

**Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes**

**Existing Conditions – Assessment of Impacts**

**Class Environmental Assessment and Preliminary Design  
for McLaughlin Road, Bristol Road West to Britannia Road West  
City of Mississauga, Ontario**

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**EXECUTIVE SUMMARY**

Archaeological Services Inc. (ASI) was contracted by IBI Group, on behalf of the City of Mississauga, to conduct a cultural heritage resource assessment as part of the McLaughlin Road Class Environmental Assessment and Preliminary Design study. The study corridor extends along McLaughlin Road from south of Bristol Road West to north of Britannia Road West. The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of McLaughlin Road.

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study corridor with a rural land use history dating back to the early nineteenth century. A review of available heritage inventories along with the field assessment revealed that there are two resources of cultural heritage interest along the McLaughlin Road study corridor: the Britannia Farm (CHL 1) and the McLaughlin Road Scenic Route (CHL 2). Key attributes that contribute to the heritage value of these cultural heritage resources include: physical remnants of the former Guelph-Toronto Radial Railway alignment at the southwest corner of the Britannia Farm property; the Britannia Sugar Bush at the northwest corner of the Britannia Farm property; and the tree canopy provided by mature deciduous trees along McLaughlin Road.

Proposed improvements to McLaughlin Road have the potential to affect cultural heritage resources in a variety of ways. Impacts can include: direct impacts that result in the loss of resources through demolition, or the displacement of resources through relocation; and indirect impacts that result in the disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and/or their setting.

Based on the results of background data collection, field review, and impact assessment of the recommended design (Option #3), the following recommendations have been developed:

1. CHL 1 (Britannia Farm property) is expected to be impacted through alteration to its setting due to encroachment resulting in the removal of character-defining landscape features and introduction of a four-lane road. As a result, a resource-specific heritage impact assessment (HIA) should be conducted by a qualified heritage consultant at the earliest stage possible, preferably during preliminary design or otherwise in the early stages of detail design. The HIA should follow the municipal HIA Terms of Reference, and in consultation with heritage staff at the City of Mississauga. The completed HIA should be presented to the Municipal Heritage Committee and City Staff for comment, and approval, and the recommendations of the HIA implemented. The result of this study should be used to inform post-construction landscaping plans, potential tree-boarding activities during construction, and finalization of grading limits.
2. CHL 2 (McLaughlin Road Scenic Route) is expected to be impacted through alteration to its setting. A cultural heritage landscape documentation report should be prepared in advance of construction activities to serve as a final record of the resource. The results of photographic documentation activities should be compiled into a stand-alone report which should also include a review of historic maps from the nineteenth and twentieth centuries for the purposes of identifying changes to the resources over time. The Cultural Heritage Landscape Documentation



Report should be filed with the local municipality and relevant repositories, such as the Canadiana Room at the Mississauga Public Library and the Region of Peel Archives.

3. Should future work require an expansion of the current study corridor and/or the development of other alternatives, a qualified heritage consultant should be contacted in order to confirm impacts of the undertaking on potential cultural heritage resources.
4. This report should be submitted to the Heritage Planning division at the City of Mississauga for review and comment.



**ARCHAEOLOGICAL SERVICES INC.**  
**BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPE PLANNING DIVISION**

**PROJECT PERSONNEL**

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<i>Project Director:</i>	David Robertson, MA <i>Senior Archaeologist Manager, Planning Applications and Special Projects Division</i>
<i>Project Manager:</i>	Lindsay Popert, MA, CAHP <i>Cultural Heritage Specialist</i>
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Research Archaeologist</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Research Archaeologist</i>
<i>Report Preparation:</i>	Lindsay Popert
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<i>Report Reviewer:</i>	David Robertson



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## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by IBI Group, on behalf of the City of Mississauga, to conduct a cultural heritage resource assessment as part of the McLaughlin Road Class Environmental Assessment and Preliminary Design study. The study corridor extends along McLaughlin Road from south of Bristol Road West to north of Britannia Road West in the City of Mississauga, Ontario (Figure 1). The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of McLaughlin Road.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources in the study corridor, identify general impacts to identified cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the project direction of Lindsay Popert, Cultural Heritage Specialist.



Figure 1: Location of the study corridor in the City of Mississauga.

Base Map: ©Bing Maps

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

### 2.1 Approach and Methodology

This cultural heritage 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 Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). 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 was used to describe both cultural landscapes and built heritage features. A cultural landscape is perceived as a collection of individual built heritage features and other related features that together form farm complexes, roadsides and nucleated settlements. Built heritage features 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* (1981). 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 landscapes and as cultural features.

Within this document, cultural 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 landuses 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* (April 2010; 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 Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definition 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)* 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:

2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal 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 a municipal official plan.

Those policies of particular 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 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.

*Built heritage resources* mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

*Cultural heritage landscapes* mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (*PPS 2005*).

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 (*PPS 2005*).

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 (*PPS 2005*).

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

## 2.2 City of Mississauga Official Plan

The City of Mississauga's *Official Plan* (2006; July 2012 Consolidation) policies were reviewed as part of this assessment. In Schedule 4: Road and Transit Network Long Term Concept, McLaughlin Road from Bristol Road West to Matheson Boulevard West, is identified as a Scenic Route. In Schedule 5: Designated Right-of-Way Widths, this portion of McLaughlin Road is designated as having a 26 m right-of-way. Scenic Routes are defined in the plan as follows: "scenic routes are designated to preserve existing woodlands and greenbelts along roadways. Scenic routes are also designated to maintain or to restore historic scenic nature of roadways. Any maintenance or physical modification of scenic routes will ensure that the scenic qualities of the routes so designated will be reinforced or enhanced" (Section 7.0).



The following policies regarding scenic routes in the City of Mississauga's Official Plan contains the following relevant policies in relation to scenic routes:

3.17.4.12 Mississauga will ensure that any maintenance or physical modification of scenic routes reinforces or enhances the scenic route qualities of roadways so classified. Standard road improvements or general road maintenance that are necessary to support traffic safety will not be precluded. If major modifications are expected to have an adverse impact on the scenic route qualities of classified scenic routes, an amendment to this Plan will be required. (MPA-25)

3.18.10.2 Special care will be taken with development along scenic routes to preserve and complement the scenic or historical character of the street.

In 1988, the *McLaughlin Road Streetscape Design Guidelines* were undertaken by the City of Mississauga to identify the scenic qualities of the road, and to discuss these qualities within the context of future development prospects along the road corridor. The study described the section of McLaughlin Road north of Bristol Road West, prior to development, as follows (City of Mississauga 1988:1):

... is one of the more scenic roadways in Mississauga, primarily due to the mature, deciduous trees which fringe and envelope the central section. Until recently, it was a relatively narrow, undulating passage, bounded by ditches, with a distinctly rural character. A drive along McLaughlin Road evoked an image of a roller-coaster ride through a forest.

These guidelines also provided a series of recommendations to 're-establish' the scenic route qualities of McLaughlin Road. Recommendations contained within the document relate to: general streetscape guidelines; residential, industrial, and commercial land uses; and specific design features such as fencing/retaining walls, plantings, sidewalks, signage, and services. At the time of writing the present report, it is unclear to what extent these recommendations were implemented since 1988.

## 2.3 Data Collection

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 historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study corridor. 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 utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized 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<sup>1</sup>, 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: 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 historic, 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.

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<sup>1</sup> Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). 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.



- 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 historic 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 historic 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 data collection, field review, and impact assessment are contained in Section 3.0; while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on identified cultural heritage resources.



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

#### **3.1 Introduction**

This section provides a brief summary of historic research and a description of identified above ground cultural heritage resources that may be affected by the proposed road improvements. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land use. Historically, the study corridor forms the road allowance between Concessions I and II, West of Hurontario Street (WHS), Lots 2 to 6, Township of Toronto, Peel County.

#### **3.2 Township Survey and Settlement**

##### *3.2.1 Township of Toronto*

The Township of Toronto was originally 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 of 1812, which checked growth considerably. When the war was over, interest in settlement was revived, and the ‘rear’ or northern portion 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.

Tributaries of the Credit River run through the western portion of the Township, and this proved to be a great source of wealth to its inhabitants. The river was not only a good watering stream, but there were endless mill privileges along the entire length of the river system.

Within the Township of Toronto, several villages of varying sizes had developed by the end of the nineteenth century, including Port Credit, Streetsville, Meadowvale, Churchville, and Malton. A number of crossroad communities also began to grow by the end of the nineteenth century. These included Clarkson, Cooksville, Dixie, Summerville, Britannia, and Burnhamthorpe (MHF [...]).

##### *3.2.2 City of Mississauga*

In 1968, the Township of Toronto was incorporated as the Town of Mississauga. In 1974, Mississauga was incorporated as a City through the amalgamation of the Town of Mississauga and the villages of Port Credit and Streetsville, as well as portions of the Townships of Toronto Gore and Trafalgar. It has since grown to become the sixth largest city in Canada.

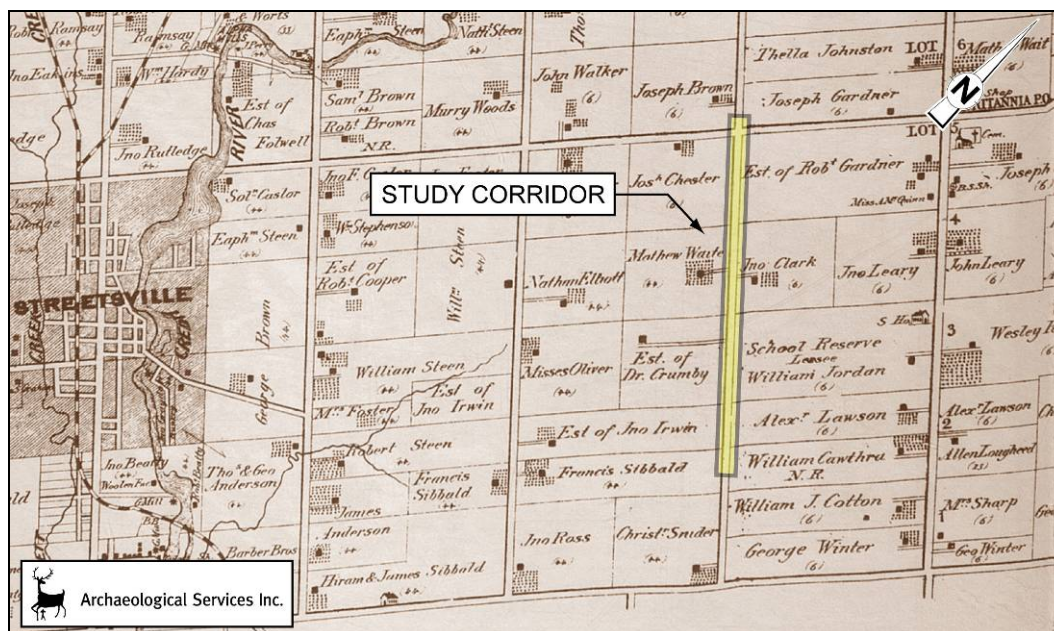
#### **3.3 Review of Historic Mapping**

Historic mapping was reviewed as part of historical research, and it was determined that the study corridor was a rural, agricultural landscape from the early township settlement period in the early nineteenth century until the mid-1980s. The nearest settlement was the small hamlet of Britannia, located at the intersection of Britannia Road and Hurontario Street. Historic mapping from 1859 and 1877 show that McLaughlin Road and Britannia Road are historic roads (Figures 2 & 3). The other two roads that



A historical map of Eetsville, Ohio, showing property boundaries and names. A yellow vertical bar highlights a 'STUDY CORRIDOR' running through the center of the town. The map includes a compass rose in the top right corner and a scale bar in the bottom right corner. A white box with a black arrow points to the yellow corridor, labeled 'STUDY CORRIDOR'.

Source: *Tremaine's Map of the County of Peel*



Source: *Illustrated Historical Atlas of the County of Peel, Ont.*



The 1922 Topographic Map (Brampton Sheet) indicates that the study corridor landscape remained a sparsely settled area in the township at this time (Figure 3). The map shows the location of frame and brick farmhouses (black dots represent frame houses, red dots represent brick/masonry houses), woodlots, creeks, roads, and the location of the Toronto-Guelph Radial Railway, an electric inter-suburban railway. This line opened in 1917 and ran until it was closed in 1931, with the tracks being removed a few years later in 1936. In its heyday, the line was running 42 radial train trips per day. It closed due to a high number of accidents relating to this line, low profits and rising operational costs (MHF 2009).

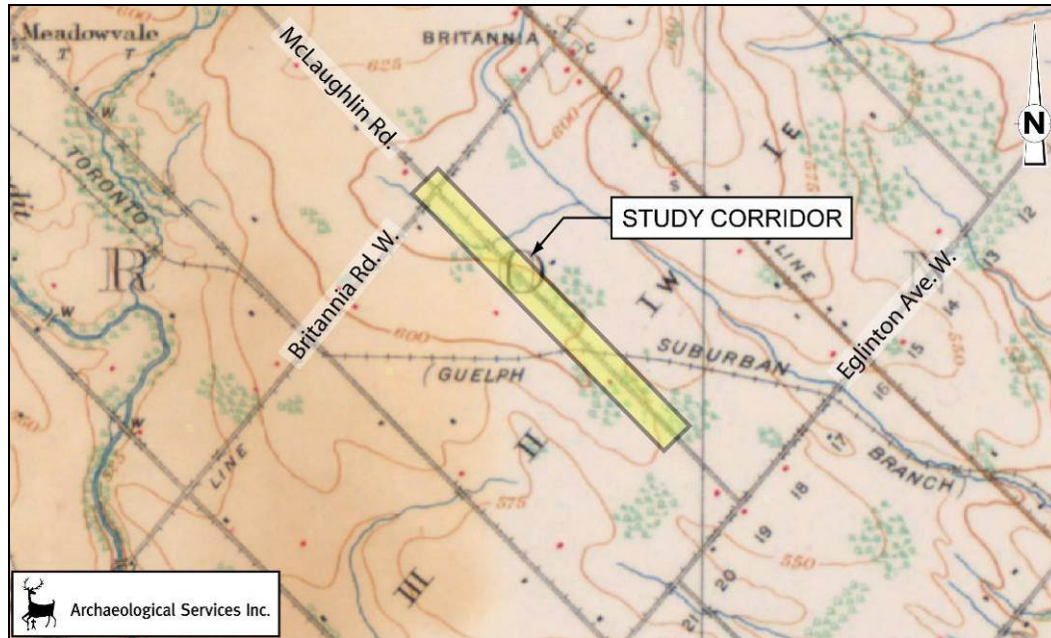


Figure 4: Approximate location of the study corridor overlaid on a map of the Township of Toronto, 1922

Source: *Brampton Sheet-Topographic Map*  
(Militia and Defence 1913/1922)

Aerial mapping of the City of Mississauga is available online<sup>2</sup> and date to as early as 1954. A review of these aerials, which continue over the second half of the twentieth century, depict the size and shape of agricultural fields adjacent to McLaughlin Road, the location and arrangement of farm complexes, and the extent of vegetation in the study corridor (Figure 5 & 6). By 1988/1989, the area to the south of the study corridor was under residential subdivision development, and the north end began to see commercial/warehouse development. By the year 2000, the residential subdivisions at the south end of the study corridor, and to the west of McLaughlin Road, were complete, as were the warehouses and other commercial developments at the north end of the study corridor. In the 1990s, McLaughlin Road was widened to its present appearance. Only one section of the study corridor remains undeveloped: a large woodlot and former agricultural lands which are located east of McLaughlin Road, just north of Bristol Road West.

<sup>2</sup> Access to the City's online mapping: <http://www.mississauga.ca/portal/services/maps>





Figure 5: C.1980s photograph of McLaughlin Road, prior to development.  
Source: *McLaughlin Road Streetscape Study* 1988

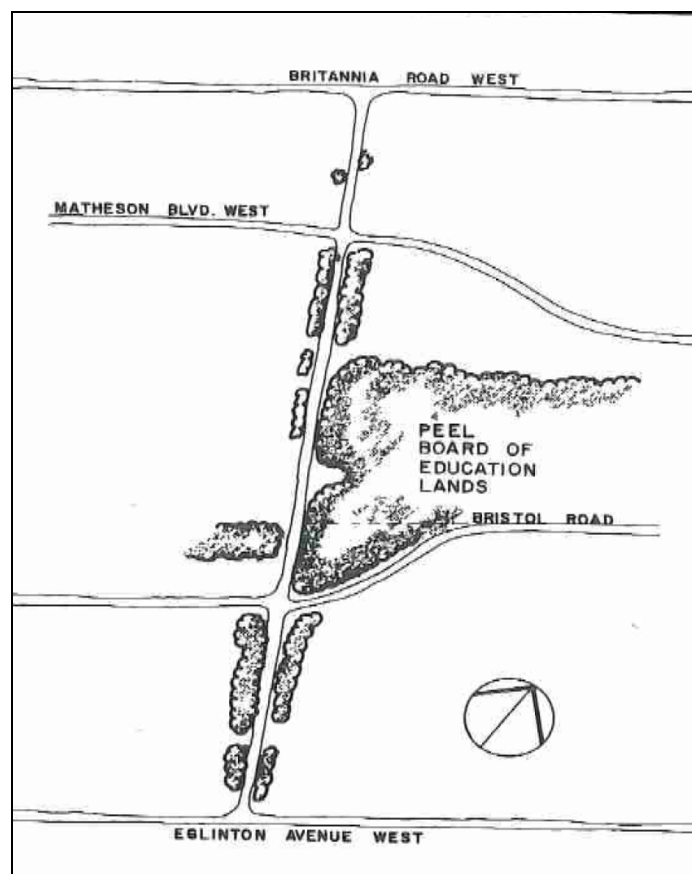


Figure 6: Existing Forest Cover in 1988.  
Source: *McLaughlin Road Streetscape Study* 1988



### 3.4 Existing Conditions

A number of resources were consulted for the preliminary identification of built heritage resources and cultural heritage landscapes along the McLaughlin Road study corridor, including: the Canadian Register of Historic Places<sup>3</sup>; the Mississauga Cultural Heritage Inventory; and the Cultural Mapping, available online<sup>4</sup>. The latter includes properties that are designated under the *Ontario Heritage Act* and included in the Municipal Heritage Register. Following, the Heritage Coordinator at the City of Mississauga was contacted for information concerning properties of cultural heritage interest in the study corridor.<sup>5</sup> Finally, the *Streetscape Design Guidelines for McLaughlin Road, Eglinton Avenue to Britannia Road* (City of Mississauga 1988) and the City of Mississauga's *Official Plan* (2011) was reviewed.

A field review was undertaken by Lindsay Popert in October 2012 to document the existing conditions of the study corridor (Plates 1 – 8). The McLaughlin Road study corridor is located in the north-central part of the City of Mississauga, Ontario. The road is orientated in a northwest-southeast direction. This section of McLaughlin Road features a sidewalk on either side of the roadway; however, the sidewalk on the west side of the road has a standard width which is much wider than the sidewalk on the east side of the road. Additionally, the sidewalk on the east side of the road is situated immediately adjacent to the curb of the road, while the sidewalk on the west side of the road is generally situated away from the road, often separated by a grass median. At Bristol Road West, McLaughlin Road features two lanes each of northbound and southbound traffic, with a southbound turning lane and central concrete median. About 100 m north of Bristol Road West, McLaughlin Road narrows to a single lane of traffic in each direction, and a middle turning lane. From north of Faith Drive to just south of Ceremonial Drive, the road narrows to two lanes of traffic in total, with no turning lane. McLaughlin Road returns to a single lane of traffic each for northbound and southbound traffic with a middle turning lane from Ceremonial Drive north to Britannia Road West. Approaching Britannia Road West, the roadway widens to four lanes of traffic with a middle turning lane at the intersection.

The study corridor is bounded on the west side by a residential suburb from Bristol Road West to Matheson Boulevard West. One commercial plaza was noted at the southwest corner of the intersection of Ceremonial Drive and McLaughlin Road. For the most part, residential units are part of a planned development and back on to McLaughlin Road. Exceptions were noted at the northeast corner of the intersection of Matheson Boulevard West and McLaughlin Road, where a single late 1960s residence is located on a large property parcel, and a row of townhouses fronts on to McLaughlin Road north of Ceremonial Drive.

From Matheson Boulevard West to Britannia Road West, the west side of the street is composed of commercial establishments surrounded by parking lot, while the east side is composed of a combination of light industrial, office, and commercial buildings. One undeveloped property, just south of Britannia Road West, was noted. The east side of McLaughlin Road, south of Matheson Boulevard West, is a continuation of a combination of light industrial and office space. The Britannia Sugar Bush, a large woodlot located on a large undeveloped land parcel owned by the Peel Board of Education, is located on

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<sup>3</sup> The Canadian Register contains information about recognized places of local, provincial, territorial and national significance. To be included in the Register, a place must be formally recognized under the *Ontario Heritage Act* through municipal designation by-law, ownership by the Ontario Heritage Trust, or a heritage conservation easement. It must also meet eligibility criteria and documentation standards. The searchable database is available online: <http://www.historicplaces.ca/en/pages/register-repertoire.aspx> (accessed October 9, 2012).

<sup>4</sup> Mississauga Culture on the Map, <http://www.mississauga.ca/portal/discover/culturalmapping>

<sup>5</sup> Email communications, City of Mississauga, October 9<sup>th</sup>, 2012.



the east side of McLaughlin Road until just north of Faith Drive. A townhouse development that backs on to McLaughlin Road is located between Faith Drive and Bristol Road West.

Based on the results of the background research and field review, two cultural heritage landscapes (CHL) were identified within the McLaughlin Road study corridor. Table 1 lists the cultural heritage resources identified in the study corridor while Section 6.0 provides feature mapping of these resources. It should be noted that the feature boundaries, as illustrated on the feature mapping, are based on property parcel information found on the City of Mississauga's interactive mapping website.



Plate 1: McLaughlin Road, looking north from Bristol Road West.



Plate 2: McLaughlin Road, looking north from Faith Drive.



Plate 3: McLaughlin Road, looking north towards Ceremonial Drive.



Plate 4: McLaughlin Road, looking north from Ceremonial Drive.







Plate 5: McLaughlin Road, looking north from southern limits of industrial/commercial developments.



Plate 6: View of late 1960s residential dwelling at northeast corner of Matheson Boulevard West and McLaughlin Road.






Plate 7: McLaughlin Road, looking north from Matheson Boulevard West.



Plate 8: McLaughlin Road, looking north towards Britannia Road North. Note the undeveloped parcel at right side of photograph.






**Table 1: Identified Cultural Heritage Landscapes (CHLs) in the Study Corridor**

Feature	Inventory Description	Photograph(s)
CHL 1	<p>Location: Between Hurontario Street and McLaughlin Road, north of Bristol Road West.</p> <p>Feature Type: Agricultural</p> <p>Recognition: “The Britannia Farm”, L-AG-3 identified as a Cultural Heritage Landscape by the City of Mississauga. Includes designated buildings: Britannia Schoolhouse, Britannia Farmhouse, &amp; William Chisholm House.</p> <p>Historical:</p> <ul style="list-style-type: none"> <li>- the 200 acre property was donated in 1833 by King William IV as an educational trust to the local board of education. Revenue of the farm was intended to support the Britannia Schoolhouse.</li> <li>- remained a working farm up until circa 1990.</li> <li>- the Britannia Schoolhouse, Britannia Sugar Bush, and property continues to be used for educational programming.</li> <li>- the former Guelph-Toronto Radial Railway alignment is visible at the southwest corner of the property, cutting diagonally across a field and woodlot.</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>- rectangular in shape.</li> <li>- includes original historical buildings, as well as historical buildings relocated to this property. Buildings are all located on east side of property, fronting on to Hurontario Road.</li> <li>- woodlots of various hardwoods and maples.</li> <li>- field patterns formed by hedgerows/tree lines remain intact.</li> <li>- circulations routes between buildings, fields, and property access points.</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>- noted as being one of the last intact agricultural landscapes in Mississauga.</li> <li>- surrounded by urban development on all sides.</li> <li>- tree canopy, mature woodlot.</li> </ul>	 <p>The former Britannia Sugar Bush entrance off McLaughlin Road.</p>  <p>The Britannia Woodlot on east side of McLaughlin Road.</p>  <p>Now overgrown gate where former radial line crossed McLaughlin Road</p>





**Table 1: Identified Cultural Heritage Landscapes (CHLs) in the Study Corridor**

Feature	Inventory Description	Photograph(s)
CHL 2	<p>Location: McLaughlin Road, from Bristol Road West to Matheson Boulevard West</p> <p>Feature Type: Scenic Road</p> <p>Recognition: Classified as a Scenic Route in the City's Official Plan</p> <hr/> <p>Historical</p> <ul style="list-style-type: none"> <li>- McLaughlin Road is a historic road, first established in the early nineteenth century.</li> </ul> <p>Design</p> <ul style="list-style-type: none"> <li>- It was originally a two-lane dirt road with a typical roadway width of one surveyor chain, or 66 feet (20m). Prior to grading, it was an undulating road that followed the natural topography of the landscape. The roadway was bounded by ditches.</li> <li>- It was paved in the 1950s.</li> <li>- It has since been graded and widened in sections, with a 26 m right-of-way, with sidewalks and curbs to either side.</li> </ul> <p>Contextual</p> <ul style="list-style-type: none"> <li>- The existing tree canopy, composed of mature trees as well as trees planted prior to development, in the late 1980s, retain the scenic, forested appearance then exhibited by the road and is important to maintaining the character of the area.</li> <li>- The existing tree canopy at the fringes of the designated scenic road corridor are important visual and physical links to the original character of this historic road.</li> </ul>	 <p>Looking north from Faith Drive.</p>  <p>Looking north, from north of Ceremonial Drive.</p>  <p>Looking north, from northwest edge of the Britannia</p>



### 3.5 Assessment of Impacts

This section provides an assessment of potential adverse effects associated with the proposed undertaking. Road improvements have the potential to affect cultural heritage resources in a variety of ways: resources may experience displacement (i.e., removal), if they are located within the project footprint; they may also be indirectly impacted through disruption by the introduction of physical, visual, audible, or atmospheric elements that are not in keeping with their character and/or setting. As such, appropriate mitigation measures for the undertaking need to be considered. Where any identified, above ground, cultural heritage resources may be affected by direct or indirect impacts, 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.

To assess the potential impacts of the undertaking, identified cultural heritage resources are 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)

A number of 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.



### 3.5.1 Analysis of Impacts on Cultural Heritage Resources

In November 2013, the client provided the recommended design, Option 3, to ASI for review.<sup>6</sup> The recommended design will expand the existing road from two to four-lanes, and will also include the addition of bike lanes, bus shelters, and retaining walls. As such, property acquisition of land along the east side of the road will take place as the current right-of-way will need to be expanded. Encroachments and tree removals were minimized where possible during the design process. The recommended design for the undertaking is illustrated on the cultural heritage resource location mapping (Section 6.0).

The cultural heritage resources identified within and adjacent to the study corridor were evaluated against the above criteria and recommendations to avoid or mitigate these impacts are presented in Table 2 and Section 5.0.

<b>Table 2: McLaughlin Road EA - Impacts to Identified Cultural Heritage Resources and Associated Recommendations</b>		
<b>Feature</b>	<b>Impact(s)</b>	<b>Recommendations</b>
CHL 1: The Britannia Farm	Based on the available drawings, property acquisition will take place along the east side of McLaughlin Road from Ceremonial Drive northerly to the northern limits of the Britannia Farm property. This will result in alterations to the setting of the resource through encroachment, and direct impacts to character-defining elements, including: removal of established trees along the road and along the western edge of the Britannia Sugar Bush; and removal of part of the driveway leading into the Britannia Sugar Bush. The introduction of retaining walls will likely result in removal of the former gate/entrance associated with the former Guelph-Toronto Radial Railway alignment crossing at McLaughlin Road, located on the east side of McLaughlin Road to the south of Ceremonial Drive.	(i) A property-specific heritage impact assessment should be conducted in advance of, or at the earliest possible stage, of the detailed design phase.
CHL 2: McLaughlin Road Scenic Route	Impacts will include alteration to the historic thoroughfare through expansion from a two-lane to a four-lane road and the introduction of associated infrastructure, resulting in alteration to the overall character and setting. Impacts to associated character-defining elements will include removal of established trees along the corridor.	(i) Completion of a cultural heritage landscape documentation report in advance of construction activities to serve as a final record of the resource. (ii) Retaining walls should be sympathetically designed in order to minimize impacts to the setting of the resource. For example, through the use of local stone materials. (iii) Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting.

<sup>6</sup> ASI provided general recommendations to avoid identified cultural heritage resources for the proposed road improvements in the Existing Conditions Report (November 2012).





## 4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study corridor with a rural land use history dating back to the early nineteenth century. A review of available heritage inventories along with the field assessment revealed that there are two resources of cultural heritage interest along the McLaughlin Road study corridor: the Britannia Farm (CHL 1) and the McLaughlin Road Scenic Route (CHL 2). Key attributes that contribute to the heritage value of these cultural heritage resources include: physical remnants of the former Guelph-Toronto Radial Railway alignment at the southwest corner of the Britannia Farm property; the Britannia Sugar Bush at the northwest corner of the Britannia Farm property; and the tree canopy provided by mature deciduous trees along McLaughlin Road.

The results of impact screening confirmed that both cultural heritage landscapes are expected to be negatively impacted by the proposed undertaking through encroachment and alteration to their setting due to: removal of mature/established trees; impacts to the Britannia Sugar Bush; impacts to the former gate/entrance associated with the former Guelph-Toronto Radial Railway alignment crossing at McLaughlin Road; and introduction of a four-lane road and associated infrastructure.

## 5.0 RECOMMENDATIONS

Proposed improvements to McLaughlin Road have the potential to affect cultural heritage resources in a variety of ways. Impacts can include: direct impacts that result in the loss of resources through demolition, or the displacement of resources through relocation; and indirect impacts that result in the disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and/or their setting.

Based on the results of background data collection, field review, and impact assessment of the recommended design (Option #3), the following recommendations have been developed:

1. CHL 1 (Britannia Farm property) is expected to be impacted through alteration to its setting due to encroachment resulting in the removal of character-defining landscape features and introduction of a four-lane road. As a result, a resource-specific heritage impact assessment (HIA) should be conducted by a qualified heritage consultant at the earliest stage possible, preferably during preliminary design or otherwise in the early stages of detail design. The HIA should follow the municipal HIA Terms of Reference, and in consultation with heritage staff at the City of Mississauga. The completed HIA should be presented to the Municipal Heritage Committee and City Staff for comment, and approval, and the recommendations of the HIA implemented. The result of this study should be used to inform post-construction landscaping plans, potential tree-boarding activities during construction, and finalization of grading limits.
2. CHL 2 (McLaughlin Road Scenic Route) is expected to be impacted through alteration to its setting. A cultural heritage landscape documentation report should be prepared in advance of construction activities to serve as a final record of the resource. The results of photographic documentation activities should be compiled into a stand-alone report which should also include a review of historic maps from the nineteenth and twentieth centuries for the purposes of identifying changes to the resources over time. The Cultural Heritage Landscape Documentation Report should be filed with the local municipality and relevant repositories,



such as the Canadiana Room at the Mississauga Public Library and the Region of Peel Archives.

3. Should future work require an expansion of the current study corridor and/or the development of other alternatives, a qualified heritage consultant should be contacted in order to confirm impacts of the undertaking on potential cultural heritage resources.
4. This report should be submitted to the Heritage Planning division at the City of Mississauga for review and comment.



6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING











Figure 9: McLaughlin Road EA – Location of identified cultural heritage landscapes (CHL)



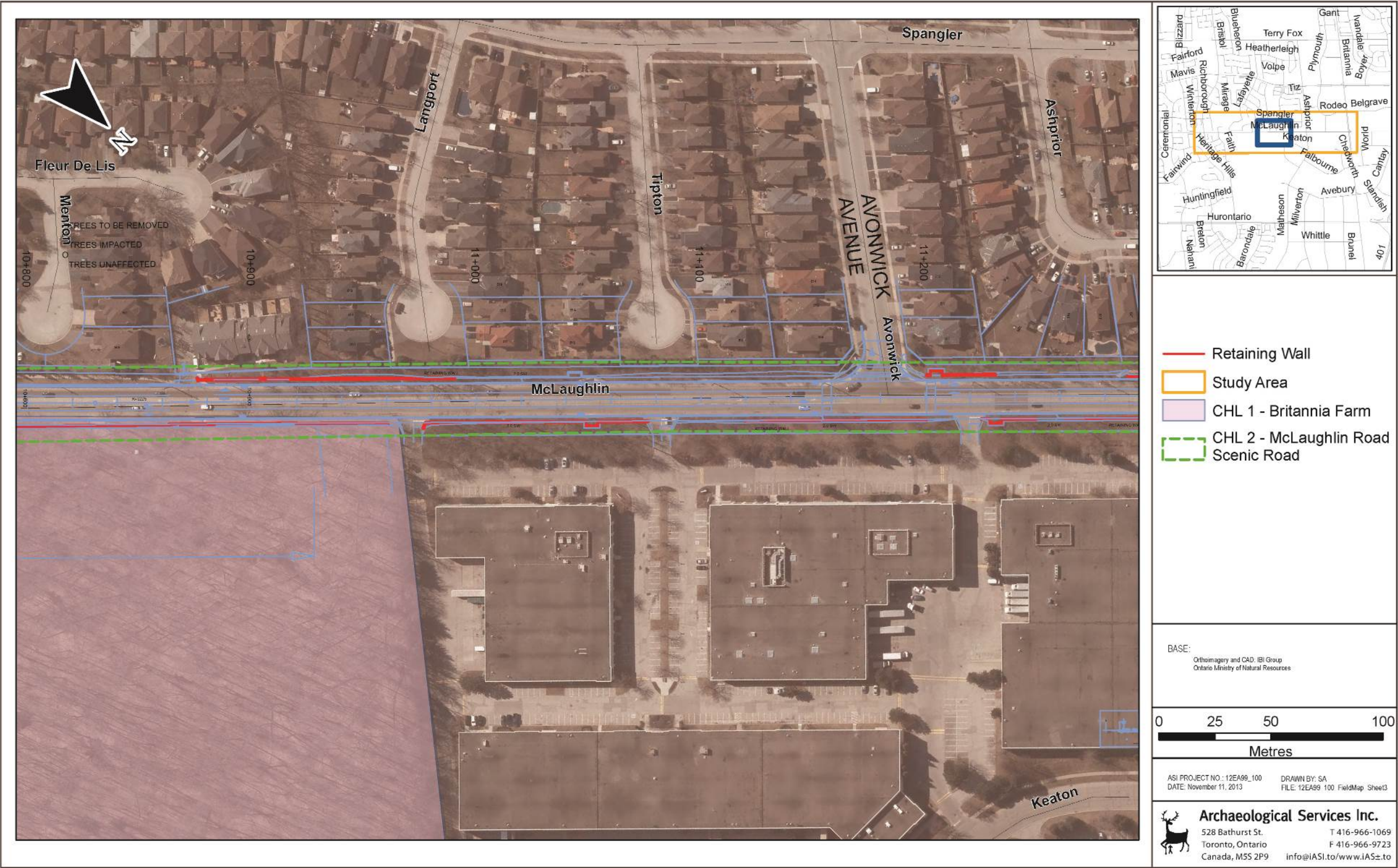
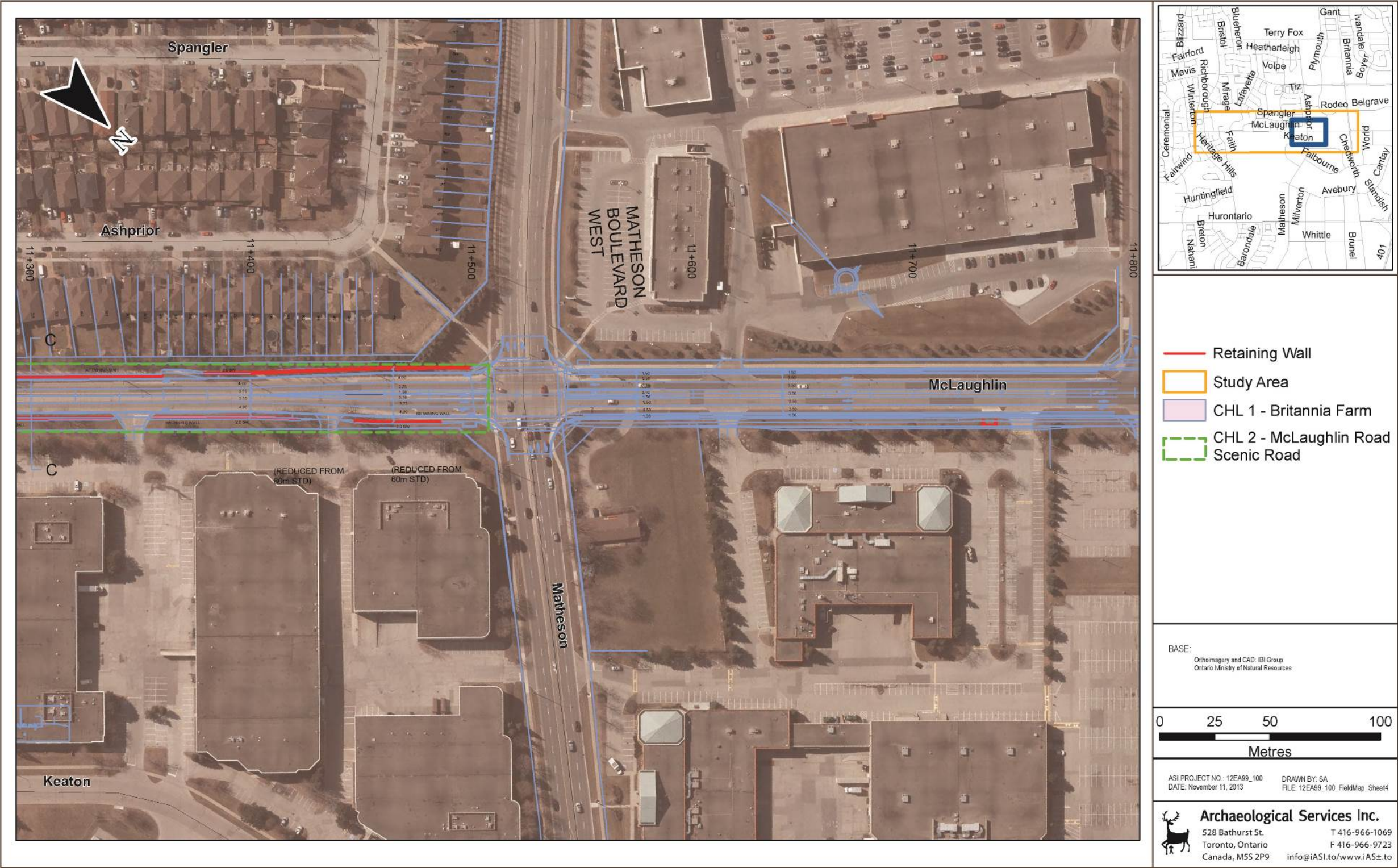


Figure 10: McLaughlin Road EA – Location of identified cultural heritage landscapes (CHL)







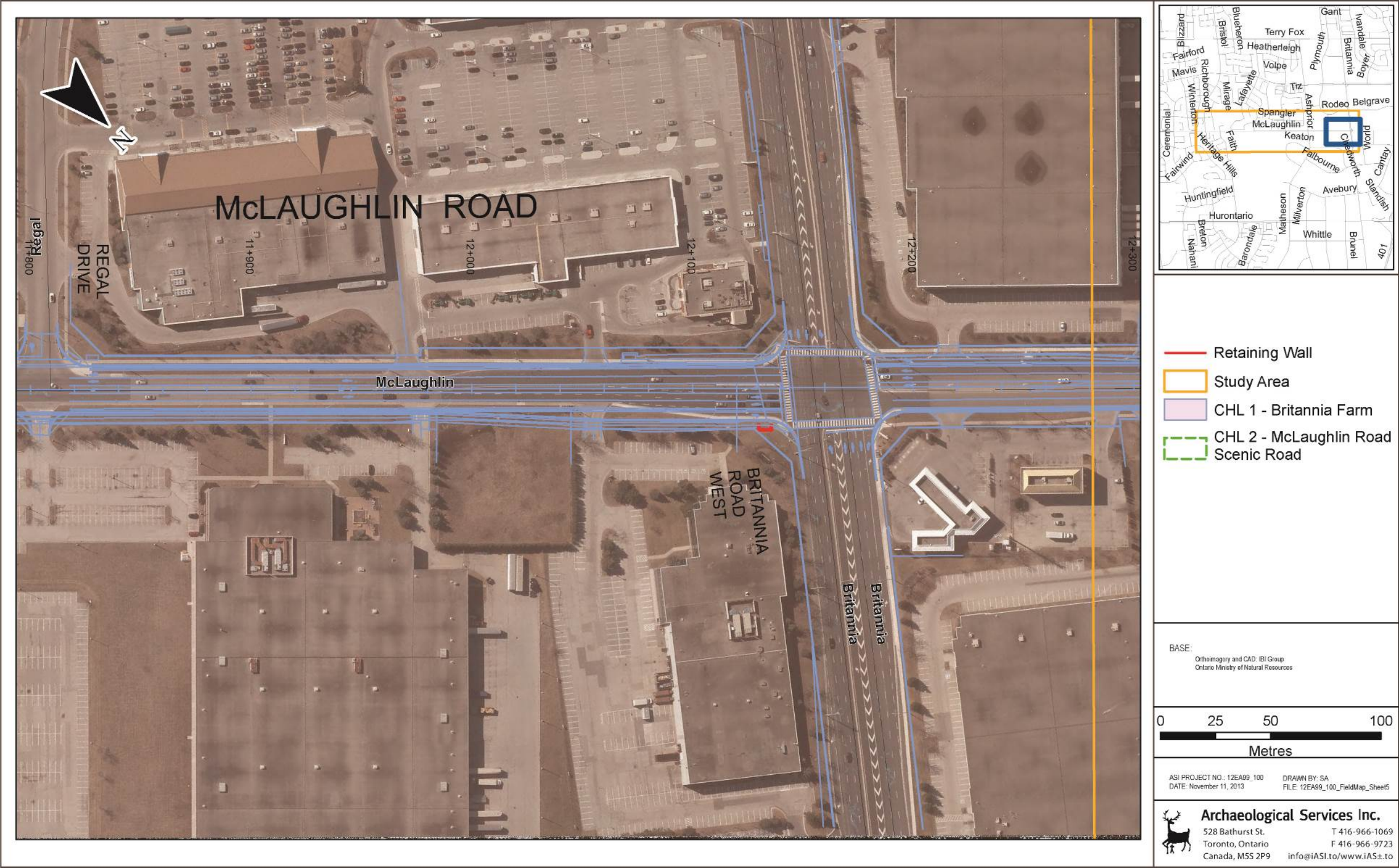


Figure 12: McLaughlin Road EA – Location of identified cultural heritage landscapes (CHL)



## 7.0 REFERENCES

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