

## **Appendix G** CULTURAL HERITAGE RESOURCES ASSESSMENT

**Living Arts Drive Class  
Environmental Assessment:  
Cultural Heritage Resource  
Assessment**

Lot 18, Concession 2 North of  
Dundas Street, former Township  
of Toronto, Peel County



Prepared for:  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON, L5B 3C1

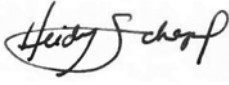
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September 6, 2017

## Sign-off Sheet


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## **Executive Summary**

Stantec Consulting Ltd. (Stantec) was retained by the City of Mississauga (the City) to complete a Cultural Heritage Resource Assessment (CHRA) as part of the Municipal Class Environmental Assessment (MCEA) for the Extension of Living Arts Drive, under the *Environmental Assessment Act* and Section 7.4 of the *Mississauga Official Plan*. The goal of the project is to provide a new north-south multi-modal connection between Rathburn Road West and Centre View Drive.

This CHRA has been completed to identify heritage resources, including built heritage and cultural heritage landscapes, present within, and adjacent to, the study area. A land use history is included to provide a cultural context for the study area and to provide a background upon which to base evaluations. Potential heritage resources were identified through consultation and a windshield survey, inventoried, and evaluated according to *Ontario Regulation (O. Reg.) 9/06*, the criteria for determining cultural heritage value or interest (CHVI) (Government of Ontario 2006d). Where CHVI was identified, the resource was mapped and recommendations made for further study.

In order to identify protected properties, the Ministry of Tourism, Culture and Sport, the Ontario Heritage Trust, and the City of Mississauga were consulted. As a result of the consultation, no protected heritage properties were identified within, or adjacent to, the study area.

A windshield survey was undertaken to identify potential heritage resources within, and adjacent to, the study area and determine the presence, or absence, of potential heritage properties. No potential heritage properties were identified during the windshield survey.

Based on the findings of the CHRA, the following recommendations are made:

1. The background research, consultation, and windshield survey determined that there are no protected or potential heritage resources within, or adjacent to, the study area. Accordingly, no further cultural heritage assessment is required for this project.
2. To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material as well as with municipal and regional planning staff.

*The Executive Summary highlights key points from the report only; for complete information and findings the reader should examine the complete report.*

# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

## Project Personnel

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Karla Barboza:	Team Lead, Heritage, Ministry of Tourism, Culture, and Sport

## Abbreviations

BHR	Built Heritage Resource
CHRA	Cultural Heritage Assessment Report
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Resource
CHVI	Cultural Heritage Value or Interest
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
PPS	Provincial Policy Statement



## Glossary

Study Area	All properties where work is proposed. This area was used to define the limit of site investigations.
Heritage Resource	Built or cultural resources where cultural heritage value or interest (CHVI) has been determined according to <i>Ontario Regulation 9/06</i> (O. Reg. 9/06). Prior to evaluation, resources identified to be 40 years of age or older are considered to be <i>potential</i> heritage resources. There are two categories of Heritage Resources: Built Heritage Resources and Cultural Heritage Landscapes. For the purposes of this report, the term Heritage Resource is used exclusively unless assessing the CHVI of a potential heritage resource.
Built Heritage Resource	A single building, structure, monument, installation, or remains determined to be of CHVI following evaluation according to O. Reg. 9/06, by protection under the <i>Ontario Heritage Act</i> , or through listing by local, provincial, or federal jurisdictions. This may include residences, barns, bridges, and similar features (based on the definition provided in the 2014 <i>Provincial Policy Statement</i> (PPS) (Government of Ontario 2014).
Cultural Heritage Landscape	A defined geographical area that may have been modified by human activity and determined to be of CHVI following evaluation according to O. Reg. 9/06, by protection under the <i>Ontario Heritage Act</i> , or through listing by local, provincial, or federal jurisdictions. This may include grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form an important type of heritage form, distinctive from that of its constituent elements or parts (based on the definition provided in the PPS).
Heritage Attributes	The components of a Heritage Resource that define its CHVI. These may include, but are not limited to, principal features, characteristics, context, and appearance of a Heritage Resource (based on the definition provided in the PPS).
Protected Heritage Property	Properties which are designated under, or subject to an easement made under, the <i>Ontario Heritage Act</i> , as well as properties identified by provincial authorities and prescribed public bodies as a provincial heritage property. In addition,

## LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

protected heritage property includes those identified by federal or international authorities as such including, but not limited to, Parks Canada or UNESCO (based on the definition provided in the PPS).

### Protected Property

Protected Heritage Properties as well as any property previously identified by municipal staff or provincial agencies as containing, or having the potential to contain, CHVI. This includes properties identified on municipal registers, lists, or inventories of potential heritage resources.

# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Introduction  
September 6, 2017

## 1.0 INTRODUCTION

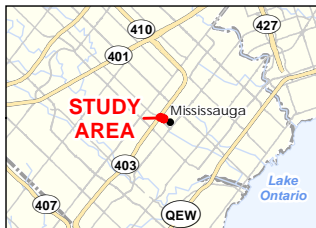
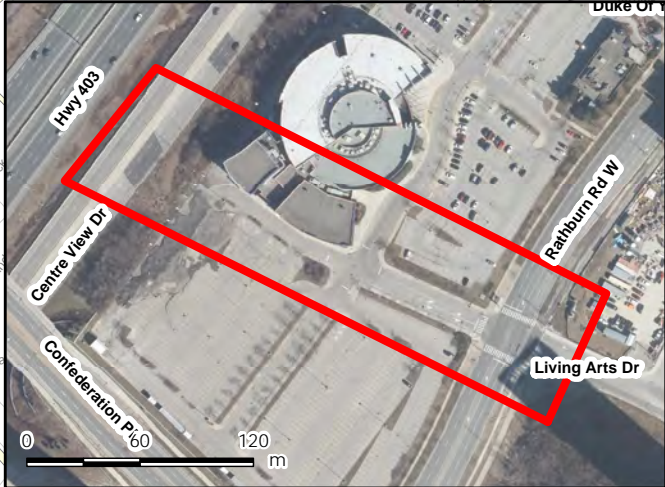
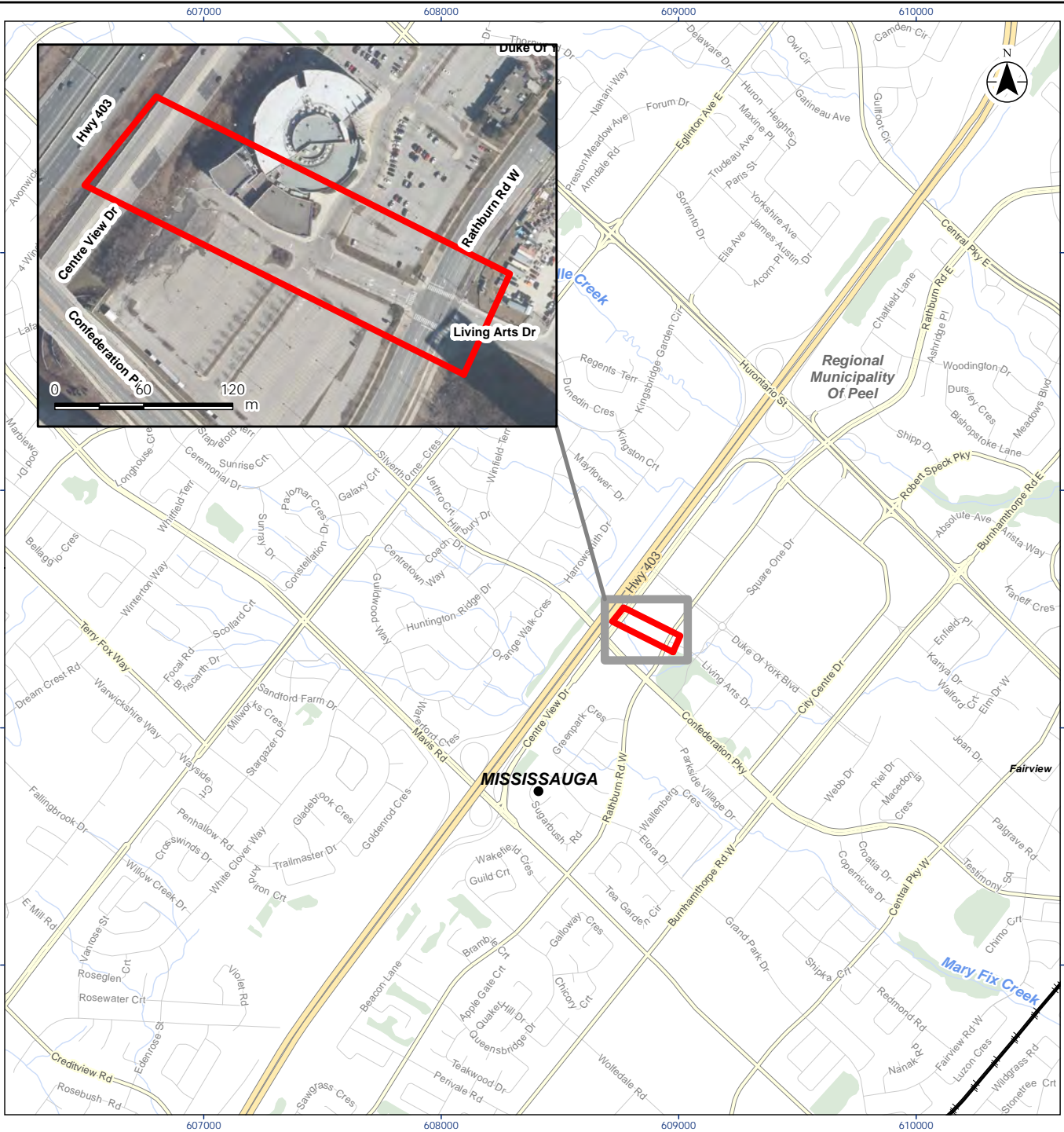
### 1.1 STUDY PURPOSE AND OBJECTIVES

Stantec Consulting Ltd. (Stantec) was retained by the City of Mississauga (the City) to complete a Cultural Heritage Resource Assessment (CHRA) as part of the Municipal Class Environmental Assessment (MCEA) for the Extension of Living Arts Drive, under the *Environmental Assessment Act* and Section 7.4 of the *Mississauga Official Plan* (City of Mississauga 2017). The goal of the project is to provide a new north-south multi-modal connection between Rathburn Road West and Centre View Drive (Figure 1).

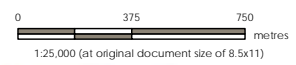
This CHRA has been completed to identify heritage resources, including built heritage and cultural heritage landscapes, present within, and adjacent to, the study area. A land use history is included to provide a cultural context for the study area and to provide a background upon which to base evaluations. Potential heritage resources were identified through consultation and a windshield survey, inventoried, and evaluated according to *Ontario Regulation (O. Reg.) 9/06*, the criteria for determining cultural heritage value or interest (CHVI) (Government of Ontario 2006d). Where CHVI was identified, the resource was mapped and recommendations made for further study. The objectives of the CHRA are summarized below:

- Prepare a land use history of the study area for use in the identification and evaluation of heritage resources;
- Identify potential heritage resources within the study area through a preliminary property inspection from the public right-of-way (ROW);
- Evaluate the CHVI of the potential heritage resources to determine the number of heritage resources present; and
- Prepare recommendations for future work where heritage resources were identified.

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- Legend**
- Study Area
  - Expressway / Highway
  - Major Road
  - Minor Road
  - Watercourse
  - Wooded Area



Project Location: 165011016 REVA  
 Regional Municipality Of Peel Prepared by SPE on 2017-08-30  
 Technical Review by BCC on 2017-08-30  
 Independent Review by IC on 2017-07-31

Client/Project:  
**CITY OF MISSISSAUGA**  
**CLASS EA STUDY-LIVING ARTS DRIVE**  
**CULTURAL HERITAGE IMPACT ASSESSMENT REPORT**

Figure No. 1  
 Title

**Location of Study Area**

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# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Methodology  
September 6, 2017

## 2.0 METHODOLOGY

### 2.1 REGULATORY REQUIREMENTS

The requirement to consider cultural heritage in Municipal Class EAs is discussed in the Municipal Class Environmental Assessment (MCEA) document and the revised 2014 Provincial Policy Statement (PPS). The MCEA document considers cultural environment heritage, including built heritage resources and cultural heritage landscapes as well as archaeological resources, as one in a series of environmental factors to be considered when undertaking an MCEA, particularly when describing existing and future conditions, development alternatives, and determination of the preferred alternative.

The MCEA document further suggests that cultural heritage resources that retain heritage attributes should be identified early in the EA process and avoided where possible. Where avoidance is not possible, potential impacts to these attributes should be identified and minimized. Adverse impacts should be mitigated according to provincial and municipal guidelines. It is suggested that this happen early in the process so that potential impacts to significant features can be included in an understanding of project impacts and plans established to mitigate these impacts.

In addition to requirements outlined in the MCEA document, provisions made under the PPS were also considered in the preparation of the study. Section 2.6 of the PPS addresses cultural heritage in the land use planning process and as such was considered. The applicable provisions include:

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

*2.6.3 - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

(Government of Ontario 2014: 29)

### 2.2 BACKGROUND HISTORY

The CHRA was composed of a program of archival research focused on the study area. To familiarise the study team with the study area, local historical resources were consulted, archival documents were reviewed, and a summary of the historical background of the local area was prepared. Specifically, historical mapping was consulted to identify the presence of structures,



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Methodology  
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settlements, and other potential heritage resources in advance of the field program. Mapping and aerial imagery from 1858, 1877, 1954, 1980, 1985, 1989, 2002, and 2016 was reviewed.

## 2.3 MUNICIPAL AND AGENCY CONSULTATION

Listings of provincially and locally designated properties, districts and easements for the City of Mississauga were collected from the Ontario Heritage Trust (OHT), the MTCS, and the City of Mississauga. Consultation with these interested agencies and the municipality within which the project is proposed was undertaken to determine the presence of designated, listed, or registered heritage properties within the study area.

Recognition of protected properties varies greatly and is dependent on the level of CHVI identified or, in some cases, the level of investigation undertaken. For the purpose of this study, any property previously identified by municipal staff or provincial agencies as containing, or having the potential to contain, CHVI was determined to be a protected property.

## 2.4 FIELD PROGRAM

The field program for this CHRA consists of a vehicular windshield survey from publicly accessible roadways to identify potential cultural heritage resources, including built heritage resources and cultural heritage landscapes. Where identified, cultural heritage resources are photographed, mapped, and key characteristics are noted. The results of the windshield survey are provided in Section 4.2.1 of this report.

The focus of the windshield survey is to identify built heritage resources and cultural heritage landscapes that are more than 40 years of age. The use of the 40-year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for CHVI. This practice does not imply that all buildings and structures more than 40 years of age are inherently of significant heritage value, nor does it exclude exceptional examples constructed within the past 40 years of being of significant cultural heritage value.

## 2.5 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

Where identified, protected heritage properties and potential heritage resources are evaluated against O. Reg. 9/06, which is the criteria for determining if a property has CHVI. O. Reg. 9/06 includes nine criteria that are used to establish if a property has design/physical value, historical/associative value, or contextual value. When a property is found to have CHVI per the O. Reg. 9/06 criteria, the property is assigned a cultural heritage resource (CHR) number and the property is considered a cultural heritage resource. The criteria contained in O. Reg. 9/06 are provided below in Section 2.5.1.

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### 2.5.1 Ontario Regulation 9/06

In order to identify CHVI at least one of the following criteria must be met:

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

# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Historical Development  
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## 3.0 HISTORICAL DEVELOPMENT

### 3.1 INTRODUCTION

The study area is located along Living Arts Drive, between Rathburn Drive West and Centre View Drive, in the City of Mississauga. It is situated on Lot 18, Concession 2 North of Dundas Street (NDS), in the former Township of Toronto, County of Peel. The City of Mississauga is located within the Greater Toronto Area and is bounded by the Region of Halton to the west, City of Brampton to the north, City of Toronto to the east and by Lake Ontario to the south.

The following sections outline the historical development of the study area from the time of Euro-Canadian settlement to the 20<sup>th</sup> century.

### 3.2 PHYSIOGRAPHY

The study area is situated within the Peel Plain physiographic region (Chapman and Putnam 1984: 113). The region consists of a level to rolling tract of clay soils covering 483 square kilometres (km) between the Regions of York and Halton. The general elevation of the region ranges from 500 to 750 feet above sea level with a gradual slope towards Lake Ontario. The underlying material of the Peel Plain is a till that contains large amounts of shale and limestone (Chapman and Putnam 1984: 174).

The study area is located within the Credit Valley Watershed which is comprised of 1,000 square km of land drained by the Credit River and its 1,500 km of tributaries (Credit Valley Conservation [CVC] 2005: 3). Its headwaters are in Orangeville, Erin, and Mono, from which it meanders southeast draining into Lake Ontario at Port Credit, within the City of Mississauga (CVC; online). As the Credit River cut across the Peel Plain it cut deep valleys, leaving no large undrained depressions.

After the Peel Plain had been cleared in the early 19<sup>th</sup> century, its fertile clay soils provided arable land for settlers. Wheat was one of the main crops that was produced in the region. It could be easily transported to the City of Toronto or exported to the United States by way of ports on Lake Ontario. Until 1940, most of the land within the City of Mississauga was used for agriculture (Chapman and Putnam 1984: 175-176).

### 3.3 SURVEY AND SETTLEMENT

The study area is located within the former Township of Toronto, on Lot 18, Concession 2 North of Dundas Street. The survey of the Township of Toronto was completed in two separate parts. The first survey, known as the old survey, was undertaken in 1806 by Deputy Provincial Surveyor Samuel Street Wilmot (Association of Ontario Land Surveyors [AOLS] 2013). It was completed from Lake Ontario north to Eglinton Avenue, encompassing the study area. Concessions within





# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Historical Development  
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the survey were laid out north and south of Dundas Street which had previously been opened through the township in 1798. The construction of Dundas Street was initiated under Lieutenant Governor John Graves Simcoe in 1793 and named for the Honorable Henry Dundas, the Colonial Secretary. The roadway was opened by the Queen's Rangers under the leadership of Captain Samuel Smith and Augustus Jones (Hicks 2005: xiii). South of Dundas Street, the Lakeshore Road was surveyed in 1791, along an aboriginal trail on the north shore of Lake Ontario (Etobicoke Historical Society; online).

The name of the township was chosen by Alexander Grant, who served as the administrator of the First Executive and Legislative Council of Upper Canada from 1805 to 1806 (Corporation of the County of Peel 1867: 15). It was laid out using the single-front system, whereby each concession was comprised of long and narrow lots that were approximately 200 acres in size (Plate 1). Each lot fronted and backed onto a road.

The survey of the northern portion of the township, known as the new survey, was completed by Timothy Street and Richard Bristol in 1819. The township was surveyed with six concessions east and west of Hurontario Street. It was originally known as Street Road after the surveyor (Hicks 2004: xv). It was laid out using the double-front system which produced a rectangular pattern of ten 100-acre lots roughly square in shape and surrounded by road allowances (Plate 2).

The first settler in the township was Colonel Thomas Ingersoll, who operated the Government House and Ferry at Port Credit prior to 1806 (Walker & Miles 1877: 86). The earliest families to arrive in the township included those of Philip Cody, Daniel Harris, Joseph Silverthorn, Absalom Wilcox, Allen Robinet, and William Barber (Hicks 2004: xii).



Plate 1: Single-Front System  
(Dean 1969)



Plate 2: Double-front survey system (Dean 1969)



## LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

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### 3.4 19<sup>TH</sup> CENTURY LAND USE

Settlement in the Township of Toronto developed primarily at road intersections and along the waterways which acted as a source of power for mills. The first settlements in the township were Sydenham (later named Dixie) and Harrisville (later named Cooksville), both located along Dundas Street. The War of 1812 increased traffic along the roads, which influenced road improvements and the demand for goods in the township (Corporation of the County of Peel 1967: 196).

With its close proximity to the Town of York, and easy accessibility from Lake Ontario, settlers flocked to the township in the early 19<sup>th</sup> century. By 1821, the population of the township was 803, with 2,924 acres of cleared land (Walker & Miles 1877: 84). With the spread of positive reports by settlers, a large surge of immigrants arrived in the 1830s. In 1834, the population of the township was over 4,000 and by 1836 most of the land within the township had been taken up by settlers (Corporation of the County of Peel 1967: 270). In 1851, following the *Municipal Corporations Act* (Baldwin Act), the Township of Toronto was incorporated with Joseph Wright as the first reeve (Corporation of the County of Peel 1967: 19). At this time, the township had a population of 7,539, with 36,179 acres under cultivation out of a total 60,634 acres (Corporation of the County of Peel 1967: 270).

In relation to the study area, the hamlet of Cooksville developed in the 1830s at the intersection of Hurontario Street and Dundas Street. Daniel Harris settled on Lot 15, Concession 1 South of Dundas Street (SDS) in 1800 and established a saw mill. The four corners was originally known as Harrisville, in honour of Harris (Hicks 2005: xiv). Jacob Cook arrived in Harrisville in 1819 and purchased 100 acres on Lot 16, Concession 1 SDS. In 1829, Cook constructed the first hotel in the village, known as Cooksville House and established a stage coach route to service the hotel (Hicks 2005: xvii). In 1836, the name Harrisville was changed to Cooksville, in recognition of Cook's entrepreneurial success in the community. Cooksville became a popular stopping point for travelers between Niagara and York (now Toronto) (Heritage Mississauga 2009a). By 1846, the hamlet had a population of about 185, with two stores, a tannery, two taverns, a watchmaker, a blacksmith, a saddler, a tinsmith, two wagon makers, four shoemakers, two tailors, a baker and a painter (Smith 1846: 38).

The Credit Valley Railway was constructed through the township between 1877 and 1879. The line was opened from the City of Toronto to Orangeville, crossing through the Township of Toronto south of the study area. In 1883, the line was taken over by the Canada Pacific Railway (Heritage Mississauga 2009b). Outside of Cooksville, in the surrounding township, the primary industry remained agriculture. By 1884, the County of Peel had the largest percentage of cleared land with 78.2% compared to the average Ontario county of 49.4% (Corporation of the County of Peel 1967: 36).

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### 3.5 20<sup>TH</sup> CENTURY LAND USE

In the early 20<sup>th</sup> century, the study area continued to be primarily agricultural lands situated northwest of the Village of Cooksville. Within the Township of Toronto, development occurred in the Villages of Streetsville, Meadowvale, Malton, Cooksville, Dixie, and Port Credit through the influence of the railway lines. In 1901, the population of the township was 4,690, with 57,043 acres under cultivation out of a total 63,928 acres (Corporation of the County of Peel 1967: 270).

With the improvement in roadways during the 1920s, growth occurred in the township as improved accessibility allowed for industrial and residential development in the area. In 1920, the Department of Public Highways of Ontario assumed Hurontario Street, east of the study area between Cooksville and Orangeville, as a provincial highway. In 1925, the highway was paved between Cooksville and Brampton and renumbered as Highway 10. The province retained control of the highway until the 1980s when the portion of Highway 10 near the study area was transferred to the City of Mississauga (Bever 2017a). North of the study area, Highway 403 was completed in 1980 between Highway 401 and Highway 10. The highway was created as a southerly alternative to Highway 401 (Bever 2017b).

Industrial development occurred in the township throughout the 20<sup>th</sup> century. By 1967, the township had 365 industries in operation. One of the largest areas of industrial development was at the Village of Dixie, where 750 acres of land had been sold in 1955 as part of an industrial park. By 1966, the population of the township had reached 85,309, a large increase from the 1952 population of 22,882 (Corporation of the County of Peel 1967: 270).

In 1968, the Town of Mississauga was created through the amalgamation of the of the Township of Toronto and the Villages of Clarkson, Lakeview, Cooksville, Erindale, Sheridan, Dixie, Meadowvale, and Malton. In 1974, the town was incorporated as the City of Mississauga (City of Mississauga; online). By 1975, the city had a population of 234,975. Due in large part to its proximity to the City of Toronto, Mississauga prospered throughout the end of the 20<sup>th</sup> century, with a population of 528,000 in 1995. Today, the City of Mississauga is one of the largest in Canada and the third largest in the province. In 2011, the population of the City increased to 713,443 (City of Mississauga 2014). The City of Mississauga remains a fast-growing City within the Greater Toronto Area.

### 3.6 SITE HISTORY

#### 3.6.1 19<sup>th</sup> Century

The study area is situated on part of the south half of Lot 18, Concession 2 NDS, of the former Township of Toronto. Land title records show that the property was transferred from the Crown to Henry Almas as a patent in May 1810. Almas sold the property in two separate parcels in 1828; the north half was purchased by Morris C. Hendershot and the south half by Phillip W. Hendershot.



## LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Historical Development  
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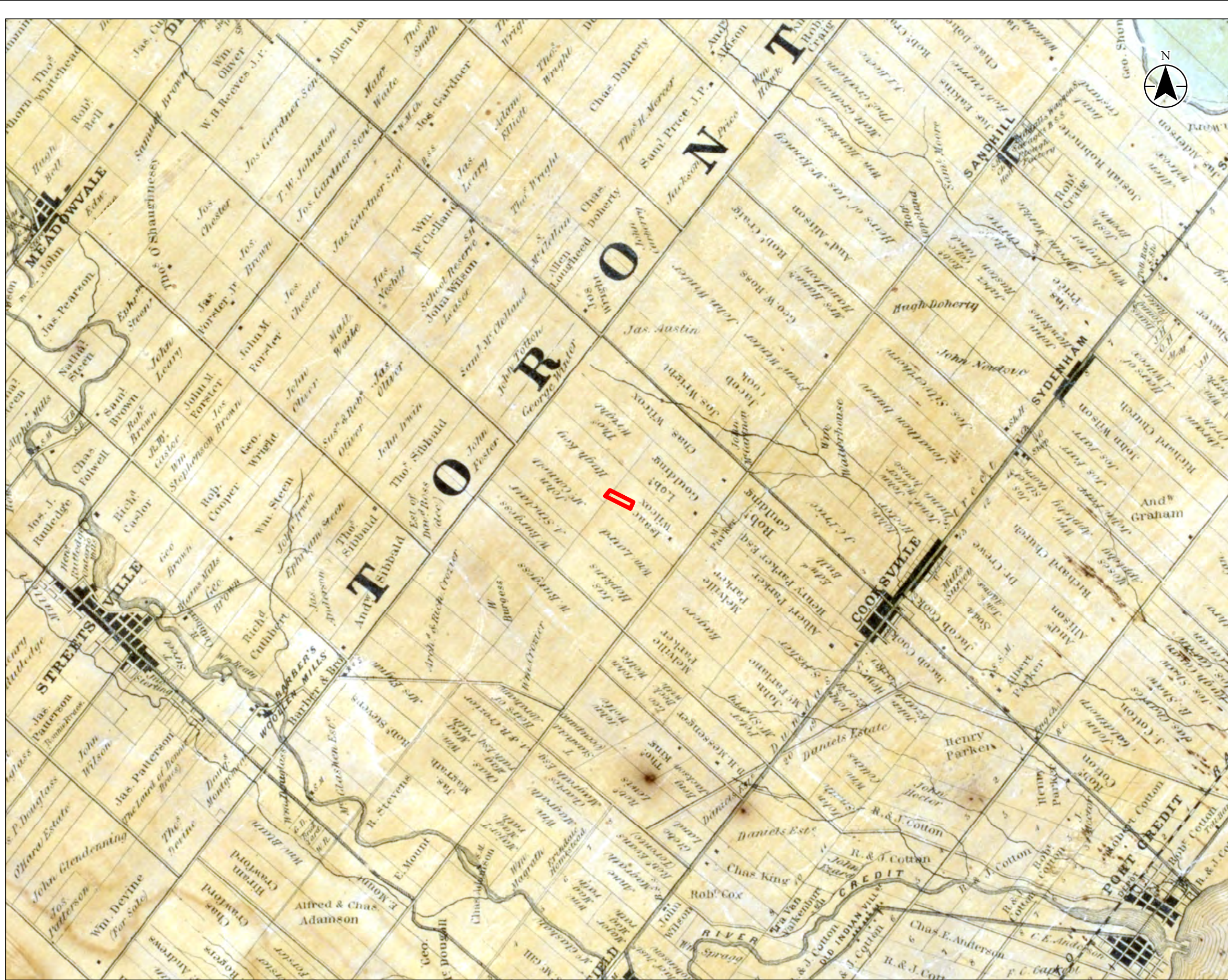
Hendershot sold the property in 1844 to Amos Wilcox. Wilcox (1793-1886) was born in New York, United States. Following the War of 1812, in 1819 Wilcox purchased property in the township south of Dundas Street. In 1820, Wilcox married Annie Papst and they had ten children (Heritage Mississauga 2012). By 1859, the south half of Lot 18, Concession 2 NDS had passed to Wilcox's son Isaac Wilcox, who is listed on the property on the 1859 Map of the County of Peel (Figure 2). The map shows a structure on the south portion of the property.

Wilcox (age 37) is listed on the 1871 Census of Canada, in the Township of Toronto as a farmer, along with his wife Jane (age 44) (Library and Archives Canada 1871). Wilcox is listed on the property on the Township of Toronto map in the *1877 Historical Atlas of the County of Peel, Ontario* (Figure 3). The map shows a structure and orchard on the southern portion of the property, outside of the study area. Wilcox (age 60) is listed on the 1881 Census of Canada, in the Township of Toronto as a gentleman (Library and Archives Canada 1881). Wilcox died in June 1888 (Canadian Headstones 2012). The land records show that following Wilcox's death, the property was sold in June 1896 to Samuel Moore, who owned the property into the 20<sup>th</sup> century.

### 3.6.2 20<sup>th</sup> Century

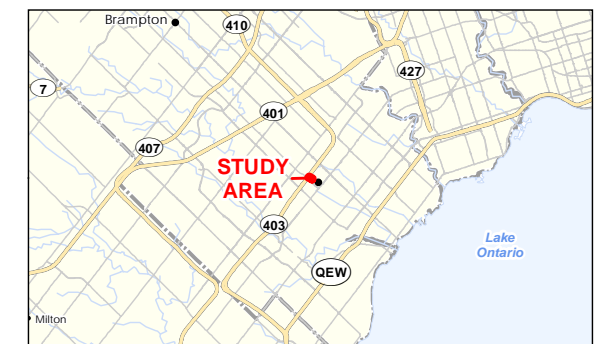
The study area remained in use as agricultural land well into the 20<sup>th</sup> century. Aerial imagery from 1954 and 1980 demonstrates that the study area consisted of agricultural fields during the mid- to late 20<sup>th</sup> century and that no buildings were present within, or adjacent to, the study area (Figure 4). Imagery from 1985 shows that Highway 403 (located northwest of the study area) was in place by the mid-1980s. Rathburn Road West, which borders the study area on the south, is depicted on the 1989 aerial photograph. The Cineplex Cinemas Mississauga complex and adjacent development to the east, south, and west are shown on the 2002 and 2016 aerial images.

The aerial imagery from the mid- and late 20<sup>th</sup> century demonstrates that all development within, and adjacent to, the study area dates to 1980 or later (Figure 4).



 Study Area (Approx.)

Notes  
 1. Historic image not to scale.  
 2. Reference: Tremaine, George. 1859. Tremaine's Map of the County of Peel, Canada West. Toronto: G.R. & G. M. Tremaine.



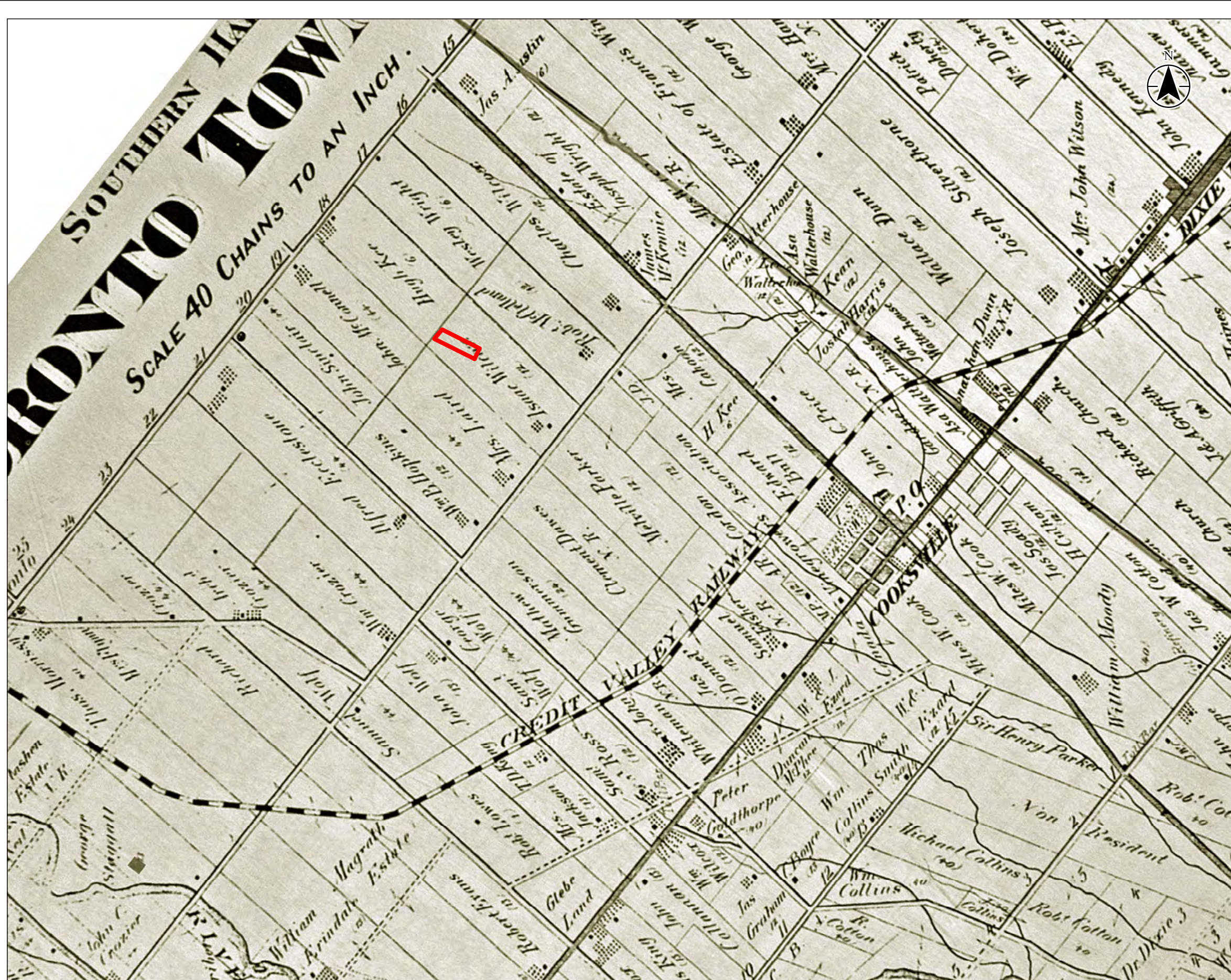
Project Location 165011016  
 Regional Municipality Of Peel Prepared by SPE on 2017-08-30  
 Technical Review by BCC on 2017-08-30  
 Independent Review by TC on 2017-07-31

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 CITY OF MISSISSAUGA  
 CLASS EA STUDY-LIVING ARTS DRIVE  
 CULTURAL HERITAGE IMPACT ASSESSMENT REPORT

Figure No.  
 2

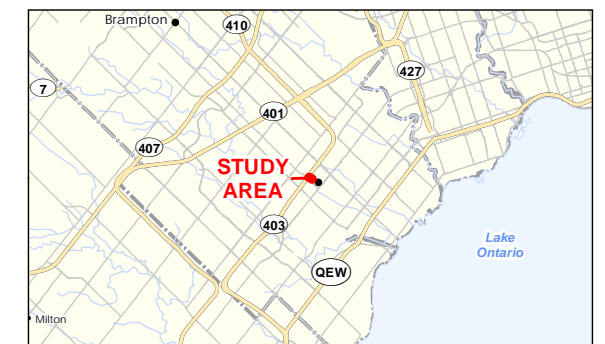
Title  
 Portion of the 1859 Historical Map of the  
 County of Peel

\\cd\1215\01\work\_group\0165011016\16\_entr\commented\GIS\Figures\Cultural\_Heritage\Report\Figures\165011016\_CH\_H1602\_Historic\_Peel\_1859.mxd Revised: 2017-08-30 By: secades



 Study Area (Approx.)

Notes  
 1. Historic image not to scale.  
 2. Reference: Walker & Miles, 1877, Illustrated Historical Atlas of the County of Peel, Ontario, Toronto: Walker & Miles.



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Figure No.  
 3

Title  
 Portion of the 1877 Historical Map of the  
 County of Peel

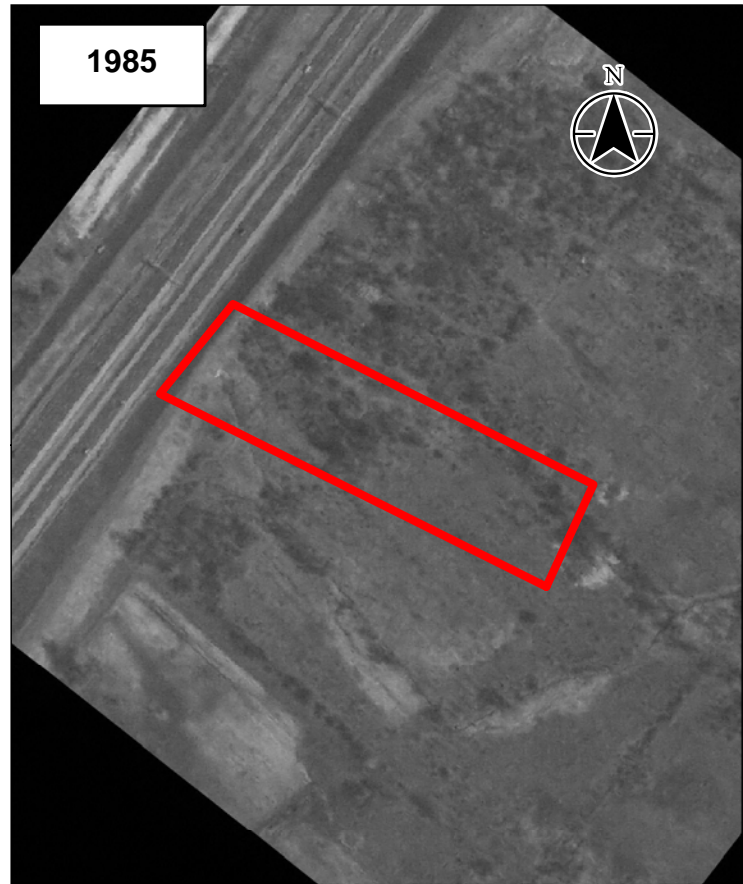
\\cd1215.01\work\_crowd\00165011016\_16\_016\16\_016\GIS\Figures\Cultural\_Heritage\Report\Figures\165011016.CH.Fig03.Historic\_Peel.1877.mxd Revised: 2017-08-30 By: scs



1954



1980



1985



1989




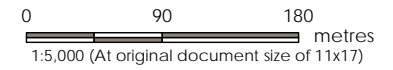
2002



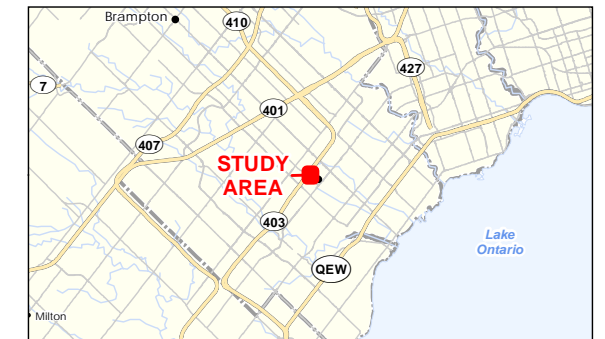
2016



 Study Area



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Imagery provided by the City of Mississauga, 2017.



Project Location: 165011016  
 Regional Municipality Of Peel Prepared by SPE on 2017-08-30  
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Figure No.  
 4

Title  
 Late-Twentieth and Early-Twenty-First Century  
 Development of the Study Area

\\cd1215-01\work\_group\01650\active\165011016\16\_01650\commentary\GIS\Figures\Cultural\_Heritage\Report\Figures\165011016\_CH\_Eg04\_Historical\_Aerials.mxd Revised: 2017-08-30 By: stantec

# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Results  
September 6, 2017

## 4.0 RESULTS

### 4.1 AGENCY AND MUNICIPAL CONSULTATION

The MTCS and OHT were contacted to determine if there are any protected or potential heritage resources within or adjacent to the study area.

Karla Barboza, Team Lead, Heritage at the MTCS, reported that there are no provincial heritage properties within, or adjacent to, the study area.

Thomas Wicks, Heritage Planner, at the OHT reported that no conservation easement sites are located within, or adjacent to, the study area.

Paula Wubbenhorst, Senior Heritage Coordinator, City of Mississauga, reported that there are no designated or listed heritage properties within, or adjacent to, the study area.

### 4.2 FIELD PROGRAM

#### 4.2.1 Potential Heritage Resources

As described in Section 2.4, a windshield survey was undertaken on June 14, 2017 from publicly accessible roadways. No potential heritage resources were observed within, or adjacent to, the study area. All buildings, roadways, and landscapes within, and adjacent to, the study area were constructed after 1980, with the most development occurring between 1989 and 2016.



# LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Recommendations  
September 6, 2017

## 5.0 RECOMMENDATIONS

### 5.1 NO FURTHER WORK

The background research, consultation, and windshield survey determined that there are no protected or potential heritage resources within, or adjacent to, the study area. Accordingly, no further cultural heritage assessment is required for this project.

### 5.2 DEPOSIT COPIES

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material as well as with municipal and regional planning staff. Therefore, it is recommended that this report be deposited at the following locations:

**City of Mississauga**  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

**City of Mississauga Central Library**  
301 Burnhamthorpe Road West  
Mississauga, Ontario  
L5B 3Y3

## LIVING ARTS DRIVE CLASS ENVIRONMENTAL ASSESSMENT: CULTURAL HERITAGE RESOURCE ASSESSMENT

Sources  
September 6, 2017

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