

Cultural Heritage Assessment Report

**Glasgow Road Environmental Assessment and
Detailed Design, NRFP # 2021-118
Town of Caledon
Regional Municipality of Peel
Lot 10, Concession 6
Geographic Township of Albion
Former Peel County**

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EXECUTIVE SUMMARY

Under a contract awarded in April 2022 by McIntosh Perry, Archaeological Research Associates Ltd. carried out a Cultural Heritage Assessment Report, in support of the Environmental Assessment and Detailed Design for road improvements to Glasgow Road between Chickadee Lane and Deer Valley Drive in the Town of Caledon, Regional Municipality of Peel, Ontario. The project seeks to urbanize this section of roadway and potentially develop pedestrian/cycling infrastructure to connect the Emil Kolb Bikeway with the Humber Valley Heritage Trail. The assessment was carried out as part of a Schedule ‘B’ Municipal Class Environmental Assessment in accordance with the *Environmental Assessment Act*.

In October 2022, the scope of this project was extended to include the stretch of roadway on Deer Valley Drive from Glasgow Road to Bambi Trail. This extension seeks to extend a sidewalk along the west side of Deer Valley Drive between Glasgow Road and Bambi Trail. This assessment was carried out as part of a Schedule ‘B’ Municipal Class Environmental Assessment in accordance with the *Environmental Assessment Act*. The project was elevated to a Municipal Class Environmental Assessment Schedule B project in late August. McIntosh Perry in collaboration with the Town of Caledon reviewed functional design alternatives and confirmed that an enhanced Municipal Class Environmental Assessment (Schedule B) would be appropriate based on the study area extending beyond existing Right of Way as well as the past and recent expressions of public interest.

The purpose of this assessment is to identify and evaluate the cultural heritage resources within and adjacent to the study area that may be impacted by the proposed Glasgow Road and Deer Valley Drive improvements. This assessment was conducted in accordance with the aims of the Environmental Assessment Act, R.S.O. 1990, *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MTCS 1992), Ontario Heritage Tool Kit series (MTCS 2006a), the Region of Peel *Official Plan* (2021), and the *Town of Caledon Official Plan* (2018).

The study area consists of an irregularly shaped parcel of land with a total approximate area of 6.4 acres. This parcel is traversed by Glasgow Road and is roughly bounded by Chickadee Lane to the west, Deer Valley Drive to the east, the Humber River to the north and a mix of residential and recreational lands to the north and south. Additionally, the extension of the study area along Deer Valley Drive between Glasgow Road and Bambi Trail is roughly bounded by Bambi Trail to the south, Glasgow Road to the north, and a mix of residential and recreational lands to the east and west. In legal terms, the study area falls on part of Lot 10, Concession 6 in the Geographic Township of Albion, former Peel County.

The Cultural Heritage Assessment Report approach included:

- Background research concerning the project and historical context of the study area;
- Consultation with Town of Caledon staff regarding heritage matters in the study area;
- Identification of any designated or recognized properties within and adjacent to the study area;

- On-site inspection and creation of an inventory of all properties with potential Built Heritage Resources and Cultural Heritage Landscapes within and adjacent to the study area;
- A description of the location and nature of potential cultural heritage resources;
- Evaluation of each potential cultural heritage resource against the criteria set out in Ontario Regulation 9/06 for determining cultural heritage value or interest;
- Evaluation of potential project impacts; and
- Provision of suggested strategies for the future conservation of identified cultural heritage resources.

As a result of consultation and field survey the following Built Heritage Resources were identified within and adjacent to the study area: Steel Truss Bridge Over the Humber River on Glasgow Road (BHR-1), 611 Glasgow Road (BHR-2), and 561 Glasgow Road (BHR-3). As a result of consultation and the field survey the following Cultural Heritage Landscapes were identified within the study area: Humber Valley Heritage Trail (CHL-1), Humber River Corridor (CHL-2), and Glasgow Road Corridor (CHL-3).

Detailed designs or plans for the improvements to Glasgow Road and Deer Valley Drive were not available at the time this report was written, however it is unlikely that the heritage attributes of the Built Heritage Resources will be directly impacted by any road improvements. CHL-2 is adjacent to the study area and is unlikely to be impacted by any road improvements. Depending on the nature and extent of the proposed project and study area, CHL-1 and CHL-3 have potential for direct and indirect impacts. A portion of the Humber Valley Heritage Trail (CHL-1) falls within the study area and may be impacted by the proposed improvements. The Glasgow Road Corridor (CHL-3) also falls within the study area and may be impacted by any Glasgow Road improvements.

As a result of this Cultural Heritage Assessment Report, the following mitigation strategies are recommended:

- That any construction and staging areas should avoid the use of land which are part of BHR-1 the Steel Truss Bridge Over the Humber River on Glasgow Road, BHR-2 at 611 Glasgow Road and BHR-3 at 561 Glasgow Road as well as, the Humber River Corridor (CHL-2);
- That should project-related activities be expected to impact the property associated with BHR-1 BHR-2, or BHR-3 a qualified heritage consultant should be contracted to complete property specific Cultural Heritage Impact Assessments and provide detailed mitigation options to address the proposed design on the resources;
- That design alternatives and planned road improvements should consider the heritage attributes of CHL-1 and CHL-3. Specifically, the alignment, the natural setting of the roadscape and the corresponding and undulating topography which is part of the original historic alignment;
- That design alternatives and planned road improvements should consider the heritage attributes of CHL-2, specifically the well-defined river valley with alternating steep and shallow banks, and the meandering river with significant vegetation communities and associated wildlife habitat. Design alternatives should avoid impacts to the well-defined

river valley and the vegetation associated with the steep and shallow banks. This may be achieved by avoiding this area entirely.

- Should a design alternative be considered within the river valley, it is recommended that a Cultural Heritage Impact Assessment be done to ensure that the proposed design considers height, massing, architectural style elements, etc., to minimize any impacts and ensure it is sympathetic to the surrounding character of the Humber River;
- That public consultation may result in additional potential cultural heritage resources being identified. These potential cultural heritage resources should be reviewed by a qualified heritage consultant to: 1) determine their cultural heritage value or interest, 2) evaluate potential project impacts, and 3) suggest strategies for future conservation of any identified cultural heritage resources;
- That should the proposed project or the proposed study area expand beyond the scope examined in this report, a qualified heritage consultant should be retained to determine the potential impacts and suggest mitigation measures;
- That should the proposed project create publicly accessible areas, this may provide an opportunity to interpret some of the identified cultural heritage resources associated with the Cultural Heritage Landscapes (i.e., with plaques, public art);
- That this Cultural Heritage Assessment Report should be provided to staff/planners at the Town of Caledon; and
- That a Stage 1 archaeological assessment is currently being undertaken to address the identified archaeological potential associated with the study area and no soil disturbing activities should take place until all archaeological concerns are mitigated and all reports are accepted by the Ministry of Tourism, Culture and Sport.

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GLOSSARY OF ABBREVIATIONS

ARA – Archaeological Research Associates Ltd.
AO – Archives of Ontario
BHR – Built Heritage Resource
CHAR – Cultural Heritage Assessment Report
CHL – Cultural Heritage Landscape
CHVI – Cultural Heritage Value or Interest
EA – Environmental Assessment
GRCA- Grand River Conservation Authority
CHIA – Cultural Heritage Impact Assessment
HSMBC – Historic Sites and Monuments Board of Canada
HVHTA – Humber Valley Heritage Trail Association
MCEA – Municipal Class Environmental Assessment
MTCS – Ministry of Tourism, Culture and Sport
OHA – Ontario Heritage Act
OHT – Ontario Heritage Trust
OP – Official Plan
O. Reg. – Ontario Regulation
PIC – Public Information Centre
PPS – Provincial Policy Statement
ROP– Regional Official Plan
TRCA – Toronto and Region Conservation Authority

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Two-page Curriculum Vitae (CV) for key team members that demonstrate the qualifications and expertise necessary to perform cultural heritage work in Ontario are provide in Appendix B.

1.0 PROJECT CONTEXT

Under a contract awarded in April 2022 by McIntosh Perry, Archaeological Research Associates Ltd. (ARA) carried out a Cultural Heritage Assessment Report (CHAR), in support of the Environmental Assessment (EA) and Detailed Design for road improvements to Glasgow Road between Chickadee Lane and Deer Valley Drive in the Town of Caledon, Regional Municipality of Peel, Ontario. The project seeks to urbanize this section of roadway and potentially develop pedestrian/cycling infrastructure to connect the Emil Kolb Bikeway with the Humber Valley Heritage Trail.

In October 2022, the scope of this project was extended to include the stretch of roadway on Deer Valley Drive from Glasgow Road to Bambi Trail (see Map 1). This extension seeks to extend a sidewalk along the west side of Deer Valley Drive between Glasgow Road and Bambi Trail. This assessment was carried out as part of a Schedule ‘B’ Municipal Class Environmental Assessment in accordance with the *Environmental Assessment Act*. The project was elevated to a MCEA Schedule B project in late August. MP in collaboration with the Town of Caledon reviewed functional design alternatives and confirmed that an enhanced MCEA (Schedule B) would be appropriate based on the study area extending beyond existing ROW as well as the past and recent expressions of public interest.

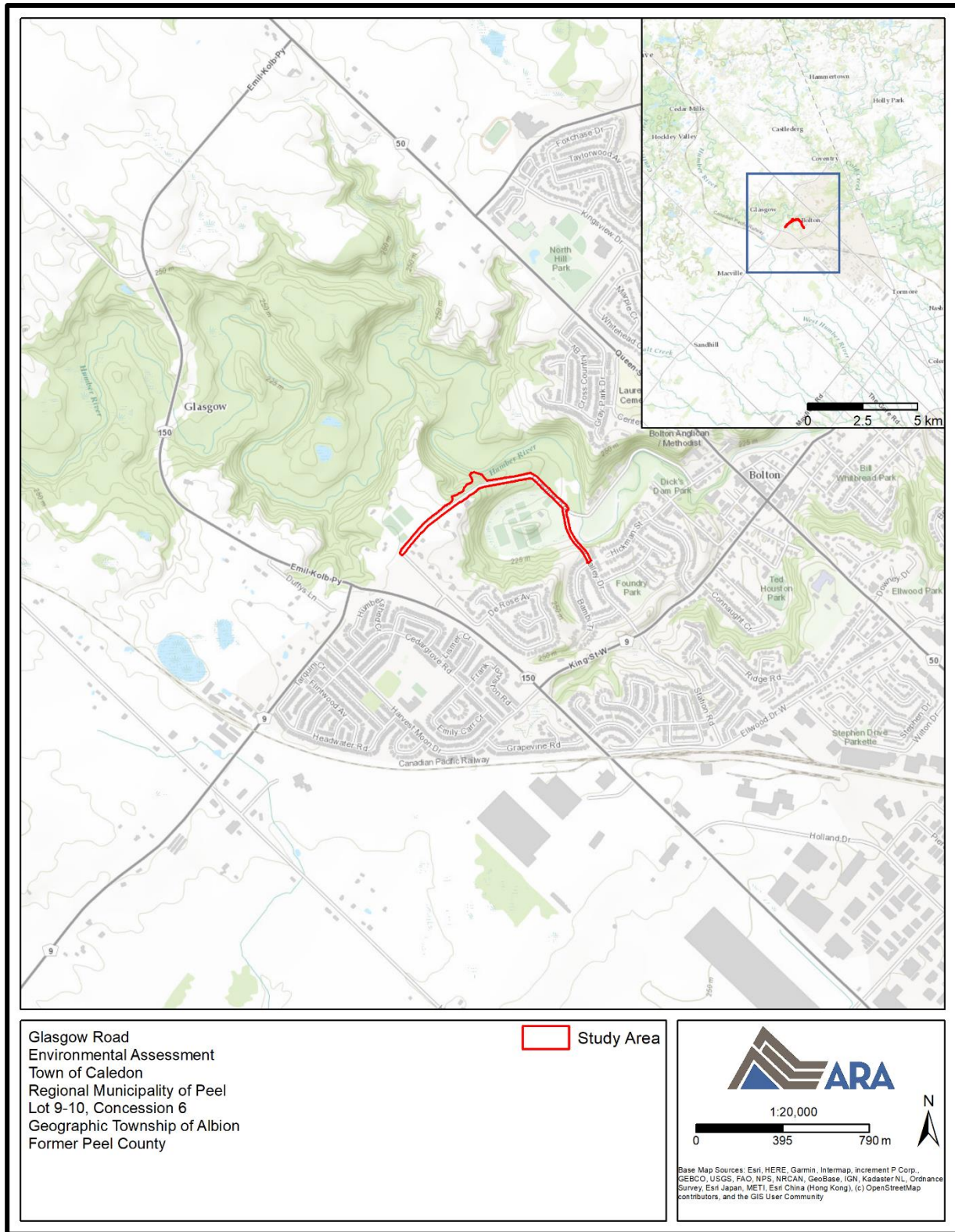
The assessment was carried out as part of a Schedule ‘B’ Municipal Class EA in accordance with the *Environmental Assessment Act*. The purpose of this assessment is to identify and evaluate the cultural heritage resources within and adjacent to the study area that may be impacted by the proposed Glasgow Road and Deer Valley Drive improvements.

ARA has assumed that the study area for the CHAR is approximately 1.0 km in length and focuses on the existing right-of-way (ROW) of Glasgow Road and Deer Valley Drive. Overall, the study area contains an irregularly shaped parcel of land with a total approximate area of 6.4 acres (see Map 1). This parcel is traversed by Glasgow Road and is roughly bounded by Chickadee Lane to the west, Deer Valley Drive to the east, the Humber River to the north and east and a mix of residential, recreational, and agricultural lands to the north, south and west. Additionally, the extension of the study area along Deer Valley Drive between Glasgow Road and Bambi Trail is roughly bounded by Bambi Trail to the south, Glasgow Road to the north, and a mix of residential and recreational lands to the east and west. In legal terms, the study area falls on part of Lot 10, Concession 6 in the Geographic Township of Albion, former Peel County.

Currently Glasgow Road is a two-lane rural residential road, absent of curbs with a thin gravel shoulder. The western terminus of Glasgow Road is Chickadee Lane. The Humber Valley Heritage Trail has a trailhead on the northern side of Glasgow Road, opposite the main entrance to Edelweiss Park. Deer Valley Drive is a two-lane rural residential road leading into a subdivision. Deer Valley Drive is a curbed road with a sidewalk on the western side of the road within the subdivision.

The Glasgow Road improvements are part of an overall operational and safety improvement plan guided by the Town of Caledon’s *2019 Development Charge Background Study*, the Town of Caledon’s *Transportation Master Plan* and the TRCA’s *Trail Strategy for the Greater Toronto*

Region. This assessment was conducted in accordance with the aims of the Environmental Assessment Act, R.S.O. 1990, *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MTCS 1992), Ontario Heritage Tool Kit series (MTCS 2006a), the *Region of Peel Official Plan* (2021), and the *Town of Caledon Official Plan* (2018).



Map 1: Study Area in the Town of Caledon
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

2.0 LEGISLATION AND POLICY REVIEW

The framework for this assessment report is provided by federal guidelines, provincial environmental and planning legislation, and policies as well as regional and local municipal Official Plans and guidelines.

2.1 Federal Guidelines

At the national level, *The Standards and Guidelines for Conservation of Historic Places in Canada* (Parks Canada 2010) provides guidance for the preservation, rehabilitation, and restoration of historic places, including cultural heritage landscapes (CHLs) and built heritage resources (BHRs). Such guidance includes the planning and implementation of heritage conservation activities.

2.2 Provincial Policies and Guidelines

2.2.1 Environmental Assessment Act and Guideline

Within the *Environmental Assessment Act*, the environment includes “any building, structure, machine or other device or thing made by humans.” An Environmental Assessment (EA) is a study that evaluates both the potential positive and/or negative effects of a project on the environment. This study is conducted as part of a streamlined EA process known as a Municipal Class EA (MCEA), which applies to routine projects grouped into classes that range from A (minor undertakings) to C (new construction of large facilities). The MCEA applies to municipal infrastructure undertakings including roads, water, and wastewater projects.

The *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* indicates a need to describe the “affected environment” that is “a spatially defined area within which land will be altered as a result of the proponent’s development” (MTCS 1992:3). As such, ARA completes in-depth research and evaluation of any potential cultural heritage resource within the study area. ARA’s business practice also considers the study area and any adjacent properties. This ensures that every BHR and CHL that may be subject to potential indirect project impacts is identified.

2.2.2 Planning Act

Section 2 of the Ontario *Planning Act* indicates that a council of a Municipality have regard for matters of provincial interest such as: “(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (Government of Ontario 2018). Section 3 of the *Planning Act* directs a municipal Council’s decisions to be consistent with the *Provincial Policy Statement* (PPS 2020).

2.2.3 The Provincial Policy Statement (2020)

The *Provincial Policy Statement* (PPS 2020) contains a combined statement of the Province’s land use planning policies. It provides the provincial government’s policies on a range of land use planning issues including cultural heritage outlined. As outlined in Section 2.0 on Wise Use of and Management of Resources: “Ontario's long-term prosperity, environmental health, and social well-

being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits” (MMAH 2020:24). The PPS 2020 promotes the conservation of cultural heritage resources through detailed polices in Section 2.6, such as “2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved” and “2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.” (MMAH 2020:31).

2.2.4 Ontario Heritage Act

The *Ontario Heritage Act (OHA)*, R.S.O. 1990, c.018 is the guiding piece of provincial legislation for the conservation of significant cultural heritage resources in Ontario. The *OHA* gives provincial and municipalities governments the authority and power to conserve Ontario’s heritage. The *OHA* has policies which address individual properties (Part IV), and heritage districts (Part IV), which require municipalities to create a register of such properties and allows the municipalities to list or de-list non-designated properties which may have cultural heritage value or interest (Section 27).

In order to objectively identify cultural heritage resources, O. Reg. 9/06 made under the *OHA* sets out three principal criteria with nine sub-criteria for determining cultural heritage value or interest (CHVI) (MTCS 2006b:20–27). The criteria set out in the regulation were developed to identify and evaluate properties for designation under the *OHA*. Best practices in evaluating properties that are not yet protected employ O. Reg. 9/06 to determine if they have CHVI. In the absence of specific CHL evaluation criteria, O. Reg 9/06 is also applied to consider the built and natural features and the property as a whole. The O. Reg. 9/06 criteria include: design or physical value, historical or associative value and contextual value.

1. *The property has design value or physical value because it,*
 - i. *is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
 - ii. *displays a high degree of craftsmanship or artistic merit, or*
 - iii. *demonstrates a high degree of technical or scientific achievement.*

2. *The property has historical value or associative value because it,*
 - i. *has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
 - ii. *yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
 - iii. *demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*

3. *The property has contextual value because it,*
 - i. *is important in defining, maintaining or supporting the character of an area,*
 - ii. *is physically, functionally, visually or historically linked to its surroundings, or*

iii. is a landmark. O. Reg. 9/06, s. 1 (2).

The *OHA* provides three key tools for the conservation of built heritage resources (BHRs) and cultural heritage landscapes (CHLs). It allows for protection as:

1. A single property (i.e., farmstead, park, garden, estate, cemetery), a municipality can designate BHRs and CHLs as individual properties under Part IV of the *OHA*.
2. Multiple properties or a specific grouping of properties may be considered a CHL, as such, a municipality can designate the area as a Heritage Conservation District (HCD) under Part V of the *OHA*.
3. Lastly, a municipality has the authority to add an individual or grouping of non-*OHA* designated property(ies) (often called “listed” properties) of heritage value or interest on their Municipal Heritage Register.

An *OHA* designation provides the strongest heritage protection available for conserving cultural heritage resources.

2.3 Municipal Policies

2.3.1 Region of Peel Official Plan

One of the general goals of the *Region of Peel Official Plan* (2021) is: “To create a healthy and sustainable regional community for those living and working in Peel which is characterized by...a recognition and preservation of the region’s natural and cultural heritage” (Region of Peel 2021:6). The importance of cultural heritage in the Region of Peel is emphasized by the numerous policies the Official Plan (OP) has addressing cultural heritage.

Section 3.6 of the OP identifies policies related specifically to cultural heritage in Peel Region. These policies are to support the: “identification, preservation and interpretation of the cultural heritage features, structures, archaeological resources, and cultural heritage landscapes in Peel (including properties owned by the Region)” (Region of Peel 2021:89). Subsection 3.6.1 provides the objectives including:

1. *To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations.*
2. *To promote awareness and appreciation and encourage public and private stewardship of Peel’s heritage.*
3. *To encourage cooperation among the area municipalities, when a matter having inter-municipal cultural heritage significance is involved.*
4. *To support the heritage policies and programs of the area municipalities (2021:89).*

The Peel Regional Council has outlined multiple policies that encourage and, in some cases, direct area municipalities to appropriately manage their cultural heritage resources. Policy 3.6.2.1 (2018:89) states that Regional Council will “Direct the area municipalities to include in their official plans policies for the definition, identification, conservation and protection of cultural

heritage resources in Peel, in cooperation with the Region, the conservation authorities and aboriginal groups, and to provide direction for their conservation and preservation, as required”. Additionally, there are policies that direct the Region’s actions as outlined in Policy 3.6.2.4 (2021:90) stating: “Require and support cultural heritage resource impacts assessments, where appropriate for infrastructure projects, including Region of Peel projects”. Additionally, there is a need to address developments adjacent to cultural heritage properties (i.e., “protected properties”), such that area municipalities are directed to only allow development and site alteration on adjacent lands “where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved” (Policy 2.6.2.8 - Region of Peel 2021:90).

With respect to transportation within Peel, there are a series of policies that are to “foster the increased sustainability of the transportation system” (Region of Peel 2021:154). As stated in Policy 5.9.2.1, it is the policy to:

Minimize adverse social, environmental, health and resource impacts when developing and planning for transportation facilities, by ensuring consistency with the objectives and policies in this Plan (Region of Peel 2021:156).

2.3.2 Town of Caledon Official Plan

The *Town of Caledon Official Plan* is the primary tool to guide land-use, growth, and development within the Town of Caledon. The OP’s list of principles begins with: “the Town will seek to preserve, protect and enhance natural physical features and biological communities, and cultural heritage resources” (Policy 2.2.1a - Town of Caledon 2018:2-2). A goal of the plan is: “To conserve and promote cultural heritage resources in recognition of the non-replaceable nature of cultural heritage, as well as the contribution it makes to the character, civic pride, tourism potential, economic benefits and historical appreciation of the community” (Policy 2.2.3 - Town of Caledon 2018:2-4). With respect to cultural heritage, Section 3.3: “Cultural Heritage Conservation” in the *Town of Caledon Official Plan* (2018: 3-30 – 3-42) states that:

The Town seeks to wisely manage cultural heritage resources within its municipal boundaries that are of historical, architectural and archaeological value. Caledon’s cultural heritage resources represent many thousands of years of human settlement history, and may be of local, regional, provincial or national interest (2021:3-30).

One of the objectives for cultural heritage resources is “To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*... and the *Niagara Escarpment Planning and Development Act* in order to conserve Caledon’s cultural heritage” (Policy 3.3.2.4- Town of Caledon 2018:3-31). There are policies that relate to a future Cultural Heritage Master Plan (Policy 3.3.3.1.2), Cultural Heritage Statements for areas with significant/a concentration of cultural heritage resources (Policy 3.3.3.1.3 a – i) and Cultural Heritage Surveys potentially for development/redevelopment proposals (Policy 3.3.3.1.4 a and b).

Policy 3.3.3.1.9 addresses the designation of cultural heritage resources under by-law pursuant to the *Ontario Heritage Act* and Policy 3.3.3.1.19 indicates that by-laws may be passed for heritage easements or covenants. Policy 3.3.3.1.14 addresses Cultural and Natural Landscapes and states:

In its consideration of all development and redevelopment proposals, the Town will have regard for the interrelationship between cultural heritage landscapes and scenic natural landscapes, in accordance with Section 3.2.3.5 of this Plan (Town of Caledon 2018:3-35).

Policy 3.3.3.4.1 indicates that the Town will prepare and maintain an inventory of cultural heritage landscapes. It states:

A cultural heritage landscape identified through this inventory shall be incorporated into the Plan by way of an Official Plan Amendment. A cultural heritage landscape identified by either this section or by a Cultural Heritage Survey will be appropriately conserved and may be considered for designation under the Ontario Heritage Act (Town of Caledon 2018:3-39).

These are but a few of the range of cultural heritage policies including ones for public awareness, archaeological sites' management, Heritage Conservation Districts, adaptive re-use in agricultural areas and a Heritage Trust Fund (2018: 3-30 - 3-42).

The Town's Official Plan also addresses transportation planning and meeting the Town's needs in an environmentally sound way, with policies such as Policy 5.9.2 which states: “

The broad principles for formulating the transportation system policies are to:

e) Support the Sustainability objectives and policies of this Plan and develop a transportation system that is responsive to the three pillars of sustainability: economic, environmental and social/cultural (Town of Caledon 2018:5-71).

2.3.3 Criteria for the Identification of Cultural Heritage Landscapes

A study was completed in 2003, *Criteria for the Identification of Cultural Heritage Landscapes* (Scheinman & ENVision 2003) which outlines the approach to cultural heritage landscapes (CHLs) to be adopted by the Town of Caledon. The study includes *section 2. “Study Approach”* and *section 3. “Regional Context and Character”* which provide an examination of the physiographic regions within Caledon and a broad review of the early history of the Town. Section 4 of the report “Criteria for the Identification and Evaluation of Cultural Heritage Landscapes” refers to three main categories of cultural heritage landscapes: Defined landscape, Organically, evolved landscape and Associative landscape. Furthermore, in developing the criteria, the study examines historic themes within the Town of Caledon to help identify landscapes and outlines candidate Cultural Heritage Landscapes (CHLs) (Scheinman & ENVision 2003:17). Using these themes, along with the detailing of how to establish a “candidate CHL”, significance criteria are presented and these include:

For Organically Evolved Landscapes and Associative Cultural Landscapes

A. Is associated with events that made significant contributions to the broad patterns of history (at any level - local, regional, national, etc.) i.e., strong association with central themes; or;

B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area; or;

C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above; or;

D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape; or;

E. Has yielded or is likely to yield information important to prehistory or history; or;

F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.

For Designed Landscapes the following criteria would additionally apply.

G. Is a representative example of a distinctive style (trend, movement, or school of theory) tradition, time period, or a method of construction; or;

H. Represents the work of a recognized master gardener, landscape architect, planner, architect, or horticulturalist; or;

I. Possesses high artistic values or, as a whole, represents a significant and distinguishable entity whose components may lack individual distinction. (Scheinman & ENVision 2003:19-20).

Sections 5 provides a detailed review of two example landscapes: The Forks of the Credit to the Village of Cataract, and Former Settlement of “Silver Creek” – Kennedy Road between Escarpment Sideroad and The Grange Side Road. Section 6. includes high level inventory of thirteen potential CHLs (Scheinman & ENVision 2003:46-49).

2.4 Policy Conclusion

The Official Plan policies in the ROP and the Town of Caledon’s OP call for the conservation of cultural heritage resources, the maintaining of heritage registers and provide policies related to potential development impacts to cultural heritage resources. The Federal guidelines outline best practices for activities on heritage properties. This CHAR will address these cultural heritage policies as they relate to MCEA for the proposed improvements to Glasgow Road.

3.0 KEY CONCEPTS

The following concepts require clear definition in advance of the methodological overview and proper understanding is fundamental for any discussion pertaining to cultural heritage resources:

- **Cultural Heritage Value or Interest (CHVI)**, also referred to as Heritage Value, is identified if a property meets one of the criteria outlined in O. Reg. 9/06 namely historic

or associate value, design or physical value and/or contextual value. Provincial significance is defined under *Ontario Heritage Act (OHA) O. Reg. 10/06*.

- **Built Heritage Resource (BHR)** can be defined in the *PPS* as: “a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including Indigenous community. Built heritage resources are located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial and/or federal and/or international registers” (MMAH 2020:41).
- **Cultural Heritage Landscape (CHL)** is defined in the *PPS* as: “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g., a National Historic Site or District designation, or a UNESCO World Heritage Site)” (MMAH 2020:42).
- **Conserved** means “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by relevant planning authority and/or decision-makers. Mitigative measures and/or alternative development approaches can be included in these plans and assessments” (MMAH 2020:41).
- **Heritage Attributes** are defined as: “the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).” (MMAH 2020:44-45).
- **Protected heritage property** is defined as ”property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites” (MMAH 2020:49).
- **Significant** in reference to cultural heritage is defined as: “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*” (MMAH 2020:51).

The *Region of Peel Official Plan* provides unique definitions for cultural heritage landscapes which are situated within the Region:

- **Cultural Heritage Landscapes** mean “any discrete aggregation of features altered through human activity which has been identified as being important to a community. They can provide the contextual and spatial information necessary to preserve, interpret or reinforce the understanding of important historical settings and changes to past patterns of land use. Cultural Landscapes include any heritage area perceived as an ensemble of cultural derived features such as a neighbourhood, townscape, farmscape, or waterscape that illustrates noteworthy relationships between people and their surrounding environment” (2021:221).
- **Cultural heritage resources** means “within a land use context, cultural heritage resources include archaeological sites, built resources, traditional use areas, cultural landscapes and shipwreck sites. More broadly, cultural heritage resources include everything produced and left by the people of a given geographic area, the sum of which represents their cultural identity. This means their handicrafts, tools, equipment, buildings, furnishings, folklore rituals, art, transportation, communications and places of dwelling, play, worship, and commercial and industrial activity” (2021:225).
- **Significant** means “in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people” (2021:239).

Key heritage definitions from the *Town of Caledon Official Plan* are as follows:

- **Built heritage resources** are defined as “one or more buildings, structures, monuments, installations or physical remains associated with architectural, cultural, social, political, economic, or military history, and identified as being of value to a community.” (2018:6-32).
- **Conserve, Conserved and Conservation** is to mean “the identification, protection, wise management and use of resources, including but not limited to built heritage resources, cultural heritage landscapes, archaeological resources and natural heritage features and areas in a way that will maintain, restore, enhance and protect its quality and quantity for sustained benefit to humans and the environment as much as possible in balance with the other goals of this Plan” (2018:6-32).
- **Cultural heritage landscape** is “a defined geographical area of heritage significance which has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Cultural heritage landscapes include any area that is an ensemble of cultural heritage resources such as a neighbourhood, townscape, roadscape including heritage roads, farmscape, or waterscape that is of significance because it illustrates noteworthy historic relationships between people and their surrounding environment. A cultural heritage landscape must also have an appropriate degree of integrity” (2018:6-33).
- **Cultural heritage resources** are “everything produced, modified and left by people of a given geographic area, the sum of which represents their cultural identity. This includes their handicrafts, tools, equipment, buildings, monuments, furnishings, folklore rituals, art, transportation, communications and places of dwelling, play, worship, commercial, agricultural and industrial activity” (2018:6-33).
- **Heritage Road** means “a road or portion of road which exhibits physical and historical integrity by retaining major characteristics usually typified by little or no shoulders,

unimproved grass ditches and roadside trees. Heritage roads are roads that have not been highly engineered or previously improved to recent design and construction standards” (2018:6-40).

- **Significant** means “In regard to cultural heritage, important in terms of amount, content, representation, effect or value” (2018:6-49).
- **Sympathetic** means “being respectful of and compatible with the scale, type and form of existing built heritage resources and the contextual landscape” (2018:6-50).

4.0 HISTORICAL CONTEXT

The history of the study area was constructed using background information obtained from aerial photographs, historical maps (i.e., illustrated atlases) and published secondary sources (online and print). Given the limited time frame for the production of this report, and limited scope, there is always the possibility that additional historical information exists but may not have been identified or accessible for review.

The Town of Caledon and Peel County have a long history of settlement including pre-contact and post-contact Indigenous campsites and villages due to its productive riverside lands, as well as favourable farmland. The study area has strong associations with Indigenous communities, and the heritage resources considered in this report can be associated with both Pre-Contact and Post-Contact cultural developments. Accordingly, this historical context section spans the Pre-Contact Indigenous occupation history through Euro-Canadian settlement history to present. The early history of the study area can be effectively discussed in terms of major historical events.

4.1 Settlement History

4.1.1 Pre-Contact

The Pre-Contact history of the region is lengthy and rich, and a variety of Indigenous groups inhabited the landscape. Archaeologists generally divide this vibrant history into three main periods: Palaeo, Archaic, and Woodland. Each of these periods comprise a range of discrete sub-periods characterized by identifiable trends in material culture and settlement patterns, which are used to interpret past lifeways. The principal characteristics of these sub-periods are summarized in Table 1.

Table 1: Pre-Contact Settlement History
 (Wright 1972; Ellis and Ferris 1990; Warrick 2000; Munson and Jamieson 2013)

Sub-Period	Timeframe	Characteristics
Early Palaeo	9000–8400 BC	Gainey, Barnes and Crowfield traditions; Small bands; Mobile hunters and gatherers; Utilization of seasonal resources and large territories; Fluted projectiles
Late Palaeo	8400–7500 BC	Holcombe, Hi-Lo and Lanceolate biface traditions; Continuing mobility; Campsite/Way-Station sites; Smaller territories are utilized; Non-fluted projectiles
Early Archaic	7500–6000 BC	Side-notched, Corner-notched (Nettling, Thebes) and Bifurcate traditions; Growing diversity of stone tool types; Heavy woodworking tools appear (e.g., ground stone axes and chisels)

Sub-Period	Timeframe	Characteristics
Middle Archaic	6000–2500 BC	Stemmed (Kirk, Stanly/Neville), Brewerton side- and corner-notched traditions; Reliance on local resources; Populations increasing; More ritual activities; Fully ground and polished tools; Net-sinkers common; Earliest copper tools
Late Archaic	2500–900 BC	Narrow Point (Lamoka), Broad Point (Genesee) and Small Point (Crawford Knoll) traditions; Less mobility; Use of fish-weirs; True cemeteries appear; Stone pipes emerge; Long-distance trade (marine shells and galena)
Early Woodland	900–400 BC	Meadowood tradition; Crude cord-roughened ceramics emerge; Meadowood cache blades and side-notched points; Bands of up to 35 people
Middle Woodland	400 BC–AD 600	Point Peninsula tradition; Vinette 2 ceramics appear; Small camp sites and seasonal village sites; Influences from northern Ontario and Hopewell area to the south; Hopewellian influence can be seen in continued use of burial mounds
Middle/Late Woodland Transition	AD 600–900	Gradual transition between Point Peninsula and later traditions; Princess Point tradition emerges elsewhere (i.e., in the vicinity of the Grand and Credit Rivers)
Late Woodland (Early)	AD 900–1300	Glen Meyer tradition; Settled village-life based on agriculture; Small villages (0.4 ha) with 75–200 people and 4–5 longhouses; Semi-permanent settlements
Late Woodland (Middle)	AD 1300–1400	Uren and Middleport traditions; Classic longhouses emerge; Larger villages (1.2 ha) with up to 600 people; More permanent settlements (30 years)
Late Woodland (Late)	AD 1400–1600	Huron-Petun tradition; Globular-shaped ceramic vessels, ceramic pipes, bone/antler awls and beads, ground stone celts and adzes, chipped stone tools, and even rare copper objects; Large villages (often with palisades), temporary hunting and fishing camps, cabin sites and small hamlets; Territorial contraction in early 16 th century; Fur trade begins ca. 1580; European trade goods appear

Although Iroquoian-speaking populations tended to leave a much more obvious mark on the archaeological record and are therefore emphasized in the Late Woodland entries above, it must be understood that Algonquian-speaking populations also represented a significant presence in southern Ontario. Due to the sustainability of their lifeways, archaeological evidence directly associated with the Anishinaabeg remains elusive, particularly when compared to sites associated with the more sedentary agriculturalists. Many artifact scatters in southern Ontario were likely camps, chipping stations or processing areas associated with the more mobile Anishinaabeg, utilized during their travels along the local drainage basins while making use of seasonal resources. This part of southern Ontario represents the ancestral territory of various Indigenous groups, each with their own land use and settlement pattern tendencies.

4.1.2 Post-Contact

The arrival of European explorers and traders at the beginning of the 17th century triggered widespread shifts in Indigenous lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 2.

Table 2: Post-Contact Settlement History
(Smith 1846; Coyne 1895; Lajeunesse 1960; Ellis and Ferris 1990; Surtees 1994; Wilson’s Publishing Co. 2000; AO 2015)

Historical Event	Timeframe	Characteristics
Early Exploration	Early 17 th century	Brûlé explores southern Ontario in 1610/11; Champlain travels through in 1613 and 1615/1616, making contact with a number of Indigenous groups (including the Algonquin, Huron-Wendat and other First Nations); European trade goods become increasingly common and begin to put pressure on traditional industries
Increased Contact and Conflict	Mid- to late 17 th century	Conflicts between various First Nations during the Beaver Wars result in numerous population shifts; European explorers continue to document the area, and many Indigenous groups trade directly with the French and English; ‘The Great Peace of Montreal’ treaty established between roughly 39 different First Nations and New France in 1701
Fur Trade Development	Early to mid-18 th century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years’ War in 1754; French surrender in 1760
British Control	Mid- to late 18 th century	<i>Royal Proclamation</i> of 1763 recognizes the title of the First Nations to the land; Numerous treaties subsequently arranged by the Crown; First land cession under the new protocols is the Seneca surrender of the west side of the Niagara River in 1764; The Niagara Purchase (Treaty 381) in 1781 included this area
Loyalist Influx	Late 18 th century	United Empire Loyalist influx during and after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
County Development	Late 18 th to early 19 th century	Area initially adjacent to York County’s ‘West Riding’; Became part of York County’s ‘West Riding’ in 1798; Provisional agreement for the purchase of the southern portion (Treaty 13A) completed in 1805; Confirmed during the Head of the Lake Purchase (Treaty 14) in 1806; Northern portion acquired as part of the Ajetance Purchase (Treaty 19) in 1818; Peel County established after the abolition of the district system in 1849
Township Formation	Early 19 th century	Albion was surveyed in 1819 and settled soon after; Majority of early settlers were from England and parts of Upper Canada; The first settlers included William Downey, Joseph Hudson, William Roadhouse, Sr. and William Roadhouse, Jr.; Population was only 110 by 1821, with 25 ha cleared
Township Development	Mid-19 th to early 20 th century	Population reached 2,154 by 1842; 16,928 ha taken up by 1846, with 4,047 ha under cultivation; 2 saw mills, 4 grist mills and 2 distilleries in operation at that time; Population was 3,567 in 1848 and 4,857 in 1871; Traversed by the Toronto, Grey & Bruce Railway (1871), Hamilton & North Western Railway (1877) and Canadian Pacific Railway (1908); Bolton was the principal settlement, with smaller communities at Caledon East, Centreville, Columbia, Buckstown, Glasgow, Mackville, Mono Mills, Lockton, Nunnville and Sandhill

4.1.3 Glasgow

The Hamlet of Glasgow was established as a mill site following the survey of the Township of Albion. A plan of Glasgow was drawn; however, the hamlet was not laid out according to the plan. A mill pond was created on the east side of Glasgow Road and the first mill owner was John McIntosh who operated the Glasgow Woolen and Sawmills beginning around 1855. McIntosh sold the company to Alexander and William Buist in 1863 and the Buists sold the same to Joshua Walshaw in 1882. In 1872, Glasgow was included in the lands incorporated for the Village of Bolton. The Walshaw family retained ownership of the mill until 1923 when it was burned by fire and was not reconstructed. Following the destructive fire, the property was purchased in 1925 by Samuel, Dora, Louis and Rita Greenspoon who operated the site as the Greenspoon Summer Resort and Social Club until 1950. Attendance at the resort declined following the onset of the Second World War and it was closed with most of its buildings demolished shortly after. In 1954,

the former Greenspoon resort was inundated during Hurricane Hazel and by the 1970s the lands were being used as by the Edelweiss Ski Club for downhill skiing. The ski club did not last due to the unpredictability of snow required and today the Glasgow mill lands comprise Edelweiss Park (HVTA 2017; HVHTA 2010; Ghey Broadbent 2004; Chop 1980; Walker and Miles 1877).

4.1.4 Humber River

The Humber River extends from the headwaters in the Oak Ridges Moraine and Niagara Escarpment near Bolton southerly to Lake Ontario at the City of Toronto. The river is 126 km long and the Humber River watershed encompasses 908km². The Carrying Place Trail, a trail used by Indigenous groups, followed the Humber River valley from Toronto to connect with the Holland River and Lake Simcoe (Robinson 1933). The trail was an important trade route for Indigenous and French groups and settlements were established by ancestors of Mississaugas of the Credit, Six Nations of the Grand River and Huron-Wendat (Marsh 2020). The Humber River was designated as a Canadian Heritage River in 1999 for its cultural and recreational values and is the only river designated as such within the Greater Toronto Area (CHRS n.d.).

4.1.5 Humber Valley Heritage Trail

The Humber Valley Heritage Trail is a passive access trail that extends 15 km from the headwaters of the Humber River to Bolton for a total length of 20.12 km. The trail was established in 1995 by the Humber River Valley Trail Association within lands managed by the Toronto and Region Conservation Authority. The north part of the trail traverses through the Albion Hills Conservation Area and the south part at Bolton provides access to Dick's Dams Park and Bolton Mill Park (HVHTA n.d). The trail is located along the west side of the Humber River from Albion Hills Conservation Area to Castlederg Side Road and the east side of the river from Castlederg Side Road to Bolton. In 2003, the Humber Valley Heritage Trail Association (HVHTA) established an access point to the trail at the former Hamlet of Glasgow (HVHTA 2017).

4.2 Study Area History

4.2.1 Mapping and Imagery Analysis

In order to gain a general understanding of the study area, two historic settlement maps, one topographic map and one aerial image were examined during the research component of the study. Specifically, the following resources were consulted:

- *Tremaine's Map of the County of Peel, Canada West* (1859) (OHCMP 2022);
- *The Illustrated Historical Atlas of the County of Peel, Ont.* (1877) (McGill 2001);
- A topographic map from 1914 (OCUL 2022);
- An aerial image from 1954 (University of Toronto 2022); and
- Google Earth satellite images from 2004 and 2020 (Google Earth 2022).

The limits of the study area are shown on georeferenced versions of the consulted historical resources in Map 2–Map 6. *Tremaines' Map of the County of Peel, Canada West* (1859) indicates that Glasgow Road was extant at the time in the same general alignment as it is today (see Map

2). The settlement of Glasgow is indicated at the east end of the study area where a sawmill and woolen mill were located. The study area traverses the property of George Rowley on the west side of the Humber River. The larger settlement of Bolton is shown to the east of Glasgow.

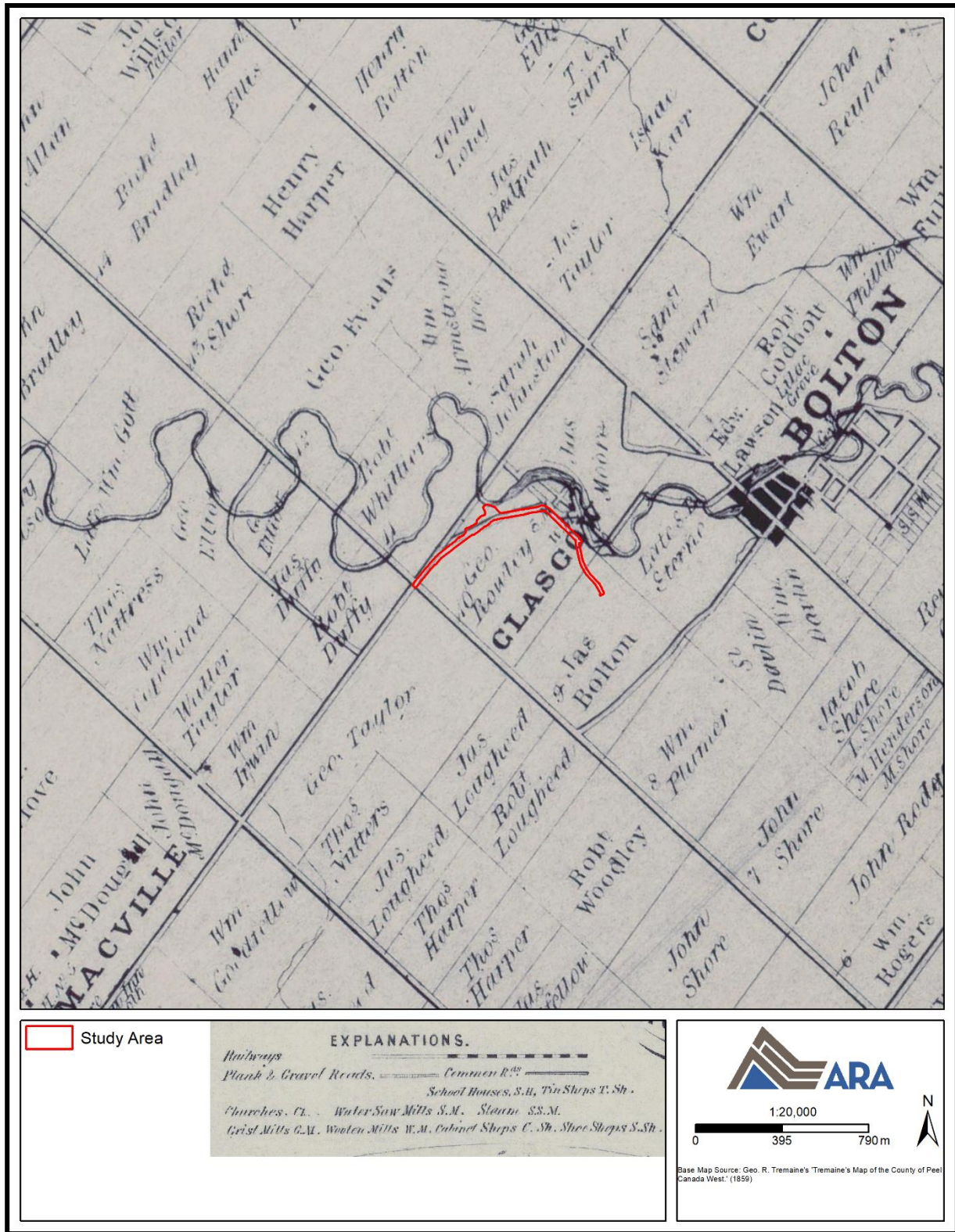
The *Illustrated Historical Atlas of the County of Peel, Ontario* (1877) no longer indicates the location of the Hamlet of Glasgow as it had been amalgamated with Bolton when Bolton was incorporated in 1872 (see Map 3). Glasgow Road (the study area) traversed the property of John Gray at this time and a structure is identified at the northeastern corner of Glasgow Road and Chickadee Lane, adjacent to the study area. The borders of the incorporated village of Bolton encroached upon the former hamlet of Glasgow, lying to the east of the study area. The Toronto, Grey and Bruce Railway had been laid to the south of the study area and entered the south end of the Town of Bolton.

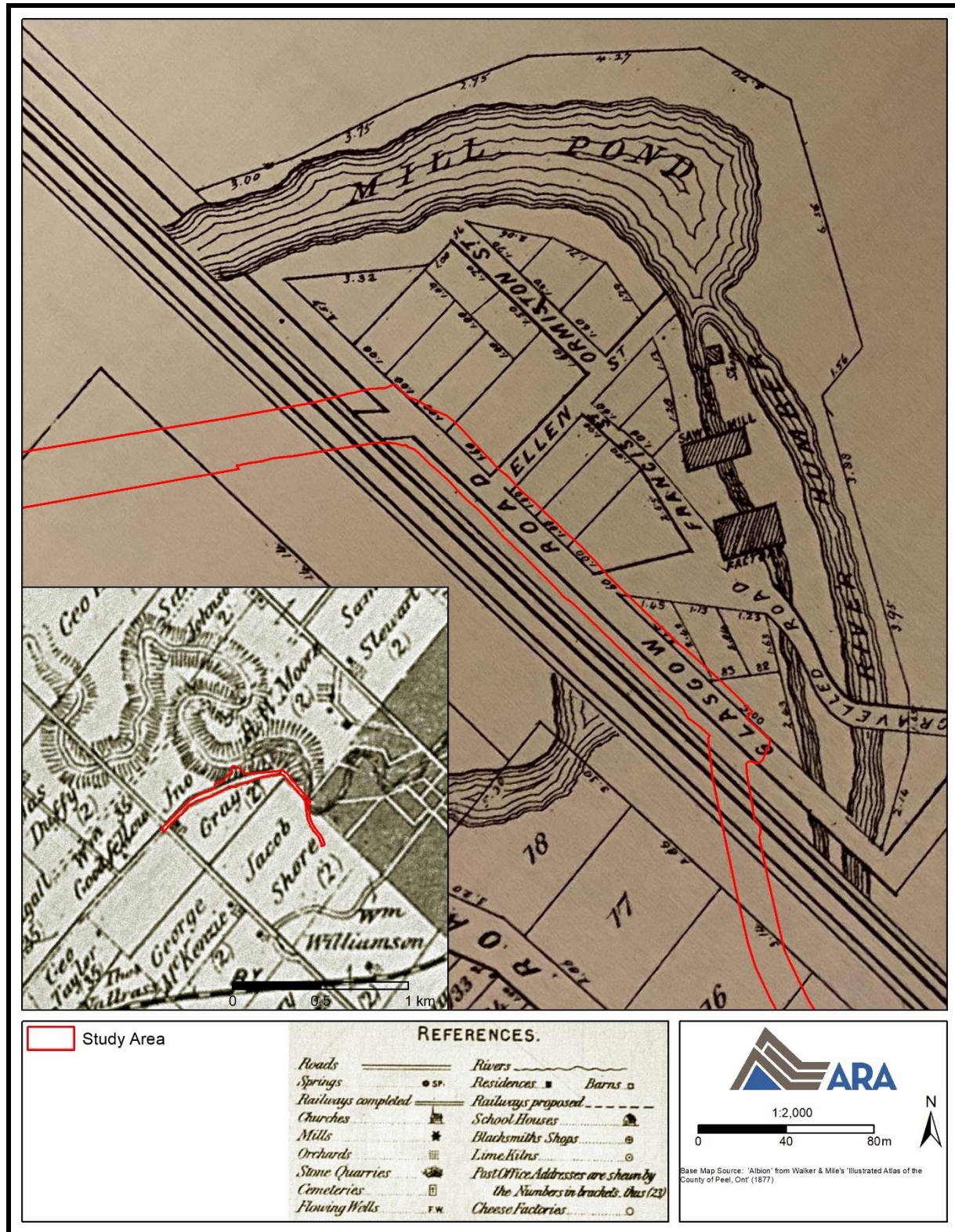
The topographic map from 1914 indicates that there were three frame structures situated on the north side of the study area and one on the south side (see Map 4). The southern structure appears to be the same structure identified on the 1877 historic atlas. The woolen mills are indicated at the east end of the study area within the valley of the Humber River and a bridge over the Humber River on Glasgow Road is identified to the east of the study area. To the west of the study area Chickadee Lane terminates at the Humber River.

The 1954 aerial photograph indicates that only one structure on the south side of Glasgow Road adjacent to the study area remained extant at this time; however, there is the possibility other structures exist along the treeline where it can be difficult to positively identify structures (see Map 5 and Map 6). Glasgow Road continued to follow the same alignment with much of the surrounding area occupied by either agricultural fields, recreational fields or forested parcels. Either a property line or dirt road extends off Glasgow Road to the north of Chickadee Lane, with possible structures located at the end of this road/line. Chickadee Lane is shown in its current configuration, with a private sideroad extending to the west of the Chickadee Lane/Glasgow Road intersection.

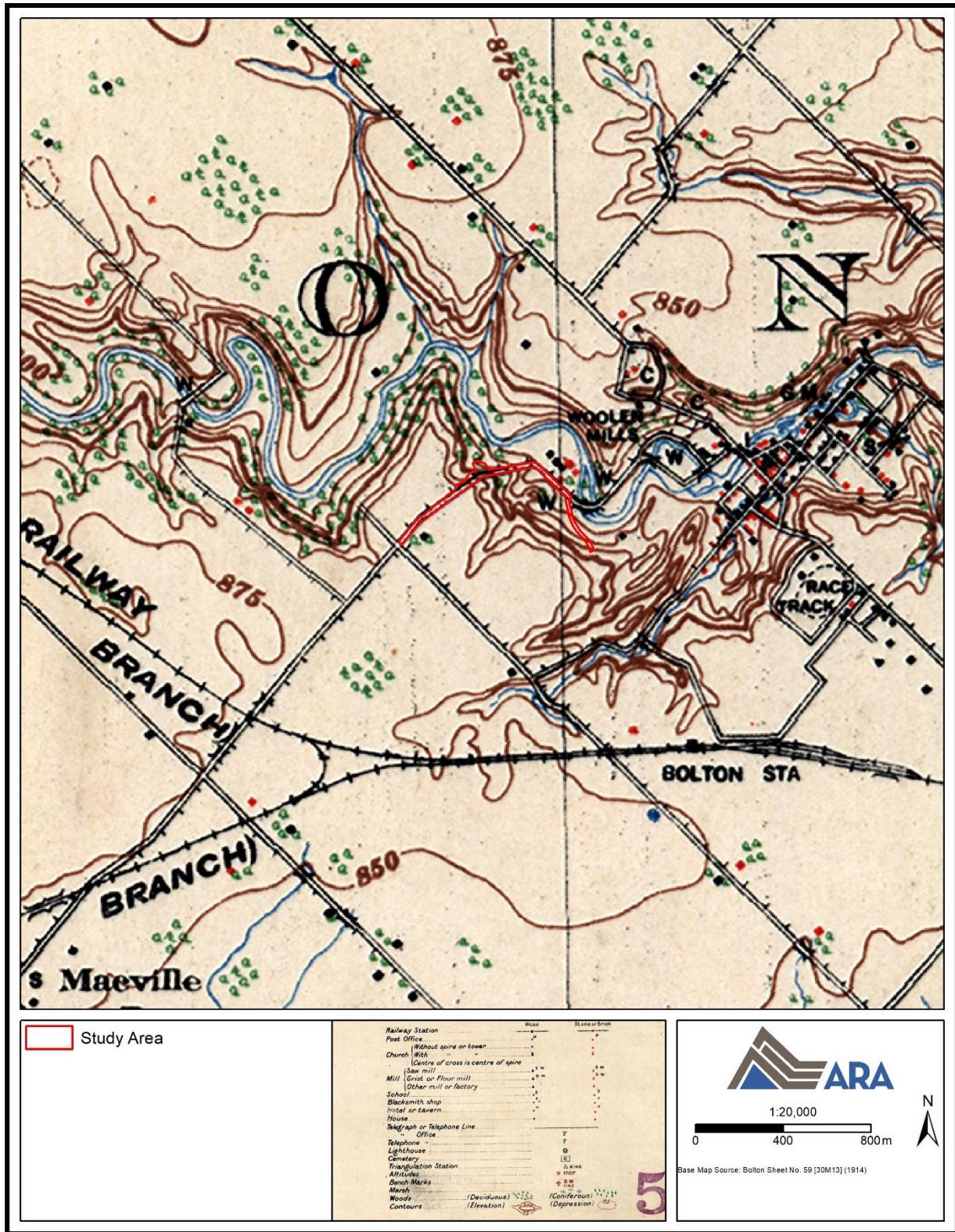
The 2004 Google Earth satellite image identifies several major changes in comparison to the 1954 aerial image, with several residences constructed along the northeast intersection of Glasgow Road and Chickadee Lane, extending north along Glasgow Road and east on Chickadee Lane (see Map 6). Jack Garratt Soccer Park is identified on the northwestern corner of Glasgow Road and Chickadee Lane, with two farmsteads appear to occupy the rear of the park. A pumping station is shown on a small parcel to the north of the Soccer Park and the trailhead for the Humber Valley Heritage Trail can be seen on the north side of Glasgow Road. The Bolton Tennis Club and Edelweiss Park can be seen on the southern side of Glasgow Road, and on the western side of Deer Park Drive. Deer Park Drive is also first identified as extending to Glasgow Road on the 2004 satellite image, appearing similar to the current configuration.

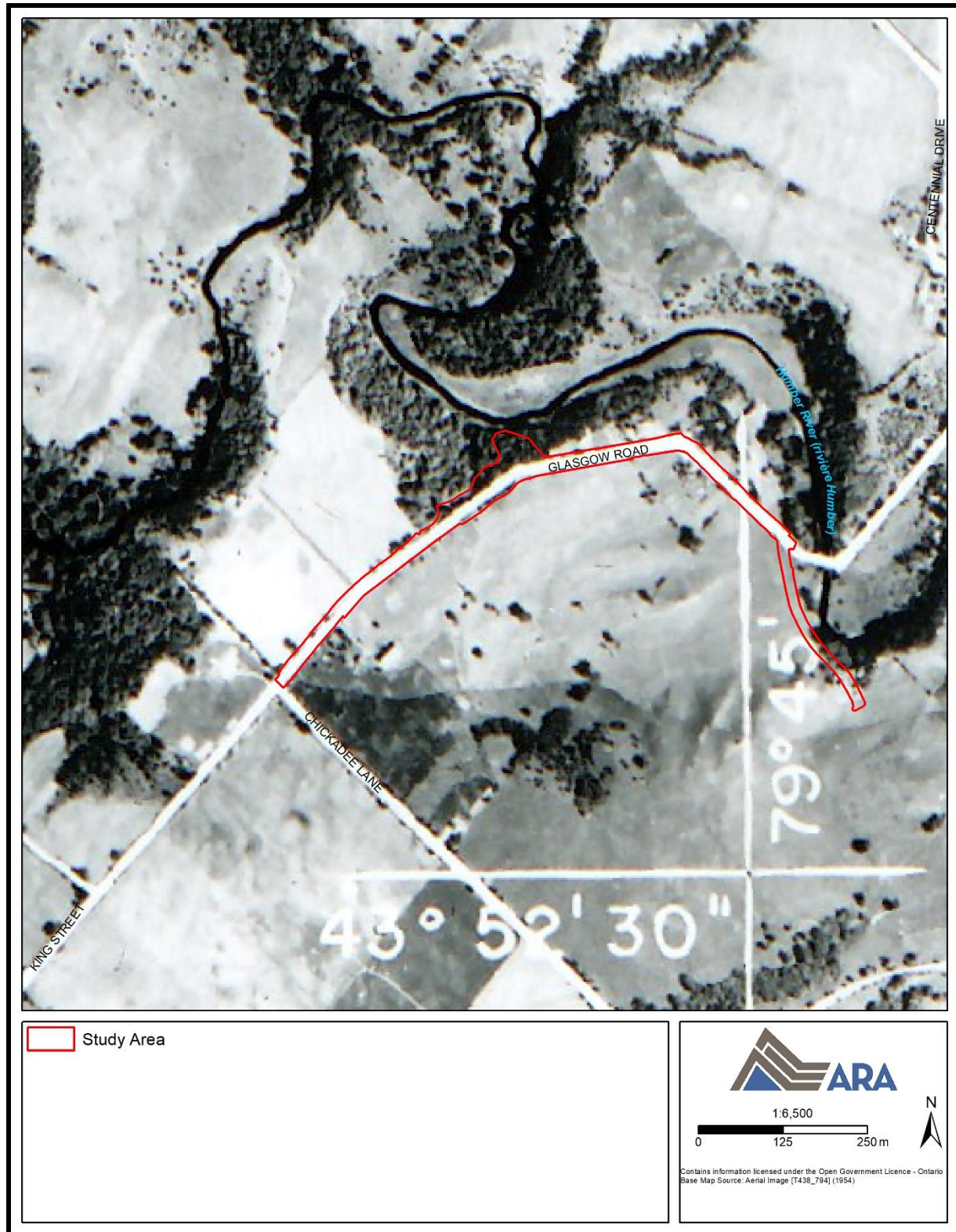
The 2020 Google Earth satellite image depicts the study area in its current form, with major changes occurring around the Chickadee Lane/Glasgow Road intersection (see Map 6). Emil Kolb Parkway can be seen severing Glasgow Road from Highway 9 (King Street) and several of the structures which were constructed along the northeast side of the Chickadee Lane/Glasgow Road intersection have been torn down.

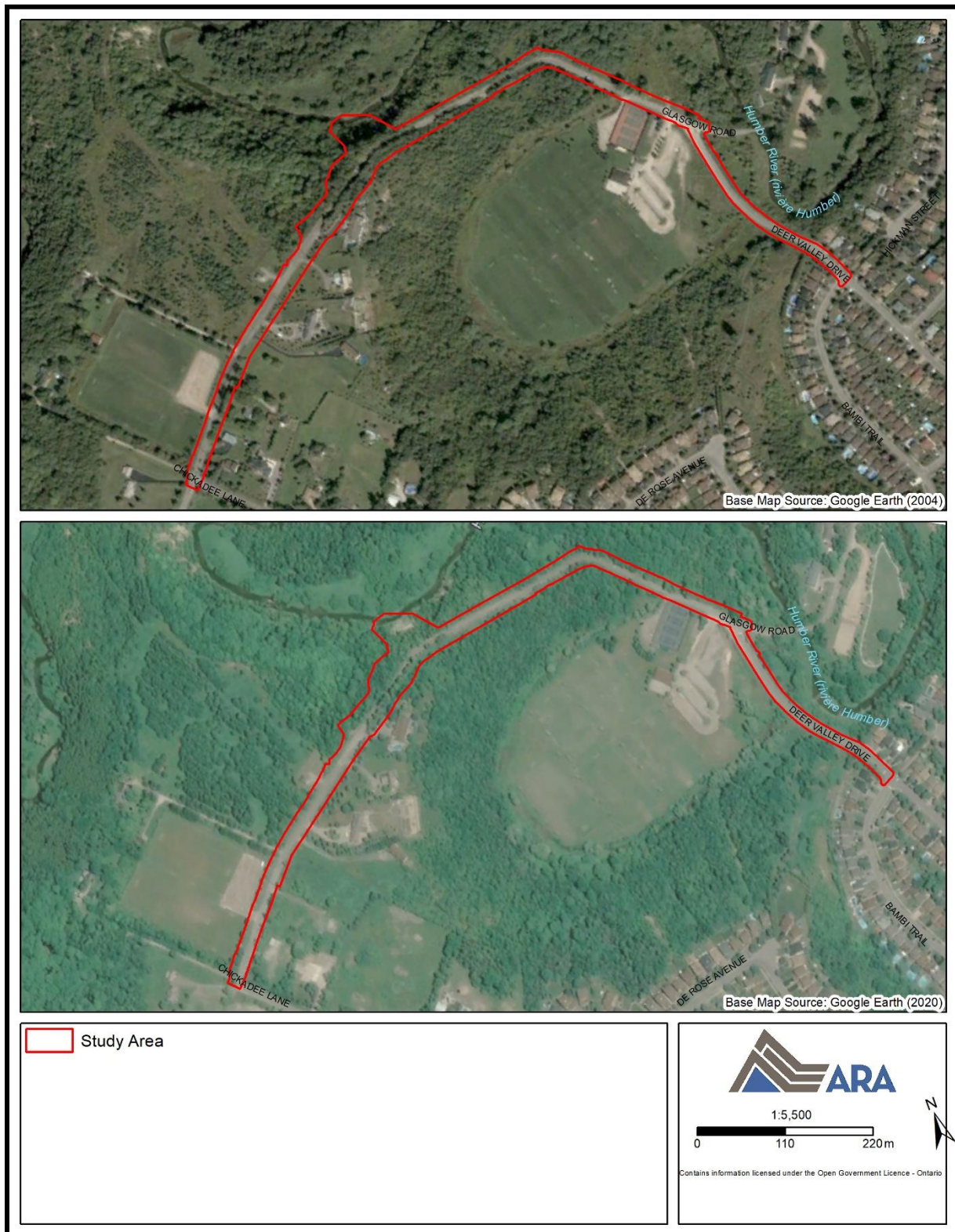




Map 3: Illustrated Historical Atlas of the County of Peel, Ont. (1877)
 (Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)







5.0 CONSULTATION

BHRs and CHLs are broadly referred to as cultural heritage resources. A variety of types of recognition exist to commemorate and/or protect cultural heritage resources in Ontario.

The Minister of the Environment and Climate Change, on the advice of the Historic Sites and Monuments Board of Canada (HSMBC), makes recommendations to declare a site, event or person of national significance. The National Historic Sites program commemorates important sites that had a nationally significant effect on, or illustrates a nationally important aspect of, the history of Canada. A National Historic Event is a recognized event that evokes a moment, episode, movement or experience in the history of Canada. National Historic People are people who are recognized as those who through their words or actions, have made a unique and enduring contribution to the history of Canada. There exists Parks Canada's online *Directory of Federal Heritage Designations* which captures these national commemorations. This directory also lists Heritage Railway Stations, Federal Heritage Buildings and Heritage Lighthouses. It is important to note that these federal commemoration programs do not offer protection from alteration or destruction. The *Federal Canadian Heritage Database* was searched, and no plaques or properties were noted within or adjacent to the study area (Parks Canada 2022).

The Ontario Heritage Trust (OHT) operates the Provincial Plaque Program that has over 1,250 provincial plaques recognizing key people, places and events that shaped the province. Additionally, properties owned by the province may be recognized as a "provincial heritage property" (MTCS 2010). The OHT plaque database were searched and none of the properties within or adjacent to the study area are commemorated with an OHT plaque (OHT 2021).

The *Canadian Register of Historic Places*, developed under the Historic Places Initiative, a federal-provincial-territorial partnership, is an online register of locally, provincially and federally recognized heritage properties from across Canada. No properties were located within or adjacent to the study area (Parks Canada 2022).

The *Canadian Heritage River System Program* recognizes and conserves 40 of Canada's rivers which have been recognized for natural, cultural and recreational heritage. The Humber River, designated to the Canadian Heritage River System in 1999, has been identified and is located adjacent to the study area. The website notes the Humber River:

...flows through a rich mosaic of Carolinian forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto. A system of greenways along the river's shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people (CHRS n.d)

It is important to note that these federal commemoration programs do not offer protection from alteration or destruction.

The *Humber River Heritage Bridge Inventory* includes the documentation and identification of historically significant bridges across Canada and the United States. One historically significant

bridge was identified adjacent to the study area. Based on its proximity to the Humber River, architectural configuration, and in consultation with the Town Planner, the Steel Truss Bridge Over the Humber River on Glasgow Road has been noted as a Built Heritage Resource due to its adjacency to the study area (TRCA 2011).

The MTCS's current list of Heritage Conservation Districts was consulted. No designated districts were identified in or adjacent to the study area (MTCS 2019). The list of properties designated by the MTCS under Section 34.5 of the OHA was consulted. No properties in or adjacent to the study area are listed.

Many municipal heritage committees and historical societies provide plaques for local places of interest. "One role of municipal heritage groups (i.e., municipal heritage committees, historical societies) is to educate and inform the community on local heritage and several ways this could occur could include: producing descriptive guides and newsletters or by installing commemorative plaques" (MTCS 2007:8). Road signage has been erected by the Town of Caledon, indicating the historical background of the study area. This road signage identifies the previous 19th century industrial or 'ghost' hamlet of Glasgow. A kiosk which presents some of the historical background is also located at the entry to the Humber Valley Heritage Trail, located within and adjacent to the study area.

At project commencement, ARA contacts the Town of Caledon Planning staff to inquire about: 1) protected properties within or adjacent to the study area, 2) properties with other types of recognition in or adjacent to the study area, 3) previous studies relevant to the current study, and 4) other heritage concerns regarding the study area.

Town of Caledon staff replied via email on May 19, 2022 and noted several heritage related items to be considered as part of this report. It was noted that the Humber River is designated under the *Canadian Heritage River System* program. Staff also identified the presence of road signage associated with the historical industrial hamlet previously located within the study area. The Humber Valley Trail, located within the study area, was also identified as having historical value and indicated that a kiosk is located at beginning of the trail. A historical steel truss bridge was also identified by staff and is located adjacent to the study area.

Lastly, the Town of Caledon's Municipal Heritage Register was consulted (Town of Caledon 2022a). The Municipal Heritage Register lists the Steel Truss Bridge Over the Humber River on Glasgow Road as being Designated under Part IV of the OHA. The Steel Truss Bridge Over the Humber River on Glasgow Road was listed under Part IV of the OHA in 2000, being noted for architectural and/or historical value or interest.

6.0 INDIGENOUS COMMUNITY CONSULTATION

Following the initial project introduction, ARA contacted The Mississaugas of the Credit First Nation (MCFN) via the Department of Consultation & Accommodation (DOCA); The Six Nations of the Grand River (SNGR) represented by The Haudenosaunee Confederacy Chiefs Council (HCCC) via the Haudenosaunee Development Institute (HDI); The Six Nations of the Grand River Elected Council (SNGREC) via the Six Nations Lands & Resources Office (SNLR); and the

Nation Huronne-Wendat (NHW) via the Bureau du Nionwentsïo to inquire about any Traditional or Ecological Knowledge the groups may have to share about the study area. Participation in the Archaeological component occurred and no responses were received directly regarding the CHAR. Information regarding pre-contact history has been generated by ARA and is found in Section 4.1.1 of this report.

7.0 FIELD SURVEY

The field survey component of an assessment involves the collection of primary data through systematic photographic documentation of all potential cultural heritage resources within the study area, as identified through historical research and consultation. Generally, potential cultural heritage resources are identified by applying a 40-year rolling timeline. This timeline is considered an industry best practice (i.e., MTO 2008). A date of 40 years does not automatically attribute CHVI to a resource; rather, that it should be flagged as a potential resource and evaluated for CHVI.

Additional cultural heritage resources may also be identified during the survey itself. Photographs capturing all properties with potential BHRs and CHLs are taken, as are general views of the surrounding landscape. The field survey also assists in confirming the location of each potential cultural heritage resource and helps to determine the relationship between resources. Given that such surveys are limited to areas of public access (i.e., roadways, intersections, non-private lands, etc.), there is always the possibility that obscured cultural heritage resources may be missed or that heritage attributes may be refined upon closer inspection.

A field survey was conducted on April 29, 2022 and November 25, 2022, to photograph and document the study area. The field survey enables the team to record any local features that could enhance ARA's understanding of their setting in the landscape and contribute to the cultural heritage evaluation process. The field survey was conducted from publicly accessible, non-private lands.

7.1 Condition of the Property

The study area lies within the Great Lakes–St. Lawrence forest region, which is a transitional zone between the southern deciduous forest and the northern boreal forest. This forest extends along the St. Lawrence River across central Ontario to Lake Huron and west of Lake Superior along the border with Minnesota, and its southern portion extends into the more populated areas of Ontario. This forest is dominated by hardwoods, featuring species such as maple, oak, yellow birch, white and red pine. Coniferous trees such as white pine, red pine, hemlock and white cedar commonly mix with deciduous broad-leaved species, such as yellow birch, sugar and red maples, basswood and red oak (MNDMNRF 2022).

In terms of local physiography, the subject lands fall within the South Slope. This region includes lands along the southern slope of the Oak Ridges Moraine as well as lands south of the Peel Plain (including the Trafalgar Moraine and a strip of fluted till plain). The surface is morainic in the area west of Maple, comprising ground moraine of limited relief (Chapman and Putnam 1984:172–173).

The subject lands fall within the Humber River drainage basin, which is under the jurisdiction of the Toronto and Region Conservation Authority (TRCA 2022). Specifically, the study area is traversed by the Humber River and is located 25 m northeast of an unnamed wetland and 125 m north of a tributary of the Humber River.

At the time of assessment, the study area comprised the extant roadways, adjacent driveways and ditches, part of the Humber River and a variety of grassed, overgrown and wooded areas.

8.0 HERITAGE ASSESSMENT

As a result of consultation with the Town of Caledon staff, existing heritage considerations, and the field survey, the following BHRs and CHLs were considered, and their potential heritage status is summarized in Table 3.

Table 3: Potential Cultural Heritage Resources Examined

Address/Name	Type	CHVI (Y/N)	Discussion
Steel Truss Bridge Over the Humber River on Glasgow Road	BHR	Yes	This bridge is outside of the study area but has been considered due to the location on Glasgow Road and because it was identified by the Town Planner. The Steel Truss bridge is designated under Part IV of the Ontario Heritage Act and is listed on the Town of Caledon Heritage Register (Town of Caledon 2022a). It is also listed within the <i>Humber River Heritage Bridge Inventory</i> (TRCA 2011). See Table 4 and Table 5 for assessment summary and Appendix A BHR-1 for an information sheet.
611 Glasgow Road	BHR	Yes	More information is required. The field survey and aerial imagery suggests that the property located at 611 Glasgow Road has the potential to meet the criteria for cultural heritage value or interest. See Table 4 and Table 5 for assessment summary and Appendix A BHR-2 for an information sheet.
561 Glasgow Road	BHR	Yes	More information is required. The field survey and aerial imagery suggests that the property located at 561 Glasgow Road has the potential to meet the criteria for cultural heritage value or interest. See Table 4 and Table 5 for assessment summary and Appendix A BHR-3 for an information sheet.
Humber Valley Heritage Trail	CHL	Yes	The Humber Valley Heritage Trail is unofficially recognized by the Town of Caledon through road signage. The field survey also suggests that the trail has the potential to meet the criteria for cultural heritage value or interest. See Table 4 and Table 5 for assessment summary and Appendix A CHL-1 for an information sheet.
Humber River Corridor	CHL	Yes	The Humber River is designated under the <i>Canadian Heritage River System</i> program (Canadian Heritage River System 2022). See Table 4 and Table 5 for assessment summary and Appendix A CHL-2 for an information sheet.
Glasgow Road Corridor	CHL	Yes	The field survey and map analysis suggest that Glasgow Road has the potential to meet the criteria for cultural heritage value or interest. See Table 4 and Table 5 for assessment summary and Appendix A CHL-3 for an information sheet.

A summary of the results of the evaluation of remaining BHRs and CHLs against the criteria set out in O. Reg. 9/06 can be found in Table 4 and Table 5 and the information sheets with background information, and the evaluations of each heritage resource can be found in Appendix A. Heritage attributes may include, but are not limited to, those listed in this table. Heritage Attributes are notes as being ‘adjacent’ to the study area or within or ‘participating’ in the study area. The assessment determined that three BHRs and three CHLs met, or have the potential to meet one or more, O. Reg. 9/06 criteria.

Table 4: BHRs and CHLs with CHVI

Type and Number	Address/Name	Adjacent/ Participating	CHVI (Y/N)	Criteria Met
BHR-1	Steel Truss Bridge Over the Humber River on Glasgow Road	Outside Study Area	Y	Design and Physical Value, Historical and/or Associative Value, Contextual Value
BHR-2	611 Glasgow Road	Adjacent	Y	Potential Design and Physical Value, Historical and/or Associative Value, Contextual Value
BHR-3	561 Glasgow Road	Adjacent	Y	Potential Design and Physical Value, Historical and/or Associative Value, Contextual Value
CHL-1	Humber Valley Heritage Trail	Participating and Adjacent	Y	Historical Value and/or Associative Value, Contextual Value
CHL-2	Humber River Corridor	Participating and Adjacent	Y	Historical Value and/or Associative Value, Contextual Value
CHL-3	Glasgow Road Corridor	Participating	Y	Historical Value and/or Associative Value, Contextual Value

Table 5: BHR and CHL Value Statements and Heritage Attributes

Type and Number	Address/ Name	Value Statement(s)*	Heritage Attributes
BHR-1	Steel Truss Bridge Over the Humber River on Glasgow Road	<i>This bridge was completed circa 1915. This slightly altered steel pony truss bridge is one of the last three remaining steel truss bridges in the Humber River watershed. This bridge is of rivet assembly rather than 'pin-connected'. Field riveting became popular after transportable pneumatic tools became available in the early 20th century, which revolutionized any construction using steel. It has concrete abutments and reflects a relatively popular style that was solidly built and relatively inexpensive in a one-lane format that was favoured in townships and on country roads to easily facilitate movement of farm and field machines and early vehicular traffic, after the early 1900s. An interesting method was used to renovate the bridge in 2003, which leaves the old deficient trusses supporting only their own weight. The existing deck was replaced with a light weight fibre reinforced polymer deck, spanning between two new beams placed inside the old trusses. These beams, acting compositely with the deck, now take all the vehicular loads, being supported only on two new bearings on each abutment</i>	<ul style="list-style-type: none"> • Single lane • Single span • Riveted steel • Altered Pony Steel Truss • Concrete Abutments • Carries Glasgow Road over the Humber River

Type and Number	Address/ Name	Value Statement(s)*	Heritage Attributes
BHR-2	611 Glasgow Road	Unknown without site access.	Until further assessment is conducted the following heritage attributes should be considered: <ul style="list-style-type: none"> The entire property including natural and built elements.
BHR-3	561 Glasgow Road	Unknown without site access.	Until further assessment is conducted the following heritage attributes should be considered: <ul style="list-style-type: none"> The entire property including natural and built elements.
CHL-1	Humber Valley Heritage Trail	The Humber Valley Heritage Trail Association secured an Ontario Trillium Fund Grant in 2003 to build a 33 metre (110 foot) steel pedestrian bridge to span the Humber River at Glasgow. This opened up Glasgow as a Trail Head to the 30 km. system of public trails maintained by the Association. Remnants of the early mills can be seen along the trail where it traverses the old hamlet site The most prominent is the mill race channel which is visible as a shallow linear depression defined by a row of old weeping willow trees. A vestige of the old earthen dam was incorporated as part of the western approach to the bridge. In 2004 the Albion Bolton Historical Society also received an OTF Grant, and commissioned an historical display kiosk at this trail head. It contains text, maps and photographs illustrating the rich cultural history of Glasgow. A road sign was installed by Heritage Caledon in recognition of its historic importance.	<ul style="list-style-type: none"> Scenic views of the Humber River, mill remnants and former mill race channel Significant vegetation communities including hemlock and willow trees Pedestrian pathways and pedestrian bridge tying the trailhead at Glasgow Road to the main Humber Valley Heritage Trail
CHL-2	Humber River Corridor	As a result of its outstanding cultural and recreational values, the Humber River was designated to the Canadian Heritage Rivers System in 1999. It flows through a rich mosaic of Carolinian forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto. A system of greenways along the river’s shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people.	<ul style="list-style-type: none"> Historical association with Lake Iroquois, multiple Indigenous communities and Euro-Canadian settlement Main branch of river flows through a variety of landscapes including kettle lakes, rolling hills of the South Slope and the Peel Plain Potential, and known, archaeological sites
CHL-3	Glasgow Road Corridor	Glasgow Road is a two-lane, rural road which once provided access to the former hamlet of Glasgow that has historical associative value and contextual value. Its historical value is related to its associations with the former hamlet of Glasgow, the Humber River and the Glasgow bridge.	<ul style="list-style-type: none"> The curved rural road alignment with is in keeping with the historic road alignment; The natural setting of the roadscape, scenic views of surrounding green space and access to the Humber Valley Heritage Trail; and The correspondence to the undulating topography which is part of the original historic alignment

* The value statements and heritage attributes which have been taken directly from existing documentation are noted in italics.

9.0 DEVELOPMENT PLAN

The Town of Caledon is responsible for maintaining Glasgow Road and the surrounding area. Increased traffic along Glasgow Road and required improvements to ensure sufficient capacity for vehicular, pedestrian and cyclist traffic has triggered the Glasgow Road Environmental Assessment. Considerations for this project include possible improvements at intersections, implementation of active transportation infrastructure and facilities, and improved pedestrian crossings and trailway entrances.

There are currently no detailed designs available for review. According to the Glasgow Road *Environmental Assessment Notice of Study Commencement*:

In response to continual road deterioration associated with population growth, the Town of Caledon has identified a need for improvements to Glasgow Road between Chickadee Lane and Deer Valley Drive in the near future. Subsequently, the Town has initiated a Municipal Class Environmental Assessment (Class EA) to review and identify required road, intersection and drainage improvements along the corridor. Within the study limits, Glasgow Road will retain the two general-purpose lanes, however various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users (Town of Caledon 2022b).

A summary of the proposed work is included in the Glasgow Road *Environmental Assessment Notice of Study Commencement* as follows:

- *Complete a thorough review of all information provided by the Town to support the development of the PDR and proposed reconstruction strategy in the detailed design;*
- *Conduct a transportation assessment applying a multi-modal approach to confirm the needs and appropriate configurations of the improvements along the corridor.*
- *Perform a field review, and document within the preliminary design report*
- *Perform geotechnical investigation, as required;*
- *Perform legal and OLS topography survey;*
- *Complete a desktop hydraulics assessment to confirm hydraulic capacity for all culverts;*
- *Complete detailed design for culvert rehabilitation/replacement based on condition (less than fair) and/or capacity requirements.*
- *Obtain Permits from Toronto and Region Conservation Authority (TRCA), Credit Valley Conservation (CVC), Niagara Escarpment Commission (NEC), Ministry of Natural Resources and Forestry (MNR), Fisheries and Oceans Canada (DFO), as needed for all proposed works;*
- *Road rural reconstruction/urbanization to consider:*
 - *Increase pavement platform width up to the preferred cross sections;*
 - *Review, plan and execute for any utility relocations needed;*
 - *Clean/deepen existing roadside ditches, drainage easements as needed;*
 - *Replace driveway entrance and road cross culverts as identified by design;*

- Complete intersection and aprons with concrete curb gutter and spillway with riprap treatment;
- Complete shoulder strengthening as required;
- Review subbase and make recommendations for soft spot repair;
- Grade road to 2% cross fall and compact to 100% standard proctor dry density (SPDD);
- Pavement structure as per geotechnical recommendations and Town standards.
- Install new steel beam guiderail per roadside safety study and Transportation Association of Canada (TAC) standards;
- Pavement markings placed per Ontario Traffic Manual (OTM);
- Restore driveway entrances to Town Development Standards requirements; and
- Review each culvert location and ensure the proposed road work would mitigate any drainage and flooding issues (Town of Caledon 2021)

Additional work is to be carried out on Deer Valley Drive as part of this project with the planned design and construction of a sidewalk on the west side of Deer Valley Drive.

This CHAR is being completed as part of a larger EA study to aid in the process of generating alternatives and generating a preliminary design with a goal to address road rehabilitation works in the Town of Caledon community.

10.0 ANALYSIS OF POTENTIAL IMPACTS

The proposed improvements to Glasgow Road and Deer Valley Drive have the potential to affect cultural heritage resources. MTCS InfoSheet #5: *Heritage Impact Assessments and Conservation Plans* (MTCS 2006d:3) provides a list of potential negative impacts for evaluating against any proposed development impacts which can be classified as either direct or indirect.

Direct impacts (those that physically affect the heritage resources themselves) include, but are not limited to: initial project staging, excavation/levelling operations, construction of access roads and renovations or repairs over the life of the project. These direct impacts may destroy some or all significant heritage attributes or may alter soils and drainage patterns and adversely impact unknown archaeological resources.

Indirect impacts include but are not limited to: alterations that are not compatible with the historic fabric and appearance of the area, the creation of shadows that alter the appearance of an identified heritage attribute, the isolation of a heritage attribute from its surrounding environment, the obstruction of significant views and vistas, change in land use such as rezoning allowing for a reduction in open spaces and other less-tangible impacts. There may be positive environmental and cultural effects as a result of an EA undertaking.

An EA project has the potential for creating the above negative impacts. However, there may be positive effects as well. For example, infrastructure may restore the original views to cultural heritage resources or streetscape improvements might be made.

This project entails the rehabilitation of Glasgow Road and Deer Valley Drive. There are currently no designs available that would aid in the identification of project specific impacts. However, the Town of Caledon has listed the following potential benefits of the road improvement project: addressing deteriorating road conditions, improving vehicular traffic safety and operations, enhancing the safety and connectivity of cyclists and pedestrians, enhancing livability and promoting healthy living in the community, creating attractive and vibrant public spaces, supporting economic vitality, and increasing resilience to climate change by improving environmental sustainability and stormwater management. Therefore, the potential impacts and mitigation options related to the project will be discussed at a high level.

The heritage value, and potential heritage value, associated with BHR-1, BHR-2 and BHR-3 are unlikely to be directly or indirectly impacted by the proposed road improvements. BHR-1, BHR-2 and BHR-3 are adjacent to the study area, or have a large set back from Glasgow Road, and no improvement activities are planned for the property parcels.

The heritage value associated with two of the identified CHLs may be directly or indirectly impacted by the proposed project. The Humber River Corridor (CHL-2) is adjacent to the study area and is unlikely to be impacted by any improvements to Glasgow Road. The Humber Valley Heritage Trail (CHL-1) and the Glasgow Road Corridor (CHL-3) may be impacted by improvements to Glasgow Road, depending on the nature and extend of the road improvements specifically the narrow two-lane alignment, the natural setting of the roadscape, access to the Humber Valley Heritage Trail and undulating topography which is part of the original historic alignment may be impacted by the proposed intersection improvements. Furthermore, depending on the nature and extent of the road improvements, the defined Humber River valley edge with alternating steep and shallow banks and the meandering river with associated wildlife and significant vegetation, may be directly or indirectly impacted. Any impacts to potential, and known, archaeological sites are being addressed through the archaeological assessment process.

11.0 MITIGATION MEASURES AND RECOMMENDATIONS

As a result of consultation and field survey the following BHRs and CHLs were identified within and adjacent to the study area: Steel Truss Bridge Over the Humber River on Glasgow Road (BHR-1), 611 Glasgow Road (BHR-2), and 561 Glasgow Road (BHR-3). As a result of consultation and the field survey the following CHLs were identified within the study area: Humber Valley Heritage Trail (CHL-1), Humber River Corridor (CHL-2), and Glasgow Road Corridor (CHL-3).

Detailed designs or plans for the improvements to Glasgow Road and Deer Valley Drive were not available at the time this report was written, however it is unlikely that the heritage attributes of the BHRs will be directly impacted by any road improvements. Depending on the nature and extent of the proposed project and study area, CHL-1, CHL-2 and CHL-3 have potential for direct and indirect impacts. A portion of the Humber Valley Heritage Trail (CHL-1) and a portion of the Humber River Corridor (CHL-2) fall within the study area and may be impacted by the proposed improvements. The Glasgow Road Corridor (CHL-3) also falls within the study area and may be impacted by any Glasgow Road improvements.

Given that potential impacts have been identified, mitigation measures must be recommended. The MTCS *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006c:3) lists specific methods to minimize any potential negative impacts. As a result of this CHAR, the following mitigation strategies are recommended:

- That any construction and staging areas should avoid the use of land which are part of BHR-1 the Steel Truss Bridge Over the Humber River on Glasgow Road, BHR-2 at 611 Glasgow Road and BHR-3 at 561 Glasgow Road as well as, the Humber River Corridor (CHL-2)
- That should project-related activities be expected to impact the property associated with BHR-1 BHR-2, or BHR-3 a qualified heritage consultant should be contracted to complete property specific Cultural Heritage Impact Assessments and provide detailed mitigation options to address the proposed design on the resources;
- That design alternatives and planned road improvements should consider the heritage attributes of CHL-1 and CHL-3. Specifically, the alignment, the natural setting of the roadscape and the corresponding and undulating topography which is part of the original historic alignment;
- That design alternatives and planned road improvements should consider the heritage attributes of CHL-2, specifically the well-defined river valley with alternating steep and shallow banks, and the meandering river with significant vegetation communities and associated wildlife habitat. Design alternatives should avoid impacts to the well-defined river valley and the vegetation associated with the steep and shallow banks. This may be achieved by avoiding this area entirely.
- Should a design alternative be considered within the river valley, it is recommended that a Cultural Heritage Impact Assessment be done to ensure that the proposed design considers height, massing, architectural style elements, etc., to minimize any impacts and ensure it is sympathetic to the surrounding character of the Humber River;
- That public consultation may result in additional potential cultural heritage resources being identified. These potential cultural heritage resources should be reviewed by a qualified heritage consultant to: 1) determine their cultural heritage value or interest, 2) evaluate potential project impacts, and 3) suggest strategies for future conservation of any identified cultural heritage resources;
- That should the proposed project or the proposed study area expand beyond the scope examined in this report, a qualified heritage consultant should be retained to determine the potential impacts and suggest mitigation measures;
- That should the proposed project create publicly accessible areas, this may provide an opportunity to interpret some of the identified cultural heritage resources associated with the Cultural Heritage Landscapes (i.e., with plaques, public art);
- That this CHAR should be provided to staff/planners at the Town of Caledon; and
- That a Stage 1 archaeological assessment is currently being undertaken to address the identified archaeological potential associated with the study area and no soil disturbing activities should take place until all archaeological concerns are mitigated and all reports are accepted by the MTCS.

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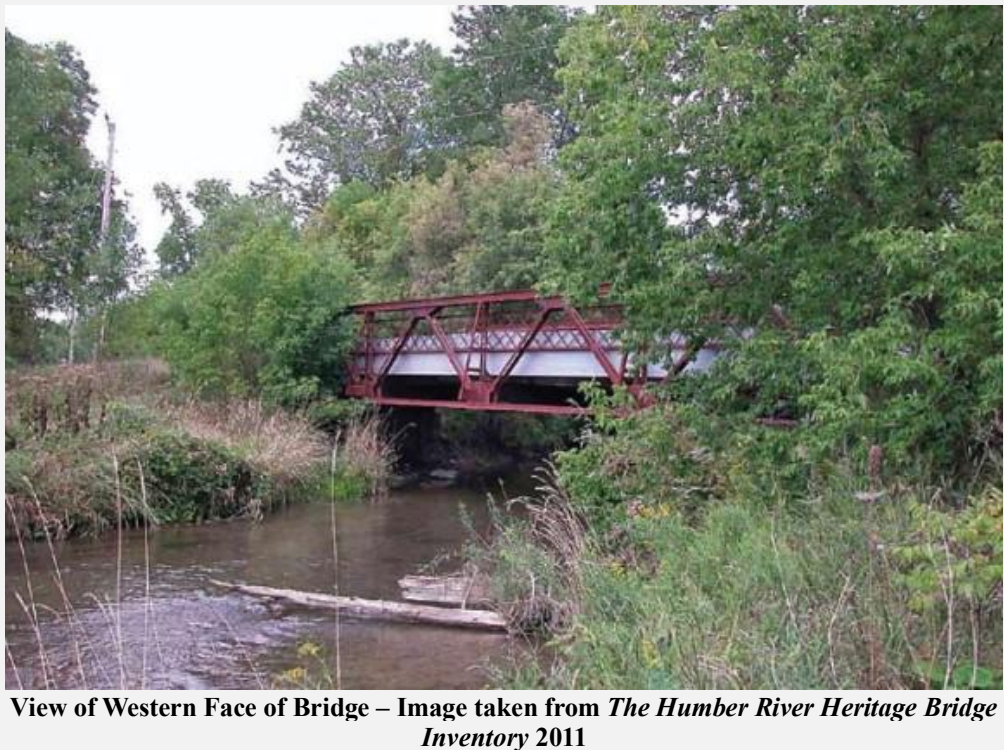
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Appendix A: Built Heritage Resources and Cultural Heritage Landscapes

BUILT HERITAGE RESOURCE NO. 1


DESCRIPTION OF PROPERTY	
Street Address	Glasgow Road
Name	Steel Truss Bridge Over the Humber River on Glasgow Road
Recognition	Part IV of the Ontario Heritage Act (By-law 2000-13) Listed on the Humber River Heritage Bridge Inventory in 2011
Location	Town of Caledon
Type of Property	Bridge
Date(s)	1915
Description	<p>Information included on the Humber River Heritage Bridge Inventory states:</p> <p><i>This bridge was completed circa 1915. This slightly altered steel pony truss bridge is one of the last three remaining steel truss bridges in the Humber River watershed. This bridge is of rivet assembly rather than 'pin-connected'. Field riveting became popular after transportable pneumatic tools became available in the early 20th century, which revolutionized any construction using steel. It has concrete abutments and reflects a relatively popular style that was solidly built and relatively inexpensive in a one-lane format that was favoured in townships and on country roads to easily facilitate movement of farm and field machines and early vehicular traffic, after the early 1900s (Broadbent, 1999).</i></p> <p><i>It was designated in 1999, under the Ontario Heritage Act by the Town of Caledon, in recognition of the Humber River watershed receiving its Canadian Heritage River status.</i></p> <p><i>An interesting method was used to renovate the bridge in 2003, which leaves the old deficient trusses supporting only their own weight. The existing deck was replaced with a light weight fibre reinforced polymer deck, spanning between two new beams placed inside the old trusses. These beams, acting compositely with the deck, now take all the vehicular loads, being supported only on two new bearings on each abutment.</i></p> <p>By-Law 2000-13 Lists the following:</p> <ul style="list-style-type: none"> • <i>Two Steel Truss Bridges Over The Humber River on Glasgow Road & Sneath Road There are designated as being of architectural and/or historical value or interest the structures known as:</i> <ul style="list-style-type: none"> • <i>(a) Steel Truss Bridge on Glasgow Road (formerly Township of Albion); and,</i> • <i>(b) Steel Truss Bridge on Sneath Road (formerly Township of Albion).</i> • <i>Reason for Designation</i> • <i>Constructed in the era of rivet assembly (circa 1910 to 1920), these steel truss bridges have served to provide residential access and to take farm machinery and woollen mill deliveries over the Humber River on Glasgow Road and Sneath Road since the early part of the twentieth century. The designation of these structures coincides with the national recognition of the Humber River as a Canadian Heritage River</i>

	
<p>Photograph</p>	<p>View of Bridge from Southern Limits of Study Area</p>
	
<p>Date of Photos</p>	<p>April 29, 2022</p>
	<p>View of Western Face of Bridge – Image taken from <i>The Humber River Heritage Bridge Inventory 2011</i></p>

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	The Steel Truss Bridge Over the Humber River on Glasgow Road is one of the few remaining steel truss bridges on the Humber River and is a representative example of a steel truss bridges constructed throughout Ontario in the early 20 th century.
	Displays a high degree of craftsmanship or artistic value		The property does not display a high degree of craftsmanship or artistic value.
	Displays a high degree of technical or scientific achievement		The property does not display a high degree of technical or scientific achievement.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Steel Truss Bridge Over the Humber River on Glasgow Road is one of the few remaining structures tied to the former hamlet of Glasgow, providing access to the larger village of Bolton.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture	✓	The Steel Truss Bridge Over the Humber River on Glasgow Road is identified as having the potential to yield information which contributes to the understanding of the community or culture in the TRCA's <i>Humber River Heritage Bridge Inventory</i>
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		Unknown at this time. Further research is required.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The Steel Truss Bridge sits along Glasgow Road which has retained its rural nature despite development to the north and south. The bridge retains its original one-lane format and retains its original position over the Humber River.
	Is physically, functionally, visually or historically linked to its surroundings	✓	The Steel Truss Bridge over the Humber River on Glasgow Road is directly tied in with Glasgow Road, a rural road and is historically linked to both the former hamlet of Glasgow and the Humber River.
	Is a landmark		The property is not a landmark.

RESULTS OF HERITAGE ASSESSMENT	
CHVI Evaluation	Has CHVI.
Heritage Attributes	<ul style="list-style-type: none"> • Single lane • Single span • Riveted steel • Altered Pony Steel Truss • Concrete Abutments • Carries Glasgow Road over the Humber River

BUILT HERITAGE RESOURCE NO. 2


DESCRIPTION OF PROPERTY	
Street Address	611 Glasgow Road
Name	n/a
Recognition	n/a
Location	Town of Caledon
Type of Property	Residential
Date(s)	n/a
Description	<p>There is limited information available regarding the cultural heritage value or interest associated with 611 Glasgow Road. This property has a large set back and is adjacent to the study area, with several structures identified by historic mapping and possibly being over 40 years of age.</p> <p>The field survey provided a partial view of the property; however, none of the structures could be viewed from the study area and permission to enter the property was not obtained. Structures associated with the property are set back to the rear of the property opposite Glasgow Road (to the west of Glasgow Road) with a single-lane gravel driveway lined with mature trees leading to the structures. Aerial imagery identified a main structure on the property which appears to have a hip roof and at least two additions. Another structure appears to be identified on the property and is likely some sort of barn or outbuilding.</p> <p>The property has the potential to exhibit cultural heritage value or interest based on Reg. 9/06; however, further information is required to fully determine the CHVI of 611 Glasgow Road.</p>
Photograph	

	  <p>The table contains two photographs. The top photograph is an aerial view showing a residential area with several houses, a large green field (possibly a soccer field), and a dirt road. The bottom photograph is a ground-level view of a dirt road intersection with a paved road. A yellow diamond-shaped sign with a black border and a black arrow pointing right is visible on the left side of the dirt road. The background shows trees and a blue sky with clouds.</p>
Date of Photo	April 29, 2022

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		Unknown at this time. A full onsite survey is required to confirm.
	Displays a high degree of craftsmanship or artistic value		Unknown at this time. Further research is required.
	Displays a high degree of technical or scientific achievement		Unknown at this time. Further research is required.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		Unknown at this time. Further research is required.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		Unknown at this time. Further research is required.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		Unknown at this time. Further research is required.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The property is heavily wooded and reinforces the rural and natural character of the surrounding area. The property has a long gravel driveway which is lined with mature trees. The structures associated with the property have a large set back and are not visible from Glasgow Road.
	Is physically, functionally, visually or historically linked to its surroundings		Unknown at this time. Further research is required.
	Is a landmark		The property is not a landmark.

RESULTS OF HERITAGE ASSESSMENT	
CHVI Evaluation	Has the potential to possess CHVI. Additional research is required.
Heritage Attributes	Additional research is required to determine the specific heritage attributes associated with the property. As a cautionary approach, the following heritage attribute should be considered <ul style="list-style-type: none"> • The entire property including all natural and built elements.

BUILT HERITAGE RESOURCE NO. 3


DESCRIPTION OF PROPERTY	
Street Address	561 Glasgow Road
Name	n/a
Recognition	n/a
Location	Town of Caledon
Type of Property	Residential
Date(s)	n/a
Description	<p>There is limited information available regarding the cultural heritage value or interest associated with 561 Glasgow Road. This property is adjacent to the study area, with several structures identified by historic mapping and possibly being over 40 years of age.</p> <p>The field survey provided a partial view of the property; however, none of the structures could be viewed from the study area and permission to enter the property was not obtained. Structures associated with the property are set back to the rear of the property opposite Glasgow Road (to the west of Glasgow Road) with a single-lane gravel driveway lined with mature trees leading to the structures. Aerial imagery identified a main structure on the property which appears to have a hip roof and possible additions. Another structure appears to be identified on the property and is likely some sort of barn or outbuilding.</p> <p>The property has the potential to exhibit cultural heritage value or interest based on Reg. 9/06; however, further information is required to fully determine the CHVI of 561 Glasgow Road</p>
Photograph	

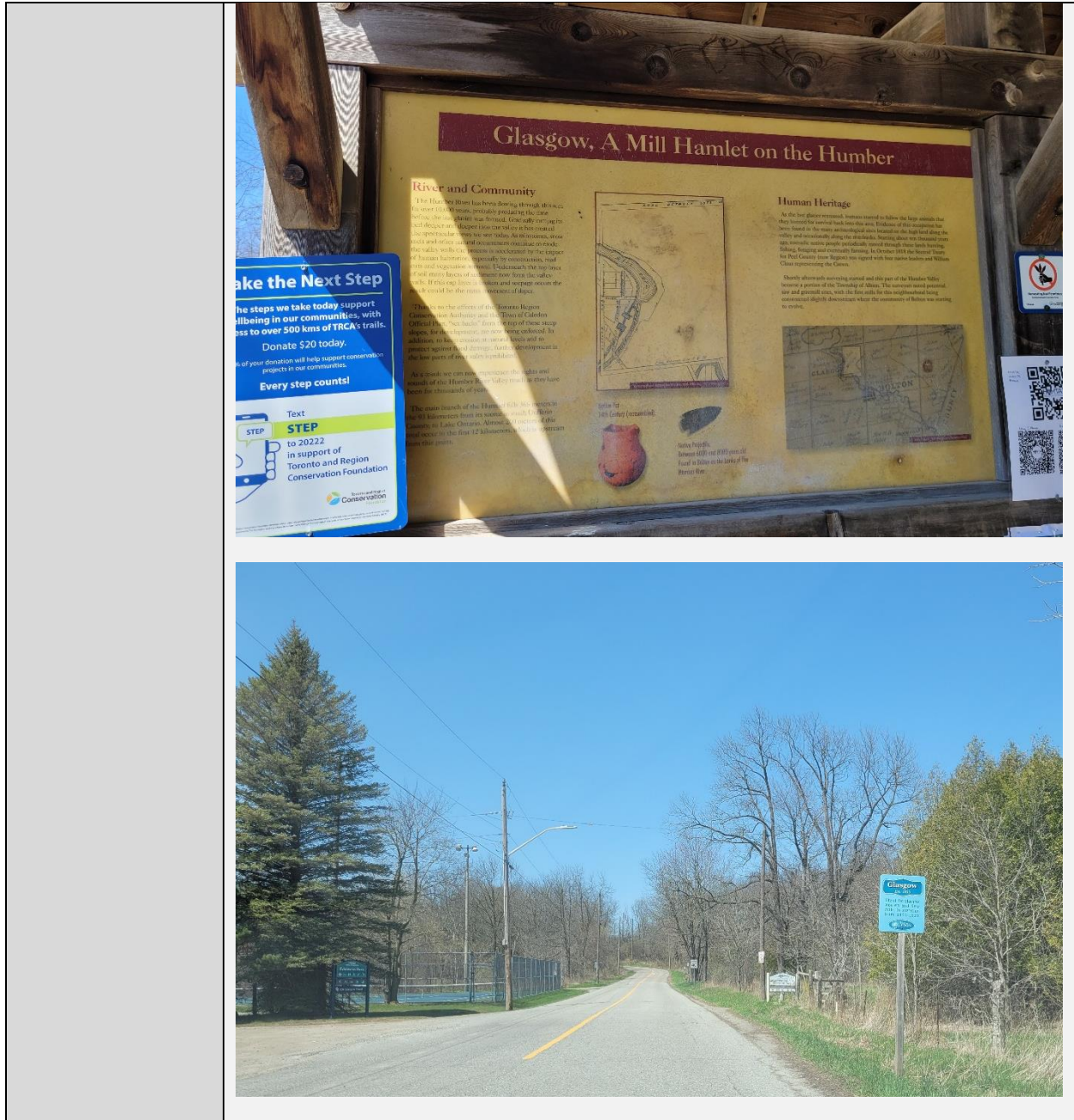
	
Date of Photo	April 29 2022

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		Unknown at this time. A full onsite survey is required to confirm.
	Displays a high degree of craftsmanship or artistic value		Unknown at this time. Further research is required.
	Displays a high degree of technical or scientific achievement		Unknown at this time. Further research is required.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		Unknown at this time. Further research is required.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		Unknown at this time. Further research is required.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		Unknown at this time. Further research is required.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The property is heavily wooded and reinforces the rural and natural character of the surrounding area. The property has a long gravel driveway which is lined with mature trees. The structures associated with the property have a large set back and are not visible from Glasgow Road.
	Is physically, functionally, visually or historically linked to its surroundings		Unknown at this time. Further research is required.
	Is a landmark		The property is not a landmark.

RESULTS OF HERITAGE ASSESSMENT	
CHVI Evaluation	Has the potential to possess CHVI. Additional research is required.
Heritage Attributes	Additional research is required to determine the specific heritage attributes associated with the property. As a cautionary approach, the following heritage attribute should be considered <ul style="list-style-type: none">• The entire property including all natural and built elements.

CULTURAL HERITAGE LANDSCAPE RESOURCE NO. 1

DESCRIPTION OF PROPERTY	
Boundary	Beginning in the Albion Hills Conservation Park at Humber Station Road and ending at the Nashville Conservation Reserve on Albion Vaughan Road.
Name	Humber Valley Heritage Trail
Recognition	No official heritage recognition. The Town of Caledon has unofficially recognized the importance of the trail through road signage.
Location	Town of Caledon
Type of Landscape	Pedestrian Trail
Description	<p>The Humber Valley Heritage Trail website identifies the trailhead section near Glasgow Road through the following:</p> <p><i>The Humber Valley Heritage Trail Association secured an Ontario Trillium Fund Grant in 2003 to build a 33 metre (110 foot) steel pedestrian bridge to span the Humber River at Glasgow. This opened up Glasgow as a Trail Head to the 30 km. system of public trails maintained by the Association. Remnants of the early mills can be seen along the trail where it traverses the old hamlet site The most prominent is the mill race channel which is visible as a shallow linear depression defined by a row of old weeping willow trees. A vestige of the old earthen dam was incorporated as part of the western approach to the bridge. In 2004 the Albion Bolton Historical Society also received an OTF Grant, and commissioned an historical display kiosk at this trail head. It contains text, maps and photographs illustrating the rich cultural history of Glasgow. A road sign was installed by Heritage Caledon in recognition of its historic importance.</i></p>
Photographs	





Date of Photos

April 29, 2022


EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		The Humber Valley Heritage Trail is not a rare, unique, representative or early example of a style, type, expression, material or construction method
	Displays a high degree of craftsmanship or artistic value		The Humber Valley Heritage Trail does not display a high degree of craftsmanship or artistic merit.
	Displays a high degree of technical or scientific achievement		The Humber Valley Heritage Trail does not display a high degree of technical or scientific achievement.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Humber Valley Heritage Trail is historically associated with the former 19 th century milling hamlet of Glasgow and the village of Bolton.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture	✓	The proximity to the Humber River notes that the Humber Valley Heritage Trail has archaeological potential. The Humber Valley Heritage Trail has the potential to yield information contributing to the understanding of Indigenous and Euro-Canadian history in the area.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		The Humber Valley Heritage Trail does not reflect the work or idea of an architect, builder, artist, designer or theorist who is significant to a community.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The Humber Valley Heritage Trail is important in maintaining the rural and natural character of the surrounding Humber Valley.

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
	Is physically, functionally, visually or historically linked to its surroundings	✓	The Humber Valley Heritage Trail is physically, functionally and visually linked to its surroundings providing access to the Humber River.
	Is a landmark		The Humber Valley Heritage Trail is not considered a landmark recognized by the community.

RESULTS OF HERITAGE ASSESSMENT	
CHVI Evaluation	Has CHVI
Heritage Attributes	The heritage attributes include: <ul style="list-style-type: none"> • Access to the Humber River, a designated Heritage River under the Canadian Heritage Rivers System • Relation to the former hamlet of Glasgow, including views of the mill remnants and mature trees along the remnants of the mill race

CULTURAL HERITAGE LANDSCAPE RESOURCE NO. 2


DESCRIPTION OF PROPERTY	
Boundary	Humber River Corridor
Name	The Humber River
Recognition	Canadian Heritage River (1999)
Location	Town of Caledon
Type of Landscape	Open spaces, river
Description	<p>The <i>Canadian Heritage Rivers System</i> states:</p> <p><i>As a result of its outstanding cultural and recreational values, the Humber River was designated to the Canadian Heritage Rivers System in 1999. It flows through a rich mosaic of Carolinian forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto. A system of greenways along the river’s shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people.</i></p> <p>The 2008 Humber River Watershed Plan provides more detail, stating:</p> <p><i>The earliest settlers in the Humber watershed were the Paleo-Indians who lived in the tundralike area from 10,000 to 7,000 BC and survived mainly by hunting large game such as caribou. In the warmer conditions of the Archaic Period (7,000 to 1,000 BC), First Nations people adopted seasonal migration patterns to take advantage of available resources. They gathered plants and fish at the river mouths in spring and summer, and hunted game in more sheltered upland areas during fall and winter. In the Initial Woodland Period from 1,000 BC to 600 AD, populations became larger, lived in more permanent camps and villages, and began to grow crops such as corn, beans and squash. The Toronto Carrying Place Trail in the Humber watershed became an important north-south linkage from Lake Ontario to Lake Simcoe.</i></p> <p><i>Étienne Brûlé was the first European to travel the Toronto Carrying Place Trail, passing through the Humber watershed in 1615. Fur trading with the Senecas was a major source of income for the early French, English and Dutch traders. Settlement by Europeans began in earnest in the 19th century and villages provided services such as general stores, churches, blacksmiths, schools, distilleries, mills and wagonwrights. However, by the 1860s, sawmills had been put out of business by widespread tree-cutting and many villages declined or even disappeared. Agricultural activities continued to support a relatively low population density until the 20th century, when the influences of the growing City of Toronto began to expand into the watershed. Since the 1920s, development in the Humber watershed has moved steadily outward from the City of Toronto, progressing from the suburbs of the City of Etobicoke and the City of North York to the City of Mississauga, The City of Brampton and Woodbridge</i></p> <p><i>The rich human heritage values of the Humber watershed are illustrated by over 1,800 known archaeological and heritage sites as well as numerous historical accounts. While they can be found throughout the watershed, some areas are worth highlighting, either because they are the locations of particularly noteworthy individual features, or because they contain many features which together provide a unique experience. Figure 3–12 illustrates these cultural heritage highlights. They range from settlements near the mouth of the river to Black Creek Pioneer Village, the historic Carrying Place Trail and native village sites with ossuaries.</i></p> <p><i>Municipalities have made good progress in documenting the cultural heritage of the watershed, with the identification of 1,401 architectural resources or built heritage structures in the watershed. Most notable is the recent establishment of online searchable databases and interactive maps by the City of Toronto, the City of Vaughan and the Town</i></p>

DESCRIPTION OF PROPERTY	
	<p><i>of Aurora. However, municipalities in the watershed use a variety of methods to define and record heritage resources and some have more capacity to maintain inventories than others.</i></p> <p><i>The designation of the Humber as a Canadian Heritage River in 1999 recognized its outstanding human heritage and recreation values and the contribution it has made to the development of Canada. Nevertheless, more effort is needed to increase public knowledge of past and present human cultures as well as the historical significance of the Humber River to the economic prosperity and character of the country.</i></p>
Photographs	 <p>The top photograph shows a wide view of a river meandering through a landscape with dense green trees, open fields, and some residential or commercial buildings. The bottom photograph provides a closer view of the river's path through a wooded area, with a dirt road or path visible on the right side.</p>
Date of Photos	August 02, 2022

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		The Humber River does not contain a rare, unique, representative or early example of a style, type, expression, material or construction method.
	Displays a high degree of craftsmanship or artistic value		The Humber River does not display a high degree of technical or scientific achievement.
	Displays a high degree of technical or scientific achievement		The Humber River does not display a high degree of technical or scientific achievement.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Humber River has direct associations with both Euro-Canadian and First Nations history, being the main river associated with the Toronto Carrying Place.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture	✓	The Humber River Corridor has potential to yield information that contributes to our understanding of Indigenous history in the area through archaeological potential, however, this is addressed in a separate process.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		The Humber River Corridor does not reflect the work or idea of an architect, builder, artist, designer or theorist who is significant to a community.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The Humber River Corridor is important in defining, maintaining and supporting the character of the surrounding landscape. The Humber River Corridor has influenced settlement and the surrounding development.
	Is physically, functionally, visually or historically linked to its surroundings	✓	The Humber River Corridor is physically, functionally, visually, and historically linked to its surroundings. It was a principle factor that influenced Pre-Contact lifeways and historic settlement patterns.
	Is a landmark	✓	The Humber River Corridor is considered a landmark recognized by the community.

RESULTS OF HERITAGE ASSESSMENT	
CHVI Evaluation	Has CHVI
Heritage Attributes	Heritage attributes include: <ul style="list-style-type: none"> • Well-defined river valley with alternating steep and shallow banks. • Meandering river with significant vegetation communities and associated wildlife habitat.

CULTURAL HERITAGE LANDSCAPE RESOURCE NO. 3

DESCRIPTION OF PROPERTY	
Boundary	Glasgow Road Corridor (runs from Chickadee Lane to Hickman Steet)
Name	Glasgow Road Corridor
Recognition	Unofficially listed
Location	Town of Caledon
Type of Landscape	Streets and Roads
Description	The Glasgow Road Corridor is set along a narrow two-lane road with no sidewalks or curbs or streetlights. Glasgow Road contains a wide variety of public and private properties with a range of building sizes and architectural styles with varying setbacks. Natural vegetation and mature trees dominate the entire corridor. The Glasgow Road Corridor runs over a heritage steel truss bridge over the Humber River. The Glasgow Road Corridor has historic affiliations with the former hamlet of Glasgow, tying the former hamlet to the village of Bolton.
Photographs	



	
Date of Photos	April 29, 2022

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
Design or Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		The Glasgow Road Corridor does not illustrate or exemplify a style, type, expression, material, or construction method. The present physical conditions of Glasgow Road, including the narrow two-lane alignment, gravel shoulder, and ditching, are typical of other rural roads in the Town of Caledon and Region of Peel.
	Displays a high degree of craftsmanship or artistic value		The Glasgow Road Corridor does not display a high degree of craftsmanship or artistic merit.
	Displays a high degree of technical or scientific achievement		The Glasgow Road Corridor does not display a high degree of technical or scientific achievement.
Historical or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	The Glasgow Road Corridor, as noted by the road sign installed by the Town of Caledon, has historical associations with the former hamlet of Glasgow.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture	✓	The proximity to the Humber River notes that the Glasgow Road Corridor has archaeological potential. The Glasgow Road Corridor has the potential to yield information contributing to the understanding of Indigenous and Euro-Canadian history in the area.
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		The Glasgow Road Corridor has evolved over time and does not reflect the work or idea of an architect, builder, artist, designer or theorist who is significant to a community.
Contextual Value	Is important in defining, maintaining or supporting the character of an area	✓	The Glasgow Road Corridor is important in maintaining and supporting the character of the

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
			surrounding landscape through its diverse roadside vegetation that abuts the roadside and provides a defined edge to the road. And the topography which is part of the historic alignment.
	Is physically, functionally, visually or historically linked to its surroundings	✓	Glasgow Road is considered to be of local historical and contextual value given that the road was built as part of initial settlement activities in the former Township of Albion; relates to the development of the Township of Albion and Bolton for milling in the 19th Century; and forms part of the local road network.
	Is a landmark		Glasgow Road is not considered a landmark recognized by the community.

RESULTS OF HERITAGE ASSESSMENT	
CHVI Evaluation	Has CHVI
Heritage Attributes	The heritage attributes associated with the Glasgow corridor include: <ul style="list-style-type: none"> • The curved rural road alignment which is in keeping with the historic road alignment; • the diverse roadside vegetation that abuts the roadside and provides a defined edge to the road; and • the correspondence to the undulating topography which is part of the original historic alignment.

Appendix B: Team Member Curriculum Vitae

Amy Barnes, M.A., CAHP
Heritage Project Manager
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Biography

Amy Barnes, a Project Manager with the Heritage Team, has over ten years of experience evaluating cultural heritage resources and leading community engagement. Amy has extensive experience working with provincial and municipal legislation and guidelines, including the Ontario Heritage Act, Official Plans, the Standards and Guidelines for the Conservation of Historic Places, and the Ontario Heritage Toolkit. Ms. Barnes has completed over fifty heritage related projects including 150+ cultural assessments and has been qualified as an expert witness at the Ontario Superior Court of Justice. Amy has worked in the public and private sector where her duties included project management, public consultation, facilitator, research, database and records management, and report author. Amy has worked with the Town of Oakville, City of Cambridge, City of Kitchener, Niagara-on-the-Lake, City of London, and the City of Kingston on projects which range in size, scale and complexity. Amy Barnes holds an M.A. in Heritage Conservation from the School of Canadian Studies at Carleton University in Ottawa, Ontario. Amy has successfully completed the International Association of Public Participation (IAP2) Foundations in Public Participation, the IAP2 Planning and Techniques for Effective Public Participation, and Indigenous Awareness Training through Indigenous Awareness Canada. Amy is a professional member of the Canadian Association of Heritage Professionals (CAHP) and formerly serves as the Vice-Chair of the Cambridge Municipal Heritage Advisory Committee.

Education

2009 MA in Heritage Conservation, School of Canadian Studies, Carleton University, Ottawa, Ontario.
2006 Honours BA, Carleton University, Ottawa, Ontario
Canadian Studies (Major) and Psychology (Minor).

Professional Memberships and Accreditations

Current Professional Member, Canadian Association of Heritage Professionals (CAHP)
Member, International Network for Traditional Building, Architecture & Urbanism, Guelph Chapter.

Work Experience

Current **Heritage Project Manager, Archaeological Research Associates Ltd.**
Coordinates the completion of designation by-laws, Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations.
2020 **Principal Heritage Consultant, Amy Barnes Consulting.**

- 2012-2015 Coordinated the completion of various contracts associated with built heritage, cultural heritage landscapes, including Heritage Impact Assessments, Cultural Heritage Evaluation Reports, Designation Reports and professional consultation.
- 2019-2020 **Manager of Operations- Outreach and Engagement, Yorklands Green Hub.**
Coordinated the development of a feasibility study and strategic planning initiatives for the anticipated purchase of a Provincial Property of Provincial Heritage Significance. Coordination of workshops and community events, external outreach and communications and implementing strategic planning initiatives. Liaison with Infrastructure Ontario, Ministry of Heritage, Sport, Tourism and Cultural Industries, non-profits, charities, school boards and community members.
- 2015-2019 **Project Manager and Senior Cultural Heritage Specialist – Letourneau Heritage Consulting Inc.**
Coordinated and authored various heritage related contracts. Duties included historic research, heritage impact assessments, cultural heritage assessments and evaluations, and public engagement activities. Served as the firm’s Public Engagement Specialist.
- 2011-2012 **Creative Content Developer, Virtual Museums Canada.**
Worked as part of an interdisciplinary team to help create an online virtual exhibit for Virtual Museums Canada. Responsible for historical research, record management, creative design, narrative and content development and internal coordination for the Archives and Research Team.
- 2010 **Junior Heritage Planner, Municipality of North Grenville.**
Responsible for historic research, public consultation and engagement and community development for heritage related projects. Worked with local heritage committees, Council and planning staff in accordance with the Ontario Heritage Act, Official Plans and other guiding policies.
- 2009 **Heritage Planner Intern, City of Kingston.**
Aided in heritage related projects and worked closely with heritage committees, Council, and planning staff.

Selected Professional Development

- 2020 Indigenous Awareness Training and Certification, Indigenous Awareness Canada.
– Indigenous Awareness Certification
– Indigenous Peoples and Cultures
– Indigenous Communication & Consultation
– Indigenous Employment Outreach, Recruit, and Retain
- 2019 Enviroseries “Creating a Heritage Landmark Park For Guelph at The Former Ontario Reformatory”. Yorklands Green Hub..
- 2017 International Association of Public Participation Certification
- Foundations in Public Participation
- Planning and Techniques for Effective Public Participation.

Publications

- 2013 “Landmark Series.” Cambridge Times. Selected Issues.
“Alice King Sculthorpe.” Acorn Magazine, 2013.

Penny M. Young, MA, CAHP (#P092)
Heritage Project Manager
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Biography

Penny Young has 27 years of cultural heritage management experience, 21 years working in government, as a Heritage Planner, Heritage Coordinator, Regional Archaeologist and Archaeological Database Coordinator where she managed and coordinated the impacts to cultural heritage resources including built heritage, archaeological sites and cultural heritage landscapes for compliance with municipal, provincial and federal legislation and policy. She has conducted results-driven and collaborative management of complex cultural heritage resource projects within the public sector involving developing project terms of reference, defining scope of work, preparation of budgets and conducting sites visits to monitor and provide heritage/archaeological and environmental advice and direction. At the Ministry of Transportation Penny revised, updated and developed policy, as part of a team, for the *Ontario Heritage Bridge Guidelines for Provincially Owned Bridge Guidelines for Provincially Owned Bridges*. She received the MTO Central Region Employee Recognition Award in 2001 and 2002. While at MTO she provided technical advice and input into the development of the *MTO Environmental Reference for Highway Design - Section 3.7 Built Heritage and Cultural Heritage Landscapes* and the *MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes*. She is a professional member of the Canadian Association of Heritage Planners (CAHP) and holds Professional License #P092 from MTCS. She also holds memberships in the Ontario Professional Planners Institute (OPPI) and the Ontario Archaeological Society (OAS).

Education

1990-1993 Master of Arts, Department of Anthropology McMaster University, Hamilton Ontario. Specializing in Mesoamerican and Ontario archaeology.
1983-1987 Honours Bachelor of Arts (English and Anthropology), McMaster University, Hamilton, Ontario.

Professional Memberships and Accreditations

Current Professional Member, Canadian Association of Heritage Professionals (CAHP)
Member of Ontario Archaeological Society
Pre-Candidate Member, Ontario Professional Planners Institute (OPPI)
Ministry of Tourism Culture & Sport Professional Licence (#P092)

Work Experience

Current **Project Manager - Heritage, Archaeological Research Associates Ltd.**
Coordinates ARA project teams and conducts heritage assessment projects including Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations. Additional responsibilities include the completion of designation by-laws and heritage

- inventories. Liaises with municipal staff, provincial ministries and Indigenous communities to solicit relevant project information and to build relationships.
- 2008-2016 **Heritage Planner, Culture Services Unit, Ministry of Tourism, Culture & Sport (MTCS)**
Responsible for advising and providing technical review for management of cultural heritage resources in environmental assessment undertakings and planning projects affecting provincial ministries, municipalities, private sector proponents and Indigenous communities. Advised on municipalities' Official Plan (OP) policies cultural heritage conservation policies. Provided guidance on compliance with the Public Work Class EA, other Class EA legislation and 2010 *Standards and Guidelines for Provincial Heritage Properties*.
- 2014 **Senior Heritage Planner, Planning and Building Department, City of Burlington** (temporary assignment)
Project manager of the study for a potential Heritage Conservation District. Provided guidance to a multiple company consultant team and reported to municipal staff and the public. Liaised with Municipal Heritage Committee and municipal heritage property owners approved heritage permits and provided direction on Indigenous engagement, archaeological site assessments and proposed development projects.
- 2011 **Heritage Coordinator, Building, Planning and Design Department, City of Brampton** (temporary assignment)
Project lead for new Heritage Conservation District Study. The assignment included directing consultants, managing budgets, organizing a Public Information Session, and reporting to Senior Management and Council. Reviewed development/planning documents for impacts to heritage including OP policies, OP Amendments, Plans of subdivision and Committee of Adjustment applications and Municipal Class EA undertakings.
- 2010-2011 **Senior Heritage Coordinator, Culture Division, City of Mississauga** (temporary assignment)
Provided advice to Senior Management and Municipal Council on heritage conservation of built heritage, archaeological sites and cultural heritage landscapes. Liaised with multiple municipal staff including the Clerks' office, Parks and development planners and the public. Supervised and directed project work for junior heritage planner.
- 1999-2008 **Regional Archaeologist, Planning and Environmental Section, Ministry of Transportation (MTO)**
Responsibilities included: project management and coordination of MTO archaeology and heritage program, managed multiple consultants, conducted and coordinated field assessments, surveys and excavations, liaised with First Nations' communities and Band Councils, estimated budgets including \$200,000 retainer contracts.

Sarah Clarke, BA
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Biography

Sarah Clarke is Archaeological Research Associates Ltd.'s Heritage Research Manager. Sarah has over 12 years of experience in Ontario archaeology and 10 years of experience with background research. Her experience includes conducting archival research (both local and remote), artifact cataloguing and processing, and fieldwork at various stages in both the consulting and research-based realms. As Team Lead of Research, Sarah is responsible for conducting archival research in advance of ARA's archaeological and heritage assessments. In this capacity, she performs Stage 1 archaeological assessment field surveys, conducts preliminary built heritage and cultural heritage landscape investigations and liaises with heritage resource offices and local community resources in order to obtain and process data. Sarah has in-depth experience in conducting historic research following the *Ontario Heritage Toolkit* series, and the *Standards and Guidelines for Provincial Heritage Properties*. Sarah holds an Honours B.A. in North American Archaeology, with a Historical/Industrial Option from Wilfrid Laurier University and is currently enrolled in Western University's Intensive Applied Archaeology MA program. She is a member of the Ontario Archaeological Society (OAS), the Society for Industrial Archaeology, the Ontario Genealogical Society (OGS), the Canadian Archaeological Association, and is a Council-appointed citizen volunteer on the Brantford Municipal Heritage Committee. Sarah holds an R-level archaeological license with the MTCS (#R446).

Education

Current MA Intensive Applied Archaeology, Western University, London, ON. Proposed thesis topic: Archaeological Management at the Mohawk Village.
1999–2010 Honours BA, Wilfrid Laurier University, Waterloo, Ontario
Major: North American Archaeology, Historical/Industrial Option

Professional Memberships and Accreditations

Current Member of the Ontario Archaeological Society
Current Member of the Society for Industrial Archaeology
Current Member of the Brant Historical Society
Current Member of the Ontario Genealogical Society
Current Member of the Canadian Archaeological Association
Current Member of the Archives Association of Ontario

Work Experience

Current **Team Lead – Research; Team Lead – Archaeology, Archaeological Research Associates Ltd.**
Manage and plan the research needs for archaeological and heritage projects. Research at offsite locations including land registry offices, local libraries and local

- and provincial archives. Historic analysis for archaeological and heritage projects. Field Director conducting Stage 1 assessments.
- 2013-2015 **Heritage Research Manager; Archaeological Monitoring Coordinator, Archaeological Research Associates Ltd.**
Stage 1 archaeological field assessments, research at local and distant archives at both the municipal and provincial levels, coordination of construction monitors for archaeological project locations.
- 2010-2013 **Historic Researcher, Timmins Martelle Heritage Consultants Inc.**
Report preparation, local and offsite research (libraries, archives); correspondence with the Ministry of Tourism, Culture, and Sport; report submission to the MTCS and clients; and administrative duties (PIF and Borden form completion and submission, data requests).
- 2008-2009 **Field Technician, Archaeological Assessments Ltd.**
Participated in field excavation and artifact processing.
- 2008-2009 **Teaching Assistant, Wilfrid Laurier University.**
Responsible for teaching and evaluating first year student lab work.
- 2007-2008 **Field and Lab Technician, Historic Horizons.**
Participated in excavations at Dundurn Castle and Auchmar in Hamilton, Ontario. Catalogued artifacts from excavations at Auchmar.
- 2006-2010 **Archaeological Field Technician/Supervisor, Wilfrid Laurier University.**
Field school student in 2006, returned as a field school teaching assistant in 2008 and 2010.

Professional Development

- 2019 Annual attendance at Ontario Heritage Conference, Goderich, ON
- 2018 Cultural Heritage, Archaeology and Planning Symposium
- 2018 Grand River Watershed 21st Annual Heritage Day Workshop & Celebration
- 2018 Mississaugas of the New Credit First Nation Historical Gathering and Conference
- 2017 Ontario Genealogical Society Conference
- 2016 Ontario Archaeological Society Symposium
- 2015 Introduction to Blacksmithing Workshop, Milton Historical Society
- 2015 Applied Research License Workshop, MTCS
- 2014 Applied Research License Workshop, MTCS
- 2014 Heritage Preservation and Structural Recording in Historical and Industrial Archaeology. Four-month course taken at Wilfrid Laurier University, Waterloo, ON. Professor: Meagan Brooks.

Presentations

- 2018 *The Early Black History of Brantford.* Brant Historical Society, City of Brantford.
- 2017 *Mush Hole Archaeology.* Ontario Archaeological Society Symposium, Brantford.
- 2017 *Urban Historical Archaeology: Exploring the Black Community in St. Catharines, Ontario.* Canadian Archaeological Association Conference, Gatineau, QC.

Volunteer Experience

- Current Council-appointed citizen volunteer for the Brantford Municipal Heritage Committee.

Christopher Thorne, B.A., Dip. Heritage Conservation (#R1156)
Cultural Heritage Technician
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Biography

Christopher Thorne, ARA's Cultural Heritage Technician has two years of experience in evaluating cultural heritage resources and ten years of experience in conducting historical research and conducting archaeological assessments. He holds an Honours BA in Anthropology and History from the University of Toronto. Chris began working in cultural resource management in 2011, obtaining an applied research licence from the Ministry of Heritage, Sport, Tourism and Culture Industries in 2017. Building on this experience, Chris received a graduate Diploma in Heritage Conservation from the Willowbank School of Restoration Arts. Chris has gained substantial experience in provincial and municipal legislation and guidelines, including the Ontario Heritage Act, Official Plans, the Standards and Guidelines for the Conservation of Historic Places, the Standards and Guidelines for Consultant Archaeologists and the Ontario Heritage Toolkit. Chris has completed numerous projects throughout Ontario conducting heritage assessments and archaeological work in urban and rural areas.

Education

2019-2022 Post-Graduate Diploma in Heritage Conservation, Willowbank School of Restoration Arts. Queenston, ON
2016 Post-Graduate Certificate in Occupational Safety & Health, Algonquin College, Ottawa, ON
2010-2014 Honours BA, University of Toronto, Toronto, ON
Anthropology/History

Professional Memberships and Accreditations

Current Member, Ontario Historical Society.
Member, Council for Northeast Historical Archaeology
Member, Association for Preservation Technology
Ministry of Tourism, Culture and Sport Applied Research Licence (#R1156)

Work Experience

Current **Cultural Heritage Technician, Archaeological Research Associates Ltd.**
Produce deliverables for ARA's heritage team, including historic research, heritage assessment and evaluation for designation by-laws, Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations.
2021-2022 **President, Atelier Heritage Restoration**
Coordinated and carried out the complete restoration of heritage windows on various heritage properties throughout the Niagara Region. Duties included the repair of wooden/metal sash windows, sourcing of heritage-appropriate glass, painting and installation of wooden/metal sash windows.

- 2020-2021 **Project Manager, The Brown Homestead**
Supervised the restoration of multiple historic structures associated with the Brown Homestead property in St. Catharines. Authored documentation of the restoration process.
- 2021 **Cultural Heritage Intern, Timmins Martelle Heritage Consultants Inc.**
Conducted and authored various heritage documents, including cultural heritage assessments/evaluations and heritage context statements.
- 2020 **Heritage Carpenter, Willowbank School of Restoration Arts**
Carried out restoration of wooden doors and windows on Willowbank National Historic Site in Queenston. Authored documentation of the restoration process.
- 2019 **Archaeological Field Liason, Environmental Resource Management**
Provided coordination and communication between various stakeholders for pipeline corridor project. Duties included providing daily progress reports, coordinating archaeological fieldwork and ensuring communication between stakeholders.
- 2017-2019 **Senior Associate, CRM Lab Archaeological Services**
Coordinated and authored various archaeological projects. Duties included project quotation, client communication, artifact analysis, report preparation and site excavation/direction.
- 2011-2015 **Field Archaeologist, ASI Heritage**
Conducted field excavations and artifact analysis on archaeological sites throughout Ontario, with a focus on urban/brownfield archaeological sites.

Professional Development

- 2022 “Janie Cooper-Wilson’s ‘How Do You Want Your Ancestors to be Remembered?’.” Webinar. Presented by the Friends of South Grey Museum.
- 2021 “Climate Change in Heritage Places.” Webinar. Presented by the National Trust for Canada.
“From Trowel to Table: Ceramic Sherds Inform History Detectives at James Madison’s Montpeier.” Web lecture by Leslie Lambour Bouterie. Presented by Transferware Collectors Club and James Madison’s Montpelier.
- 2020 “Freedom-Seekers of St. Catherine in the Archaeological Record with Sarah Clarke”. Web lecture. Presented by the Ontario Archaeological Society.
“Historic places and the charitable sector”. Webinar. Presented by the National Trust for Canada.
“The ‘Heritage Industry’”. Webinar. Presented by the National Trust for Canada.
“Preserving Hamilton’s Built Heritage.” Lecture by Alan Stacey. Hamilton Municipal Heritage Committee, Hamilton, ON.
- 2018 “Connections and Pathways through the Past”. Ontario Archaeological Society Annual Symposium, Chatham-Kent, ON.
“Using Archival Records in Archaeological and Family History Research”, Lecture by Guylaine Pétrin. Presented by the Ontario Ministry of Tourism, Culture and Sport, Chatham, ON.
- 2017 “Pills and Potions at the Niagara Apothecary”. Lecture, Ontario Archaeological Society. Toronto, ON.