

APPENDIX 5

CULTURAL HERITAGE REPORT



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

**GROWTH RELATED ROADS DETAILED DESIGN – MILL STREET
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

**TOWN OF CALEDON
REGION OF PEEL, ONTARIO**

FINAL REPORT

Prepared for:

R.V. Anderson Associates Ltd.
2001 Sheppard Avenue East, Suite 300
Toronto, ON M2J 4Z8

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EXECUTIVE SUMMARY

ASI was contracted by R.V. Anderson Associates Ltd., on behalf of the Town of Caledon, to conduct a Cultural Heritage Report for the Mill Street study area as part of the Growth Related Road Detailed Design Municipal Class Environmental Assessment. The project involves a comprehensive assessment of all asset categories of the roadway in order to manage the wide range of assets needing repair and rehabilitation due to increased wear and tear and traffic use on existing infrastructure, as well as an increased amount of new infrastructure, all resulting from continued growth in the population of Caledon. The Growth Related Roads Detailed Design Municipal Class Environmental Assessment - Mill Street (Mill Street) study area consists of Mill Street from Mississauga Road to Creditview Road, including a 50 metre buffer.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history and village settlement relating to early industrial activity dating back to the early nineteenth century, with a twentieth century history of brickmaking. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there 23 previously identified properties of cultural heritage value within the Mill Street study area. An additional four properties or resources were identified during the fieldwork. Based on the type of resource, physical location, date of construction and/or function, some of these resources were combined into a larger cultural heritage landscape.

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 impacts to identified built heritage resources and cultural heritage landscapes.
2. Properties within CHL 1 and CHL 2 affected by property acquisition and encroachment (1431 Mill Street, 1443 Mill Street and 14360 Creditview Road) should have said encroachments minimized where feasible. Post-construction rehabilitation with sympathetic plantings can be implemented, as well as establishing no-go zones with fencing, and using instructions to construction crews to avoid identified known and potential heritage attributes to minimize potential adverse impacts.



3. Indirect adverse impacts due to vibration are possible for CHL 1 (Cheltenham Village Core) and CHL 2 (Cheltenham and the brickworks on Mississauga Road) as structures in the CHL are within a 50 metre buffer of the proposed grading limits. To ensure the structures are not adversely impacted during construction, a baseline vibration assessment should be undertaken for those properties identified in this report as early as possible in 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.
4. Should future work require an expansion of the study area or change in the scope of work then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
5. The report should be submitted by the proponent to the Town of Caledon and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholder that may have an interest in this project. The final report should be submitted to the City of Caledon for their records.



PROJECT PERSONNEL

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL.....	iii
1.0 INTRODUCTION	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT	2
2.1 Legislation and Policy Context	2
2.2 Municipal Heritage Policies	3
3.0 ASSESSMENT METHODOLOGY	3
3.1 Data Collection	4
4.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA	6
4.1 Physiography	6
4.2 Indigenous Land Use and Settlement	6
4.3 Historical Euro-Canadian Township Survey and Settlement	7
4.3.1 County of Peel	7
4.3.2 Township of Chinguacousy	8
4.3.3 Village of Cheltenham	8
4.4 Review of Historical Mapping	9
5.0 IDENTIFICATION OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES	16
5.1 Review of Existing Heritage Inventories	16
5.2 Information Gathering.....	17
5.3 Summary of Previously Identified Built Heritage Resources and Cultural Heritage Landscapes	17
5.4 Field Review.....	18
5.5 Identified Built Heritage Resources and Cultural Heritage Landscapes	22
6.0 built heritage resource and cultural heritage landscape LOCATIONS and Proposed Grading Limits	
MAPPING	29
7.0 SCREENING FOR POTENTIAL IMPACTS	31
7.1 Preliminary Impact Assessment Considerations	31
7.2 Description of Proposed Undertaking	32
7.3 Analysis of Potential Impacts.....	32
8.0 CONCLUSIONS	36
9.0 RECOMMENDATIONS.....	37
10.0 REFERENCES	38
Appendix A: Photos of properties within CHL 1 and CHL 2	43

List of Tables

Table 1: Outline of Southern Ontario Indigenous History and Lifeways	7
Table 2: Nineteenth-century property owner(s) and historical features(s)	10
Table 3: Summary of built heritage resources and cultural heritage landscapes within the study area	23
Table 4: Potential Impacts of the Proposed Undertaking.....	32



List of Figures

Figure 1: Location of the study area	1
Figure 2: Detail of Ontario House in Cheltenham from 1877 Illustrated Atlas of the County of Peel, later burned in 1887 fire (Walker and Miles 1877)	9
Figure 3: Village of Cheltenham, 1888 (Scheinman 2009)	9
Figure 4: The study area overlaid on the 1859 Tremaine’s Map of the County of Peel	11
Figure 5: The study area overlaid on the 1877 Historical Atlas of the County of Peel	12
Figure 6: The study area overlaid on the 1914 map of Bolton and 1915 topographic map of Brampton	14
Figure 7: The study area overlaid on the 1938 topographic map of Brampton/Bolton	14
Figure 8: The study area overlaid on the 1954 aerial photograph of the Village of Cheltenham	15
Figure 9: The study area overlaid on the 1974 topographic map of Georgetown	15
Figure 10: The study area overlaid on the 1994 NTS map of Brampton	16
Figure 11: Location of known and potential built heritage resources and cultural heritage landscapes, photographic plate locations, and proposed grading limits in the Mill Street study area.	29
Figure 12: Detail of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Village Core of the Mill Street Study Area.	30

List of Plates

Plate 1: Looking north on Mississauga Road towards Mill Street.	20
Plate 2: Looking east on Mill Street.	20
Plate 3: Looking west on Mill Street towards the bridge crossing over the Credit River.	20
Plate 4: Creditview Road looking south from its intersection with Mill Street.	21
Plate 5: Looking south on Creditview Road towards its commercial centre (right).	21
Plate 6: Looking north on Creditview Road towards the north boundary of the study area.	21
Plate 7: Looking north along Creditview Road towards residential and commercial buildings that contribute to the village core (ASI 2020).	23
Plate 8: Looking west along Mill Street from Creditview Road (ASI 2020).	23
Plate 9: Looking south along Creditview Road from the north boundary of the cultural heritage landscape (ASI 2020).	24
Plate 10: The Cheltenham Brickworks (ASI 2020).	24
Plate 11: Looking south on Creditview Road towards the Village of Cheltenham (Google Earth 2018)	25
Plate 12: Remnant industrial buildings associated with the Cheltenham Brickworks (ASI 2020).	25
Plate 13: View of the Cheltenham Brickworks from Mississauga Road, south of the industrial site (ASI 2020).	26
Plate 14: Gated entrance to the Caledon Trailway, looking northeast from Mill Street (ASI 2020).	26
Plate 15: Looking southwest along the trail from Mill Street (ASI 2020).	27
Plate 16: Looking south from the bridge carrying Mill Street over the Credit River (ASI 2020).	27
Plate 17: Detail of the Village of Cheltenham in 1859 mapping with sawmill and grist mill located along the Credit River (Tremaine 1859).	28



1.0 INTRODUCTION

ASI was contracted by R.V. Anderson Associates Ltd., on behalf of the Town of Caledon, to conduct a Cultural Heritage Report for the Mill Street study area as part of the Growth Related Road Detailed Design Municipal Class Environmental Assessment. The project involves a comprehensive assessment of all asset categories of the roadway in order to manage the wide range of assets needing repair and rehabilitation due to increased wear and tear and traffic use on existing infrastructure, as well as an increased amount of new infrastructure, all resulting from continued growth in the population of Caledon. The Mill Street study area consists of Mill Street from Mississauga Road to Creditview Road, including a 50 metre buffer (Figure 1).

The purpose of this report is to describe the existing conditions of the study area and present an inventory of above-ground built heritage resources and cultural heritage landscapes, assess potential impacts of the proposed undertaking, and propose appropriate mitigation measures and recommendations for minimizing and avoiding negative impacts on identified built heritage resources and cultural heritage landscapes. This research was conducted in 2020-2021 by Meredith Stewart, Cultural Heritage Technician, under the project management of Johanna Kelly, Cultural Heritage Analyst, and in 2022 by Leora Bebko, Cultural Heritage Technician, under the project management of Meredith Stewart, Cultural Heritage Specialist, all under the senior project management of Annie Veilleux, Senior Cultural Heritage Specialist, all of ASI.

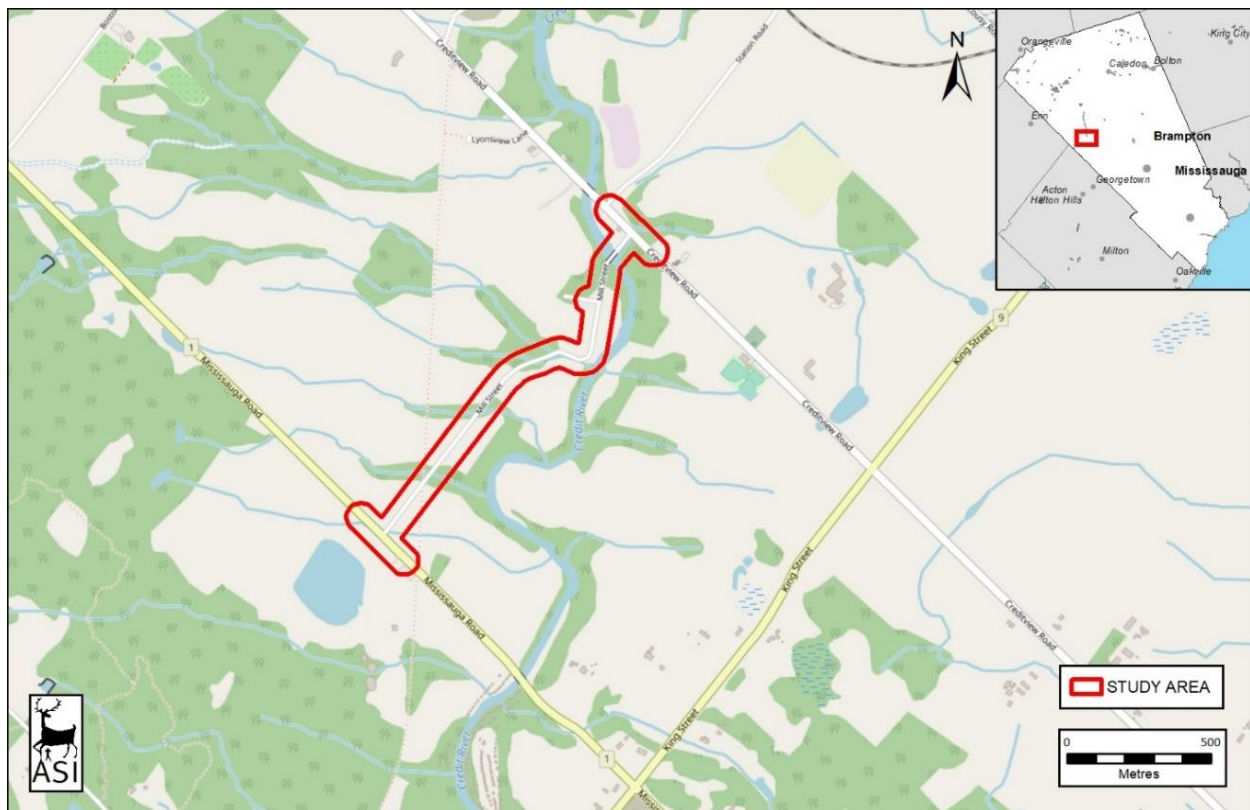


Figure 1: Location of the study area

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



2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Legislation and Policy Context

The *Ontario Heritage Act (O.H.A.)* (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2021], 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 that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O., 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 Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). 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 built heritage resources and cultural heritage landscapes. 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 built heritage resource or cultural heritage landscape, 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 Heritage Policies

The study area is located within the Township of Caledon, in the Region of Peel. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- Town of Caledon Official Plan (2018)
- Region of Peel Official Plan (2018)
- Niagara Escarpment Plan (NEP) (Niagara Escarpment Commission - Office Consolidation 2020)

3.0 ASSESSMENT METHODOLOGY

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 built heritage resources and cultural heritage landscapes, and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes 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 built heritage resources and cultural heritage landscapes are subject to identification and inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes 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 built heritage resources and cultural heritage landscapes. The field review is also used to identify potential built heritage resources and cultural heritage landscapes 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 built heritage resources or cultural heritage landscape based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. 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.

3.1 Data Collection

In the course of the cultural heritage reporting, all potentially affected built heritage resources and cultural heritage landscapes are subject to inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area; background research, 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 retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes. The field review is also used to identify built heritage resources and cultural heritage landscapes that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new built heritage resources and cultural heritage landscapes. These investigative criteria are derived from provincial guidelines, definitions, and experience. During the environmental assessment, a built structure or landscape is identified as a built heritage resource or cultural heritage landscape if it is 40 years or older, and if the resource has potential to meet at least one of the following criteria:

Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.



Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Town of Caledon; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of: the Town of Caledon; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the Town of Caledon; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)
- It is of aesthetic, visual or contextual important to the province.

If a property within the study area meets one of these criteria it will be identified as a potential built heritage resource or cultural heritage landscape in this report and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing potential heritage resources, and further consultation is required to determine the specific heritage significance of the identified potential built heritage resources and cultural heritage landscapes. The detailed research and analysis required to conduct a heritage evaluation under O. Reg 9/06 is considered beyond the scope of this CHRA. Instead, a preliminary evaluation and justification for inclusion as potential built heritage resource or cultural heritage landscape based on the criteria above is employed and is presented in this report.

Additional properties within the project study area were encountered and observed during field review, however, they were screened out as potential built heritage resources or cultural heritage landscapes because they were not considered to be 40 years or older, and were not determined to satisfy at least one of the criteria identified above.

For the purpose of this cultural heritage report, the following summarizes the tasks that were undertaken:



- The identification of major historical themes and activities within the study area through background research and review of available historical mapping (Section 4.0);
- A review to identify properties within the study area that have been listed on a municipal heritage register or inventory; designated under Part IV or V of the OHA; or included on a federal inventory (Section 5.1);
- Consultation with municipal and/or regional heritage staff and relevant agencies/organizations with knowledge regarding the community in general or potential built heritage resources and cultural heritage landscapes (Section 5.2);
- A field review to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes and to identify any new potential built heritage resources and/or cultural heritage landscapes (Section 5.4);
- Inventory of known and potential built heritage resources and cultural heritage landscapes (Section 5.5);
- Mapping of all built heritage resources and cultural heritage landscapes locations (Section 6.0);
- Screening for potential impacts based on the detailed design of the proposed work (Section 7.0); and,
- Preparation of the Cultural Heritage Report.

4.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA

This section provides a brief summary of historical research and a review of historical mapping of the area. 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.

4.1 Physiography

The study area is situated within the eastern edge of the Niagara Escarpment physiographic region of southern Ontario (Chapman and Putnam 1984). The Niagara Escarpment is by far one of the most prominent features in southern Ontario and is a designated UNESCO World Biosphere Reserve. The region extends from the Niagara River to the northern tip of the Bruce Peninsula, continuing through the Manitoulin Islands (Chapman and Putnam 1984). Flanked by landscapes of glacial origin, the rock-hewn topography stands in striking contrast, and its steep-sided valleys carved in red shale are strongly suggestive of non-glacial regions. The steep-sided valleys that characterize this area are observable within the study area, in particular the location of the Village of Cheltenham, located along the Credit River within a valley. From Queenston, on the Niagara River, westward to Ancaster, the escarpment is a simple topographic break separating the two levels of the Niagara Peninsula. The Niagara Escarpment in the location of the study area is generally defined by the Credit River. The land in this area features reddish Queenston Shales that are close to the surface, which allowed for the brickmaking industry that evolved in the area beginning in the early twentieth century (Scheinman 2009).

4.2 Indigenous Land Use and Settlement

Southern Ontario has a cultural history that begins approximately 11,000 years ago. The land now encompassed by the Town of Caledon has a cultural history which begins approximately 10,000 years



ago and continues to the present. Table 1 provides a general summary of the history of Indigenous land use and settlement of the area.¹

Table 1: Outline of Southern Ontario Indigenous History and Lifeways

Period	Archaeological/Material Culture	Date Range	Lifeways/Attributes
PALEO-INDIAN PERIOD			
Early	Gainey, Barnes, Crowfield	9000-8500 BCE	Big game hunters
Late	Holcombe, Hi-Lo, lanceolate	8500-7500 BCE	Small nomadic groups
ARCHAIC			
Early	Nettling, Bifurcate-base	7800-6000 BCE	Nomadic hunters and gatherers
Middle	Kirk, Stanley, Brewerton, Laurentian	6000-2000 BCE	Transition to territorial settlements
Late	Lamoka, Genesee, Crawford Knoll, Innes	2500-500 BCE	Polished/ground stone tools (small stemmed)
WOODLAND PERIOD			
Early	Meadowood	800-400 BCE	Introduction of pottery
Middle	Point Peninsula, Saugeen	400 BCE-CE 800	Incipient horticulture
Late	Algonkian, Iroquoian	CE 800-1300	Transition to village life and agriculture
	Algonkian, Iroquoian	CE 1300-1400	Establishment of large palisaded villages
	Algonkian, Iroquoian	CE 1400-1600	Tribal differentiation and warfare
POST-CONTACT PERIOD			
Early	Huron, Neutral, Petun, Odawa, Ojibwa	CE 1600-1650	Tribal displacements
Late	Six Nations Iroquois, Ojibwa	CE 1650-1800s	
	Euro-Canadian	CE 1800-present	European settlement

The study area is within Treaty 19, the Ajetance Purchase, signed in 1818 between the Crown and the Mississaugas (Crown-Indigenous Relations and Northern Affairs 2016). This treaty, however, excluded lands within one mile on either side of the Credit River, Twelve Mile Creek, and Sixteen Mile Creeks. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands, except a 200 acre parcel along the Credit River (Heritage Mississauga 2012).

4.3 Historical Euro-Canadian Township Survey and Settlement

Historically, the study area is located in the Former Township of Chinguacousy, County of Peel in part of Lots 29 and 30, Concession 3-5 West of Centre Road.

4.3.1 County of Peel

In 1788, the County of Peel was part of the extensive district known as the “Nassau District”. Later called the “Home District”, its administrative centre was located in Newark, now called Niagara. After the province of Quebec was divided into Upper and Lower Canada in 1792, the Province was separated into

¹ While many types of information can inform the precontact settlement of the Town of Caledon, this summary table provides information drawn from archaeological research conducted in southern Ontario over the last century. As such, the terminology used in this review related to standard archaeological terminology for the province rather than relating to specific historical events within the region. The chronological ordering of this summary is made with respect to two temporal referents: BCE – before Common Era and CE – Common Era.



nineteen counties, and by 1852, the entire institution of districts was abolished and the late Home Districts were represented by the Counties of York, Ontario and Peel. Shortly after, the County of Ontario became a separate county, and the question of separation became popular in Peel. A vote for independence was taken in 1866, and in 1867 the village of Brampton, in the Township of Albion, was chosen as the capital of the new county (Armstrong 1985).

4.3.2 Township of Chinguacousy

The Township of Chinguacousy, historically located west of the Township of Albion, is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River meaning “young pine.” Other scholars assert that it was named in honour of the Chippewa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacina was captured from the Americans in the War of 1812” (Mika and Mika 1977; Rayburn 1997). The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant Survey Diaries indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Walker and Miles 1877; Mika and Mika 1977; Armstrong 1985).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837; Walker and Miles 1877). Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846; Smith 1851). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851).

Chinguacousy was originally included within the limits of the Home District until 1849, when the old Upper Canadian Districts were abolished. It formed part of the United Counties of York, Ontario and Peel until 1851, when Peel was elevated to independent county status under the Provisions 14 & 15.

In 1974, part of the township was amalgamated with the City of Brampton, and the remainder was annexed to the Town of Caledon (Pope 1877; Mika and Mika 1977; Armstrong 1985; Rayburn 1997).

4.3.3 Village of Cheltenham

The village of Cheltenham is situated on the Credit River in the former Township of Chinguacousy. The first settler to the area was Charles Haines, who first settled in the area along the Credit River in 1820, naming the settlement in honour of his hometown of Cheltenham in England. The land that would become the village was cleared in 1820 and by 1827 Haines had constructed a log grist mill, which served the first settlers in the area (Scheinman 2009). In 1847, Haines built a larger grist mill to meet the demand from increased local wheat production, which maintained its role as an economic and industrial



pillar in the community until 1945 when the mill burned down (Scheinman 2009). By the 1850s, the village also had three hotels, a post office, a tavern, and two distilleries (Figure 2). In 1874 the Hamilton and Northwestern Railway (later the Grand Trunk Railway then Canadian National Railway) created two stops in Cheltenham bringing minor industrial development, however greater development occurred further south on the line in Brampton. The original structures within the commercial core of the village, which were constructed primarily of wood, were razed during a fire in 1886. As a result, many of the buildings that were constructed within the core following the fire utilized local brick and stone (Figure 3) (Scheinman 2009). The Cheltenham Brickworks were established in 1914, which quarried and manufactured bricks from local Queenstown Shale. At the height of its operation, the brickworks was producing 90,000 bricks a day and was a major employer in the area (Scheinman 2009). The brickworks were closed in 1958 as the traditional pressed-brick process used on the site struggled to remain competitive in the increasing mechanized and modernizing marketplace. Cheltenham was amalgamated into the Town of Caledon in 1974 (Mika and Mika 1977).



Figure 2: Detail of Ontario House in Cheltenham from 1877 Illustrated Atlas of the County of Peel, later burned in 1887 fire (Walker and Miles 1877)



Figure 3: Village of Cheltenham, 1888 (Scheinman 2009)

4.4 Review of Historical Mapping

The 1859 *Map of the County of Peel* (Tremaine 1859), and the 1877 *Illustrated Historical Atlas of Peel County* (Walker and Miles 1877), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 4 and Figure 5).

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 often be 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 Lot 29 to 30, Concession 3 to 5 West of Centre Road in the Former Township of Chinguacousy, County of Peel. Details of historical property owners and historical features in the study area are listed in Table 2.

Table 2: Nineteenth-century property owner(s) and historical features(s)

Con #	Lot #	1859 Map of Peel County		1877 Illustrated Historical Atlas of Peel County	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
3	29	John Campbell	Village density, Roadway	Jno [John] Campbell	Village density, Roadway
4	29	Thos. [Thomas] Lyons Chas [Charles] Haines Sen [Senior]	Structures, Roadway Grist mill, Saw mill, Village density, Credit River, Roadways	F. Haines E. Haines Snell Thos [Thomas] Lyons	Farmstead with orchard, Structure (likely schoolhouse) Credit River, Roadway Credit River, Structure (likely saw mill) Farmstead with orchard, Credit River Roadway
5	29	Thos. [Thomas] Lyons	Roadway	Thos [Thomas] Lyons	Hamilton and Northwestern Railway line, Farmstead with orchard, Roadway
3	30	Peter Crawford	Village density, Roadway	Peter Crawford	Village density, Roadway
4	30	John Lyons	Schoolhouse, Village density, Credit River, Roadways	Jno [John] Lyons	Credit River, Hamilton and Northwestern Railway, Roadways
5	30	Alex Campbell	Roadway	Thos [Thomas] Lyons	Roadway

Nineteenth-century mapping indicates village settlement built around the Credit River with agricultural land use in the area surrounding the village and the study area. Mapping from 1859 shows the west end of the study area consists of large plots of agricultural land with a few farmstead structures fronting present-day Mississauga Road on the lots to the north of the study area. As present-day Mill Street approaches the Credit River, which runs through the east end of the study area, structures as well as shaded areas denoting density are indicated. The area is labelled as “Cheltenham” on the map. A schoolhouse, grist mill and saw mill are labelled on the mapping where the roadway jogs southward before carrying over the river and meeting present-day Creditview Road. Additional roadways, including present-day John Street, are shown extending from Mill Street, further indication of the development



and settlement of the village by this time. Areas of density are illustrated surrounding Creditview Road between Mill Street and the Credit River. North of the study area on Creditview Road there is a church and south of the study area on Creditview road is another grist mill. The surrounding land is agricultural land use.

This pattern of settlement is shown to continue in mapping from 1877. Additional farmsteads with orchards are depicted on the large lots along Mississauga Road and the west end of Mill Street. The introduction of the Hamilton and Northwestern Railway is a major change to the area. The rail line cuts across the lots and concessions in a northeast-southwest direction and runs through the west end of the study area where Mississauga Road and Mill Street meet. A structure is drawn on the north side of Mill Street, likely the schoolhouse indicated in 1859. The areas of density have expanded, encompassing the short roadways that extend off of Mill Street and to land north of the Credit River on Creditview Road, indicating the growth and development of the village core. The area is now labelled as “Cheltenham P.O.” indicating that the village contained a post office, again pointing to its establishment as a village. The church indicated in 1859 is also depicted in 1877, and an additional church is indicated just south of the study area on Creditview Road. The area surrounding the study area continues to show agricultural land use.



Figure 4: The study area overlaid on the 1859 Tremaine's Map of the County of Peel

Base Map: (Tremaine 1859)



Figure 5: The study area overlaid on the 1877 Historical Atlas of the County of Peel

Base Map: (Walker and Miles 1877)

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 1914/1915, 1938, 1974 and 1994 (Figure 6 to Figure 10). 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.

Topographic mapping from 1914/1915 shows the study area had maintained its agricultural land use in the west end and surrounding the village core, located at the intersection of Mill Street and Creditview Road. The rail line continues to run through the west end of the study area, though it is now labelled as the Grand Trunk Railway, indicating a change in ownership. Several bridges are shown carrying Mill Street over the Credit River and its tributaries, as well as Creditview Road over the Credit River, but are not labelled as to type. The schoolhouse on Mill Street depicted on nineteenth-century mapping persists and is indicated to be constructed of stone or brick. The grist mill located between Mill Street and the Credit River is also maintain in the same place indicated in 1859. A dam is labelled on the Credit River, located north of the mill. A density of structures is indicated on the east side of Creditview Road where it meets Mill Street. A post office is labelled north of this density on the west side of the road. The station is located opposed a new roadway, present-day Station Road, which extends east from Creditview Road. The area continues to be labelled “Cheltenham” on the mapping, and it is indicated beneath that the area is serviced by a telephone line and office. The two churches located north and south outside of the study area on Creditview Road remain in place. The area surrounding the study area remains rural.

By 1938, topographic mapping indicates that the area remained largely the same with a few notable exceptions or additional details. A brickworks is indicated west of Mississauga Road, where the roadway meets Mill Street. Structures are depicted along Mississauga Road and a wagon road with additional structures extends west from Mississauga Road just north of the study area. The rail line is labelled as the Canadian National Railway, indicating another change in ownership. The grist mill depicted in 1914/1915 persists in 1938. The dam located in the Credit River north of the mill is indicated to be constructed of wood. Creditview Road is shown to be an improved road and additional structures are included on both sides of the roadway surrounding its intersection with Mill Street. The post office is still indicated on the mapping, and a blacksmith shop is marked north of the post office, just north of the study area. The rural character of the surrounding area has been maintained.

Aerial photography from 1954 confirms the agricultural land use and rural character of the area within and surrounding the study area, as well as the increased density of buildings along the east end of Mill Street and Creditview Road, forming the village core of Cheltenham. The area west of Mississauga Road in the location of the brickworks shows industrial activity on the lands. The rail line continues to cut through the agricultural properties and west side of the study area. Crop fields and forested areas buffering the Credit River and its tributaries are notable in the area. Smaller parcels can be noted along Mill Street between the jog in the roadway and Creditview Road.

Topographic mapping from 1974 indicates that the area has largely remained the same. A gravel pit is labelled on the property of the brickworks on the west side of Mississauga Road. The west end of Mill Street continues to be sparsely populated, with few structures. A structure is in the approximate location of the schoolhouse noted in previous mapping, but it is not labelled as such. Following the jog in Mill Street, the map shows an increase in the density of structures approaching the Credit River and Creditview Road. The intersection of Mill Street and Creditview Road is maintained as a village core indicated through the density of buildings in the area. Mississauga Road and Mill Street are shown to be gravel, whereas Creditview Road is indicated to be paved. The area surrounding the study area is indicated to have maintained a rural character with agricultural land use. This pattern continues into the last decade of the twentieth century, with the notable exception of increased residential development along the west section of Mill Street. There are new structures indicated on both sides of the roadway on topographic mapping from 1994. The density in the village core at the intersection of Mill Street and Creditview Road continues. A density of structures is also indicated along Creditview Road, north of the study area. Otherwise, the surrounding area maintains its rural character.



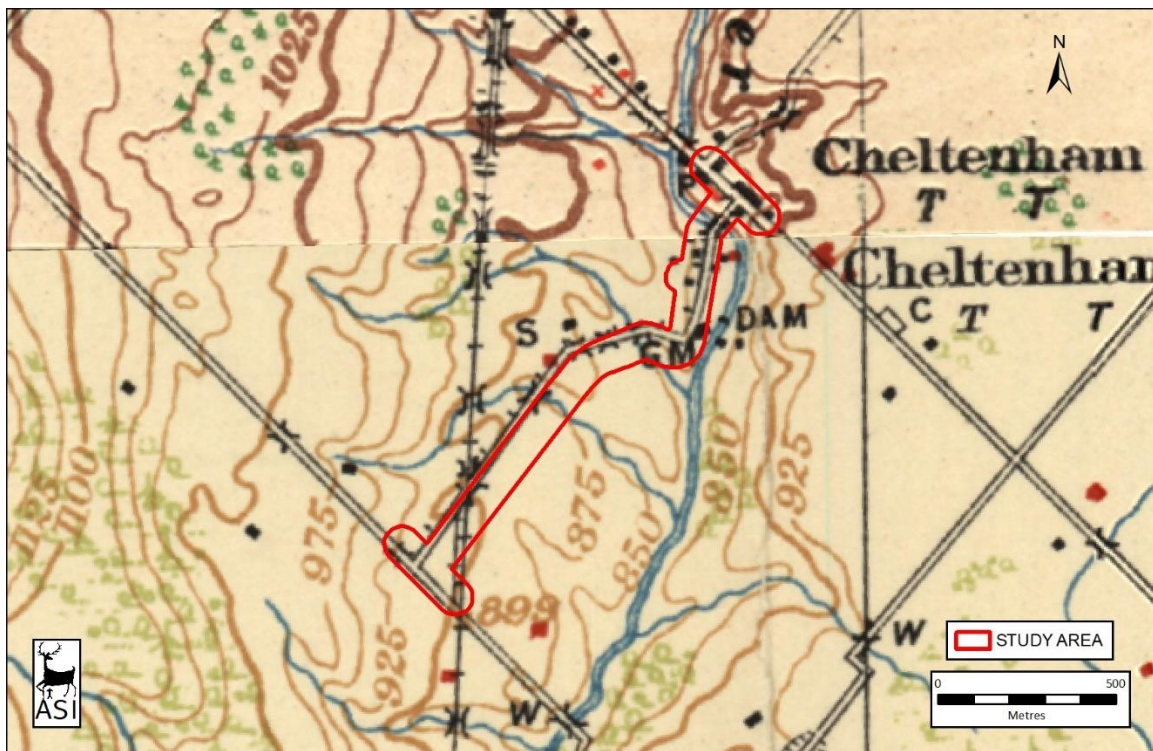


Figure 6: The study area overlaid on the 1914 map of Bolton and 1915 topographic map of Brampton
Base Map: (Department of Militia and Defence 1915; Department of Militia and Defence 1914)

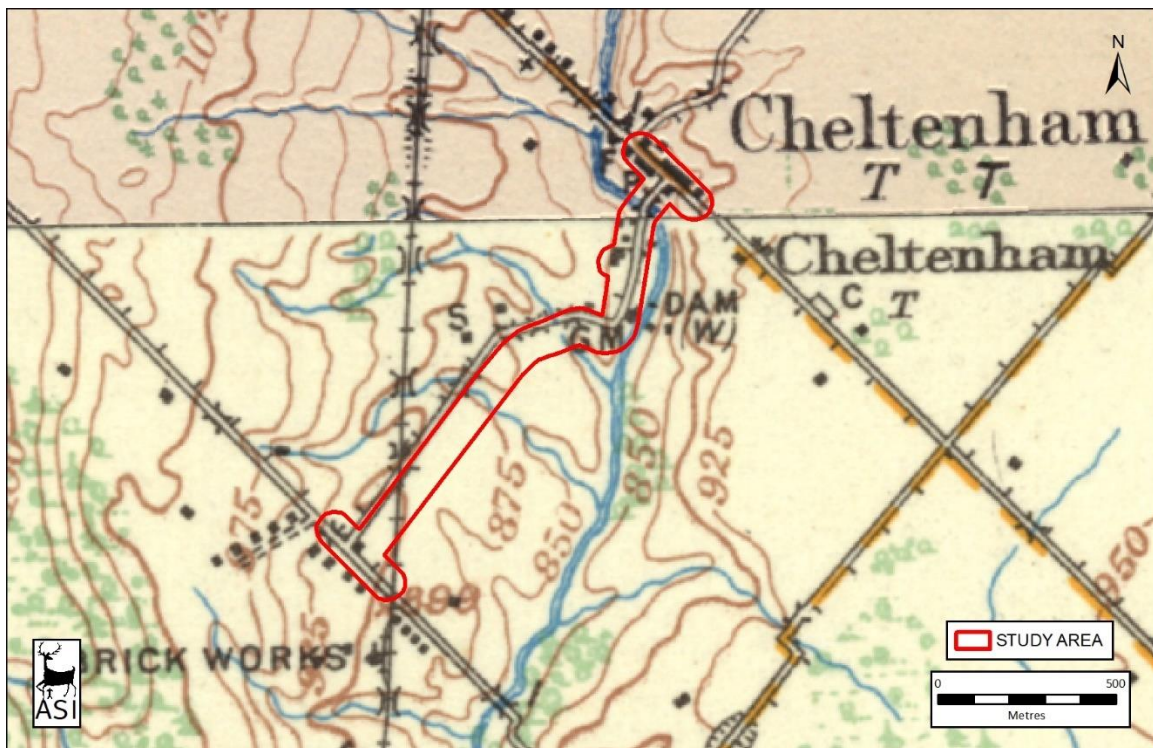


Figure 7: The study area overlaid on the 1938 topographic map of Brampton/Bolton
Base Map: (Department of Militia and Defence 1938; Department of National Defence 1938)

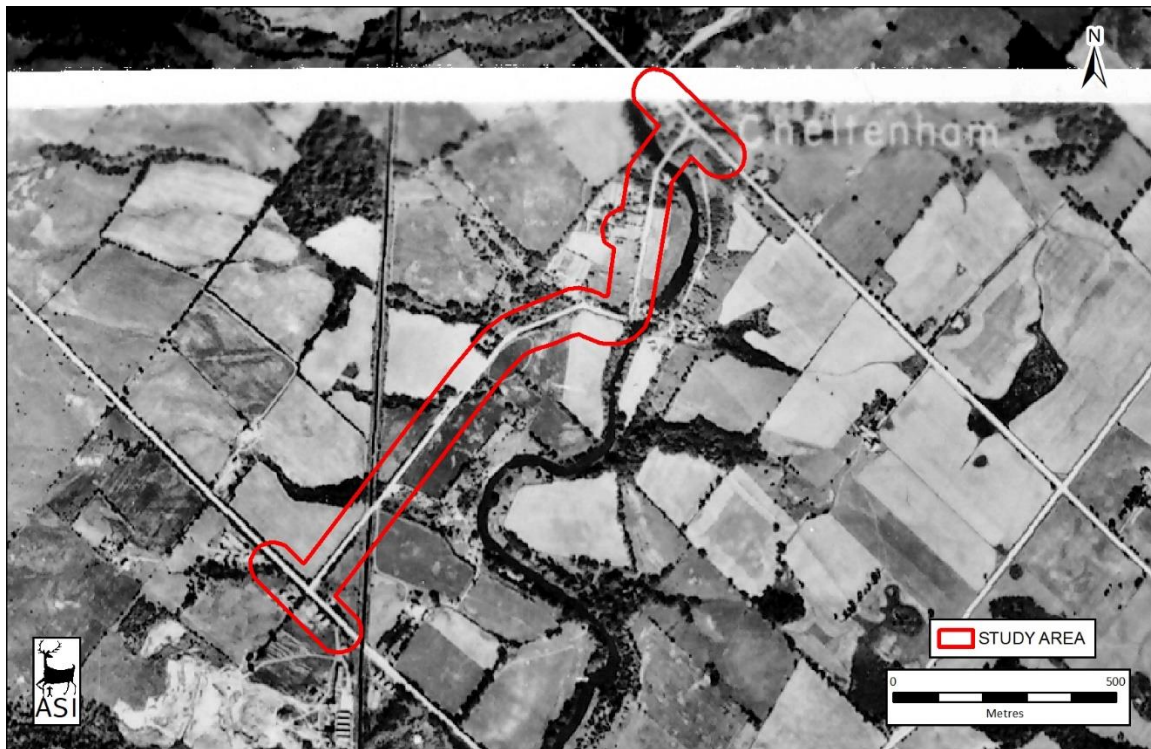


Figure 8: The study area overlaid on the 1954 aerial photograph of the Village of Cheltenham
Base Map: (Hunting Survey Corporation Limited 1954)

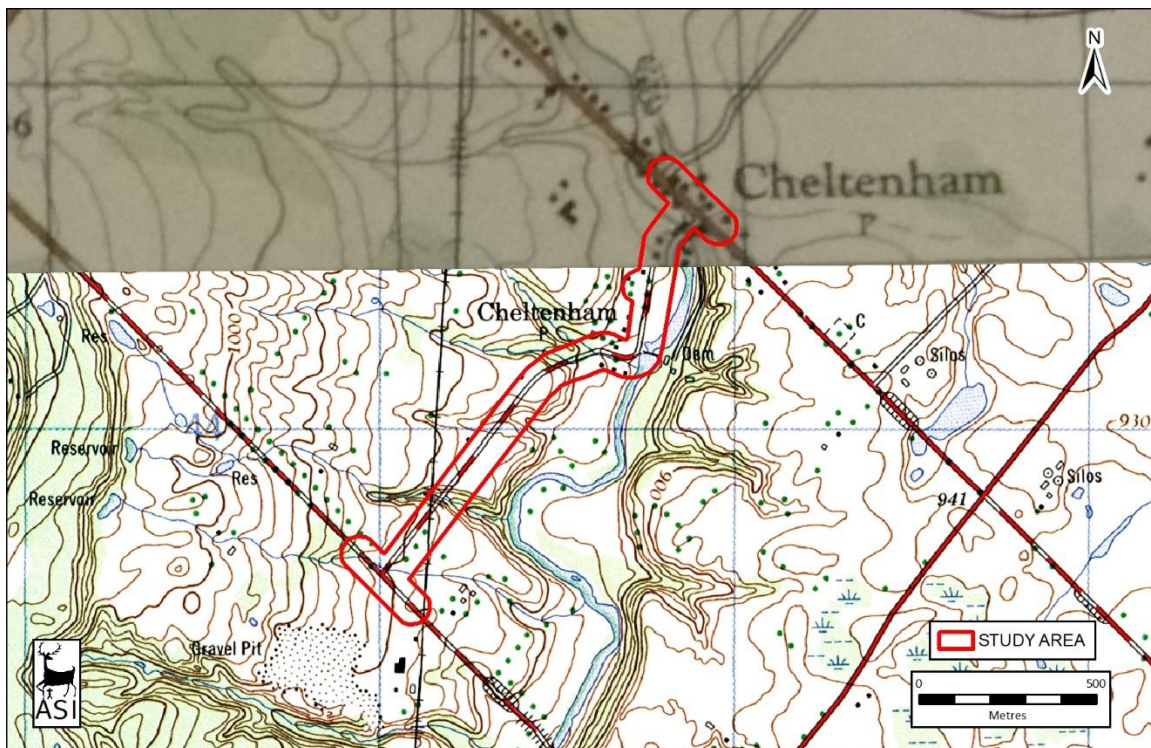


Figure 9: The study area overlaid on the 1974 topographic map of Georgetown
Base Map: (Department of Energy, Mines and Resources 1974)

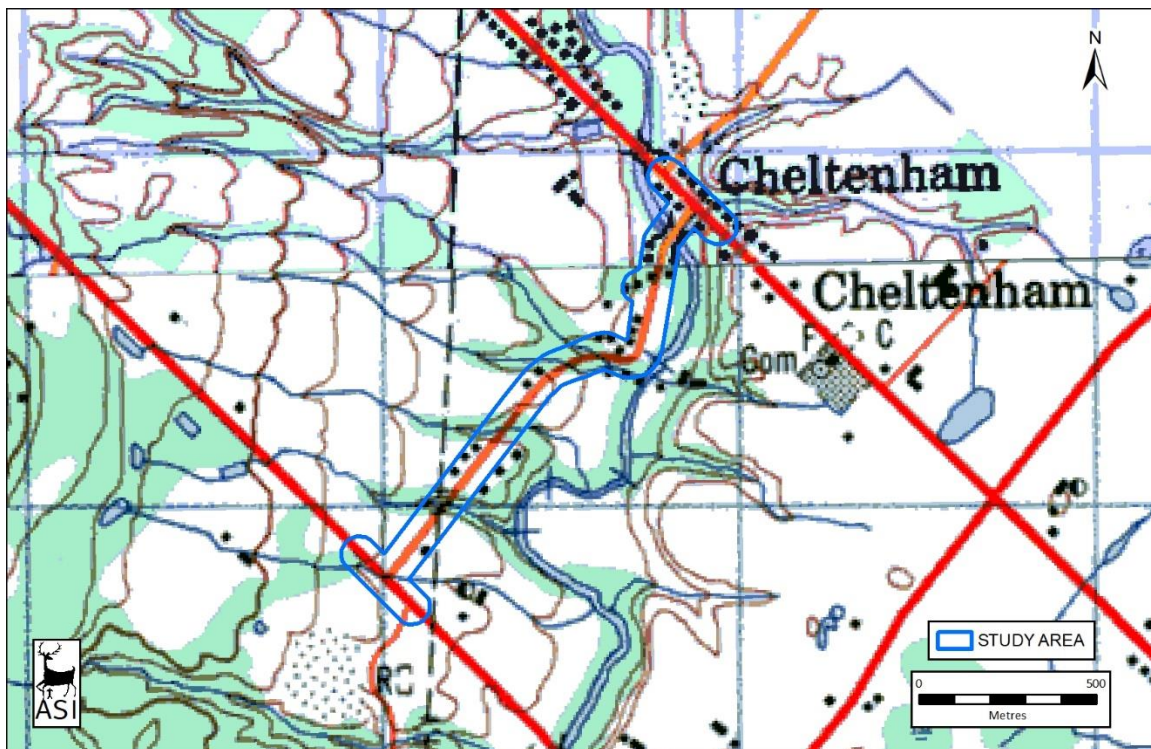


Figure 10: The study area overlaid on the 1994 NTS map of Brampton
Base Map: (Department of Energy, Mines and Resources 1994)

5.0 IDENTIFICATION OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

5.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify existing built heritage resources and cultural heritage landscapes within the study area². These resources include:

- The Town of Caledon Heritage Register (Town of Caledon 2019);
- Town of Caledon Cultural Heritage Landscape Inventory (Scheinman 2009);
- Village of Cheltenham Walking Tour (Heritage Caledon 2016);
- 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.);

² Reviewed 22 November 2020

- 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.).

5.2 Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Sally Drummond, Heritage Resource Officer, Town of Caledon (email communication 1 December 2020 and 5 January 2021). A response was still outstanding at the time of report submission.
- Cassandra Jasinski, Heritage Planner, Town of Caledon (email communication 4, 5, 8, 11 November and 16, 17 December 2021). A response provided information from the Town of Caledon's Built Heritage Resource Inventory for properties located within the study area. Available designation criteria reports were also provided.
- The Ministry of Heritage, Sport, Tourism, and Culture Industries (now MCM) (email communication 1 and 2 December 2020)³. Email correspondence indicated that no properties within the study area have been designated by the minister and the Ministry is not aware of any provincial heritage properties within or adjacent to the study area.
- The Ontario Heritage Trust (email communications 1 and 7 December 2020). A response indicated that there are no conservation easements or Trust-owned properties within the study area.
- As part of project initiation at the end of 2020, R.V. Anderson Associates Ltd. notified various Indigenous communities about the study set to occur on Mill Street Road in an effort to identify potential issues or concerns regarding impacts to Aboriginal and Treaty Rights, and any other interest or questions that the communities may have with regard to the project. The following Indigenous communities were notified of the study: Haudenosaunee Confederacy Chiefs Council; Huron-Wendat Nation; Metis Nation of Ontario; Mississaugas of the Credit First Nation; and, Six Nations of the Grand River. Correspondence was received by R.V. Anderson Associates Ltd. from Huron-Wendat Nation, Metis Nation of Ontario, and Mississaugas of the Credit First Nation. Details from this correspondence is included in the Project File Report for this study.

5.3 Summary of Previously Identified Built Heritage Resources and Cultural Heritage Landscapes

Based on the review of available municipal, provincial, and federal data, and the results of information gathering, there are 23 previously identified built heritage resources and cultural heritage landscapes within the Mill Street study area. These include one cultural heritage landscape, 12 properties designated under Part IV of the *Ontario Heritage Act* (one of which is additionally included on Canada's Register of Historic Places), five properties that are listed on the Town of Caledon's Heritage Register, and five properties that are listed on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures(BHRI) (Town of Caledon 2019; Scheinman 2009). The identified properties or landscapes are represented through the following recognitions:

³ Contacted at registrar@ontario.ca.



Included on the Town of Caledon Cultural Heritage Landscape Inventory:

- Cheltenham and the Brickworks

Designated under Part IV of the *Ontario Heritage Act*:

- 1402 Mill Street*
- 1406 Mill Street*
- 1499 Mill Street
- 14360 Creditview Road*
- 14376 Creditview Road*
- 14377 Creditview Road*
- 14386 Creditview Road**
- 14396 Creditview Road*
- 14404 Creditview Road
- 14409 Creditview Road*
- 14411 Creditview Road*
- 14370 Mississauga Road*

Listed on the Town of Caledon's Heritage Register

- 1431 Mill Street
- 1443 Mill Street
- 14365 Creditview Road
- 14387 Creditview Road
- 14427 Creditview Road

Identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures (BHRI)

- 1428 Mill Street
- 1442 Mill Street
- 14361 Creditview Road
- 14415 Creditview Road
- 14426 Creditview Road

5.4 Field Review

A field review of the study area was undertaken by Meredith Stewart of ASI, on 23 November 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 6. Identified built heritage resources and cultural heritage landscapes are discussed in Section 5.5 and are mapped in Section 6.0 of this report. For ease of description, the study area and features within are described as being located in a north-south orientation, however, the study area is actually oriented in a slightly northeast to southwest alignment.

* Included in the Town of Caledon's "Cheltenham and the Brickworks" Cultural Heritage Landscape

* Included in the Town of Caledon's "Cheltenham and the Brickworks" Cultural Heritage Landscape

** Included on Canada's Register of Historic Places as well as the Town of Caledon's "Cheltenham and the Brickworks" Cultural Heritage Landscape



The study area encapsulates all of Mill Street as well as its intersections with Mississauga Road and Creditview Road, and includes a 50 metre buffer. Mississauga Road is a north-south running paved roadway with one lane of traffic in each direction marked with pavement markings (Plate 1). The roadway features narrow paved shoulders and grassed ditches with mature trees and vegetation on both sides. Crop fields are typically located beyond the ditches, with occasional farmstead or residential buildings. Within the study area Mississauga Road follows a relatively flat topography, however, outside of the study area and the surrounding lands follows a sloping and undulating topography.

Mill Street runs eastward from its T-intersection with Mississauga Road. Mill Street is a narrow east-west running roadway with one lane of unmarked traffic in both directions (Plate 2). The paved roadway features narrow gravel shoulders and ditches on both sides with mature trees and vegetation buffering the roadway and the crop fields and residential properties on the road. A distinctive south-turning jog in the roadway is located towards the east end of the study area. The residential properties located between Mississauga Road to the end of the jog appear to have been constructed generally between 1960 to 2000. East of the jog the residential buildings date to the late nineteenth and early twentieth century. All residential properties along Mill Street are typically set back from the roadway and contain a large, grassed lawn with forested areas and/or mature trees. Approaching Creditview Road, Mill Street carries over the Credit River via a bridge constructed in 1962 (Plate 3). Mill Street follows a gently undulating topography, sloping downward slightly as it meets Creditview Road with a T-intersection.

Creditview Road is north-south running paved roadway with one lane of traffic in each direction marked with a centre traffic line (Plate 4). A low concrete curb lines both sides of the roadway with a paved pedestrian sidewalk on the west side of the roadway north of Mill Street, which extends to the driveway of the property located adjacent to a bridge that carries Creditview Road over the Credit River just outside of the study area (Plate 5). Within the study area the properties located on Creditview Road appear to have been constructed in the late nineteenth and early twentieth centuries, with a few exceptions representing later dates of construction. Nineteenth-century commercial buildings are located on the west side of the roadway (Plate 6), to the north of Mill Street, and one former industrial site (the location of a nineteenth-century mill) are within the study area and form part of the village core. The remaining properties are residential. The structures located on the west side of Creditview Road are typically constructed close to the lot line, near Creditview Road, with narrow properties boundaries and occasional mature trees. The rears of these lots have grassed lawns or vegetation that lead to the banks of the Credit River, which runs behind these properties. The properties on the east side of Creditview Road are typically set back from the roadway on larger lots, surrounded by grassed lawns and contain mature trees and/or forestation. Creditview Road follows a generally flat topography north of its intersection with Mill Street, however, south of this intersection is a steep incline that extends beyond the boundary of the study area.





Plate 1: Looking north on Mississauga Road towards Mill Street.



Plate 2: Looking east on Mill Street.



Plate 3: Looking west on Mill Street towards the bridge crossing over the Credit River.



Plate 4: Creditview Road looking south from its intersection with Mill Street.



Plate 5: Looking south on Creditview Road towards its commercial centre (right).





Plate 6: Looking north on Creditview Road towards the north boundary of the study area.

5.5 Identified Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, 27 properties or landscapes were identified within the Mill Street study area (see Figure 11 and Figure 12). Based on the type of resource, physical location, date of construction and/or function, some of these properties were combined into a larger cultural heritage landscape. A detailed inventory of the built heritage resources and cultural heritage landscapes identified within the study area with their contributing properties is presented below in Table 3. Photos of the properties within CHL 1 and CHL 2 are in Appendix A.



Table 3: Summary of built heritage resources and cultural heritage landscapes within the study area

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Properties within the CHL	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
CHL 1	Village Centre	Cheltenham Village Core	Identified during field review/desktop research The Cheltenham Village Core lies within the larger Town of Caledon’s “Cheltenham and the Brickworks” Cultural Heritage Landscape. The smaller cultural heritage landscape which focuses on the historical settlement was identified as part of historical map and field review.	Designated under Part IV of the <i>Ontario Heritage Act</i>⁴ : <ul style="list-style-type: none">- 1402 Mill Street (Haines-Dennis House) (By-law 00-130)- 1406 Mill Street (Haines-Reid House) (By-law 00-130)- 1499 Mill Street (Horatio Haines House) (By-law 2009-010)- 14360 Creditview Road (Haines Saw Mill) (By-law 94-55)- 14376 Creditview Road (Haines-Thoman House) (By-law 92-62)- 14377 Creditview Road (Edwards-Andrews House) (By-law 94-55)- 14386 Creditview Road (Cheltenham Store) (By-law 91-18)- 14396 Creditview Road (former Cheltenham Hotel) (By-law 91-18)- 14404 Creditview Road (Rowe’s Hall) (By-law 94-46)⁵- 14409 Creditview Road (Beaver Hall) (By-law 91-18)- 14411 Creditview Road (King-Brown House) (By-law 90-58) Listed on the Town of Caledon’s Heritage Register: <ul style="list-style-type: none">- 1431 Mill Street- 1443 Mill Street- 14365 Creditview Road- 14387 Creditview Road- 14427 Creditview Road Included on Canada’s Register of Historic Places: <ul style="list-style-type: none">- 14386 Creditview Road (Cheltenham Store)	Landscape Description <ul style="list-style-type: none">- 1859 and 1877 mapping indicate agricultural land use surrounding the settlement established around the grist mill located on the Credit River near the intersection of present-day Mill Street and Creditview Road (Figure 4 and Figure 5).- The settlement pattern of the village appears maintained despite a fire that burned wood construction commercial buildings in the village core in 1886, based on mapping from 1914/1915 (Figure 6) (Scheinman 2009).- The cultural heritage landscape contains an assembly of nineteenth-century commercial and residential properties, as well as nineteenth-century residential properties, that form the historical village core of Cheltenham and reflect the growth and development of the settlement.- The cultural heritage landscape is generally bound by 1402 Mill Street as the western-most property located on Mill Street to the intersection of Mill Street and Creditview Road. 14427 Creditview Road marks the northern boundary and 14360 Creditview Road the southern boundary along the roadway. Cultural Heritage Value or Interest and associated heritage attributes⁶ <p>This cultural heritage landscape has potential to retain design, historical or associative, and contextual value as an intact late nineteenth-early twentieth century village core. This landscape contains properties that retain historical, design, and contextual value. Further description of the individual properties with recognized heritage value can be found linked to their by-law numbers in “Level of Heritage Recognition” above.</p>	 <p>Plate 7: Looking north along Creditview Road towards residential and commercial buildings that contribute to the village core (ASI 2020).</p>  <p>Plate 8: Looking west along Mill Street from Creditview Road (ASI 2020).</p>

⁴ Note that the Haines-Lyons House at 14318 Creditview Road, which is designated under Part IV of the *Ontario Heritage Act* (By-law 96-31), is located outside of the study area and therefore has not been included in reporting.

⁵ A copy of this by-law has been requested from the Town of Caledon, as a version is not available online, however, the request remains outstanding at the time of report submission.

⁶ An evaluation of this cultural heritage landscape against criteria outlined in O. Reg 9/06 is required to identify any formal cultural heritage value or interest or attributes associated with this potential cultural heritage resource.





Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Properties within the CHL	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
				<p>Identified on the Town of Caledon’s Built Heritage Resource Inventory of Pre-1946 Structures (BHRI)</p> <ul style="list-style-type: none">- 1428 Mill Street- 1442 Mill Street- 14361 Creditview Road- 14415 Creditview Road- 14426 Creditview Road <p>Individual properties identified during field review:</p> <ul style="list-style-type: none">- 1440 Mill Street- 14410 Creditview Road		
CHL 2	Village Settlement and Industrial Area	Cheltenham and the brickworks on Mississauga Road	Listed on the Town of Caledon’s Cultural Heritage Landscape Inventory as a Candidate Cultural Heritage Landscape	<p>Designated under Part IV of the <i>Ontario Heritage Act</i>:</p> <ul style="list-style-type: none">- 1402 Mill Street (Haines-Dennis House) (By-law 00-130)- 1406 Mill Street (Haines-Reid House) (By-law 00-130)- 1499 Mill Street (Horatio Haines House) (By-law 2009-010)- 14360 Creditview Road (Haines Saw Mill) (By-law 94-55)- 14376 Creditview Road (Haines-Thoman House) (By-law 92-62)- 14377 Creditview Road (Edwards-Andrews House) (By-law 94-55)- 14386 Creditview Road (Cheltenham Store) (By-law 91-18)- 14396 Creditview Road (former Cheltenham Hotel) (By-law 91-18)- 14404 Creditview Road (Rowe’s Hall) (By-law 94-46)⁷- 14409 Creditview Road (Beaver Hall) (By-law 91-18)	<p>Property Description</p> <ul style="list-style-type: none">- 1859 and 1877 mapping indicate the village settlement was established around the grist mill located on the Credit River near the intersection of present-day Mill Street and Creditview Road in the nineteenth century (Figure 4 and Figure 5).- Topographic mapping from 1938 labelled “brick works” in the location of the Cheltenham Brickworks, confirming its establishment as an industrial site in the early twentieth century (Figure 7).- The cultural heritage landscape includes the village of Cheltenham, Cheltenham Brickworks and surrounding agricultural fields.- With the exception of a short portion between 1140 to 1187 Mill Street, the entire Mill Street study area is located within this cultural heritage landscape. The cultural heritage landscape is generally bound to the east by the brickworks, to the north by the (former) Hamilton and Northwestern Railway, to the	



Plate 9: Looking south along Creditview Road from the north boundary of the cultural heritage landscape (ASI 2020).



Plate 10: The Cheltenham Brickworks (ASI 2020).

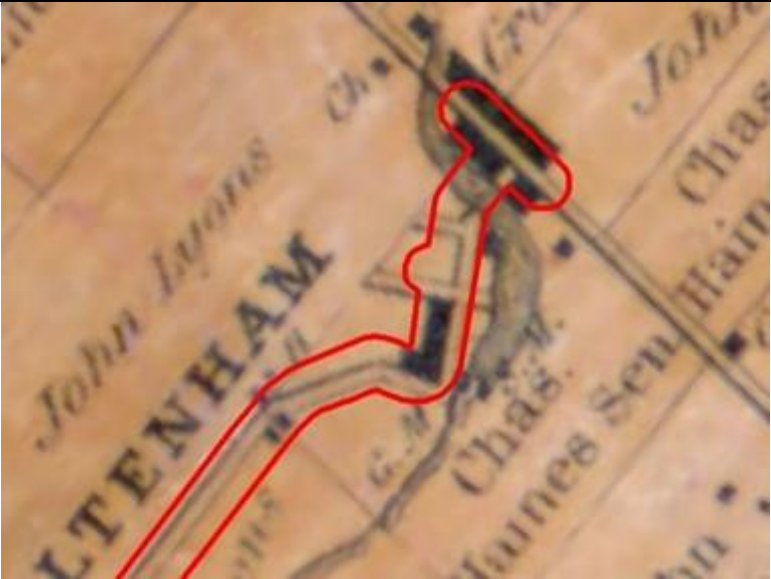
⁷ A copy of this by-law has been requested from the Town of Caledon, as a version is not available online, however, the request remains outstanding at the time of report submission.



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Properties within the CHL	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
				<ul style="list-style-type: none">- 14411 Creditview Road (King-Brown House) (By-law 90-58) <p>Listed on the Town of Caledon’s Heritage Register:</p> <ul style="list-style-type: none">- 1431 Mill Street- 1443 Mill Street- 14365 Creditview Road- 14387 Creditview Road- 14427 Creditview Road <p>Included on Canada’s Register of Historic Places:</p> <ul style="list-style-type: none">- 14386 Creditview Road (Cheltenham Store) <p>Individual properties identified during field review:</p> <ul style="list-style-type: none">- 1428 Mill Street- 1440 Mill Street- 1442 Mill Street- 14410 Creditview Road- 14415 Creditview Road	<p>west by Creditview Road, and to the south by the rear parcel lines of properties fronting King Street.</p> <p>Cultural Heritage Value or Interest and associated heritage attributes</p> <p>This property is listed in the Town of Caledon’s Cultural Heritage Landscapes Inventory as a Candidate Cultural Heritage Landscape, representing several of Caledon’s key historic themes. The landscape has potential to retain historical, design, and contextual value. Additional information on the heritage value of the cultural heritage landscape can be found in Section 7 of the Town of Caledon’s Cultural Heritage Landscape Inventory including a list of character-defining elements, such as the Credit River, and the identified individual properties that contribute to the historic form, fabric and context of the cultural heritage landscape within the Statement of Significance.</p>	 <p>Plate 11: Looking south on Creditview Road towards the Village of Cheltenham (Google Earth 2018)</p>
CHL 3	Industrial	14370 Mississauga Road	Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law 13-059)	Not Applicable	<p>Property Description</p> <ul style="list-style-type: none">- Nineteenth-century mapping indicates the property agricultural land use prior to the opening of the brickworks (Figure 4 and Figure 5).- In 1912 a brickyard was constructed at the Cheltenham shale pit, in full operation by 1914. Topographic mapping from 1938 labelled “brick works” in the location of the Cheltenham Brickworks, confirming its establishment as an industrial site in the early twentieth century (Figure 7).- The property features several multistory brick industrial buildings (vacant) on a large industrial site.- The property is located on the west side of Mississauga Road just south of the roadway’s intersection of Mill Street.	 <p>Plate 12: Remnant industrial buildings associated with the Cheltenham Brickworks (ASI 2020).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Properties within the CHL	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					<p>Cultural Heritage Value or Interest and associated heritage attributes</p> <p>The property has historical and contextual value as an early twentieth century brick making industrial site and is representative of larger scale brick making industry in Ontario during that period. See By-law 13-059 for a Statement of Cultural Heritage Value or Interest and description of attributes.</p>	 <p>Plate 13: View of the Cheltenham Brickworks from Mississauga Toad, south of the industrial site (ASI 2020).</p>
CHL 4	Recreational (former rail corridor)	Caledon Trailway	Identified during historical map and field review		<p>Property Description</p> <ul style="list-style-type: none">- Nineteenth-century mapping confirms the introduction of a rail line through the study area between 1859 and 1877 (Figure 4 and Figure 5).- The Hamilton and Northwestern Railway (later the Grand Trunk Railway then Canadian National Railway) was constructed in the nineteenth century and remained active until it was decommissioned in the 1980s (Walk and Roll Peel). In 1984 the Town of Caledon purchased the former rail line path, converting it to a recreational trail that crosses the Town connecting Terra Cotta in the south-west to Palgrave in the north-east (Visit Caledon and Town of Caledon; Ontario Trails Council 2020). The Caledon Trailway is the first designated portion of the Trans Canada Trail.- The multi-use recreational trail features a gravel path featuring grassed shoulders and ditches brush vegetation and occasional mature trees.- The trail crosses Mill Street in a south-west to north-east direction east of Mississauga Road.	 <p>Plate 14: Gated entrance to the Caledon Trailway, looking northeast from Mill Street (ASI 2020).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Properties within the CHL	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					<p>Cultural Heritage Value or Interest and associated heritage attributes</p> <p>The trail/former rail route has the potential to retain historical and contextual value as a former transportation corridor and a current recreational corridor which follows the original rail alignment. The trail is directly connected to the nineteenth-century rail line that operated until the late twentieth century in the area, which supported industrial and agricultural growth and development in the surrounding properties and nearby Village of Cheltenham.</p>	 <p>Plate 15: Looking southwest along the trail from Mill Street (ASI 2020).</p>
CHL 5	Waterway	Credit River	Identified during historical map and field review		<p>Property Description</p> <ul style="list-style-type: none">- Nineteenth-century mapping illustrates the path of the Credit River generally in its current location (Figure 4 and Figure 5).- The Credit River is almost 90 km long, beginning in Orangeville, Mono and Erin, flowing through nine municipalities before draining into Lake Ontario at Port Credit (Credit Valley Conservation 2018). The waterway and the valley it lies within has continuously through time been important to Indigenous communities and a significant source of power for the development of the milling industry in European settlements. Additionally, the course of the river running through the Village of Cheltenham is a character-defining element of the Cheltenham and the Brickworks cultural heritage landscape (Scheinman 2009).- The Credit River flows under Creditview Road just north of the study area, then winds to run under Mill Street (within the study area) where the roadway approaches Creditview Road within the Village of Cheltenham.	 <p>Plate 16: Looking south from the bridge carrying Mill Street over the Credit River (ASI 2020).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Properties within the CHL	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					<p>Cultural Heritage Value or Interest and associated heritage attributes</p> <p>The waterway has the potential to retain historical and contextual value for its role in supporting industrial and agricultural growth and development in the surrounding properties and nearby Village of Cheltenham.</p>	 <p>Plate 17: Detail of the Village of Cheltenham in 1859 mapping with sawmill and grist mill located along the Credit River (Tremaine 1859).</p>

6.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE LOCATIONS AND PROPOSED GRADING LIMITS MAPPING

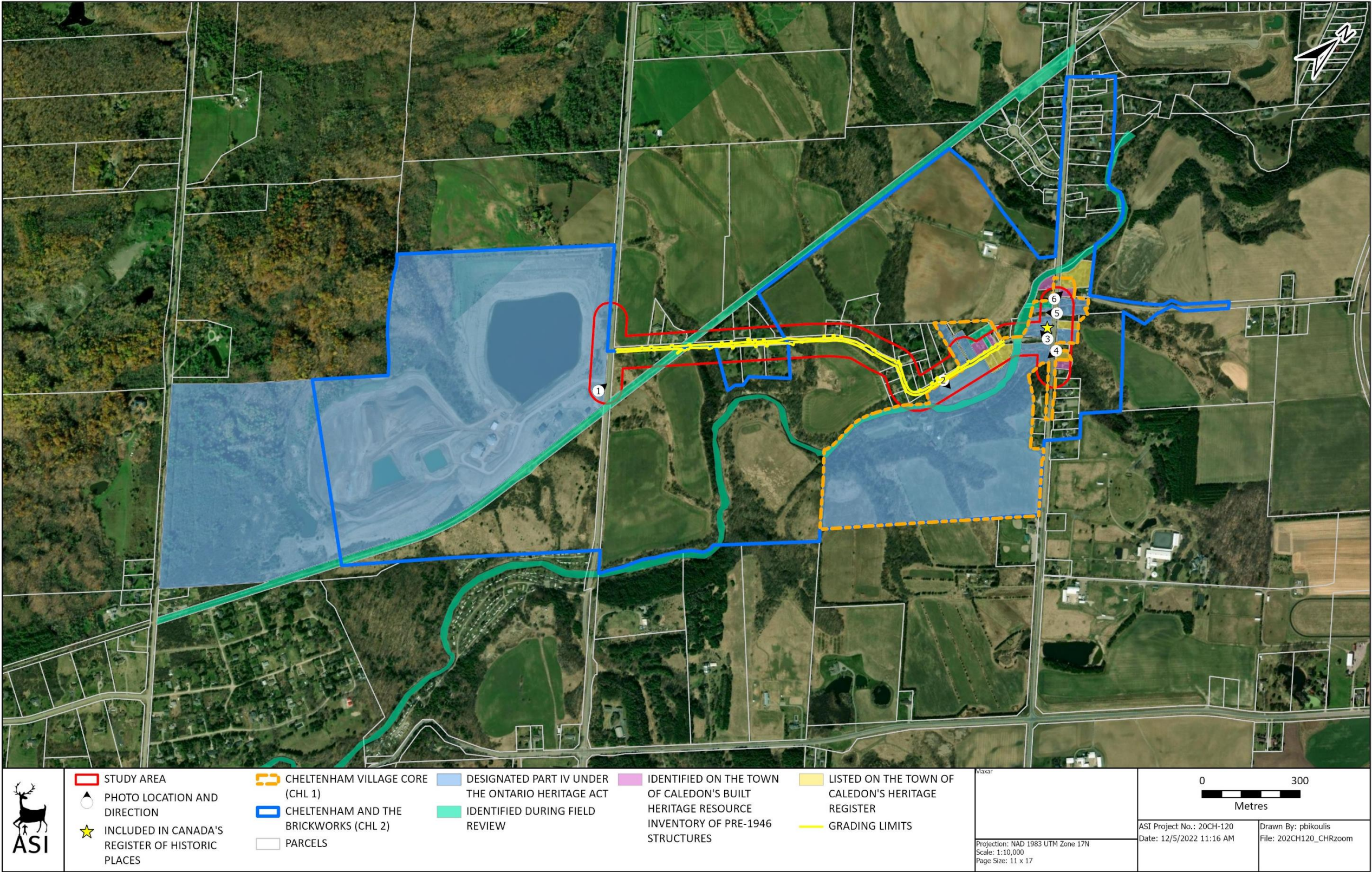


Figure 11: Location of known and potential built heritage resources and cultural heritage landscapes, photographic plate locations, and proposed grading limits in the Mill Street study area.



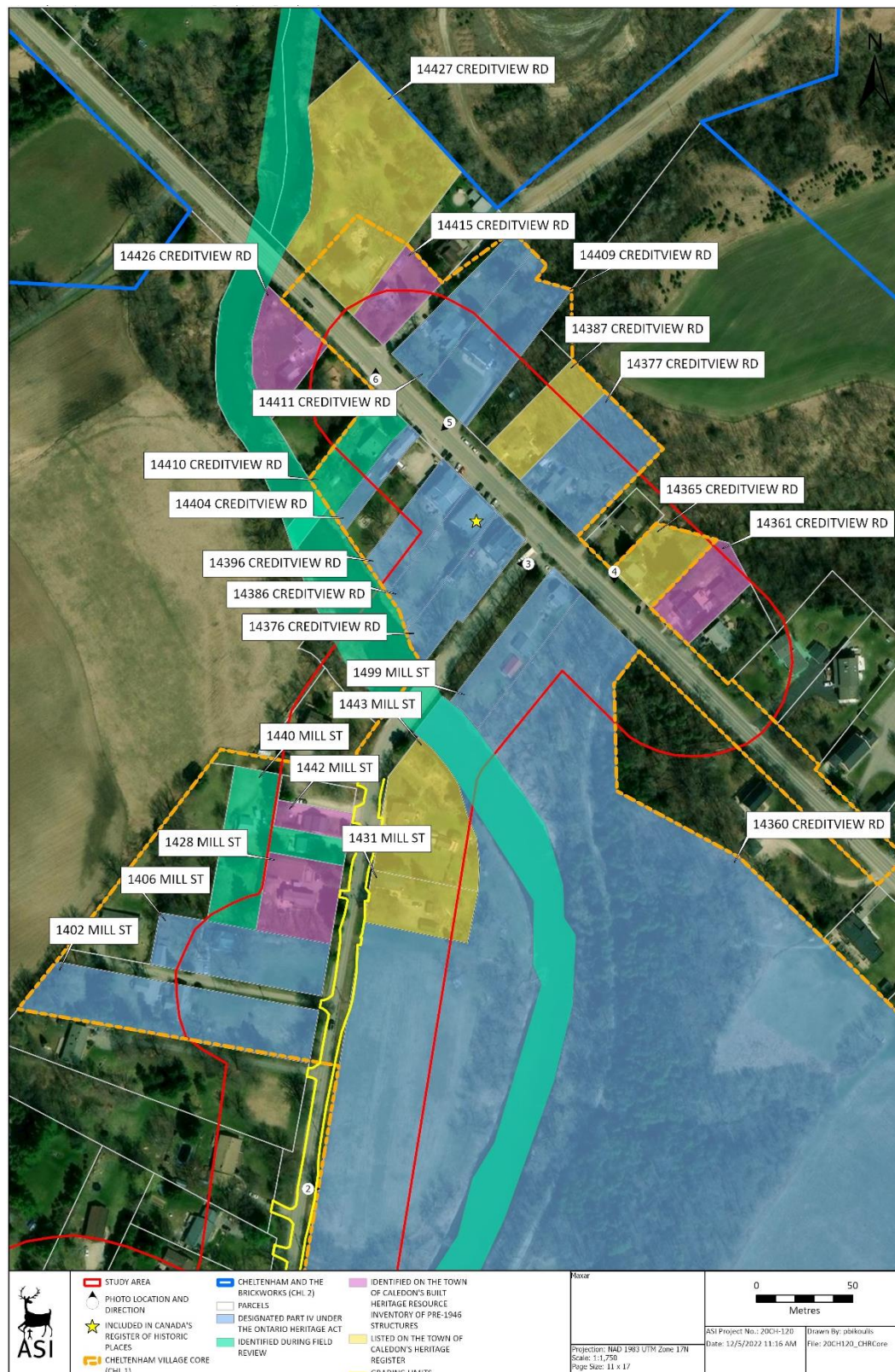


Figure 12: Detail of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Village Core of the Mill Street Study Area.



7.0 SCREENING FOR POTENTIAL IMPACTS

7.1 Preliminary Impact Assessment Considerations

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism and Culture 2006, now administered by the Ministry of Citizenship and Multiculturalism). 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 built heritage resources or cultural heritage landscapes dependent on the type of construction methods and machinery selected for the project and proximity and composition of the resources. Potential vibration impacts are identified as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metres of structures on the heritage property. A 50 metre 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 MHTSCI (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).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now MCM) 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 built heritage resources and cultural heritage landscapes and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects on built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources and cultural heritage landscapes 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.

7.2 Description of Proposed Undertaking

The proposed undertaking for the Growth Related Roads Detailed Design 2023 (Phase II) Municipal Class Environmental Assessment study area consists of road upgrades and urban reconstruction of Mill Street from Mississauga Road to Creditview Road, including all intersections within the project limits. This work will include repaving Mill Street, the introduction of gutters, curbs, and guardrails in sections, and regrading the land adjacent to the roadway. As part of the roadway improvements proposed for Mill Street, the incorporation of road-side pedestrian routes and cycling routes will be considered, and opportunities to incorporate innovation through storm water management and other technologies for transportation explored. The scope of the grading limits in the detailed design is reduced from the initial scope along Creditview Road. As a result, there are several properties identified to have known or potential cultural heritage value that are no longer anticipated to be impacted as they are located beyond the reduced scope of work.

7.3 Analysis of Potential Impacts

Table 4 outlines the potential impacts on all identified built heritage resources (BHRs) and cultural heritage landscapes (CHLs) within the study area.

Table 4: Potential Impacts of the Proposed Undertaking

Feature I.D.	Location/Name	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
CHL 1	Cheltenham Village Core	<p>Potential impacts are anticipated to CHL 1 through the proposed grading limits on Mill Street and Creditview Road.</p> <p>Direct impacts to 1431 Mill Street, 1443 Mill Street and 14360 Creditview Road are anticipated to include property acquisition and an approximately 0.5 metre encroachment onto the properties along portions of their roadway frontages. While the properties will</p>	<p>The proposed design and construction activities related to this project should continue to avoid adverse impacts to identified potential heritage attributes. The proposed property acquisition and encroachment should be minimized, where technically feasible. Suitable mitigation measures including post-construction rehabilitation with sympathetic plantings can be</p>



Feature I.D.	Location/Name	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
		<p>be directly impacted, encroachment is minimal and construction activities are not anticipated to have direct adverse impacts on the known or potential cultural heritage value or interest (CHVI) of the property, or identified potential heritage attributes.</p> <p>Indirect negative impacts are possible due to vibration associated with the grading and construction work to the following properties within CHL 1: 1428 Mill Street; 1431 Mill Street; 1440 Mill Street; 1442 Mill Street; and, 1443 Mill Street.</p> <p>As the proposed grading limit is located more than 50 metres from the structures on the property, no vibration-related impacts are anticipated for the following properties: 1402 Mill Street; 1406 Mill Street; 1499 Mill Street; 14361 Creditview Road; 14365 Creditview Road; 14376 Creditview Road; 14377 Creditview Road; 14386 Creditview Road; 14387 Creditview Road; 14396 Creditview Road; 14404 Creditview Road; 14409 Creditview Road; 14410 Creditview Road; 14411 Creditview Road; 14415 Creditview Road; 14426 Creditview Road; and 14427 Creditview Road.</p>	<p>implemented. Suitable mitigation measures may also include establishing no-go zones with fencing, and using instructions to construction crews to avoid identified properties and features of the CHL.</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 for those properties identified to be potentially impacted.</p> <p>No further work is required for properties identified within the CHL that are located beyond 50 metres of the proposed grading limits.</p>
CHL 2	Cheltenham and the brickworks on Mississauga Road	<p>Potential impacts are anticipated to CHL 2 through the proposed grading limits on Mill Street and Creditview Road.</p> <p>Direct impacts to 1431 Mill Street, 1443 Mill Street and 14360 Creditview Road are anticipated to include property acquisition and an approximately 0.5 metre</p>	<p>The proposed design and construction activities related to this project should continue to avoid adverse impacts to identified potential heritage attributes. The proposed property acquisition and encroachment should be minimized, where technically feasible. Suitable mitigation</p>

Feature I.D.	Location/Name	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
		<p>encroachment onto the properties along portions of their roadway frontages. While the properties will be directly impacted, encroachment is minimal and construction activities are not anticipated to have direct adverse impacts on the known or potential CHVI of the property, or identified potential heritage attributes.</p> <p>Indirect negative impacts are possible due to vibration associated with the grading and construction work to the following properties within CHL 2: 1428 Mill Street; 1431 Mill Street; 1440 Mill Street; 1442 Mill Street; and, 1443 Mill Street.</p> <p>As the proposed work is located more than 50 metres from the structures on the property, no vibration-related impacts are anticipated for the following properties: 1402 Mill Street; 1406 Mill Street; 1499 Mill Street; 14361 Creditview Road; 14365 Creditview Road; 14376 Creditview Road; 14377 Creditview Road; 14386 Creditview Road; 14387 Creditview Road; 14396 Creditview Road; 14404 Creditview Road; 14409 Creditview Road; 14410 Creditview Road; 14411 Creditview Road; 14415 Creditview Road; 14426 Creditview Road; and 14427 Creditview Road; and, 14370 Mississauga Road.</p>	<p>measures including post-construction rehabilitation with sympathetic plantings can be implemented. Suitable mitigation measures may also include establishing no-go zones with fencing, and using instructions to construction crews to avoid identified properties and features of the CHL.</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 for those properties identified to be potentially impacted.</p> <p>No further work is required for properties identified within the CHL that are located beyond 50 metres of the proposed grading limits.</p>
CHL 3	14370 Mississauga Road	No direct or indirect impacts are anticipated to CHL 3 as it is understood that the proposed work will be limited to the west side of Mississauga Road. As the proposed work is located more than 50 metres from the structures on the property,	No further work required.

Feature I.D.	Location/Name	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
		no vibration-related impacts are anticipated.	
CHL 4	Caledon Trailway	Potential direct impacts are anticipated to CHL 4 as a result of the proposed grading limits. The proposed grading, however, will not impact the location or alignment of the former rail line, now a recreational trail, and are not anticipated to negatively impact the potential cultural heritage value and heritage attributes of the trail.	The grading and post-construction landscaping should be conducted in a manner that allows for public access to the recreation trail to be maintained.
CHL 5	Credit River	Potential direct impacts are anticipated to CHL 5 through the grading proposed surrounding the bridge that carries Mill Street over the Credit River. Impacts, however, are anticipated to be temporary in duration and are not anticipated to negatively impact the potential cultural heritage value and heritage attributes of the watercourse if suitable mitigation measures are employed.	Where feasible, the plans for the proposed work should be designed in a manner that avoids all impacts to CHL 5. Suitable mitigation measures include planning construction and staging to avoid an unintended impacts, limiting tree and vegetation removal where feasible, and employing post-construction rehabilitation and landscaping. If vegetation removal is required, post-construction rehabilitation with tree and vegetative replanting should be implemented to return the impacts areas to their pre-construction condition.

Where feasible, the proposed work should be designed to avoid potential impacts to these CHLs. To ensure the identified properties contained within them are not adversely impacted, construction and staging 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 identified properties within the CHLs.

Potential indirect impacts from construction-related vibration have been identified for a number of properties within CHL 1 (Cheltenham Village Core) and CHL 2 (Cheltenham and the brickworks on Mississauga Road) as some structures in the CHLs are within a 50 metre buffer of the proposed grading limits. To ensure the structures are not adversely impacted during construction, a baseline vibration assessment should be undertaken as early as possible in 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.

Impacts to CHLs 4 (Caledon Trailway) and 5 (Credit River) are anticipated as a result of regrading, though these impacts are anticipated to be minimal to the resources as the grading limits have only minor occurrences within the CHL boundaries. The potential impacts can be mitigated through on-site fencing during construction and restoration of the landscape following the grading work.

No impacts are anticipated for CHL 3 (14370 Mississauga Road).

8.0 CONCLUSIONS

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history and village settlement relating to early industrial activity dating back to the early nineteenth century, with a twentieth century history of brickmaking. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there 23 previously identified built heritage resources and cultural heritage landscapes of cultural heritage value within the Mill Street study area. An additional four built heritage resources and cultural heritage landscapes were identified during the fieldwork. Based on the type of resource, physical location, date of construction and/or function, some of these resources were combined into a larger cultural heritage landscape.

Key Findings

- A total of five cultural heritage landscapes were identified within the study area, some of which overlap each other.
- Within the identified cultural heritage landscapes are properties with individual heritage recognitions, which include 12 properties designated under Part IV of the *Ontario Heritage Act* (one of which is additionally included on Canada's Register of Historic Places), five properties that are listed on the Town of Caledon's Heritage Register, one property is included on the Town of Caledon's Inventory of Cultural Heritage Landscapes,⁸ five properties that are listed on the Town of Caledon's Built Heritage Resource Inventory of Pre-1940 Structures, as well as four properties that were identified during field review. An additional two resources were identified as cultural heritage landscapes with potential cultural heritage value.
- Identified built heritage resources and cultural heritage landscapes are historically, architecturally, and contextually associated with land use and settlement patterns in the Town of Caledon and more specifically representative of agricultural land use and village settlement relating to early industrial activity dating back to the early nineteenth century as well as a twentieth century history of brickmaking along the Credit River.

⁸ Note that several of the properties with other heritage recognitions are also contained within an identified cultural heritage landscape within the Town of Caledon's Inventory of Cultural Heritage Landscapes. Only one property, 14370 Mississauga Road, does not have any additional recognition beyond its inclusion on this inventory.



9.0 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 impacts to identified built heritage resources and cultural heritage landscapes.
2. Properties within CHL 1 and CHL 2 affected by property acquisition and encroachment (1431 Mill Street, 1443 Mill Street and 14360 Creditview Road) should have said encroachments minimized where feasible. Post-construction rehabilitation with sympathetic plantings can be implemented, as well as establishing no-go zones with fencing, and using instructions to construction crews to avoid identified known and potential heritage attributes to minimize potential adverse impacts.
3. Indirect adverse impacts due to vibration are possible for CHL 1 (Cheltenham Village Core) and CHL 2 (Cheltenham and the Brickworks on Mississauga Road) as structures in the CHL are within a 50-metre buffer of the proposed grading limits. To ensure the structures are not adversely impacted during construction, a baseline vibration assessment should be undertaken for those properties identified in this report as early as possible in 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.
4. Should future work require an expansion of the study area or change in the scope of work then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential built heritage resources and cultural heritage landscapes.
5. The report should be submitted by the proponent to the Town of Caledon and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholder that may have an interest in this project. The final report should be submitted to the City of Caledon for their records.



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APPENDIX A: PHOTOS OF PROPERTIES WITHIN CHL 1 AND CHL 2



1406 Mil Street -- Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



1431 Mill Street – Listed on the Town of Caledon's Heritage Register (ASI 2020).



1402 Mil Street – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



1442 Mill Street – Identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures (ASI 2020).



1428 Mill Street – Identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures (ASI 2020).



1499 Mill Street – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



1440 Mill Street – Identified during field review (ASI 2020).



14361 Creditview Road – Identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures (Google Streetview 2022).



1443 Mill Street – Listed on the Town of Caledon's Heritage Register (ASI 2020).



14365 Creditview Road – Listed on the Town of Caledon's Heritage Register (ASI 2020).



14360 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



14377 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



14387 Creditview Road – Listed on the Town of Caledon's Heritage Register (ASI 2020).



14396 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



14376 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020)



14404 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



14386 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* and included in Canada's Register of Historic Places (ASI 2020).



14410 Creditview Road – Identified during field review (ASI 2020).



14415 Creditview Road – Identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures(ASI 2020).



14426 Creditview Road – Identified on the Town of Caledon's Built Heritage Resource Inventory of Pre-1946 Structures (ASI 2020).



14409 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).



14427 Creditview Road – Listed on the Town of Caledon's Heritage Register (ASI 2020).



14411 Creditview Road – Designated under Part IV of the *Ontario Heritage Act* (ASI 2020).

