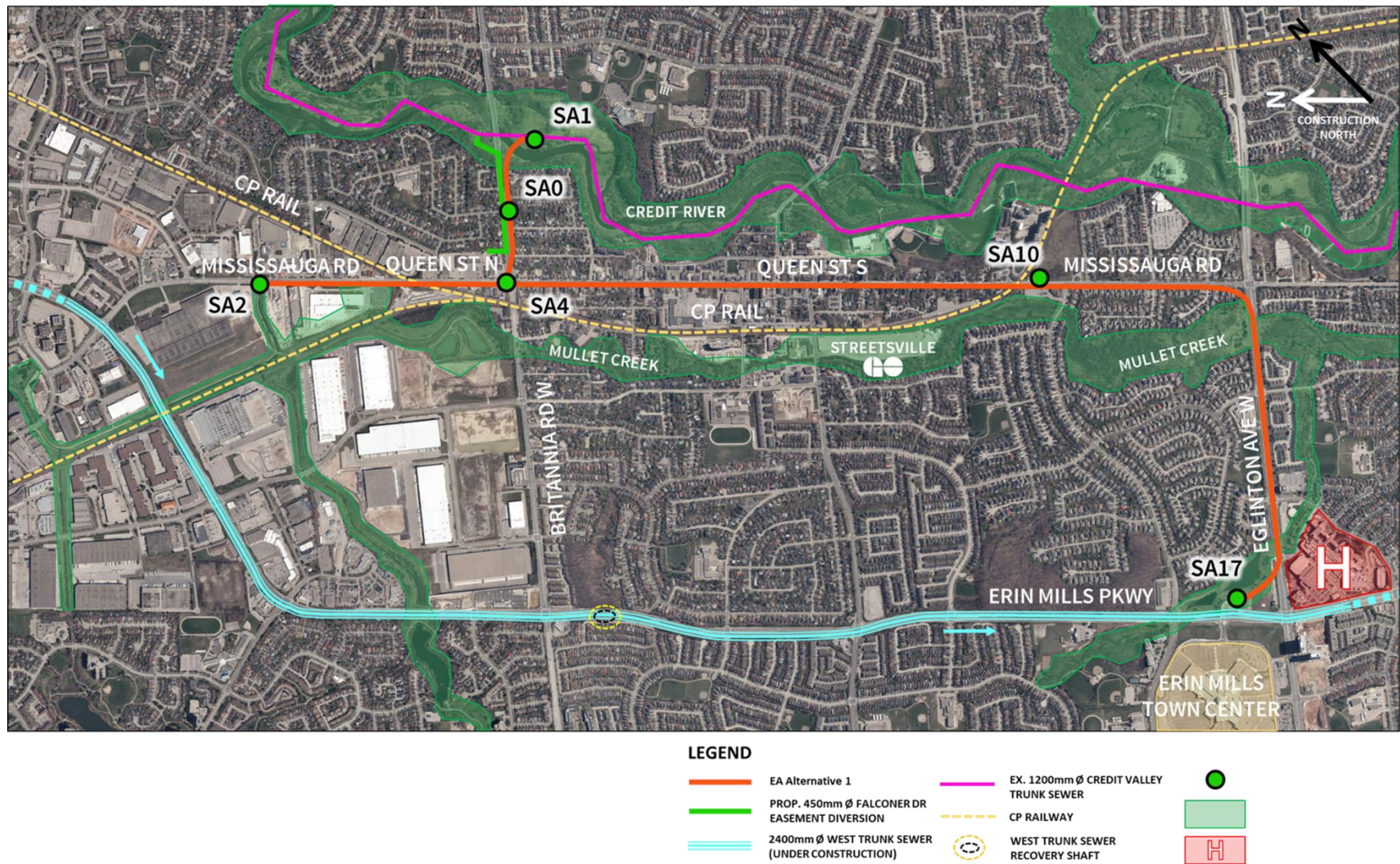


Figure 2: Location of the Alternative 1 in red and associated Staging Areas noted by green and black dots

(Hatch Corporation 2020)

## 2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

### 2.1 Legislation and Policy Context

This cultural heritage resource assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Tourism, Culture and Sport 2016). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold 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 retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources is used to describe both cultural heritage landscapes (CHLs) and built heritage resources (BHRs). A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadsides and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

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

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic

ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.

Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism, Culture, and Sport has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2014; *Standards and Guidelines* hereafter). These *Standards and Guidelines* apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for Ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission
- Ontario Heritage Trust
- Ontario Infrastructure and Lands Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The *Standards and Guidelines* provide a series of definitions considered during the course of the assessment:

A provincial heritage property is defined as the following (14):

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):

Provincial heritage property that has been evaluated using the criteria found in *Ontario Heritage Act* O. Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following (13):

...a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:



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

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of relevance for the conservation of heritage features are contained in Section 2- Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

*A built heritage resource* is defined as: “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community” (Ministry of Municipal Affairs and Housing 2014).

*A cultural heritage landscape* is defined as “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association” (Ministry of Municipal Affairs and Housing 2014). Examples may include, but are not limited to farmscapes, historical settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to

cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (Ministry of Municipal Affairs and Housing 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. 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 2014).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

### **2.1.1 Region of Peel**

The Region of Peel provides cultural heritage policies in its Official Plan (2016). Cultural heritage policies within the Region of Peel's Official Plan relevant to this assessment include:

- 3.6.2.1 Direct the area municipalities to include in their official plans policies for the definition, identification, conservation and protection of cultural heritage resources in Peel, in cooperation with the Region, the conservation authorities, other agencies and aboriginal groups, and to provide direction for their conservation and preservation, as required.
- 3.6.2.2 Support the designation of Heritage Conservation Districts in area municipal official plans.
- 3.6.2.3 Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Citizenship, Culture and Recreation's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.
- 3.6.2.4 Require and support cultural heritage resource impact assessments, where appropriate, for infrastructure projects, including Region of Peel projects.
- 3.6.2.5 Direct the area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region's objectives with respect to cultural heritage resources.
- 3.6.2.6 Encourage and support the area municipalities in preparing, as part of any area municipal official plan, an inventory of cultural heritage resources and provision of guidelines for identification, evaluation and impact mitigation activities.
- 3.6.2.7 Direct the area municipalities to only permit development and site alteration on

lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

- 3.6.2.8 Direct the area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

### **2.1.2 City of Mississauga**

The City of Mississauga's *Official Plan* (2018b) sets out several policies with regard to cultural heritage resources. Policies that are relevant to this assessment are provided below:

#### **7.4 Heritage Planning**

- 7.4.1.1 The heritage policies are based on two principles:
- a. heritage planning will be an integral part of the planning process; and
  - b. cultural heritage resources of significant value will be identified, protected, and preserved.
- 7.4.1.2 Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.
- 7.4.1.3 Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.
- 7.4.1.4 Mississauga will encourage other levels of government to enact legislation and develop programs that promote the preservation and rehabilitation of cultural heritage resources.
- 7.4.1.5 Mississauga will encourage private and public support and the allocation of financial resources for the preservation and rehabilitation of cultural heritage resources.
- 7.4.1.6 Mississauga will foster public awareness of and commitment to, the protection and enhancement of cultural heritage resources.
- 7.4.1.7 Mississauga will maintain a Heritage Register of property, including structures and cultural landscapes that should be preserved as cultural heritage resources. The cultural heritage resources in the Heritage Register will be assessed based on

their design or physical value, historical or associative value, contextual value and archaeological significance including the aggregation of both natural and cultural heritage resources.

- 7.4.1.8 The Heritage Register will contain a legal description of the property, the name and address of the owner, a statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property.
- 7.4.1.9 Character Area policies may identify means of protecting cultural heritage resources of major significance by prohibiting uses or development that would have a deleterious effect on the cultural heritage resource, and encouraging uses and development that preserve, maintain and enhance the cultural heritage resource.
- 7.4.1.10 Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 7.4.1.11 Cultural heritage resources designated under the Ontario Heritage Act, will be required to preserve the heritage attributes and not detract or destroy any of the heritage attributes in keeping with the Ontario Heritage Tool Kit, the Ontario Ministry of Culture, and the Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada.
- 7.4.1.12 The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 7.4.1.13 Cultural heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource.
- 7.4.1.14 Cultural heritage resources will be integrated with development proposals.
- 7.4.1.15 Mississauga will regulate use and other matters, as appropriate, for heritage preservation through zoning by-laws.
- 7.4.1.16 Mississauga will acquire heritage easements, apply restrictive covenants, and enter into development agreements, as appropriate, for the preservation of cultural heritage resources.
- 7.4.1.17 Public works will be undertaken in a way that minimizes detrimental impacts on cultural heritage resources.

- 7.4.1.18 Mississauga recognizes the Credit River and Etobicoke Creek valleys as heritage corridors with both prehistoric and historical significance.
  - 7.4.1.19 Mississauga will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.
  - 7.4.1.20 Mississauga will consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.
  - 7.4.2.2 Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the City, and any appropriate advisory committee. This documentation may be in the form of a Heritage Impact Assessment.
  - 7.4.2.3 Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.
  - 7.4.3.1 Heritage Conservation Districts will be designated by the City in accordance with the Ontario Heritage Act and the following criteria:
    - a. most of the structures or heritage elements, in a grouping, that have a unique character and reflect some aspect of the heritage of the community or are of historic, architectural, natural, or cultural significance; or
    - b. an environment that should be preserved because of its cultural heritage, cultural landscape, or scenic significance.
  - 7.4.3.3 Applications for development within a Heritage Conservation District will be required to include a Heritage Impact Assessment and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.
- 14.10 Streetsville
- 14.10.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

## 2.2 Data Collection and Methodology

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

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 retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, 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 cultural heritage resources. The field review is also used to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilised during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older, and if the resource satisfies at least one of the following criteria:

#### Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

#### Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: The City of Mississauga; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of: The City of Mississauga; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: The City of Mississauga; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historical, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

#### Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.

- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historical and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.).
- It is of aesthetic, visual or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historical development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Section 3.0, while Sections 4.0 contains conclusions and recommendations with respect to potential impacts of the undertaking on the identified cultural heritage resource. A cultural heritage resource inventory is provided in Section 7.0, while location mapping is in Section 8.0.

### **3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT**

This section provides a summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking.

#### **3.1 Background Historical Summary**

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, as well as Indigenous and Euro-Canadian land use and settlement.

Historically, the study area is located in the former Township of Toronto, County of Peel on part of Lot 32, Concession II North of Dundas Street (NDS); Lots 1-3, Range V NDS; Lot 1, Concession VI West of Centre Road (WCR); Lots 5-6, Concession VI WCR; Lots 1-7, Concession V WCR; and Lots 1-7, Concession IV WCR.

##### **3.1.1 *Physiography***

The study area is situated within the Iroquois Plain physiographic region of southern Ontario (Chapman and Putnam 1984).

The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River in the east, around the western part of Lake Ontario to the Niagara River, spanning a distance of 300 km (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

##### **3.1.2 *Indigenous Land Use and Settlement***

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).



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

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 BP and exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). By 1,500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By 1600 CE, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee<sup>1</sup> and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat.

Shortly after dispersal of the Wendat and their Algonquian allies, Ojibwa began to expand into southern Ontario and Michigan from a "homeland" along the east shore of Georgian Bay, west along the north shore of Lake Huron, and along the northeast shore of Lake Superior and onto the Upper Peninsula of Michigan (Rogers 1978:760–762). This history was constructed by Rogers using both Anishinaabek oral tradition and the European documentary record, and notes that it included Chippewa, Ojibwa,

<sup>1</sup> The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking groups – the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.

Mississauga, and Saulteaux or “Southeastern Ojibwa” groups. Ojibwa, likely Odawa, were first encountered by Samuel de Champlain in 1615 along the eastern shores of Georgian Bay. Etienne Brule later encountered other groups and by 1641, Jesuits had journeyed to Sault Sainte Marie (Thwaites 1896:11:279) and opened the Mission of Saint Peter in 1648 for the occupants of Manitoulin Island and the northeast shore of Lake Huron. The Jesuits reported that these Algonquian peoples lived “solely by hunting and fishing and roam as far as the “Northern sea” to trade for “ Furs and Beavers, which are found there in abundance” (Thwaites 1896-1901, 33:67), and “all of these Tribes are nomads, and have no fixed residence, except at certain seasons of the year, when fish are plentiful, and this compels them to remain on the spot” (Thwaites 1896-1901, 33:153). Algonquian-speaking groups were historically documented wintering with the Huron-Wendat, some who abandoned their country on the shores of the St. Lawrence because of attacks from the Haudenosaunee (Thwaites 1896-1901, 27:37). Other Algonquian groups were recorded along the northern and eastern shores and islands of Lake Huron and Georgian Bay - the “Ouasouarini” [Chippewa], the “Outchougai” [Outchougai], the “Atchiligouan” [Achiligouan] near the mouth of the French River and north of Manitoulin Island the “Amikouai, or the nation of the Beaver” [Amikwa; Algonquian] and the “Oumisagai” [Mississauga; Chippewa] (Thwaites 1896-1901, 18:229, 231). At the end of the summer 1670, Father Louys André began his mission work among the Mississagué, who were located on the banks of a river that empties into Lake Huron approximately 30 leagues from the Sault (Thwaites 1896-1901, 55:133-155).

After the Huron had been dispersed, the Haudenosaunee began to exert pressure on Ojibwa within their homeland to the north. While their numbers had been reduced through warfare, starvation, and European diseases, the coalescence of various Anishinaabek groups led to enhanced social and political strength (Thwaites 1896-1901, 52:133) and Sault Sainte Marie was a focal point for people who inhabited adjacent areas both to the east and to the northwest as well as for the Saulteaux, who considered it their home (Thwaites 1896-1901, 54:129-131). The Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. From east to west, these villages consisted of Ganneious, on Napanee Bay, an arm of the Bay of Quinte; Quinte, near the isthmus of the Quinte Peninsula; Ganaraske, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganatsekwyagon (or Ganestiquiagon), near the mouth of the Rouge River; Teyaiagon, near the mouth of the Humber River; and Quinaouatoua, on the portage between the western end of Lake Ontario and the Grand River (Konrad 1981:135). Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The inhabitants of these villages were agriculturalists, growing maize, pumpkins and squash, but their central roles were that of portage starting points and trading centres for Iroquois travel to the upper Great Lakes for the annual beaver hunt (Konrad 1974; Williamson et al. 2008:50–52). Ganatsekwyagon, Teyaiagon, and Quinaouatoua were primarily Seneca; Ganaraske, Quinte and Quintio were likely Cayuga, and Ganneious was Oneida, but judging from accounts of Teyaiagon, all of the villages might have contained peoples from a number of the Iroquois constituencies (ASI 2013).

During the 1690s, some Ojibwa began moving south into extreme southern Ontario and soon replaced the Haudenosaunee by force. By the first decade of the eighteenth century, the Michi Saagiig Nishnaabeg (Mississauga Nishnaabeg) had settled at the mouth of the Humber, near Fort Frontenac at the east end of Lake Ontario and the Niagara Region and within decades were well established throughout southern Ontario. In 1736, the French estimated there were 60 men at Lake Saint Clair and 150 among small settlements at Quinte, the head of Lake Ontario, the Humber River, and Matchedash

(Rogers 1978:761). This history is based almost entirely on oral tradition provided by Anishinaabek elders such as George Copway (Kahgegagahbowh), a Mississauga born in 1818 near Rice Lake who followed a traditional lifestyle until his family converted to Christianity (MacLeod 1992:197; Smith 2000). According to Copway, the objectives of campaigns against the Haudenosaunee were to create a safe trade route between the French and the Ojibwa, to regain the land abandoned by the Huron-Wendat. While various editions of Copway's book have these battles occurring in the mid-seventeenth century, common to all is a statement that the battles occurred around 40 years after the dispersal of the Huron-Wendat (Copway 1850:88; Copway 1851:91; Copway 1858:91). Various scholars agree with this timeline ranging from 1687, in conjunction with Denonville's attack on Seneca villages (Johnson 1986:48; Schmalz 1991:21–22) to around the mid- to late-1690s leading up to the Great Peace of 1701 (Schmalz 1977:7; Bowman 1975:20; Smith 1975:215; Tanner 1987:33; Von Gernet 2002:7–8).

Robert Paudash's 1904 account of Mississauga origins also relies on oral history, in this case from his father, who died at the age of 75 in 1893 and was the last hereditary chief of the Mississauga at Rice Lake. His account in turn came from his father Cheneebesh, who died in 1869 at the age of 104 and was the last sachem or Head Chief of all the Mississaugas. He also relates a story of origin on the north shore of Lake Huron (Paudash 1905:7–8) and later, after the dispersal of the Huron-Wendat, carrying out coordinated attacks against the Haudenosaunee. Francis Assikinack, an Ojibwa of Manitoulin Island born in 1824, provides similar details on battles with the Haudenosaunee (Assikinack 1858:308–309).

Peace was achieved between the Haudenosaunee and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there is no interruption to Anishinaabek control and use of southern Ontario. While hunting in the territory was shared, and subject to the permission of the various nations for access to their lands, its occupation was by Anishinaabek until the assertion of British sovereignty, the British thereafter negotiating treaties with them. Eventually, with British sovereignty, tribal designations changed (Smith 1975:221–222; Surtees 1985:20–21). According to Rogers (1978), by the twentieth century, the Department of Indian Affairs had divided the "Anishinaubag" into three different tribes, despite the fact that by the early eighteenth century, this large Algonquian-speaking group, who shared the same cultural background, "stretched over a thousand miles from the St. Lawrence River to the Lake of the Woods." With British land purchases and treaties, the bands at Beausoleil Island, Cape Croker, Christian Island, Georgina and Snake Islands, Rama, Sarnia, Saugeen, the Thames, and Walpole, became known as "Chippewa" while the bands at Alderville, New Credit, Mud Lake, Rice Lake, and Scugog, became known as "Mississauga." The northern groups on Lakes Huron and Superior, who signed the Robinson Treaty in 1850, appeared and remained as "Ojibbewas" in historical documents.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases throughout Ontario in the early nineteenth century and entered into negotiations with various Nations for additional tracts of land as the need arose to facilitate European settlement.

In 1805, the Mississaugas were granted one mile (approximately 1.6 km) on either side of the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1818, the majority of the Mississauga Tract was acquired by the Crown excluding the lands tracts flanking the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1820, the remainder of Mississauga land was surrendered except approximately 81 hectares (ha) along the Credit River (Heritage Mississauga 2012:18). In 1825-26 the Credit Indian Village was established as an agricultural community and Methodist mission near present day Port Credit (Heritage Mississauga 2009a; Mississaugas of the New Credit First Nation 2017a). By 1840 the village was under significant pressure from Euro-Canadian settlement that plans begun to relocate the settlement. In 1847 the Credit Mississaugas were made a land offer by the Six Nations Council to relocate at the Grand River. In 1847, 266 Mississaugas settled at New Credit, approximately 23 km southwest of Brantford. In 1848 a mission of the Methodist Church was established there by Rev. William Ryerson (Woodland Indian Cultural Education Centre 1985). Although the majority of the former Mississauga Tract had been surrendered from the Mississauga by 1856 (Gould 1981), this does not exclude the likelihood that the Mississauga continued to utilise the landscape at large during travel (Ambrose 1982) and for resource extraction.

The eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.). Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003; Supreme Court of Canada 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

The study area is within Treaty 13a, or the Toronto Purchase, 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 (Mississaugas of the New Credit First Nation 2017b; Mississaugas of the New Credit First Nation 2001).

### **3.1.3 Historical Euro-Canadian Land Use: Township Survey and Settlement**

Historically, the study area is located in the former Township of Toronto, County of Peel on part of Lot 32, Concession II North of Dundas Street (NDS); Lots 1-3, Range V NDS; Lot 1, Concession VI West of Centre Road (WCR); Lots 5-6, Concession VI WCR; Lots 1-7, Concession V WCR; and Lots 1-7, Concession IV WCR.

### **3.1.4 Toronto Township**

The Township of Toronto was original surveyed in 1806 by Mr. Wilmot, Deputy Surveyor. The first settler in this Township, and also the County of Peel, was Colonel Thomas Ingersoll. The whole population of the Township in 1808 consisted of seven families, scattered along Dundas Street. The number of inhabitants gradually increased until the war broke out in 1812, which gave considerable check to its progress. When the war was over, the Township's growth revived and the rear part of the Township was surveyed and called the "New Survey." The greater part of the New Survey was granted to a colony of Irish settlers from New York City, who suffered persecution during the war (Walker and Miles 1877).

The Hamilton and Toronto Railway was formed in 1852, and in 1855, completed its lake shore route across the south end of Lot 11. In 1871, the railway was amalgamated with the Great Western Railway, which in turn, was amalgamated in 1882, with the Grand Trunk Railway. The Grand Trunk Railway was amalgamated in 1923, with Canadian National Railway (Andreae 1997:126–127).

#### *Streetsville*

The settlement of Streetsville began in 1819 on the banks of the Credit River, just east of Queen Street South (Mississauga Road) in the City of Mississauga when the Crown acquired all lands north of present-day Eglinton Avenue and commenced a formal survey from Timothy Street and Richard Bristol. As partial payment for his services, Street was granted over 4500 acres of land throughout Peel and Halton, including land along the Credit River, much of which would become the future village site (Heritage Mississauga 2009c). The first settler to receive a land grant in the area was James Glendinning. On April 21<sup>st</sup>, 1819 he received land along Mullet Creek (Heritage Mississauga 2009c). Many early settlers were descended from United Empire Loyalists who left the United States during the War of Independence, including the Barnhart, Birdsall, Embleton, Glendinning, Leslie, Lewis, Lighheart, Row(e), Rutledge, and Switzer families, amongst others. In 1821, Timothy Street built a grist mill along the Credit River, followed by a lumber and saw mill in 1822 (Heritage Mississauga 2009c; Heritage Mississauga 2011). During this time, Street lived in the Niagara Peninsula with his family (Manning 2008).

In 1821 a general store and trading post was opened by John Barnhart at the southwest corner of Queen Street and Pearl Street, called the Montreal House (Heritage Mississauga 2012; Manning 2008; Streetsville Women's Institute 1965). The first general store to serve the community still stands today as the oldest building in the area (Streetsville Women's Institute 1965). The Montreal House, together with the mills, helped to attract many settlers and early businesses to the village, propelling early growth. As early as 1823, a bridge was built over the Credit River, making the community a key crossing and stopping point. The village officially became known as Streetsville in 1829 when the first post office opened (Heritage Mississauga 2009c). By 1835, grist mills, sawmills, a tannery, and several inns were in operation, making Streetsville the political and economic hub of the surrounding township (Heritage Mississauga 2009c). By 1850 Streetsville had a population of 1000 and was the most prosperous and populated village in Peel County (Heritage Mississauga 2009c).

Early directories list several mills, a tannery, foundry, cooperage, pottery, brickyard, blacksmiths, shoemakers, carriage shops, tinsmith, brewery, telegraph office, physicians, tailors, gunsmith, watchmaker, broom and pail factory, millinery, carpenter, furniture manufacturer, stave factory, bobbin factory, four churches, an Orange Lodge, and two schools (Heritage Mississauga 2009d). Streetsville also

had several inns and hotels, including the Telegraph House, Globe Hotel, Tyrone Inn, Franklin House, Pacific Hotel, and Royal Hotel. The Telegraph House and the Globe Hotel are noted to be the most popular (Manning 2008).

The first library in Toronto Township is believed to have been organized in Streetsville by 1826, however it was in the 1850s when the Farmer's and Mechanics' Association was established to promote reading and education (Hicks 2008). In 1895 the Farmers and Mechanics Institute Library became the Streetsville Public Library, because of the Libraries Act passed by Ontario Legislature in 1882 that gave municipalities power to tax themselves to establish free libraries (Hicks 2008). Toronto Township's first high school, the Grammar School opened in Streetsville in 1851 at 321 Queen Street South (Heritage Mississauga 2012). The building served as a school for a century. John Embleton, the community surveyor, built a store at 213 Queen Street South in the 1840s. From 1854 to 1877 it housed the Library of the Farmer's and Mechanic's Institute, and between 1931 and 1952 it was used as the Post Office (Mississauga Library System 2018). The intersection of Queen Street and Main Street became the commercial hub of the community, blossoming around Barnhart's Montreal House and John Embleton's Store.

By 1858 the population of Streetsville had grown to 1,500. The same year Streetsville incorporated as a village, with John Street, Timothy's son, serving as the first Reeve (Heritage Mississauga 2009c). In the 1880s the village had wooden sidewalks. By 1910, the wooden sidewalks had been replaced with cement sidewalks which lasted into the 1960s. The stretch of road between Streetsville and Erindale was paved with cement and opened on September 16, 1931 (Hicks 2008).

By the early twentieth century, Streetsville's mills began to close, and by the 1940s, the last of Streetsville's many hotels had also closed. The community gradually changed from an industrial mill-town into a small businesses and services centre. By 1959, as Streetsville celebrated its centennial anniversary of incorporation, the population had risen to 4,400 (Manning 2008). In 1962 Streetsville achieved Town status, however this status was short lived as Streetsville was amalgamated into the City of Mississauga in 1974 (Heritage Mississauga 2009c).

### *Barberton*

Barberton was a settlement established along Mississauga Road, historically located to the north of Eglinton Avenue, along the Credit River and on the east side of Mississauga Road. Barberton, also known as Creditvale, had one of the approximately 60 mills along the Credit River established by 1851 (Wilkinson 2009). Following the purchase of William Comfort's small mill and farm in 1843, brothers William and Robert Barber grew their business and built the Toronto Woolen Mills into one of the largest textile manufacturers in the area (Wilkinson 2009; Ontario Heritage Trust 2018). The community that grew around the mill came to be known as Barberton, after William Barber and his brother Robert. Barberton never achieved village status, however 43 buildings were constructed by the Barber brothers for their mill workers (Wilkinson 2009). Following the decline of the brothers' fortunes, the community of Barberton was deserted. Most of the original 43 workers' homes are now gone (Ontario Heritage Trust 2018). Remnants of the original settlement include Barberton Road, which extends east from Mississauga Road and terminates at the Credit River, the mill bridge constructed in 1898, and a small recreational area (Wilkinson 2009).

### *Mississauga Road*

Mississauga Road is one of Mississauga's oldest northwest-southwest thoroughfares that follows the route of a former Indigenous hunting and fishing trail (Skeoch 2000). The Indigenous trail that eventually became Mississauga Road was surveyed by John Embleton in the 1820s (Hicks 2008). By 1831, Mississauga Road had become a significant route for stagecoach service, connecting Springfield (Erindale) and Streetsville with Port Credit (Hicks 2009; City of Mississauga 1983). In 1836, Dundas Street became a toll road. A toll stop was established at Dundas Street and Mississauga Road (then called Streetsville Road), with revenue used to improve the roads (Hicks 2006). Several communities developed along Mississauga Road throughout the nineteenth century, including Port Credit and Streetsville, and other settlements such as Harris' Corners and Barberton which are no longer extant.

Between 1954 and 1956, the development of the Mississauga Golf and Country Club resulted in the re-routing of Mississauga Road (Fitzgibbon 2009). When the City of Mississauga was incorporated in 1974, the Region of Peel became responsible for major roadways including Mississauga Road (Hicks 2006). With urbanization and significant development on either side, Mississauga Road has become a major arterial road through the heart of Mississauga.

### *Credit River*

The study area is within the Credit River Watershed, which drains an area of approximately 860 square kilometres from its headwaters in Orangeville, Erin, and Mono, passing through part of the Niagara Escarpment and the Oak Ridges Moraine, and draining into Lake Ontario at the town of Port Credit (Credit Valley Conservation 2009). The river was named "*Mis.sin.ni.he*" or "*Mazinigae-zeebi*" by the Mississaugas, and surveyor Augustus Jones believed this signified "the trusting creek," or could also be translated as "to write or give and make credit," while the French name used when the river was first mapped in 1757 was "*Riviere au Credit*." These names refer to the fur trading period, when French, British, and Indigenous traders would meet along this river (Smith 1987:255–257; Rayburn 1997:84; Scott 1997:182; Gibson 2002:177; Robb et al. 2003:6). The Credit River was historically considered to be one of the best potential power sources for milling in all of southern Ontario, which led to the development of early saw and grist mill industries, and later textile mills, distilleries, bottling plants, and hydro-electric plants spawned communities throughout the river valley, typically close to the Niagara Escarpment (Town of Caledon 2009:7.1).

### *Credit Valley Railway*

The Credit Valley Railway (CVR) (now part of the Milton GO Rail Corridor, CP Galt Subdivision) bisects the study area and 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 several 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 of the time, which spanned 1,146 feet through the river valley at a height of 85 feet (Town of Caledon 2009:7.30). 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 (CP) Railway (Heritage Mississauga 2009b; Town of Caledon 2009).

### 3.1.5 Review of Historical Mapping

The 1859 *Tremaine's Map of the County of Peel* and the 1877 *Illustrated Historical Atlas of the County of Peel* were reviewed to examine the study area from the nineteenth century.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Historically, the study area is located in the former Township of Toronto, County of Peel on part of Lot 32, Concession II North of Dundas Street (NDS); Lots 1-3, Range V NDS; Lot 1, Concession VI West of Centre Road (WCR); Lots 5-6, Concession VI WCR; Lots 1-7, Concession V WCR; and Lots 1-7, Concession IV WCR.

Details of historical property owners and historical features in the study area are listed in Table 1.

**Table 1: Nineteenth-century property owner(s) and historical features(s) within the study area**

<i>1859 Tremaine's Map</i>				<i>1877 Illustrated Historical Atlas</i>	
Lot #	Con #	Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
32	II NDS	Chas. Crawford	Eglinton Avenue West	Mary F. Crawford	Structure Orchard Eglinton Avenue West
1	Range V NDS	Hiram Crawford	Eglinton Avenue West	John Burns	Structure Orchard Eglinton Avenue West
2		Wm. Blair	Eglinton Avenue West	Andrew A. Blair	Structure Orchard Eglinton Avenue West



3		Wm. Douglas	Eglinton Avenue West Mississauga Road	Geo. Dunning	Eglinton Avenue West Mississauga Road
1	VI WCR	Wm. Devine	Eglinton Avenue West Erin Mill Parkway	Jno. S. Hanna	Eglinton Avenue West Erin Mills Parkway
5		Danl. Douglas	Erin Mills Parkway	Donald Douglas	Erin Mills Parkway Britannia Road West
6		Peter Cook	Erin Mills Parkway Britannia Road West	Peter Cook	Erin Mills Parkway Britannia Road West
1	V WCR	Thos. Devine	Eglinton Avenue West Erin Mills Parkway	Mich Devine	Eglinton Avenue West
		Dougs. Montgomery	Eglinton Avenue West Mississauga Road	James Montgomery	Mississauga Road Mullett Creek
2		None	Mississauga Road	None	Mississauga Road Credit Valley Railway Mullett Creek
3		Jno. Sterling	Streetsville	None	Streetsville
4		None	Streetsville	None	Streetsville
5		Henry Rutledge	Erin Mills Parkway Britannia Road West Mullett Creek	Donald Douglas Joseph Rutledge	Britannia Road West Britannia Road West Credit Valley Railway
6		John C. Hyde	Erin Mills Parkway Britannia Road West Mullett Creek	John Rutledge	Britannia Road West Credit Valley Railway
7		T.S.	Residence Mississauga Road	Jno Eakins	Residence Orchard
		John Eakins	Mississauga Road		Mississauga Road
		Robt. Ramsay	Mississauga Road	Robt. Ramsay	Orchard Mississauga Road
1	IV WCR	None	Eglinton Avenue West Mississauga Road	W. Barber	Residence Mississauga Road
2		None	Mississauga Road	None	Mississauga Road Credit Valley Railway
3		None	Streetsville	None	Streetsville
4		None	Streetsville	None	Streetsville
5		Henry Rutledge	Streetsville Britannia Road West Credit River	None	Streetsville Britannia Road West Mississauga Road
		Richard Caslor	Residence Britannia Road West Credit River	Solomon Caslor	Residence Orchard Britannia Road West Credit River

6	Jos. J. Rutledge	Mississauga Road Britannia Road West Credit River	Jno. Rutledge	Mississauga Road Britannia Road West Credit Valley Railway
7	Chris Rowe Robt. Ramsay	Mississauga Road Mississauga Road	Wm. Hardy  Robert Ramsay	Orchard Mississauga Road Mississauga Road

The 1859 *Tremaine's Map* (Figure 3) shows that the community of Streetsville is depicted as a densely populated village on either side of Queen Street South between Britannia Road West and Church Street. Eglinton Avenue West, Mississauga Road, Queen Street South, Queen Street North, Britannia Road West, and Erin Mills Parkway were all historically surveyed roads. Eglinton Avenue West, Mississauga Road, Queen Street South, Queen Street North, and Britannia Road West are depicted following their present alignments and appear to be well-established roadways. Erin Mills Parkway on the map is depicted as a straight northwest to southeast road to the west of the community of Streetsville. The study area travels along the historically surveyed roadways, with the one alignment passing through the centre of Streetsville. The branches of the study area that follow Britannia Road West and Eglinton Avenue West passes through a rural agricultural context with minimal houses or other structures depicted along the alignments. The eastern end of the northern portions of the alignments are illustrated as intersecting with the Credit River, which meanders from northwest to southeast and is to the east of Streetsville.

The 1877 *Illustrated Historical Atlas* (Figure 4) illustrates that the Streetsville village core has expanded substantially by this period. The Credit Valley Railway is depicted on the map following a north-south alignment west of Queen Street South and intersecting with the study area along Queen Street South and Britannia Road West. Streetsville is surrounded by agricultural land, however development can be seen extending south as properties are already subdivided along the west side of Queen Street South and Mississauga Road. Clusters of structures are illustrated on the lot occupying the north corner of the intersection of present-day Mississauga Road and Eglinton Avenue West. Mullett Creek is depicted on the map as intersecting the study area along Britannia Road West and Eglinton Avenue West. The creek travels from the northwest to the southeast in the western part of Streetsville to the west of Mississauga Road, Queen Street North, and Queen Street South.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerials photographs from 1909, 1954, 1973, and 1994. These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The 1909 topographic map (Figure 5) depicts that there had been some development along the study areas by this time with additional stone or brick and wooden houses being illustrated along the routes of the alignments. The former Credit Valley Railway is now the Canadian Pacific Railway (CPR), with Streetsville Junction located near the intersection of Britannia Road West and Queen Street North. The eastern end of the portion of the study area along Britannia Road West is no longer depicted as intersecting with the Credit River. Eglinton Avenue West, Mississauga Road, Queen Street South, Queen Street North, Britannia Road West, and Erin Mills Parkway are all depicted as unmetalled roads.

The 1954 aerial photograph (Figure 6) shows that the settlement area of Streetsville has retained its rural context into the mid-twentieth century. The areas outside of the village core remain largely agricultural, though development of residential subdivisions have begun southeast of the intersection of Queen Street South and Britannia Road West. The roadways follow the alignments previously described. Some additional development in Streetsville and the area around Streetsville Junction is depicted with some outward growth from Mississauga Road, Queen Street North, and Queen Street South.

The 1973 topographic map (Figure 7) illustrates that there was significant development both within and outside the Streetsville village core. This map labels Eglinton Avenue West as Base Line Road West and Erin Mills Parkway as Fifth Line West. The roadways are all depicted as two-lane hard surface, all weather roads. The area around Eglinton Avenue West remains mostly a rural agricultural context.

The 1994 topographic map (Figure 8) demonstrates that there had been growth and development of the Streetsville area in the late twentieth century which has now encompassed most of the land adjacent to the study areas. The areas north of Eglinton Avenue West between Erin Mills Parkway and Mississauga Road; and north of Britannia Road West between Erin Mills Parkway and Mississauga Road are more sparsely developed. Erin Mills Parkway is now illustrated in its present alignment travelling mostly northwest to southeast with a slight curve around the Vista Heights community.

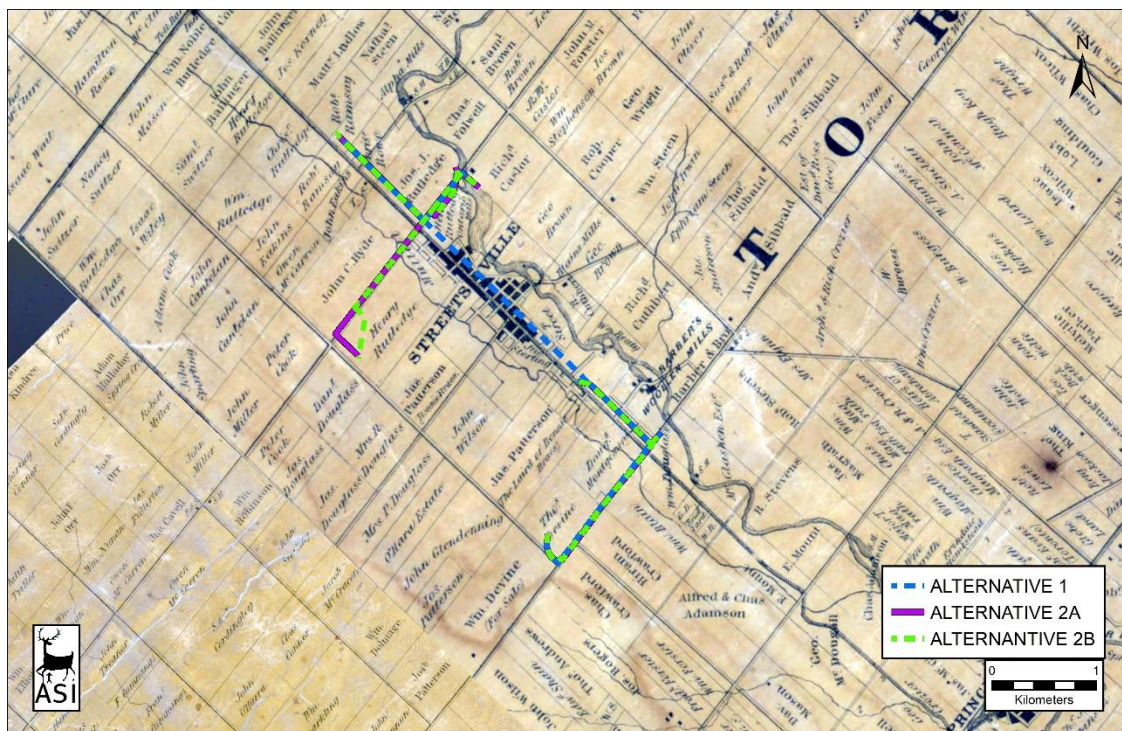


Figure 3: The study area overlaid on the 1859 *Tremaine's Map of the County of Peel*

Base Map: Tremaine 1859



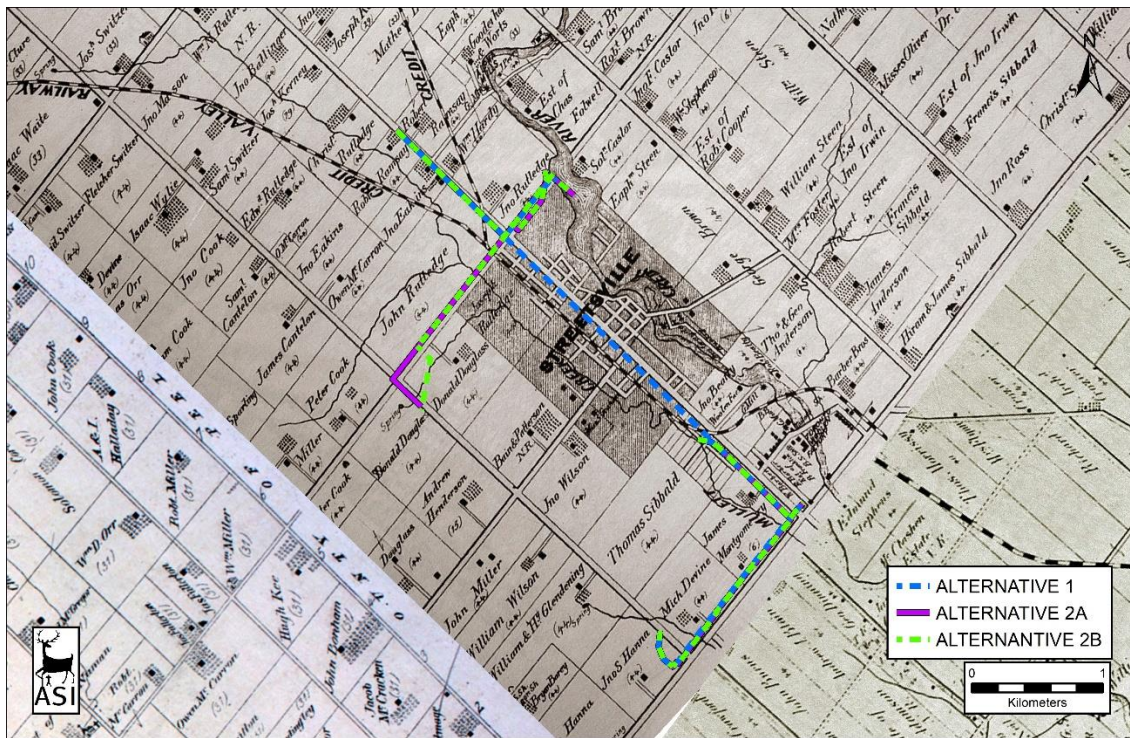


Figure 4: The study area overlaid on the 1877 Illustrated Historical Atlas of the County of Peel  
Base Map: Walker and Miles 1877

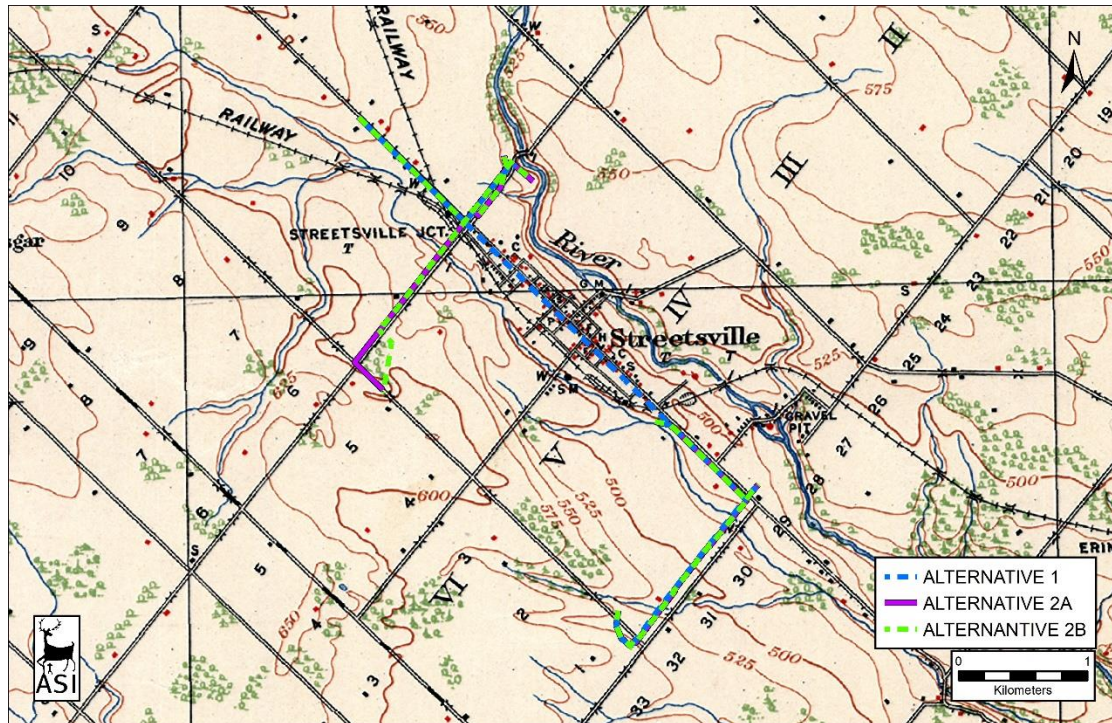


Figure 5: The study area overlaid on the 1909 Brampton NTS map  
Base Map: NTS Sheet 35 (Department of Militia and Defence 1909)



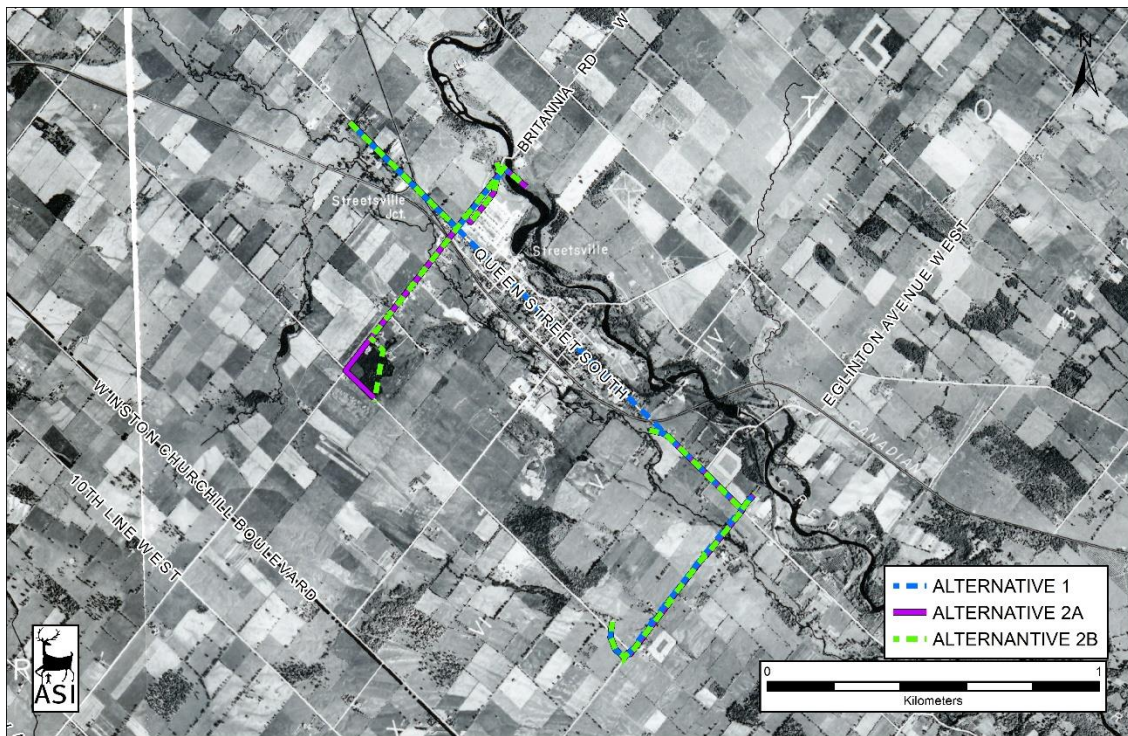


Figure 6: The study area overlaid on the 1954 aerial photograph

Reference: Plate 435.793 (Hunting Survey Corporation Limited 1954)

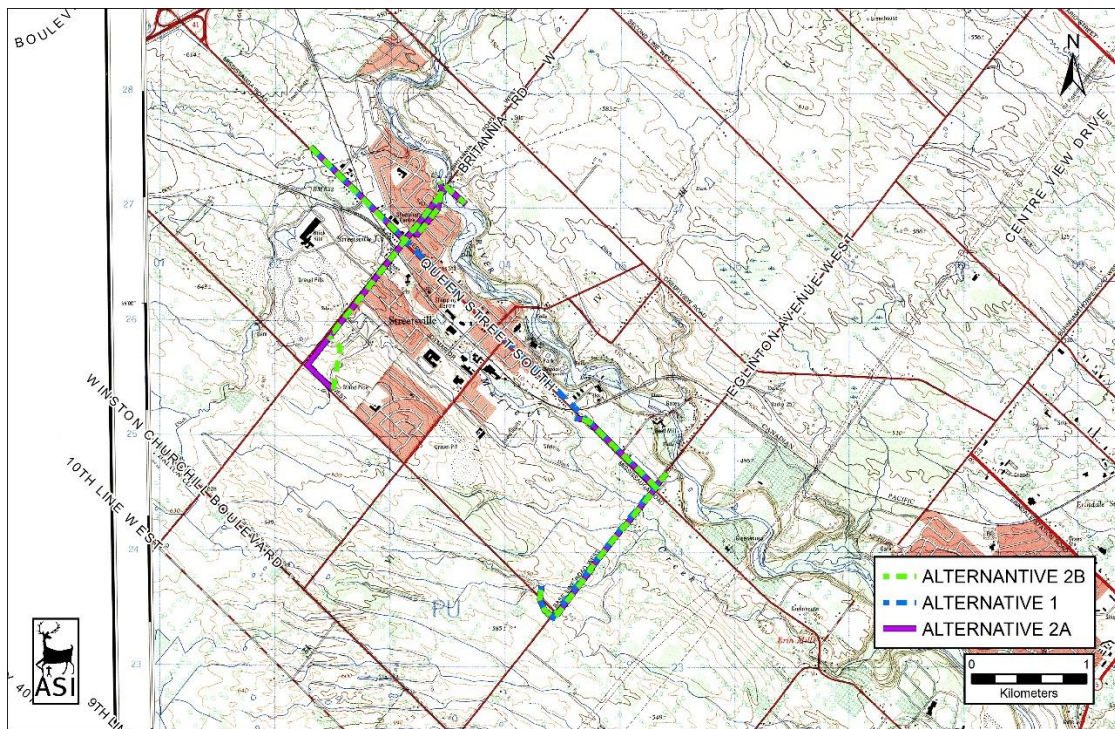


Figure 7: The study area overlaid on the 1973 Streetsville NTS map

Base Map: NTS Sheet No. 30 M/12B (Department of Energy, Mines and Resources 1973)



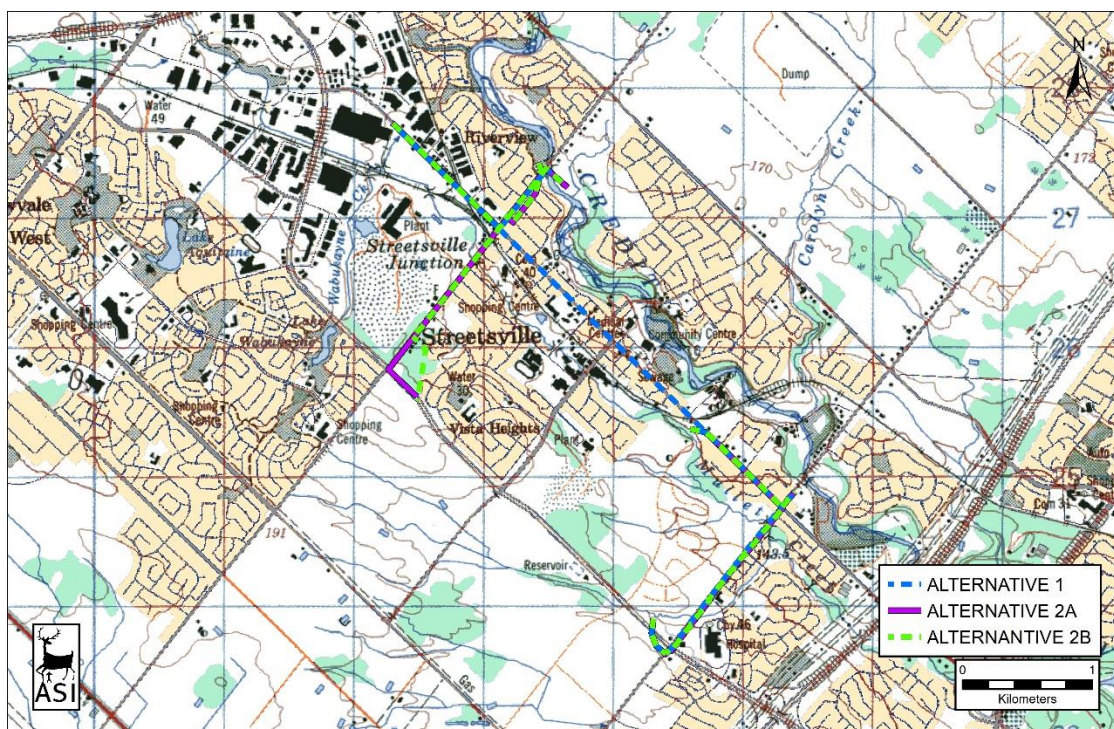


Figure 8: The study area overlaid on the 1994 Brampton NTS map

Base Map: NTS Sheet 30 M/12 (Department of Energy, Mines and Resources 1994)

## 3.2 Existing Conditions

### 3.2.1 Review of Existing Heritage Inventories

In order to make an identification of existing cultural heritage resources within the study area, a number of resources were consulted (MTCS 2016). They include:

- The City of Mississauga's *Municipal Register of Property of Cultural Heritage Value or Interest* provides a list of cultural heritage resources that are designated under Part IV and V of the *Ontario Heritage Act* and undesignated properties<sup>2</sup>;
- *Cultural Landscape Inventory: City of Mississauga*<sup>3</sup>
- The inventory of Ontario Heritage Trust easements<sup>4</sup>;
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques<sup>5</sup>;
- *Ontario's Historical Plaques* website<sup>6</sup>;

<sup>2</sup> Reviewed 18 April 2019 ([https://www7.mississauga.ca/documents/culture/heritage/2018-07-01\\_Mississauga\\_Heritage\\_Register\\_Web.pdf](https://www7.mississauga.ca/documents/culture/heritage/2018-07-01_Mississauga_Heritage_Register_Web.pdf))

<sup>3</sup> Reviewed 24 April 2019 ([http://www5.mississauga.ca/pdfs/Cultural\\_Landscape\\_Inventory\\_Jan05.pdf](http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf))

<sup>4</sup> Reviewed 24 April 2019 (<http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties>)

<sup>5</sup> Reviewed 24 April 2019 (<https://www.heritagetrust.on.ca/en/index.php/online-plaque-guide>)

<sup>6</sup> Reviewed 24 April 2019 ([www.ontarioplaques.com](http://www.ontarioplaques.com))

- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online database<sup>7</sup>;
- Parks Canada's, *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<sup>8</sup>;
- Parks Canada's *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;<sup>9</sup>
- Canadian Heritage River System. The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage<sup>10</sup>; and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites<sup>11</sup>.

In addition, the following stakeholders were contacted to gather information on potential cultural heritage resources, active and inactive cemeteries, and areas of identified Indigenous interest within and/or adjacent to the study area:

- Municipal consultation regarding the location of previously identified cultural heritage resources within and adjacent to the study area was carried out with Paula Wubbenhorst, Heritage Planner, City of Mississauga on 12 April, 29 April, 1 May, and 2 May, 2019.
- Karla Barboza, (A) Team Lead, Heritage, Ministry of Tourism, Culture and Sport, was also contacted to gather any information on potential cultural heritage resources or concerns within and/or adjacent to the study area (email communication 12 April 2019). A response confirmed that there are no identified Provincial Heritage Properties within or adjacent to the study area.
- Kevin De Mille, Heritage Planner, Ontario Heritage Trust, was also contacted to gather any information on potential cultural heritage resources or concerns within and/or adjacent to the study area (email communication 12 April 2019). A response confirmed that there are no conservation easements or Trust-owned properties within or adjacent to the study area.

Based on the review of available municipal, provincial, and federal data, there are thirteen previously identified cultural heritage resources within and/or adjacent to the study area.

### **3.2.2 Peel West Trunk Diversions Study Area– Field Review**

A field review of the study area was undertaken by Peter Carruthers of ASI, on 16 May 2019, to document the existing conditions of the study area. The field review was preceded by a review of available current and historical aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which

<sup>7</sup> Reviewed 24 April 2019 (<http://vitacollections.ca/ogscollections/2818487/data?grd=3186>)

<sup>8</sup> Reviewed 24 April 2019 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)

<sup>9</sup> Reviewed 24 April 2019 ([http://www.pc.gc.ca/apps/dfhd/search-recherche\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx))

<sup>10</sup> Reviewed 24 April 2019 (<http://chrs.ca/the-rivers/>)

<sup>11</sup> Reviewed 24 April 2019 (<http://whc.unesco.org/en/list/>)

may be extant in the study area. The existing conditions of the study area are described below. Identified cultural heritage resources are discussed in Section 3.2.3 and are mapped in Section 8.0 of this report.

The study area consists of three alternative alignments for the West Trunk Sewer Diversions. Alignment 1: Single Version Concept, Alignment 2a: Two-Leg Diversion Concept, and Alignment 2b: Alternate Two-Leg Diversion Concept. Photographic plates of the study area for the three proposed alignments are provided below (Plates 1-20).

Alignment 1: Single Diversion Concept is primarily focused on Mississauga Road, Queen Street North, and Queen Street South (a single road, for ease of understanding in this section, Mississauga Road will be used when discussing this roadway); with a branch along Britannia Road West, starting east of the intersection with Queen Street North; and another along Eglinton Avenue West east of Mississauga Road to west of Erin Mills Parkway. The alignment is approximately 4.14 kilometres in length along Mississauga Road. Mississauga Road is oriented in a northwest-southeast alignment and features two lanes of northwest and southeast-bound vehicular traffic. Mississauga Road also has sidewalks and curbs on both sides. The portion of the study area that travels along Britannia Road West is approximately 620 metres in length from its intersection with Mississauga Road. Britannia Road West is oriented in a northeast to southwest alignment and features four lanes of northeast and southwest-bound vehicular traffic with curbs and sidewalks on both sides. The eastern end of the branch travels southeast to the Credit River. Alignment 1 was selected as the preliminary preferred alternative in February 2020, (hereafter referred to as Alternative 1).

Alignment 2a: Two-Leg Diversion Concept has a northern portion and southern portion. The northern portion is primarily focused on Britannia Road West, from the Credit River to Erin Mills Parkway. It has a branch that begins at the intersection of Britannia Road West and Queen Street North and travels north. The southern portion is primarily focused on Eglinton Avenue West from just east of Mississauga Road to Erin Mills Parkway. A branch of this portion of the study area travels north along Mississauga Road from the intersection of Eglinton Avenue West and Mississauga Road.

Alignment 2b: Alternate Two-Leg Diversion Concept also has a northern portion and southern portion. The southern portion of this alignment is the same as Alignment 2a. The northern portion is generally the same as 2a with the variation being on its western end where it travels south down Hogan Drive and through Turney Woods Park to Erin Mills Parkway.





Plate 1: Northern section of the study area, looking south on Mississauga Road towards Alpha Mills Road.



Plate 2: Northern section of the study area, looking north on Mississauga Road from Alpha Mills Road.



Plate 3: Commercial structures fronting on Mississauga Road, looking north from Britannia Road.



Plate 4: Intersection of Queen Street and Britannia Road, looking southwest.



Plate 5: Intersection of Queen Street and Britannia Road, looking southeast.



Plate 6: View of Britannia Road at Pioneer Drive, looking northeast.



Plate 7: View of Britannia Road at Turney Drive, looking southwest.



Plate 8: Intersection of Erin Mills Parkway and Britannia Road, looking southwest.



Plate 9: View of Britannia Road west of the Credit River, looking southwest.



Plate 10: View of the Credit River south of Britannia Road, looking south.



Plate 11: View of Erin Mills Parkway from north of Eglinton Avenue, looking southeast.



Plate 12: Eglinton Avenue, looking southwest from Credit Valley Road towards Erin Mills Parkway.





Plate 13: Intersection of Eglinton Avenue and Mississauga Road, looking southwest.



Plate 14: Mississauga Road, looking southeast towards Eglinton Avenue.



Plate 15: Mississauga Road, looking southeast from Melody Drive.



Plate 16: Queen Street, looking northwest from at-grade rail crossing on the GO Milton Rail Corridor.



Plate 17: Residences on Queen Street in Streetsville, looking northwest from Reid Drive.

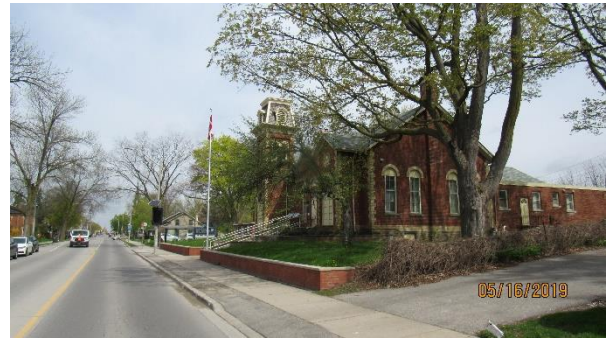


Plate 18: Queen Street, looking northwest from south of Beech Street in Streetsville.



Plate 19: Queen Street, looking northwest from Thomas Street in Streetsville.



Plate 20: Queen Street, looking northeast from Ontario Street.

### 3.2.3 Peel West Trunk Sewer Diversions Study Area– Identified Cultural Heritage Resources

Based on the results of the background research and field review, thirteen cultural heritage resources (including 7 BHRs and 6 CHLs) were identified within and adjacent to the study area. The cultural heritage resources include: two streetscapes, a watercourse, seven residences, two natural areas, and one former farmscape. The resources are summarized in Table 2. A detailed inventory of these cultural heritage resources within and/or adjacent to the study area are presented in Section 7.0 and mapping of the features is provided in Section 8.0.

**Table 2: Summary of the existing and potential built heritage resources (BHRs) and cultural heritage landscapes (CHL) in the study area**

Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition
CHR 1	CHL	Streetsville Village Core	Streetscape	Identified in the 2005 <i>Cultural Landscape Inventory</i>
CHR 2	CHL	Mississauga Road Scenic Route	Streetscape	Identified in the 2005 <i>Cultural Landscape Inventory</i>
CHR 3	CHL	Credit River Corridor	Watercourse	Identified in the 2005 <i>Cultural Landscape Inventory</i>
CHR 4	BHR	21 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>
CHR 5	BHR	23 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>
CHR 6	BHR	25 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>
CHR 7	BHR	27 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>
CHR 8	BHR	24 Ardsley Street	Residence	Listed in the <i>Heritage Register for Mississauga</i>
CHR 9	BHR	4695 Beaufort Terrace	Residence	Listed in the <i>Heritage Register for Mississauga</i>
CHR 10	CHL	1700 Britannia Road West	Former Farmscape	Listed in the <i>Heritage Register for Mississauga</i>

Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition
CHR 11	BHR	2275 - 2285 Britannia Road West	Residence	Designated Part IV
CHR 12	CHL	1760 The Chase	Natural Area	Listed in the <i>Heritage Register for Mississauga</i>
CHR 13	CHL	1745 Thorny Brae Place	Natural Area	Listed in the <i>Heritage Register for Mississauga</i>

### 3.3 Screening for Potential Impacts

To assess the potential impacts of the undertaking, the identified cultural heritage resource is considered against a range of possible impacts as outlined in the document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (MTC September 2010) which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- 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 (III.6).
- Soil disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

Several additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- 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.

Where any above-ground cultural heritage resources which may be affected by direct or indirect impacts are identified, appropriate mitigation measures should be developed. This may include

completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

The preferred alternative for the Peel West Trunk Sewer Diversion was selected in February 2020, with Alternative 1 (focused on Mississauga Road/ Queen Street North and South) carried forward for consideration. All potential cultural heritage resources that are within or adjacent to the main alignment of Alternative 1 and within or adjacent to any of the six staging areas (SA0, SA1, SA2.3, SA4.1, SA10, and SA17) are screened for potential impacts in Section 3.3.1. As the installation of the main trunk sewer is anticipated to be completed by tunnelling, no direct impacts to any potential cultural heritage resources within or adjacent to the main alignment are anticipated (email communication with Hatch, 17 March 2020). Above-ground disturbance including excavating, grading, and staging is anticipated to be confined to the six staging areas, with potential direct and indirect impacts for any potential cultural heritage resources identified within or adjacent to these six staging areas. Alternative 1 mapping including mapping of each staging area is provided in Figure 2 with the location of potential cultural heritage resources in relation to the staging areas provided in Section 8.0.

### **3.3.1 Potential Impacts of the Proposed Undertaking**

The proposed undertaking for the Peel West Trunk Sewer Diversions Municipal Class EA involves the construction of a trunk sewer to be built along Mississauga Road (including Queen Street North and Queen Street South); with a branch along Britannia Road West, starting east of the intersection with Queen Street North; and another along Eglinton Avenue West east of Mississauga Road to west of Erin Mills Parkway. Mapping of the preferred alternative and associated staging areas is provided in Figure 2, and study area mapping with photographic plate locations and the location of the identified cultural heritage resource is provided in Section 8.0. The staging area boundaries depicted represents the proposed limit of physical impact and of all permanent and temporary easements.

Table 3 outlines the potential impacts on all identified cultural heritage resources within and adjacent to the overall study area. Table 4 outlines the impacts to identified cultural heritage resources for each staging area.

**Table 3: Preferred Alternative - Potential Impacts to Cultural Heritage Resources**

<b>Feature ID</b>	<b>Potential Impact(s)</b>	<b>Proposed Mitigation Measures</b>
CHR 1	<ul style="list-style-type: none"> <li>Alternative 1 is immediately adjacent to CHR 1. No direct impacts are anticipated as a result of tunneling under this CHR.</li> <li>Indirect impacts related to SA4.1 include temporary construction disturbances adjacent to CHR 1. No direct impacts to CHR 1 are anticipated as a result of SA4.1.</li> </ul>	<ul style="list-style-type: none"> <li>Suitable mitigation measures include establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any impacts to these cultural heritage resources.</li> <li>Excavation of tunneling shafts and trunk sewer tunneling may result in limited and temporary adverse vibration impacts to identified cultural heritage resources. To ensure the identified cultural heritage</li> </ul>

Feature ID	Potential Impact(s)	Proposed Mitigation Measures
CHR 2	<ul style="list-style-type: none"> <li>Alternative 1 is immediately adjacent to CHR 2. No direct impacts are anticipated as a result of tunneling under this CHR.</li> <li>Direct impacts to CHR 2 are anticipated as a result of staging areas SA2.3 and 4.1.</li> <li>Indirect impacts to CHR 2 related to SA2.3 include construction-related disturbance in the staging area directly adjacent to the listed property at 6300 Mississauga Road. Indirect impacts include soil disturbance and excavation of a tunneling shaft adjacent to the listed property, however no direct impacts to the listed property at 6300 Mississauga Road are anticipated.</li> <li>Direct impacts to CHR 2 related to SA4.1 include a temporary staging area outside the Queen Street North ROW on the listed property at 3 Queen Street North. Direct but temporary construction impacts are anticipated to be confined to the parking lot, with no permanent impacts to the structure anticipated.</li> <li>Direct temporary impacts are also anticipated in the Queen Street North</li> </ul>	<p>resources adjacent to the trunk sewer are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations.</p> <ul style="list-style-type: none"> <li>Excavation of tunneling shafts and trunk sewer tunneling may result in limited and temporary adverse vibration impacts to identified cultural heritage resources. To ensure the identified cultural heritage resources adjacent to the trunk sewer are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations.</li> <li>Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.</li> <li>As the property at 6300 Mississauga Road is Listed in the <i>Heritage Register for Mississauga</i> and there are indirect impacts anticipated, a resource-specific Heritage Impact Assessment (HIA) may be required as per <i>City of Mississauga Official Plan</i> clause 7.4.1.12. However, given that there will be no direct impacts and construction will be adjacent to the listed property, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case.</li> <li>Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to the listed property at 3 Queen Street North.</li> <li>As the property at 3 Queen Street North is Listed in the <i>Heritage Register for Mississauga</i> and there are direct impacts anticipated, a resource-specific HIA may be required as per <i>City of Mississauga Official Plan</i> clause 7.4.1.12. However, given that there will be no direct impacts to the</li> </ul>

Feature ID	Potential Impact(s)	Proposed Mitigation Measures
	<p>ROW adjacent to 3 Queen Street North through the excavation of a tunneling shaft as part of SA4.1.</p> <ul style="list-style-type: none"> <li>Indirect impacts to CHR 2 related to SA4.1 include a temporary staging area adjacent to listed properties at 4, 6, and 14, and 17 Queen Street North and 1965 Britannia Road West. No direct impacts to these properties are anticipated.</li> <li>Direct impacts to CHR 2 related to SA10 are anticipated with the staging area within the listed property at 5267 Mississauga Road. No structure is visible on the property, and direct impacts are anticipated to include grading, vegetation removal, and excavation of shaft location within the staging area.</li> </ul>	<p>structure and is anticipated to be confined to the parking lot adjacent to the ROW and temporary in duration, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case.</p> <ul style="list-style-type: none"> <li>Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to these adjacent cultural heritage resources.</li> <li>Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any impacts to these adjacent cultural heritage resources.</li> <li>As the property at 5267 Mississauga Road is Listed in the <i>Heritage Register for Mississauga</i> and there are direct impacts anticipated, a resource-specific HIA may be required as per <i>City of Mississauga Official Plan</i> clause 7.4.1.12. However, given that there are no structures or identifiable cultural heritage attributes on the property, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case.</li> <li>Post construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any impacts.</li> </ul>
CHR 3	<ul style="list-style-type: none"> <li>Alternative 1 is will result in tunneling within CHR 3. Direct impacts such as soil excavation and the installation of sewer pipe are anticipated. However, these impacts are anticipated to be located underground and not visible to the public, and as such, are considered minimally impactful from a cultural heritage perspective.</li> <li>Direct impacts to CHR 3 are anticipated as a result of tunneling shafts, grading, and vegetative removals within staging area SA1.</li> <li>Indirect impacts to CHR 3 are anticipated at SA1 due to property</li> </ul>	<ul style="list-style-type: none"> <li>Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to CHR 3.</li> <li>Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any impacts to these adjacent cultural heritage resources.</li> <li>Post construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any impacts.</li> </ul>



Feature ID	Potential Impact(s)	Proposed Mitigation Measures
	<p>acquisitions in the form of permanent easements.</p> <ul style="list-style-type: none"> <li>Indirect impacts to CHR 3 are anticipated at SA10 as it is adjacent to CHR 3. No direct impacts to CHR 3 are anticipated at SA10.</li> </ul>	
CHR 4	<ul style="list-style-type: none"> <li>No impacts to CHR 4 are anticipated as neither Alternative 1 tunneling or any staging areas are adjacent to CHR 4.</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 5	<ul style="list-style-type: none"> <li>No impacts to CHR 5 are anticipated as neither Alternative 1 tunneling or any staging areas are adjacent to CHR 5.</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 6	<ul style="list-style-type: none"> <li>No impacts to CHR 6 are anticipated as neither Alternative 1 tunneling or any staging areas are adjacent to CHR 6.</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 7	<ul style="list-style-type: none"> <li>No impacts to CHR 7 are anticipated as neither Alternative 1 tunneling or any staging areas are adjacent to CHR 7.</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 8	<ul style="list-style-type: none"> <li>No impacts to CHR 8 are anticipated as neither Alternative 1 tunneling or any staging areas are adjacent to CHR 8.</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 9	<ul style="list-style-type: none"> <li>No direct impacts to CHR 9 are anticipated as a result of Alternative 1 tunneling or any staging areas.</li> <li>Alternative 1 tunneling is anticipated to be under the Eglinton Avenue West ROW adjacent to CHR 9</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 10	<ul style="list-style-type: none"> <li>Direct impacts to CHR 10 are anticipated as a result of tunneling shafts, grading, and vegetative removals within staging area SA1.</li> <li>Indirect impacts to CHR 10 are anticipated at SA1 due to property acquisitions in the form of permanent easements.</li> </ul>	<ul style="list-style-type: none"> <li>Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to CHR 10.</li> <li>Post construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any impacts.</li> <li>As the property at 1700 Britannia Road West (CHR 10) is Listed in the <i>Heritage Register for Mississauga</i> and there are direct impacts anticipated, a resource-specific HIA may be required as per <i>City of Mississauga Official Plan</i> clause 7.4.1.12.</li> <li>Given there are no structures or apparent landscape features of significant cultural heritage value on CHR 10, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case.</li> </ul>
CHR 11	<ul style="list-style-type: none"> <li>No impacts to CHR 11 are anticipated as neither Alternative 1 tunneling or</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>

Feature ID	Potential Impact(s)	Proposed Mitigation Measures
	any staging areas are adjacent to CHR 11.	
CHR 12	<ul style="list-style-type: none"> <li>No direct impacts to CHR 12 are anticipated as a result of Alternative 1 tunneling or any staging areas.</li> <li>Alternative 1 tunneling is anticipated to be under the Eglinton Avenue West ROW adjacent to CHR 12</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
CHR 13	<ul style="list-style-type: none"> <li>No impacts to CHR 13 are anticipated as neither Alternative 1 tunneling or any staging areas are adjacent to CHR 13.</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>

**Table 4: Potential Impacts to Cultural Heritage Resources for Staging Areas (SA)**

Staging Area (SA)	Potential Impact(s)
SA0	No impacts
SA1	Direct impacts to CHR 10 are anticipated as a result of tunneling shafts, grading, and vegetative removals within staging area. Indirect impacts to CHR 10 are anticipated at SA1 due to property acquisitions in the form of permanent easements.
SA2.3	SA2.3 is within CHL 2, with impacts anticipated directly adjacent to listed property at 6300 Mississauga Road. No direct or indirect impacts anticipated to this listed property.
SA4.1	SA4.1 is within CHL 2, within ROW to the northeast of Britannia Road West and Queen Street North and is anticipated to directly impact the listed property at 3 Queen Street North. Temporary construction impacts are anticipated to the parking lot of the listed property, with no permanent impacts to the structure anticipated. Direct impacts are anticipated in the Queen Street North ROW adjacent to 3 Queen Street North with tunneling shaft excavation. SA4.1 is also adjacent to listed properties at 17 Queen Street North and 1965 Britannia Road West, with indirect impacts to both anticipated. SA4.1 is also adjacent to listed properties at 4, 6, and 14 Queen Street North on the southwest side of Queen Street North, with indirect impacts anticipated. SA4.1 is adjacent to CHR 1, but not anticipated to result in permanent impacts and only subject to temporary construction-related disturbances.
SA10	SA10 is within CHL 2, with the staging area within the listed property at 5267 Mississauga Road. No structure is visible on the property, and direct impacts are anticipated to include grading, vegetation removal, and excavation of shaft location within the staging area. SA10 is adjacent to listed properties at 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard, with no direct or indirect impacts anticipated. SA10 is also adjacent to CHR 3, the Credit River, with no direct or indirect impacts anticipated.
SA17	No impacts

Direct impacts to CHR 2,3 and 10 are anticipated as a result of the preferred alternative and required staging areas. Where feasible, staging area locations should be revised in order to prevent impacts to identified cultural heritage resources. Specific properties within these CHR 2s that are anticipated to be directly impacted include:

CHR 2: 3 Queen Street North (SA4.1); 5267 Mississauga Road (SA10)

CHR 10: 1700 Britannia Road West (SA1)

As the property at 3 Queen Street North (part of CHR 2) is Listed in the *Heritage Register for Mississauga* and there are direct impacts anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, as the impacts are anticipated to be confined to the parking lot adjacent to the Queen Street ROW, are anticipated to be temporary in duration, and are not anticipated to result in direct impacts to the structure on the property, it is recommended that the City of Mississauga consider waiving the requirement for an HIA in this case. Suitable mitigation measures could include the establishment of no-go zones with fencing to ensure that there are no unintended impacts to the structure and post-construction landscaping to return the parking lot to its pre-construction condition.

As the properties at 5267 Mississauga Road (part of CHR 2), and 1700 Britannia Road West (CHR 10) are Listed in the *Heritage Register for Mississauga* and there are direct impacts anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, as there are no structures or apparent landscape features of significant cultural heritage value on the properties at 5267 Mississauga Road (included in CHR 2) and 1700 Britannia Road (CHR 10), it is recommended that the City of Mississauga consider waiving the requirement for HIAs in these cases. As impacts are anticipated to be temporary, a suitable mitigation strategy including post-construction landscaping with sympathetic plant species should be considered to mitigate any impacts.

Direct impacts to CHR 3, the Credit River Corridor, are considered to be minor and temporary if construction and staging activities are suitably planned and executed. Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to CHR 3. Post-construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any permanent impacts to CHR 3.

Indirect impacts to CHR 1, 2 and 3 are anticipated as a result of their location adjacent to the preferred alternative and required staging areas. Where feasible, staging area locations should be revised in order to prevent impacts to identified cultural heritage resources. Specific properties within these CHR 2s that are adjacent to the staging areas and are anticipated to be indirectly impacted include:

CHR 1: 3 Queen Street South (listed, adjacent to SA4.1)

CHR 2: 6300 Mississauga Road (listed, adjacent to SA2.3); 3, 4, 6, 14, and 17 Queen Street North and 1965 Britannia Road West (listed, adjacent to SA4.1); 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard (listed, adjacent to SA10)

CHR 3: Vegetation removals southwest of Britannia Road West adjacent to the Credit River (SA1)

Where indirect impacts to properties that are Listed in the *Heritage Register for Mississauga* are anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, where indirect impacts are anticipated to be temporary and adjacent to identified cultural heritage resources (3 Queen Street South, 6300 Mississauga Road, 3, 4, 6, 14, and 17 Queen

Street North, 1965 Britannia Road West, 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard), it is recommended that the City of Mississauga consider waiving the requirement for HIAs in these cases. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any impacts to these cultural heritage resources.

Excavation of tunneling shafts and trunk sewer tunneling may result in limited and temporary adverse vibration impacts to identified cultural heritage resources. To ensure the identified cultural heritage resources adjacent to the trunk sewer are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations.

#### 4.0 CONCLUSIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are thirteen previously identified features of cultural heritage value (including 7 BHRs and 6 CHLs) within and/or adjacent to the study area. No additional cultural heritage resources were identified during field review.

##### ***Key Findings***

- A field review of the study area confirmed that there are thirteen cultural heritage resources within and/ or adjacent to the study area, including three identified in the 2005 *Cultural Landscape Inventory*, nine listed in the *Heritage Register for Mississauga*, and one designated under Part IV of the *Ontario Heritage Act*.
- The identified cultural heritage resources include: two streetscapes (CHR 1, 2); one watercourse and associated lands (CHR 3); seven residences (CHR 4, 5, 6, 7, 8, 9, 11); two natural areas (CHR 12 and 13); and one former farmscape (CHR 10).
- The identified cultural heritage resources are historically and contextually associated with early-nineteenth to mid-twentieth century land use patterns in Streetsville and the former Toronto Township.

##### ***Impact Assessment***

- Direct impacts to CHRs 2,3 and 10 are anticipated as a result of the preferred alternative and required staging areas. Specific properties within these CHRs that are anticipated to be directly impacted include:
  - CHR 2: 3 Queen Street North (SA4.1); 5267 Mississauga Road (SA10)
  - CHR 10: 1700 Britannia Road West (SA1)

- Indirect impacts to CHRs 1, 2,3 are anticipated as a result of their location adjacent to the preferred alternative and required staging areas. Specific properties within these CHRs that are adjacent to the staging areas and are anticipated to be indirectly impacted include:
  - CHR 1: 3 Queen Street South (listed, adjacent to SA4.1)
  - CHR 2: 6300 Mississauga Road (listed, adjacent to SA2.3); 3, 4, 6, 14, and 17 Queen Street North and 1965 Britannia Road West (listed, adjacent to SA4.1); 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard (listed, adjacent to SA10)
  - CHR 3: Vegetation removals southwest of Britannia Road West adjacent to the Credit River (SA1)
- Where impacts to properties or adjacent to properties that are Listed in the *Heritage Register for Mississauga* are anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. Properties that may require a HIA include:
  - 1700 Britannia Road West (listed, within SA1);
  - 3 Queen Street South (listed, adjacent to SA4.1);
  - 6300 Mississauga Road (listed, adjacent to SA2.3);
  - 3 Queen Street North (listed, within SA4.1);
  - 4 Queen Street North (listed, adjacent to SA4.1);
  - 6 Queen Street North (listed, adjacent to SA4.1);
  - 14 Queen Street North (listed, adjacent to SA4.1);
  - 17 Queen Street North (listed, adjacent to SA4.1);
  - 1965 Britannia Road West (listed, adjacent to SA4.1);
  - 5267 Mississauga Road (listed, within SA10);
  - 5235 Mississauga Road (listed, adjacent to SA10);
  - 5306 Mississauga Road (listed, adjacent to SA10); and
  - 2125 Erin Centre Boulevard (listed, adjacent to SA10).

## 5.0 RECOMMENDATIONS

Background research, data collection, and field review was conducted for the study area and it was determined that thirteen potential cultural heritage resources (including 7 BHRs and 6 CHLs) are located within and/or adjacent to the study area. Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.
2. Excavation of tunneling shafts and trunk sewer tunneling may result in limited and temporary adverse vibration impacts to identified cultural heritage resources. To ensure the identified cultural heritage resources adjacent to the trunk sewer are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations.

3. No direct impacts to any properties with identified cultural heritage value are anticipated as a result of tunnelling activities for the preferred alternative. However, indirect impacts related to vibrations should be monitored by a structural engineer to ensure that there are no indirect impacts.
4. Direct impacts to CHRs 2,3 and 10 are anticipated as a result of the preferred alternative and required staging areas. Where feasible, staging area locations should be revised in order to prevent impacts to identified cultural heritage resources. Specific properties with potential cultural heritage value within these CHRs that are anticipated to be directly impacted include:
  - CHR 2: 3 Queen Street North (SA4.1); 5267 Mississauga Road (SA10)
  - CHR 10: 1700 Britannia Road West (SA1)
5. As the property at 3 Queen Street North (part of CHR 2) is Listed in the *Heritage Register for Mississauga* and there are direct impacts anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, as the impacts are anticipated to be confined to the parking lot adjacent to the Queen Street ROW, are anticipated to be temporary in duration, and are not anticipated to result in direct impacts to the structure on the property, it is recommended that the City of Mississauga consider waiving the requirement for an HIA in this case. Suitable mitigation measures could include the establishment of no-go zones with fencing to ensure that there are no unintended impacts to the structure and post-construction landscaping to return the parking lot to its pre-construction condition.
6. As the properties at 5267 Mississauga Road (part of CHR 2), and 1700 Britannia Road West (CHR 10) are Listed in the *Heritage Register for Mississauga* and there are direct impacts anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, as there are no structures or apparent landscape features of significant cultural heritage value on the properties at 5267 Mississauga Road (included in CHR 2) and 1700 Britannia Road (CHR 10), it is recommended that the City of Mississauga consider waiving the requirement for HIAs in these case. As impacts are anticipated to be temporary, a suitable mitigation strategy including post-construction landscaping with sympathetic plant species should be considered to mitigate any impacts.
7. Direct impacts to CHR 3, the Credit River Corridor, are considered to be minor and temporary if construction and staging activities are suitably planned and executed. Where feasible, excavation, tunneling, and staging activities should be planned and executed to limit impacts to CHR 3. Post-construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any permanent impacts to CHR 3.
8. Indirect impacts to CHRs 1, 2 and 3 are anticipated as a result of their location adjacent to the preferred alternative and required staging areas. Where feasible, staging area locations should be revised in order to prevent impacts to identified cultural heritage resources. Specific properties within these CHRs that are adjacent to the staging areas and are anticipated to be indirectly impacted include:
  - CHR 1: 3 Queen Street South (listed, adjacent to SA4.1)

- CHR 2: 6300 Mississauga Road (listed, adjacent to SA2.3); 3, 4, 6, 14, and 17 Queen Street North and 1965 Britannia Road West (listed, adjacent to SA4.1); 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard (listed, adjacent to SA10)
- CHR 3: Vegetation removals southwest of Britannia Road West adjacent to the Credit River (SA1)

9. Where indirect impacts to properties that are Listed in the *Heritage Register for Mississauga* are anticipated, a resource-specific HIA may be required as per *City of Mississauga Official Plan* clause 7.4.1.12. However, where indirect impacts are anticipated to be temporary and adjacent to identified cultural heritage resources (3 Queen Street South, 6300 Mississauga Road, 3, 4, 6, 14, and 17 Queen Street North, 1965 Britannia Road West, 5235 Mississauga Road, 5306 Mississauga Road, and 2125 Erin Centre Boulevard), it is recommended that the City of Mississauga consider waiving the requirement for HIAs in these cases. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources should be considered to mitigate any impacts to these cultural heritage resources.
10. Should future work require an expansion of the study area, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on potential heritage resources.
11. This report should be submitted to heritage planning staff at the City of Mississauga, the Ministry of Heritage, Sport, Tourism and Culture Industry, and any other relevant heritage stakeholders that have an interest in this project.

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7.0 CULTURAL HERITAGE RESOURCE INVENTORY

Table 5: Inventory of existing and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) within and/or adjacent to the study area


Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos																																																																														
CHR 1	CHL	Streetsville Village Core	Streetscape	Identified in the 2005 <i>Cultural Heritage Landscape Inventory</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Streets depicted in the 1859 <i>Tremaine Map</i>.</li><li>-Residences depicted in the 1909 NTS map.</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-Residences feature similar scale, massing, and setbacks off Queen Street South.</li><li>-There is a mixed use between residences and commercial properties.</li><li>-There are a variety of styles that demonstrates the continued mixed use of the Queen Street South and Streetsville neighbourhood from the late nineteenth century.</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northeast and southwest side of Queen Street South, an early transportation route in the community of Streetsville.</li><li>-Reflects the nineteenth-century settlement along Queen Street South in Streetsville through their style, scale/massing, set back and landscape features.</li></ul> <p>Properties within or in the vicinity of the study area that support or contribute to the heritage character of the streetscape include:</p> <table><tr><td>4 Caroline Street</td><td>182 Queen Street South</td><td>288 Queen Street South (L)</td></tr><tr><td>3 Main Street (L)</td><td>184 Queen Street South</td><td>291 Queen Street South</td></tr><tr><td>6 Main Street (L)</td><td>186 Queen Street South</td><td>292 Queen Street South*</td></tr><tr><td>7 Main Street*</td><td>187 Queen Street South</td><td>295 Queen Street South* (C)</td></tr><tr><td>7 Pearl Street*</td><td>188 Queen Street South</td><td>296 Queen Street South (L)</td></tr><tr><td>42 Queen Street South (L)</td><td>190 Queen Street South</td><td>299 Queen Street South* (T) (P)</td></tr><tr><td>44 Queen Street South (L)</td><td>194 Queen Street South</td><td>300 Queen Street South*</td></tr><tr><td>45 Queen Street South</td><td>200 Queen Street South</td><td>302 Queen Street South 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South (L)</td><td>319 Queen Street South (L)</td></tr><tr><td>66 Queen Street South</td><td>220 Queen Street South</td><td>322 Queen Street South (L)</td></tr><tr><td>69 Queen Street South (C)</td><td>221 Queen Street South (L)</td><td>323 Queen Street South</td></tr><tr><td>70 Queen Street South</td><td>222 Queen Street South</td><td>324 Queen Street South</td></tr><tr><td>81 Queen Street South</td><td>223 Queen Street South*</td><td>326 Queen Street South</td></tr><tr><td>82 Queen Street South</td><td>224 Queen Street South</td><td>327 Queen Street South*</td></tr><tr><td>85 Queen Street South (L)</td><td>228 Queen Street South*</td><td>328 Queen Street South</td></tr><tr><td>89 Queen Street South</td><td>229 Queen Street South</td><td>330 Queen Street South</td></tr><tr><td>93 Queen Street South (L)</td><td>232 Queen Street South*</td><td>331 Queen Street South</td></tr></table>	4 Caroline Street	182 Queen Street South	288 Queen Street South (L)	3 Main Street (L)	184 Queen Street 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Queen Street South (L)	62 Queen Street South*	213 Queen Street South	318 Queen Street South	63 Queen Street South	214 Queen Street South (L)	319 Queen Street South (L)	66 Queen Street South	220 Queen Street South	322 Queen Street South (L)	69 Queen Street South (C)	221 Queen Street South (L)	323 Queen Street South	70 Queen Street South	222 Queen Street South	324 Queen Street South	81 Queen Street South	223 Queen Street South*	326 Queen Street South	82 Queen Street South	224 Queen Street South	327 Queen Street South*	85 Queen Street South (L)	228 Queen Street South*	328 Queen Street South	89 Queen Street South	229 Queen Street South	330 Queen Street South	93 Queen Street South (L)	232 Queen Street South*	331 Queen Street South	 <p>Queen Street in Streetsville Village Core, looking northwest from Mill Street.</p>  <p>Queen Street in Streetsville Village Core, looking southwest from Main Street.</p>
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					*Designated Part IV (L) Listed on the City of Mississauga Heritage Register prior to 2005 (C) Cemetery (T) Significant Tree (P) Plaque			





Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos																																																																																										
CHR 2	CHL	Mississauga Road Scenic Route	Streetscape	Identified in the 2005 <i>Cultural Landscape Inventory</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Streets depicted in the 1859 <i>Tremaine Map</i>.</li><li>-Residences depicted in the 1909 NTS map.</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-Residences feature similar scale, massing, and setbacks off Queen Street South.</li><li>-There is a mixed use between residences and commercial properties.</li><li>-There are a variety of styles, and demonstrate the continued residential occupation of the Queen Street South and Streetsville neighbourhood from the late nineteenth century.</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northeast and southwest side of Queen Street South, an early transportation route in the community of Streetsville.</li><li>-Reflects the nineteenth-century settlement along Queen Street South in Streetsville through their style, scale/massing, 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South</td><td>287 Queen Street South (L)</td></tr><tr><td>5155 Mississauga Road*</td><td>82 Queen Street South</td><td>288 Queen Street South (L)</td></tr><tr><td>5158 Mississauga Road</td><td>85 Queen Street South (L)</td><td>291 Queen Street South</td></tr></table>	4 Caroline Street	29 Queen Street South	234 Queen Street South*	2125 Erin Centre Boulevard	31 Queen Street South	235 Queen Street South*	8 Falconer Drive	32 Queen Street South	236 Queen Street South	1 James Street	33 Queen Street South	237 Queen Street South	2 James Street	34 Queen Street South	238 Queen Street South	3 Main Street (L)	35 Queen Street South	241 Queen Street South	6 Main Street (L)	36 Queen Street South	242 Queen Street South (L)	7 Main Street*	37 Queen Street South	248 Queen Street South	1918 Melody Drive	38 Queen Street South	249 Queen Street South	5020 Mississauga Road	40 Queen Street South	251 Queen Street South	5021 Mississauga Road	41 Queen Street South (L)	252 Queen Street South (L)	5028 Mississauga Road	42 Queen Street South (L)	254 Queen Street South	5029 Mississauga Road	44 Queen Street South (L)	256 Queen Street South	5036 Mississauga Road	45 Queen Street South	257 Queen Street South	5037 Mississauga Road	47 Queen Street South*	258 Queen Street South (L)	5044 Mississauga Road	49 Queen Street South	261 Queen Street South (L)	5045 Mississauga Road	52 Queen Street South	262 Queen Street South	5087 Mississauga Road	53 Queen Street South	263 Queen Street South*	5090 Mississauga Road	56 Queen Street South	264 Queen Street South*	5095 Mississauga Road	57 Queen Street South	265 Queen Street South*	5098 Mississauga Road	58 Queen Street South	271 Queen Street South*	5103 Mississauga Road	60 Queen Street South	274 Queen Street South*	5106 Mississauga Road	62 Queen Street South*	275 Queen Street South	5111 Mississauga Road	63 Queen Street South	279 Queen Street South (L)	5114 Mississauga Road	66 Queen Street South	280 Queen Street South*	5119 Mississauga Road	69 Queen Street South (C)	281 Queen Street South	5127 Mississauga Road	70 Queen Street South	283 Queen Street South	5135 Mississauga Road	81 Queen Street South	287 Queen Street South (L)	5155 Mississauga Road*	82 Queen Street South	288 Queen Street South (L)	5158 Mississauga Road	85 Queen Street South (L)	291 Queen Street South	 <p>Residences within the Mississauga Road Scenic Route north of Reid Drive.</p>  <p>Mississauga Scenic Route, looking northwest from south of Beech Street.</p>
4 Caroline Street	29 Queen Street South	234 Queen Street South*																																																																																														
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Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description			Photos
					5166 Mississauga Road	89 Queen Street South	292 Queen Street South*	
					5174 Mississauga Road	93 Queen Street South (L)	295 Queen Street South* (C)	
					5175 Mississauga Road	95 Queen Street South	296 Queen Street South (L)	
					5182 Mississauga Road	98 Queen Street South	299 Queen Street South* (T) (P)	
					5190 Mississauga Road	99 Queen Street South	300 Queen Street South*	
					5198 Mississauga Road	101 Queen Street South	302 Queen Street South (L)	
					5206 Mississauga Road	104 Queen Street South	306 Queen Street South	
					5214 Mississauga Road	108 Queen Street South	307 Queen Street South* (L)	
					5215 Mississauga Road	110 Queen Street South	308 Queen Street South	
					5222 Mississauga Road	112 Queen Street South	309 Queen Street South	
					5230 Mississauga Road	113 Queen Street South	311 Queen Street South	
					5235 Mississauga Road	115 Queen Street South	312 Queen Street South (L)	
					5238 Mississauga Road	125 Queen Street South	316 Queen Street South (L)	
					5246 Mississauga Road	127 Queen Street South	317 Queen Street South (L)	
					5267 Mississauga Road	128 Queen Street South	318 Queen Street South	
					5306 Mississauga Road (L)	129 Queen Street South	319 Queen Street South (L)	
					6190 Mississauga Road	131 Queen Street South	322 Queen Street South (L)	
					6216 Mississauga Road	136 Queen Street South	323 Queen Street South	
					6226 Mississauga Road	137 Queen Street South	324 Queen Street South	
					6300 Mississauga Road	142 Queen Street South	326 Queen Street South	
					2006 Montcrest Court	147 Queen Street South	327 Queen Street South*	
					2023 Montcrest Court	148 Queen Street South	328 Queen Street South	
					7 Pearl Street*	151 Queen Street South (L)	330 Queen Street South	
					2 Queen Street North	154 Queen Street South (L)	331 Queen Street South	
					3 Queen Street North	157 Queen Street South*	332 Queen Street South	
					4 Queen Street North	158 Queen Street South	334 Queen Street South	
					14 Queen Street North	167 Queen Street South (L)	335 Queen Street South	
					17 Queen Street North	168 Queen Street South	336 Queen Street South	
					20 Queen Street North	175 Queen Street South	337 Queen Street South (L)	
					21 Queen Street North	180 Queen Street South	338 Queen Street South	
					26 Queen Street North	181 Queen Street South	339 Queen Street South	
					40 Queen Street North	182 Queen Street South	340 Queen Street South (L)	
					53 Queen Street North	184 Queen Street South	343 Queen Street South (L)	
					57 Queen Street North	186 Queen Street South	344 Queen Street South	
					61 Queen Street North	187 Queen Street South	345 Queen Street South (L)	
					133 Queen Street North	188 Queen Street South	347 Queen Street South	
					135 Queen Street North	190 Queen Street South	350 Queen Street South (L)	
					1 Queen Street South	194 Queen Street South	351 Queen Street South	
					5 Queen Street South	200 Queen Street South	353 Queen Street South	
					6 Queen Street South	201 Queen Street South (L)	354 Queen Street South (L)	
					7 Queen Street South	204 Queen Street South	356 Queen Street South (L)	
					9 Queen Street South	205 Queen Street South	357 Queen Street South (L)	
					10 Queen Street South	206 Queen Street South	360 Queen Street South (L)	
					11 Queen Street South	208 Queen Street South*	361 Queen Street South	
					12 Queen Street South	209 Queen Street South	362 Queen Street South	
					13 Queen Street South	210 Queen Street South*	362-A Queen Street South	
					14 Queen Street South	212 Queen Street South	364 Queen Street South (L)	
					15 Queen Street South	213 Queen Street South	365 Queen Street South (L)	
					17 Queen Street South	214 Queen Street South (L)	366 Queen Street South	



Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos
					<div>18 Queen Street South220 Queen Street South370 Queen Street South19 Queen Street South221 Queen Street South (L)371 Queen Street South20 Queen Street South222 Queen Street South27 Reid Mill (P)21 Queen Street South223 Queen Street South*5091 Rothesay Court23 Queen Street South224 Queen Street South5092 Rothesay Court25 Queen Street South228 Queen Street South*1988 Royal Credit Boulevard26 Queen Street South229 Queen Street South1989 Royal Credit Boulevard27 Queen Street South232 Queen Street South*1775 Thorny Brae Place28 Queen Street South (L)233 Queen Street South*</div> <div>*Designated Part IV (L) Listed on the City of Mississauga Heritage Register prior to 2005 (C) Cemetery (T) Significant Tree (P) Plaque</div>	
CHR 3	CHL	Credit River Corridor	Watercourse	Identified in the 2005 <i>Cultural Landscape Inventory</i>	<div>Historical: -Surveyed by Augustus Jones, named “Mis.sin.ni.he” or “Mazinigae-zeebiy by the Mississaugas, which translates to either “the trusting creek” or “to write or give and make credit” -Historically considered to be one of the best potential power sources for milling in all of southern Ontario, which led to the development of early saw and grist mill industries, and later textile mills, distilleries, bottling plants, and hydro-electric plans spawned communities throughout the river valley.</div> <div>Design: -The river is almost 90 kilometres long, beginning in Orangeville, flowing through nine municipalities before draining into Lake Ontario at Port Credit. -Within Mississauga, the Credit River flows for approximately 24 kilometres, meandering from the northwest to southeast.</div> <div>Context: -The Credit River played a significant role in the development of the City of Mississauga, from shaping the landscape to providing a life line for Indigenous people, European settlers, and modern communities.</div>	 <div>Credit River south of Britannia Road.</div>





Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos
CHR 4	BHR	21 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 5, Concession IV WCR; was occupied by Henry Rutledge in nineteenth century mapping</li><li>-A developed area and Amity Road is depicted in the 1973 NTS map</li><li>-Previous bungalow was demolished between 2009 and 2011 and present structure was built after (according to Google Streetview)</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-One-and-a-half storey bungalow with two-car garage below the bungalow</li><li>-Covered front entrance with pillars</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northeast side of Amity Road, a residential road in the community of Streetsville</li><li>-Reflects mid- to late-twentieth century residential development in the community of Streetsville</li></ul>	 <p>Residence at 21 Amity Road (Google Streetview)</p>
CHR 5	BHR	23 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>- Located in Lot 5, Concession IV WCR; was occupied by Henry Rutledge in nineteenth century mapping</li><li>-A developed area and Amity Road is depicted in the 1973 NTS map</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-One-storey brick bungalow with vinyl-cladding on the southern part of the front elevation</li><li>-Hipped roof with a chimney on the north end</li><li>-Two car garage below the bungalow</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northeast side of Amity Road</li></ul>	 <p>Residence at 23 Amity Road (Google Streetview)</p>



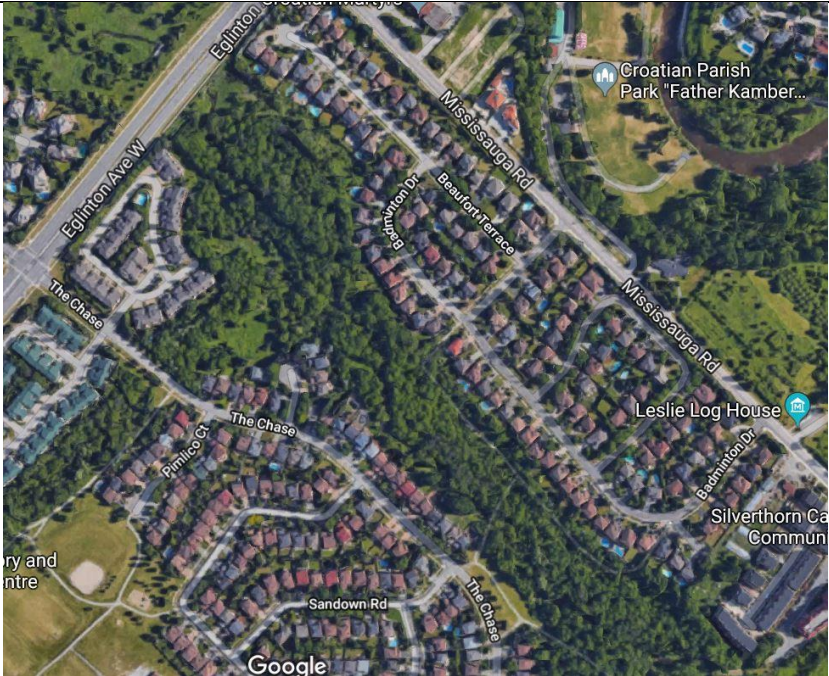
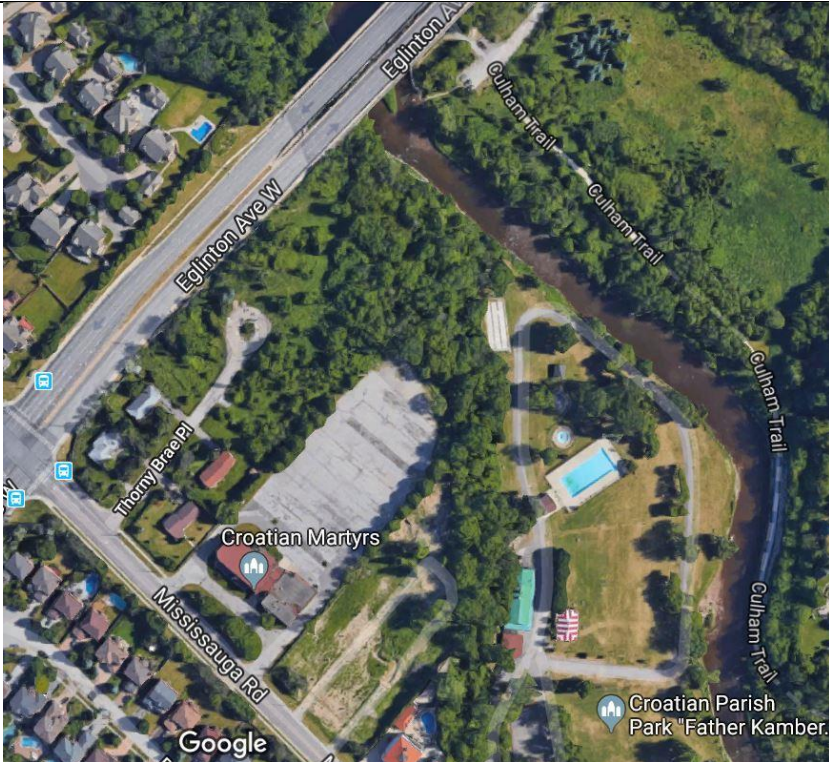
Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos
CHR 6	BHR	25 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>- Located in Lot 5, Concession IV WCR; was occupied by Henry Rutledge in nineteenth century mapping</li><li>-A developed area and Amity Road is depicted in the 1973 NTS map</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-One-storey brick bungalow with attached one-car garage</li><li>-Covered front porch</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northwest side of Amity Road, a residential road in the community of Streetsville</li><li>-Reflects mid- to late-twentieth century residential development in the community of Streetsville</li></ul>	 <p>Residence at 25 Amity Road (Google Streetview)</p>
CHR 7	BHR	27 Amity Road	Residence	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>- Located in Lot 5, Concession IV WCR; was occupied by Henry Rutledge in nineteenth century mapping</li><li>-A developed area and Amity Road is depicted in the 1973 NTS map</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-One-storey bungalow</li><li>-Roof overhangs the southwest elevation</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northwest side of Amity Road, a residential road in the community of Streetsville</li><li>-Reflects mid- to late-twentieth century residential development in the community of Streetsville</li></ul>	 <p>Residence at 27 Amity Road (Google Streetview)</p>

Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos
CHR 8	BHR	24 Ardsley Street	Residence	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 6, Concession IV WCR; was occupied by Jos. J. Rutledge in nineteenth century mapping</li><li>-A house is depicted in the vicinity on the 1954 aerial photograph</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-One-and-a-half storey T-plan house</li><li>-One-storey addition to southwest elevation and attached garage</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northwest side of Ardsley Street, a residential road in the community of Streetsville</li><li>-Reflects twentieth century settlement practices in the community of Streetsville</li></ul>	 <p>Residence at 24 Ardsley Street (Google Streetview)</p>
CHR 9	BHR	4695 Beaufort Terrace	Residence	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 3, Range V NDS; was occupied by Wm. Douglass and Geo. Dunning in nineteenth century mapping</li><li>-Beaufort Terrace and a developed area is depicted in the 1994 NTS map</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-Two-storey brick house with attached two-car garage</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northwest side of Beaufort Terrace, a residential road in the community of Streetsville</li><li>-Reflects mid- to late-twentieth century residential development in the community of Streetsville</li></ul>	 <p>Residence at 1700 Britannia Road West (Google Streetview)</p>



Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos
CHR 10	CHL	1700 Britannia Road West	Former Farmscape	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 5, Concession IV WCR; was occupied by Richard Caslor and Solomon Caslor in nineteenth century mapping</li><li>-A residence is depicted on 1859 <i>Tremaine Map</i> in vicinity of the parcel near the intersection of the Credit River and Britannia Road West</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-At the time of field review, there was no house present</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the south side of Britannia Road West, an early transportation route north of Streetsville</li></ul> <p>NOTE- At the time of field review there was no residence or any extant historical agricultural features visible from the adjacent ROW.</p>	 <p>Satelite imagery of the former farmscape at 1700 Britannia Road West (Google Maps)</p>
CHR 11	BHR	2275 - 2285 Britannia Road West	Residence	Designated Part IV	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 6, Concession V WCR; was occupied by John C. Hyde and John Rutledge in nineteenth century mapping</li><li>-A house is depicted in the vicinity on the 1909 NTS map</li><li>-House moved to its present location between 2012 and 2014</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-One-and-a-half storey house</li><li>-Re-clad in vinyl after the house was moved</li><li>-Gable roof with two chimneys</li><li>-Door to property on the southeast elevation</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northwest side of Britannia Road West, an early transportation route north of Streetsville</li><li>-Reflects nineteenth-century settlement practices in the former Toronto Township</li></ul>	 <p>North elevation of residence at 2275 Britania Road.</p>



Feature ID	Feature Type	Location/Address	Resource Type	Heritage Recognition	Description	Photos
CHR 12	CHL	1760 The Chase	Natural Area	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 2. Range V NDS; was occupied by Wm. Blair and Andrew A. Blair in nineteenth century mapping</li><li>-A residence and orchard are depicted in the 1877 <i>Illustrated Historical Atlas</i> in the vicinity of the parcel near the northern edge of the property at Eglinton Avenue West</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-At the time of field review there were no structures present</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>- Located on the northeast side of The Chase, south of Eglinton Avenue West, an early transportation route south of Streetsville</li></ul> <p>NOTE- At the time of field review there was no residence, structures, or any extant historical agricultural features visible from the adjacent ROWs.</p>	 <p>Satellite imagery of the natural area at 1760 The Chase (Google Maps)</p>
CHR 13	CHL	1745 Thorny Brae Place	Natural Area	Listed in the <i>Heritage Register for Mississauga</i>	<p>Historical:</p> <ul style="list-style-type: none"><li>-Located in Lot 3, Range V NDS; was occupied by Wm Douglass and Geo. Dunning in nineteenth century mapping</li><li>-A house is depicted in the vicinity of the parcel on the 1954 aerial photograph</li></ul> <p>Design:</p> <ul style="list-style-type: none"><li>-At the time of field review there were no structures present</li></ul> <p>Context:</p> <ul style="list-style-type: none"><li>-Located on the northeast side of Thorny Brace Place, a residential road in the community of Streetsville</li></ul> <p>NOTE- At the time of field review there was no residence or any extant historical residential features visible from the adjacent ROWs.</p>	 <p>Satellite imagery of the natural area at 1745 Thorny Brae Place (Google Maps)</p>



8.0 CULTURAL HERITAGE RESOURCE MAPPING



Figure 9: Overview of cultural heritage resources (CHRs) and the preferred alternative

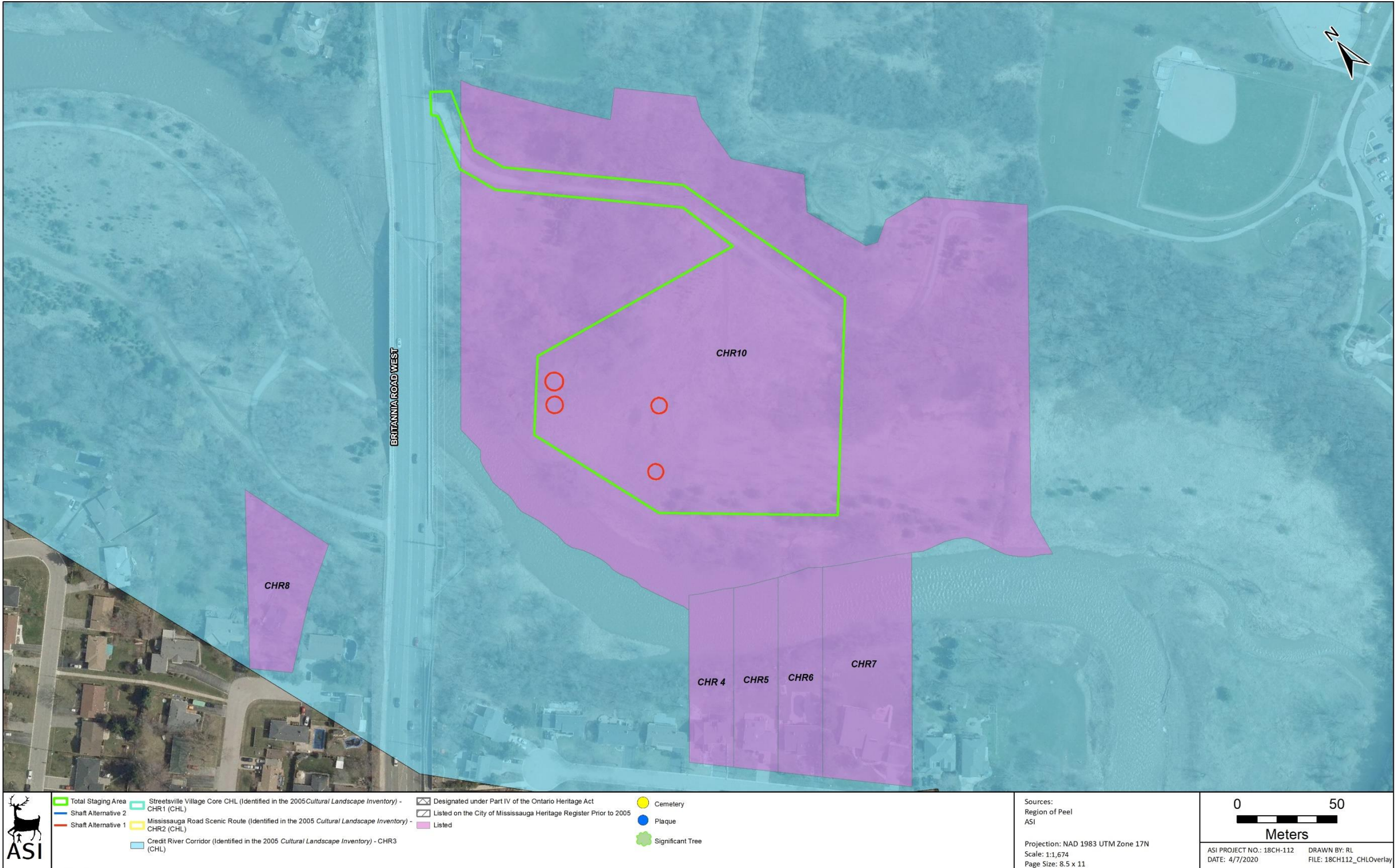




CHL Overlay (SA 0)

Figure 10: Location of cultural heritage resources (CHRs) adjacent to SA0

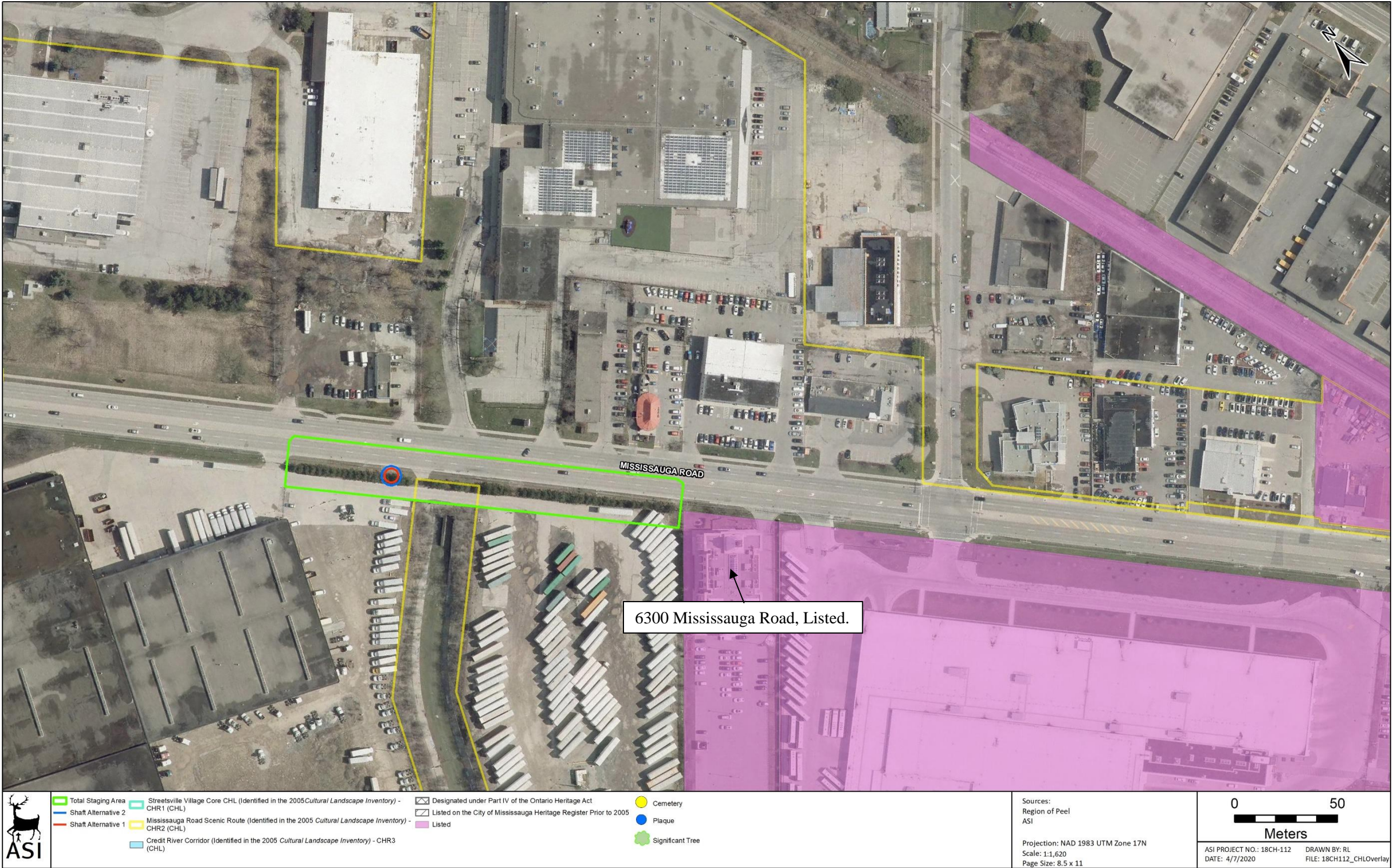




CHL Overlay (SA 1)

Figure 11: Location of cultural heritage resources (CHRs) within and adjacent to SA1

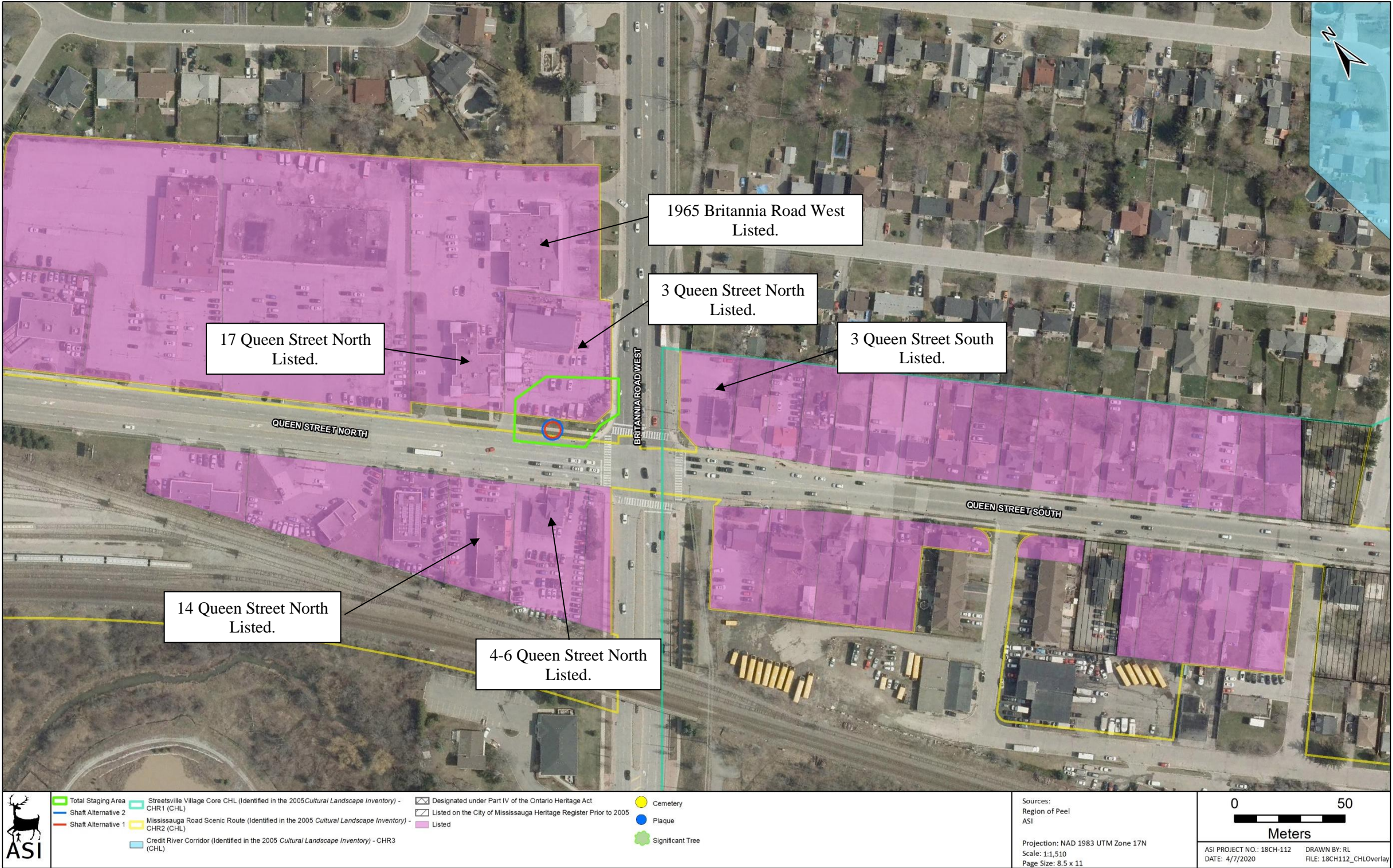




CHL Overlay (SA 2.3)

Figure 12: Location of cultural heritage resources (CHRs) adjacent to SA 2.3

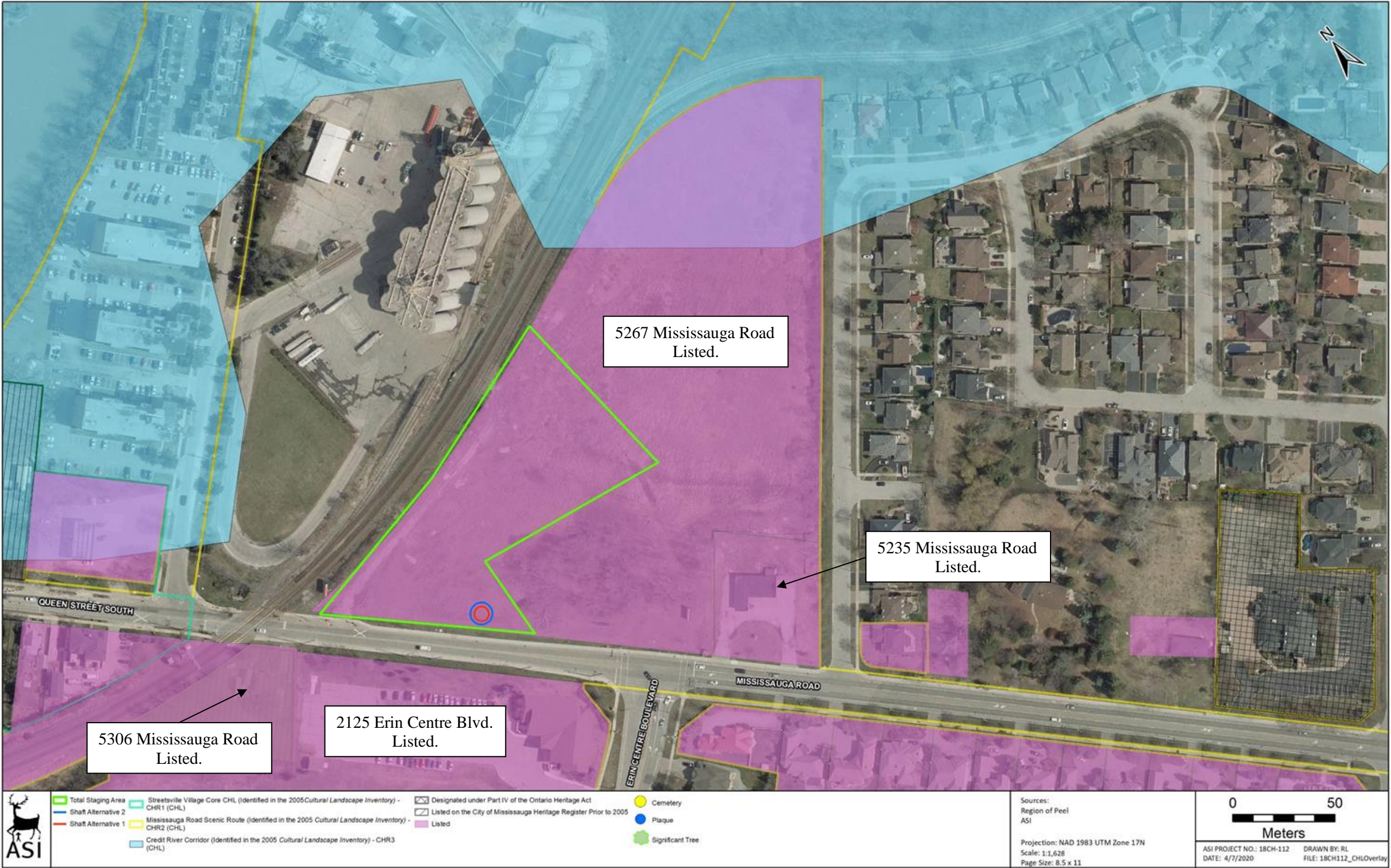




CHL Overlay (SA 4.1)

Figure 13: Location of cultural heritage resources (CHRs) within and adjacent to SA 4.1





CHL Overlay (SA 10)

Figure 14: Location of cultural heritage resources (CHRs) within and adjacent to SA 10





CHL Overlay (SA 17)

Figure 15: Location of cultural heritage resources (CHRs) adjacent to SA 17