

Appendix D

Cultural Heritage Assessment Report

**EXISTING CONDITION REPORT
CULTURAL HERITAGE LANDSCAPES &
BUILT HERITAGE RESOURCES &**

**CLASS EA STUDY AND PRELIMINARY DESIGN
MAVIS ROAD FROM COURTNEYPARK DRIVE WEST
TO RAY LAWSON BOULEVARD
CITY OF MISSISSAUGA, CITY OF BRAMPTON
REGION OF PEEL, ONTARIO**

July 2016

**Prepared for:
MMM Group Limited**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

1.1 Project Description

MMM Group Limited retained Unterman McPhail Associates, Heritage Management Resource Consultants to undertake a cultural heritage resource assessment for cultural heritage landscapes and built heritage resources as part of a Class Environmental Assessment (Class EA) for Mavis Road from Courtneypark Drive West to Highway 407 (**Figure 1**). The City of Mississauga, in partnership with the Region of Peel, has initiated the study for Mavis Road from Courtneypark Drive West, in the City of Mississauga, to Ray Lawson Boulevard, in the City of Brampton, to address existing and future ‘multi-modal’ transportation conditions.

This Class EA study will examine how traffic operates both now and in the future, and will identify ways to address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists. The study will be conducted as a 'Schedule C' project under the *Municipal Class Environmental Assessment* (October 2000, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

Mavis Road, a major north to south arterial road within the City of Mississauga and the City of Brampton, provides an important transportation connection to Highways 401 and 407. The 4-lane roadway with a raised median, sidewalks on both sides and some sections with multi-trail use needs to be improved to meet future capacity needs. The posted speed is 70 km/h.

Within Mississauga, Mavis Road connects with two major traffic corridors, Courtneypark Drive West and Derry Road (Regional Road), both arterial roads. In Brampton, Mavis Road provides access to Highway 407 ETR and Ray Lawson Boulevard, a major east to west arterial road. Ray Lawson Boulevard intersects with Mavis Road on the east side while the west side it is Chinguacousy Road.

This ECR) has been prepared to provide preliminary information to the project team regarding cultural heritage landscapes and built heritage resources located within the study corridor. It provides a brief overview of the history of the study area, a description of the existing conditions, and the results of a survey undertaken in March 2016 to identify cultural heritage landscapes and above ground built heritage features 40 years of age and older within and adjacent to the Mavis Road study corridor.



Figure 1. Mavis Road Study Corridor [2016].

2.0 HISTORICAL SUMMARY

2.1 Toronto Township

Toronto Township was formed on August 2, 1805 when officials from York purchased land, an area extending from Burlington Bay to the Etobicoke Creek, from the Mississaugas. With this "First Purchase", the Mississaugas retained some fishing rights and one mile of land on either side of the Credit River. This area became known as the Old Survey. Samuel Wilmot completed the survey of the southern half or the Old Survey of Toronto Township in 1806, and the area was opened up for Euro-Canadian settlement, principally United Empire Loyalists who had emigrated from the United States after the American War of Independence and received land grants from the British Government for their service and loyalty. The northern area or New Survey of Toronto Township was acquired by the British government in 1818 and surveyed in 1819. Toronto Township was surveyed into a grid like patterns of north-south concession roads and east to west sidelines. Administratively Toronto Township was located in the Home District during the early 19th century.

The principal transportation roads in Toronto Township were opened in the first part of the 19th century. Dundas Street, also known as the Governor's Road, was opened in the early 19th century as a principal military route between York and London. Hurontario Street, which divided the township into east and west parts, was opened soon after the township survey. As settlement progressed, concession and sidelines were cleared and opened. In the northwest part of the township, Derry West Road, now Old Derry Road developed as a principal route. The road surveyed between Concessions 2 and 3 West became present-day Second Line West while the road between Concessions 2 and 3 West became McLaughlin Road.

Smith's Canadian Gazetteer (1846) describes Toronto Township as follows:

This is one of the best settled townships in the Home District: it contains a large portion of very excellent land, and a number of well cultivated farms. For from two to three miles from the lake the land is light and sandy, and the timber principally pine; afterwards, it becomes rolling, and the timber the best kinds of hardwood. The Rivers, Credit and Etobicoke both run through the township. The village of Cooksville is situated in the township on the Dundas Street; and the villages of Springfield, Streetsville, Churchville, and Port Credit, on the River Credit—the first is situated on Dundas Street, and the last at the mouth of the River Credit. There are four grist and twenty-one saw mills in the township. Population in 1842: 5,377.¹

Historically farm complexes were located close to the concession roads, not mid-concession where present day Mavis Road traverses. Tremaine's Map (1859) and the *Illustrated Historical Atlas* (1877) does not indicate any milling or industrial activities developed on Fletcher's Creek in the vicinity of present-day Mavis Road. Milling was a principal industry at nearby Meadowvale on the Credit River. The *Illustrated Historical Atlas* (1877) shows a well-developed agricultural landscape with numerous farmsteads, a local road system and hamlets

¹ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 192-193.

and villages such as Meadowvale in the north part of Toronto Township. Railway development began in the 1850s and continued through the latter part of the 19th century.

Topographic maps spanning the 20th century a continuance of a rural landscape in the northwest part of Toronto Township. Transformation of the rural northwest part of Toronto Township began in the second half of the 20th century. The 400-series Highway 401 was introduced into the landscape in the late 1950s. The Town of Mississauga was formed in 1968 from Toronto Township. When Regional Municipality of Peel was established on January 1, 1974, the boundary line between Brampton and Mississauga was established south of Steeles Avenue resulting in Brampton acquiring a small part of Toronto Township.

Mississauga experienced its greatest growth in the 1980s and 1990s. Development to the west of Meadowvale area began in the late 1960s. To the east of the village, development moved northward between Second Line and McLaughlin Road as Mavis Road was extended northward from Eglinton Avenue to Britannia Road in 1991 and to Steeles Avenue in 1999.

The area of Brampton also experienced growth in the late 20th century as development moved north from Mississauga along Mavis Road. The Meadowvale Cemetery, Crematorium and Visitation Centre located on the west side of Mavis Road north of Steeles Avenue was opened in 1981. Ray Lawson Boulevard, named after Ray Lawson the 17th Lieutenant Governor of Ontario (1946-1952), was an open road from west of McLaughlin Road east to Hurontario Street by the early 1990s. It was extended westward around 1999 to Mavis Road to provide an east to west connection to Hurontario Street South. Highway 407 ETR was completed through this section by the late 1990s.

2.1.2 Meadowvale

The first settlers to arrive in the area of Meadowvale in 1819 came from New York State and were led by John Beatty. The settlers travelled to the Meadowvale area in Toronto Township along the Credit River. By the early 1830's, the harvesting of the white pines in the area was underway to meet the demand for shipbuilding and canal construction. John Crawford purchased ownership of Beatty's original grant and built a dam on a branch of the Credit River to operate the first sawmill. In 1836, John Simpson established the first successful sawmill in the community, as well as a small carding mill.

By 1836, Meadowvale had reached a sufficient size to be considered a village. Approximately more than 250 people lived within the village area at this time. Milling was the economic base of the community for many years. In 1848, James Johnson opened a blacksmith and wagon shop. General stores were built and in 1852 Hugh and Horatio Johnson built a small foundry for making farm implements. The post office was opened in 1954. By the 1860s, Meadowvale was a thriving village with a school, church services, hotels, stores and professional services.² Francis Silverthorn built a dam and millrace and erected a large sawmill in the village. He expanded his complex in 1845 with large grist mill. After a fire in 1853 Silverthorn quickly

² Heritage Mississauga. Heritage Resources, Villages, Meadowvale.
Access: --<<http://www.heritagemississauga.com/page/Meadowvale>> (March 2016).

rebuilt. Gooderham and Worts, a major stakeholder in the Bank of Upper Canada, bought Silverthorn's holdings in 1860. They added a general store to the milling complex, expanded the mill and increased production to become the main economic employer and industry of the village.³

When the Credit Valley Railway bypassed the village in 1879, its economic prosperity declined and it did not become a major centre. Gooderham & Worts sold their interests in the village in the 1880s, and some of the mills closed. By 1913 only one mill remained in operation.⁴ In 1980, the distinctiveness of historic Meadowvale Village was recognized by the City of Mississauga with designation as Ontario's first Heritage Conservation District (HCD).

2.2 Mavis Road

Mavis Road starts in the south of the City of Mississauga and runs north to Steeles Avenue in the City of Mississauga and then continues northward into the City of Brampton. Located between the Toronto Township surveyed concession roads of Second Line West and McLaughlin Road and it is a modern road developed as a principal thoroughfare in the latter part of the 20th century. Mavis Road was extended northward from its original terminus at Eglinton Avenue to Britannia Road in 1991 and then to Highway 401 and Steeles Avenue in 1999 with a new interchange built at Highway 401. Then the road was extended north to Highway 407, which had been opened east to west through the area in 1997,⁵ and into the City of Brampton.

In the City of Mississauga, Courtneypark Drive was extended westward from Hurontario Road when Mavis Road was extended northward from Britannia Road. Old Derry Road was an original surveyed sideroad running east to west through Toronto Township and Meadowvale. It was proposed to widen Derry Road in the 1970s to accommodate the increased traffic load due to development to the west of Meadowvale by Markborough Properties Limited. After years of delay and much discussion, a new Derry Road West was built slightly to the north of Old Derry Road and the HCD. It was officially opened in November 1994.⁶ Old Derry Road was truncated with no access to Mavis Road alignment.

³ Ibid.

⁴ Ibid.

⁵ 407 ETR, History. Access: --<<https://www.407etr.com/en/highway/corporate/background-information1.html>> (July 2016).

⁶ Hicks, Kathleen A. *Meadowvale Mills to Millennium* (Mississauga, Ontario; The Friends of the Mississauga Library System, 2004) 171, 181-182,

3.0 DESCRIPTION OF STUDY AREA

3.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the Mavis Road study corridor and the associated principal cultural heritage landscapes and built heritage resources.

3.2 Description of the Existing Environment

The study corridor runs north on Mavis Road from Courtneypark Drive West in the City of Mississauga to Ray Lawson Boulevard in the City of Brampton. Mavis Road north from Courtneypark Drive West to Highway 407 and Ray Lawson Boulevard was opened mid concession in the late 1990s/early 21st century. It is a four lane arterial road with turning lanes and signals at intersections.

The Mavis Road study corridor lies within the Peel Plain physiographic region. The original forest cover was cleared with the settlement of the area in the first half of the 1800s. For the most part, the land in Toronto Township was developed for agricultural purposes in the early 19th century. The initial clearing occurred in the first part of the 1800s and by the mid 1800s an established pattern of agricultural fields, hedgerows, tree lines, woodlots and rural gravel roads were well established. A network of small communities, such as Meadowvale, along with schools and churches grew to support the largely rural population.

Twentieth century topographic maps indicate the Township of Toronto remained, for the most part, in agricultural and rural use throughout the first half of the century. Through the second half of the 20th century, the topographic maps depict a rapid diminishment of rural agricultural land around Meadowvale. The construction of Highway 401 in the mid 20th century contributed to the rapid urbanization of the area. The more recent development of Highway 407 has continued the process. The entire study corridor is urban in character and is generally characterized late 20th/early 21st century development.

In Mississauga, Fletcher's Creek is part of an interconnected open space network or greenbelt that includes the valleys of the Credit River and Levi Creek. It is a key landscape element comprising a wide natural space with a paved pathway that runs east to west and crosses the study corridor between Courtneypark Drive and Derry Road West. The creek is part of Fletcher's Flats and connected to the Meadowvale Conservation Area. The bridge over Fletcher's Creek on Mavis Road was built when the road was extended north.

The community of Meadowvale extends to McLaughlin Road in the east, Britannia Road to the south, Ninth Line on the west and Highway 407 ETR on the north. Along Mavis Road, residential development from the early 21st century is located along the road corridor, typically backlotted and separated from the road with few limited street access points. A commercial area is located at Twain Avenue and a fire station just north of Courtneypark Drive. Fletcher's Creek flows southwest into the Credit River.

The study corridor is located in the Meadowvale Village Neighbourhood Character Area that contains the Meadowvale Heritage Conservation District to the west of Mavis Road on Second Line West and Old Derry Road. The west side of Mavis Road from Fletcher's Creek north to Derry Road West forms the western boundary of the extended village precinct associated with the Meadowvale Heritage Conservation District (HCD).

In the City of Brampton, Highway 407 ETR runs east to west just south of Steeles Avenue West. Ray Lawson Boulevard intersects with the east side of Mavis Drive to the north of Highway 407 ETR to provide an east to west connection to Hurontario Street South. On the west side of Mavis Road, Ray Lawson Boulevard becomes Chinguacousy Road. The area is characterized by late 20th and early 21st century urban and infrastructure development. Ray Lawson Public School is located on the southeast corner of Mavis Road and Ray Lawson Boulevard and the Meadowvale Cemetery, Crematorium and Visitation Centre is located at 7732 Mavis Road on the west side at Ray Lawson Boulevard. Opened in 1981, the cemetery includes 131-acres of rural landscape and a wildlife sanctuary.

4.0 SURVEY RESULTS

4.1 Description of Identified Cultural Heritage Resources

Principal cultural heritage landscapes and above-ground built heritage features older than 40 years of age, located within and adjacent to the study area were identified. Generally, road and bridge improvements or replacement have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during as well as after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the Right-of-Way (ROW) of the undertaking. There may also be potential for disruption and/or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. Isolation of cultural heritage resources may occur due to severance of land for new roads. Isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

City of Mississauga

There are no listed or designated properties located on the Mavis Road study corridor on the City of Mississauga Heritage Register.

The Mavis Road study corridor is not included in the City's Cultural Heritage Landscape Inventory.

Unterman McPhail Associates undertook a windshield survey of the Mavis Road study corridor to identify heritage resources older than 40 years of age. The lands within and adjacent to the study corridor were reviewed and ***no individual cultural heritage landscapes or built heritage resources*** of 40 years of age and older were identified.

It is noted the Meadowvale HCD is located to the west of Mavis Road at Second Line West and Old Derry Road. The west side of Mavis Road from Fletcher's Creek north to Derry Road West forms the western boundary of the extended village precinct associated with the Meadowvale Heritage Conservation District (HCD).

City of Brampton

There are no listed or designated properties located on or adjacent to the Mavis Road study corridor on the City of Brampton's *Municipal Register of Cultural Heritage Resources Designated under the Ontario Heritage Act* (April 2016) or its *Municipal Register of Cultural Heritage Resources, 'Listed' Heritage Properties* (April 2016).

Unterman McPhail Associates undertook a windshield survey of the Mavis Road study corridor to identify heritage resources older than 40 years of age. The lands within and adjacent to the study corridor were reviewed and ***no individual cultural heritage landscapes or built heritage resources*** of 40 years of age and older were identified. The Meadowvale Cemetery on Mavis Road was opened in 1981.

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