

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

Existing Conditions – Assessment of Impacts

**Britannia Road Transportation Corridor Improvements
Tremaine Road to Highway 407
Class Environmental Assessment Study,
Town of Milton, Regional Municipality of Halton, Ontario**

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ASI File 10EA-183

September 2011 (February 2012)



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EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by Delcan Corporation, Hamilton, on behalf of the Regional Municipality of Halton, to conduct a Cultural Heritage Assessment as part of the Britannia Road Transportation Corridor Improvements Class Environmental Assessment (EA), in the Town of Milton, Regional Municipality of Halton, Ontario. The study corridor extends from Tremaine Road to Highway 407. Road improvements could include widening the existing roadway to 4-lanes, while protecting for 6-lanes, improvements at various intersections, and improvements to the vertical and horizontal alignments where necessary.

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study corridor with roots in early nineteenth-century settlement and agricultural land use. The field review confirmed that the study corridor retained many features evocative of these early roots, mostly in the form of individual farmscapes and historic crossroad settlements. A review of the available national and municipal heritage inventories and studies along with a field assessment has revealed that the Britannia Road study corridor retains a total of 50 identified cultural heritage resources.

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

Based on the results of background data collection, field review, and impact assessment of the preferred design, the following recommendations have been developed:

1. Any proposed road projects and preferred alternative designs within the study area should be suitably planned in a manner that avoids any identified, above ground, cultural heritage resources.
2. Where resources have the potential to be removed due to significant encroachment, resource-specific heritage impact assessments should be completed in advance, or at the earliest possible stage of the detailed design stage. Resources recommended for completion of a heritage impact assessment within this context include: BHR 14.

3. Where resources are expected to be impacted through alteration to their setting due to all or a combination of the following: encroachment resulting in a reduced buffer between the cultural heritage resources and the road; the removal of character-defining landscape features; isolation of the resource from its setting; and introduction of a six-lane road, resource specific heritage impact assessments should be conducted in advance, or at the earliest possible stages of the detailed design phase to identify landscape features that should be retained. The result of these studies should be used to inform post-construction landscaping plans, potential tree-boarding activities during construction, and finalization of grading limits. Resources recommended for completion of a heritage impact assessment within this context include: CHL 9, CHL 11, CHL 12, CHL 16, CHL 19, CHL 21, and CHL 24.
4. Where bridges are older than 40 years or age and are expected to be impacted by replacement or widening to accommodate the introduction of a six-lane right-of-way, resource-specific heritage impact assessments should be completed in advance, or at the earliest possible stages of the detailed design phase. Resources recommended for completion of a heritage impact assessment within this context include: BHR 3 and BHR 15.
5. Where resources are expected to be impacted through alteration to their setting due to: minimal encroachment resulting in a reduced buffer between the resource and the road; and introduction of a six-lane road, a cultural heritage landscape documentation report should be prepared in advance of construction activities to serve as a final record of each of the resources and the study corridor in general. Access to enter properties should be secured to conduct photographic documentation of privately-owned resources. The results of photographic documentation activities should be compiled into a stand-alone report which should also include a review of historic maps from the nineteenth and twentieth centuries for the purposes of identifying changes to the resources over time and land use histories for resources included in the documentation report. Heritage documentation activities should also be conducted for the three historic settlements that will be impacted by the introduction of a six-lane road, focusing on the changing landscape of the settlements. Cultural Heritage Landscape Documentation Reports should be filed with the local municipality and a relevant repository.

It is recommended that the following resources be subject to heritage documentation activities, the result of which are compiled into one report and which is archived with local repositories and filed with the Town of Milton: BHR 2, BHR 12, CHL 5, CHL 8, CHL 10, CHL 14, CHL 22, CHL 23, CHL 27, CHL 28, CHL 29, CHL 31, CHL 32, CHL 33, and CHL 34.

6. Encroachment of lands close to built heritage features and cultural landscape units should be avoided wherever possible. Where encroachment is expected, appropriate vehicular access to the resources and appropriate setbacks between structures and the road should be ensured to promote their long-term viability. Appropriate landscape screening and noise abatement measures should be developed for these resources as part of the detailed design phase. Resources that are recommended for these measures include: BHR 2, BHR 12, BHR 14, BHR 16, CHL 9, CHL 11, CHL 12, CHL 13, CHL 16, CHL 19, CHL 21, CHL 24, and CHL 31.

7. A heritage impact assessment and/or conservation plan should be prepared for the proposed commemorative structure to be constructed with the concrete blocks salvaged from the now demolished garage at 6003/6009 Regional Road 25 (CHL 9).
8. All staging and construction activities should be planned and undertaken to avoid impacts to identified cultural heritage resources. Preventative measures can include, but are not limited to: installation of temporary fencing around resources; and stabilization/protection of resources (e.g., of BHR 16); and adoption of tree protection measures (e.g., of mature tree line along CHL 13).
9. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with historic plant materials for berms or vegetative screens is recommended, and fence rows and hedge rows should be preserved where extant.
10. Should future work require an expansion of the current study corridor and/or the development of other alternatives, a qualified heritage consultant should be contacted in order to confirm impacts of the undertaking on potential cultural heritage resources.
11. This report should be submitted to the Planning and Development Department at the Town of Milton for review and comment.

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

PROJECT PERSONNEL

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1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Delcan Corporation, Hamilton, on behalf of the Regional Municipality of Halton, to conduct a Cultural Heritage Assessment as part of the Britannia Road Transportation Corridor Improvements Class Environmental Assessment (EA), in the Town of Milton, Regional Municipality of Halton, Ontario (Figure 1). The study corridor extends from Tremaine Road to Highway 407. Road improvements could include widening the existing roadway to four-lanes, while protecting for six-lanes, improvements at various intersections, and improvements to the vertical and horizontal alignments where necessary.

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

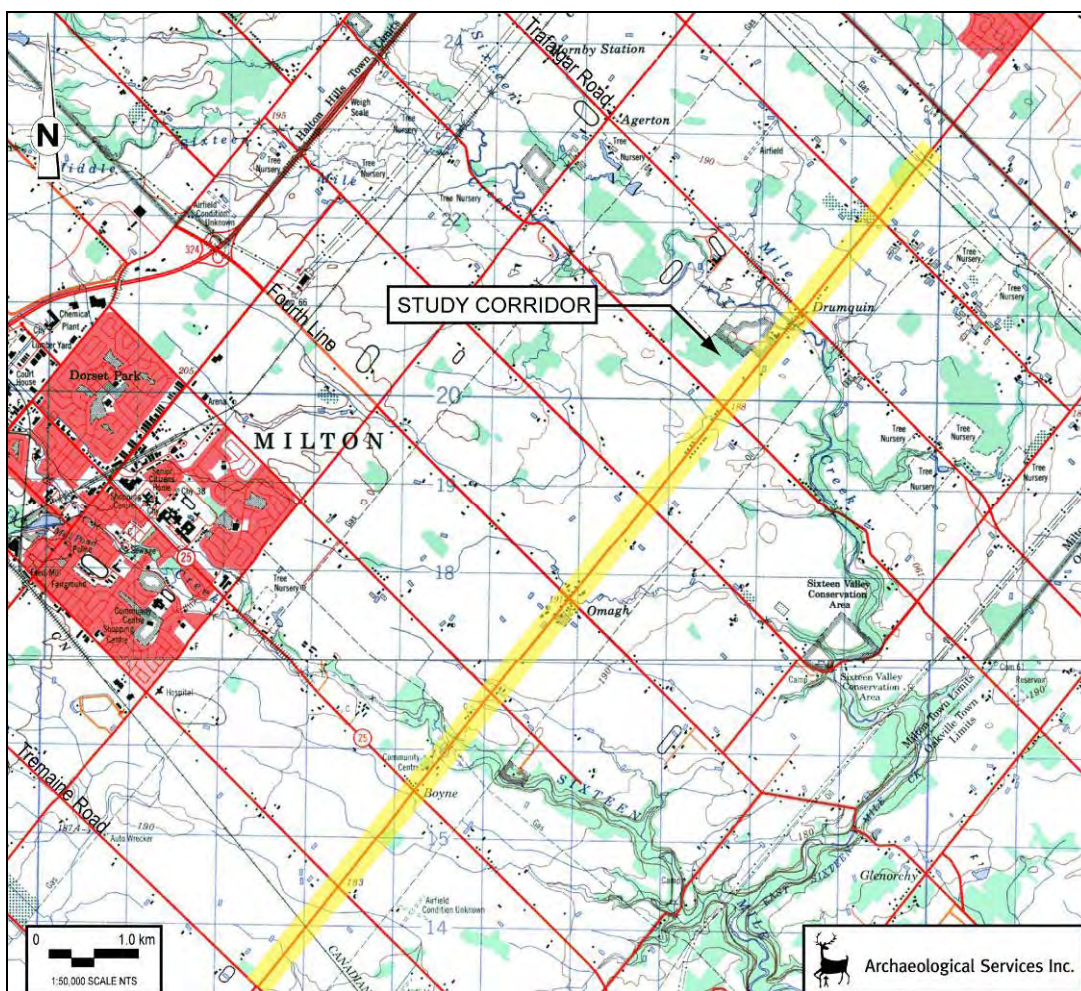


Figure 1: Location of the study corridor in the Town of Milton.
Base Map: NTS Sheets 30 M/12 (Brampton) and 30 M/05 (Hamilton-Burlington)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Approach and Methodology

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural landscapes and built heritage features. A cultural landscape is perceived as a collection of individual built heritage features and other related features that together form farm complexes, roadscape and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The Guidelines on the Man-Made Heritage Component of Environmental Assessments (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.



Within this document, cultural landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such landuses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism and Culture has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission.
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definition considered during the course of the assessment:

A provincial heritage property is defined as the following (14):



Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following (13):

... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

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

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out



appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of a municipal official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

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

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

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS 2005*).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS 2005*).

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

2.2 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of



research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study corridor. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

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

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older¹, and if the resource satisfies at least one of the following criteria:

Design/Physical Value:

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

Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Town of Milton; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of: the Town of Milton; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the Town of Milton; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.

¹ Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.



- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

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

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.



Historical agricultural

Landscapes: generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;

Cemeteries: land used for the burial of human remains.

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

3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides a brief summary of historic research and a description of previously identified above ground cultural heritage resources that may be affected by improvements to Britannia Road. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land use. Historically, the study corridor formed the road allowance between Lots 5 and 6, Concession I to IX in the former Township of Trafalgar North, County of Halton.

3.2 Township Survey and Settlement

The land within Trafalgar Township was acquired by the British from the Mississaugas in 1795. In 1806, Samuel Wilmot surveyed the townships of Nelson, Trafalgar and Toronto from land obtained in this purchase, using Dundas Street (Highway 5) as a baseline from which to survey two concessions north and four concessions south. Dundas Street had been surveyed in 1793 as a military road connecting Lake Ontario, Lake Erie, Lake St. Clair and Lake Huron. After the two concessions south of Dundas St. were opened up, two new east-west concession line access roads, the Upper Middle Road and the Lower Middle Road, were surveyed. These early east-west roads were later complemented in 1832 by the Lakeshore Road, which was constructed nearby and parallel to an aboriginal pathway skirting Lake Ontario. The concession roads of the 1806 survey, and the line roads running perpendicular, blocked out the township in areas a mile and quarter square with five 200-acre lots to a square. Between every five lots ran a line road (Mathews 1953:45).

Trafalgar Township was first named “Grant Township” in honour of Alexander Grant, who was the administrator of Upper Canada. In 1806, it was renamed in honour of the victory by Horatio Viscount Nelson at Cabo Trafalgar in Spain the previous year. Trafalgar was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its well cultivated farms (Smith 1846:197; Armstrong 1985:148; Rayburn 1997:348).

Small villages and hamlets developed at strategic crossroads and near watercourses to provide services to surrounding farming families. The village of Boyne developed at the intersection of Britannia Road and 2nd Concession. In 1877 it featured a post-office, a blacksmith shop, the Boyne Woollen Mills, two



churches and a brick school house. Omagh developed at the intersection of Britannia Road and Britannia Road and Fourth Line. The 1877 historic atlas describes it as a small village with about 100 inhabitants, three churches, a two-storey drill shed, and a Temperance Hall. Finally, the historic community of Drumquin is located at Trafalgar Road, on the banks of Sixteen Mile Creek. In 1877 it featured a post office, a store, a blacksmith shop, and an inn (Walker & Miles 1877: 59).

3.3 Review of Historic Mapping

The 1877 *Illustrated Historical Atlas of Halton County, Ontario* was reviewed to determine the potential for the presence of cultural heritage resources within the study corridor during the nineteenth century (Figure 2). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. Historically, the study corridor formed the road allowance between Lots 5 and 6, Concessions I to IX in the former Township of Trafalgar North, County of Halton. The available data regarding property owners and historical features gathered from the historic mapping is summarized in Table 1.

Transportation and communication networks are important because they serve to integrate social and economic activities between disparate settlement centres. As these settlements grew, and traffic increased between them, toll gates, taverns, hotels and other services for travellers were established where major transportation routes were crossed. Early overland routes followed the natural topography, avoiding swamps or rocky outcrops. Most historic thoroughfares, however, were opened along straight survey lines. By knowing that these roads connected settlement centres, one can sometimes predict that a settlement once existed even if the road and community is no longer on the map today. Britannia Road, itself a historic thoroughfare, was intersected by a number of other such early roads including: Tremaine Road, First Line, Regional Road 25, Thompson Road South, Fourth Line, Fifth Line, Sixth Line, Trafalgar Road, and Eighth Line.

One major railway line extended through the study corridor in the late-nineteenth century. The Hamilton and Lake Erie Railway was opened in 1875 and reorganized as the Hamilton & Northwestern Railway in the same year. By the late 1870s, the line ran from Hamilton to Collingwood by way of the west part of Trafalgar Township with a station stop in Milton. The railway was amalgamated with the Northern Railway as the Northern & Northwestern Railway in 1879, was acquired by the Grand Trunk Railway in 1887, and became part of the Canadian National Railway in 1923.

Many natural features, which influenced the construction of mills and the development of historic settlements, individual homesteads, and the route of railways, are also illustrated on the historic maps, such as two main branches and many smaller tributaries of Sixteen Mile Creek.

Figure 3 illustrates how historic features as they appear on the 1877 historic atlas map, including individual farmsteads, relate to the current road grid along the study corridor.



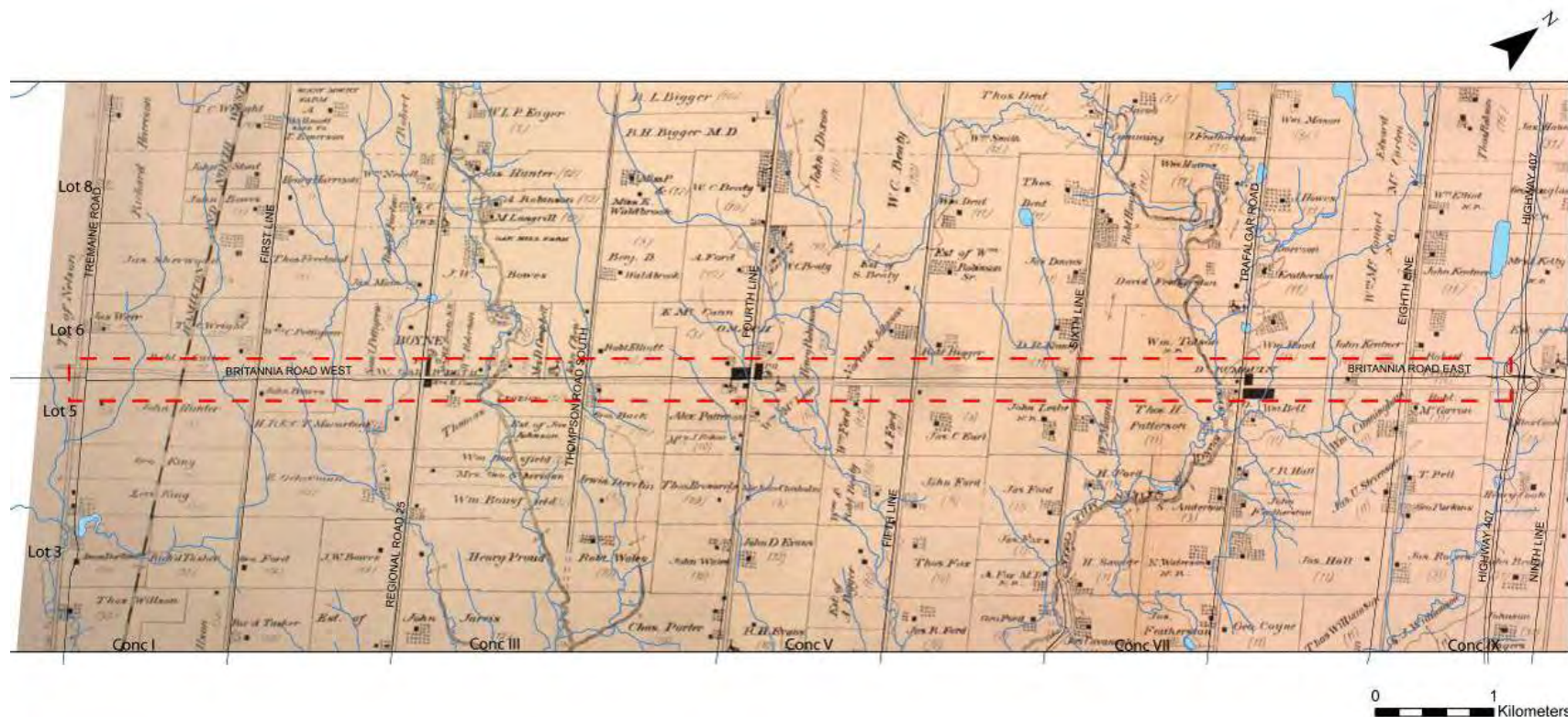


Figure 2: Approximate location of the study corridor in the Township of Trafalgar North, 1877. The modern road grid has been superimposed on the historic map.

Base map: Illustrated Historical Atlas of Halton County, Ontario, 1877



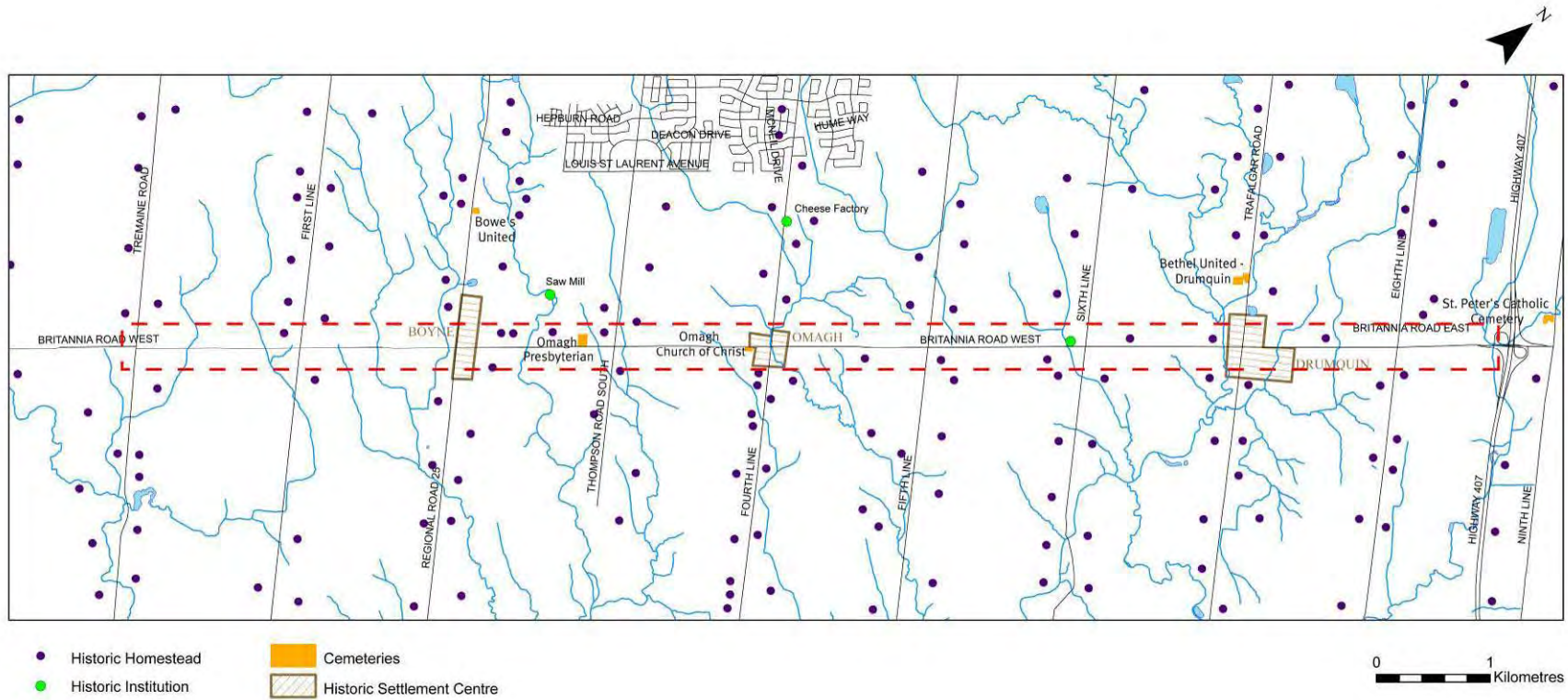


Figure 3: Location of historic nineteenth-century features on the current road grid.

Table 1: Summary of 1877 property owners and historic features along the study corridor

Lot #	Conc. #	Property Owners	Historic Features
5	I	John Hunter	
	II	John Bowes C. T. Macartney	Homestead
	III	Mrs. E. Cowin Thomas Crozier	Homestead Homestead, orchard
	IV	George Buck Alexander Patterson	2 homesteads, orchard 3 homesteads, church
	V	William McLean William Ford A. Ford	Church Homestead, orchard
	VI	James C. Earl John Leslie	Homestead
	VII	William Mayne Thomas H. Patterson	Homestead, orchard
	VIII	William Bell William Cunningham	
	IX	Robert McCarron Alexander Cook	
6	I	Robert Suiter	
	II	William C. Pettigrew Samuel Pettigrew	
	III	H.K. Beaty William Alderson Mrs. D. Campbell John Chew	School House Homestead 2 homestead Church, homesteads
	IV	Robert Elliott E. McCann	Homestead, orchard
	V	Henry Robinson Norval & Johnson	Omagh Post Office, school house
	VI	Robert Bigger D.R. Kenney	Homestead, orchard
	VII	David Featherstone William Tolson	2 homestead, orchard
	VIII	William Hood John Kentner	Homestead, orchard
	IX	Robert Kentner William Numan	

A series of topographic maps illustrates the development of the study corridor over the course of the first-half of the twentieth century (Figure 4). The study corridor remained relatively unchanged during this time period. Britannia Road did improve between 1909 and the 1940s, changing from a single-lane to a two-lane gravel road. In addition, a jog in the road on the north bank of Sixteen Mile Creek north of Boyne was straightened by the 1938.



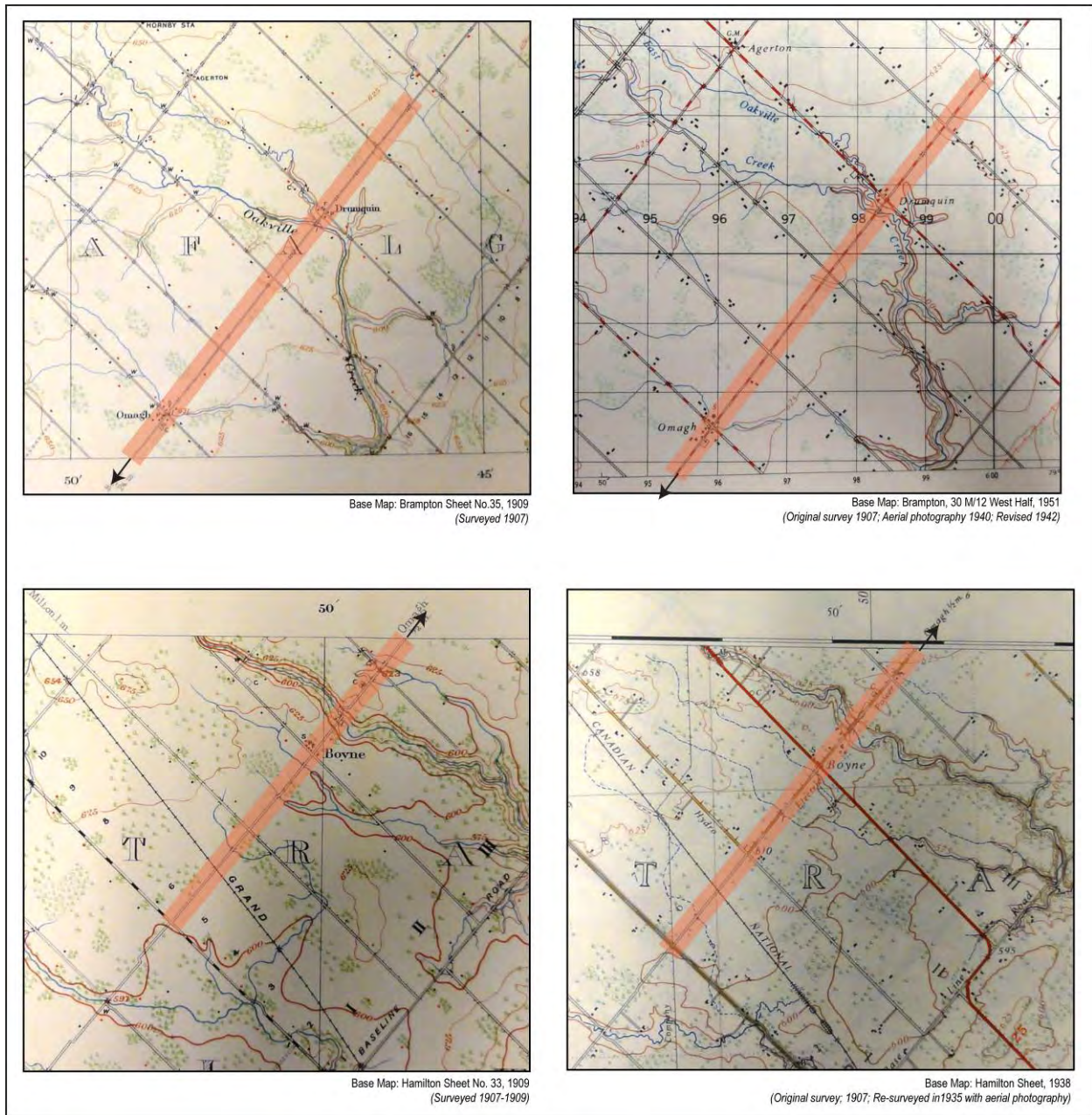


Figure 4: Approximate location of the study corridor on a series of topographic maps.



3.4 Existing Conditions

A number of resources were consulted for the preliminary identification of built heritage resources and cultural heritage landscapes along the Britannia Road study corridor, including: the Canadian Register of Historic Places,² the Ontario Heritage Properties Database and information publicly available on the Town of Milton's municipal website,³ and the Cultural Heritage Resource Report for the Boyne Survey Secondary Plan and Education Village Neighbourhood Plan, Milton prepared by Unterman McPhail Associates in 2010 (UMA 2010). In addition, the Planning and Development Department at the Town of Milton was contacted for information concerning properties of cultural heritage interest identified by the Town.⁴

A field review was undertaken by Annie Veilleux, ASI, in April 2011 to document the existing conditions of the study corridor. For ease of description, Britannia Road is treated as an east-west thoroughfare for the purposes of this report. In reality, the road follows a more northeast-southwest orientation. Britannia Road between Tremaine Road and Highway 407 generally features a two-lane paved road with narrow shoulders. In some areas the right-of-way has been improved and widened, such as at the intersection of more major north-south routes such as Trafalgar Road, James Snow Parkway, and Regional Road 25 (Plate 1). At the time of the field review, construction activities were underway west of Sixth Line and at Fourth Line (Plate 2).

The landscape on either side of Britannia Road is generally characterized by active farms and agricultural fields dating to the nineteenth and early-twentieth centuries. A number of these farmsteads and fields are characterized by concrete corner fence posts (Plates 3 and 4). Most are plain and cylindrical, but a few have a square shape and feature decorative features. A small, low-lying woodlot is found on the north side of Britannia Road near the eastern limit of the study corridor and another is located on the south side of the road slightly west of Regional Road 25 (Plate 5). Britannia Road intersects three historic settlements, including Boyne (at Regional Road 25), Drumquin (at Trafalgar Road), and the largest, Omagh (at Fourth Line), and crosses two branches of Sixteen Mile Creek. The study corridor also features small pockets of c.1960s homes that occupy small residential lots that were severed from larger agricultural properties (Plate 6). A handful of more recent, individual residences are intermittently located throughout the study corridor (Plate 7).

A few commercial properties, including a modern gas station, a landscaping enterprise, and greenhouses are found along the study corridor and are generally concentrated between Sixth Line and Trafalgar Road (Plate 8). This area, which is located just west of the historic settlement of Drumquin, also features the now-closed Percy W. Merry Public School (1958-2003) and an outdoor recreational complex.

Based on the background research and field review, a total of 16 built heritage resources (BHR) and 34 cultural heritage landscapes (CHL) were identified along the Britannia Road study corridor. Table 2 below lists the cultural heritage resources identified along the Britannia Road study corridor while Section

² The Canadian Register contains information about recognized places of local, provincial, territorial and national significance. To be included in the Register, a place must be formally recognized under the *Ontario Heritage Act* through municipal designation by-law, ownership by the Ontario Heritage Trust, or a heritage conservation easement. It must also meet eligibility criteria and documentation standards. The searchable database is available online: <http://www.historicplaces.ca/en/pages/register-repertoire.aspx> (accessed June 7, 2011).

³ "Designated Properties in Milton," <http://www.milton.ca/residents/community/boards/heritage.htm>, (accessed January 11, 2011)

⁴ Email communications, Planning and Development Department Town of Milton: January 11, 2011; February 2, 2012.



6.0 provides feature mapping of these resources. Property boundaries of the identified heritage resources (as illustrated on the feature mapping) were determined through a combination of the base mapping provided by Delcan, which showed some property boundaries, and a review of the Town of Milton's online mapping. While every effort was made to illustrate the existing limits of the identified properties, it is possible that errors were made. The boundaries of the historic settlements of Boyne (CHL 10) and Drumquin (CHL 29) as they appear on the feature mapping are only approximate and serve only to demonstrate the general location of the settlements. The boundaries of the more substantial historic settlement of Omagh (CHL 23) as they appear on the feature mapping are based on a combination of historic and existing lot and property boundaries following a review of historic mapping and the field assessment. The boundaries encompass all the properties found at the four corners of the intersection of Britannia Road and Fourth Line.



Plate 1: Looking west along Britannia Road toward James Snow Parkway.



Plate 2: Looking east along Britannia Road at the construction activity west of Sixth Line.



Plate 3: Example of a plain, cylindrical poured concrete corner fence post.



Plate 4: Example of a more intricate concrete corner fence post.





Plate 5: View of the woodlot on the north side of Britannia Road just west of Highway 407.



Plate 6: View of a pocket of c.1960s bungalows found along the study corridor.



Plate 7: View of one of the more recent residences located along the study corridor.



Plate 8: View of the commercial development on the south side of Britannia Road, west of Trafalgar Road.






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 1	<p>The former schoolhouse features design elements typical of nineteenth-century schoolhouses, including: gable roof, three-bay symmetrical front façade, round-headed window and door openings topped with decorative brick voussoirs, and a semi-circular window opening in the gable peak. The structure is of frame construction with a brick veneer and the roof is clad in metal sheeting. The former schoolhouse, now a private residence, is part of the historic settlement of Boyne and is illustrated on the 1877 historic atlas map. (see Sheet 2)</p> <p>Location: 6035 Regional Road 25 Feature Type: Former schoolhouse Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>West elevation of the built heritage resource.</p>
BHR 2	<p>The one-and-a-half storey, frame residence features a gambrel roof with a gable dormer, a covered porch with a hipped roof, synthetic siding, modern one-over-one pane sash windows, and textured concrete block foundations. Constructed in the mid-twentieth century, the structure exhibits details reminiscent of the Dutch Colonial style. (see Sheet 2)</p> <p>Location: 8161 Britannia Road Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>South and west elevations of the built heritage resource.</p>
BHR 3	<p>The bridge carries Britannia Road over Sixteen Mile Creek and consists of a single span concrete rigid frame road bridge featuring steel vertical bar handrails. The bridge was constructed in 1962. (see Sheet 3)</p> <p>Location: Britannia Road at Sixteen Mile Creek (west of Thompson Road) Feature Type: Bridge Recognition: Identified, Boyne Survey Secondary Plan</p>	 <p>South railing of the bridge.</p>




Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 4	<p>The single-storey vernacular residence features frame construction, a hipped roof, a three-bay front façade, modern windows and doors, and synthetic siding. A gable dormer is a more recent addition and so is the walkway connecting the main residence to a smaller, hipped roof structure. According to the Town of Milton, this residence is one of two workers' cottages that were constructed around the 1930s. The heritage resource is part of the historic settlement of Omagh. (see Sheet 4)</p> <p>Location: 9905 Britannia Road Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>West and south elevations of the built heritage resource.</p>
BHR 5	<p>The single-storey vernacular residence features frame construction, a hipped roof, a three-bay front façade, concrete foundations, and potentially original two-over-two pane sash windows. According to the Town of Milton, this residence is one of two workers' cottages that were constructed around the 1930s. The heritage resource is part of the historic settlement of Omagh. (see Sheet 4)</p> <p>Location: 9965 Britannia Road Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>South and east elevations of the built heritage resource.</p>
BHR 6	<p>The late-nineteenth century residence features frame construction, a two-storey scale, a hipped roof, stone foundations, and a single-storey bay window with decorative brackets on the front façade (east elevation). The structure has been altered and features synthetic siding and modern windows and doors. The residence, which is located in the historic settlement of Omagh, is reputedly the former parsonage of Church of Christ Disciples (UMA 2010: 24). (see Sheet 4)</p> <p>Location: 9950 Britannia Road Feature Type: Residence Recognition: Listed, Town of Milton Inventory</p>	 <p>East elevation of the built heritage resource.</p>






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 7	<p>The one-and-a-half storey residence features solid brick construction, stone foundations and a gable roof with returned eaves clad in metal sheeting. The red-brick structure is characterized by buff-brick quoining and banding. A one-storey accretion has been added to the original structure, the style of which is quite sympathetic. According to the Town of Milton, this house was built in 1862 for Thomas Little. It is located in the historic settlement of Omagh. (see Sheet 4)</p> <p>Location: 1595 Fourth Line Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>West elevation of the built heritage resource.</p>
BHR 8	<p>The one-and-a-half storey vernacular residence features frame construction, a gable roof, a steep centre gable on the front façade, an enclosed porch, and triangular lintels over the two-over-two pane sash windows. Mature and established trees surround the structure. Located in the historic settlement of Omagh, the residence is historically associated with the Smith and Ford families (UMA 2010: 21). (see Sheet 4)</p> <p>Location: 1599 Fourth Line Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>North elevation of the built heritage resource.</p>
BHR 9	<p>The two-storey structure features frame construction, a hipped roof, an external chimney with a brick stack, as well as modern windows and synthetic siding. Part of the historic settlement of Omagh, the structure was used as a hotel and general store. The Town of Milton reports that the residence may have been constructed by John Howell in the 1850s (UMA 2010: 23). (see Sheet 4)</p> <p>Location: 10025 Britannia Road Feature Type: Residence Recognition: Listed, Town of Milton Inventory</p>	 <p>West and south elevations of the built heritage resource.</p>






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 10	<p>The one-storey residence is reported to have been built in 1949 with material from the Omagh General Store building (UMA 2010: 23). It features a gable roof and concrete foundations. It is located in the historic settlement of Omagh. Due to active construction activities at the time of the field review, more detailed assessment and photo documentation was not possible. (see Sheet 4)</p> <p>Location: 10043 Britannia Road Feature Type: Residence Recognition: Identified, Boyne Survey Secondary Plan</p>	 <p>South elevation of the built heritage resource.</p>
BHR 11	<p>The one-and-a-half storey residence features frame construction, a gambrel roof with two gable dormers, and a symmetrical five-bay front façade. Located in the historic settlement of Omagh, it is reported that this twentieth-century structure was built using materials from the former Omagh school house that originally stood on this site (UMA 2010: 22). Due to active construction activities at the time of the field review, more detailed assessment and photo documentation was not possible. (see Sheet 4)</p> <p>Location: 10095 Britannia Road Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>West elevation of the built heritage resource.</p>
BHR 12	<p>The one-storey residence features frame construction, a single-storey rear accretion, a hipped roof, textured concrete block foundations, a symmetrical three-bay front façade, and a recessed front entrance. Stylistically, this residence is of typical mid-twentieth century vernacular architecture. However, a residence associated with William Tolson is illustrated at this location on the 1877 atlas map. Established tree lines surround the rectangular property parcel, the west boundary of which was established by 1877. (see Sheet 6)</p> <p>Location: 12365 Britannia Road Feature Type: Residence Recognition: Identified, Review of historic mapping and field assessment</p>	 <p>South elevation of the built heritage resource.</p>






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 13	<p>The frame structure has an L-shaped footprint comprised of a one-and-a-half storey front section with a hipped gable roof on the front façade, and a rear two-storey section with a hipped roof. The residence features an internal chimney as well as two enclosed porches with hipped roofs. The structure has been altered and is currently clad in stucco. It is located within the historic settlement of Drumquin. (see Sheet 6)</p> <p>Location: 6018 Trafalgar Road Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>East and north elevations of the built heritage resource.</p>
BHR 14	<p>The frame structure features a one-and-a-half storey scale, a gable roof, a one-storey rear tail, an internal chimney with a brick stack, and a four-bay front façade. Mature trees and fence lines surround the residence and associated outbuildings. The residence, which is part of the historic settlement of Drumquin, was potentially constructed in the mid- to late-nineteenth century. (see Sheet 7)</p> <p>Location: 6007 Trafalgar Road Feature Type: Residence Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>West elevation of the built heritage resource.</p>
BHR 15	<p>The bridge carries Britannia Road over Sixteen Mile Creek, just west of Trafalgar Road. The bridge consists of a single span concrete rigid boat frame bridge featuring steel vertical bar handrails. The bridge was constructed in 1960</p> <p>(see Sheets 6-7)</p> <p>Location: Britannia Road over Sixteen Mile Creek, west of Trafalgar Road Feature Type: Bridge Recognition: Identified, Field assessment</p>	 <p>South elevation of the built heritage resource.</p>




Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 16	<p>This cairn commemorates the rural school sections that closed in 1958 following the opening of the Percy W. Merry Public School. The cairn, which features an old school bell, was erected in 1970 by the Drumquin Women's Institute. An additional plaque commemorating the Percy W. Merry Public School was added to the cairn in 2003 following its own closure.</p> <p>(see Sheet 6)</p>	 <p>View of the stone cairn.</p>
	Location: West of 12705 Britannia Road	
	Feature Type: Commemoration	
	Recognition: Identified, Field assessment	




Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 1	<p>The farmscape includes two farmhouses, three gable-roofed outbuildings, and a number of landscape features evocative of earlier agricultural land use. The earliest residence, which dates to the nineteenth century, features a one-and-a-half storey scale, brick construction and/or veneer, a salt-box roof clad in metal sheeting, a symmetrical three-bay front façade, external chimneys at both gable ends, and potentially original twelve-over-twelve pane sash windows. The second residence, which was potentially constructed in the late-nineteenth or early twentieth century, features a two-and-a-half storey scale, a brick construction and/or veneer, a veranda that runs along two sides, and a hipped roof with multiple gables featuring returned eaves and round-top windows.</p> <p>A farmhouse with orchard associated with John Hunter is illustrated at this location on the 1877 atlas map.</p> <p>The property is located more than 300 m south of Britannia Road and should not be impacted by the proposed undertaking.</p> <p>(see Sheet 1)</p>	 <p>West and south elevations of the main farmhouse.</p>  <p>West and south elevation of the older farmhouse.</p>  <p>View of the farmscape from Tremaine Road</p>
	Location: 5703 Tremaine Road	
	Feature Type: Farmscape	
	Recognition: Designated, Part IV <i>Ontario Heritage Act</i>	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 2	<p>The farmscape includes a nineteenth-century vernacular farmhouse with Ontario Gothic detailing, at least two outbuildings, and a number of landscape features evocative of early agricultural land use. The one-and-a-half storey frame residence features a single-storey rear accretion, a gable roof with a centre gable on the front façade, a belvedere on the rear accretion, an external chimney with a brick stack, a covered front veranda, decorative brackets, and vergeboard in the centre gable. Landscape features include a long gravel driveway that leads from Tremaine Road to the built structures, fence lines, and mature trees.</p> <p>A farmhouse with orchard associated with James Weir is illustrated at this location on the 1877 atlas map.</p> <p>The property is located over 300 m north of Britannia Road and should not be impacted by the proposed undertaking.</p> <p>(see Sheet 1)</p>	 <p>West and north elevations of the farmhouse.</p>
	<p>Location: 6081 Tremaine Road</p>	 <p>View of the farmscape from Tremaine Road.</p>
	<p>Feature Type: Farmscape</p>	
	<p>Recognition: Listed, Town of Milton Heritage Inventory</p>	




Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 3	<p>The farmscape includes a late-nineteenth century farmhouse, a barn and a number of other outbuildings, a race track, as well as a number of landscape features evocative of early agricultural land use. The residence features a one-and-a-half storey scale, a single-storey rear accretion, brick construction and/or veneer, and a cross-gable roof with two gables on the front façade each with rounded-top window openings. The structure has been altered and features modern windows and doors. A long gravel driveway leads from Tremaine Road to the built structures which are surrounded by mature trees.</p>	 <p>East elevation of the farmhouse.</p>
	<p>A farmhouse with orchard associated with James Weir is illustrated at this location on the 1877 atlas map.</p> <p>The property is located about 300 m north of Britannia Road and should not be impacted by the proposed undertaking.</p> <p>(see Sheet 1)</p>	
	Location: 6116 Tremaine Road	
	Feature Type: Farmscape	
	Recognition: Listed, Town of Milton Heritage Inventory	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 4	<p>Historically, Tremaine Road forms the road allowance between Concession I in the Township of Trafalgar North and Concession VII in the Township of Nelson, Halton County. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by agricultural fields and intermittent tree lines both north and south of Britannia Road.</p> <p>(see Sheet 1)</p>	 <p>Looking north along Tremaine Road from Britannia Road.</p>  <p>Looking south along Tremaine Road from Britannia Road.</p>
	Location: Tremaine Road	
	Feature Type: Roadscape	
	Recognition: Identified, Field assessment	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 5	<p>Now part of the Canadian National (CN) Rail, the railscape follows the route of the Hamilton & Lake Erie Railway which was incorporated in 1875. Shortly thereafter, it was reorganized as the Hamilton and North Western Railway and is illustrated as such in the 1877 atlas map. In 1879, the HNWR amalgamated with the Northern Railway of Canada as Northern & Northwestern Railway, and in 1888 became part of the Grand Trunk Railway. CN took over in 1923 (UMA 2010: 39). The railway consists of a single track on a slightly raised embankment. Wooden planks facilitate vehicular crossing on Britannia Road.</p> <p>(see Sheet 1)</p>	 <p>Looking south along the rail line from Britannia Road.</p>  <p>Looking north along the rail line from Britannia Road.</p>
	Location: CN Rail	
	Feature Type: Railscape	
	Recognition: Identified, Boyne Survey Secondary Plan	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 6	<p>The farmscape includes: a one-and-a-half storey stone farmhouse; a large gable barn, silo, and a number of other outbuildings; as well as various landscape features evocative of early settlement and agricultural land use. The residence features a gable roof, two internal chimneys, a symmetrical five-bay front façade, and a one-and-a-half storey rear accretion. The farmhouse reportedly has a date stone of 1849 and is believed to have been constructed by Andrew Suitor (UMA 2010: 40). It is associated with Robert Suiter in the 1877 atlas. According to the Town of Milton, the farmhouse represents one of the oldest residences in the former Township of Trafalgar and is one of the few remaining stone residences. The long gravel drive from Bronte Street South is lined with mature trees.</p> <p>(see Sheet 1)</p>	 <p>View of the farmhouse from Bronte Street South.</p>
		 <p>View of the farmscape from Britannia Road.</p>
		<p>Location: 1510 Bronte Street South Feature Type: Farmscape Recognition: Listed, Town of Milton Heritage Inventory</p>






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 7	<p>The built structures on the property at 5761 Bronte Street South were demolished or in the process of being demolished at the time of the field assessment. Remaining structures included a small gable barn and the partial foundations of another. A review of available online aerial mapping reveals that the farmhouse was situated to the west of the extant barn and that the property also featured a large gambrel barn that had been expanded as well as a silo. The property still retains mature trees and older post-and-rail fence lines.</p> <p>A farmhouse associated with John Bowes is illustrated at this located on the 1877 atlas map.</p> <p>(see Sheets 1-2)</p>	 <p>View of the location of the demolished farmhouse from Bronte Street South.</p>
	<p>Location: 5761 Bronte Street South</p> <p>Feature Type: Remnant farmscape</p> <p>Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>View of the ongoing demolition of outbuildings from Bronte Street South.</p>
	<p>Location: Bronte Street South/First Line</p> <p>Feature Type: Roadscape</p> <p>Recognition: Identified, Field assessment</p>	 <p>View north along Bronte Road toward Britannia Road.</p>
	<p>Historically, Bronte Street South forms the road allowance between Concessions I and II in the Township of Trafalgar North. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by agricultural fields and intermittent tree lines both north and south of Britannia Road.</p> <p>(see Sheet 1)</p>	



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)

Feature	Inventory Description	Photograph(s)
CHL 9	<p>As of April 2011, this heritage resource consisted of a mid-nineteenth century one-and-a-half storey frame residence and a former garage constructed in 1925. The residence has been much altered and features a low-pitched gable roof, a gable dormer, and modern siding, windows, and doors. Part of the old gas station, the single-storey garage features a textured concrete-block construction, a stepped roof parapet on the front elevation, a c.1940s frame addition with a salt-box roof and board-and-batten siding. The garage is located quite close the Britannia Road right-of-way.</p> <p>The property has been the site of a blacksmith shop, a garage, and a grocery store since the nineteenth century (UMA 2010: 33). Heritage Milton considers this property, known as the “Boyne Service Station” or the “Dolby Garage”, to be a local landmark and has requested that it be designated under Part IV of the <i>Ontario Heritage Act</i> and that it not be demolished.</p> <p>Since completion of field survey activities conducted as part of the present environmental assessment, it has been confirmed that the garage has been, or is planned to be, removed. Based on a review of publicly accessible documents, Milton Council recommended that the demolition request be approved and that “the Region of Halton erect a commemorative structure in the general location of the former garage/workshop building, to reflect the historical significance of this property with the historic village of Boyne and to act as a landmark at the intersection of Regional Road 25 and Britannia Road in lieu of revising the proposed Britannia Road realignment.” It was also recommended that “Heritage Milton be consulted regarding the location, design and content of the commemorative structure, which is to act as a gateway feature to the expanded Milton Urban Area...” (Town of Milton 2011).</p>	 <p>West and south elevations of the garage.</p>  <p>West and south elevations of the residence.</p>  <p>South and east elevations of garage addition.</p>


Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
	<p>The Heritage Milton Annual Report (December 19, 2011) indicates that "...in accordance with this request the Region have saved many of the rock-faced 'imitation stone' concrete blocks from the garage so that these can be incorporated into the commemorative structure when the road works are complete."</p> <p>The Planning and Development department at the Town of Milton confirmed that a heritage impact assessment for the property was prepared, that the garage has been demolished and the house is now vacant and boarded up. It was also confirmed that the concrete blocks were saved by the Region and they will be using them in a commemorative structure, the design of which has not yet been finalised (email communication, Feb 21, 2012).</p> <p>(see Sheet 2)</p>	
	Location: 6003/6009 Regional Road 25	
	Feature Type: Residential/Commercial	
	Recognition: Listed, Town of Milton Inventory; Recommended for Designation under Part IV, <i>Ontario Heritage Act</i>	
CHL 10	<p>The historic settlement of Boyne developed at the intersection of what is now Britannia Road and Regional Road 25. It comprises the Dolby Garage and residence at 6003/6009 Britannia Road (CHL 9), a former nineteenth-century school house at 6035 Regional Road 25 (BHR 1), and a few twentieth-century residences. It is surrounded by a number of farm complexes.</p> <p>(see Sheet 2)</p>	
	Location: Boyne - Britannia Road and Regional Road 25	
	Feature Type: Historic Settlement	
	Recognition: Identified, Town of Milton	The historic settlement of Boyne on the 1877 Illustrated Historical Atlas of the County of Halton.




Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 11	<p>The farmscape, presently known as Creek View Farm, is comprised of a nineteenth-century Regency farmhouse, a number of barns and other agricultural outbuildings, and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-storey scale, solid brick construction, a hipped roof with a roof cap, and potentially original six-over-six pane sash windows. A large, nineteenth-century gable barn is located quite close to the Britannia Road right-of-way. It sits on stone foundations and is banked on its north elevation facing Britannia Road. A smaller gable barn with textured concrete block foundations sits kitty-corner to the larger barn. A number of mature and established trees are found around the built structures and Sixteen Mile Creek meanders through part of the property.</p> <p>A farmhouse and orchard associated with Thomas Crozier is illustrated at this location on the 1877 atlas map. The farmhouse was the home of John White, Milton's first MP (UMA 2010: 31)</p> <p>(see Sheets 2-3)</p>	 <p>North and west elevations of the farmhouse.</p>
	<p>Location: 8240 Britannia Road</p> <p>Feature Type: Farmscape</p> <p>Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>View of the farmscape from Britannia Road.</p>





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 12	<p>The farmscape, presently known as Rivermore Stable, is comprised of a two-storey residence, an older gable barn, as well as a number of more recent stable buildings and other outbuildings. The Boyne Survey Secondary Plan suggests that the residence dates to the late-twentieth century, the presence of an internal chimney suggests that it might be older. Its location far back from Britannia Road precluded a more detailed analysis.</p> <p>A review of the 1877 atlas map reveals that a farmhouse associated with William Alderson was located closer to Britannia Road, around the location of the current outbuildings. A farmhouse and orchard are also illustrated just outside the limits of the property, on the west side of Sixteen Mile Creek. The atlas also reveals that the irregular property boundaries, which seem to follow the high banks of the creek, were in place by 1877.</p> <p>(see Sheets 2-3)</p>	 <p>South and west elevations of the farmhouse.</p>  <p>View of the older outbuildings on this farmscape.</p>
	<p>Location: 8321 Britannia Road</p>	
	<p>Feature Type: Farmscape Recognition: Identified, Town of Milton</p>	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 13	<p>The Omagh Presbyterian Church and cemetery was founded on May 4th, 1838. The current church, which was constructed in 1909, is of frame construction with a red brick veneer, a front gable roof, stone foundations and sills, and Gothic-style architectural details such as pointed arch window and door openings. The cemetery is located to the side and rear of the church, which is located quite close to the Britannia Road right-of-way. Mature and established trees are found on the property.</p>	 <p>Omagh Church and Cemetery.</p>
	<p>Location: 8815 Britannia Road Feature Type: Church and cemetery Recognition: Listed, Town of Milton Heritage Inventory</p>	 <p>South and west elevations of the Omagh Church.</p>



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)



Feature	Inventory Description	Photograph(s)
CHL 14	<p>Historically, Thompson Road forms the road allowance between Concessions III and IV in the Township of Trafalgar North. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by agricultural fields to the north of Britannia Road, and tree-lined properties to the south.</p> <p>(see Sheet 3)</p>	 <p>View south along Thompson Road from Britannia Road.</p>  <p>View north along Thompson Road from Britannia Road.</p>
	<p>Location: Thompson Road Feature Type: Roadscape Recognition: Identified, Field Assessment</p>	



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 15	<p>The farmscape is comprised of a two-storey farmhouse, a gable barn and other outbuildings, and a number of landscape features evocative of early agricultural land use. The residence features a hipped roof, brick construction and/or veneer, and potentially dates to c. 1930s (UMA 2010: 27). Mature trees surround the built structures and tree lines form boundaries between different fields. While the large agricultural property extends to and along Britannia Road, the built structures are located approximately 300 metres from the right-of-way.</p> <p>A farmhouse associated with Robert Elliot is illustrated at this location on the 1877 atlas map.</p> <p>(see Sheet 3)</p>	 <p>View of the farmscape from Britannia Road.</p>  <p>South elevation of the farmhouse.</p>
	<p>Location: 1487 Thompson Road</p> <p>Feature Type: Farmscape</p> <p>Recognition: Listed, Town of Milton Heritage Inventory</p>	




Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 16	<p>This farmscape consists of a nineteenth-century farmhouse, a large nineteenth-century barn complex with various other modern outbuildings, and a number of landscape features evocative of early settlement and agricultural land use. The farmhouse, which dates to c.1860s-70s features a two-storey scale, solid brick construction, a hipped roof, a two-storey rear accretion, a symmetrical five-bay front façade, a deep and covered front veranda, a central enclosed porch on the upper-storey, two end brick chimneys, and potentially original windows and doors. The barn complex includes at least three barns that sit on stone foundations, the larger of which has a gambrel roof and is banked on the north elevation facing Britannia Road. The other two feature gable roofs.</p> <p>A small woodlot is located to the rear of the residence, a small orchard is found north and west of the residence, and mature and established trees are found throughout the property. A small creek flows between the residence and the farm buildings and there is a small pond immediately south of the Britannia Road right-of-way. A remnant fence line featuring concrete posts is found along the northern and western limit of the property.</p> <p>Two farmhouses and a large orchard associated with George Buck are illustrated at this location on the 1877 atlas map.</p> <p>(see Sheet 3)</p>	 <p>South elevation of the farmhouse.</p>  <p>West elevation of the farmhouse.</p>  <p>View of the outbuildings from Britannia Road.</p>
	<p>Location: 1635 Thompson Road Feature Type: Farmscape Recognition: Listed, Town of Milton Inventory</p>	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 17	<p>The farmscape consists of a c.1920s farmhouse, a large nineteenth-century barn, two silos, and a number of other agricultural outbuildings of various ages. The residence consists of a one-and-a-half storey Arts and Crafts bungalow with a side gable roof, a gable front dormer, an enclosed veranda, brick construction and/or veneer, and an external brick chimney. The extensive barn complex sits prominently on the flat and open landscape.</p> <p>According to the Town of Milton, the c.1920s residence is one of the few remaining such houses within Trafalgar Township.</p> <p>(see Sheets 3-4)</p>	 <p>South elevation of the farmhouse.</p>  <p>View of the farmscape from Britannia Road.</p>
	Location: 9815 Britannia Road	
	Feature Type: Farmscape	
	Recognition: Identified, Town of Milton	



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 18	<p>The Omagh Presbyterian Church was constructed in the late-nineteenth century and features frame construction, a front gable roof, a gable roof covered entrance area, and large rounded-top window openings on all elevations. The cemetery is located on the east, south, and west sides of the church. A number of established trees are found on the property.</p> <p>A church is illustrated at this location on the 1877 atlas map.</p> <p>(see Sheet 4)</p>	 <p>East and north elevations of the church and cemetery.</p>  <p>North and west elevations of the church and cemetery.</p>
	<p>Location: 9850 Britannia Road</p> <p>Feature Type: Church and Cemetery</p> <p>Recognition: Listed, Town of Milton Heritage Inventory</p>	



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 19	<p>The remnant farmscape is comprised of a gable barn potentially dating to the nineteenth century, a silo, and two smaller gable outbuildings. The large barn features a metal-clad roof, vertical board siding, and a centrally-located diamond-shaped window opening on its east elevation. While there is no farmhouse associated with the agricultural structures, the barn and fields are still very much active.</p> <p>The large property at 5752 Fourth Line also features a number of landscape features evocative of early agricultural land use including a long gravel driveway partly lined with established trees, and fence lines that include concrete corner posts – one of which is topped with a decorative, angled cube. A review of aerial mapping reveals that a small creek meanders through the property and that a pond is located behind the barn.</p> <p>A farmhouse with orchard associated with Alex Patterson is illustrated at this location on the 1877 atlas map.</p> <p>(see Sheet 4)</p> <p>Location: 5752 Fourth Line Feature Type: Remnant farmscape Recognition: Identified, Field Assessment</p>	 <p>East elevation of the barn.</p>  <p>View of the outbuildings from Fourth Line.</p>





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 20	<p>The farmscape is comprised of a nineteenth-century farmhouse, two large gable barns, a silo, various other outbuildings, as well as a number of landscape features evocative of early settlement and agricultural land use. The residence features a one-and-a-half storey scale, brick construction, a side gable roof, and chimneys with brick stacks at both gable ends. The red brick structure is characterized by buff brick quoining and banding under the roof line. The structure also features a single-storey rear tail with a covered veranda.</p>	 <p>East elevation of the farmhouse.</p>
	<p>The gravel drive is lined with mature trees and the property features a number of fence lines of different styles, including older post-and-beam fencing within the property. A review of aerial mapping reveals that a small creek meanders through the large property and that a pond is located behind the barn complex.</p>	 <p>View of the outbuildings from Fourth Line.</p>
	<p>A farmhouse with orchard associated with Henry Robinson is illustrated at this location on the 1877 atlas map.</p>	
	<p>(see Sheet 4)</p>	
	<p>Location: 1501 Fourth Line</p>	
	<p>Feature Type: Farmscape</p>	
	<p>Recognition: Listed, Town of Milton Heritage Inventory</p>	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 21	<p>The farmscape is comprised of an early-twentieth century farmhouse and landscape features evocative of early agricultural land use. A review of available aerial mapping and the Boyne Survey Secondary Plan (UMA 2010: 22) indicates that, until recently, the property also featured a large gambrel barn and other outbuildings. At the time of the field assessment, these structures were no longer extant and a large area to the southeast of the residence was surrounded by temporary fencing.</p> <p>The farmhouse, which appears to be presently abandoned, features a two-and-a-half storey scale, textured concrete block foundations, a hipped roof with an eyebrow dormer (also known as a witch's eye), and a symmetrical three-bay front façade with a covered porch. Established trees line the driveway and the agricultural fields on the large property are still active.</p> <p>(see Sheet 4)</p>	 <p>East and north elevations of the farmhouse.</p>  <p>Looking east from Fourth Line along the approximate location of Alignment 5C through the property.</p>
	Location: 10080 Britannia Road	
	Feature Type: Remnant farmscape	
	Recognition: Listed, Town of Milton Heritage Inventory	






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 22	<p>Historically, Fourth Line forms the road allowance between Concessions IV and V in the Township of Trafalgar North. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by remnants of the historic crossroad settlement of Omagh, as well as active agricultural fields to the north and south of Britannia Road.</p> <p>(see Sheet 4)</p>	 <p>View north along Fourth Line from Britannia Road.</p>  <p>View south along Fourth Line from Britannia Road.</p>
	Location: Fourth Line	
	Feature Type: Roadscape	
	Recognition: Identified, Field Assessment	
CHL 23	<p>The historic settlement of Omagh developed at the intersection of Britannia Road and Fourth Line. Today, the settlement features a small grouping of nineteenth and twentieth century residences, neighbouring farm complexes, and churches. According to the Town of Milton, Omagh is the largest and most significant of the historic settlements that remain from the former Township of Trafalgar and are recommending that it be designated as a Heritage Conservation District (see Sheet 4)</p>	 <p>Historic settlement of Omagh in the 1877 <i>Illustrated Historical Atlas of the County of Halton</i>.</p>
	Location: Omagh – Britannia Road and Fourth Line	
	Feature Type: Historic Settlement	
	Recognition: Identified, Town of Milton (Recommended for Designation, Part V of OHA)	



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 24	<p>The farmscape is comprised of an early-twentieth century farmhouse, a gable barn, silo and various other outbuildings, as well as landscape features evocative of early agricultural land use. The farmhouse features a two-and-a-half storey scale, a solid brick construction, a hipped roof with an eyebrow dormer (also known as a witch's eye), a symmetrical three-bay front façade with a centrally-located enclosed porch, and potentially original three-over-one pane windows. The house features an extensive, modern rear addition. The barn sits on stone foundations and features vertical board siding. The gravel driveway is lined with established trees.</p>	 <p>North elevation of the farmhouse.</p>
	<p>A farmhouse and orchard associated with William Ford is illustrated at this location on the 1877 atlas map.</p> <p>(see Sheets 4-5)</p>	 <p>View of the farmscape from Britannia Road.</p>
	<p>Location: 10720 Britannia Road</p>	
	<p>Feature Type: Farmscape</p> <p>Recognition: Listed, Town of Milton Heritage Inventory</p>	



Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 25	<p>The farmscape, presently known as Fairford Farm, is comprised of an early twentieth-century farmhouse, a large gambrel barn, silos, and various other agricultural outbuildings, as well as landscape features evocative of early agricultural land use. The farmhouse, which is characterized by Arts and Crafts architectural details, features a one-and-a-half storey scale, brick construction and/or veneer, a side gable roof with a large front gable dormer, a covered veranda, and chimneys at each gable end. The large gambrel barn sits on stone foundations and all outbuildings appear to be in excellent condition. Established trees line the gravel drive and the post and wire fence features a concrete corner post topped with a decorative angled cube.</p> <p>A farmhouse with orchard associated with James C. Earl is illustrated on the 1877 atlas map.</p> <p>While the large agricultural property extends to, and along, Britannia Road, the built structures are located approximately 250 m from the right-of-way.</p> <p>(see Sheet 5)</p>	 <p>West elevation of the farmhouse.</p>  <p>View of the farmscape from Britannia Road.</p>
	Location: 5691 Fifth Line	
	Feature Type: Farmscape	
	Recognition: Identified, Field Assessment	






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 26	<p>The farmscape is comprised of a large residential complex, a number of gable barns, a large orchard, agricultural fields, and other landscape features evocative of early settlement and agricultural land use. The residential structure seems to be comprised of two separate houses that have been connected by a third, single-storey section. The eastern part of the residence is a one-and-a-half storey Ontario Gothic house with a centre gable and a covered veranda. The western part of the residence is a two-storey, vernacular structure with an L-shaped footprint and a cross gable roof. The barn complex features a gambrel barn and at least three gable barns, all with metal roofs and vertical board siding. A few mature trees are located near the built structures.</p> <p>A farmhouse with orchard associated with Robert Bigger is illustrated on the 1877 atlas map. The property currently operates as the Willis Family Fruit Farm and Market. While the large agricultural property extends to, and along, Britannia Road, the built structures are located approximately 250 m from the right-of-way.</p> <p>(see Sheet 5)</p>	 <p>View of the farmscape from Britannia Road.</p>
	<p>Location: 6063 Fifth Line</p> <p>Feature Type: Farmscape</p> <p>Recognition: Identified, Field Assessment</p>	 <p>East elevation of the farmhouse from Fifth Line.</p>
	<p>Location: Fifth Line</p> <p>Feature Type: Roadscape</p> <p>Recognition: Identified, Field assessment</p>	 <p>Looking east along Britannia Road toward the intersection with Fifth Line.</p>
	<p>Historically, Fifth Line forms the road allowance between Concessions V and VI in the Township of Trafalgar North. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by active farmsteads both north and south of Britannia Road.</p> <p>(see Sheet 5)</p>	






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 28	<p>Historically, Sixth Line forms the road allowance between Concessions VI and VII in the Township of Trafalgar North. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by active farmsteads both north and south of Britannia Road.</p> <p>(see Sheet 6)</p>	 <p>View south along Sixth Line from Britannia Road.</p>  <p>View north along Sixth Line from Britannia Road.</p>
	Location: Sixth Line	
	Feature Type: Roadscape	
	Recognition: Identified, Field assessment	
CHL 29	<p>The historic crossroads community of Drumquin, which was founded around 1820, developed at the intersection of what is now Britannia Road and Trafalgar Road. Today, the historic settlement features a small grouping of nineteenth and twentieth-century residences, adjacent farmsteads, and a modern gas station.</p> <p>(see Sheets 6-7)</p>	 <p>Historic settlement of Drumquin in the 1877 <i>Illustrated Historical Atlas of the County of Halton</i>.</p>
	Location: Drumquin – Britannia Road and Trafalgar Road	
	Feature Type: Historic Settlement	
	Recognition: Identified, Town of Milton	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 30	<p>The remnant farmscape at 6119 Trafalgar Road is located on the high tablelands on the east bank of Sixteen Mile Creek (east branch), and is effectively shielded from the road through a combination of topography and vegetation. According to the Town of Milton, the structure(s) on this property might have been previously demolished. The large agricultural property, which extends to and along Britannia Road, features at least one extant outbuilding with a gable roof clad in metal sheeting, a winding gravel driveway with a gate, post-and-wire fencing, part of Sixteen Mile Creek, and large open fields. At the time of the field assessment, an excavator was parked on the site. The driveway leading to the remnant built structure(s) is located approximately 375 m from Britannia Road.</p> <p>A farmhouse and orchard associated with William Hood are illustrated at this location on the 1877 atlas map.</p> <p>(see Sheet 7)</p>	 <p>View up the drive at 6119 Trafalgar Road.</p>  <p>View of an extant outbuilding.</p>
	Location: 6119 Trafalgar Road	
	Feature Type: Remnant farmscape	
	Recognition: Listed, Town of Milton Heritage Inventory	






Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 31	<p>The farmscape is comprised of two residences, a large gable barn and other agricultural outbuildings, an orchard, agricultural fields, and other landscape features evocative of early agricultural land use. One of the farmhouses was constructed around the 1920s in the Arts and Crafts style (top photo) and features a one-and-a-half storey scale, a side gable roof with a large front gable dormer, a covered veranda, and chimneys at both gable ends. The other farmhouse (middle photo) features a two-storey frame dwelling with a single-storey rear accretion. The scale and visible material fabric of the latter could suggest a more recent construction date. However, it's location on the landscape in relation to the gable barn and its T-shaped footprint are evocative of late-nineteenth century residential development patterns.</p> <p>An orchard, but no farmhouse, is illustrated at this approximate location on the 1877 atlas map.</p> <p>(see Sheet 7)</p>	 <p>South elevation of the 1920s farmhouse.</p>  <p>South and east elevations of the second farmhouse.</p>  <p>View of the farmscape from the intersection of Britannia Road and Eighth Line.</p>
	Location: 13875 Britannia Road	
	Feature Type: Farmscape	
	Recognition: Identified, Field assessment	





Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 32	<p>Historically, Eighth Line forms the road allowance between Concessions VIII and IX in the Township of Trafalgar North. The roadscape is characterized by a narrow, two-lane paved road with little to no shoulders and shallow ditches. It is framed by active farmsteads both north and south of Britannia Road.</p> <p>(see Sheet 7)</p>	 <p>View south along Eighth Line from Britannia Road.</p>  <p>View north along Eighth Line from Britannia Road.</p>
	Location: Eighth Line	
	Feature Type: Roadscape	
	Recognition: Identified, Field Assessment	







Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 33	<p>Historically, Britannia Road forms the road allowance between Lots 5 and 6 in the Township of Trafalgar North. Generally, the roadscape is characterized by a narrow, two-lane paved road with gravel shoulders and shallow ditches. In some areas, the right-of-way has been improved, such as at the intersection of more major north-south routes such as Trafalgar Road, James Snow Parkway, and Regional Road 25. The landscape it travels through is one generally characterized by active farmsteads dating to the nineteenth and early twentieth centuries. It also intersects three historic settlements and crosses two branches of Sixteen Mile Creek.</p> <p>(see Sheets 1-8)</p>	 <p>View west along Britannia Road near the eastern end of the study corridor.</p>  <p>View east along Britannia Road near the western end of the study corridor.</p>
	Location: Britannia Road	
	Feature Type: Roadscape	
	Recognition: Identified, Boyne Survey Secondary Plan and Field assessment	

Table 2: Britannia Road EA - Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 34	<p>The various branches of Sixteen Mile Creek flow southward through the Region of Halton into Lake Ontario in Oakville. As early settlement tended to take place in the vicinity of waterways, Sixteen Mile Creek is historically associated with the agricultural settlement of the land in the former Township of Trafalgar and continues to contribute to the character of the existing rural agricultural landscape.</p> <p>(see Sheets 1 and 7/8)</p>	 <p>Sixteen Mile Creek on the north side of Britannia Road, west of Trafalgar Road.</p>  <p>Sixteen Mile Creek on the north side of Britannia Road, east of Regional Road 25.</p>
	Location: Sixteen Mile Creek, two branches	
	Feature Type: Waterscape	
	Recognition: Identified, Field Assessment	

3.5 Impact Assessment

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

appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

To assess the potential impacts of the undertaking, identified cultural heritage resources were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

A number of additional factors are also considered when evaluating potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism and Culture) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The preferred design⁵ for the undertaking is illustrated on the cultural heritage resource location mapping (Section 6.0). In order to assess potential impacts, it was assumed that the entire width of the proposed right-of-way, marked in yellow on the mapping (ALT - 5C- Property), will be disturbed during construction.

The cultural heritage resources identified within and adjacent to the study corridor were evaluated against the above criteria and Table 3 provides a summary of impact screening results for the preferred design.

⁵ ASI provided impact assessment of three alignment alternatives, as well as recommendations regarding the adjustments to the proposed alignments, in September 2011.



Table 3: Britannia Road - Potential Impacts to Identified Cultural Heritage Resources	
Feature	Impacts
BHR 1 Former school house 6035 Regional Road 25	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 2 Residence 8161 Britannia Road	<ul style="list-style-type: none"> Alteration (III.2) to the setting of the subject resource through encroachment; Reduced buffer between resource and road; Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
BHR 3 Bridge Sixteen Mile Creek crossing	<ul style="list-style-type: none"> Full displacement (III.1) through replacement or alteration (III.2) through widening of the existing bridge; Alteration to the surrounding setting through the conversion of the bridge crossing from a two-lane road to a six-lane road
BHR 4 Residence 9905 Britannia Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 5 Residence 9965 Britannia Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 6 Residence 9950 Britannia Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 7 Residence 1595 Fourth Line	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 8 Residence 1599 Fourth Line	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 9 Residence 10025 Britannia Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 10 Residence 10043 Britannia Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 11 Residence 10095 Britannia Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 12 Residence 12365 Britannia Road	<ul style="list-style-type: none"> Alteration (III.2) of the setting of the subject resource through encroachment; Reduced buffer between resource and road; Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
BHR 13 Residence 6018 Trafalgar Road	<ul style="list-style-type: none"> Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking Subject resource is located outside the affected area
BHR 14 Residence 6007 Trafalgar Road	<ul style="list-style-type: none"> Destruction of subject resource (III. 1) through the removal of the residential resource at 6007 Trafalgar Road Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road



Feature	Impacts
BHR 15 Bridge Sixteen Mile Creek crossing, west of Trafalgar	<ul style="list-style-type: none"> • Full displacement (III.1) by replacement or alteration (III.2) through widening of the existing bridge • Alteration to the surrounding setting through the conversion of the bridge crossing from a two-lane road to a six-lane road
BHR 16 Commemorative cairn West of 12705 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • The widening of Britannia Road has the potential to limit accessibility to the cairn in its present location (III.4)
CHL 1 Farmscape 5703 Tremaine Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking • Subject resource is located outside the affected area
CHL 2 Farmscape 6081 Tremaine Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking • Subject resource is located outside the affected area
CHL 3 Farmscape 6116 Tremaine Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking • Subject resource is located outside the affected area
CHL 4 Roadscape Tremaine Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking • Subject resource is located outside the affected area
CHL 5 Railscape CN Rail	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Alteration to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 6 Farmscape 1510 Bronte Street South	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking • Subject resource is located outside the affected area
CHL 7 Farmscape 5761 Bronte Street South	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking • Character defining elements, including mature trees, older post-and-rail fence lines, and circulation routes are located outside the affected area
CHL 8 Roadscape Bronte Street South/First Line	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Alteration to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 9 Residential/Commercial 6003/6009 Regional Road 25	<ul style="list-style-type: none"> • The garage at 6003/6009 Regional Road 25 has been removed (III.1) • Alteration (III.2) of the setting of the residential resource at 6003/6009 Regional Road through encroachment; • Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 10 Historic Settlement Boyne	<ul style="list-style-type: none"> • The subject resource will be impacted through the removal of one of its major landmarks (garage at CHL 9) (III.1) • Alteration (III.2) to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road



Feature	Impacts
CHL 11 Farmscape 8240 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Reduced buffer between resource and road, especially between the road and the banked barn which could affect accessibility and use; • Displacement (III.1) of the existing fence line on both sides of the access drive; • Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 12 Farmscape 8321 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Reduced buffer between resource and road; • Displacement (III.1) of the existing fence line on both sides of the access drive; • Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 13 Church and cemetery 8815 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 14 Roadscape Thompson Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Alteration to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 15 Farmscape 1487 Thompson Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Character defining elements, including the built structures, mature tree lines, and circulation routes are located outside the affected area
CHL 16 Farmscape 1635 Thomson Road	<ul style="list-style-type: none"> • Displacement (III.1) of character defining elements such as the fence lines with concrete fence posts; mature/established trees; apple trees; creek/pond • Alteration (III.2) of the setting of the subject resource through encroachment; • Reduced buffer between resource and road; • Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 17 Farmscape 9815 Britannia Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Character defining elements, including the built structures, established tree lines, and circulation routes are located outside the affected area
CHL 18 Church and cemetery 9850 Britannia Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Subject resource is located outside the affected area



Feature	Impacts
CHL 19 Remnant farmscape 5752 Fourth Line	<ul style="list-style-type: none"> • Displacement (III.1) of character defining elements such as the gravel access drive, line of established trees, small outbuilding, fence lines with concrete corner posts; • Alteration (III.2) of the setting of the subject resource through encroachment; • Isolation (III.4) of the subject resource through removal of its access point; • Isolation of the subject resource from the heart of the historic settlement of Omagh; • Introduction of new physical and visual elements (six-lane road) and associated audible elements (traffic) that are not in keeping with the agricultural character and setting of the resource.
CHL 20 Farmscape 1501 Fourth Line	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Character defining elements, including the built structures, mature tree lines, fence lines, creek/pond, and circulation routes are located outside the affected area
CHL 21 Remnant farmscape 10080 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Isolation (III.4) of the farmhouse from the majority of the subject agricultural property; • Introduction of new physical and visual elements (six-lane road) and associated audible elements (traffic) that are not in keeping with the agricultural character and setting of the resource.
CHL 22 Roadscape Fourth Line	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Introduction of new physical and visual elements (new intersection) south of the existing historic crossroads
CHL 23 Historic settlement Omagh	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Isolation (III.4) of the core of the historic settlement of Omagh from the surrounding agricultural landscape to the south; • Introduction of new physical and visual elements (new intersection) south of the existing historic crossroads
CHL 24 Farmscape 10720 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Reduced buffer between resource and road; • Displacement (III.1) of the existing fence line on both sides of the access drive which includes older post-and-rail sections and concrete corner posts; • Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 25 Farmscape 5691 Fifth Line	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Character defining elements, including the built structures, mature tree lines, fence lines, and circulation routes are located outside the affected area
CHL 26 Farmscape 6063 Fifth Line	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Character defining elements, including the built structures, mature trees, and circulation routes are located outside the affected area



Feature	Impacts
CHL 27 Roadscape Fifth Line	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Alteration to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 28 Roadscape Sixth Line	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Alteration to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 29 Historic settlement Drumquin	<ul style="list-style-type: none"> • The subject resource will be impacted through the removal of one of its character-defining components (BHR 14) (III.1) • Alteration (III.2) to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 30 Remnant farmscape 6119 Trafalgar Road	<ul style="list-style-type: none"> • Based on available information, the subject resource is not expected to be negatively impacted by the proposed undertaking; • Character defining elements, including the winding gravel drive, fence lines, and watercourse are located outside the affected area
CHL 31 Farmscape 13875 Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Reduced buffer between resource and road; • Alteration to the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 32 Roadscape Eighth Line	<ul style="list-style-type: none"> • Alteration (III.2) of the setting of the subject resource through encroachment; • Alteration to the historic intersection and the surrounding setting through the conversion of a historic thoroughfare from a two-lane road to a six-lane road
CHL 33 Roadscape Britannia Road	<ul style="list-style-type: none"> • Alteration (III.2) to the historic thoroughfare through expansion from a two-lane to six-lane road and introduction of associated infrastructure, resulting in the alteration to the surrounding setting
CHL 34 Waterscape Sixteen Mile Creek (two crossings)	<ul style="list-style-type: none"> • Alteration (III.2) to the surrounding setting, including the natural topography associated with this resource, through the conversion of a historic thoroughfare from a two-lane road to a six-lane road



4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study corridor with roots in early nineteenth-century settlement and agricultural land use. The field review confirmed that the study corridor retained many features evocative of these early roots, mostly in the form of individual farmscapes and historic crossroad settlements. A review of the available national and municipal heritage inventories and studies along with a field assessment has revealed that the Britannia Road study corridor retains a total of 50 identified cultural heritage resources. The following provides a summary of field review and data collection findings, as well as impact screening results:

- A total of 50 cultural heritage resources were identified within and adjacent to the study corridor, which include 16 built heritage resources (BHR) and 34 cultural heritage landscapes (CHL);
- The 16 built heritage resources include one former school house (BHR 1), two bridges (BHR 3 and BHR 15), 12 residences (BHR 2, and BHR 4 to BHR 14), and one cairn (BHR 16);
- The 34 cultural heritage landscapes include one railscape (CHL 5), one waterscape (CHL 34), eight roadscape (CHL 4, CHL 8, CHL 14, CHL 22, CHL 27, CHL 28, CHL 32, and CHL 33), 16 farmscapes (CHL 1 to CHL 3, CHL 6, CHL 7, CHL 11, CHL 12, CHL 15 to CHL 17, CHL 20, CHL 21, CHL 24 to CHL 26, and CHL 31), two remnant farmscapes (CHL 19 and CHL 30), one combined commercial and residential property (CHL 9), three historic settlements (CHL 10, CHL 23, and CHL 29), and two churches with cemeteries (CHL 13 and CHL 18);
- One cultural heritage resource is designated under Part IV of the *Ontario Heritage Act* (CHL 1 – a farmscape);
- Heritage Milton recommends that two of the cultural heritage resources be considered for designation under the *Ontario Heritage Act*, including the 1920s garage and associated residence at 6003/6009 Regional Road 25 (CHL 9) under Part IV, and the historic settlement of Omagh (CHL 23) under Part V;
- A total of 28 cultural heritage resources have been listed on the Town of Milton's Heritage Inventory (BHR 1, BHR 2, BHR 4 to BHR 9, BHR 11, BHR 13, BHR 14, CHL 2, CHL 3, CHL 6, CHL 7, CHL 9 to CHL 11, CHL 13, CHL 15, CHL 16, CHL 18, CHL 20, CHL 21, CHL 23, CHL 24, CHL 29, and CHL 30);
- A total of six cultural heritage resources have been identified as resources of cultural heritage interest by the Town of Milton or in the Boyne Survey Secondary Plan (UMA 2010) (BHR 3, BHR 10, CHL 5, CHL 12, CHL 17, and CHL 33);
- The remaining 14 resources were identified in the course of the field review (BHR 12, BHR 15, BHR 16, CHL 4, CHL 8, CHL 14, CHL 19, CHL 22, CHL 25 to CHL 28, CHL 31, CHL 32, and CHL 34);



- The results of impact screening confirmed that several identified cultural heritage resources are expected to be impacted through either alteration, removal, and/or isolation:
 - The following resources are expected to be impacted through the removal of heritage structures to accommodate the road widening: BHR 14.
 - CHL 9 has already been impacted by the removal of a heritage structure.
 - The following resource is expected to be impacted through alteration to their setting due to: removal or character-defining landscape features such as mature/established trees, fence lines, and/or circulation routes; isolation of the resource from its setting; and introduction of a six-lane road: CHL 19.
 - The following resources are expected to be impacted through alteration to their setting due to: isolation of part of the resource from the surrounding landscape; and introduction of a six-lane road: CHL 21 and CHL 23.
 - The following resources are expected to be impacted through alteration to their setting due to: removal of character-defining landscape features such as mature/established trees, fence lines, etc.; encroachment resulting in a reduced buffer between the cultural heritage resources and the road; and introduction of a six-lane road: CHL 11, CHL 12, CHL 16, and CHL 24.
 - The following resources are expected to be impacted through alteration to their setting due to: encroachment resulting in a reduced buffer between the resource and the road; and/or introduction of a six-lane road: BHR 2, BHR 12, BHR 16, CHL 5, CHL 8, CHL 13, CHL 14, CHL 22, CHL 27, CHL 28, CHL 31, CHL 32, CHL 33, and CHL 34.
 - The following resources are expected to be impacted through alteration to their setting due to: removal of buildings that contribute to the cultural heritage landscape's heritage significance; and introduction of a six-lane road: CHL 10 and CHL 29.
 - The following resources are expected to be impacted by replacement or widening: BHR 3 and BHR 15.
- The results of impact screening confirmed that several identified cultural heritage resources are not expected to be negatively impacted by the proposed undertaking:
 - Based on the available information, the following resources are not expected to be negatively impacted due to their location outside of the affected area: BHR 1, BHR 4 to BHR 11, BHR 13, CHL 1 to CHL 4, CHL 6, and CHL 18.
 - Based on the available information, the following resources are not expected to be negatively impacted due to the fact that their character-defining elements are located outside the affected area: CHL 7, CHL 15, CHL 17, CHL 20, CHL 25, CHL 26, and CHL 30.



5.0 RECOMMENDATIONS

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

Based on the results of background data collection, field review, and impact assessment of the preferred design, the following recommendations have been developed:

1. Any proposed road projects and preferred alternative designs within the study area should be suitably planned in a manner that avoids any identified, above ground, cultural heritage resources.
2. Where resources have the potential to be removed due to significant encroachment, resource-specific heritage impact assessments should be completed in advance, or at the earliest possible stage of the detailed design stage. Resources recommended for completion of a heritage impact assessment within this context include: BHR 14.
3. Where resources are expected to be impacted through alteration to their setting due to all or a combination of the following: encroachment resulting in a reduced buffer between the cultural heritage resources and the road; the removal of character-defining landscape features; isolation of the resource from its setting; and introduction of a six-lane road, resource specific heritage impact assessments should be conducted in advance, or at the earliest possible stages of the detailed design phase to identify landscape features that should be retained. The result of these studies should be used to inform post-construction landscaping plans, potential tree-boarding activities during construction, and finalization of grading limits. Resources recommended for completion of a heritage impact assessment within this context include: CHL 9, CHL 11, CHL 12, CHL 16, CHL 19, CHL 21, and CHL 24.
4. Where bridges are older than 40 years or age and are expected to be impacted by replacement or widening to accommodate the introduction of a six-lane right-of-way, resource-specific heritage impact assessments should be completed in advance, or at the earliest possible stages of the detailed design phase. Resources recommended for completion of a heritage impact assessment within this context include: BHR 3 and BHR 15.
5. Where resources are expected to be impacted through alteration to their setting due to: minimal encroachment resulting in a reduced buffer between the resource and the road; and introduction of a six-lane road, a cultural heritage landscape documentation report should be prepared in advance of construction activities to serve as a final record of each of the resources and the study corridor in general. Access to enter properties should be secured to conduct photographic documentation of privately-owned resources. The results of photographic documentation activities should be compiled into a stand-alone report which should also include a review of historic maps from the nineteenth and twentieth centuries for the purposes of identifying changes to the resources over time and land use histories for resources included in the documentation report. Heritage documentation activities should also be conducted for the three historic settlements that will be impacted by the introduction of a



six-lane road, focusing on the changing landscape of the settlements. Cultural Heritage Landscape Documentation Reports should be filed with the local municipality and a relevant repository.

It is recommended that the following resources be subject to heritage documentation activities, the result of which are compiled into one report and which is archived with local repositories and filed with the Town of Milton: BHR 2, BHR 12, CHL 5, CHL 8, CHL 10, CHL 14, CHL 22, CHL 23, CHL 27, CHL 28, CHL 29, CHL 31, CHL 32, CHL 33, and CHL 34.

6. Encroachment of lands close to built heritage features and cultural landscape units should be avoided wherever possible. Where encroachment is expected, appropriate vehicular access to the resources and appropriate setbacks between structures and the road should be ensured to promote their long-term viability. Appropriate landscape screening and noise abatement measures should be developed for these resources as part of the detailed design phase. Resources that are recommended for these measures include: BHR 2, BHR 12, BHR 14, BHR 16, CHL 9, CHL 11, CHL 12, CHL 13, CHL 16, CHL 19, CHL 21, CHL 24, and CHL 31.
7. A heritage impact assessment and/or conservation plan should be prepared for the proposed commemorative structure to be constructed with the concrete blocks salvaged from the now demolished garage at 6003/6009 Regional Road 25 (CHL 9).
8. All staging and construction activities should be planned and undertaken to avoid impacts to identified cultural heritage resources. Preventative measures can include, but are not limited to: installation of temporary fencing around resources; and stabilization/protection of resources (e.g., of BHR 16); and adoption of tree protection measures (e.g., of mature tree line along CHL 13).
9. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with historic plant materials for berms or vegetative screens is recommended, and fence rows and hedge rows should be preserved where extant.
10. Should future work require an expansion of the current study corridor and/or the development of other alternatives, a qualified heritage consultant should be contacted in order to confirm impacts of the undertaking on potential cultural heritage resources.
11. This report should be submitted to the Planning and Development Department at the Town of Milton for review and comment.



6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING



Figure 5: Britannia Road EA – Key Plan



Figure 6: Britannia Road EA – Location of identified cultural heritage resources (Sheet 1)



Figure 7: Britannia Road EA – Location of identified cultural heritage resources (Sheet 2).



Figure 8: Britannia Road EA – Location of identified cultural heritage resources (Sheet 3)



Figure 9: Britannia Road EA – Location of identified cultural heritage resources (Sheet 4)



Figure 10: Britannia Road EA – Location of cultural heritage resources (Sheet 5)

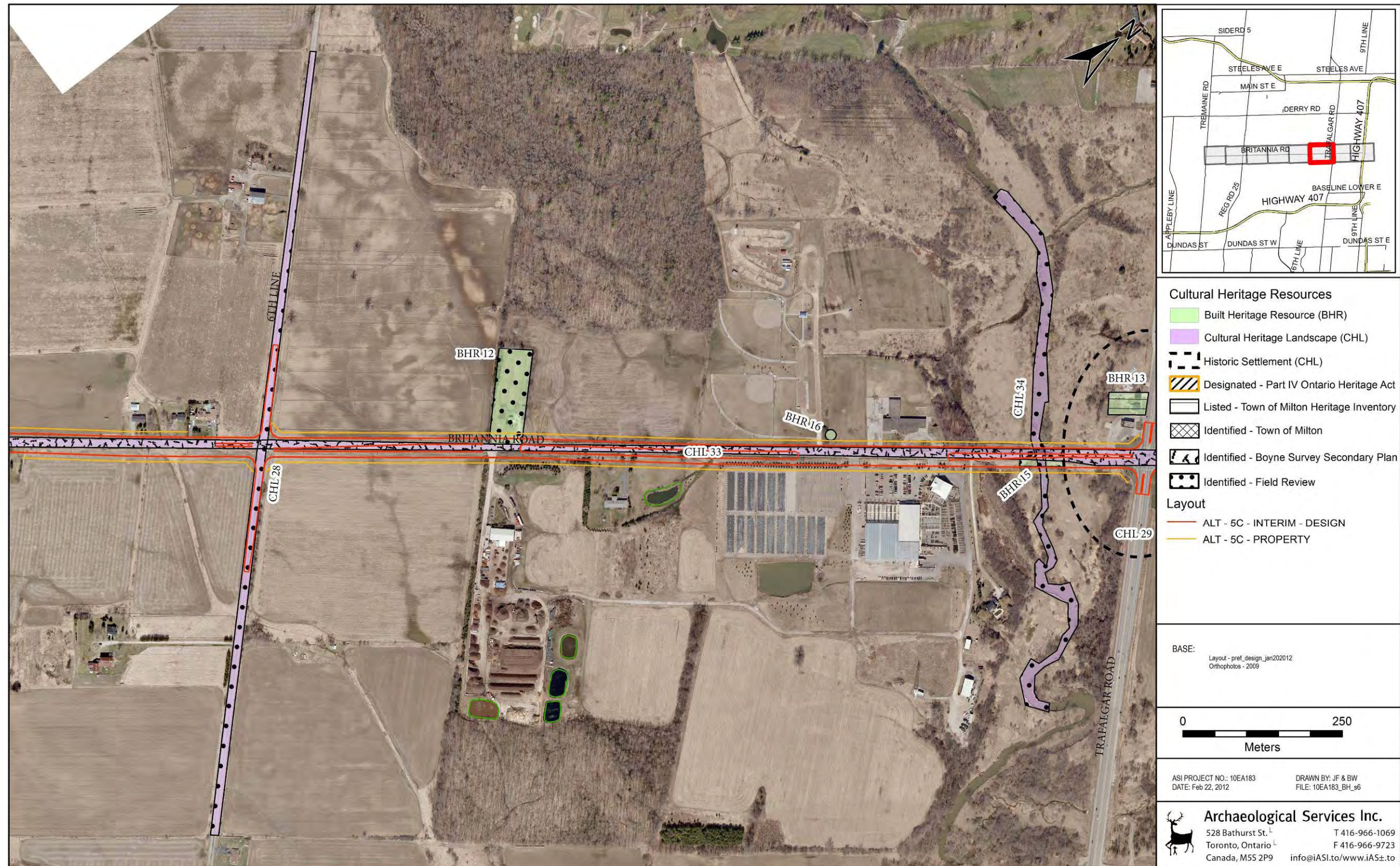


Figure 11: Britannia Road EA – Location of identified cultural heritage resources (Sheet 6)



Figure 12: Britannia Road EA – Location of identified cultural heritage resources (Sheet 7)



Figure 13: Britannia Road EA – Location of identified cultural heritage resources (Sheet 8)

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