
*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix E: Cultural Heritage Resource Assessment (CHRA)

**CULTURAL HERITAGE REPORT:
EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**DERRY ROAD EAST AND BRAMALEA ROAD
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

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

FINAL REPORT

Prepared for:

EXP Services Inc.
1595 Clark Boulevard
Brampton, ON L6T 4V1

ASI File: 19CH-023

January 2020 (Revised April 2020 and November 2021)



**CULTURAL HERITAGE REPORT:
EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**DERRY ROAD EAST AND BRAMALEA ROAD
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

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

EXECUTIVE SUMMARY

ASI was contracted by EXP Services Inc., on behalf of the Region of Peel and City of Mississauga, to conduct a Cultural Heritage Report as part of the Derry Road East and Bramalea Road Municipal Class Environmental Assessment (EA). The Derry Road East and Bramalea Municipal Class Environmental Assessment involves the expansion of the road network around Derry Road East and Bramalea Road. The project study area consists of the rights-of-way of Derry Road East, Telford Way, Menkes Drive, Alstep Drive, Menway Court, and Bramalea Road between North Service Road and Logistics Drive. The project study area is generally bounded by industrial properties and the Pearson International Airport.

The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historic research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating back to the mid-nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are three previously identified features of cultural heritage value within or adjacent to the Derry Road East and Bramalea Road study area. No additional features were identified during the fieldwork.

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

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to the identified BHR and CHLs. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified cultural heritage resources, etc.
2. As the Pearson International Airport CHL at 6301 Dart Drive (CHL 2) is identified by the City of Mississauga in the *Cultural Heritage Landscape Inventory* and there are indirect impacts anticipated, a resource-specific Heritage Impact Assessment (HIA) may be required as per the City of Mississauga Official Plan clause 7.4.1.10. However, given that no structures or apparent landscape features of significant cultural heritage value or interest (CHVI) are anticipated to



be impacted on the property, it is recommended that the City of Mississauga consider waiving the requirement of an HIA in this case.

3. As the properties at 1840 Derry Road East North (BHR 1) and 2030 Derry Road East (CHL 1) are designated under Part IV of the *Ontario Heritage Act* and the proposed work is adjacent to the properties, a resource-specific HIA is required as per the City of Mississauga Official Plan clause 7.4.1.12. Given that potential impacts are anticipated to be minimal, and no structures or apparent landscape features of significant cultural heritage value or interest are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case if suitable mitigation can be implemented.
4. Indirect impacts to 1840 Derry Road East (BHR 1) and 2030 Derry Road East (CHL 1) are possible as a result of their location within 50 m of the proposed alignment. To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.
5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on known and potential heritage resources.
6. The report should be submitted by the proponent to the City of Mississauga and the MHSTCI for review and comment, and any other local heritage stakeholders that may have an interest in this project. Feedback received will be considered and incorporated into the final report, as appropriate. The final report should be submitted to the City of Mississauga for their records.

PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division
	Rebecca Sciarra, MA, CAHP Partner Director - Cultural Heritage Division
<i>Project Coordinator:</i>	Katrina Thach, Hon. BA Associate Archaeologist Project Coordinator - Environmental Assessment Division
<i>Project Manager:</i>	Johanna Kelly, MSc Cultural Heritage Analyst Project Manager - Cultural Heritage Division
	Rebecca Sciarra
<i>Field Review:</i>	Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Technician Technical Writer and Researcher - Cultural Heritage Division
<i>Report Production:</i>	Kirstyn Allam
	Johanna Kelly
<i>Graphics Production:</i>	Jonas Fernandez, MSc Manager, Geomatics - Operations Division
	Eric Bongelli Junior Geomatics Specialist – Operations Division
	Adam Burwell, MSc Geomatics Specialist - Operations Division
<i>Report Reviewer(s):</i>	Meredith Stewart, MA, MSc, CAHP Intern Cultural Heritage Assistant - Cultural Heritage Division
	Lindsay Graves
	Rebecca Sciarra



QUALIFIED PERSONS INVOLVED IN THE PROJECT

Lindsay Graves, MA, CAHP

Senior Cultural Heritage Specialist | Senior Project Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report until July 2021 was **Lindsay Graves** (MA, Heritage Conservation), Senior Cultural Heritage Specialist and the Environmental Assessment Coordinator for the Cultural Heritage Division at ASI. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of above ground cultural heritage resources. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class EA processes and has served as Project Manager for over 100 heritage assessments during her time at ASI. Lindsay is a member of the Canadian Association of Heritage Professionals.

Johanna Kelly, MSc

Cultural Heritage Analyst, Project Manager - Cultural Heritage Division

The Project Manager for this Cultural Heritage Report until July 2021 was **Johanna Kelly** (MSc), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division. She was responsible for the day-to-day management activities, including scoping of research activities and drafting of study findings and recommendations. With over ten years of experience in the field, Johanna has focused on the identification and evaluation of cultural heritage resources both above and below ground. With a background in archaeology, her current focus is the assessment, evaluation, and protection of above ground cultural heritage resources. Johanna has been involved in numerous large scale and high profile projects in various capacities, including built heritage and cultural heritage landscape assessments under the *Ontario Environmental Assessment Act* for Class Environmental Assessments and Individual Environmental Assessments, and as required for various planning studies throughout the Province of Ontario.

Rebecca Sciarra, MA, CAHP

Partner | Director - Cultural Heritage Division

The Senior Project Manager and Project Manager for this Cultural Heritage Report, as of August 2021, is **Rebecca Sciarra** (MA, Canadian Studies). She was responsible for: confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Rebecca is a Partner and Director of the Cultural Heritage Division. She is responsible for the highest-level management of a busy and diverse team of heritage



professionals who apply their expertise across a broad range of public and private sector clientele. Rebecca also provides oversight and quality assurance for all deliverables, maintaining responsive and prompt client communications, and providing heritage clients with a direct connection to corporate ownership. In addition to her role as Director of the Cultural Heritage Division, Rebecca is academically trained in heritage conservation principles and practices. She has led a range of high profile and complex heritage planning and conservation management projects for public and private sector clients. Her experience in both the private and public sectors has involved providing expertise around the strategic development of policies and programs to conserve Ontario's cultural heritage resources as part of environmental and land-use planning processes. She has worked with municipal, provincial, federal and private sector clients to lead heritage evaluations and assessment as part of area planning studies, including secondary plans, heritage conservation district studies, and master plans. Rebecca is a member of ICOMOS Canada and the Canadian Association of Heritage Professionals.

*Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies
Cultural Heritage Technician | Technical Writer and Researcher - Cultural Heritage Division*

One of the report writers for this Cultural Heritage Report is **Kirstyn Allam** (BA (Hon), Advanced Diploma in Applied Museum Studies), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing to technical reporting. Kirstyn Allam's education and experience in cultural heritage, historical research, archaeology, and collections management has provided her with a deep knowledge and strong understanding of the issues facing the cultural heritage industry and best practices in the field. Kirstyn has experience in heritage conservation principles and practices in cultural resource management, including three years' experience as a member of the Heritage Whitby Advisory Committee. Kirstyn also has experience being involved with Stage 1-4 archaeological excavations in the Province of Ontario.



GLOSSARY

Term	Definition
Adjacent	“contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan” (Ministry of Tourism, Culture and Sport 2010).
Built Heritage Resource (BHR)	“...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers” (Government of Ontario 2020:41).
Cultural Heritage Landscape (CHL)	“...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i> , or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms” (Government of Ontario 2020:42).
Cultural Heritage Resource	Includes above-ground resources such as built heritage resources and cultural heritage landscapes, and built or natural features below-ground including archaeological resources (Government of Ontario 2020).
Known Cultural Heritage Resource	A known cultural heritage resource is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the <i>Ontario Heritage Act</i> , or protected by a heritage agreement, covenant or easement, protected by the <i>Heritage Railway Stations Protection Act</i> or the <i>Heritage Lighthouse Protection Act</i> , identified as a Federal Heritage Building, or located within a UNESCO World Heritage Site (Ministry of Tourism, Culture and Sport 2016).
Impact	Includes negative and positive, direct and indirect effects to an identified cultural heritage resource. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism and Culture 2006). Indirect impacts also include potential vibration impacts



	(See Section 2.5 for complete definition and discussion of potential impacts).
Mitigation	Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated.
Potential Cultural Heritage Resource	A potential cultural heritage resource is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport 2016).
Significant	With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <i>Ontario Heritage Act</i> . While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Government of Ontario 2020:51).
Vibration Zone of Influence	Area within a 50 m buffer of construction-related activities in which there is potential to affect an identified cultural heritage resource. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D’Apuzzo 2001; Carman et al. 2012). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl 2001).



TABLE OF CONTENTS

EXECUTIVE SUMMARY i
 PROJECT PERSONNEL iii
 QUALIFIED PERSONS INVOLVED IN THE PROJECT iv
 GLOSSARY vi
 TABLE OF CONTENTS viii
 1.0 INTRODUCTION 1
 1.1 Report Purpose 1
 1.2 Project Overview 1
 1.3 Description of Study Area 1
 2.0 METHODOLOGY 2
 2.1 Regulatory Requirements 2
 2.2 Municipal/Regional Heritage Policies 3
 2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes 3
 2.4 Background Information Review 4
 2.4.1 Review of Existing Heritage Inventories 4
 2.4.2 Stakeholder Data Collection 5
 2.5 Preliminary Impact Assessment Methodology 5
 3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA 6
 3.1 Physiography 6
 3.2 Summary of Early Indigenous History in Southern Ontario 7
 3.3 Historical Euro-Canadian Township Survey and Settlement 8
 3.3.1 Township of Toronto 9
 3.3.2 Pearson International Airport 9
 3.4 Review of Historical Mapping 9
 4.0 EXISTING CONDITIONS 14
 4.1 Description of Field Review 14
 4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes 19
 5.0 PRELIMINARY IMPACT ASSESSMENT 24
 5.1 Description of Proposed Undertaking 24
 5.2 Analysis of Potential Impacts 24
 6.0 RESULTS AND MITIGATION RECOMMENDATIONS 27
 6.1 Key Findings 28
 6.2 Recommendations 28
 7.0 REFERENCES 30
 APPENDIX A: HERITAGE BY-LAWS 35

List of Tables

Table 1: Nineteenth-century property owner(s) and historical features(s) 10
 Table 2: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area 20
 Table 3: Preliminary Impact Assessment and Recommended Mitigation Measures 25



List of Figures

Figure 1: Location of the study area	2
Figure 2: The study area overlaid on the 1859 Tremaine’s Map of the County of Peel	11
Figure 3: The study area overlaid on the 1877 Historical Atlas of the County of Peel	12
Figure 4: The study area overlaid on the 1918 topographic map of Mississauga	12
Figure 5: The study area overlaid on the 1954 aerial photograph of Mississauga	13
Figure 6: The study area overlaid on the 1974 topographic map of Mississauga	13
Figure 7: The study area overlaid on the 1994 NTS map of Mississauga	14
Figure 8: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area	23

List of Plates

Plate 1: Derry Road East, looking northeast	15
Plate 2: Telford Way, looking southeast towards Derry Road East.	15
Plate 3: Menkes Drive, looking southeast.	16
Plate 4: Menway Court, looking northwest.....	16
Plate 5: Alstep Drive, looking southeast.....	17
Plate 6: Derry Road East, looking northeast towards Bramalea Road.	17
Plate 7: Bramalea Road, looking southeast towards Derry Road East.	18
Plate 8: Derry Road East, looking southwest towards Bramalea Road.	18
Plate 9: Looking southeast towards the historical residence at 1840 Derry Road East (ASI 2019).	20
Plate 10: Aerial view of the historical house and industrial building at 1840 Derry Road East (Google Earth 2018)..	20
Plate 11: Looking east across Moore’s Cemetery (ASI 2019).	21
Plate 12: Aerial view of the cemetery (Google Earth 2018).	21
Plate 13: Looking southeast towards the airport from Alstep Drive (ASI 2019).	22
Plate 14: Aerial view of the airport, study area is illustrated in red (Google Earth 2018).....	22



1.0 INTRODUCTION

1.1 Report Purpose

ASI was contracted by EXP Services Inc., on behalf of the Region of Peel and City of Mississauga, to conduct a Cultural Heritage Report as part of the Derry Road East and Bramalea Road Municipal Class Environmental Assessment (EA). The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

1.2 Project Overview

The Derry Road East and Bramalea Municipal Class Environmental Assessment involves the expansion of the road network around Derry Road East and Bramalea Road. The project study area consists of the rights-of-way of Derry Road East, Telford Way, Menkes Drive, Alstep Drive, Menway Court, and Bramalea Road between North Service Road and Logistics Drive. The project study area is generally bounded by industrial properties and the Pearson International Airport.

1.3 Description of Study Area

This Cultural Heritage Report will focus on the study area which consists of a 50 m buffer from the centerline of the following roads: Derry Road East, Telford Way, Menkes Drive, Alstep Drive, Menway Court, and Bramalea Road between North Service Road and Logistics Drive (Figure 1). This project study area has been defined as inclusive of those lands that may contain BHRs or CHLs that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Mississauga.



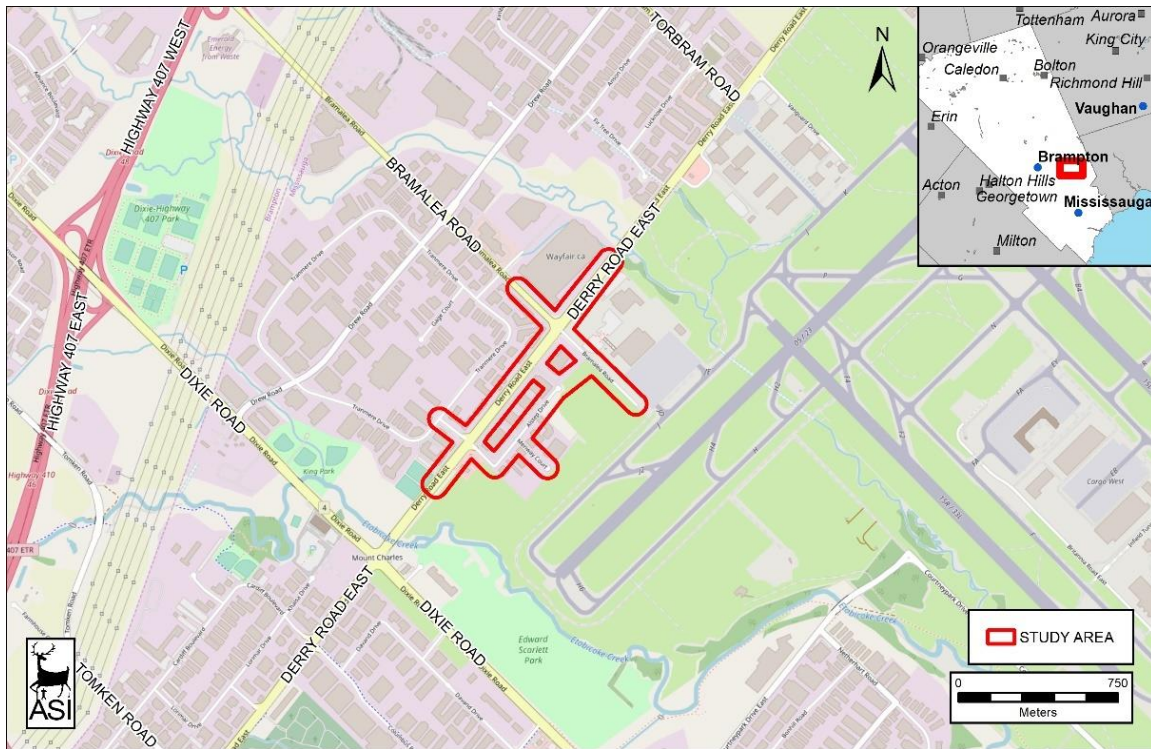


Figure 1: Location of the study area

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

2.0 METHODOLOGY

2.1 Regulatory Requirements

The *Ontario Heritage Act* (OHA) (Ministry of Culture 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- The *Planning Act* (Ministry of Municipal Affairs and Housing 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The Provincial Policy Statement (Government of Ontario 2020), issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources.
- The *Environmental Assessment Act* (Ministry of the Environment 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is charged under Section 2.0 of the OHA with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The Ministry of Tourism, Culture and Sport (now administered by MHSTCI) published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport 2010) (hereinafter “Standards and Guidelines”). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest (CHVI). The Standards and Guidelines provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the Standards and Guidelines provide points of reference to aid in determining potential heritage significance in identification of BHRs and CHLs. While not directly applicable for use in properties not under provincial ownership, the Standards and Guidelines are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) provides a guide to evaluate heritage properties. To conserve a BHR or CHL, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Mississauga, in the Region of Peel. Policies relating to cultural heritage resources were reviewed from the following sources:

- City of Mississauga’s *Official Plan* (2020a)
- Region of Peel’s *Official Plan* (2018)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport 2016). The objective of this report is to present an inventory of known and potential BHRs and CHLs, and to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected BHRs and CHLs are subject to identification and inventory. Generally, when conducting an identification of BHRs and CHLs within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of BHRs and CHLs in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes



of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, 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 BHRs and CHLs. The field review is also used to identify potential BHRs or CHLs that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MHSTCI screening tool, and professional expertise. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of BHRs and CHLs. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark 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 having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential BHRs and CHLs within the study area, the following resources were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified BHRs and CHLs within the study area. These resources, reviewed on 20 December 2019, include:

- City of Mississauga's Heritage Register (City of Mississauga 2018);
- City of Mississauga's Cultural Heritage Landscape Inventory (2005);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust n.d.);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust n.d.);
- The *Places of Worship Inventory* (Ontario Heritage Trust n.d.);
- *Ontario Heritage Plaque Database* (Ontario Heritage Trust n.d.);
- *Ontario's Historical Plaques* website (Brown 2019);
- Database of known cemeteries/burial sites curated by the Ontario Genealogical Society (Ontario Genealogical Society n.d.);
- *Canada's Historic Places* website (Parks Canada n.d.);
- *Directory of Federal Heritage Designations* (Parks Canada n.d.);



- Canadian Heritage River System (Canadian Heritage Rivers Board and Technical Planning Committee n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (UNESCO World Heritage Centre n.d.).

2.4.2 Stakeholder Data Collection

The following individuals, groups, and/or organizations were contacted to gather information on known and potential BHRs and CHLs, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Brooke Herczeg, Heritage Analyst, City of Mississauga (email communication 2 and 6 January 2020). Email correspondence confirmed that there are three properties of interest within the study area: two properties designated under Part IV of the OHA, and one identified as a Cultural Heritage Landscape by the City.
- The MHSTCI (email communication 2 and 7 January 2020). A response from Karla Barboza, Heritage Team Lead, Culture Division, confirmed that there are no additional previously identified heritage resources or concerns regarding the study area.
- The Ontario Heritage Trust (email communications 2 and 6 January 2020). A response from Kevin DeMille, Heritage Planner, indicated that there are no conservation easements or Trust-owned properties within or adjacent to the study area.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified BHRs and CHLs are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism and Culture 2006). These include:

- Direct impacts:
 - Destruction of any, or part of any, significant heritage attributes or features; and
 - Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.
- Indirect impacts
 - Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
 - Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
 - Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
 - 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; and
 - Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.



Indirect impacts from construction-related vibration have the potential to negatively affect BHRs or CHLs depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified BHRs and CHLs where work is taking place within 50 m of features on the property. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D'Apuzzo 2001; Carman et al. 2012). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl 2001).

Several additional factors are also considered when evaluating potential impacts on identified BHRs and CHLs. These are outlined in a document set out by the Ministry of Culture and Communications (now MHSTCI) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (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.

The proposed undertaking should endeavor to avoid adversely affecting known and potential BHRs and CHLs and interventions should be managed in such a way that identified significant cultural heritage resources are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified BHRs and CHLs. Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the BHR or CHL if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect BHRs and CHLs in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is situated within the Beveled Till Plains of the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984). The Peel Plain is a level-to-undulating area of clay soil



which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage.

The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. The region does not possess any good aquifers and the high level of evaporation from the clay's now deforested surface is a disabling factor in ground-water recharge. Further, deep groundwater accessed by boring is often found to be saline (Chapman and Putnam 1984).

3.2 Summary of Early Indigenous History in Southern Ontario

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris 2013).¹ During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and graters are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (Ellis and Deller 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (Ellis and Deller 1990; Ellis et al. 2009).

¹ While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



The Woodland period (c. 1,000 B.C.E. to 1650 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Ellis and Deller 1990; Williamson 1990; Dodd et al. 1990; Birch and Williamson 2013).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The study area is within Treaty 13a, signed on August 2, 1805 by the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a 1-mile strip of land on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown (Mississauga of the New Credit First Nation 2001; Mississaugas of the Credit First Nation 2017).

3.3 Historical Euro-Canadian Township Survey and Settlement

Historically, the study area is located in the former Township of Toronto, County of Peel in Lots 10 and 11, Concessions IV and V “East of Centre Road or Hurontario Street”.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).



3.3.1 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 broke out in 1812, which gave considerable check to its progress. When the war was over, the Township's growth revived and the rear part of the Township was surveyed and called the "New Survey". The greater part of the New Survey was granted to a colony of Irish settlers from New York City, who suffered persecution during the war (Rayburn 1997; Mika and Mika 1983).

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

Several villages of varying sizes had developed by the end of the nineteenth century, including Streetsville, Meadowvale, Churchville, and Malton. A number of crossroad communities also began to grow by the end of the nineteenth century. These included Britannia, Derry, Frasers Corners, Palestine, Mount Charles, and Grahamsville (Rayburn 1997).

The Township of Toronto remained a municipality until 1965, when the Township became a Town. Voters decided on the current name of Mississauga in 1967 and the Town became a City in 1974.

3.3.2 Pearson International Airport

Pearson International Airport, today the largest and busiest airport in Canada, had rather modest beginnings. It began in 1937 when the Toronto Harbour Commission bought 1400 acres across 13 farms close to the village of Malton (Riendeau 1985). The first plane touched down at what was then known as Malton Airport in 1938. At that time, there were only three runways, two of which were paved. However, as airplane transportation gathered increased importance in mid-century Canada, the airport grew dramatically. By 1960, it was renamed Toronto International Airport and in 1984, it was again renamed to the Lester B. Pearson International Airport, in honour of the former Canadian Prime Minister and Nobel Prize winner (Airways 2014). Today, 50 million passengers travel through the airport each year (Greater Toronto Airports Authority 2020).

3.4 Review of Historical Mapping

The 1859 *Map of the County of Peel* (Tremaine 1859) and the 1877 *Illustrated Historical Atlas of the County of Peel* (Walker and Miles 1877) were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope



of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can be often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources. Historically, the study area is located on Lots 10 and 11, Concessions IV and V “East of Centre Road or Hurontario Street” in the former Township of Toronto, County of Peel. Details of historical property owners and historical features in the study area are listed in Table 1.

Table 1: Nineteenth-century property owner(s) and historical features(s)

Lot #	Con #	1859 Map of Peel County		1877 Illustrated Historical Atlas of Peel County	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
10	4	Charles King	Waterways, structure	John Robinson (east half) Anthony Black (west half)	Farmhouse with driveway, orchard, waterway Orchard, waterway, Mt. Charles Post Office
11	4	Charles King	Waterways	James Jackson	Farmhouse with driveway, 2 orchards, cemetery
10	5	Samuel Moore	Waterway, Free Church	John Moore	Farmhouse with driveway, orchard, Presbyterian Church with associated cemetery
11	5	James Watson (east half) Heirs of Late William Watson (west half)	Farmhouse Farmhouse, waterway	Captain Isaac Blain (east half) Estate of Samuel Moore (west half)	Two farmhouses, orchard, waterway Farmhouse with driveway, two orchards, waterway (Spring Creek)

Nineteenth-century mapping indicates that Derry and Bramalea Roads were present and in their current alignment by 1859. Etobicoke and Spring Creeks, as well as various smaller tributaries, extend through the study area in a roughly north-south orientation. Mid-nineteenth-century mapping from 1859 shows few structures within the study area; a farmstead is illustrated on the north side of Derry Road East and a church, labelled ‘Free Church’ is located on the south side to the east of Bramalea Road (Figure 2). Later mapping shows more farmsteads and orchards within the study area (Figure 3). The church on the south side of Derry Road East, previously a Free Church, is labelled as a Presbyterian Church on 1877 mapping and includes an associated cemetery. The community of Malton is located to the east of the study area, centered around Derry Road East and Airport Road. The Mount Charles Post Office is located to the west of the study area, at the southeast corner of Derry Road East and Dixie Road.



In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1918, 1954, 1974, and 1994 (Figure 4 to Figure 7). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

Early twentieth-century mapping shows that the study area remained situated in a rural, agricultural context well into the twentieth century. Topographic mapping from 1918 labels Etobicoke and Spring Creeks extending through the study area. Four bridges carry Derry Road East over tributaries of Etobicoke Creek; none are identified in terms of material type (Figure 4). A cemetery is illustrated in the location of present-day Moore’s Cemetery and a “stone or brick” house is illustrated on the south side of Derry Road East, in the location of the brick house at 1840 Derry Road East. Mid-twentieth century aerial mapping shows the rural, agricultural context of the study area (Figure 5). Mount Charles is labelled to the west of the study area and the Malton Airport is visible to the east. Late-twentieth-century topographic mapping shows the east portion of the study area, to the east of Bramalea Road, is within the boundaries of the Toronto International Airport (Figure 6). The area around the study area has seen an increase in development of road networks. Topographic mapping from 1994 show an increase in industrial development of the study area, primarily on the north side of Derry Road East and in the surrounding areas (Figure 7). The airport boundaries remain the same however the airport is labelled Lester B. Pearson International Airport.



Figure 2: The study area overlaid on the 1859 Tremain’s Map of the County of Peel

Base Map: (Tremain 1859)

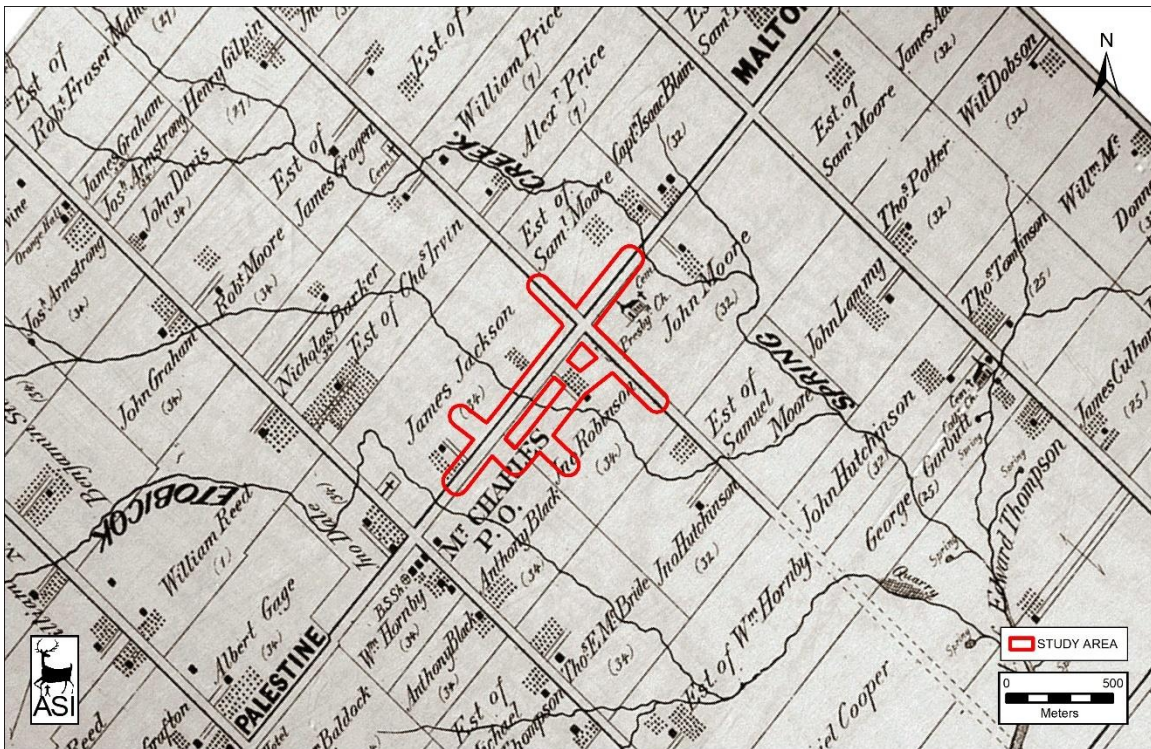


Figure 3: The study area overlaid on the 1877 Historical Atlas of the County of Peel
Base Map: (Walker and Miles 1877)

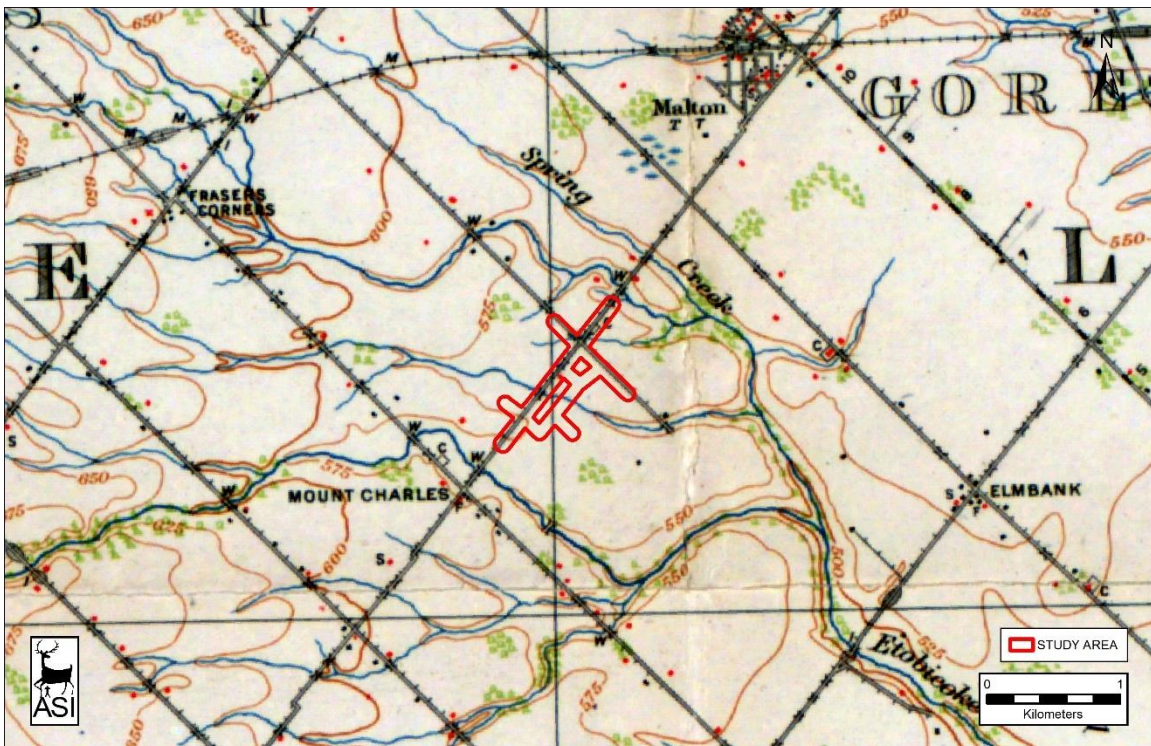


Figure 4: The study area overlaid on the 1918 topographic map of Mississauga
Base Map: (Department of Militia and Defence 1918)

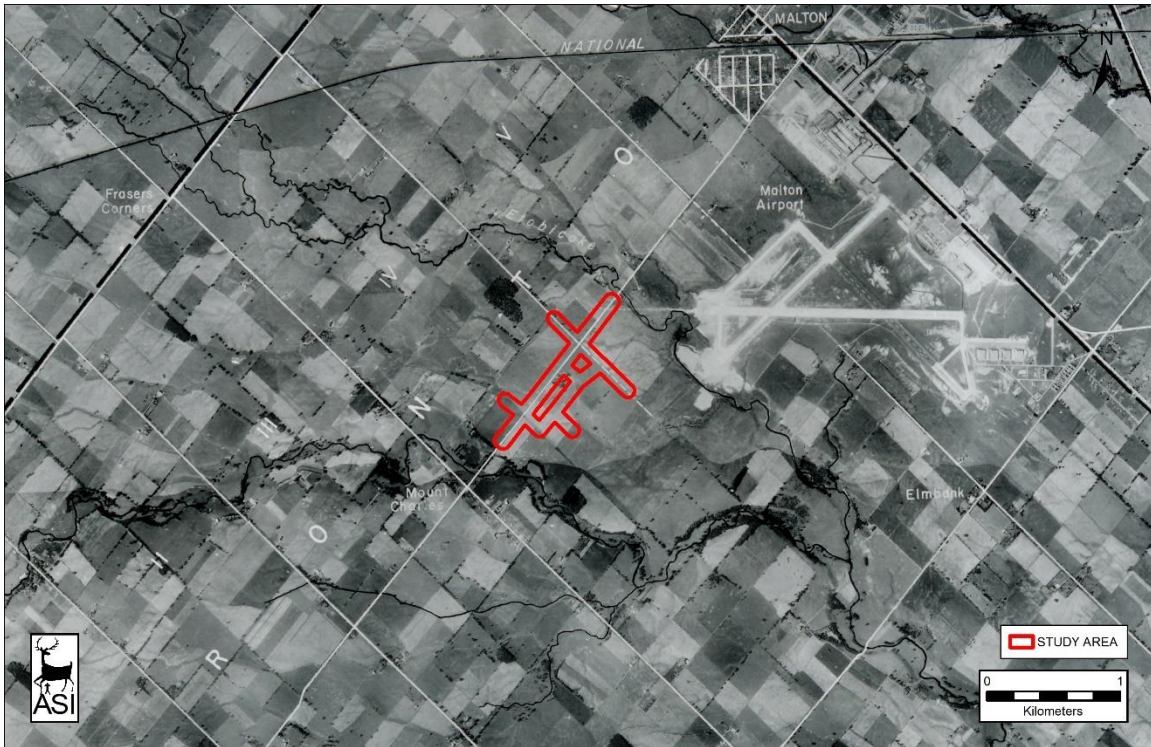


Figure 5: The study area overlaid on the 1954 aerial photograph of Mississauga
Base Map: (Hunting Survey Corporation Limited 1954)

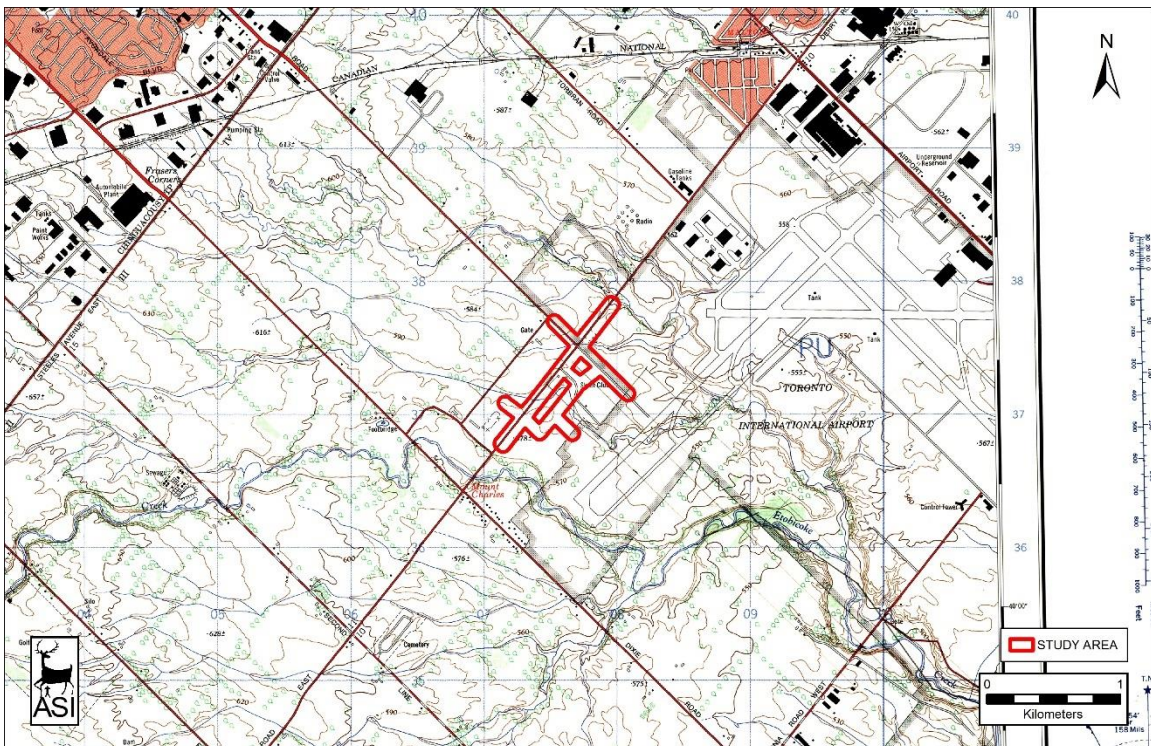


Figure 6: The study area overlaid on the 1974 topographic map of Mississauga
Base Map: (Department of Energy, Mines and Resources 1974)

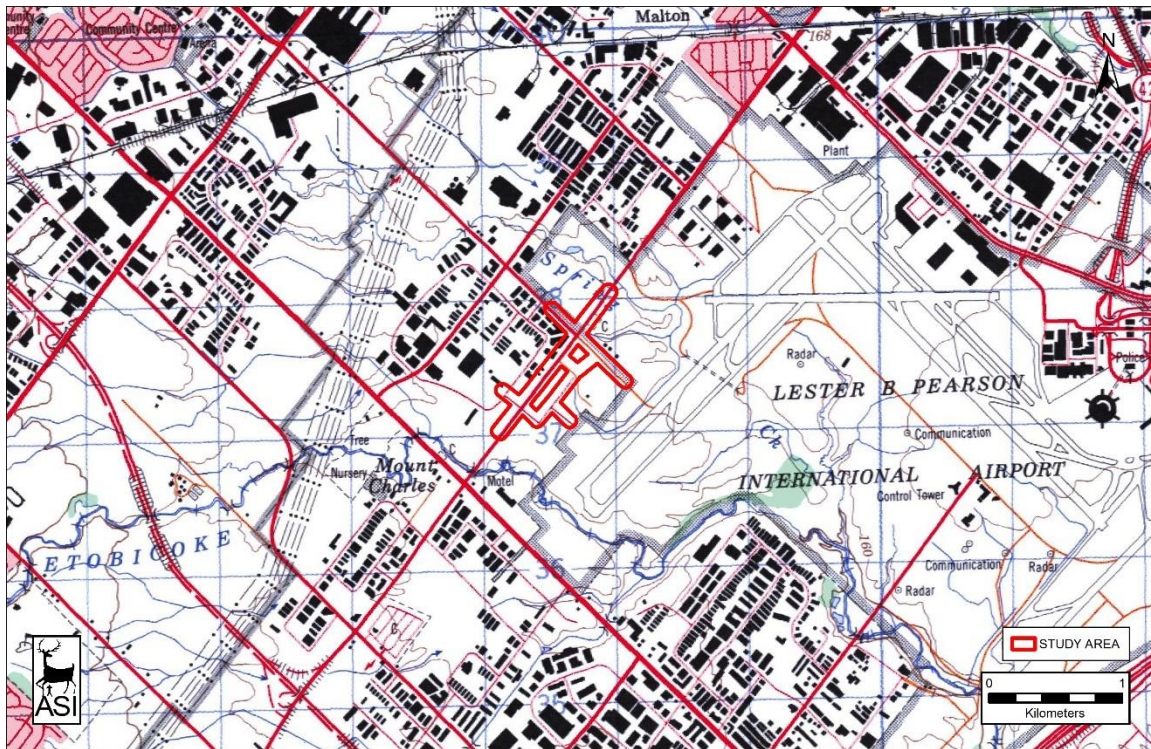


Figure 7: The study area overlaid on the 1994 NTS map of Mississauga
Base Map: (Department of Energy, Mines and Resources 1994)

4.0 EXISTING CONDITIONS

4.1 Description of Field Review

A field review of the study area was undertaken by Kirstyn Allam of ASI, on 17 January 2020 to document the existing conditions of the study area from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 8.

The study area is located along Derry Road East between Dixie Road and Torbram Road in the City of Mississauga, and is oriented in a roughly northeast-southwest direction. The study area includes Telford Way, Menkes Drive, Alstep Drive, Menway Court, and Bramalea Road between North Service Road and Logistics Drive. Throughout the study area, the right-of-way (ROW) for Derry Road East consists of three lanes of traffic in either direction, divided by a concrete median and pedestrian sidewalks on the southeast side. Bramalea Road consists of two lanes of traffic in either direction and pedestrian sidewalks on both sides to the northwest of Derry Road East, and a single lane of traffic in either direction on the southeast side of Derry Road East. The topography throughout the study area is relatively flat.

The study area is dominated by industrial and commercial properties except for the southwest end of Derry Road East, which contains agricultural fields to the southeast, and recreational fields to the northeast. Toronto's Pearson International Airport occupies the land at the east corner of the

intersection of Derry Road East and Bramalea Road and Moore’s Cemetery is located at 2030 Derry Road East.



Plate 1: Derry Road East, looking northeast.



Plate 2: Telford Way, looking southeast towards Derry Road East.





Plate 3: Menkes Drive, looking southeast.



Plate 4: Menway Court, looking northwest.



Plate 5: Alstep Drive, looking southeast.



Plate 6: Derry Road East, looking northeast towards Bramalea Road.



Plate 7: Bramalea Road, looking southeast towards Derry Road East.





Plate 8: Derry Road East, looking southwest towards Bramalea Road.



4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Based on the results of the background research and field review, one known BHR and two known CHLs were identified within the study area. These include two properties designated under Part IV of the *Ontario Heritage Act* and one landscape identified in the *Cultural Landscape Inventory* (The Landplan Collaborative Ltd. 2005). No additional BHRs or CHLs were identified during field review. A detailed inventory of known and potential BHRs and CHLs within the study area is presented in Table 2. See Figure 8 for mapping showing the location of identified BHRs and CHLs. By-laws for the designated properties can be found in Appendix A.



Table 2: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
BHR 1	Former Farmhouse	1840 Derry Road East (Robinson-Clarke House)	Known BHR - Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law 550-92)	<p>Historical:</p> <ul style="list-style-type: none"> - Nineteenth-century mapping indicates the property was owned by Charles King in 1859 and John Robinson in 1877 (Figure 2 and Figure 3). - Farmstead and orchard are illustrated in the location of the standing house on 1877 mapping (Figure 3). - It is believed that John Robinson built this farmhouse. Fred Clark purchased the farm from the Robinsons in 1908 (Mississauga Library System 2020a). <p>Design:</p> <ul style="list-style-type: none"> - One-and-a-half-storey Victorian Gothic style dichromatic brick farmhouse with an L-shaped plan and gable roof. The farmhouse features a kitchen and drive shed extension at the rear. There is a bell cote on the roof of the drive shed but no bell (Mississauga Library System 2020a). <p>Context:</p> <ul style="list-style-type: none"> - Located on the south side of Derry Road East, a nineteenth-century roadway. - The farmhouse is situated within an industrial context, between two modern industrial properties. - Has contextual associations with early settlement in the City of Mississauga. 	 <p>Plate 9: Looking southeast towards the historical residence at 1840 Derry Road East (ASI 2019).</p>  <p>Plate 10: Aerial view of the historical house and industrial building at 1840 Derry Road East (Google Earth 2018).</p>

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
CHL 1	Cemetery	2030 Derry Road East (Moore's Cemetery)	Known CHL - Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law 090-2007)	<p>Historical:</p> <ul style="list-style-type: none"> - 1859 mapping shows the property was owned by Samuel Moore, 1877 mapping indicate the property was owned by John Moore (Figure 2 and Figure 3). - A Free Church is illustrated on 1859 mapping (Figure 2). A Cemetery and Presbyterian Church are illustrated in the location of the cemetery on 1877 mapping (Figure 3). - James Trotter gave ½ an acre for a church to the trustees, including Reverend Andrew Bell. The rest of the land was sold to the Moore family. A log church was built in 1830, known as Bell's Church, and was subsequently destroyed by fire around 1877 (Mississauga Library System 2020b). - The cemetery is also known as Bell's Presbyterian Cemetery and Malton Presbyterian Cemetery (Mississauga Library System 2020b). <p>Design:</p> <ul style="list-style-type: none"> - Approximately 85 burials remain in-situ on approximately 0.3 acres (City of Mississauga 2020b) <p>Context:</p> <ul style="list-style-type: none"> - Located on the south side of Derry Road East, a nineteenth-century roadway, between Bramalea Road and Torbram Road and is surrounded on three sides by Pearson International Airport. - "Moore's Cemetery is a good representation of nineteenth century cemetery design. It is characterized by a natural setting, markers and monuments in a park like layout. It is now an island of green surrounded by industry" (City of Mississauga 2020b). It remains one of the last physical remnants of pioneer life in the area. 	 <p>Plate 11: Looking east across Moore's Cemetery (ASI 2019).</p>  <p>Plate 12: Aerial view of the cemetery (Google Earth 2018).</p>

Feature ID	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential CHVI	Photographs/ Digital Image
CHL 2	Transportation (airport)	6301 Silver Dart Drive (Pearson International Airport CHL)	Known CHL - Identified as a Cultural Heritage Landscape on the City of Mississauga's <i>Cultural Heritage Landscape Inventory</i>	<p>Historical:</p> <ul style="list-style-type: none"> - Constructed in 1937, the airport was originally known as Malton Airport, labelled as such on 1954 aerial photography (Figure 5). - The airport was the site of the construction and test flights of the AVRO ARROW (City of Mississauga 2005). - The airport was renamed Toronto International Airport in 1958, and Lester B. Pearson International Airport in 1984, after Canada's 14th Prime Minister (Airways 2014) <p>Design:</p> <ul style="list-style-type: none"> - The original design was developed by the Toronto Harbour Commission (Airways 2014). - Runways at the Malton Airport were expanded in the 1940s and 1950s, along with construction of a new airport terminal. In 1964 a new terminal opened; a unique design called the "Aeroquay". In 1972 Terminal 2 opened and became Air Canada's main terminal. Construction began in 1987 on Terminal 3, which opened in 1991 (Airways 2014). - The Greater Toronto Airports Authority took over management of the airport in the mid-1990s from Transport Canada. Proposed replacements of both the Aeroquay and Terminal 2 with a single unified terminal, along with Terminal 3, would accommodate up to 50 million passengers per year (Airways 2014). <p>Context:</p> <ul style="list-style-type: none"> - The airport is a significant cultural landscape because of its relationship to the post-war expansion of the travel industry and to the AVRO ARROW construction and testing in the 1950's (City of Mississauga 2005). 	 <p>Plate 13: Looking southeast towards the airport from Alstep Drive (ASI 2019).</p>  <p>Plate 14: Aerial view of the airport, study area is illustrated in red (Google Earth 2018).</p>

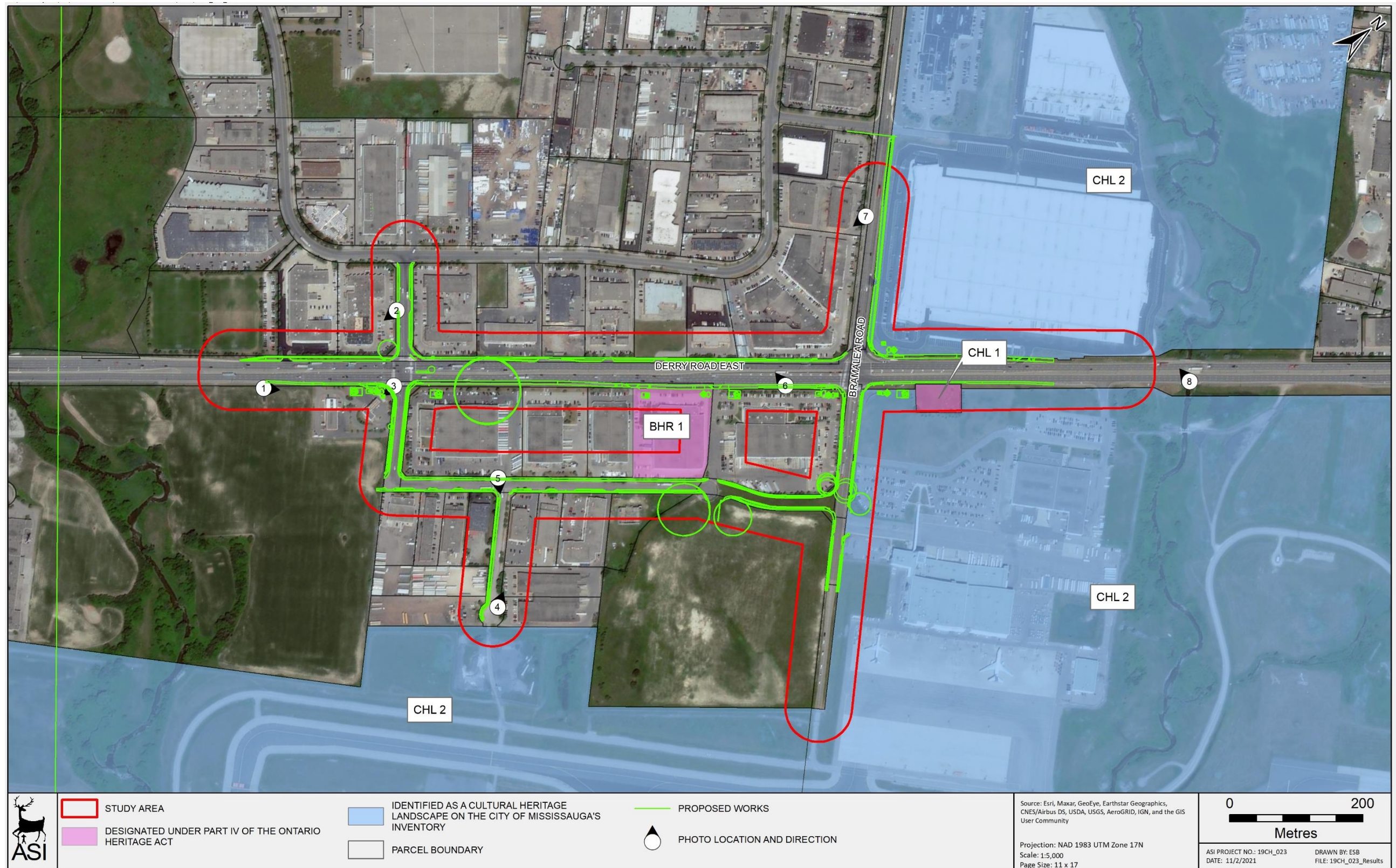


Figure 8: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area

5.0 PRELIMINARY IMPACT ASSESSMENT

5.1 Description of Proposed Undertaking

The proposed undertaking for the Derry Road East and Bramalea Road study area involves the expansion of the road network around Derry Road East and Bramalea Road. The proposed improvements are anticipated to consist of road widening and the installation of medians, splash pads, pedestrian sidewalks, and a multi-use trail (MUT). Also proposed as part of this project is the extension of Alstep Drive connecting it to Bramalea Road. Mapping of the proposed alignment, including staging areas, proposed shaft locations, and study area showing photographic plate locations and the location of the identified cultural heritage resources is provided in Figure 8 in Section 4.2.

5.2 Analysis of Potential Impacts

Table 3 outlines the potential impacts on all identified BHRs and CHLs within the study area.



Table 3: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature ID	Location/Name	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 1	1840 Derry Road East (Robinson-Clarke House)	<p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure is located within 50 m of the proposed work.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 1.</p> <p>As the property at 1840 Derry Road East North is designated under Part IV of the <i>Ontario Heritage Act</i> and the proposed work is adjacent to the property, a resource-specific HIA is required as per the City of Mississauga Official Plan clause 7.4.1.12.</p> <p>Given that potential impacts are anticipated to be minimal, and no structures or apparent landscape features of significant cultural heritage value or interest are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case if suitable mitigation measures can be implemented.</p> <p>To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p>
CHL 1	2030 Derry Road East (Moore's Cemetery)	<p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to above ground features associated with this CHL are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the grave markers sit within 50 m from the proposed work.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 1.</p> <p>As the property at 2030 Derry Road East North is designated under Part IV of the <i>Ontario Heritage Act</i> and the proposed work is adjacent to the property, a resource-specific HIA is required as per the City of Mississauga Official Plan clause 7.4.1.12.</p> <p>Given that potential impacts are anticipated to be minimal, and no structures or apparent landscape features of significant cultural heritage value or interest are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case if suitable mitigation measures can be implemented.</p> <p>To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p>

Feature ID	Location/Name	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
CHL 2	6301 Silver Dart Drive (Pearson International Airport CHL)	<p>Indirect impacts to CHL 2 are anticipated to include encroachment on to the property due to the expansion of the existing ROW to accommodate a multi-use trail and sidewalk within the CHL. These impacts have been determined to not be significantly adverse. No direct adverse impacts to this CHL are anticipated.</p> <p>While structures within the CHL are located within 50 m of the proposed work, buildings within this CHL were constructed in the latter half of the twentieth century and purpose-built to function for large-scale commercial aviation uses. As such, structures within the CHL are not anticipated to be susceptible to construction-related vibration impacts.</p>	<p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 2.</p> <p>As the CHL has been identified by the City of Mississauga in the <i>Cultural Heritage Landscape Inventory</i> and there are indirect impacts anticipated due to construction, a resource-specific HIA may be required as per the City of Mississauga Official Plan clause 7.4.1.10.</p> <p>Given that no structures or apparent landscape features of significant CHVI within CHL 2 are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA.</p>

No direct impacts to the identified BHRs and CHLs are anticipated as a result of the proposed alignment.

Where feasible, the preferred alternative should be designed to avoid indirect impacts to these potential cultural heritage resources. To ensure the structures on these properties are not adversely impacted, construction and staging in the ROW should be suitably planned to avoid all impacts to these properties. Suitable mitigation measures could include the establishment of no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources.

Indirect impacts to CHL 2 (6301 Dart Drive – Pearson International Airport CHL) are anticipated to include encroachment on to the property due to the expansion of the existing ROW to accommodate a multi-use trail and sidewalk within the CHL. These impacts have been determined to not be significantly adverse. As the CHL has been identified by the City of Mississauga in the *Cultural Landscape Inventory* and there are indirect impacts anticipated due to construction, a resource-specific HIA may be required as per the City of Mississauga Official Plan clause 7.4.1.10. Given that no structures or apparent landscape features of significant CHVI within CHL 2 are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case.

As the properties at 1840 Derry Road East North (BHR 1) and 2030 Derry Road East (CHL 1) are designated under Part IV of the *Ontario Heritage Act* and the proposed work is adjacent to the properties, a resource-specific HIA is required as per the City of Mississauga Official Plan clause 7.4.1.12. Given that potential impacts are anticipated to be minimal, and no structures or apparent landscape features of significant cultural heritage value or interest are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case if suitable mitigation measures can be implemented.

Vibrations during construction activities may impact BHR 1 and CHL 1 as a result of their location within 50 m of the proposed alignment. To ensure the structures on the properties at the 1840 Derry Road East (BHR 1) and 2030 Derry Road East (CHL 1) are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that the any structures will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

6.0 RESULTS AND MITIGATION RECOMMENDATIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating back to the mid-nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are three previously identified features of cultural heritage value within or adjacent to the Derry Road East and Bramalea Road study area. No additional features were identified during the fieldwork.



6.1 Key Findings

- A total of one BHR and two CHLs were identified within the study area.
- Of the BHR and CHLs identified within the study area there are two properties designated under Part IV of the *Ontario Heritage Act* (BHR 1 and CHL 2) and one cultural heritage landscape identified in the *Cultural Heritage Inventory* (CHL 2).
- Identified cultural heritage resources are historically, architecturally, and contextually associated with early settlement and land use patterns in the City of Mississauga and more specifically representative of the early settlement and religious practices of the early communities along Derry Road East, a nineteenth-century rural roadway, as well as large scale transportation expansions that occurred in the mid-twentieth century.

Results of Preliminary Impact Assessment

- The proposed alignment may result in indirect impacts to CHL 2, due to the expansion of the existing ROW to accommodate a multi-use trail and sidewalk within the CHL. However, these impacts are not considered to be significantly adverse.
- Potential vibration impacts as a result of the proposed alignment is anticipated to result in indirect impacts to one BHR and one CHL: 1840 Derry Road East (BHR 1) and 2030 Derry Road East (CHL 1).
- No direct impacts to any potential cultural heritage resources are anticipated as a result of the preferred alternative.

6.2 Recommendations

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

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to the identified BHR and CHLs. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified cultural heritage resources, etc.
2. As the Pearson International Airport CHL at 6301 Dart Drive (CHL 2) is identified by the City of Mississauga in the *Cultural Heritage Landscape Inventory* and there are indirect impacts anticipated, a resource-specific HIA may be required as per the City of Mississauga Official Plan clause 7.4.1.10. However, given that no structures or apparent landscape features of significant CHVI are anticipated to be impacted on the property, it is recommended that the City of Mississauga consider waiving the requirement of an HIA in this case.
3. As the properties at 1840 Derry Road East North (BHR 1) and 2030 Derry Road East (CHL 1) are designated under Part IV of the *Ontario Heritage Act* and the proposed work is adjacent



to the properties, a resource-specific HIA is required as per the City of Mississauga Official Plan clause 7.4.1.12. Given that potential impacts are anticipated to be minimal, and no structures or apparent landscape features of significant cultural heritage value or interest are anticipated to be impacted, it is recommended that the City of Mississauga consider waiving the requirement for a HIA in this case if suitable mitigation can be implemented.

4. Indirect impacts to 1840 Derry Road East (BHR 1) and 2030 Derry Road East (CHL 1) are possible as a result of their location within 50 m of the proposed alignment. To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.
5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on known and potential heritage resources.
6. The report should be submitted by the proponent to the City of Mississauga and the MHSTCI for review and comment, and any other local heritage stakeholders that may have an interest in this project. Feedback received will be considered and incorporated into the final report, as appropriate. The final report should be submitted to the City of Mississauga for their records.

7.0 REFERENCES

Airways

2014 Toronto Pearson International Airport, Then and Now: Part One. *Airways*.
<https://airwaysmag.com/2014/01/20/toronto-pearson-international-airport-now-part-one/>.

A.S.I., (Archaeological Services Inc.)

2006 *Historical Overview and Assessment of Archaeological Potential Don River Watershed, City of Toronto*. Report on file with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto.

Birch, J., and R.F. Williamson

2013 *The Mantle Site: An Archaeological History of an Ancestral Wendat Community*. Rowman & Littlefield Publishers, Inc., Latham.

Brown, A.

2019 Ontario's Historical Plaques. April 19. <http://www.ontarioplaques.com/>.

Canadian Heritage Rivers Board and Technical Planning Committee

n.d. The Rivers – Canadian Heritage Rivers System Canada's National River Conservation Program. *Canadian Heritage Rivers System*. <http://chrs.ca/the-rivers/>.

Carman, R.A., D. Buehler, S. Mikesell, and C.L. Searls

2012 *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects*. Wilson, Ihrig and Associates, ICF International, and Simpson, Gumpertz and Heger, Incorporated for the American Association of State Highway and Transportation Officials (AASHTO), Washington, D.C.

Chapman, L.J., and F. Putnam

1984 *The Physiography of Southern Ontario*. Vol. 2. Ontario Geologic Survey, Special Volume. Ontario Ministry of Natural Resources, Toronto.

City of Mississauga

2005 Cultural Heritage Landscape Inventory. On file with the author.

2018 Heritage Register for Mississauga.
https://www7.mississauga.ca/documents/culture/heritage/2018-07-01_Mississauga_Heritage_Register_Web.pdf.

2020a Mississauga Official Plan.
<http://www.mississauga.ca/portal/residents/mississaugaofficialplan>.

2020b Moore's Cemetery. <http://www.mississauga.ca/portal/residents/parks-moores-cemetery>.

Crispino, M., and M. D'Apuzzo

2001 Measurement and Prediction of Traffic-Induced Vibrations in a Heritage Building. *Journal*



of Sound and Vibration 246(2):319–335.

Department of Energy, Mines and Resources

1974 Malton Sheet 30 M/12g.

1994 Brampton Sheet 30M/12. National Topographic System.

Department of Militia and Defence

1918 Brampton Sheet 30M/12. National Topographic System.

Dodd, C.F., D.R. Poulton, P.A. Lennox, D.G. Smith, and G.A. Warrick

1990 The Middle Ontario Iroquoian Stage. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 321–360. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London, ON.

Ellis, C.J., and D.B. Deller

1990 Paleo-Indians. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 37–64. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London, ON.

Ellis, C.J., P.A. Timmins, and H. Martelle

2009 At the Crossroads and Periphery: The Archaic Archaeological Record of Southern Ontario. In *Archaic Societies: Diversity and Complexity across the Midcontinent.*, T. D. Emerson, D. L. McElrath, and A. C. Fortier, eds, pp. 787–837. State University of New York Press, Albany, New York.

Ellis, P.

1987 Effects of Traffic Vibration on Historic Buildings. *The Science of the Total Environment* 59:37–45.

Ferris, N.

2013 Place, Space, and Dwelling in the Late Woodland. In *Before Ontario: The Archaeology of a Province*, pp. 99–111. McGill-Queen's University Press.
<http://www.jstor.org/stable/j.ctt32b7n5.15>.

Government of Ontario

2020 *Provincial Policy Statement*. Toronto, Ontario.

Greater Toronto Airports Authority

2020 Toronto Pearson. <https://www.torontopearson.com/en>.

Hunting Survey Corporation Limited

1954 Digital Aerial Photographs. <https://mdl.library.utoronto.ca/collections/air-photos/1954-air-photos-southern-ontario/index>.

Mika, N., and H. Mika

1983 *Places In Ontario: Their Name Origins and History, Part III, N-Z*. Mika Publishing



Company, Belleville.

Ministry of Culture

1990 Ontario Heritage Act, R.S.O. 1990, c.O.18 [as Amended in 2019].

2006 Ontario Heritage Tool Kit.

Ministry of Culture and Communications, and Ministry of the Environment

1992 Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments.

Ministry of Municipal Affairs and Housing

1990 *Planning Act, R.S.O. 1990, c. P.13.*

Ministry of the Environment

1990 *Environmental Assessment Act, R.S.O.*

Ministry of Tourism and Culture

2006 InfoSheet #5: Heritage Impact Assessments and Conservation Plans.

Ministry of Tourism, Culture and Sport

2010 Standards and Guidelines for Conservation of Provincial Heritage Properties: Standards & Guidelines.

2016 Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, A Checklist for the Non-Specialist.

<http://www.mtc.gov.on.ca/en/heritage/tools.shtml>.

Mississauga Library System

2020a John Robinson House, Mount Charles, Malton.

http://www.mississauga.ca/portal/residents/allhistoricimages?paf_gear_id=13400033&imageId=4700203n&index=0&returnUrl=%2Fportal%2Fresidents%2Fallhistoricimages.

2020b Moore's Presbyterian Cemetery, Malton.

http://www.mississauga.ca/portal/residents/cemeteriesgallery;jsessionid=257697C6EA202E7422B50A9C24406B14.node2-2?paf_gear_id=13400033&imageId=9200137n&index=47&returnUrl=%2Fportal%2Fresidents%2Fcemeteriesgallery%3Bjsessionid%3D257697C6EA202E7422B50A9C24406B14.node2-2%3Fstart%3D41.

Mississauga of the New Credit First Nation

2001 *Toronto Purchase Specific Claim: Arriving at an Agreement*. Hagersville.

Mississaugas of the Credit First Nation

2017 Treaty Lands and Territory. <http://mncfn.ca/category/treaty-lands-and-territory/>.



Ontario Genealogical Society

n.d. OGS Cemeteries. *Digitals Collections & Library Catalogue*.
<http://vitacollections.ca/ogscollections/2818487/data>.

Ontario Heritage Trust

n.d. Ontario Heritage Act Register. <https://www.heritagetrust.on.ca/en/pages/tools/ontario-heritage-act-register>.

n.d. Easement Properties. *Ontario Heritage Trust*.
<https://www.heritagetrust.on.ca/en/property-types/easement-properties>.

n.d. Places of Worship Inventory. *Ontario Heritage Trust*.
<https://www.heritagetrust.on.ca/en/places-of-worship/places-of-worship-database>.

n.d. Provincial Plaque Program. *Ontario Heritage Trust*.
<https://www.heritagetrust.on.ca/en/pages/programs/provincial-plaque-program>.

Parks Canada

n.d. Canada's Historic Places. www.historicplaces.ca.

n.d. Directory of Federal Heritage Designations. https://www.pc.gc.ca/apps/dfhd/search-recherche_recherche_eng.aspx.

Rainer, J.H.

1982 Effect of Vibrations on Historic Buildings. *The Association for Preservation Technology Bulletin* XIV(1):2–10.

Randl, C.

2001 Preservation Tech Notes: Protecting a Historic Structure during Adjacent Construction. U.S. Department of the Interior National Park Service, July. <https://www.nps.gov/tps/how-to-preserve/tech-notes/Tech-Notes-Protection03.pdf>.

Rayburn, A.

1997 *Place Names of Ontario*. University of Toronto Press, Toronto.

Region of Peel

2018 Official Plan. December.
<https://www.peelregion.ca/planning/officialplan/pdfs/ROPConsolidationDec2016.pdf>.

Riendeau, R.E.

1985 *Mississauga: An Illustrated History*. Windsor Publications, Northridge, CA.

The Landplan Collaborative Ltd.

2005 *Cultural Landscape Inventory*. City of Mississauga.



Tremaine, G.C.

1859 Tremaine's Map of the County of Peel. George C. Tremaine, Toronto.

UNESCO World Heritage Centre

n.d. World Heritage List. *UNESCO World Heritage Centre*. <http://whc.unesco.org/en/list/>.

Walker and Miles

1877 Illustrated Historical Atlas of the County of Peel, Ont. Walker and Miles, Toronto.

Williamson, R.F.

1990 The Early Iroquoian Period of Southern Ontario. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 291–320. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Wiss, J.F.

1981 Construction Vibrations; State-of-the-Art. *Journal of Geotechnical Engineering* 107:167–181.



APPENDIX A: HERITAGE BY-LAWS



Corporate Services Department
Office of the City Clerk

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1



Per

FAX: (416) 896-5220

REGISTERED MAIL

December 8, 1992

Nancy S
DIRECTOR'S OFFICE
DEC 10 1992
HERITAGE POLICY BRANCH

Mr. P. Menkes, Executive Vice-President
686208 Ontario Limited
Suite 500, 3650 Victoria Park Avenue
North York, Ontario M2H 3P7

Dear Mr. Menkes:

Re: Robinson-Clark House
File: CS.08.Robinson-Clark House

I enclose for your retention, a copy of By-law 550-92, a by-law to designate the "Robinson-Clark House" located at 1840 Derry Road East, Mississauga.

Yours truly,

Mrs. Denise Peternell, AMCT
Committee Coordinator
896-5423

/dp
Encl.

cc: Ontario Heritage Foundation, 77 Bloor Street West, Toronto M7A 2R9
(By Registered Mail)
Mr. T. Mokrzycki, Commissioner, Planning & Development
Mr. A. Leonard, Building Section, Planning & Development
Councillor F. McKechnie, Ward 5

✓



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 550-92

A by-law to designate the "Robinson-Clark House" located at 1840 Derry Road East, as being of architectural significance

WHEREAS The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18, authorizes the Council of a municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of historic or architectural value or interest; and

WHEREAS Notice of Intention to so designate the "Robinson-Clark House" located at 1840 Derry Road East, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Council of the Corporation of the City of Mississauga.

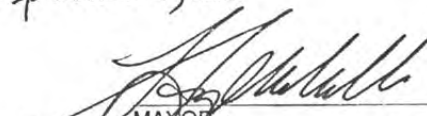

WHEREAS the reasons for the said designation are set out as Schedule 'A' hereto;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the real property, more particularly described in Schedule 'B' hereto, known as the "Robinson-Clark House" located at 1840 Derry Road East, be designated as being of architectural significance under Part IV of The Ontario Heritage Act, R.S.O. 1990, c. 0.18.
2. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property, and upon the Ontario Heritage Foundation, and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.
3. That the City Solicitor is hereby directed to register a copy of this by-law against the subject property.

ENACTED AND PASSED this 25th day of November, 1992.

APPROVED AS TO FORM OF EXECUTION City Solicitor MISSISSAUGA			
mib			
Date	92	11	20


MAYOR

CLERK

SCHEDULE "A" TO BY-LAW NO. 550-92

SHORT STATEMENT OF THE REASONS FOR
THE DESIGNATION

The Robinson-Clark House, 1840 Derry Road East, has been recommended for heritage designation for reasons of its architectural significance.

This two storey, Victorian Gothic style dichromatic brick farmhouse was built circa 1875. The building is an 'L' plan with a kitchen and driveshed extension to the rear. To enclose the front 'L' of the house was a verandah with a dental pattern frieze. The Gothic lancet window in the dormer compliments the steep pitch of the roof. Piercing the roofline are two internal chimneys with a yellow brick base and capped in yellow brick. A central chimney is also evident on the driveshed roof. The north, east and west gable ends and dormers are decorated with a detailed bargeboard.

On the front elevation the projecting wing has a ground storey bay window composed of three individual windows, each topped with yellow brick label molds and a projecting band in a nailhead pattern. Above the bay window on the second storey are double arched windows with the same yellow brick surround. Below the peak of the gable is a decorative single diamond brick pattern. On the west elevation is a gothic lancet window of the same style and brick pattern as the lancet window on the front elevation. Most of the windows are two-over-two, with the exception of the smaller narrow windows found on the front, side and rear elevations.

The attached driveshed has a large arched opening with yellow brick surround. The corners of the driveshed are decorated with yellow brick quoins which help to integrate the driveshed and house. On the crest of the driveshed roof toward the rear of the structure is a wooden bellcote with a small hipped roof.

SCHEDULE B TO BY-LAW 580-92

Description: Part of Lot 15, Registered Plan 43M-805
(to be designated under the Ontario Heritage Act)

In the City of Mississauga, Regional Municipality of Peel,
Province of Ontario and being composed of that part of Lot 15
in accordance with a plan of subdivision registered in the
Land Registry Office for the Land Titles Division of Peel (No.
43) as Plan 43M-805, designated as Part 1 on a plan of survey
deposited in the said Registry Office as Plan 43R-19322.



R.B. Lawryshyn
Ontario Land Surveyor

July 15, 1992
RBL/lis

Corporate Services Department
Office of the City Clerk

City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

FAX: 905-615-4181
www.mississauga.ca

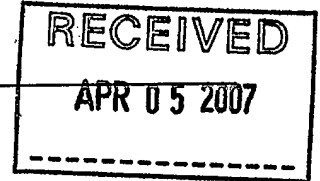
90



cc: T. Anson-Cartwright

Leading today for tomorrow

5



March 30, 2007

Ontario Heritage Trust
10 Adelaide Street East
Toronto, Ontario M5C 1J3

REGISTERED MAIL

Dear Sirs/Madames:

Re: Heritage Designation – Moore’s Cemetery, 2030 Derry Road East
Reference: Resolution 0164-2006 (HAC-0049-2006)
File: CS.08.Derry Road East (2030) (W5)

I have attached a copy of By-law 0090-2007 regarding the heritage designation of the property known as Moore’s Cemetery, located at 2030 Derry Road East, which was passed by Council on March 28, 2007.

Yours truly,

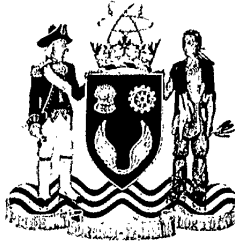
Brenda Luckhurst
Committee Coordinator
905-615-3200 ext. 3795

Attachment

cc: Mr. Paul Mitcham, Commissioner of Community Services (w/attachment)
Mr. Mark Warrack, Heritage Coordinator, Community Services (w/attachment)
Ms. Denise Mahoney, Supervisor, Administration and Cemeteries (w/attachment)
Mr. Art Leonard, Building Section, Planning & Development (w/attachment)
Councillor Eve Adams, Ward 5 (w/attachment)

5

Mar 28/07



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER **0090-2007**

A By-law to designate Moore's Cemetery located at 2030 Derry Road East as being of cultural heritage value

WHEREAS the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18, as amended, authorizes the Council of a municipality to enact by-laws to designate real property including all the buildings and structures thereon, to be of cultural heritage value or interest;

AND WHEREAS Notice of Intention to designate Moore's Cemetery located at 2030 Derry Road East, in the City of Mississauga, has been duly published and served, and no notice of objection to such designation has been received by the Clerk of The Corporation of the City of Mississauga;

NOW THEREFORE the Council of The Corporation of the City of Mississauga hereby ENACTS as follows:

1. That the property, including all the buildings and structures thereon, known as Moore's Cemetery located at what is municipally known as 2030 Derry Road East, in the City of Mississauga, and legally described in Schedule 'A' attached hereto, is hereby designated as being of cultural heritage value under Part IV of the *Ontario Heritage Act*, R.S.O. 1990, Chapter 0.18, as amended.
2. That the reasons for designating the property known as Moore's Cemetery located at 2030 Derry Road East, in the City of Mississauga, under section 1 of this By-law, are duly set out in Schedule "B".
3. That the City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property, and upon the Ontario Heritage Trust and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Mississauga.
4. That Schedules "A" and "B" form an integral part of this by-law.
5. That the City Solicitor is hereby directed to register a copy of this by-law against the property located at 2030 Derry Road East in the proper land registry office.

ENACTED AND PASSED this 28 day of March, 2007.

[Signature]
ACTING MAYOR

[Signature]
CLERK

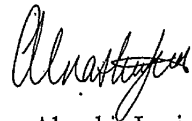
APPROVED
AS TO FORM
City Solicitor
MISSISSAUGA
M.E.M.
Date 20 03 07

SCHEDULE 'A' TO BY-LAW 0090-2007

Description: Part of Lot 10, Concession 5 East of Hurontario Street
(To be designated under the Ontario Heritage Act)

(Ward 5, City Zone 41W, in the vicinity of Derry Road East and Bramalea Road)

In the City of Mississauga, Regional Municipality of Peel, (Geographic Township of Toronto, County of Peel), Province of Ontario and being composed of part of Lot 10, Concession 5 East of Hurontario Street, of the said Township, designated as Part 1 on a plan of survey deposited in the Land Registry Office for the Registry Division of Peel (No. 43) as Plan 43R-31331.



Alnashir Jeraj
Ontario Land Surveyor

STATEMENT OF REASONS FOR DESIGNATION
"Moore's Cemetery", 2030 Derry Road East

That the property known as Moore's Cemetery, at 2030 Derry Road East, be designated as being of cultural heritage value pursuant to Part IV of the *Ontario Heritage Act*, for reasons of its historical, architectural and contextual significance.

Description of Property:

Moore's Cemetery is a nineteenth century cemetery on the south side of Derry Road East, just east of the southern termination of Bramalea Road.

Statement of Cultural Heritage Value or Interest:

Moore's Cemetery is of cultural heritage value as a burying ground for many of the area's earliest pioneers. In use since 1844, the gravesites found in the cemetery provide important insight into the lives of Malton area pioneers.

Moore's Cemetery is of cultural heritage value for its association with the Moore family, Reverend Andrew Bell and the Presbyterian Church. The cemetery is located on land that once belonged to Malton's first pioneer Samuel Moore. Reverend Andrew Bell, ordained in Streetsville, presided over the Presbyterian house of worship, which was located on adjacent land.

Moore's Cemetery is also of value as an example of nineteenth century cemetery design. It is characterized by a naturalistic setting to attract and comfort the living, the creation of a secure space for the dead, the use of markers and monuments to perpetuate the memory of individuals of historic importance and a park-like layout for public use.

The Cemetery is also of cultural heritage value because it is a landmark and the only remnant of this community's history. Being the only historical landscape in a modern subdivision, it is a local landmark. Moreover, it is one of very few remaining physical reminders of Malton's past.

Description of Heritage Attributes:

Key attributes of the cemetery that reflect its value as an important link to the history of Moore's include:

- its original markers and monuments, with their surviving inscriptions and ornamentation
- the variety of styles, materials and symbolism represented in the markers and monuments
- the range of size and sophistication of markers and monuments, from modest to elaborate

Key attributes of the cemetery that reflect its value as an important link to the history of the Moore family, the Presbyterian Church, and Andrew Bell include:

- Moore tombstones
- the location of the cemetery near the site of the original Presbyterian Church
- the tombstones of Andrew Bell and his wife Eliza

Key attributes of the cemetery that reflect its value as an example of nineteenth century cemetery design:

- its location, orientation and dimensions
- its monuments, sculptures and structures
- its park-like setting
- the original plan and placement of gravesites as separate individual markers -- they should not be relocated and combined into walls

Key attributes of the cemetery that reflect its landmark and contextual value:

- its location on Derry Road East
- its street façade, being highly visible from the street

NOTICE OF INTENTION TO DESIGNATE IN THE MATTER OF THE ONTARIO HERITAGE ACT, R.S.O. 1990, CHAPTER 0.18, AS AMENDED, AND IN THE MATTER OF THE LANDS AND PREMISES KNOWN AS THE MOORE'S CEMETERY LOCATED AT 2030 DERRY ROAD EAST IN THE CITY OF MISSISSAUGA, IN THE PROVINCE OF ONTARIO. TAKE NOTICE that the Council of The Corporation of the City of Mississauga intends to designate these lands and premises under Part IV of *the Ontario Heritage Act*, R.S.O. 1990, c. 0.18, as amended.

REASONS FOR THE PROPOSED DESIGNATION: This property is proposed for heritage designation for reasons of its historical and contextual significance.

For further information and a full description of the Reasons for Designation, please contact the Heritage Coordinator, Community Services at 905-615-3200 ext. 5070. **Notice of objection to this designation, setting out the reasons for the objection and all relevant facts, must be served on the City Clerk no later than 4:30 pm on Friday, September 8, 2006.**