
Appendix F

**Study Area Cultural Heritage
Assessment (Unterman McPhail
Associates)**

**EXISTING CONDITIONS REPORT
IDENTIFIED BUILT HERITAGE RESOURCES &
CULTURAL HERITAGE LANDSCAPES**

**CLASS ENVIRONMENTAL ASSESSMENT FOR
ZONE 5 SUB-TRANSMISSION MAIN,
CITY OF BRAMPTON, REGION OF PEEL**

November 2012

**Prepared for:
The Municipal Infrastructure Group Limited (TMIG)**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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IDENTIFIED BUILT HERITAGE RESOURCES &
CULTURAL HERITAGE RESOURCES**

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1.0 INTRODUCTION

1.1 Purpose of Report

The Municipal Infrastructure Group Ltd. (TMIG) retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a cultural heritage resource assessment for cultural heritage landscapes and built heritage resources as part of the Class Environmental Assessment for Zone 5 Sub-Transmission Main, in the City of Brampton, Region of Peel (**Figure 1**). The *Regional Municipality of Peel* is responsible for planning, constructing, operating and maintaining the municipal water system within its boundaries. It has initiated a municipal class environmental assessment (EA) in support of a new Zone 5 Sub-Transmission main between the West and East Brampton Reservoir Pumping Stations (PS), which will provide an east-west transfer capacity between two parallel water systems. The project is also seen as a means to improve system capacity to efficiently service future growth, and address redundancy in the existing lake-based water system in Brampton. The project is being carried out in accordance with the requirements of a Schedule C Class Environmental Assessment for Municipal Water and Wastewater Projects, amended in 2007.

This Existing Conditions Report (ECR) has been prepared to provide preliminary information to the project study team regarding principal cultural heritage landscapes and above-ground built heritage features older than forty years of age located within and adjacent to the alternative routes. These details will be built upon later in the study as part of a Cultural Heritage Assessment Report (CHAR), which will include the assessment of impact and proposed mitigation. The CHAR will be completed when the preferred alternative is available for impact review.

Built heritage resources and/or cultural heritage landscapes may be displaced, i.e., removed, if they are located within the right-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

1.2 Summary of Historical Development

The study area encompasses the Lots 1 through 10, from Concession 4 WHS to the 3rd Concession 3 EHS in the former Township of Chinguacousy, County of Peel.

Richard Bristol surveyed Chinguacousy Township in 1819 and the first settlers arrived immediately afterwards. The township was included in the County of Peel, which was part of the land tract purchased from the Mississauga Band of the Ojibwa First Nation. The first Township Council was elected in 1821. Until 1851, Peel County was part of York County and governed by the Home District Council. From 1851 to 1866 Peel was part of the United Counties of York and Peel, and in 1866, it became a separate entity with Brampton as its county seat. Tremaine's map of 1859 depicts a well-developed agricultural landscape in Chinguacousy Township with farmhouses, a local road system,

small hamlets and Brampton as the major population centre. The *Illustrated Historical Atlas* of 1877 continues to show the agricultural landscape outside of Brampton, which had expanded north and south along Hurontario Street and east to west along Queen Street.

A small crossroads hamlet developed at the Hurontario Street (Main Street) and the east-west sideline between Lots 5 and the present Queen Street in the 1820s. Martin Salisbury opened a tavern on Main Street in 1822, and William Buffy opened another tavern at the intersection in the early 1830s. The name of “Buffy’s Corners” was adopted for the small community. John Elliot and William Lawson had settled in the immediate area in the early 1820s. Both men were from Brampton, Cumberland, England. Elliot began selling lots at the southeast intersection of Queen Street and Main Street, and surveyed other lots to attract settlers in the late 1820s. John Scott established the first industry in the settlement with his potash ashery. By 1834 a small group of businesses had congregated in and around the intersection, and the community was renamed Brampton, after Elliot and Lawson’s hometown in 1834. The village was incorporated in 1853, and the railway arrived three years later in 1856, precipitating an economic boom. Brampton became the county seat in 1867 and was incorporated as a town in 1873.

Queen Street, also referred to as the Central Street in the past, developed between Lots 5 and 6, Chinguacousy Township, as a main, east to west sideroad as early as the 1820s. At its intersection with Main Street it became the commercial core of the village. To the east of Hurontario Street, Dixie Road and Kennedy Road was surveyed as a north-south concession road between and opened for traffic before the mid 19th century. To the west of Hurontario Street, McLaughlin road, Chinguacousy Road and Creditview Road were surveyed as north-south concession roads and opened for traffic before the mid 19th century. Dixie Road and Kennedy Road to the east of Hurontario Street and McLaughlin Road, Chingacousy Road, Creditview Road and Mississauga Road remained as rural concession roads surrounded by agricultural land into the mid 20th century. In the latter part of the 20th century they were paved as local roads, and then improved as arterial roads as development spread outward from the downtown core.

New industries moved into Brampton in the early 20th century, and as the town prospered it spread out along Queen Street. In the 1920s, Queen Street became part of the King’s Highway No. 7. Eastward to Kennedy Road a mixture of commercial, institutional and residential use developed in the post WW II decades. Between Kennedy Road and Dixie Road commercial and industrial development began in the 1950s.

In 1953, the Town of Brampton annexed land along Queen Street East between Kennedy Road and Heart Lake Road, principally for industrial use. To the east of Brampton Bramalea Consolidated Limited built the new planned City of Bramalea, the home of Canada’s first satellite community, from a 1958 master plan. By the middle of the 1960s, Bramalea had 1500 homes as well as many industrial and commercial buildings.

Highway 410 was originally built in the late 1970s as a two-lane highway, and then upgraded to a 400 series highway during the 1980s to connect Brampton to Highway 401. It serves as a commuter route and bypass route around downtown Brampton. Highway 7

was rerouted from Queen Street to Highway 410 and north to Bovaird Drive in 1982. Highway 410, which originally ended at Highway 7 West (Bovaird Drive), now extends to Highway 10 north of Mayfield Road. Williams Parkway was built as an east-west connecting road for Bramalea north of Queen Street. It had reached the east side of Dixie Road by the 1970s. It was then extended westward in sections to Mississauga Road over the years. Steeles Avenue was surveyed as the boundary road between Chinguacousy Township and Toronto Township and was used as a principal route by the mid 19th century. To the west of Hurontario Street, McLaughlin Road, Chinguacousy Road, Creditvale Road Mississauga Road were surveyed as north-south concession roads and formed an integral part of the local road system by the mid 19th century.

At Mississauga Road and Embleton Road, a mill was established on the Credit River at a hamlet known as Wolf's Den—later known as Huttonville—in 1848 by Ralph Brown. James P. Hutton bought the mill from Brown in 1855 and added a circular saw, a lath and shingle mill. A post office named “Huttonville” was established in 1865; the name was changed to Huttonville in 1873. According to the *Illustrated Historical Atlas*, (1877) Huttonville was second in size only to Brampton in Peel County. The Garret & Fuller saw mill was developed on Mississauga Road to the south of the village on Lot 3, Concession 5 WHS. The McMurchy mill and hydro dam prospered in the early 20th century. After a decline in population and industry in the mid 20th century, Huttonville experienced some resurgence in the latter part of the 20th century.

The City of Brampton was created within Peel Region with the amalgamation of the Town of Brampton, City of Bramalea, and the townships of Chinguacousy and Toronto Gore, and a small section of Toronto Township on the southern boundary in 1974.

2.0 PRELIMINARY ALTERNATIVES

The four (4) preliminary alternatives and the sub-alternatives are shown in Figure 1. The preliminary alternatives and sub-alternatives are to be installed within or adjacent to road rights-of-way (ROWS).

Preliminary Alternative 1 – Bovaird and Sub-Alternative 1

This alternative generally follows Bovaird Drive between Dixie Road and Mississauga Road where it turns southward to Williams Parkway. Sub Alternative 1 runs southward on Kennedy Road from Bovaird Drive to Williams Parkway and then easterly along Williams Parkway to connect with the existing watermain at Dixie Road.

Preliminary Alternative 2 – Williams Parkway

This alternative follows Williams Parkway between Dixie Road and Mississauga Road.

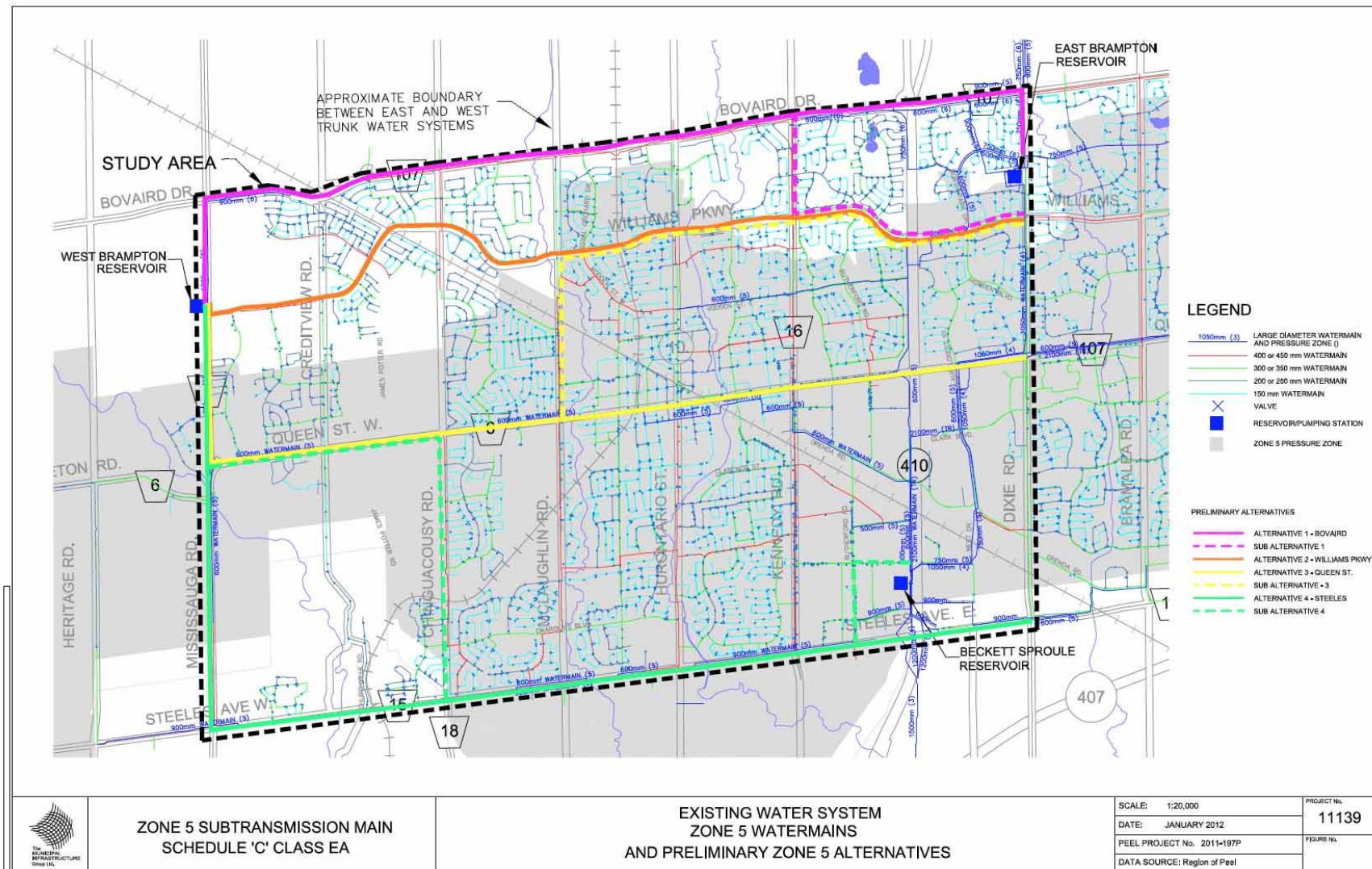


Figure 1. Preliminary Alternatives for Zone 5.

Preliminary Alternative 3 – Queen Street and Sub-Alternative 3

Alternative 3 starts on Mississauga Road north of Queen Street and then follows Queen Street to Dixie Road. Sub-alternative 3 begins at the intersection of Queen Street and McLaughlin Road and travels northerly to Williams Parkway and then easterly to Dixie Road.

Preliminary Alternative 4 –Steeles and Sub-Alternative 4

Alternative 4 runs south along Mississauga Road from Williams Parkway and then along Steeles Avenue to Dixie Road. Sub-alternative 2 for this route has two components. One runs easterly from the intersection of Mississauga Road and Queen Street to Chinguacousy Road and then southward to Steeles Avenue. The second Sub-Alternative starts to the intersection of Rutherford Road and Steeles Avenue, following Rutherford Road to Glidden Road and then eastward on Glidden Road to the existing watermain along Highway 410 immediately northwest of the Beckett Sproule Reservoir.

3.0 EXISTING CONDITIONS

The study area lies within the western portion of the physiographic regions of the South Slope and Peel Plain in Southern Ontario. The Peel Plain is a level-to-undulating region of clay soils, with a gradual and fairly uniform slope toward Lake Ontario. Till containing large amounts of shale and limestone underlies heavy clay that is thought to have been brought to the area by meltwater from the predominantly limestone regions to the north and east. Some well-drained soils are found within the Peel Plain, but the most dominant soil is Peel clay. The South Slope region forms the southern slope of the Oak Ridges Moraine from the Niagara Escarpment to the Trent River. In the study area, it is described as having a moraine surface with limited relief, and its variety of soils have been conducive to agricultural use.

Portions of the South Slope region north from the lakeshore were settled principally by the “second wave” of largely British immigrants after the Napoleonic Wars. The land in Toronto, Toronto Gore and Chinguacousy Townships was settled in the early part of the 19th century and developed, for the most part, for agricultural use. Early settlers practiced mixed subsistence agriculture and then turned to wheat growing in the mid 19th century. The mid 19th century landscape comprised well-developed farmsteads, a local road system, schoolhouse, churches, and small crossroad hamlets with small industries such as blacksmith shops. The decline of wheat growing resulted in the growth of mixed farming that concentrated on beef cattle, hogs and dairy butter. The land within the study area remained in agriculture use until after World War II, when 1940, urbanized began. A population centre known as Buffy’s Corners, later Brampton, developed at the intersection of Hurontario Road and Queen Street. Currently, the study area encompasses urbanization land use associated with the City of Brampton with some rural land remaining to the west of Chinguacousy Road that is undergoing a transition to urban use.

4.0 SURVEY RESULTS

Unterman McPhail Associates undertook a windshield survey of each of Preliminary Alternatives and Sub-Alternatives routes in May and June 2012 to review and identify built heritage resources (BHR) and cultural heritage landscapes (CHL) located along and adjacent to the routes.

The cultural heritage resources identified as being adjacent to the Preliminary Alternatives and the associated Sub-Alternatives are included in Tables 1 to 4.

- Table 1: Preliminary Alternative 1 – Bovaird and Sub-Alternative 1
- Table 2: Preliminary Alternative 2 – Williams Parkway
- Table 3: Preliminary Alternative 3 – Queen Street and Sub-Alternative 3
- Table 4: Preliminary Alternative 4 –Steeles and Sub-Alternative 4

City of Brampton Municipal Heritage Register

The City of Brampton maintains a municipal heritage register as set out under the *Ontario Heritage Act*. The March 2012 on-line versions of the *Municipal Register of Cultural Heritage Resources, Listed Heritage Properties* and *Municipal Register of Cultural Heritage Resources, Designated Under the Ontario Heritage Act* were consulted. Resources noted as Class A are considered to be the most significant and municipal designation to be pursued and Class B worthy of preservation with municipal designation to be considered. As well, the report, *Heritage Conservation District Feasibility Study for the Establishment of Heritage Conservation Districts in Downtown Brampton* (January 6, 2009) was reviewed.

The City's municipal heritage register includes numerous built heritage resources and cultural heritage landscapes located adjacent to the preliminary alternatives, with a concentration in the downtown core on Queen Street. The information included three (3) heritage cemeteries: Huttonville Cemetery is located within Part of Lot 9, Concession 4, WHS., on the east side of Mississauga just north of Williams Parkway, across from the existing West Brampton Reservoir. Lundy's Cemetery is located within Part of Lot 10, Concession 3, EHS on the west side of Dixie Road, north of North Park Drive. Mount Olivet Cemetery is located within Part of Lot 9, Concession 3, EHS, on the west side of Dixie Road, north of North Park Drive beside Lundy's Cemetery. This heritage information has been included in Tables 1 to 4 under the appropriate heritage resource.

The following heritage resource, which is listed on the City's municipal heritage register, was determined to be near, but not adjacent, to the road right-of-way for the Preliminary Alternative 3 – Queen Street. It is not included in the Tables.

- Queen Street West - lands associated with the former OPP Administrative Building, a municipally designated property at No. 15 McLaughlin Road, borders the south side of Queen Street. The buildings are a distance from Queen Street; and, No. 1225 Queen Street West, the Trimble House, a listed heritage property, that is set back a distance from the road.

Tables 1 to 4

Each Table includes a site number, resource category, resource type, location, description of the resource and a digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, residential subdivision, cemetery, bridge, residence, church, etc.
- The municipal address, when applicable, locates the identified cultural heritage resources.
- A brief description of the cultural heritage resource, e.g., notable landscape features, structures on the property, construction period(s), building materials, architectural style is based upon information gained from the public roadway.
- Known heritage value is identified through the on-line City municipal heritage register (March 2012) and/or recognition through a commemorative plaque noted on-site.
- Digital images or aerials are supplied for most resources.

Some resources may be contained in more than one Table if they are associated with more than one alternative route.

TABLE 1: PRELIMINARY ALTERNATIVE 1 – BOVAIRD AND SUB-ALTERNATIVE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
1.	CHL	Funerary	Dixie Road, west side (NE Lot 9, Con 3, geographic township of Chinguacousy)	<p>Mount Olivet Cemetery Established in the early 1850s for the Methodist Wesleyan Church, the cemetery was combined with Lundy's Cemetery in 1964. The Illustrated Atlas (1877) notes the church on the east part of Lot 9.</p> <p>Pending municipal designated under the OHA.</p>	 <p>Commemoration cairn in cemetery.</p>
2.	CHL	Funerary	Dixie Road, west side (SE Lot 10, Con. 3, geographic township of Chinguacousy)	<p>Lundy's Cemetery Established by Francis Lundy in the early 19th century as a family burial ground, this cemetery was combined with Lundy's Cemetery in 1964. The Illustrated Atlas (1877) notes the cemetery on the east part of Lot 10.</p> <p>Pending municipal designated under the OHA.</p>	 <p>Tombstone of Francis Lundy.</p>

TABLE 1: PRELIMINARY ALTERNATIVE 1 – BOVAIRD AND SUB-ALTERNATIVE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
3.	CHL	Residential	563 Bovaird Drive East, south side (Lot 10, Con. 2 EHS, geographic township of Chinguacousy)	<p>Historic Bovaird House</p> <p>Built c1852 in the Georgian style for Peter Chisholm Sr., this two storey red brick house features a 5 bay front elevation, 6/6 window sash, and a central entrance door with sidelights and a transom. The Illustrated Atlas (1877) notes Peter R. Chisholm as the owner of a house and orchard. James Bovaird bought the property in 1929. The property was sold to the City of Brampton for a token amount to be developed as an historic site.</p> <p>Municipally designated under the OHA.</p>	
4.	BHR	Commercial	30 Bovaird Drive West at Hurontario Street.	<p>Flowertown Motel</p> <p>Currently vacant, the building dates from the latter part of the 20th century and may have potential heritage value. No further information known at this time.</p>	 View north to former motel building.

TABLE 1: PRELIMINARY ALTERNATIVE 1 – BOVAIRD AND SUB-ALTERNATIVE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
5.	BHR	Residential	1985 Bovaird Drive West (North Part Lot 10, Con. 4 WHS, geographic township of Chinguacousy)	<p>Andrew McCandless Farmhouse</p> <p>Currently vacant, the house is set back from the road on City-owned property. It is a 1 ½ storey building of wood frame, stacked plank on plank construction, with a side gable roof. The Illustrated Atlas (1877) notes Andrew McCandless and a house and orchard on the northwest corner of Lot 10.</p> <p>Municipally listed under the OHA (Class A).</p>	 <p>View of east and north elevations</p>
6.	CHL	Agricultural	9752 Mississauga Road (Lot 9, Con. 5 WHS, geographic Township of Chinguacousy)	<p>Kilbarry Farm</p> <p>The latter 19th century, 1 ½ storey, cross gable roof, brick masonry farmhouse and large barn are set a distance back from the road. The property is not included on the City municipal heritage register. The Illustrated Atlas (1877) notes Thomas McClure and a house and orchard on the east part of Lot 9.</p>	

TABLE 2: PRELIMINARY ALTERNATIVE 2 – WILLIAMS PARKWAY: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
7.	CHL	Funerary	Mississauga Road, east side (Part Lot 9, Con. 4 WHS, geographic township of Chinguacousy)	<p>Huttonville Cemetery</p> <p>Developed for the Springbrook Methodist Episcopal Church in 1831 on land deeded by Joseph LeFlar. A church stood on the site until 1877. The first burial was in 1841 and the last in 1930. The Illustrated Atlas (1877) notes the cemetery on the southwest corner of Lot 9. The cemetery was turned over to the City of Brampton in 1983. There is a cairn with a commemorative plaque from the Brampton Heritage Board on site.</p> <p>Municipally designated under the OHA.</p>	 <p>View southeeast to cairn.</p>
8.	BHR	Residential	Formerly 9512 Creditview Road (Part Lot 9, Con. 4 WHS, geographic township of Chinguacousy)	<p>LeFlar/McClure Farm</p> <p>This mid 19th century, 1 ½ storey, cross gable roof, brick farmhouse was built by the William D. LeFlar family, early settlers in Chinguacousy Township. The Trimble family owned the property from 1885-1912 when the John McClure purchased the farmstead.</p> <p>Municipally listed under the OHA (Class B). Pending municipal designated under the OHA.</p>	 <p>View south from Williams Parkway to residence.</p>

TABLE 3: PRELIMINARY ALTERNATIVE 3 – QUEEN STREET AND SUB-ALTERNATIVE 3: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
9.	CHL	Funerary	Mississauga Road, east side (Part Lot 9, Con. 4 WHS, geographic township of Chinguacousy)	<p>Huttonville Cemetery Developed for the Springbrook Methodist Episcopal Church in 1831 on land deeded by Joseph LeFlar. A church stood on the site until 1877. The first burial was in 1841 and the last in 1930. The Illustrated Atlas (1877) notes the cemetery on the southwest corner of Lot 9. The cemetery was turned over to the City of Brampton in 1983. There is a cairn with a commemorative plaque from the Brampton Heritage Board on site.</p> <p>Municipally designated under the OHA.</p>	 <p>View southeeast to cairn.</p>
10.	CHL	Agricultural	9330 Mississauga Road (Lot 7, Con. 5 WHS, geographic township of Chinguacousy)	<p>Cleeveview Farm</p> <p>This farm complex is set a distance back from the road and not clearly visible. It comprises a circa 1900, 2 storey brick farmhouse with truncated hip/gable roof. The farmhouse appears to be well designed with numerous architectural elements. A gable barn with the name “Cleeveview Farms” is set to the south of the farmhouse.</p> <p>Municipally listed under the OHA (Class B).</p>	 <p>View west on driveway to farmhouse and agricultural buildings [UMcA 2011].</p>

TABLE 3: PRELIMINARY ALTERNATIVE 3 – QUEEN STREET AND SUB-ALTERNATIVE 3: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE


Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
11.	CHL	Historical Hamlet	Mississauga Road and Embleton Road (Lot 5, Con. 5 WHS, geographic township of Chinguacousy)	<p>Huttonville</p> <p>Historical hamlet established as the Wolf's Den in the mid 19th century. Settlement was based on a mill site. The McMurchy Powerhouse at No. 2100 Embleton Road, village residences at Nos. 2014 and 2015, are adjacent to the alternative route. The Hutton House at No. 8935 Mississauga Road is set back a distance from the road and a residence at No. 8837 Mississauga Road is set behind a berm. Road works are being undertaken in this area of Mississauga Road at the time of the survey.</p> <p>Municipally designated under the OHA McMurchy Powerhouse at No. 2100 Embleton Road.</p> <p>Municipally listed under the OHA Nos. 2014, 2015 Embleton Road, Nos. 8935 and 8837 Mississauga Road (All Class B).</p>	 <p>Intersection of Mississauga Road and Embleton Road with No. 2014 Embleton Road and No. 2100 Embleton Road, the McMurchy Powerhouse, in background.</p>

TABLE 3: PRELIMINARY ALTERNATIVE 3 – QUEEN STREET AND SUB-ALTERNATIVE 3: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
12.	BHR	Educational	1030 Queen Street West, north side (Part Lot 6, Con. 4 WHS, geographic township of Chinguacousy)	<p>Former Springbrook Schoolhouse</p> <p>Built in 1874, for School Section No. 5, Chinguacousy, this former one room, brick school house served as the second rural elementary school for children residing in the area around the village of Springbrook. The <i>Illustrated Historical Atlas</i> (1877) shows the schoolhouse. The building has been altered with modern additions and is currently used as a private school facility.</p> <p>Municipally listed under the OHA (Class B).</p>	 <p>View northeast to schoolhouse.</p>
13.	BHR	Residential	715 Queen Street West, south side (Lot 5, Con. 2 WHS, geographic township of Chinguacousy)	<p>Wilkinson Farmhouse</p> <p>This mid 19th century, two storey, brick masonry farmhouse with a hip roof was built by the Wilkinson family. Tremaine's map (1859) notes John Wilkinson Jr. on the west half of Lot 5 with a house shown on the northeast side of the west half on Queen Street and the <i>Illustrated Historical Atlas</i> (1877) shows a house and orchard owned by William Wilkinson. The house is currently vacant and located on a development site.</p> <p>Municipally listed under the OHA (Class A).</p>	 <p>View southeast to south (front) elevation.</p>

TABLE 3: PRELIMINARY ALTERNATIVE 3 – QUEEN STREET AND SUB-ALTERNATIVE 3: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
14.	BHR	Transportation	McLaughlin Road at CN Rail line ((Lot 7, Con. 1 & 2 WHS, geographic township of Chinguacousy)	CN Railway Subway This concrete rigid frame structure built has a 1964 date stone. It is located on the CN line northwest from Brampton and used by GO Transit.	 View north to structure.
15.	BHR	Transportation	Queen Street West at Fletcher's Creek (Lot 5, Con. 1 WHS, geographic township of Chinguacousy)	Road Bridge This concrete rigid frame structure built in 1963 over Fletcher's Creek. It retains its original DHO standard metal panel handrail and has a date stone.	 Oblique view to south elevation.

TABLE 3: PRELIMINARY ALTERNATIVE 3 – QUEEN STREET AND SUB-ALTERNATIVE 3: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE


Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
16.	CHL	Historical Settlement	Downtown core of Brampton from McLaughlin Road to Kennedy Road.	<p>Queen Street, east and west, through the downtown core has numerous heritage buildings.</p> <p><i>The City's Municipal Register of Cultural Heritage Resources, Listed Heritage Properties and Municipal Register of Cultural Heritage Resources, Designated under the Ontario Heritage Act.</i></p> <p><i>Several sections of Queen Street are included in the areas known as – West Street Neighbourhood, Nelson Street West Neighbourhood, Civic Religious and Commercial Heart of Old Brampton and Elliot Lands Neighbourhood - being studied by the City of Brampton for possible future heritage conservation districts under Part V of the OHA.</i></p>	 <p>View east on Queen Street towards Main Street.</p>

TABLE 4: PRELIMINARY ALTERNATIVE 3 – STEELES AND TWO (2) SUB-ALTERNATIVES: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE


Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
17.	CHL	Historical Hamlet	Mississauga Road, east side (Part Lot 9, Con. 4 WHS, geographic township of Chinguacousy)	<p>Huttonville</p> <p>Historical hamlet established as the Wolf's Den in the mid 19th century. Settlement was based on a mill site. The McMurchy Powerhouse at No. 2100 Embleton Road, village residences at Nos. 2014 and 2015, are adjacent to the alternative route. The Hutton House at No. 8935 Mississauga Road is set back a distance from the road and a residence at No. 8837 Mississauga Road is set behind a berm. Road works are being undertaken in this area of Mississauga Road at the time of the survey.</p> <p>Municipally designated under the OHA McMurchy Powerhouse at No. 2100 Embleton Road.</p> <p>Municipally listed under the OHA Nos. 2014, 2015 Embleton Road, Nos. 8935 and 8837 Mississauga Road (All Class B)</p>	 <p>Intersection of Mississauga Road and Embleton Road with No. 2014 Embleton Road and No. 2100 Embleton Road, the McMurchy Powerhouse, in background.</p>

TABLE 4: PRELIMINARY ALTERNATIVE 3 – STEELES AND TWO (2) SUB-ALTERNATIVES: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE



Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
18.	BHR	Residential	8472 Mississauga Road, west side (East Part Lot 3, Con. 5 WHS, geographic township of Chinguacousy)	<p>Garrett Fuller Residence</p> <p>The Illustrated Atlas (1877) notes Garrett S. fuller built “<i>a beautiful large brick with mansard roof</i>” in 1877. This 2 storey, brick masonry, Italianate residence has been altered but still exhibits its stylistic characteristics. It is currently vacant.</p> <p>Municipally listed under the OHA (Class B).</p>	 <p>Front (east) elevation.</p>
19.	BHR	Residential	8028 Creditview Road, north side of Steeles Avenue (Part East Half Lot 1, Con. 4 WHS, geographic township of Chinguacousy)	<p>Creditdale Farm</p> <p>The c1865 residence for the Bransby family was restored by architect B. Napier Simpson, and has an associated residential landscape designed by landscape architect Carl Borgstrom. The house is set back and faces Steeles Avenue West but is accessed from Creditview Road. The Illustrated Atlas (1877) notes the Bransby family as the owner of the property.</p> <p>Municipally designated under the OHA.</p>	 <p>View north from Steeles Avenue West to front (south) elevation</p>

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Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
20.	CHL	Transportation	Creditview Road (Lots 1 to 5 Con. 3 & 4 WHS, geographic township of Chinguacousy)	<p>Creditview Road</p> <p>Retains its traditional character as a rural road in the corridor from Queen Street West south to Steeles Avenue West. The Illustrated Atlas (1877) notes Creditview Road as a given road through Lots 1 to 3, Con. 3 WHS before it follows the surveyed concession line between 3 and 4 WHS.</p> <p>Municipally listed under the OHA as a cultural heritage landscape.</p>	 <p>Intersection of Creditview Road and Steeles Avenue West [Google Streetview 2012 (image 2009)].</p>
21.	BHR	Residential	8678 Chinguacousy Road, west side Mississauga Road, east side (East Part 4, Con. 3 WHS, geographic township of Chinguacousy)	<p>Robert McClure Farmhouse</p> <p>Brick masonry farmhouse built in 1877 in a vernacular High Victorian Gothic style, it displays design elements such as dichromatic brickwork, date stone, one storey bay and transom and sidelights at main entrance. The Illustrated Atlas (1877) notes William Copeland as the owner of the east half of Lot 3.</p> <p>Pending municipal designation under the OHA.</p>	 <p>East (front) elevation of farmhouse.</p>

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Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
22.	BHR	Residential	285-325 Steeles Avenue West, south side (Lot 15, Con. 1 WHS, geographic township of Toronto, PL 43M1644 Block 30)	<p>Gowland House</p> <p>This 2 storey brick house was built c1870 by the Neelands family and acquired by the Gowland family in 1933. The Illustrated Atlas (1877) notes Daniel Neelands as the owner of a house and orchard on the property. Built in the Italianate style, it features dichromatic brick masonry, bay windows, ornate brackets, hip roof and decorative verandahs.</p> <p>Municipally designated under the OHA.</p>	 <p>Front (north) elevation.</p>
23.	BHR	Industrial	1000 Steeles Avenue East, north side, east of Highway 410,	<p>Bacardi Plant</p> <p>Formerly the FBM Distillery Co. Ltd., a new facility with the main office was completed in 1975 under the company president Alberto Bacardi. The entrance to the building and its signage is distinctive.</p>	 <p>View northwest to front of office building.</p>

TABLE 4: PRELIMINARY ALTERNATIVE 3 – STEELES AND TWO (2) SUB-ALTERNATIVES: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR) ADJACENT TO THE PROPOSED ROUTE

Site #	Resource Category	Resource Type	Location	Description of Resource and Heritage Recognition	Digital Image
24.	BHR	Commercial	1300 Steeles Avenue East, at West Street, north side	<p>Former Bramalea Consolidated Building. Airline Pilots Association Headquarters Building</p> <p>This modern building in the International style has a cantilevered rectangular upper storey with a flat roof, glass and steel curtain wall sitting on a ground pedestal that originally houses staircases and was later expanded outward for additional office space.</p> <p>Municipally listed under the OHA (Class A).</p>	 <p>View to west elevation.</p>

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