

Metrolinx / City of Mississauga

# **Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment**

**Dundas Bus Rapid Transit Mississauga East**

**Date:** February 2022

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# **Executive Summary**

## **ES.1 Project Overview and Study Process**

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit corridor. More than 20 km of the 48 km Bus Rapid Transit corridor will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

In 2020, Metrolinx completed the Dundas Bus Rapid Transit Initial Business Case, which recommends a preferred Bus Rapid Transit alignment, and supportive service concept along Dundas Street between Kipling Station, in the City of Toronto, through the City of Mississauga and Halton Region, to Highway 6 in the City of Hamilton. AECOM Canada Limited (AECOM) was retained by Metrolinx and the City of Mississauga to evaluate the proposed 48-km transit corridor. The evaluation involves the completion of the Preliminary Design, Preliminary Design Business Case and Transit Project Assessment Process.

A Transit Project Assessment Process is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister's review period.

The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process. In this phase, the project team will utilize the environmental impact assessment from the Transit Project Assessment Process to refine the Bus Rapid Transit design to a 30% design level. The Preliminary Design Business Case analyzes the Dundas Bus Rapid Transit corridor against strategic objectives, financial and economic impacts and operations considerations. The Preliminary Design Business Case will compare the corridor against a business-as-usual scenario (i.e., without the project).

In 2018, the Dundas Connects Master Plan (Dundas Connects) was completed by the City of Mississauga. It guides future development and intensification along the Dundas Street Corridor in the City of Mississauga. Dundas Connects was developed over a 2-year period with extensive consultation from the public. It was endorsed by City Council



on June 18, 2018. Bus Rapid Transit, cycling infrastructure, and an enhanced public realm for pedestrians were among the recommendations in the Plan. Dundas Connects is being implemented through various studies and initiatives, including this Transit Project Assessment Process.

The Dundas Bus Rapid Transit Mississauga East (the Project) includes the planning and design of a 7-km Bus Rapid Transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga. The Project has been submitted under the Government of Canada's Investing in Canada Infrastructure Program and is currently awaiting approval. This Cultural Heritage Report has been prepared to support the Dundas Bus Rapid Transit – Mississauga East Transit Project Assessment Process.

The Project Area is the area of direct disturbance required for the construction and operation of the Project. It includes the proposed alignment for the Project and additional area for potential refinements as the design progresses. The Cultural Heritage Study Area consists of the Project Area, with a 50 m buffer applied, in accordance with professional judgement to encompass properties adjacent to and framing the Dundas Street right-of-way that may be subject to indirect adverse impacts, such as vibration impacts, from the Project.

The purpose of this Cultural Heritage Report has been to:

- Identify existing baseline cultural heritage conditions within the Cultural Heritage Study Area, including a historical review of the development of the study area, completion of a field investigation, and present an inventory of all known and potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area; and
- Complete a preliminary impact assessment on those built heritage resources and cultural heritage landscapes based on the Project Area footprint with proposed measures to mitigate potential negative impacts.

Based on data collection, the 40-year rule, the Criteria Checklist (Ministry of Heritage, Sport, Tourism and Culture Industries 2016), agency and stakeholder input, a field review conducted by a qualified cultural heritage professional, and professional knowledge and experience, 20 known and potential built heritage resources and cultural heritage landscapes were identified in the Cultural Heritage Study Area. A full description of these resources is included in **Appendix A** of this Cultural Heritage Report. Following the existing conditions assessment, a preliminary impact assessment was conducted to propose mitigation measures for the anticipated impacts based on the 10% Preliminary Design in order to avoid or mitigate potential impacts to the built heritage resources and

cultural heritage landscapes. The preliminary impact assessment table which includes mitigation measures and monitoring activities for each built heritage resources and cultural heritage landscapes is presented in **Appendix B** this Cultural Heritage Report.

## **ES.2 Recommendations**

Based on the results of the data collection, field review, and preliminary impact assessment, six of the 20 built heritage resources and cultural heritage landscapes have been identified as those with the potential for direct, adverse impact from the Project. Based on the results of the preliminary impact assessment completed in this Cultural Heritage Report (**Appendix B**), the following is recommended:

- Construction activities and staging areas should be suitably planned in detailed design to avoid any direct adverse impacts to the identified known and potential built heritage resources and cultural heritage landscapes.
- Six built heritage resources, listed in **Table ES-2** below, are anticipated to be directly adversely impacted by the Project and Cultural Heritage Evaluation Reports (CHERs) are required as early as possible as design progresses to determine if the properties meet the criteria of Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act. CHERs will be prepared by a qualified person and in consultation with the City of Mississauga Heritage Planning staff. Metrolinx will continue to follow its internal approach to completing CHERs where properties are identified with known or potential cultural heritage value or interest (CHVI) and could be directly adversely impacted by the Project. CHERs will be completed during the TPAP process and incorporated in the EPR.
- If required, Minister's Consent must be obtained as early as possible as design progresses for properties that were determined to meet Ontario Regulation 10/06 in a Cultural Heritage Evaluation Report for the Project, and have the potential to be directly adversely impacted by the Dundas Bus Rapid Transit Mississauga East Project Area.
- Should a Cultural Heritage Evaluation Report conclude that a property meets one or more of the criteria outlined in the Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act, then a Heritage Impact Assessment (HIA) should be completed by a qualified person to assess direct adverse impacts of the construction activities related to the Project on the identified heritage attributes of a resource. If a property is found to be of provincial significance, then the HIA will support the request for Minister's Consent.

**Table ES-2: Cultural Heritage Evaluation Report Requirements Identified**

Built Heritage Resource/Cultural Heritage Landscape Ref. #	Location/Address	Municipal Heritage Recognition	Next Steps
<b>BHR 1</b>	202 Dundas Street West	Listed on the Municipal Heritage Register	CHER
<b>BHR 2</b>	196 Dundas Street West	None (Potential BHR)	CHER
<b>BHR 4</b>	51, 55-57 Dundas Street West	Listed on the Municipal Heritage Register	CHER
<b>BHR 5</b>	47 Dundas Street West	Listed on the Municipal Heritage Register	CHER
<b>BHR 6</b>	37 Dundas Street West	None (Potential BHR)	CHER
<b>BHR 7</b>	14, 20-38 Dundas Street East	Listed on the Municipal Heritage Register	CHER

#### Indirect Impacts to Cultural Heritage Plaques and/or Heritage Attributes of a Property

Heritage related monitoring is recommended for three built heritage resources/cultural heritage landscapes (BHR 1, BHR 15 and BHR 16) during and immediately following construction completion. Based on the proximity of the building within 202 Dundas Street West (BHR 1), the entrance structure on the property at 888 Dundas Street East (BHR 15), and the Mississauga Heritage Foundation Plaque (BHR 16), the following construction monitoring is required as documented in the preliminary impact assessment table in **Appendix B**:

- Incorporate the location on 30% Preliminary Design and indicate that the features are to be protected during construction:
  - Mark these features on the 30% Preliminary Design “To be retained, stored and reinstated post-construction”.
- Apply the following step to the project construction plan:
  - Install protective measures (i.e. fence or box hoarding), prior to construction.
- During construction, monitor the protection of the building in BHR 1, the entrance structure of BHR 15 and plaque (BHR 16). Post-construction, remove hoarding and confirm the condition of the feature (i.e., compared to prior to construction).

#### Vibration Monitoring Activities

Evaluation of impacts related to vibration activities requires assessment based on identification of specific construction methods proposed, distance between the sensitive

receptor (i.e. a built heritage resource) and the construction activity, and anticipated vibration levels (mm/s). A detailed construction plan outlining information such as schedule, type and quantity of equipment, or their anticipated usage rates has not yet been developed. On this basis, several activities anticipated to be the most energy intensive for road construction projects were developed by AECOM to evaluate potential worst-case scenarios. The vibration analysis will provide Zones of Influence for each developed scenario which identifies the area where if a built heritage resource is located, then building damage may occur. At this time, the Cultural Heritage Study Area includes a 50 m buffer to include heritage properties that may be subject to vibration impact. Note, the vibration buffer will be refined once property-specific impacts/vibration study are known/completed.

Given that the buildings of built heritage resources and cultural heritage landscapes are within the Cultural Heritage Study Area, as noted in the preliminary assessment impact table in **Appendix B**, it is anticipated that in some locations vibration limits will be exceeded and therefore, the following mitigation measures for vibration impacts should be implemented:

- Prior to construction, determine which built heritage resource or cultural heritage landscape documented in this Cultural Heritage Report requires vibration mitigation and monitoring.
- Document (review and establish) the structural condition of a building to determine if it is vulnerable to vibration impacts from the Project.
- Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration (refer to the Noise and Vibration Report).
- Implement vibration mitigating measures on the construction site and/or at the building (i.e. modify construction procedures, if required).

Construction and post-construction monitoring may be required for historic buildings that were determined subject to vibration damage. The following monitoring activities are recommended for vibration impacts:

- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and
- Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required.

## **ES.3 Permits and Approvals**

### **Federal**

The Project will not directly or indirectly impact a National Historic Site or federal heritage building. Therefore, no Parks Canada permits/approvals are required.

### **Provincial**

As early as possible as design progresses, request Minister's Consent as required for removal, demolition, or transfer from provincial control, for properties that were determined to meet Ontario Regulation 10/06 in the Cultural Heritage Evaluation Report for the Project and have the potential to be directly impacted by the Dundas Bus Rapid Transit Mississauga East Project Area.

### **Municipal**

The Project will potentially result in direct impacts to built heritage resources and cultural heritage landscapes. Heritage alteration permits for alterations and/or demolitions to properties designated under the Ontario Heritage Act or Listed on the Heritage Register may be required if directly impacted by this Project. For any physical impact to a built heritage resource or cultural heritage landscape documented in this Cultural Heritage Report, consultation with a City of Mississauga Heritage Planner is required.

Note, as a Crown Agency of the Province of Ontario (as a public body prescribed under Ontario Regulation 157/10), Metrolinx is exempt from certain municipal processes and requirements. For this Project, Metrolinx and the City of Mississauga Heritage Planning Department will work together to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.

# Table of Contents

	page
<b>1. Introduction .....</b>	<b>1</b>
1.1 Background.....	1
1.2 Purpose of this Cultural Heritage Report .....	2
1.3 Cultural Heritage Study Area .....	4
<b>2. Locator Map.....</b>	<b>5</b>
<b>3. Methodology.....</b>	<b>7</b>
3.1 Data Collection .....	7
3.2 Field Review .....	9
3.3 Preliminary Impact Assessment.....	10
3.4 Data Requests and Stakeholder Consultation .....	10
<b>4. Thematic History .....</b>	<b>11</b>
4.1 Early Settlement of Peel County .....	11
4.2 Cooksville .....	12
4.3 Dixie.....	12
4.4 Summerville .....	13
4.5 Urbanization and Suburbanization .....	13
<b>4.6 Transportation .....</b>	<b>14</b>
<b>4.6.1 Roads .....</b>	<b>14</b>
<b>4.6.2 Railways.....</b>	<b>15</b>
4.7 Heritage Structures.....	17
4.8 Natural Heritage.....	18
4.8.1 Etobicoke Creek.....	18
<b>5. Existing Conditions .....</b>	<b>19</b>
5.1 Physical Setting .....	19
5.2 Cultural Heritage Landscapes.....	19
5.3 Identification of Known, Previously Identified and Potential Built Heritage Resources and Cultural Heritage Landscapes .....	22
<b>6. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures .....</b>	<b>26</b>

6.1	Proposed Activity .....	26
6.2	Potential Impacts .....	27
6.3	Preliminary Impact Assessment - Built Heritage Resources and Cultural Heritage Landscapes.....	29
<b>7.</b>	<b>Data Collection from Agencies and Stakeholders .....</b>	<b>31</b>
7.1	Relevant Agencies/Stakeholders .....	31
7.2	Approach to Public Consultation.....	32
7.3	Public Meetings .....	32
7.4	Community Group and/or Other Special interest groups .....	33
7.5	Agency Review of the Draft Cultural Heritage Report .....	33
7.5.1	Indigenous Engagement .....	33
7.6	Public Consultation Activities .....	34
<b>8.</b>	<b>Recommendations .....</b>	<b>35</b>
8.1	Key Findings .....	35
8.2	Recommendations .....	35
<b>9.</b>	<b>Permits and Approvals .....</b>	<b>39</b>
<b>10.</b>	<b>Figures .....</b>	<b>40</b>
<b>11.</b>	<b>References .....</b>	<b>47</b>

## List of Figures

Figure 2-1:	Project Area and Cultural Heritage Study Area .....	6
Figure 10-1:	Cultural Heritage Study Area overlaid on 1859 Tremaine Map.....	41
Figure 10-2:	Cultural Heritage Study Area overlaid on 1877 Illustrated Historical Atlas Map .....	42
Figure 10-3:	Cultural Heritage Study Area overlaid on 1909 NTS Map .....	43
Figure 10-4:	Cultural Heritage Study Area overlaid on 1938 NTS Map .....	44
Figure 10-5:	Cultural Heritage Study Area overlaid on 1954 Aerial Photograph .....	45
Figure 10-6 to 10-19:	Map of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Cultural Heritage Study Area.....	46

## List of Photographs

Photograph 1: Typical commercial development, north side of Dundas Street East at Wharton Way (AECOM, 2021) .....	20
Photograph 2: Looking west on Dundas Street East to Hurontario Street in Cooksville (AECOM, 2021).....	20
Photograph 3: Commercial development in Downtown Cooksville Character Area, looking west on Dundas Street East from Camilla Road (AECOM, 2021) .....	21
Photograph 4: Looking west on Dundas Street East from east of Cawthra Road (AECOM, 2021) .....	21

## List of Tables

Table 1: Summary of Existing Conditions – Built Heritage Resources and Cultural Heritage Landscapes.....	24
Table 2: Cultural Heritage Evaluation Report Requirements Identified .....	36

## Appendices

Appendix A: Description of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Cultural Heritage Study Area	
Appendix B: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Built Heritage Resources and Cultural Heritage Landscapes	
Appendix C: Key Project Personnel and Qualifications	



## Definitions

**Adjacent** – those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (PPS 2020).

**Alter** – means to change in any manner and includes to restore, renovate, repair or disturb and “alteration” has a corresponding meaning. Note, alter does not include to demolish or remove part or all of a structure (Ontario Heritage Act).

**Built Heritage Resource (BHR)**– means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous Nation. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers (PPS 2020).

**CHER**– stands for Cultural Heritage Evaluation Report.

**Cultural Heritage Landscape (CHL)**– means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous Nation. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS 2020).

**Encroachment** – to intrude onto, acquire, or otherwise impact a portion of a property, adjacent to the public right-of way, in a manner that would not impact any building or structure, any heritage attribute or the cultural heritage value or interest of the property (AECOM).

**Heritage Attributes** – means the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property) (PPS 2020).

**HIA**– stands for Heritage Impact Assessment.

**Known Built Heritage Resource and Cultural Heritage Landscape** – means built heritage resources or cultural heritage landscapes that have an existing level of

municipal, provincial, or federal heritage protection, designation, or recognition (AECOM).

**Minister's Consent** – means the consent of the Minister of Heritage, Sport, Tourism and Culture Industries under Provisions F.5 or B.4 under the Standards and Guidelines for Conservation of Provincial Heritage Properties (issued under section 25.2 of the *Ontario Heritage Act*) (Ministry of Heritage, Sport, Tourism and Culture Industries 2010).

**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 the Standards and Guidelines (Ministry of Heritage, Sport, Tourism and Culture Industries 2010).

**Provincial Heritage Property of Provincial Significance** - means 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 (Ministry of Heritage, Sport, Tourism and Culture Industries 2010).

**Potential Built Heritage Resources and Cultural Heritage Landscapes** – means built heritage resources on properties identified during the field review, that includes a building or structure that appears to be older than 40 years of age, informed by the Ministry of Heritage, Sport, Tourism and Culture Industries Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, a Checklist for the Non-Specialist (2016), and combined with professional judgement, in this study to have potential cultural heritage value or interest and that those resources that have not been previously identified (AECOM). In addition, potential also includes built heritage resources and cultural heritage landscapes on properties identified in previous studies or for previous projects as having potential cultural heritage value or interest (AECOM).

**Relocation:** The removal of all or part of a building or structure from its existing location on a property and placement onto a new property (AECOM).

# **1. Introduction**

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## **1.1 Background**

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit corridor. More than 20 km of the 48 km Bus Rapid Transit corridor will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

In 2020, Metrolinx completed the Dundas Bus Rapid Transit Initial Business Case, which recommends a preferred Bus Rapid Transit alignment, and supportive service concept along Dundas Street between Kipling Station, in the City of Toronto, through the City of Mississauga and Halton Region, to Highway 6 in the City of Hamilton. AECOM Canada Limited (AECOM) was retained by Metrolinx and the City of Mississauga to evaluate the proposed 48-km transit corridor. The evaluation involves the completion of the Preliminary Design, Preliminary Design Business Case and Transit Project Assessment Process.

A Transit Project Assessment Process is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister's review period.

The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process. In this phase, the project team will utilize the environmental impact assessment from the Transit Project Assessment Process to refine the Bus Rapid Transit design to a 30% design level. The Preliminary Design Business Case analyzes the Dundas Bus Rapid Transit corridor against strategic objectives, financial and economic impacts and operations considerations. The Preliminary Design Business Case will compare the corridor against a business-as-usual scenario (i.e., without the project).

In 2018, the Dundas Connects Master Plan (Dundas Connects) was completed by the City of Mississauga. It guides future development and intensification along the Dundas

Street Corridor in the City of Mississauga. Dundas Connects was developed over a 2-year period with extensive consultation from the public. It was endorsed by City Council on June 18, 2018. Bus Rapid Transit, cycling infrastructure, and an enhanced public realm for pedestrians were among the recommendations in the Plan. Dundas Connects is being implemented through various studies and initiatives, including this Transit Project Assessment Process.

The Dundas Bus Rapid Transit Mississauga East (the Project) includes the planning and design of a 7-km Bus Rapid Transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga. The Project has been submitted under the Government of Canada's Investing in Canada Infrastructure Program and is currently awaiting approval.

This Cultural Heritage Report describes the cultural environment relevant to the Project through the preliminary research, site investigation, and screening tasks typically undertaken for a Cultural Heritage Report completed according to the Ministry of Heritage, Sport, Tourism and Culture Industries Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports under the Transit Project Assessment Process for Proponents and their Consultants (hereafter 'MHSTCI February 2019 TPAP Guidance document'). This Cultural Heritage Report also considers the potential effects on the cultural environment during construction and operation phases of the Project and identifies the need for further evaluation and/or assessment for any issues identified.

This Cultural Heritage Report has been completed by a team of AECOM's Cultural Resource Management staff including Tara Jenkins, C.A.H.P. (Cultural Heritage Specialist), and Liam Smythe (Cultural Heritage Specialist), and Adria Grant, C.A.H.P. (Associate Vice President, Impact Assessment and Permitting).

## **1.2 Purpose of this Cultural Heritage Report**

The Cultural Heritage Study Area includes known properties of cultural heritage value or interest, those properties identified in previous studies as having potential cultural heritage value or interest, and those identified during the field review for this study as having potential cultural heritage value or interest. The purpose of the Cultural Heritage Report is to:

- Identify existing baseline cultural heritage conditions within the Cultural Heritage Study Area, including a historical review of the development of the study area, completion of a field investigation, and present an inventory of all

known and potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area; and

- Complete a preliminary impact assessment on those built heritage resources and cultural heritage landscapes based on the Project Area footprint with proposed measures to mitigate potential negative impacts.

As a provincial crown agency, Metrolinx is subject to the “Standards and Guidelines for Conservation of Provincial Heritage Properties” issued under the Ontario Heritage Act (hereafter ‘Standards and Guidelines’). This Cultural Heritage Report meets the requirements of the Ministry of Heritage, Sport, Tourism and Culture Industries’ February 2019 Transit Project Assessment Process Guidance document and includes the necessary steps for the identification of potential Provincial Heritage Properties and/or a potential Provincial Heritage Property of Provincial Significance. Under the Ontario Heritage Act a ‘Provincial Heritage Property’ has cultural heritage value in accordance with O. Reg. 9/06 and a ‘Provincial Heritage Property of Provincial Significance’ has cultural heritage value in accordance with O. Reg. 10/06. The 40-year rule and the “Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, a Checklist for the Non-Specialist” were also applied to screen for potential cultural heritage resources within the Cultural Heritage Study Area (hereafter ‘Criteria Checklist’; Ministry of Heritage, Sport, Tourism and Culture Industries 2016).

In addition, the City of Mississauga Official Plan provides policies that ensure the conservation of cultural heritage resources, including cultural heritage properties. Public works should be undertaken in a way that minimizes detrimental impacts on cultural heritage resources (Policy 7.4.1.17). The Official Plan provides direction on the undertaking of Heritage Impact Assessments within the City:

#### Cultural Heritage Resources:

7.4.1.10 Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.

7.4.1.12 The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.

#### Cultural Heritage Properties:

7.4.2.2 Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the City, and any appropriate advisory committee. This documentation may be in the form of a Heritage Impact Assessment.

## 1.3 Cultural Heritage Study Area

The Project Area is shown in **Figure 2-1**. The Project Area is the area of direct disturbance required for the construction and operation of the Project. It includes the proposed alignment for the Project and additional area for potential refinements as the design progresses.

This Cultural Heritage Report documents the cultural heritage existing conditions of the Project, as shown in **Figure 2-1**, and is referred to as the Cultural Heritage Study Area. In general, the Cultural Heritage Study Area consists of the Project Area, with a 50-metre buffer applied, in accordance with professional judgement to encompass properties adjacent to and framing the Dundas Street right-of-way that may be subject to indirect adverse impacts, such as vibration impacts, from the Project. The Cultural Heritage Study Area is presented in greater detail on **Figures 10-6 to 10-19**.

## 2. Locator Map

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The Cultural Heritage Study Area, including all the properties screened as a part of this Cultural Heritage Report, is shown on the following page as **Figure 2-1**.







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## 3. Methodology

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As stated in **Section 1.1**, the establishment of baseline cultural heritage existing conditions and completion of a preliminary impact assessment is based on the guidance from the Ministry of Heritage, Sport, Tourism and Culture Industries' February 2019 Transit Project Assessment Process Guidance document (Ministry of Heritage, Sport, Tourism and Culture Industries, 2019).

### 3.1 Data Collection

In the course of the cultural heritage assessment, all potentially affected properties are subject to inventory. Generally, when conducting a preliminary identification of built heritage resources and cultural heritage landscapes, several stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area.

As a public body prescribed under O. Reg. 157/10, Metrolinx must comply with the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (prepared under section 25.2 of the *Ontario Heritage Act*) in the management of heritage property it owns or controls. The Standards and Guidelines set out the criteria and process for identifying provincial heritage properties and the standards for their protection, maintenance, use and disposal.

This Cultural Heritage Report addresses built heritage resources and cultural heritage landscapes over 40 years old, including those built heritage resources and cultural heritage landscapes that have already been identified by municipal heritage inventories or earlier cultural heritage reports/studies. Use of a 40-year-old threshold is an indicator that a property may be of cultural heritage value or interest. While identification of a built heritage resource and cultural heritage landscape 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 cultural heritage value or interest. Similarly, if a built heritage resources and cultural heritage landscape is less than 40 years old, this does not preclude the resource from retaining cultural heritage value or interest. In addition to the 40-year rule, professional knowledge, expertise and the Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, a Checklist for the Non-Specialist (hereafter 'Criteria Checklist'; Ministry of Heritage, Sport, Tourism and Culture Industries 2016) was also applied in this Cultural Heritage Report to screen for potential built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area. As stated above, the Cultural Heritage Report was prepared in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries February 2019 Transit Project Assessment Process Guidance document. This Cultural Heritage Report serves to quickly and efficiently allow Metrolinx and/or the City of Mississauga to identify properties with known or potential cultural

heritage value or interest. In addition to screening the Cultural Heritage Study Area with the Criteria Checklist (Ministry of Heritage, Sport, Tourism and Culture Industries, 2016), the following data collection steps were undertaken in order to prepare the cultural heritage inventory for this study:

1. Research was carried out using primary and secondary sources to establish a historical context and determine the presence of sensitive heritage areas, by identifying 19<sup>th</sup> and early 20<sup>th</sup> century settlement and development patterns, major historical themes and activities and change within the Cultural Heritage Study Area;
2. Review of historical maps including historical atlases, topographic maps, fire insurance plans, and historical aerial photography were reviewed in order to gain insight into the evolution of the land use within the Cultural Heritage Study Area;
3. Consultation with the City of Mississauga Heritage Planning Department to provide the current inventory of the municipal Heritage Register within Cultural Heritage Study Area in order to identify properties designated under the Ontario Heritage Act or listed on a Heritage Register and obtain any existing cultural heritage reporting;
4. Consultation with the City of Toronto Heritage Preservation Services to provide the current inventory of the municipal Heritage Register within Cultural Heritage Study Area in order to identify properties designated under the Ontario Heritage Act or listed on a Heritage Register and obtain any existing cultural heritage reporting;
5. Review of the City of Mississauga 2005 Cultural Landscape Inventory and the documents within the Cultural Heritage Landscape Project Document Library, including 7.1 Removal of Non-Significant Cultural Heritage Landscape Properties from the City's Heritage Register;
6. Review of the City of Mississauga Official Plan;
7. A review of online searchable databases including:
  - Ontario Heritage Trust Conservation Easements;
  - Ontario Heritage Trust's Places of Worship Inventory;
  - Ontario Heritage Trust's Provincial Plaque Program;
  - Ontario Heritage Trust's Ontario Heritage Act Register;
  - Ontario Historical Society's Ontario Heritage Directory and Map;
  - Ontario Genealogical Society's Ontario Cemetery Index;
  - Parks Canada's National Historic Sites;
  - Parks Canada's The Canadian Register of Historic Places on Canada's Historic Places website;
  - Parks Canada's Directory of Federal Heritage Designations;

- Canadian Heritage River System website; and,
  - United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.
8. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries with regard to a list of Provincial Heritage Properties or Provincial Heritage Properties of Provincial Significance maintained by the Ministry within the Cultural Heritage Study Area (see **Section 7** for more detail);
  9. Consultation with the Ontario Heritage Trust regarding any heritage features or easements within the Cultural Heritage Study Area (see **Section 7** for more detail);
  10. Consultation with Infrastructure Ontario (IO) regarding any IO-owned heritage properties within the Cultural Heritage Study Area; and
  11. Review previous cultural heritage reports including the City of Mississauga Dundas Connects, Dundas Street Corridor Master Plan Cultural Heritage Screening Report (AECOM, 2016) which identified potential built heritage resources and cultural heritage landscapes within the Project Area.

## 3.2 Field Review

A field review allows for the documentation of potential built heritage resources and cultural heritage landscapes not previously identified, a more detailed recording and assessment of existing conditions, assessment of potential impacts to potential or known heritage attributes, and for the identification of appropriate mitigation measures. A field review was conducted of the properties within the Cultural Heritage Study Area in order to confirm or identify the presence of cultural heritage resources, which for the purpose of this report include built heritage resources and cultural heritage landscapes and does not include archaeological resources. Due to the large volume of properties, AECOM utilised the Fulcrum digital collection tool to map, photograph, and inventory the heritage properties within the Cultural Heritage Study Area. The field review was carried out over three days by Liam Smythe between March 30, 2021 and April 1, 2021. The field review informed the description of each property for the purposes of the heritage inventory included within this report. The existing conditions of the Cultural Heritage Study Area are presented in **Section 5** of this report. Full property descriptions of the inventory of built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area are found in **Appendix A**.

This report was completed during the COVID-19 pandemic when access to public libraries and archives was limited. As such, research was limited to materials available online, or on file with AECOM.

### **3.3 Preliminary Impact Assessment**

Once the assessment of the existing conditions for the Cultural Heritage Study Area was completed, a preliminary impact assessment was conducted to propose mitigation measures for the anticipated impacts in order to avoid or mitigate potential impacts to each identified built heritage resource or cultural heritage landscape. The proposed mitigation measures are to inform the next steps of the project planning and design (see **Section 6** for more detail).

### **3.4 Data Requests and Stakeholder Consultation**

Community engagement as a part of the data collection process was conducted. The purpose of this engagement was to obtain relevant cultural heritage information, including input on previously identified cultural heritage resources in past heritage projects/studies (see **Section 5** for more information on the methods used for information gathering). AECOM sent data requests to the following agencies/stakeholders as part of the data collection for this Cultural Heritage Report:

- Infrastructure Ontario Heritage Projects Department
- Ministry of Heritage, Sport, Tourism and Culture Industries Heritage Planning Unit
- City of Mississauga, Heritage Planning Department
- City of Toronto Heritage Preservation Services
- Ontario Heritage Trust

Following the completion of the Cultural Heritage Report, the draft conclusions and recommendations of this report will be shared with the community, including Heritage Mississauga and Indigenous Nations, to gather further input/feedback (see **Section 7** for more detail). Community input meetings on the results of the Cultural Heritage Report will include a meeting with the general public, community groups and other special interest groups. The Cultural Heritage Report will be updated based on community feedback, if necessary.

## 4. Thematic History

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### 4.1 Early Settlement of Peel County

The Cultural Heritage Study Area is located within the boundaries of the former Township of Toronto, in Peel County. It was first home to Indigenous Nations for over 10,000 years. Archaeological assessments undertaken in Mississauga have identified sites dating the Paleo, Archaic, and Woodland periods. Most recently, the area that would become the City of Mississauga was home to Algonquin and Ojibwa hunters and a small band of Ojibwa people named the Mississaugas, who chose the mouth of the Credit River as a spot for their village between 1650 to 1750. As a result of aggressive European land transfers and negotiations, the Mississaugas population that once lived within the area had rapidly declined by the mid-19<sup>th</sup> century.<sup>1</sup>

The first purchase of Mississauga land occurred in 1780s, throughout various regions in southern Ontario. Much of the area that would become the City of Mississauga was purchased in 1805 under Treaty 13a, and in 1806 under the “Head of Lake Treaty”. Following the treaties, the colonial government assigned Samuel Wilmot to survey the lands in what were to be Peel County. Dundas Street, already a surveyed road at the time of the township survey was used as a proof line to survey Toronto Township. Lots and Concessions were named according to their north or south orientation from Dundas. The township was surveyed using a mix of the Single Front and Double Front survey systems that were commonly used between the 1780s and 1830s. The lots that were included within the Cultural Heritage Study Area are laid out using the Single Front system, which produced a square pattern of five-200 acre lots bounded on all four sides by road allowances. The results of the survey type are still visible in the layout of major arterial roads in Mississauga.<sup>2</sup>

Early settlers began to arrive in Toronto Township by 1808. By 1809, the reported population of the township was 175. Many of the original surveyed lots were reserved for early surveyors and their staff, clergy reserves, and Loyalists who were fleeing the United States following the American Revolution. A number of lots were later reserved for veterans from the War of 1812. The first settlers were required to build and occupy a dwelling, at least 16 feet by 20 feet, clear a portion and fence their lot, and clear half of the road allowance across the front of their properties. Within a short time, various small communities and villages began to emerge in early Toronto Township. By the mid-19<sup>th</sup> century, three villages were in existence along Dundas Street within the Cultural Heritage Study Area which included Summerville, Dixie, and Cooksville.

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<sup>1</sup> Dieterman and Skeoch

<sup>2</sup> Riendeau; EAO

## 4.2 Cooksville

Cooksville, first known as Harrisville, was settled on land first owned by Daniel Harris. The 1859 Tremaine map (**Figure 10-1**) and the 1877 Illustrated Historical Atlas Map show the community of Cooksville (**Figure 10-2**).

Harris, who first settled at the southeast corner of Dundas Street and Centre Road (later Hurontario Street) sold his land to Jacob Cook, the son of a Loyalist who also settled on Dundas Street. In 1830, the intersection was subdivided into village lots and by 1836 it became known as Cooksville. In the mid-19<sup>th</sup> century the village was known as a commercial and service centre located along the well-traveled Dundas Street, however, in 1852 a devastating fire destroyed the majority of the buildings. The fire, coupled with the opening of the Great Western Railway along the lakeshore of Lake Ontario that diverted a great deal of traffic south of Dundas Street, resulted in the slow re-growth of Cooksville. Nonetheless, by 1873 it was chosen to be the seat of Toronto Township, and the opening of the Credit Valley Railway in 1879 helped the village regain its position as an important shipping centre for local farmers.<sup>3</sup> In 1968, the village of Cooksville became a part of the Town of Mississauga.

## 4.3 Dixie

Located at the junction of Dundas Street and Cawthra Road, the settlement of Dixie emerged around Phillip Cody's Tavern which was an early stopping place for settlers. The 1859 Tremaine map shows the settlement area and refers to the community as Sydenham (**Figure 10-1**) and later, the 1877 Illustrated Historical Atlas Map as the community as Dixie (**Figure 10-2**).

Joseph and Jane Silverthorn, who settled at Lot 11, Concession 1 North of Dundas (NDS), arrived in the early 1800s along with small number of other settlers. In 1816, they assisted in the construction of a log structure that was used as a Union Chapel for Anglicans, Methodists, and Presbyterians. In addition to the church, an inn owned by Philip Cody provided a stopping place along the Dundas highway, and a settlement began to emerge around the two buildings. The area was known as Sydenham at the time. In the 1837/1838, the log chapel was replaced with a stone structure, known now as the Dixie Union Chapel, which is one of the only surviving remnants of the former village. With the opening of its post office in 1864, the name of the settlement changed first, to Fountain Hill, and later to Dixie in 1865, in honour of Dr. Beaumont Dixie, a travelling doctor who served the area from the 1840s until the 1890s. At the end of the 19<sup>th</sup> century Dixie was known as a prominent market gardening village and was a stop along the Credit Valley Railway (**Image 1**).<sup>4</sup> In 1968, the village of Dixie became a part of the Town of Mississauga.

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<sup>3</sup> Dieterman (Riendeau)

<sup>4</sup> Governor's Road, Skeoch, Dieterman (Riendeau)

**Image 1: Former Atlantic Hotel located along Dundas in the Dixie area, constructed in 1846, now demolished (Mississauga MC0465)**



## 4.4 Summerville

Located at junction of Dundas Street and the Etobicoke Creek, the former village of Summerville emerged as a milling and blacksmithing centre based on the operations of the Silverthorn family, some of the earliest pioneers in Toronto Township. Initially named Silverthorn's for the family's influence in the area, it later became known simply as Mill Place, but by 1851 its post office opened as Summerville. By 1857, it was well established with a population of approximately 200 inhabitants, a steam-driven grist-mill, two churches, two taverns, a school, and a series of blacksmith shops. However, its success was short-lived and by the 1860s the first mills began to close. In 1979, the last of the buildings in the former village of Summerville, Robert Parton's stone blacksmith shop, was demolished. Today, little-to-no remnants of Summerville are evident along Dundas Street.<sup>5</sup>

## 4.5 Urbanization and Suburbanization

By the early-to-mid 20<sup>th</sup> century, the villages in what would become Mississauga were rapidly urbanizing and later suburbanizing. With the rise of motor vehicle usage and availability following World War II, suburban growth was made even more possible. Communities located on the

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<sup>5</sup> Skeoch, Dieterman (Riendeau)

outskirts of large metropolitan centres like Toronto offered advantages to residents and business as transportation became easier, hydro-electricity became abundantly available, and the costs of living and operating large businesses became more accessible. As a result, places such as Dundas Street were becoming rapidly expanding urban frontiers that witnessed the construction of modern subdivision developments replacing the century-old farmhouses.

In 1968, the villages and communities in Toronto Township including Cooksville, Dixie, and Summerville, along with the likes of Lorne Park, Sheridan, and Meadowvale Village were amalgamated to form the Town of Mississauga. In 1974, the town also annexed Port Credit and Streetsville to become the City of Mississauga. Since then, expansion and intensification has continued throughout Mississauga, and in 2011 the city had a reported population of 713,443 making it one of the largest cities in Canada.<sup>6</sup>

## **4.6 Transportation**

### **4.6.1 Roads**

Many of the major arterial roads in the City of Mississauga follow the original survey pattern laid out during the Crown survey for Toronto Township. Many of the north-south oriented roads that cross over Dundas Street including Mavis Road, Hurontario Street, and Cawthra were laid out as a result of Samuel Wilmot's original survey. However, Dundas Street was laid out prior to the survey and has been identified as the province's first east-west arterial road.

When Lieutenant Governor Simcoe arrived in Upper Canada in 1792, his primary goal was to guide early settlement. One of his first ambitions was to transfer the colonial capital from Newark (now Niagara-on-the-Lake) to what would become London, Ontario in order to prepare a capital that would be far enough away from an American border and west enough to discourage American expansion. He ordered a military road to be cut through southern Ontario following an old Indigenous trail. The road was designed to be set back from the shores of Lake Ontario by a number of concessions in order to safely transport troops and was meant to form a military link between Lake Ontario, Lake Erie, Lake St. Clair, and Lake Huron. The road was first referred to as "The Governor's Road" but was later known as Dundas Road, named after Henry Dundas, the Secretary of State for the British government. By the time Simcoe left Upper Canada in 1796, the road was partially opened but was barely passable. It remained a muddy path well into the 1820s but quickly became the main highway system that was used to travel between London and what would become the Greater Toronto Area.<sup>7</sup>

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<sup>6</sup> Dieterman (Riendeau), StatsCan

<sup>7</sup> Governors Road, Skeoch, Dieterman



Settlement in Toronto Township was first focused along Dundas Street, given its early path and has been described as a “significant line in the newcomers lives”. With the gradual opening and improvements of road allowances following the Crown surveys and settlement, Dundas Road became less important as an arterial link between towns. In addition, the opening of various railways that serviced Ontario meant that transportation – of both people and goods – focussed much less on early roads like Dundas. In the 1920s, much of Dundas Street became a part of the Ministry of Transportation (MTO) Highway 5 that ran from Cooksville to Hamilton and Port Dover, designated as a provincial highway. By the 1990s most of Highway 5 was transferred out of provincial control as a result of downgrading and has since become the responsibility of a series of municipalities (**Image 2**).<sup>8</sup>

**Image 2: King’s Highway 5 located along Dundas Street west of King Forest Drive. The former provincial highway is now the responsibility of municipalities as a result of downgrading.**



## 4.6.2 Railways

The former Credit Valley Railway (CVR), now a part of the Canadian Pacific Railway (CPR) still operates through the Cultural Heritage Study Area. The former Toronto and Suburban Railway (TSR) also passed through and along Dundas Street for a short time.

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<sup>8</sup> Governors Road, Skeoch, Dieterman, Kings Highway

The CVR was incorporated in 1871, and operated a line that passed over Dundas Street, close to Cooksville by 1874. The line was acquired by the CPR in 1883. Throughout the 20<sup>th</sup> century it operated stations at Cooksville and Dixie. Today, the line is a part of the CPR Galt subdivision and Dundas Road passed over the railway, just west of Cawthra Road (**Image 3**).

The TSR was an electric railway that was founded in 1894 with the merger of two earlier railway systems – the City and Suburban Electric Railway Company and the Davenport Street Railway Company. In 1918 it was absorbed by the Canadian National Railway (CNR) and was later transferred to the Canadian National Electric Railway, a subsidiary of the CNR. The line through Dundas Street was abandoned in 1931 and the track was removed during World War II. Little physical remnants of the line are visible today.

**Image 3: Historic view showing Cooksville Railway Station. The station was located where the CP rail track currently crosses Dundas Street. This was the first of three stations located at Cooksville, the last of which was demolished in 1975. (Mississauga CK0025)**



## 4.7 Heritage Structures

There are five concrete structures within the Cultural Heritage Study Area; three bridges and two culverts. All are owned and maintained by the City of Mississauga. The following are the structures located within the Cultural Heritage Study Area:

- Dundas Street East over Etobicoke Creek. A three-span, pre-cast, pre-stressed girder bridge constructed in 1969 and rehabilitated in 1997. The existing bridge is proposed to be replaced with a wider, three-span structure to accommodate BRT infrastructure.
- Dundas Street East over Little Etobicoke Creek. A concrete culvert constructed in 1950 and reconstructed in 1996. The existing culvert will be replaced with a larger single-span bridge to accommodate BRT infrastructure and address the insufficient hydraulic capacity of the culvert.
- Dundas Street East over Cawthra Road. A pair of two-span concrete post-tensioned deck bridges constructed in 1979. The existing bridge will be replaced with a wider two-span structure to accommodate BRT infrastructure.
- Dundas Street East over Hensall Crescent and the CP Rail (former Credit Valley Railway, CHL 1) corridor. A two-span steel girder bridge constructed in 1960 and rehabilitated in 2000. The existing bridge will be replaced with a wider structure to accommodate BRT infrastructure. The westbound structure will be extended so the widened abutment will not interfere with the alignment of Hensall Crescent.
- Dundas Street East over Cooksville Creek. A concrete culvert constructed in 1950 and rehabilitated in 1986. The existing culvert will be replaced with a single-span concrete bridge. The width of this proposed bridge is yet to be determined.

All of the structures were constructed between 1950 and 1979, thus meeting the 40-year rule. However, all five structures are a common type of concrete bridge, including post-tensioned, box-girder, and concrete culvert designs typical of their period. Concrete bridges became popular in the 1960s and became a prominent element in the construction of straight or curved major river crossings, highway interchanges and transit systems.<sup>9</sup> Application of the Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (2014), demonstrates the structures do not require a Cultural Heritage Evaluation Report. Therefore, based on the results of the

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<sup>9</sup> Kramer, G. *Slab, Beam & Girder Bridges in Oregon: Historic Context Statement*. Oregon Department of Transportation, 2004

field review, including an analysis of bridge design and professional judgement, the bridges and culverts were not determined to have cultural heritage value or interest for inclusion as built heritage resources in this Cultural Heritage Report.

## **4.8 Natural Heritage**

### **4.8.1 Etobicoke Creek**

Etobicoke Creek is an approximately 60-km long tributary of Lake Ontario, draining an area of approximately 206 square kilometres, beginning south of the Oak Ridges Moraine and draining into the north shore of Lake Ontario through Peel Region, the town of Caledon, and the cities of Brampton, Mississauga, and Toronto.<sup>10</sup> Groundwater recharge is less than 100 mm/year across the Etobicoke Creek watershed, due primarily to its low permeability silt, clay, and silt till soils, except for the Brampton Esker area, where recharge is more than tripled. Agriculture, raising of livestock, commercial groundwater takings, and groundwater remediation represent the major uses of groundwater from Etobicoke Creek. The name 'Etobicoke' for both the creek and the township comes from a Mississauga word describing the area between the creek and the Humber River, meaning 'the place where the alders grow'.<sup>11</sup> The creek has been referred to as a creek or river interchangeably in early surveys, letters, and treaties, until it was defined as a creek in 1962 by the Geographical Names Board of Canada. Etobicoke Creek is recognized by the City of Mississauga as a heritage corridor with historical significance in the Official Plan, however, has not identified the Etobicoke Creek corridor as a Cultural Heritage Landscape.<sup>12</sup>

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<sup>10</sup> Toronto and Region Conservation Authority, 2010

<sup>11</sup> Harris, 2015

<sup>12</sup> The Dundas Street East bridge over Etobicoke Creek will be replaced with a wider structure. The new bridge will also be a three-span structure with span lengths comparable to the span lengths of the existing bridge. Therefore, there are no negative impacts anticipated to Etobicoke Creek corridor.

## 5. Existing Conditions

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### 5.1 Physical Setting

The Cultural Heritage Study Area centred on Dundas Street extends eastward from the intersection of Parkerhill Road in the City of Mississauga, to just west of Neilson Drive in the City of Toronto. The Cultural Heritage Study Area consists of approximately 8.4 kilometres of road allowance that passes through a variety of land uses including residential, commercial, green/open spaces, and mixed uses. The road allowance is predominantly characterized by wide road allowances with four to six lanes of vehicular traffic and sidewalks that extend along the majority of the Cultural Heritage Study Area. The historic community of Cooksville is still a partially visible part of the streetscape along Dundas Street, but the remnants of Dixie and Summerville are no longer evident. The Cultural Heritage Study Area overview photographs of the field review are provided in **Photographs 1-4** below and are mapped on **Figures 10-6 to 10-19**.

### 5.2 Cultural Heritage Landscapes

The City of Mississauga 2005 Cultural Landscape Inventory identified a total of 39 cultural landscapes and 22 cultural features, representing thousands of properties within the City. Following the adoption of the Cultural Landscape Inventory, some of the properties falling within the boundaries of the cultural landscapes were added to the City of Mississauga's Heritage Register. Currently, the City is undertaking a Cultural Heritage Landscape Review Project. Based on the 2005 Cultural Landscape Inventory, none of the cultural landscapes are located within the Cultural Heritage Study Area.



**Photograph 1: Typical commercial development, north side of Dundas Street East at Wharton Way (AECOM, 2021)**



**Photograph 2: Looking west on Dundas Street East to Hurontario Street in Cooksville (AECOM, 2021)**



**Photograph 3: Commercial development looking west on Dundas Street East from Camilla Road (AECOM, 2021)**



**Photograph 4: Looking west on Dundas Street East from east of Cawthra Road (AECOM, 2021)**



### 5.3 Identification of Known, Previously Identified and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on data collection, the 40-year rule, the Criteria Checklist (Ministry of Heritage, Sport, Tourism and Culture Industries 2016), agency and stakeholder input, a field review conducted by a qualified cultural heritage professional, and professional knowledge and experience, the table in **Appendix A** summarizes and describes the known and potential built heritage resources and cultural heritage landscapes in the Cultural Heritage Study Area. The property description is based on information that could be obtained from the public right-of-way or documented in previous heritage studies. Photographs were taken from the public right-of-way.

A total of nine known built heritage resources are within the Cultural Heritage Study Area that are on the Heritage Register (all Listed properties) and additionally, six built heritage resources categorized as potential built heritage resources are within the Cultural Heritage Study Area, all were inventoried in a previous heritage report completed by AECOM in 2016. One built heritage resource, an interpretative plaque, was identified along Dundas Street East that commemorates a significant early family. The built heritage resources are fully described with photographs in **Appendix A**.

Consultation with the City of Mississauga Heritage Planning Staff identified three cultural heritage landscapes on the Heritage Register within the Cultural Heritage Study Area; one cultural heritage landscape designated under Part IV of the Ontario Heritage Act (CHL 2, Dixie Union Chapel and Cemetery), two cultural heritage landscapes listed on the Municipal Heritage Register (CHL 3, St. John the Baptist Anglican Church & St. John's Dixie Cemetery and Crematorium; CHL 4, archaeological remains of the Dundas-Dixie Cemetery). There is one additional cultural heritage landscape that was previously identified by AECOM in 2016 (CHL 1, Credit Valley Railway Corridor). The cultural heritage landscapes are fully described with photographs in **Appendix A**.

For the purpose of this Cultural Heritage Report, the properties inventoried within the Cultural Heritage Study Area are documented on maps in **Figures 10-6 to 10-19**. The following explanatory notes provide additional clarification on the information contained in the Appendix:

- Each property has been assigned an identification number, which includes either a built heritage resource (BHR) or cultural heritage landscape (CHL);
- Built heritage resources and cultural heritage landscapes were identified by their property boundaries and municipal addresses where applicable,



as heritage properties are typically protected under municipal or provincial designating by-laws which are formed on the basis of real property; and

- Heritage recognition refers to a resource or property's protection or recognition mechanisms, including designation under the Ontario Heritage Act or listing on the municipal Heritage Register.

**Table 1** below summarizes the built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area. Refer to **Appendix A** for full property descriptions and photographs of the built heritage resources and cultural heritage landscapes within the Cultural Heritage Study Area.

**Table 1: Summary of Existing Conditions – Built Heritage Resources and Cultural Heritage Landscapes**

<b>Built Heritage Resource/ Cultural Heritage Landscape Ref. #</b>	<b>Type of Resource/Name</b>	<b>Location/Address</b>	<b>Heritage Recognition</b>
<b>BHR 1</b>	Commercial/Russell's Garage and All-Save Car Rental	202 Dundas Street West	Listed on the Municipal Heritage Register
<b>BHR 2</b>	Residential	196 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])
<b>BHR 3</b>	Residential	188 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])
<b>BHR 4</b>	Commercial/Former Schiller Store	51, 55-57 Dundas Street West	Listed on the Municipal Heritage Register
<b>BHR 5</b>	Commercial/Former Cooksville Post Office and Shaver House	47 Dundas Street West	Listed on the Municipal Heritage Register
<b>BHR 6</b>	Commercial	37 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])
<b>BHR 7</b>	Commercial/Copeland's General Store	14 Dundas Street East	Listed on the Municipal Heritage Register
<b>BHR 8</b>	Industrial/ Bell Telephone Company Cooksville Exchange Building	47 Dundas Street East	Listed on the Municipal Heritage Register
<b>BHR 9</b>	Residential	168 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])
<b>BHR 10</b>	Residential/ Commercial	172 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])
<b>BHR 11</b>	Residential/ Commercial	184 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])

<b>Built Heritage Resource/ Cultural Heritage Landscape Ref. #</b>	<b>Type of Resource/Name</b>	<b>Location/Address</b>	<b>Heritage Recognition</b>
<b>CHL 1</b>	Transportation Corridor/Former Credit Valley Railway Corridor	Former Credit Valley Railway Corridor	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])
<b>CHL 2</b>	Place of Worship/Dixie Union Chapel and Cemetery	707 Dundas Street East	Designated Part IV of the Ontario Heritage Act
<b>CHL 2a</b>	Cultural Heritage Plaque	707 Dundas Street East	Ontario Heritage Trust Plaque Location
<b>CHL 2b</b>	Cultural Heritage Plaque	707 Dundas Street East	Mississauga Heritage Foundation Plaque Location
<b>CHL 3</b>	Place of Worship/St. John the Baptist Anglican Church & St. John's Dixie Cemetery and Crematorium	719-737 Dundas Street East	Listed on Municipal Heritage Register
<b>BHR 12</b>	Residential	775 Dundas Street East	Listed on the Municipal Heritage Register
<b>BHR 13 (associated with BHR 14)</b>	Residential/Chapman Residence (Barn)	855 Dundas Street East	Listed on the Municipal Heritage Register
<b>BHR 14 (associated with BHR 13)</b>	Residential/Chapman Residence	865 Dundas Street East	Listed on the Municipal Heritage Register
<b>BHR 15</b>	Commercial/ Mississauga Chinese Centre	888 Dundas Street East/2565 Haines Road	Listed on the Municipal Heritage Register
<b>CHL 4</b>	Archaeological Remains of the Dundas-Dixie Cemetery	1370 Dundas Street East	Listed on the Municipal Heritage Register
<b>BHR 16</b>	Cultural Heritage Plaque	1576 Dundas Street East	Mississauga Heritage Foundation Plaque Location

## 6. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures

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### 6.1 Proposed Activity

The following Project components are included:

- Identification of a preferred design alternative within the pinch point area as well as outside the pinch point area.
- Implement Bus Rapid Transit (BRT) along the Dundas Street corridor in dedicated Median-running bus guideways.
- Introduce branded stops and stations.
- Eight (8) stops (generally averaging one stop per kilometre) at:
  - Wharton Way
  - Dixie Road
  - Tomken Road
  - Cawthra Road
  - Grenville Drive / Cliff Road
  - Kirwin Avenue / Camilla Road
  - Hurontario Street
  - Confederation Parkway
- Retain a local bus service overlay with integration of existing curbside stop locations while allowing the Municipal Transit Service Providers (MSP) use of the dedicated BRT corridor.
- Transit priority measures including signage, traffic signal phasing, as well as, queue jump lanes.
- An intelligent Transportation Systems (ITS) Strategy including stop design, fare system and traveller information coordinated with municipal and regional service providers.
- Accommodate BRT on Dundas Street by respecting corridor characteristics.
- Maintain four general purpose traffic lanes along Dundas Street.

- Turning lanes provided at key intersections (to accommodate left turns and U-turns).
- Utility impacts and relocations to accommodate the Ensure BRT is scalable for future transit solutions, i.e. electrified fleet, future LRT.
- Create a street for all users that connects to the broader transportation network.

## **6.2 Potential Impacts**

The intention of this Cultural Heritage Report in regard to the preliminary impact assessment is to propose high-level mitigation measures for the anticipated impacts in order to avoid or mitigate potential impacts to each identified built heritage resource or cultural heritage landscape within the Cultural Heritage Study Area. The proposed mitigation measures are to inform the next steps of Project planning and design.

The project is in the preliminary design phase, and so impacts to the properties within the Project Area are not fully understood. At this stage, it is assumed that properties within the Project Area may be subject to construction impacts. When a change is made to a design after completion of a Transit Project Assessment Process, Project Proponents are required to evaluate if the change will result in significant impacts. Under Section 15 of Ontario Regulation 231/08, the proponent may need to issue an addendum to the Environmental Project Report if the changes are determined to be significant.

The potential impacts of the proposed undertaking within the Cultural Heritage Study Area were evaluated according to the Ministry of Heritage, Sport, Tourism and Culture Industries *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*. The Ministry of Heritage, Sport, Tourism and Culture Industries document defines impact as a change in an identified cultural heritage resource resulting from a particular activity.

The preliminary impact assessment will identify and assess the proposed activity to determine any impacts – positive or negative, direct or indirect – that it may have on the property's potential cultural heritage value or interest. For the purposes of this Cultural Heritage Report, an impact is a change in an identified cultural heritage resource resulting from a particular activity.

A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples of direct adverse impacts include, but are not limited to:

- removal or demolition of all or part of any heritage attribute;
- removal or demolition of any building or structure on the provincial heritage property whether or not it contributes to the cultural heritage value or interest of the property (i.e., non-contributing buildings);
- any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a provincial heritage property, including archaeological resources;
- alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or material to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs;
- alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, and/or security;
- introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, and/or landscape features;
- changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features;
- change in use for the provincial heritage property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest; and
- continuation or intensification of a use of the provincial heritage property without conservation of heritage attributes.

An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:

- shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden;
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship;

- vibration damage to a structure due to construction or activities on or adjacent to the property; and
- alteration or obstruction of a significant view of or from the provincial heritage property from a key vantage point.

Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:

- changes or alterations that are consistent with accepted conservation principles, such as those articulated in MHSTCI's *Eight Guiding Principles in the Conservation of Historic Properties*, *Heritage Conservation Principles for Land Use Planning*, Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*;
- adaptive re-use of a property – alteration of a provincial heritage property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value or interest; or
- public interpretation or commemoration of the provincial heritage property.

In order to make predictions about potential impacts, additional factors should be considered. Factors may include the scale or severity of impacts, whether they are to be temporary or permanent, reversible or irreversible, etc. These are outlined in a document set out by the Ministry of Heritage, Sport, Tourism and Culture Industries and the Ministry of the Environment, Conservation and Parks (MECP) entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992) and included:

- 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.

### **6.3 Preliminary Impact Assessment - Built Heritage Resources and Cultural Heritage Landscapes**

The potential Project impacts, mitigation options, mitigation measures, and heritage related monitoring, to the known and potential built heritage resources and cultural

heritage landscapes identified within the Cultural Heritage Study Area are included in the table in **Appendix B** entitled: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures.



## 7. Data Collection from Agencies and Stakeholders

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### 7.1 Relevant Agencies/Stakeholders

In addition to reviewing the existing heritage registers, AECOM consulted with the relevant agencies and stakeholders to identify known and previously identified built heritage resources and cultural heritage landscapes, and concerns related to the identification of, and impacts to these resources as a result of the Project. The following agencies and stakeholders were consulted in order to obtain input as a part of the identification of built heritage resources and cultural heritage landscapes.

#### **Ministry of Heritage, Sport, Tourism and Culture Industries**

Karla Barboza, Team Lead of Heritage of Ministry of Heritage, Sport, Tourism and Culture Industries, confirmed on April 7, 2021 that there are no Provincial Heritage Properties or Provincial Heritage Properties of Provincial Significance within the Cultural Heritage Study Area.

#### **Infrastructure Ontario**

AECOM contacted Frank Dieterman, Manager of Heritage Properties, Infrastructure Ontario, to determine if there are IO owned heritage properties within the Cultural Heritage Study Area. The response from IO is pending at the time of this report.

#### **City of Mississauga**

In April 2021, AECOM contacted the City of Mississauga Heritage Planner, Paula Wubbenhorst, to obtain any existing cultural heritage reporting and discuss the cultural heritage landscapes within the Cultural Heritage Study Area. Paula directed AECOM to the 2005 Cultural Heritage Landscape research online at [www.mississaugaculture.ca/chl](http://www.mississaugaculture.ca/chl). The City is currently undertaking a Cultural Heritage Landscape Project which includes; evaluating the 2005 inventory for landscapes to be included or removed, determining if additional cultural heritage landscapes may be added to the inventory, and examining ways to effectively manage change within and around these landscapes. Paula directed AECOM to review the Document Library in the City's Cultural Heritage Landscape Project website for historical information on the project's website. In addition, the City provided AECOM the shapefile data of the current Municipal Heritage Register properties within Cultural Heritage Study Area.

## **City of Toronto**

In March 2021, AECOM contacted Gary Miedema, Project Manager with Heritage Planning to obtain the data on properties on the Heritage Register within the Cultural Heritage Study Area and obtain any existing cultural heritage reporting. Heritage Preservation Services confirmed that there are no City of Toronto heritage properties or previous heritage studies within the Cultural Heritage Study Area.

## **Ontario Heritage Trust**

In April 2021, AECOM contacted staff at the Ontario Heritage Trust to identify any properties subject to Ontario Heritage Trust Heritage Easement Agreements and identify any additional studies or documentation which may be available. Kevin De Mille, Natural Heritage Coordinator at the Ontario Heritage Trust, confirmed that the Ontario Heritage Trust has no Heritage Easement Agreements for properties within the Cultural Heritage Study Area.

## **7.2 Approach to Public Consultation**

Metrolinx and the City of Mississauga will offer a wide range of communication and consultation activities and outlets to reach interested members of the public, property owners, review agencies, and other stakeholders to solicit comments and feedback related to the Project, including:

- Project website ([www.metrolinxengage.com/dundasbrt](http://www.metrolinxengage.com/dundasbrt));
- Project distribution list ([www.metrolinxengage.com/en/collections/dundasbrt](http://www.metrolinxengage.com/en/collections/dundasbrt))
- Mailings/ notifications;
- Postcard with mailout; and,
- Virtual Public Information Sessions.

Metrolinx and the City of Mississauga retains a record of Project consultation.

## **7.3 Public Meetings**

Metrolinx has a dedicated webpage for the Project:  
[www.metrolinxengage.com/dundasbrt](http://www.metrolinxengage.com/dundasbrt)

Public participation is a key input into the decision-making process for the Project. The next phase of public engagement is being planned for fall 2021.

An upcoming public consultation event will be held which will present the results of the draft Cultural Heritage Report, tentatively scheduled for fall 2021, after the posting of the Notice of Commencement. It is likely that all upcoming public consultation events will consist of an online presentation, given the current circumstances related to COVID-19. Public and stakeholder feedback will be applied to this Cultural Heritage Report after public review period.

## **7.4 Community Group and/or Other Special interest groups**

At this time, there are no planned dates with community groups or special interest groups in regard to the Cultural Heritage Report. However, community group or special interest groups meetings based on the results of the Cultural Heritage Reports can be arranged by Metrolinx and the City of Mississauga if requested, including Indigenous Nations and other non-governmental heritage organizations. Any heritage specific community group or special interest group input/feedback will be applied to this Cultural Heritage Report following the public review period.

## **7.5 Agency Review of the Draft Cultural Heritage Report**

The draft Cultural Heritage Report was distributed to the Ministry of Heritage, Sport, Tourism and Culture Industries. The comments received from this group were incorporated into this draft Cultural Heritage Report.

The draft Cultural Heritage Report was be distributed to Heritage Mississauga. No input/feedback was received.

### **7.5.1 Indigenous Engagement**

A draft of the Cultural Heritage Report was shared with the following Indigenous Nations:

- Haudenosaunee Confederacy Chiefs Council
- Huron-Wendat Nation
- Mississaugas of the Credit First Nation
- Six Nations of the Grand River

There were no comments received from these groups.

## **7.6 Public Consultation Activities**

The Cultural Heritage Report will be made available to the public following the Notice of Commencement in the fall of 2021; the draft Environmental Project Report with appended Cultural Heritage Report will be posted through a variety of media, including the Project Webpage, registered mail, postings at local libraries, and social media. Input and feedback will be incorporated into the final Cultural Heritage Report after the public review period.

## 8. Recommendations

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### 8.1 Key Findings

In summary, a total of 20 cultural heritage resources including 16 built heritage resources and four cultural heritage landscapes were documented in the Cultural Heritage Study Area within the City of Mississauga consisting of:

- **16 built heritage resources including:**
  - Nine listed properties on the Municipal Heritage Register
  - Six previously-identified potential built heritage resources (AECOM, 2016)
  - One Mississauga Heritage Foundation Plaque
- **4 cultural heritage landscapes including:**
  - One Designated Part IV property/potential Provincial Heritage Property of Provincial Significance/ Listed on the Heritage Register
  - Two listed on the Municipal Heritage Register
  - One previously-identified potential cultural heritage landscape (AECOM, 2016)

In addition, one cultural heritage landscape contains two heritage plaques:

- One property with a Mississauga Heritage Foundation Plaque and Ontario Heritage Trust Plaque

### 8.2 Recommendations

Based on the results of the data collection, field review, and preliminary impact assessment, six of the 20 built heritage resources and cultural heritage landscapes have been identified as those with the potential for direct adverse impact from the Project. Based on the results of the preliminary impact assessment completed in this Cultural Heritage Report (**Appendix B**), the following is recommended:

- Construction activities and staging areas should be suitably planned in detailed design to avoid any direct adverse impacts to the identified known and potential built heritage resources and cultural heritage landscapes.

- Six built heritage resources, listed in **Table 2** below, are anticipated to be directly adversely impacted by the Project and Cultural Heritage Evaluation Reports (CHERs) are required as early as possible as design progresses to determine if the properties meet the criteria of Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act. CHERs will be prepared by a qualified person and in consultation with the City of Mississauga Heritage Planning staff. Metrolinx will continue to follow its internal approach to completing CHERs where properties are identified with known or potential cultural heritage value or interest (CHVI) and could be directly adversely impacted by the Project. CHERs will be completed during the TPAP process and incorporated in the EPR.
- If required, Minister's Consent must be obtained as early as possible as design progresses for properties that were determined to meet Ontario Regulation 10/06 in a Cultural Heritage Evaluation Report for the Project, and have the potential to be directly adversely impacted by the Dundas Bus Rapid Transit Mississauga East Project Area.
- Should a Cultural Heritage Evaluation Report conclude that a property meets one or more of the criteria outlined in the Ontario Regulation 9/06 and/or Ontario Regulation 10/06 of the Ontario Heritage Act, then a Heritage Impact Assessment (HIA) should be completed by a qualified person to assess direct adverse impacts of the construction activities related to the Project on the identified heritage attributes of a resource. If a property is found to be of provincial significance, then the HIA will support the request for Minister's Consent.

**Table 2: Cultural Heritage Evaluation Report Requirements Identified**

<b>Built Heritage Resource/Cultural Heritage Landscape Ref. #</b>	<b>Location/Address</b>	<b>Municipal Heritage Recognition</b>	<b>Next Steps</b>
<b>BHR 1</b>	202 Dundas Street West	Listed on the Municipal Heritage Register	CHER
<b>BHR 2</b>	196 Dundas Street West	None (Potential BHR)	CHER
<b>BHR 4</b>	51, 55-57 Dundas Street West	Listed on the Municipal Heritage Register	CHER
<b>BHR 5</b>	47 Dundas Street West	Listed on the Municipal Heritage Register	CHER
<b>BHR 6</b>	37 Dundas Street West	None (Potential BHR)	CHER
<b>BHR 7</b>	14, 20-38 Dundas Street East	Listed on the Municipal Heritage Register	CHER

### Indirect Impacts to Cultural Heritage Plaques and/or Heritage Attributes of a Property

Heritage related monitoring is recommended for three built heritage resources/cultural heritage landscapes (BHR 1, BHR 15 and BHR 16) during and immediately following construction completion. Based on the proximity of the building within 202 Dundas Street West (BHR 1), the entrance structure on the property at 888 Dundas Street East (BHR 15), and the Mississauga Heritage Foundation Plaque (BHR 16), the following construction monitoring is required as documented in the preliminary impact assessment table in **Appendix B**:

- Incorporate the location on 30% Preliminary Design and indicate that the features are to be protected during construction:
  - Mark these features on the 30% Preliminary Design “To be retained, stored and reinstated post-construction”.
- Apply the following step to the project construction plan:
  - Install protective measures (i.e. fence or box hoarding), prior to construction.
- During construction, monitor the protection of the building in BHR 1, the entrance structure of BHR 15 and plaque (BHR 16). Post-construction, remove hoarding and confirm the condition of the feature (i.e., compared to prior to construction).

### Vibration Monitoring Activities

Evaluation of impacts related to vibration activities requires assessment based on identification of specific construction methods proposed, distance between the sensitive receptor (i.e. a built heritage resource) and the construction activity, and anticipated vibration levels (mm/s). A detailed construction plan outlining information such as schedule, type and quantity of equipment, or their anticipated usage rates has not yet been developed. On this basis, several activities anticipated to be the most energy intensive for road construction projects were developed by AECOM to evaluate potential worst-case scenarios. The vibration analysis will provide Zones of Influence for each developed scenario which identifies the area where if a built heritage resource is located, then building damage may occur. At this time, the Cultural Heritage Study Area includes a 50 m buffer to include heritage properties that may be subject to vibration impact. Note, the vibration buffer will be refined once property-specific impacts/vibration study are known/completed.

Given that the buildings of built heritage resources and cultural heritage landscapes are within the Cultural Heritage Study Area, as noted in the preliminary assessment impact table in **Appendix B**, it is anticipated that in some locations vibrations limits will be

exceeded and therefore, the following mitigation measures for vibration impacts should be implemented:

- Prior to construction, determine which built heritage resource or cultural heritage landscape documented in this Cultural Heritage Report requires vibration mitigation and monitoring.
- Document (review and establish) the structural condition of a building to determine if it is vulnerable to vibration impacts from the Project.
- Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration (refer to the Noise and Vibration Report).
- Implement vibration mitigating measures on the construction site and/or at the building (i.e. modify construction procedures, if required).

Construction and post-construction monitoring may be required for historic buildings that were determined subject to vibration damage. The following monitoring activities are recommended for vibration impacts:

- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and  
Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required



## **9. Permits and Approvals**

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### **Federal**

The Project will not directly or indirectly impact a National Historic Site or federal heritage building. Therefore, no Parks Canada permits/approvals are required.

### **Provincial**

As early as possible as design progresses, request Minister's Consent as required for removal, demolition, or transfer from provincial control, for properties that were determined to meet Ontario Regulation 10/06 in the Cultural Heritage Evaluation Report for the Project and have the potential to be directly impacted by the Dundas Bus Rapid Transit Mississauga East Project Area.

### **Municipal**

The Project will potentially result in direct impacts to built heritage resources and cultural heritage landscapes. Heritage alteration permits for alterations and/or demolitions to properties designated under the Ontario Heritage Act or Listed on the Heritage Register may be required if directly impacted by this Project. For any physical impact to a built heritage resource or cultural heritage landscape documented in this Cultural Heritage Report, consultation with a City of Mississauga Heritage Planner is required.

Note, as a Crown Agency of the Province of Ontario (as a public body prescribed under Ontario Regulation 157/10), Metrolinx is exempt from certain municipal processes and requirements. For this Project, Metrolinx and the City of Mississauga Heritage Planning Department will work together to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.

## **10. Figures**

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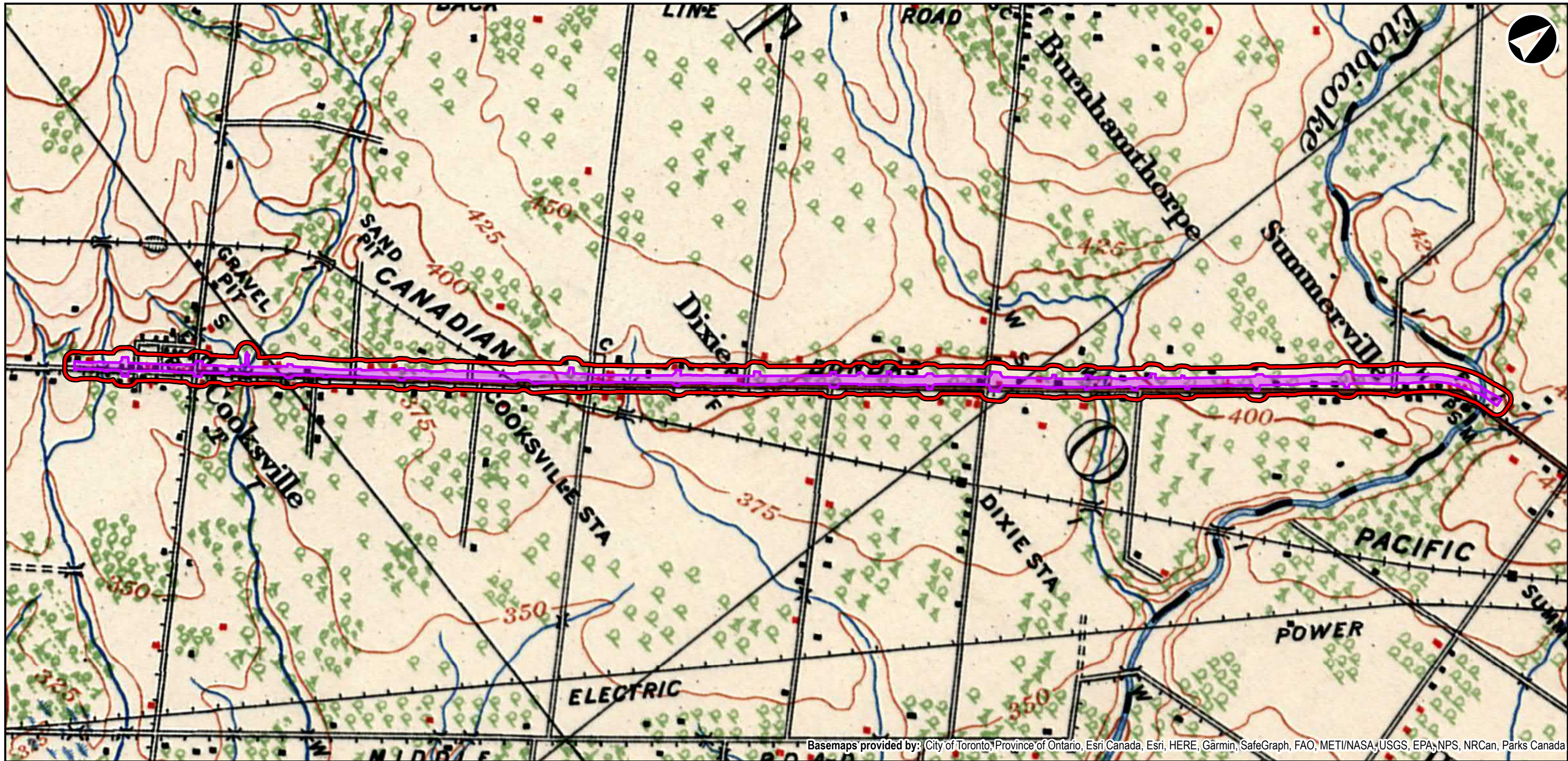




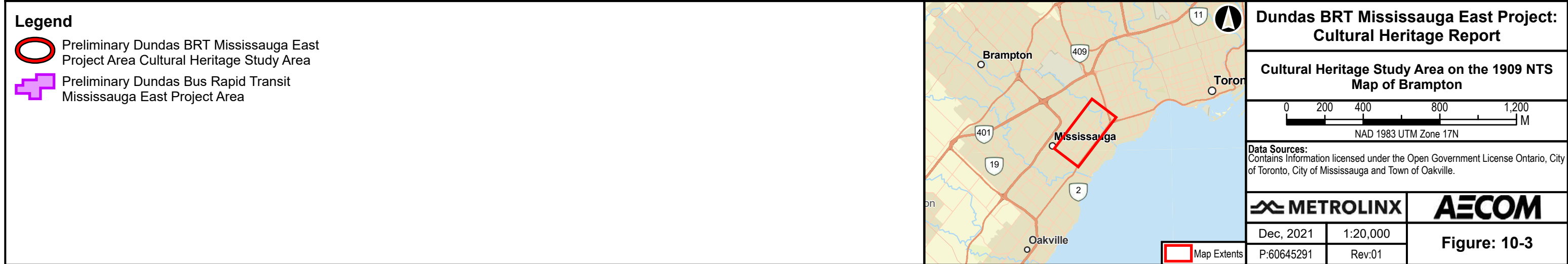






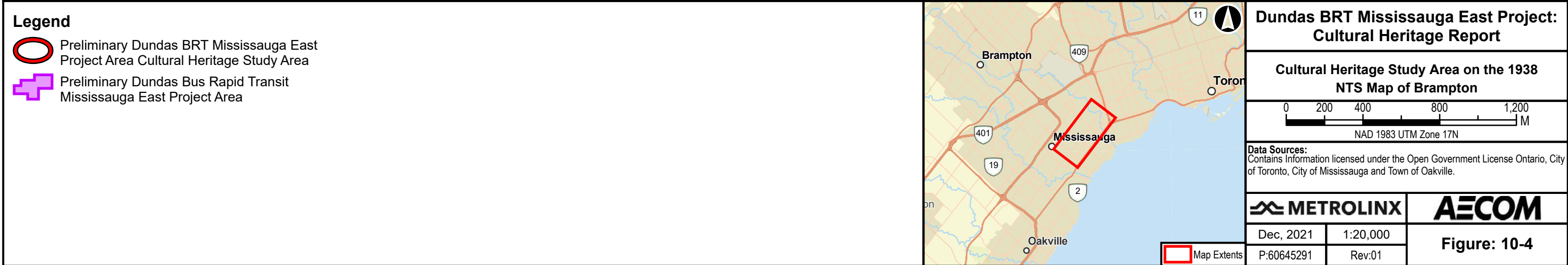
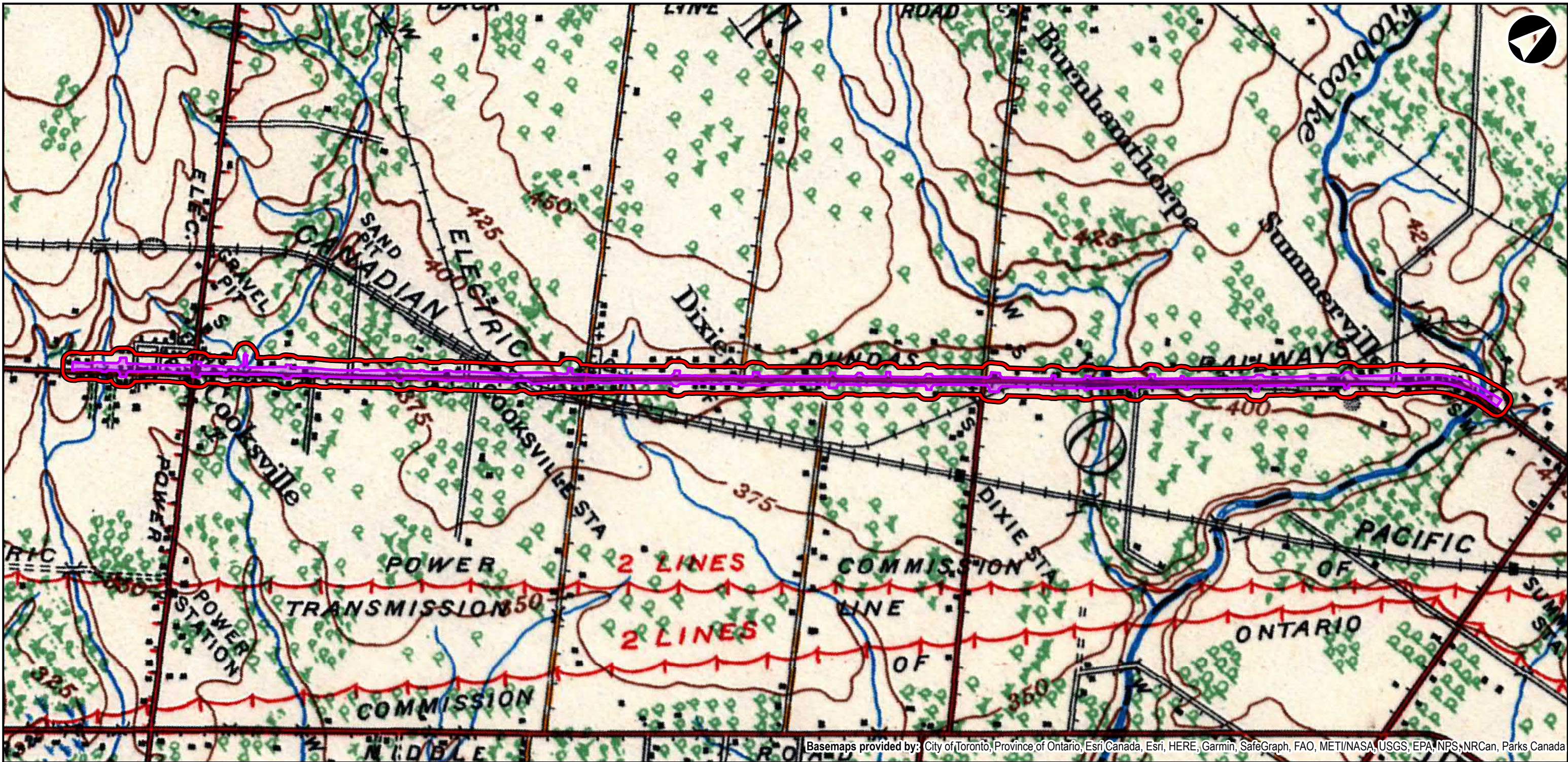


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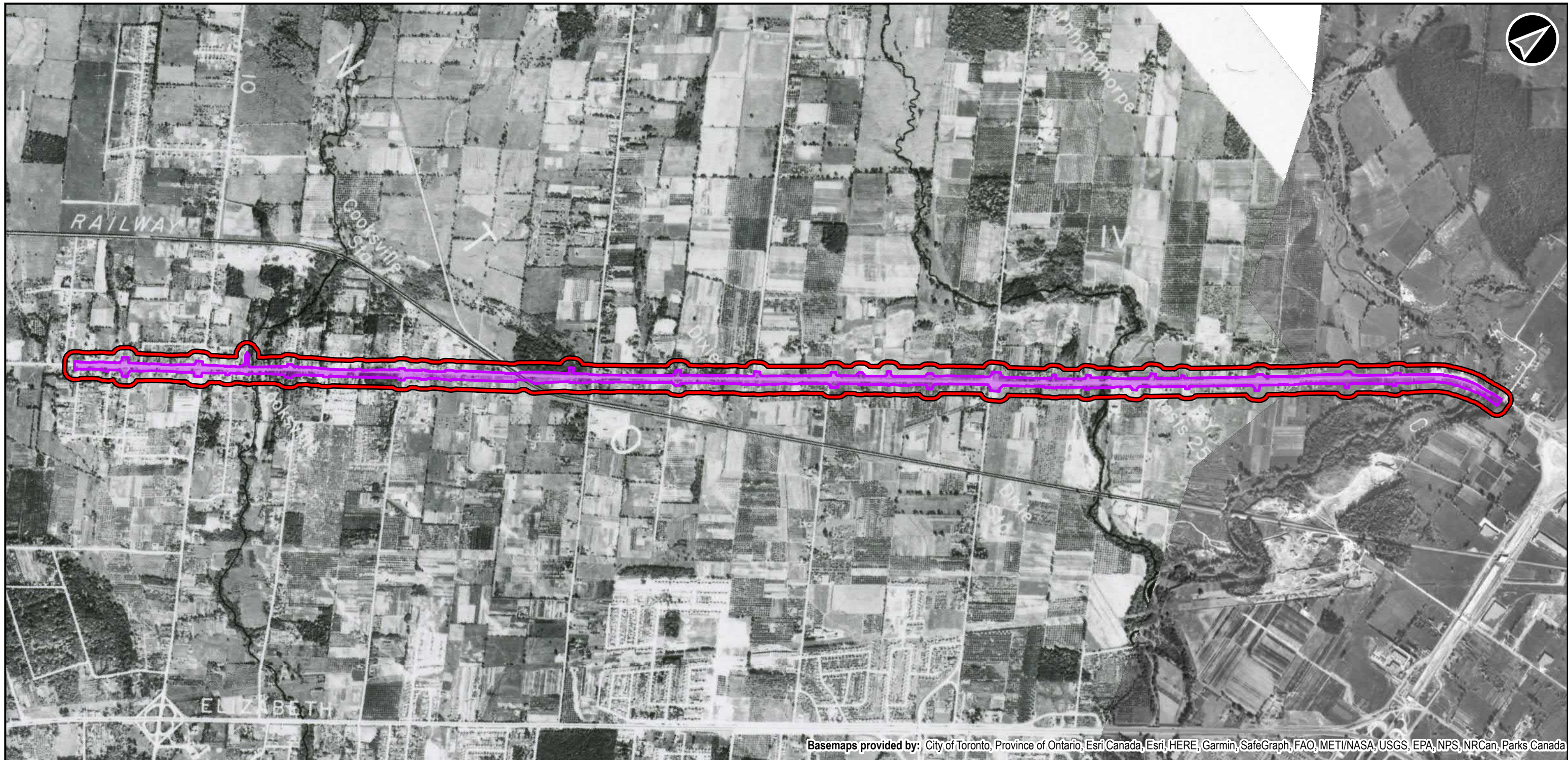
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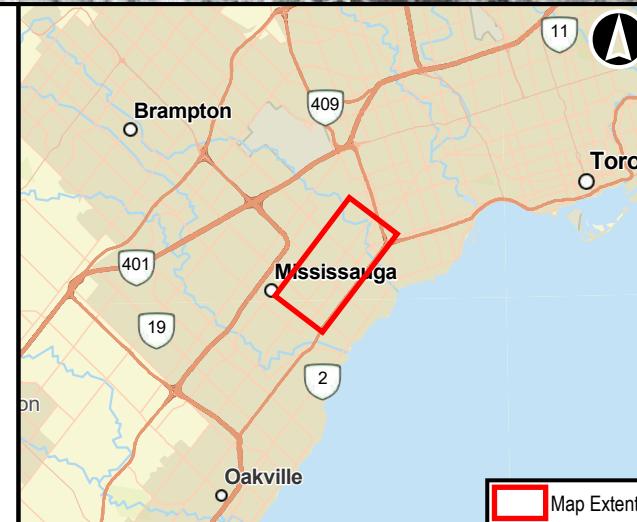
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### Legend

-  Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
-  Preliminary Dundas Bus Rapid Transit Mississauga East Project Area



### Dundas BRT Mississauga East Project: Cultural Heritage Report

#### Cultural Heritage Study Area on the 1954 Aerial Image of Southern Ontario



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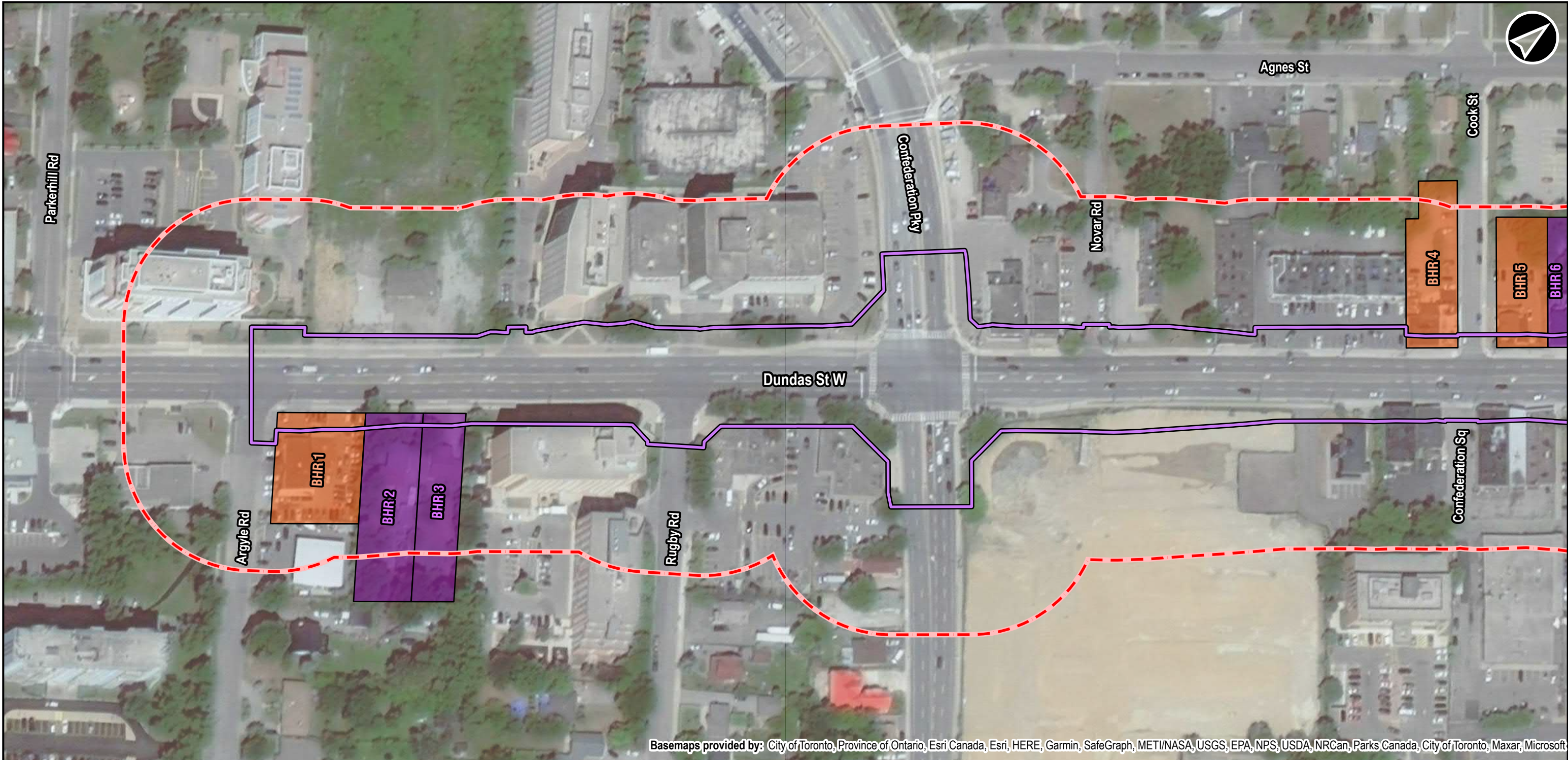


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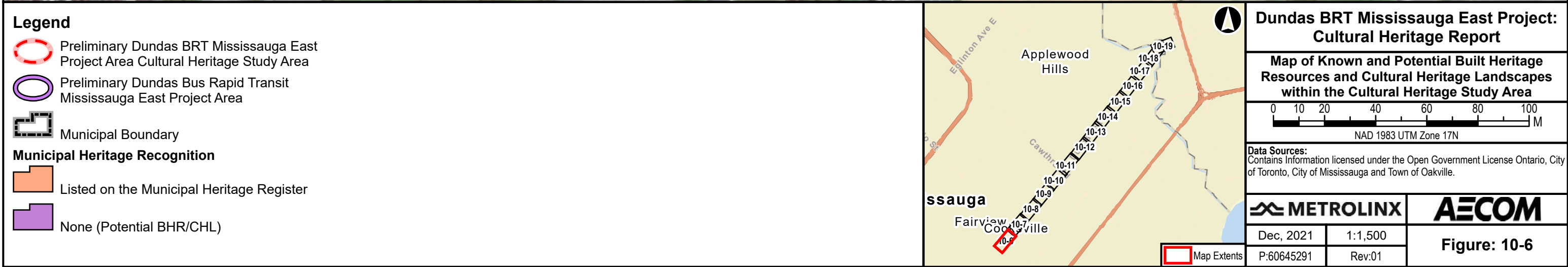
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**Figure: 10-5**

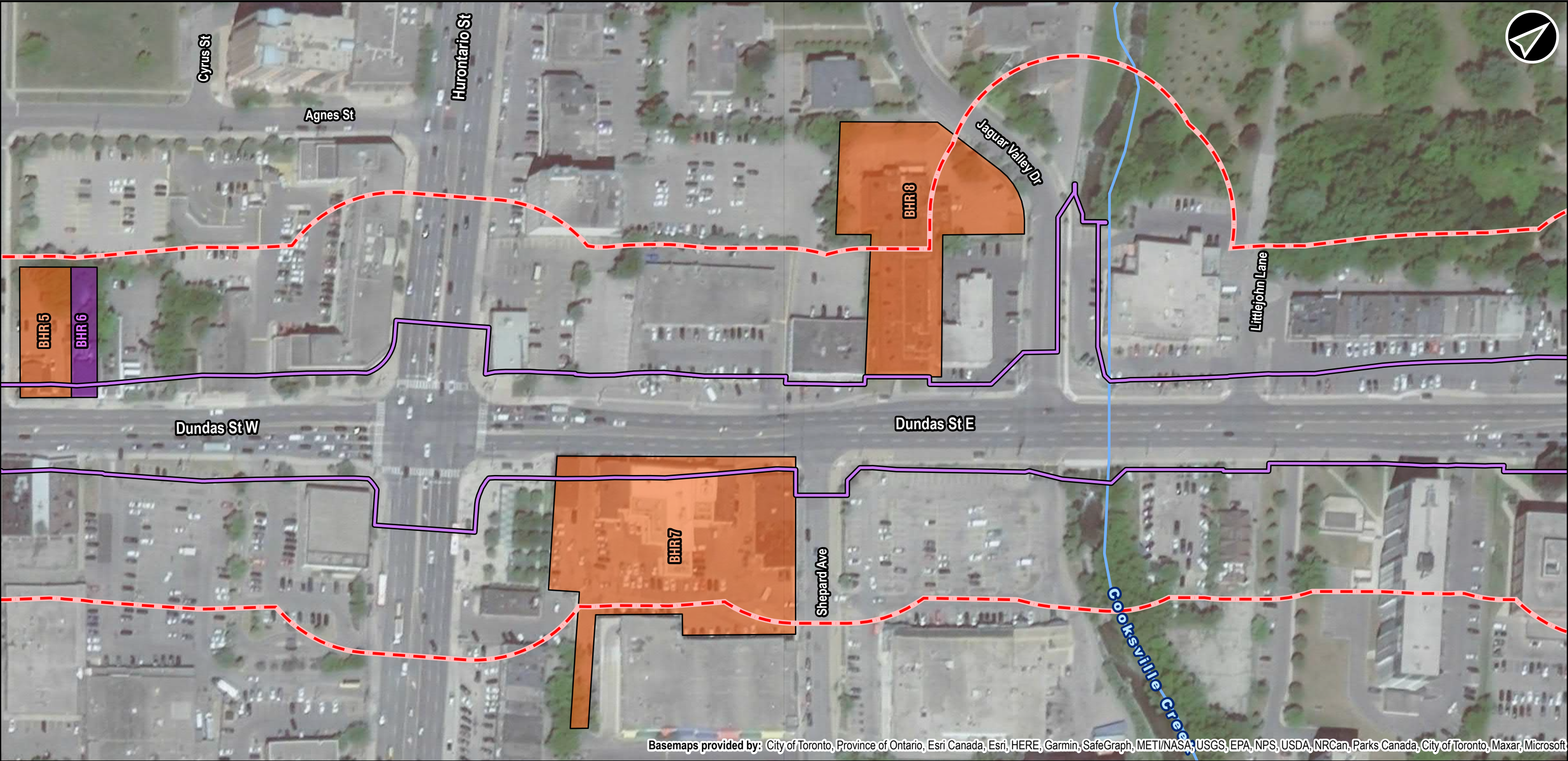




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**Legend**

- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Municipal Boundary
- Watercourse

**Municipal Heritage Recognition**

- Listed on the Municipal Heritage Register
- None (Potential BHR/CHL)

**Dundas BRT Mississauga East Project: Cultural Heritage Report**

**Map of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Cultural Heritage Study Area**

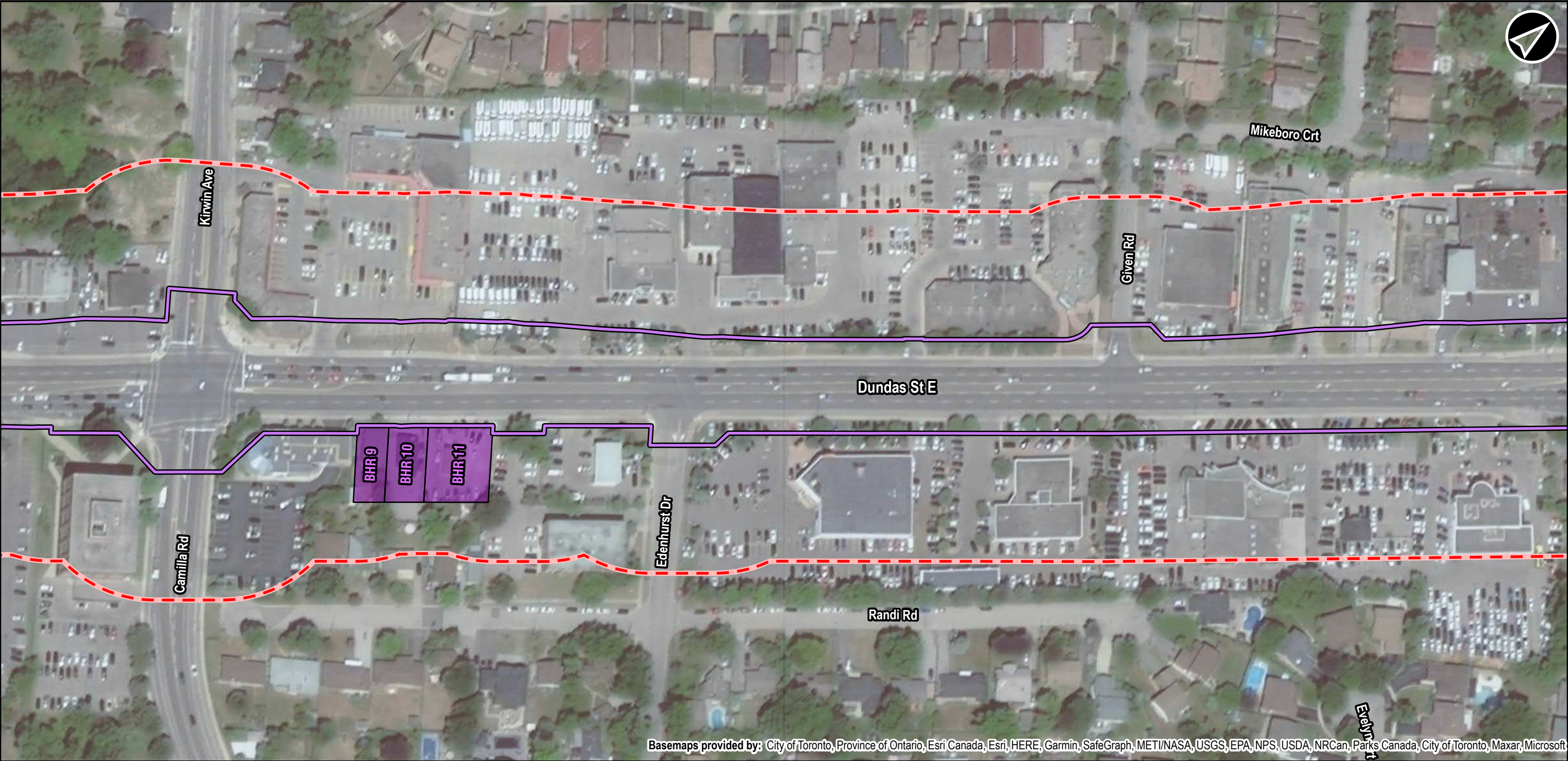
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**Figure: 10-7**





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**Legend**

- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Municipal Boundary

**Municipal Heritage Recognition**

- None (Potential BHR/CHL)

**Dundas BRT Mississauga East Project:  
Cultural Heritage Report**

**Map of Known and Potential Built Heritage  
Resources and Cultural Heritage Landscapes  
within the Cultural Heritage Study Area**

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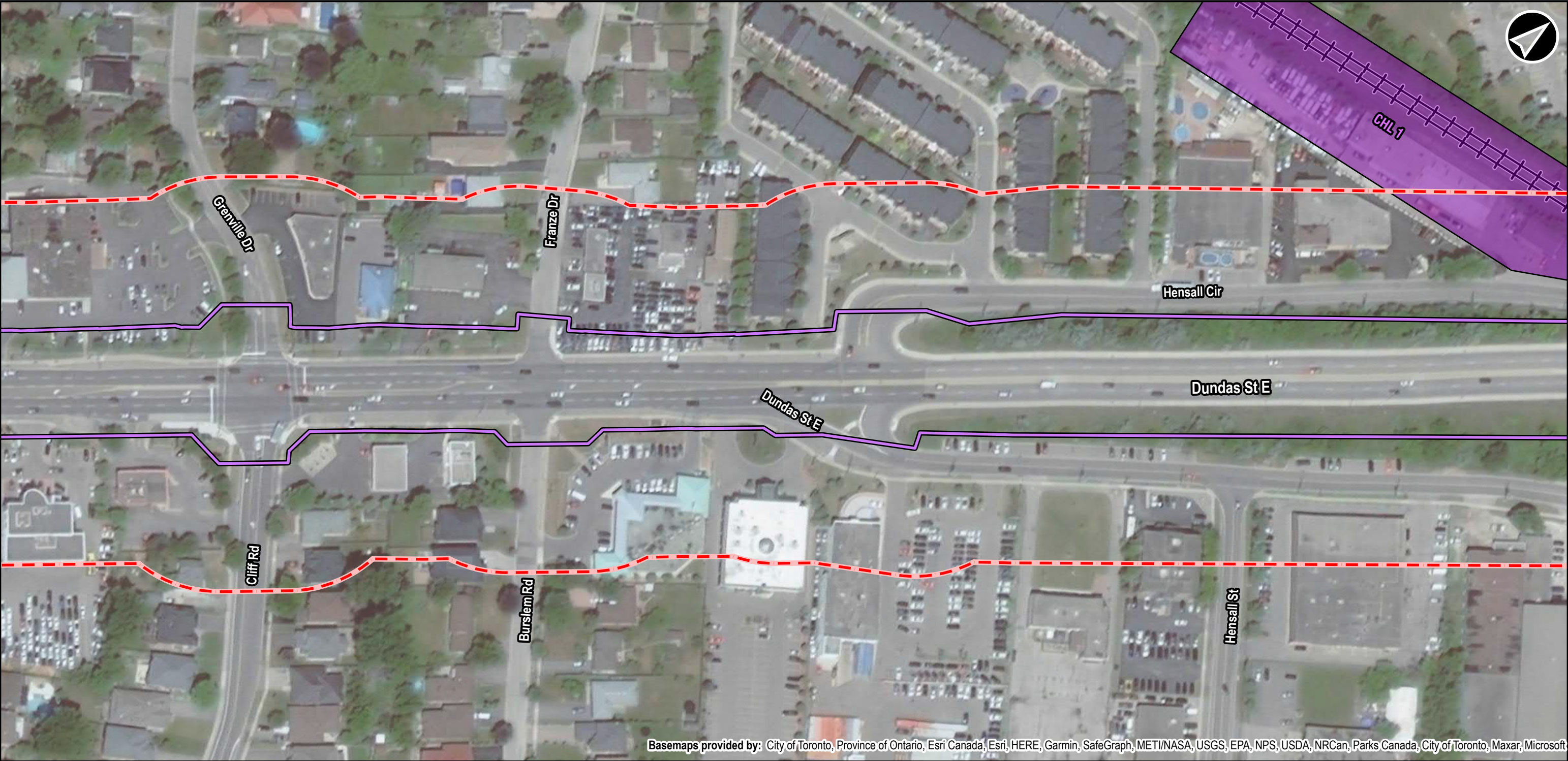
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**Figure: 10-8**

Map Extents





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### Legend

- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Municipal Boundary
- Railway

### Municipal Heritage Recognition

- None (Potential BHR/CHL)

Map Extents

## Dundas BRT Mississauga East Project: Cultural Heritage Report

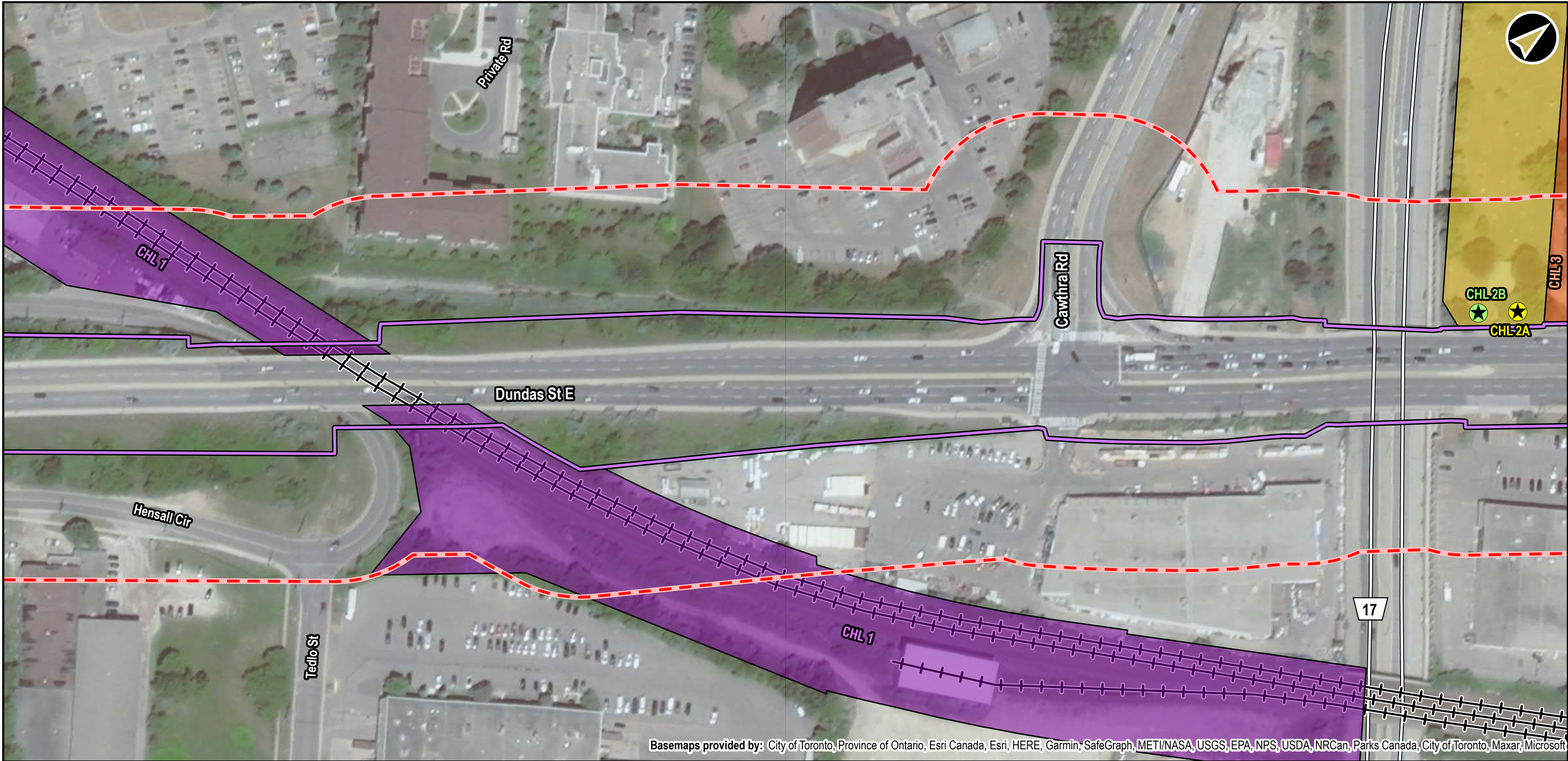
### Map of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Cultural Heritage Study Area

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**Legend**

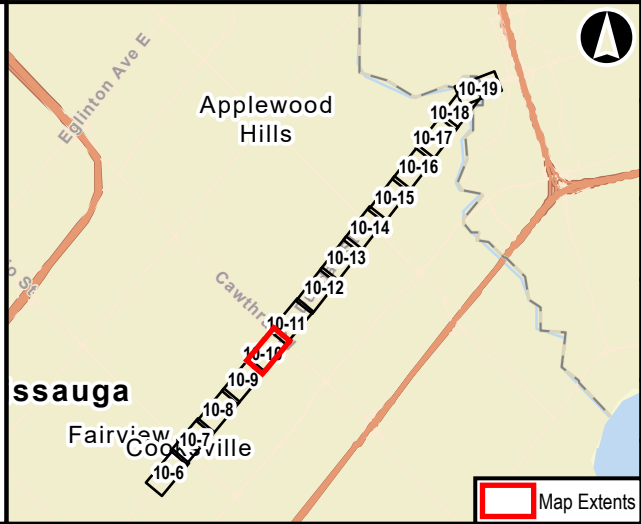
- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Municipal Boundary
- Railway
- District, County, or Regional Road
- Ontario Heritage Trust Plaque Location
- Mississauga Heritage Foundation Plaque Location

**Ontario Heritage Trust Plaque Location**

- Mississauga Heritage Foundation Plaque Location

**Municipal Heritage Recognition**

- Designated Part IV of the Ontario Heritage Act
- Listed on the Municipal Heritage Register
- None (Potential BHR/CHL)



**Dundas BRT Mississauga East Project:  
Cultural Heritage Report**

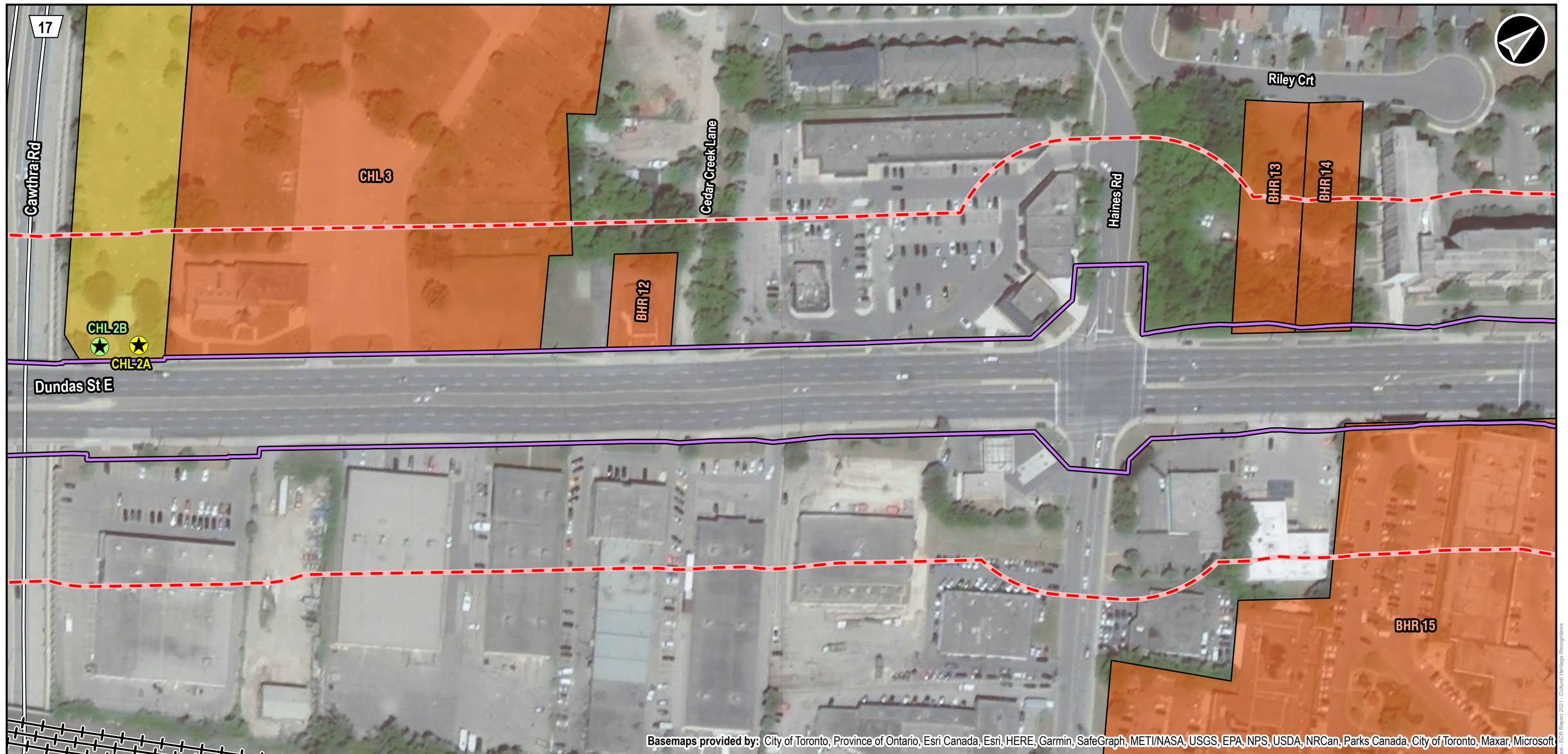
**Map of Known and Potential Built Heritage  
Resources and Cultural Heritage Landscapes  
within the Cultural Heritage Study Area**

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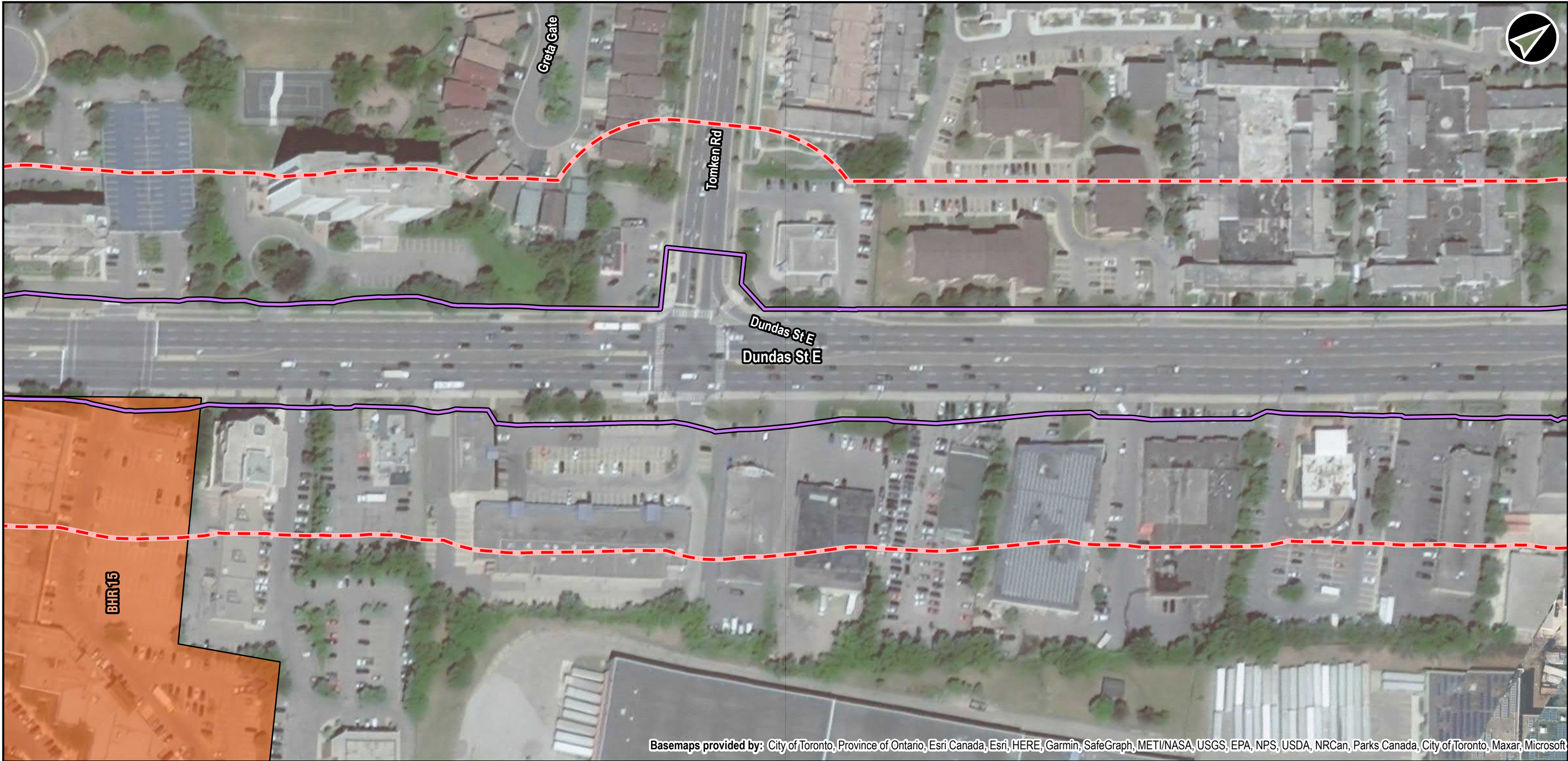
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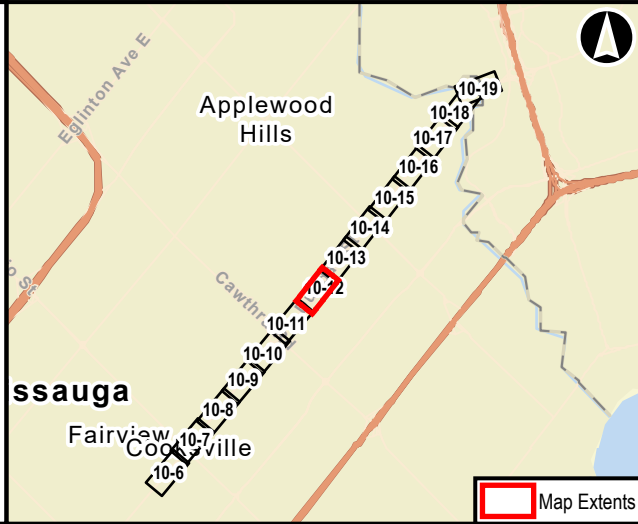






**Legend**

- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
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- Municipal Boundary
- Municipal Heritage Recognition**
- Listed on the Municipal Heritage Register



**Dundas BRT Mississauga East Project:  
Cultural Heritage Report**

**Map of Known and Potential Built Heritage  
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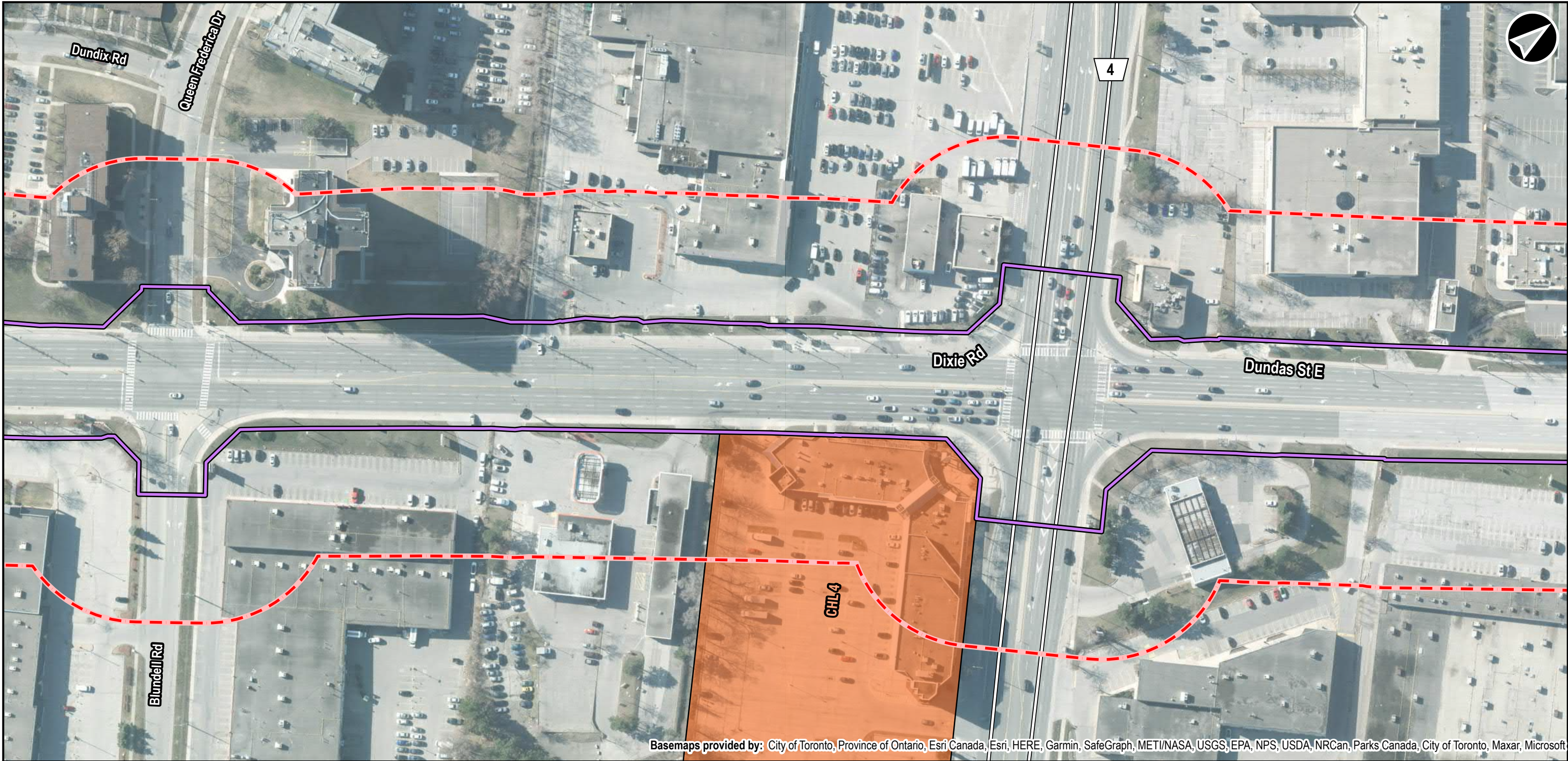
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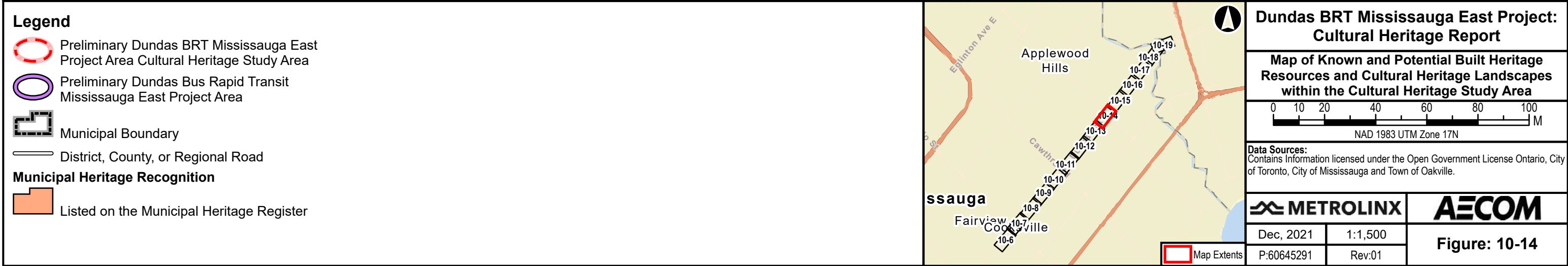




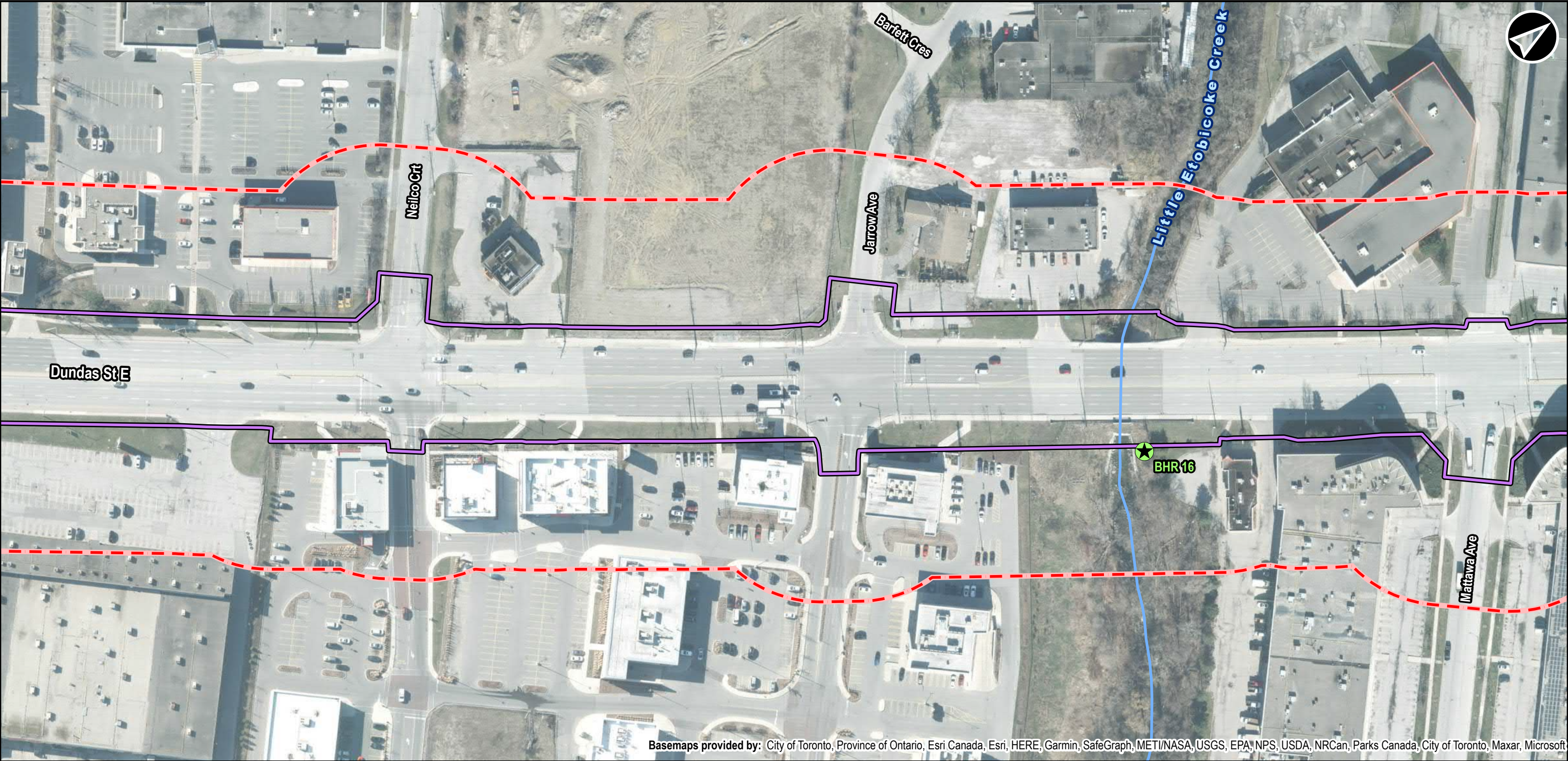




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- Municipal Boundary
- Watercourse

**Ontario Heritage Trust Plaque Location**

- Mississauga Heritage Foundation Plaque Location



**Dundas BRT Mississauga East Project:  
Cultural Heritage Report**

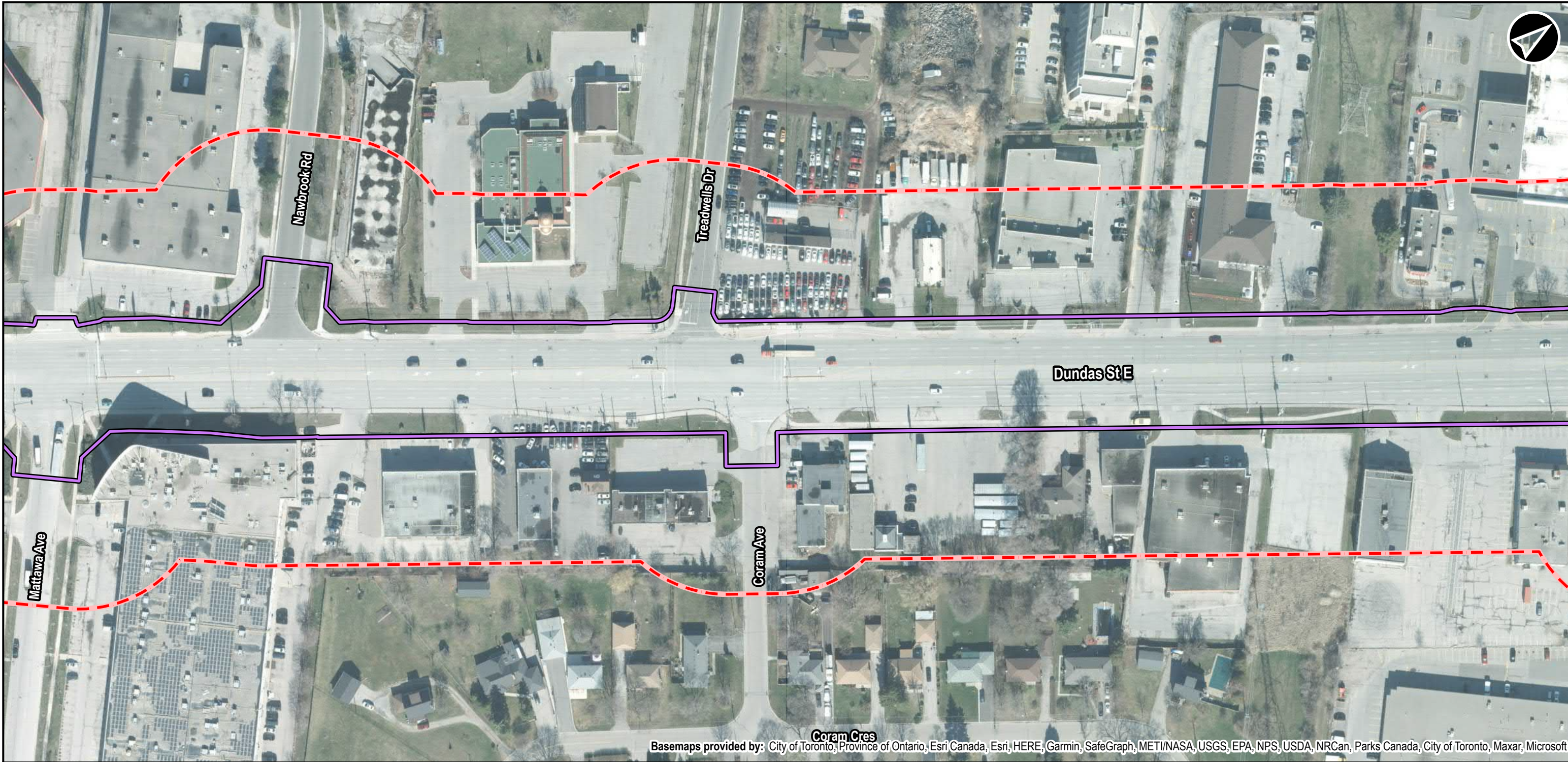
**Map of Known and Potential Built Heritage  
Resources and Cultural Heritage Landscapes  
within the Cultural Heritage Study Area**

0 10 20 40 60 80 100 M  
NAD 1983 UTM Zone 17N

**Data Sources:**  
Contains Information licensed under the Open Government License Ontario, City of Toronto, City of Mississauga and Town of Oakville.


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Basemaps provided by: City of Toronto, Province of Ontario, Esri/Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada, City of Toronto, Maxar, Microsoft

Legend

 Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area

 Preliminary Dundas Bus Rapid Transit Mississauga East Project Area

 Municipal Boundary



Dundas BRT Mississauga East Project:  
Cultural Heritage Report


Map of Known and Potential Built Heritage  
Resources and Cultural Heritage Landscapes  
within the Cultural Heritage Study Area

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NAD 1983 UTM Zone 17N

Data Sources:  
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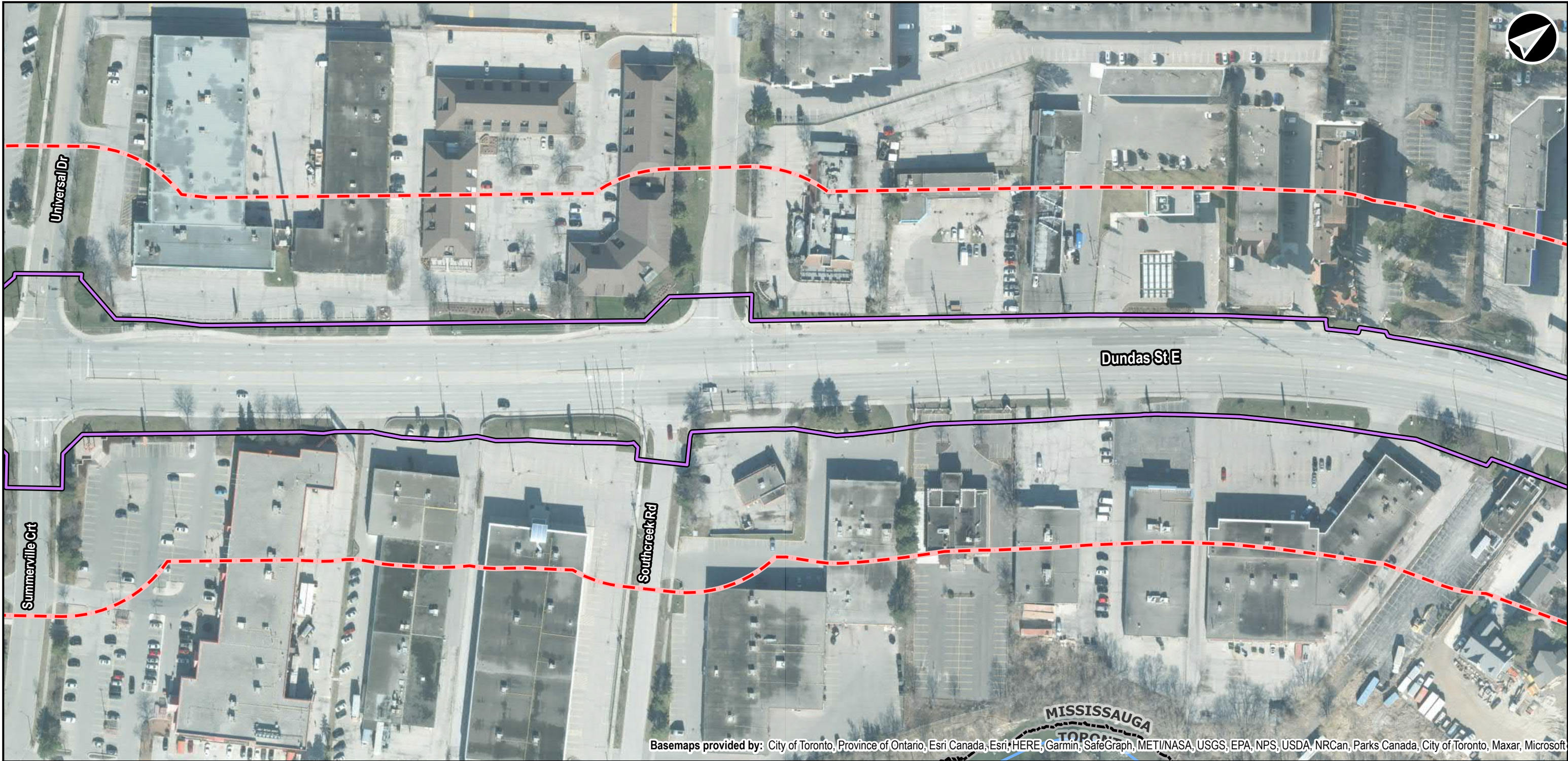
Figure: 10-16

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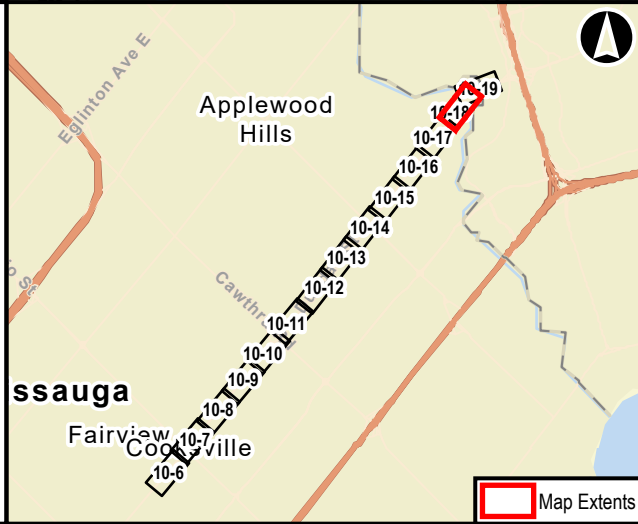




Basemaps provided by: City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada, City of Toronto, Maxar, Microsoft

**Legend**

- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Municipal Boundary
- Watercourse



**Dundas BRT Mississauga East Project:  
Cultural Heritage Report**

**Map of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Cultural Heritage Study Area**

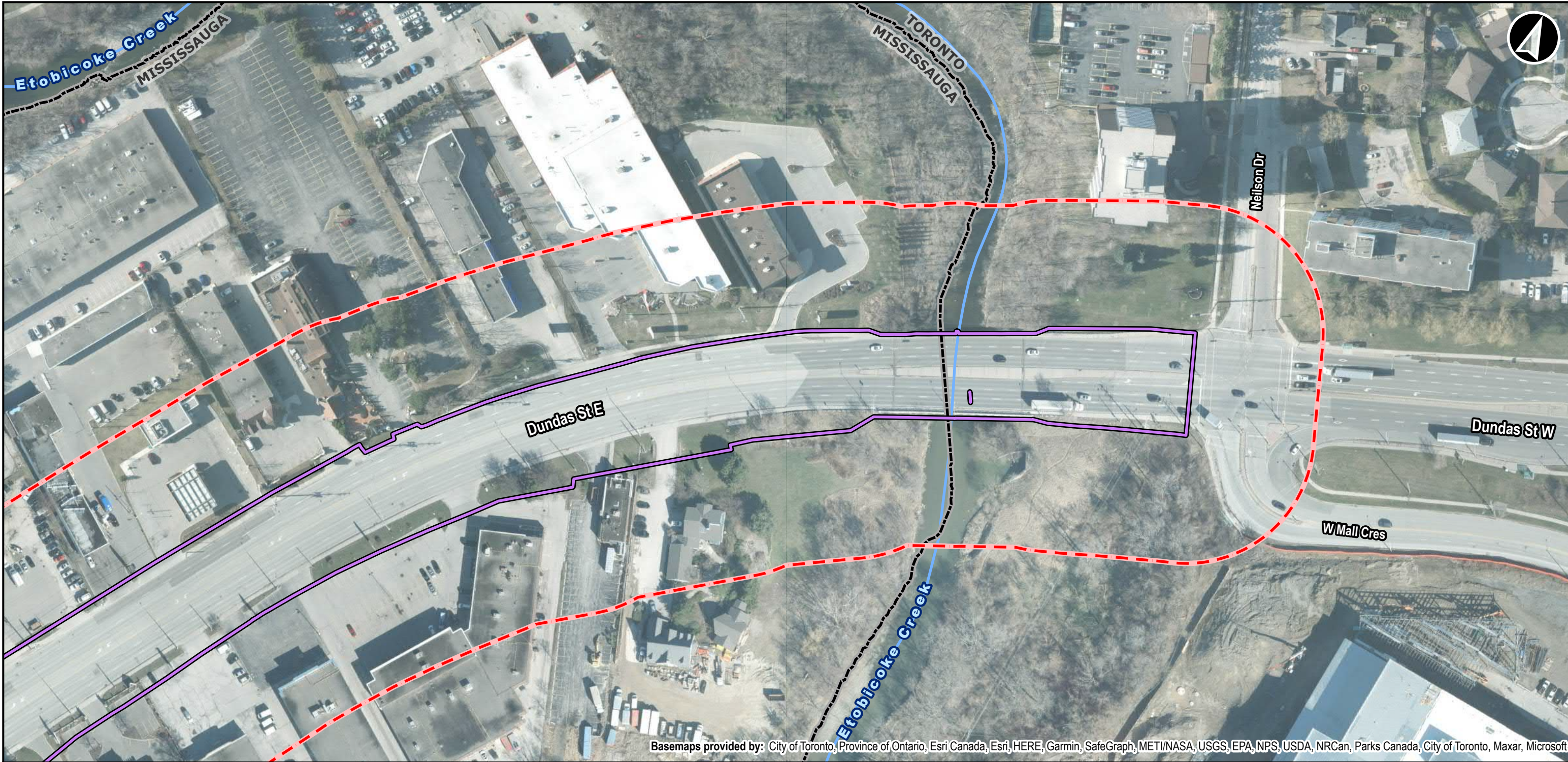
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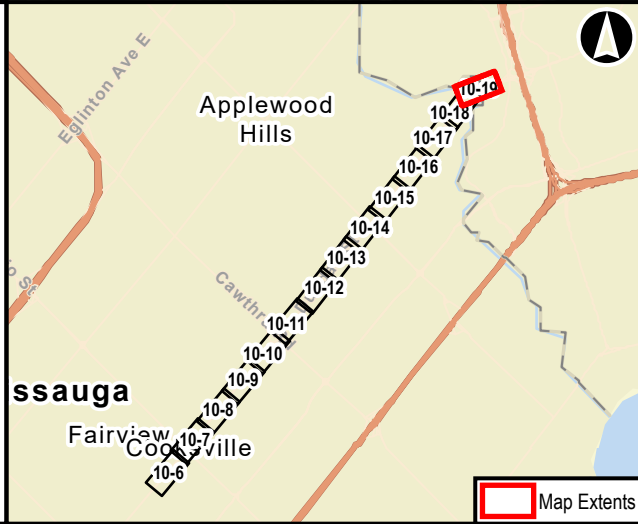
**Figure: 10-18**





**Legend**

- Preliminary Dundas BRT Mississauga East Project Area Cultural Heritage Study Area
- Preliminary Dundas Bus Rapid Transit Mississauga East Project Area
- Municipal Boundary
- Watercourse



**Dundas BRT Mississauga East Project:  
Cultural Heritage Report**

**Map of Known and Potential Built Heritage  
Resources and Cultural Heritage Landscapes  
within the Cultural Heritage Study Area**

0 10 20 40 60 80 100 M  
NAD 1983 UTM Zone 17N

**Data Sources:**  
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**Figure: 10-19**



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## **Appendix A: Description of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Cultural Heritage Study Area**

BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 1	Commercial	202 Dundas Street West	Listed on the Municipal Heritage Register	<p>Russell's Garage and All-Save Car Rental – 202 Dundas Street West</p> <ul style="list-style-type: none"> <li>Two-storey brick former residential structure with four Doric columns on main façade, and attached two-bay automobile service garage</li> <li>Constructed c.1910 as a residence and blacksmith's shop. Converted to a service station after the Second World War</li> <li>Located on south side of Dundas Street West in Cooksville</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Two-storey brick structure with hipped roof, four Doric columns, attached single-storey structure with two garage bays</li> </ul>	 <p>(AECOM, 2021)</p>
BHR 2	Residential	196 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>196 Dundas Street West</p> <ul style="list-style-type: none"> <li>Two-and-a-half storey brick dwelling with gable roof and covered porch</li> <li>Located on south side of Dundas Street West in Cooksville</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Two-and-a-half storey house with end-gable roof, covered porch, brown brick cladding with brick arched window openings on first and second floors</li> <li>Mature trees and hedge along right-of-way</li> <li>One brick entrance column</li> </ul>	 <p>(AECOM, 2021)</p>
BHR 3	Residential	188 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>188 Dundas Street West</p> <ul style="list-style-type: none"> <li>One-and-a-half storey house that is representative of Victory housing</li> <li>Likely constructed in mid-to-late 1940s.</li> <li>Located on the south side of Dundas Street West in Cooksville</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>One-and-a-half storey house with offset front gable, attached garage with breezeway and red brick chimney.</li> </ul>	 <p>(AECOM, 2021)</p>




BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 4	Commercial	51, 55-57 Dundas Street West	Listed on the Municipal Heritage Register	<p>Former Schiller Store – 51 Dundas Street West</p> <ul style="list-style-type: none"><li>Two-storey commercial storefront with a residential unit above</li><li>David Schiller, grandson of early settler Johann Schiller started a flour and seed store here in 1877. His sons took over the business in 1913 and constructed the present building.</li><li>Located on the north side of Dundas Street West in Cooksville</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Two-storey commercial building with ground level storefront and central bay window on upper storey, brick cladding with pilasters.</li></ul>	 <p>(AECOM, 2021)</p>
BHR 5	Commercial	47 Dundas Street West	Listed on the Municipal Heritage Register	<p>Former Cooksville Post Office and Shaver House</p> <ul style="list-style-type: none"><li>Two-and-a-half storey Edwardian Foursquare style house with single storey addition on east side.</li><li>The first post office in Cooksville was established at this location in 1839. The present building was constructed in 1914 by Herbert Shaver, Postmaster and Tinsmith. The single-storey addition may have housed the tinsmith shop or post office.</li><li>Located on the north side of Dundas Street West in Cooksville</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Two-and-a-half storey Edwardian Four Square style house with single storey addition on east side, red brick cladding with arched detailing on addition, imbricated shingle cladding in front gable.</li></ul>	 <p>(AECOM, 2021)</p>




BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 6	Commercial	37 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>37 Dundas Street West</p> <ul style="list-style-type: none"><li>Two-storey brick commercial building with Edwardian Classicism influences.</li><li>Associated with the commercial development of Cooksville in the early 20<sup>th</sup> century.</li><li>Located on the north side of Dundas Street West in Cooksville</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Two-storey commercial building with hipped roof, red brick cladding, quoins, and soldier course below eaves.</li></ul>	 <p>(AECOM, 2021)</p>
BHR 7	Commercial	14, 20-38 Dundas Street East	Listed on the Municipal Heritage Register	<p>Copeland's General Store – 14 Dundas Street East Note, 14 Dundas Street East is within the municipal address of 38 Dundas Street East</p> <ul style="list-style-type: none"><li>Two-storey brick clad commercial building with hipped roof and three bay façade.</li><li>Constructed by Jacob Cook in 1852, this is the oldest surviving commercial building in Cooksville. Cook operated a general store here until his death in 1873. Gas pumps were installed on the sidewalk outside the building in 1911, and the property was purchased by William Copeland in 1912. The building was moved eighty feet west in 1927 for the construction of a larger gas station.</li><li>Located on the south side of Dundas Street West in Cooksville</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Two-storey brick clad commercial building with hipped roof, three bay façade, red brick cladding, and corbelled brick chimney.</li></ul>	 <p>(AECOM, 2021)</p>

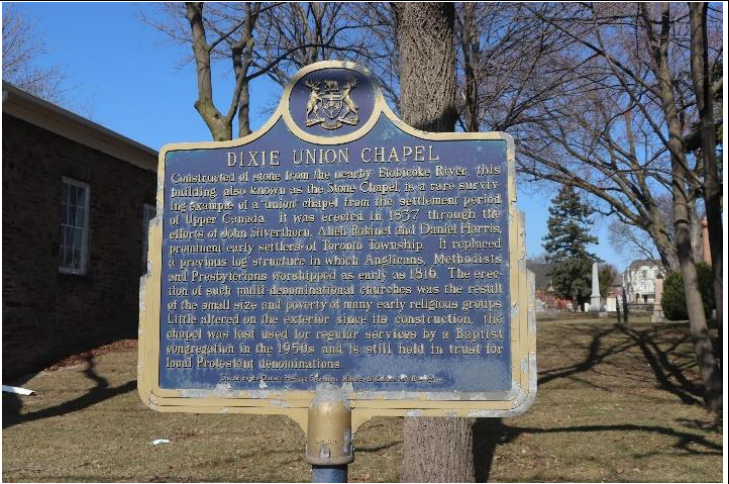
BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 8	Industrial	47 Dundas Street East	Listed on the Municipal Heritage Register	<p>Bell Telephone Company Cooksville Exchange Building – 47 Dundas Street East</p> <ul style="list-style-type: none"><li>Two-storey brown brick industrial building with five-bay façade.</li><li>Constructed in 1953 and inaugurated in February 1954 to accommodate the growing number of telephone lines in the Cooksville area. Provided direct-dial telephone calling in the area for the first time.</li><li>Located on the north side of Dundas Street East in Cooksville</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Two-storey building with five-bay façade, brown brick cladding, decorative brickwork surrounding ground floor windows and central entranceway, concrete surrounds on second-storey-windows.</li></ul>	 <p>(AECOM, 2021)</p>
BHR 9	Residential	168 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>168 Dundas Street East</p> <ul style="list-style-type: none"><li>Single-storey house with hipped roof and covered porch.</li><li>Constructed c. 1920</li><li>Located on the south side of Dundas Street East in Cooksville</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Single-storey house with low-pitched hipped roof and covered porch, brick chimney, brick arched window openings.</li></ul>	 <p>(AECOM, 2021)</p>






BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 10	Residential/ Commercial	172 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>172 Dundas Street East</p> <ul style="list-style-type: none"> <li>Single-storey house with Tudor Revival influences likely built in the early 20<sup>th</sup> century.</li> <li>Located on the south side of Dundas Street East in Cooksville</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Single-storey house with hipped roof, front bay window, round arched front door opening, brick chimney, stucco and brick exterior cladding with half-timbered detail.</li> </ul>	 <p>(AECOM, 2021)</p>
BHR 11	Residential/ Commercial	184 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>184 Dundas Street East</p> <ul style="list-style-type: none"> <li>Single-storey vernacular cottage with hipped roof</li> <li>Likely built in the early to mid-20<sup>th</sup> century</li> <li>Located on the south side of Dundas Street East in Cooksville</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Single-storey vernacular cottage with hipped roof, central chimney, stucco cladding.</li> </ul>	 <p>(AECOM, 2021)</p>
CHL 1	Transportation Corridor	Credit Valley Railway Corridor	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p>Credit Valley Railway Corridor</p> <ul style="list-style-type: none"> <li>Former right-of-way for the now defunct Credit Valley Railway</li> <li>Constructed by the Credit Valley Railway which operated from 1871 to 1883, when it was sold to the Ontario &amp; Quebec Railway, a subsidiary of the CPR</li> <li>Continues to function as an active railway corridor</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Views to the railway right-of-way from the north and south sides of the Dundas Street East overpass, and from Hensall Crescent</li> </ul>	 <p>(AECOM, 2021)</p>

BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
CHL 2	Place of Worship Cemetery	707 Dundas Street East	Designated Part IV of the Ontario Heritage Act (By-Law#83078, Amendment #963-86)	<p>Dixie Union Chapel – 707 Dundas Street East</p> <ul style="list-style-type: none"><li>▪ Rare surviving example of a "union" chapel and cemetery, a church that was built in pioneer times to serve many denominations. Architecturally, this simple gabled structure is enhanced by the beauty of its building material, Credit Valley stone, laid in random course.</li><li>▪ Formally opened in 1838, in which Anglicans, Presbyterians and Methodists worshipped. Still held in-trust for local Protestant denominations.</li><li>▪ Anglican congregation moved out of the church in 1870 and established the adjacent St. John the Baptist Church (CHL 3)</li><li>▪ One of two historically-linked churches and cemeteries on the north side of Dundas Street East, east of Cawthra Road. Surviving remnant of the 19<sup>th</sup> century community of Dixie.</li><li>▪ Listed on the Ontario Heritage Trust Places of Worship Inventory</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>▪ Single-storey stone building with low-pitched gable roof, flat arched window openings</li><li>▪ Stone wall along Dundas Street East including Romanesque inspired arched entranceway with decorative stonework and "DIXIE UNION CEMTERY" inscription</li><li>▪ Cemetery with grave markers</li></ul>	 <p>(AECOM, 2021)</p>







BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
CHL 2A	Cultural Heritage Plaque	707 Dundas Street East	Ontario Heritage Trust Plaque Location	<p>Ontario Heritage Trust Plaque – Dixie Union Chapel</p> <p>Ontario Heritage Trust Plaque commemorating the Dixie Union Chapel. Plaque text reads as follows:</p> <p>DIXIE UNION CHAPEL</p> <p>Constructed of stone from the nearby Etobicoke River, this building, also known as the Stone Chapel, is a rare surviving example of a “union” chapel from the settlement era of Upper Canada. It was erected in 1837 through the efforts of John Silverthorn, Allan Robinet, and Daniel Harris, prominent early settlers of Toronto Township. It replaced a previous log structure in which Anglicans, Methodists, and Presbyterians worshipped as early as 1816. The erection of such multi-denomination churches was the result of the small size and poverty of many early religious groups. Little altered on the exterior since its construction, the chapel was last used for regular services by a Baptist congregation in the 1950s and is still held in trust for local Protestant denominations.</p> <p>Located on the east front lawn of the Dixie Union Chapel (CHL 2)</p>	 <p>(AECOM, 2021)</p>


BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
CHL 2B	Cultural Heritage Plaque	707 Dundas Street East	Mississauga Heritage Foundation Plaque Location	<p>Mississauga Heritage Foundation Plaque – Remembering our War of 1812 Heroes</p> <p>Plaque commemorating veterans of the War of 1812 buried in the Dixie Union Cemetery. Plaque text reads as follows:</p> <p>Remembering our War of 1812 Heroes – Dixie Union Cemetery</p> <p>War came to Canada in June of 1812 when the United States of America declared war on Great Britain. Local civilians, many of whom were American by birth felt the brunt of the war. Some militia volunteers fought in battles, while others served in a support capacity to the British regular forces with the transportation of supplies, garrison duty, and road maintenance.</p> <p>Established in 1810, this cemetery is the only established site in Mississauga that pre-dates the War of 1812. The property was donated by Phillip Cody (1770-1850) who served as an Ensign with the 2<sup>nd</sup> Regiment of the York Militia during the War of 1812. The first union chapel on this property was completed in 1816, its construction delayed in part because of the war. Six militia volunteers are known to be buried here. Many graves in this historic cemetery are unmarked, and this cemetery may be the resting place for other militiamen.</p> <p>Three Silverthorn brothers, Joseph (1785-1879), Thomas (1788-1834), and Aaron (1790-1872) are buried here. Joseph Silverthorn volunteered as a Private with the 2<sup>nd</sup> Regiment of the York Militia and was involved primarily with road maintenance and the transportation of supplies. There is no surviving gravestone for Joseph Silverthorn. Thomas Silverthorn served as a Private in the 1<sup>st</sup> Flank Company of the 2<sup>nd</sup> Regiment of the York Militia and participated in several battles, including the Battle of Queenston Heights. Aaron Silverthorn served as a Private in the 1<sup>st</sup> Flank Company of the 2<sup>nd</sup> Regiment of the York Militia and participated in several engagements including the battles of Queenston Heights and Lundy's Lane and received a General Service Medal for his participation in the capture of Fort Detroit.</p> <p>Amos Wilcox (1793-1886), a Private in the 1<sup>st</sup> Flank Company of the 2<sup>nd</sup> Regiment of the York Militia is most likely buried here. He volunteered to serve for a great portion of the war in a variety of capacities and was present at the capture of Fort Detroit, for which he received a General Service Medal. He also participated in the battles of Queenston Heights, Stony Creek, and Black Rock.</p> <p>Samuel Mercer (1779-1830) volunteered as a Private in the Embodied Militia of the 3<sup>rd</sup> Regiment of the York Militia and was likely employed in the maintenance of roads, garrison duty, and transport of supplies. He was paroled after the Battle of York in 1813.</p> <p>Also buried here is Stiles Stevens (c. 1775-1844), who served as a Lieutenant in the Embodied Militia of the 2<sup>nd</sup> Regiment of the York Militia. Commissioned as an Officer on April 4, 1812, he served on garrison duty, road maintenance, and at the supply depot at Burlington Heights.</p> <p>We recognize their brave service.</p> <p>Located on the west front lawn of the Dixie Union Chapel (CHL 2)</p>	 <p>(AECOM, 2021)</p>

BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
CHL 3	Place of Worship/ Cemetery	719-737 Dundas Street East	Listed on the Municipal Heritage Register	<p>St. John the Baptist Anglican Church &amp; St. John's Dixie Cemetery and Crematorium – 719-737 Dundas Street East</p> <ul style="list-style-type: none"> <li>Large Gothic Revival church and associated cemetery.</li> <li>The first church was constructed on this site in 1870 when the Anglican congregation moved out of the Dixie Union chapel. This church was destroyed by fire in 1924 after being struck by lightning. The present structure was completed in 1926.</li> <li>The cemetery was established in 1870 when the first Anglican church was constructed. It was enlarged by eight acres in 1954. Contains the remains of many early settlers of the former Dixie community.</li> <li>One of two adjacent historic churches and cemeteries on the north side of Dundas Street East, east of Cawthra Road.</li> <li>Surviving remnant of the 19<sup>th</sup> century community of Dixie</li> <li>Listed on the Ontario Heritage Trust Places of Worship Inventory</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Large brown brick church with Gothic Revival detailing, including spire, buttresses, stone detailing, stone clad foundation, stained glass windows</li> <li>Cemetery with grave markers</li> </ul>	 <p>(AECOM, 2021)</p>
BHR 12	Residential	775 Dundas Street East	Listed on the Municipal Heritage Register	<p>775 Dundas Street East – Hickey Carson House</p> <ul style="list-style-type: none"> <li>Two-storey house with Edwardian Classicism influences.</li> <li>Built as a residence by James Crawford in 1919, after the lot had been severed from the Gummerson farm in 1918. Crawford sold the house to Rose Hickey in 1920. Rose later married Dominick Carsoni. Dominick, who was born in Italy, worked nearby at the Cooksville Brickyard. He later anglicized his name to Dominic Carson. The house remained in the Hickey-Carson family until 1985, at which time it was sold and converted for commercial usage. The building is a two storey red brick structure with a wraparound porch on the front and side facades supported by round wood columns and the original balustrade. The adjacent Cedar Creek Lane is a remnant farm lane from the Gummerson-Simpson farm.</li> </ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"> <li>Two-storey house with hipped roof, brick cladding, brick arched window openings.</li> </ul>	 <p>(AECOM, 2021)</p>



BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 13	Residential	855 Dundas Street East	Listed on the Municipal Heritage Register	<p>Chapman Residence (Barn) – 855 Dundas Street East</p> <ul style="list-style-type: none"><li>▪ Wood framed barn with a side gable roof</li><li>▪ Associated with the Chapman Residence at 865 Dundas Street East (BHR 14)</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>▪ Wood framed barn with side gable roof, exterior wood cladding, 2 x 2 windows.</li></ul>	 <p>(AECOM, 2021)</p>
BHR 14	Residential	865 Dundas Street East	Listed on the Municipal Heritage Register	<p>Chapman Residence – 855 Dundas Street East</p> <ul style="list-style-type: none"><li>▪ Two-storey house with Georgian Revival influences. Appears to have been significantly altered.</li><li>▪ Constructed c. 1920</li><li>▪ Associated with the adjacent barn at 855 Dundas Street East (BHR 13)</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>▪ Two-storey house with hipped roof, symmetrical façade.</li></ul>	 <p>(AECOM, 2021)</p>

BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 15	Commercial	888 Dundas Street East  2565 Haines Road	Listed on the Municipal Heritage Register	<p>Mississauga Chinese Centre – 888 Dundas Street East/2565 Haines Road</p> <ul style="list-style-type: none"><li>Commercial shopping centre designed to reflect traditional Chinese architecture. The property includes a replica of a Nine-Dragon wall, typically found in Imperial Chinese gardens, as well as a pagoda, ponds, and stone sculptures.</li><li>The main entrance structure is constructed of timber using traditional joining methods, with no nails or fasteners.</li><li>Constructed in 1987 by a group of Hong Kong investors.</li><li>The main entrance structure of the Mississauga Chinese Centre is a landmark in the commercial area along Dundas Street West.</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Commercial shopping centre with Chinese-themed design elements, including tiled roof, decorative gardens and ponds, stone sculptures, Nine-Dragon wall, timber entrance structure with four concrete foundations.</li></ul>	 <p>(AECOM, 2021)</p>
CHL 4	Cemetery	1370 Dundas Street East	Listed on the Municipal Heritage Register	<p>Archaeological Remains of Dundas-Dixie Cemetery – 1370 Dundas Street East</p> <ul style="list-style-type: none"><li>20<sup>th</sup> Century commercial shopping plaza constructed on the site of a former cemetery. No remnants of the cemetery are visible from the public right-of-way.</li><li>Former location of the Dundas-Dixie Cemetery, associated with the now vanished community of Dixie</li><li>Located at the southwest corner of Dundas Street East and Dixie Road</li></ul> <p><b>Potential Heritage Attributes:</b></p> <ul style="list-style-type: none"><li>Archaeological Resources</li></ul>	 <p>(AECOM, 2021)</p>

BHR/CHL Ref. #	Type of Resource	Location/ Address	Municipal Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI) and Heritage Attributes	Photographs/Digital Image
BHR 16	Heritage Plaque	1576 Dundas Street East	Mississauga Heritage Foundation Plaque Location	<p>Pallett Green is named in honour of the Pallett family and is connected to their former farm property. William Pallett came to Canada from England with his wife Mary and their seven children, and in 1858 moved to Sydenham (Dixie) and rented a 200-acre farm. Sons Robert, William Henry, Thomas and Charles all bought farms near here. The original farm, where Pallett Green is located, passed from Robert to his son William, and then to grandson Roy, who raised horses and poultry. The Palletts were rooted in their community as successful apple and vegetable producers. They helped build Bethesda Wesleyan Methodist Church in 1865 and were involved with the Dixie Women's Institute. In 1918, they opened the Dixie Fruit Market, went on to help form the Dixie Arena Gardens, were involved with the Dixie Beehives hockey team and in 1944 helped start the Dixie Growers Cold Storage facility. The original farm passed from Roy to his son Don, and in the 1940s Don was involved in founding the Dixie Fruit and Vegetable Growers Co-operative. In 1982, the farm was sold and Pleasant View Farms relocated nearby, where it was operated until 2012. There is an interpretive plaque here that commemorates this significant early family.</p>	 <p>Toronto.com</p>

## **Appendix B: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Built Heritage Resources and Cultural Heritage Landscapes**



Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>BHR 1</b>	202 Dundas Street West/ Russell's Garage and All-Save Car Rental	Listed on the Municipal Heritage Register	<p><b>1. Potential direct adverse impact from the Project.</b></p> <p>Potential direct impact to the property. A portion of BHR 1 along Dundas Street East, is located within the grading limits of the 10% Preliminary Design. The building within BHR 1 will not be directly impacted, however the encroachment on the property is substantial as the grading limits are proposed to be abut the building on the property. In addition, the former remnants of the gas station are within the 10% Preliminary Design. The remnants of the gas station are considered heritage attributes of the property. Therefore, it is anticipated that the property will be directly adversely impacted by the Project.</p>	<p><b>i. Preferred Option:</b> Avoid the Property</p> <p>Based on the 10% Preliminary Design, there will be direct impacts to the property (partial property acquirement, removal of heritage attribute [remnants of the gas pump]). If the design cannot be revised to avoid the property, the following mitigation measures are required:</p> <p><b>ii. Alternative Option:</b></p> <ul style="list-style-type: none"> <li>Consult with the City of Mississauga Heritage Planning Department as part of the preliminary design phase regarding physical impacts to BHR 1 in order to determine and obtain any approval/permits required.</li> <li>Complete a CHER by a Qualified Heritage Professional, during the as early as possible as design progresses, to determine if the property has cultural heritage value or interest.</li> <li>Following the CHER, if cultural heritage value is determined, complete a HIA by a Qualified Heritage Professional, as early as possible as design progresses, to mitigate impacts of the Project.</li> <li>Indicate on the 30% Preliminary Design that the building on the property is to be protected during construction. Install protective measures (i.e. temporary fencing) if necessary.</li> </ul>	<ul style="list-style-type: none"> <li>Monitor the protection of the building throughout construction to the ensure integrity of the structure is maintained.</li> </ul>
<b>BHR 1</b>	202 Dundas Street West/ Russell's Garage and All-Save Car Rental	Listed on the Municipal Heritage Register	<p><b>2. Potential indirect adverse impact from the Project.</b></p> <p>Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 1 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.</p>	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See <b>Recommendations</b> of this Report.
<b>BHR 2</b>	196 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<p><b>1. Potential direct adverse impact from the Project.</b></p> <p>Potential direct impact to the property. A portion of BHR 2 along Dundas Street East, is located within the grading limits of the 10% Preliminary Design. The building within BHR 2 will not be directly impacted, however the hedge and brick entrance feature along the right-of-way of Dundas Street West within the property is anticipated to be impacted. The hedge has been identified as a potential heritage attribute of the property in this Cultural Heritage Report.</p>	<p><b>i. Preferred Option:</b> Avoid the Property</p> <p>Based on the 10% Preliminary Design, there will be direct impacts to the property (partial property acquirement, potential impact to a heritage attribute [the hedge]). If the design cannot be revised to avoid the property, the following mitigation measures are required:</p> <p><b>ii. Alternative Option:</b></p> <ul style="list-style-type: none"> <li>Consult with the City of Mississauga Heritage Planning Department as part of the preliminary design phase regarding physical impacts to BHR 2 in order to determine and obtain any approval/permits required.</li> <li>Complete a CHER by a Qualified Heritage Professional, during the as early as possible as design progresses, to determine if the property has cultural heritage value or interest.</li> <li>Following the CHER, if cultural heritage value is determined, complete a HIA by a Qualified Heritage Professional, as early as possible as design progresses, to mitigate impacts of the Project.</li> </ul>	The Project will have no direct impacts that require monitoring prior, during or post-construction.



Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>BHR 2</b>	196 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 2 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 3</b>	188 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>1. No direct adverse impacts from the Project</b>  The 10% Preliminary Design drawing indicates that a small section of the northern portion of the property is within the grading limits. A sidewalk is proposed within the manicured lawn area of BHR 3. However, it is not anticipated that the new sidewalk will impact a proposed heritage attribute of the property. Therefore, no direct adverse impacts to the property are anticipated.	No mitigation measures required.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>BHR 3</b>	188 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 3 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 4</b>	51, 55-57 Dundas Street West/Former Schiller Store	Listed on the Municipal Heritage Register	<b>1. Potential direct adverse impact from the Project.</b>  Potential direct impact to the property. A substantial portion of the building is located within the grading limits of the 10% Preliminary Design. Therefore, based on the 10% Preliminary Design, the demolition of the building is anticipated.	i. <b>Preferred Option:</b> Avoid the Property  Based on the 10% Preliminary Design, there will be direct impacts to the property (full property acquirement, removal of the building). If the design cannot be revised to avoid the property, the following mitigation measures are required:  ii. <b>Alternative Option:</b> <ul style="list-style-type: none"> <li>Consult with the City of Mississauga Heritage Planning Department as part of the preliminary design phase regarding physical impacts to BHR 4 in order to determine and obtain any approval/permits required.</li> <li>Complete a CHER by a Qualified Heritage Professional, during the as early as possible as design progresses, to determine if the property has cultural heritage value or interest.</li> <li>Following the CHER, if cultural heritage value is determined, complete a HIA by a Qualified Heritage Professional, as early as possible as design progresses, to mitigate impacts of the Project.</li> </ul>	Not applicable.

Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
BHR 5	47 Dundas Street West/Former Cooksville Post Office and Shaver House	Listed on the Municipal Heritage Register	<b>1. Potential direct adverse impact from the Project.</b>  Potential direct impact to the property. A substantial portion of the building is located within the grading limits of the 10% Preliminary Design. Therefore, based on the 10% Preliminary Design, the demolition of the building is anticipated.	<b>i. Preferred Option:</b> Avoid the Property  Based on the 10% Preliminary Design, there will be direct impacts to the property (full property acquirement and removal of the building). If the design cannot be revised to avoid the property, the following mitigation measures are required:  <b>ii. Alternative Option:</b> <ul style="list-style-type: none"><li>• Consult with the City of Mississauga Heritage Planning Department as part of the preliminary design phase regarding physical impacts to BHR 5 in order to determine and obtain any approval/permits required.</li><li>• Complete a CHER by a Qualified Heritage Professional, during the as early as possible as design progresses, to determine if the property has cultural heritage value or interest.</li><li>• Following the CHER, if cultural heritage value is determined, complete a HIA by a Qualified Heritage Professional, as early as possible as design progresses, to mitigate impacts of the Project.</li></ul>	Not applicable.
BHR 6	37 Dundas Street West	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>1. Potential direct adverse impact from the Project.</b>  Potential direct impact to the property. A substantial portion of the building is located within the grading limits of the 10% Preliminary Design. Therefore, based on the 10% Preliminary Design, the demolition of the building is anticipated.	<b>i. Preferred Option:</b> Avoid the Property  Based on the 10% Preliminary Design, there will be direct impacts to the property (full property acquirement/removal of the building). If the design cannot be revised to avoid the property, the following mitigation measures are required:  <b>ii. Alternative Option:</b> <ul style="list-style-type: none"><li>• Consult with the City of Mississauga Heritage Planning Department as part of the preliminary design phase regarding physical impacts to BHR 6 in order to determine and obtain any approval/permits required.</li><li>• Complete a CHER by a Qualified Heritage Professional, during the as early as possible as design progresses, to determine if the property has cultural heritage value or interest.</li><li>• Following the CHER, if cultural heritage value is determined, complete a HIA by a Qualified Heritage Professional, as early as possible as design progresses, to mitigate impacts of the Project.</li></ul>	Not applicable.

Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>BHR 7</b>	14, 20-38 Dundas Street East/Copeland's General Store	Listed on the Municipal Heritage Register	<b>1. Potential direct adverse impact from the Project.</b>  Potential direct impact to the property. A substantial portion of the building is located within the grading limits of the 10% Preliminary Design. Therefore, based on the 10% Preliminary Design, the demolition of the building is anticipated.	<b>i. Preferred Option:</b> Avoid the Property  Based on the 10% Preliminary Design, there will be direct impacts to the property (full property acquirement, removal of the building). If the design cannot be revised to avoid the property, the following mitigation measures are required:  <b>ii. Alternative Option:</b> <ul style="list-style-type: none"> <li>Consult with the City of Mississauga Heritage Planning Department as part of the preliminary design phase regarding physical impacts to BHR 7 in order to determine and obtain any approval/permits required.</li> <li>Complete a CHER by a Qualified Heritage Professional, during the as early as possible as design progresses, to determine if the property has cultural heritage value or interest.</li> <li>Following the CHER, if cultural heritage value is determined, complete a HIA by a Qualified Heritage Professional, as early as possible as design progresses, to mitigate impacts of the Project.</li> </ul>	Not applicable.
<b>BHR 8</b>	47 Dundas Street East/Bell Telephone Company Cooksville Exchange Building	Listed on the Municipal Heritage Register	<b>1. No direct adverse impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>BHR 8</b>	47 Dundas Street East/Bell Telephone Company Cooksville Exchange Building	Listed on the Municipal Heritage Register	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 8 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 9</b>	168 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>1. No direct adverse impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.



Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>BHR 9</b>	168 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 9 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 10</b>	172 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>1. No direct adverse impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>BHR 10</b>	172 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 10 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 11</b>	184 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>1. No direct adverse impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>BHR 11</b>	184 Dundas Street East	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 11 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.

Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>CHL 1</b>	Former Credit Valley Railway Corridor	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>1. No direct adverse impacts from the Project.</b>  The current overpass structure which carries Dundas Street over the rail corridor will be replaced with a wider structure to accommodate BRT infrastructure. This bridge will be a skewed, two-span structure similar to the present bridge, however the length of the westbound span will be increased so that the new abutment does not interfere with the alignment of Hensall Circle. All work is anticipated to take place outside of the rail corridor, and therefore, no direct impacts to the corridor are anticipated.	No mitigation measures required. Continue to avoid the rail corridor.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>CHL 1</b>	Former Credit Valley Railway Corridor	None (Potential BHR, Identified in a previous heritage report [AECOM, 2016])	<b>2. No anticipated indirect adverse impact from the Project.</b>  No anticipated indirect impacts from the Project. Although there is a portion of this cultural heritage landscape within the grading limits of the 10% Preliminary Design, there are no buildings or structures that would be impacted indirectly by this Project.	No mitigation measures required.	The Project will have no indirect impacts that require monitoring prior, during or post-construction.
<b>CHL 2</b>	707 Dundas Street East/Dixie Union Chapel and Cemetery	Designated Part IV of the Ontario Heritage Act (By-Law#83078, Amendment #963-86)	<b>1. No direct impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>CHL 2</b>	707 Dundas Street East/Dixie Union Chapel and Cemetery	Designated Part IV of the Ontario Heritage Act (By-Law#83078, Amendment #963-86)	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the stone church and stone wall associated with this cultural heritage landscape is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>CHL 2A</b>	707 Dundas Street East/Dixie Union Chapel and Cemetery- Cultural Heritage Plaque	Ontario Heritage Trust Plaque Location	<b>1. No direct or indirect adverse impacts from the Project</b>  The plaque is separated from the grading limits of the 10% Preliminary Design by a stone wall. Therefore, no direct or indirect impacts to the plaque are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>CHL 2B</b>	707 Dundas Street East/Dixie Union Chapel and Cemetery- Cultural Heritage Plaque	Mississauga Heritage Foundation Plaque Location	<b>1. No direct adverse impacts from the Project</b>  The plaque is separated from the grading limits of the 10% Preliminary Design by a stone wall. Therefore, no direct or indirect impacts to the plaque are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>CHL 3</b>	719-737 Dundas Street East/St. John the Baptist Anglican Church & St. John's Dixie Cemetery and Crematorium	Listed on Municipal Heritage Register	<b>1. No direct adverse impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required, continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.



Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>CHL 3</b>	719-737 Dundas Street East/St. John the Baptist Anglican Church & St. John's Dixie Cemetery and Crematorium	Listed on Municipal Heritage Register	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the stone church associated with this cultural heritage landscape is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 12</b>	775 Dundas Street East	Listed on the Municipal Heritage Register	<b>1. No direct adverse impacts from the Project</b>  The property is adjacent to the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the property are anticipated.	No mitigation measures required. Continue to avoid the property.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>BHR 12</b>	775 Dundas Street East	Listed on the Municipal Heritage Register	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 12 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 13</b>	855 Dundas Street East/Chapman Residence (Barn)	Listed on the Municipal Heritage Register	<b>1. No direct adverse impacts from the Project</b>  Although the 10% Preliminary Design drawings indicate that a small section of the southern edge of the property is within the grading limits, the present sidewalk on the north side of Dundas Street East is not being relocated or reconstructed. It is anticipated therefore, that the area graded will return to pre-construction conditions (manicured lawn). Therefore, no direct adverse impacts to the property are anticipated.	No mitigation measures required.	The Project will have no direct impacts that require monitoring prior, during or post-construction.
<b>BHR 13</b>	855 Dundas Street East/Chapman Residence (Barn)	Listed on the Municipal Heritage Register	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 13 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 14</b>	865 Dundas Street East/Chapman Residence	Listed on the Municipal Heritage Register	<b>1. No direct adverse impacts from the Project</b>  Although the 10% Preliminary Design drawings indicate that a small section of the southern edge of the property is within the grading limits, the present sidewalk on the north side of Dundas Street East is not being relocated or reconstructed. It is anticipated therefore, that the area graded will return to pre-construction conditions (manicured lawn). Therefore, no direct adverse impacts to the property are anticipated.	No mitigation measures required.	The Project will have no direct impacts that require monitoring prior, during or post-construction.

Reference #	Location / Address and Property Name	Municipal Heritage Recognition	Type and Description of Potential Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendations	Monitoring Activities
<b>BHR 14</b>	865 Dundas Street East/Chapman Residence	Listed on the Municipal Heritage Register	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the building within BHR 14 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 15</b>	888 Dundas Street East/2565 Haines Road/Mississauga Chinese Centre	Listed on the Municipal Heritage Register	<b>1. No direct adverse impacts from the Project</b>  Currently, the 10% Preliminary Design drawings indicate that the grading limits are directly adjacent to the <a href="#">western most concrete foundation for the entrance structure</a> on Dundas Street East. The entrance structure is considered a heritage attribute of BHR 15. The structure is not being removed or relocated for the project. It is anticipated that graded areas on this property will be returned to pre-construction conditions. In addition, the design will be revised for the 30% Preliminary Design to provide a buffer between the grading and the western most concrete foundation of the entrance structure to ensure the foundation of the structure will not be adversely impacted during construction. Therefore, no direct adverse impacts to the property are anticipated.	Although this property is not anticipated to be directly adversely impacted, the entrance structure on Dundas Street East is adjacent to the grading limits. Therefore, the following mitigation measures are required: <ul style="list-style-type: none"> <li>Mark the entrance structure on the 30% Preliminary Design drawings as "To be retained: Implement protection measures prior to construction"</li> <li>Install protection measures such as box or fence hoarding, prior to construction.</li> </ul>	<ul style="list-style-type: none"> <li>Monitor the protection of the entrance structure throughout construction to the ensure integrity of the structure is maintained.</li> <li>Post construction, the enclosure will be removed and the condition of the entrance structure will be confirmed to ensure it meets pre-construction conditions.</li> </ul>
<b>BHR 15</b>	888 Dundas Street East/2565 Haines Road/Mississauga Chinese Centre	Listed on the Municipal Heritage Register	<b>2. Potential indirect adverse impact from the Project.</b>  Potential indirect impact from vibration associated with the Project. It is unknown at this time based on the available information if vibration impacts are anticipated. However, the entrance structure and building within BHR 15 is within the Cultural Heritage Study Area and therefore, may result in indirect impacts from vibration. Vibration damage to a historic building is an adverse indirect impact.	See <b>Recommendations</b> of this Report for mitigation measures related to vibration.	The Project has potential to have indirect impacts that require monitoring prior, during or post-construction. See Recommendations of this Report.
<b>BHR 16</b>	1576 Dundas Street East/Cultural Heritage Plaque	Mississauga Heritage Foundation Plaque	<b>1. No direct adverse impacts from the Project</b>  The plaque is outside, however close to, the grading limits of the 10% Preliminary Design. Therefore, no direct physical impacts to the plaque are anticipated.	Although this property is not anticipated to be directly impacted, the plaque on Dundas Street East is near to the grading limits. Therefore, the following mitigation measures are required: <ul style="list-style-type: none"> <li>Mark the plaque on the 30% Preliminary Design drawings as "To be retained: Implement protection measures prior to construction"</li> <li>Install protection measures such as box or fence hoarding, prior to construction.</li> </ul>	<ul style="list-style-type: none"> <li>Monitor the protection of the plaque throughout construction to the ensure integrity of the plaque is maintained.</li> <li>Post construction, the enclosure will be removed and the condition of the plaque will be confirmed to ensure it meets pre-construction conditions.</li> </ul>



## **Appendix C: Key Project Personnel and Qualifications**

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**Tara Jenkins, MA, GPCertCHS, CAHP**  
Cultural Heritage Specialist

<b>Education</b>	<b>Years of Experience</b>	<b>Licenses/Registrations</b>	<b>Professional Affiliations</b>
Graduate Professional Certificate in Cultural Heritage Studies (GPCertCHS)- Heritage Planning Option, University of Victoria, 2016	With AECOM: 2 With Other Firms: 20	Professional Archaeologist License (P357)  Member of Canadian Association of Heritage Professionals (CAHP)	Voting Member of London's Advisory Committee on Heritage (LACH)  Chair of the Archaeology Subcommittee for LACH  Member of Ontario Archaeological Society (OAS)
M.A., Anthropology, McMaster University, 2011			
B.A. (Hons), Anthropology, McMaster University, 1999, 2007			

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**Summary**

Tara Jenkins holds a Master of Art's Degree in Anthropology and a Graduate Professional Certificate in Cultural Heritage Studies- Heritage Planning Option. She has 20 years of experience working in cultural resource management (CRM) and is a member of the Canadian Association of Heritage Professionals (CAHP). She has gained practical experience as a Cultural Heritage Specialist and has been the acting Project Manager for various projects including Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Cultural Heritage Resource Assessments. In her role as a Project Manager, Tara provides specialized advice and expertise to clients and stakeholders on heritage matters. She is also a voting member on London's Advisory Committee on Heritage (LACH) and Chair of the archaeology subcommittee for LACH. Tara has published articles and chapters in peer-reviewed and other recognized journals and books. She has taught at the university level in lecture and seminar environments and has been a guest speaker for academic conferences. Project work includes the application of legislation, policy framework, and tools such as the *Ontario Heritage Act*, Provincial Policy Statement, the *Ontario Heritage Tool Kit*, The *Standards and Guidelines for the Conservation of Historic Places* in Canada, various Class Environmental Assessment process and other policies and processes outlined by the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries.

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**Liam Smythe, B.URPI**  
Cultural Heritage Specialist

**Education**

Bachelor of Urban and  
Regional Planning /  
Ryerson University / 2014

Certificate in Cultural  
Heritage Site Management /  
Centennial College / 2015

**Years of Experience**

With AECOM: 3  
With Other Firms: 2

**Professional Association**

Architectural Conservancy  
of Ontario

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**Summary**

Liam Smythe is a Cultural Heritage Specialist in the Cultural Resource Management Department at AECOM. He completed his Bachelor of Urban and Regional Planning at Ryerson University, and a Postgraduate Certificate in Cultural and Heritage Site Management at Centennial College. Liam has previously worked as a policy and program assistant with the Ministry of Tourism Culture and Sport, assisting in the development and implementation of the *Standards and Guidelines for the Conservation of Provincial Heritage Properties*. With MTCS he helped develop a compliance survey to assess the level at which ministries and prescribed public bodies were complying with the regulations, as well as updating the heritage bridge list and identifying a series of best practices in heritage conservation at the provincial level. Working with other Ryerson University students, he conducted a comprehensive study of heritage resources in Toronto's Corktown neighborhood on behalf of the Corktown Business and Residents Association. He has formerly volunteered with Heritage Toronto, is currently working as a volunteer researcher with the Architectural Conservancy of Ontario, updating their TO Built database and providing content for the ACO Next Gen blog.